UNITED STATES AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION BOARD REPORT

KC-10A, T/N 83-0080

9TH AIR REFUELING SQUADRON

60TH AIR MOBILITY WING

TRAVIS AIR FORCE BASE, CALIFORNIA

LOCATION: NEAR MOUNTAIN HOME AFB, IDAHO

DATE OF ACCIDENT: 1 NOVEMBER 2016

BOARD PRESIDENT: COL PERRY M. LONG III

Conducted IAW Air Force Instruction 51-503

ACTION OF THE CONVENING AUTHORITY **10 JUL 2017**

The report of the accident investigation board, conducted under the provisions of AFI 51-503, that investigated the 1 November 2016 mishap that occurred near Mountain Home Air Force Base, Idaho, involving KC-10A, T/N 83-0080, assigned to the 60th Air Mobility Wing, Travis Air Force Base, California, complies with applicable regulatory and statutory guidance and on that basis is approved.

\\signed\\

THOMAS J. SHARPY
Major General, USAF
Vice Commander

United States Air Force Accident Investigation Board Report

Class A Mishap, Near Mountain Home AFB, ID

EXECUTIVE SUMMARY
UNITED STATES AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION

KC-10A, T/N 83-0080
NEAR MOUNTAIN HOME AFB, IDAHO
1 NOVEMBER 2016

On 1 November 2016, at 1546 hours Zulu time (Z), a United States Air Force KC-10A Extender, tail number 83-0080, the mishap aircraft, assigned to the 60th Air Mobility Wing, departed from its home station of Travis Air Force Base (AFB), California, on a training mission in support of two flights of F-15s and a C-17. The scheduled flight profile was a formation departure from Travis AFB, refueling for approximately one hour with the F-15s, refueling training for approximately 1 hour 15 minutes with the C-17, and approximately one half hour of approach training before landing at Travis AFB. The mishap crew (MC) is assigned to the 9th Air Refueling Squadron, Travis AFB.

At 1632Z, the MC prepared for aerial refueling (AR), and the mishap boom operator (MB) lowered the Aerial Refueling Boom (boom). Immediately after lowering the boom, it began to move erratically, oscillating to the aircraft's right and left in a U-shaped pattern, well outside of its structural limits. After oscillating for approximately two minutes, the boom hoist cable broke. Approximately two minutes later, the gimbal separated from the A-frame gimbal mounts, but remained connected to the fuselage by hydraulic and electrical lines. At 1705Z, the boom completely separated from the aircraft and fell in an open field in Idaho. There were no injuries or fatalities reported with any portion of the mishap. After the boom separated, the MC landed the aircraft at Mountain Home AFB, Idaho without incident. The total monetary value of government loss was $6,529,845.71.

The AIB president found, by a preponderance of the evidence, two causes for this mishap. The first cause of this mishap was a sheared Dual Rotary Voltage Transducer (DRVT) rotary crank that resulted from DRVT rotary bearing misalignment. This provided the aircraft's boom control unit (BCU) with continuous, inaccurate roll position indications. As a result, the BCU compensated with lateral movement commands in both directions, driving the boom beyond its operational and structural limits. The second cause, related to the first, was the MB's failure to turn off the boom flight control switch in a timely manner. Turning off this switch would have disabled the BCU. This would have neutralized the boom flight control surfaces, and prevented the boom from departing the aircraft.

Additionally, the AIB president found, by a preponderance of the evidence, that the failure of maintenance personnel to comply with technical orders prevented the possible detection of an erratically performing D RVT, substantially contributing to the mishap.

Under 10 U.S.C. § 2254(d) the opinion of the accident investigator as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

United States Air Force Accident Investigation Board Report

Class A Mishap, Near Mountain Home AFB, ID

SUMMARY OF FACTS AND STATEMENT OF OPINION
KC-10A, T/N 83-0080
1 NOVEMBER 2016

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ACRONYMS AND ABBREVIATIONS

80-35	Open Discrepancy
135	KC-135
ADC	Area Defense Counsel
ADF	Automatic Direction Finder
AF	Air Force
AFB	Air Force Base
AFE	Air Flight Equipment
AFI	Air Force Instruction
AFIP	Air Force Institute of Pathology
AFTO	Air Force Technical Order
AIB	Accident Investigation Board
ALAS	Automatic Load Alleviation System
AMC	Air Mobility Command
AMCSUP	Air Mobility Command Supplement
AMW	Air Mobility Wing
AMXS	Aircraft Maintenance Squadron
AR	Aerial Refueling
ARB	Aerial Refueling Boom
ARO	Air Refueling Operator
ARS	Air Refueling Squadron
ATAGS	Advanced Tactical Anti-G System
ATC	Air Traffic Control
BCA	Boom Control Assembly
BCU	Boom Control Unit
BOT	Boom Operator Trainer
BP	Board President
BPO	Basic Post Flight
DCC	Dedicated Crew Chief
DoD	Department of Defense
DRVT	Dual Rotary Voltage Transducer
E & E	Electric and Environmental
EBO	Evaluator Boom Operator
EPR	Enlisted Performance Report
EPS	Emergency Power System
ER	Exceptional Release
FE	Flight Engineer
FLCS	Flight Control System
FTU	Flight Training Unit
ft.	Feet
HF	High Frequency
HFACS	Human Factors Analysis and Classification System
IAW	In Accordance With
IB/IBO/IBO2	Instructor Boom Operator
IFSCS	Instrument and Flight Control System
IP	Instructor Pilot
IPB	Illustrated Parts Breakdown
K	Thousand
kts.	Knots
L	Local Time
LOSA	Line Operation Safety Audit
LVDT	Linear Variable Differential Transducer
MA	Mishap Aircraft
MAJCOM	Major Command
MB	Mishap Boom Operator
MC	Mishap Crew
MCP	Mishap Co-pilot
MD	McDonnell Douglas
MEL	Minimum Equipment List
MFE	Mishap Flight Engineer
MM	Maintenance Member
MOA	Military Operating Area
MP	Mishap Pilot
MXG	Maintenance Group
MXGOI	Maintenance Group Operating Instruction
MXS	Maintenance Squadron
NDI	Non-Destructive Inspection
NM	Nautical Miles
OG	Operations Group
OI	Operating Instruction
Ops Tempo	Operations Tempo
ORM	Operational Risk Management
OSS	Operation Support Squadron
PHA	Preventative Health Assessment
PNS	Plans and Scheduling
Pro Super	Production Superintendent
PSI	Pounds per Square Inch
PST	Pacific Standard Time
Q & A	Question and Answer
QA	Quality Assurance
R2/R-Squared	Removal and Replace
SA	Situational Awareness
SAR	Search and Rescue
Sit-Rep	Situational Report
STP	Status/Test Panel
System 46	Boom System
TBA	Training Business Area
TCTO	Time Compliance Technical Order
TDY	Temporary Duty
T/N	Tail Number
TO	Technical Order
TOD	Technical Order Data
Z	Zulu

The above list was compiled from the Summary of Facts, the Statement of Opinion, the Index of Tabs, and Witness Testimony (Tabs R and V).

United States Air Force Accident Investigation Board Report

Class A Mishap, Near Mountain Home AFB, ID

SUMMARY OF FACTS

1. AUTHORITY AND PURPOSE

a. Authority

On 9 November 2016, Major General Thomas J. Sharpy, Vice Commander, Air Mobility Command (AMC), appointed Colonel Perry M. Long III to conduct an aircraft accident investigation of a mishap that occurred on 1 November 2016 involving a KC-10A Extender aircraft near Mountain Home Air Force Base (AFB), Idaho (Tab Y-2). The aircraft accident investigation was conducted in accordance with (IAW) Air Force Instruction (AFI) 51-503, *Aerospace and Accident Investigations*, at Travis AFB, California, from 11 January 2017 through 14 February 2017. Accident Investigation Board (AIB) members were a Legal Advisor Captain, a Pilot Member Captain, a Medical Member Captain, a Weather Member Captain, an Engineering Member Civilian, a Maintenance Member Chief Master Sergeant, a Boom Operator Member Master Sergeant, and a Recorder Senior Airman (Tabs Y-4, Y-5). Functional Area Experts were two Engineer Civilians, and a Flight Engineer Master Sergeant (Tab Y-6).

b. Purpose

In accordance with AFI 51-503, *Aerospace and Ground Accident Investigations*, this accident investigation board conducted a legal investigation to inquire into all the facts and circumstances surrounding this Air Force aerospace accident, prepare a publicly releasable report, and obtain and preserve all available evidence for use in litigation, claims, disciplinary action, and adverse administrative action.

2. ACCIDENT SUMMARY

On 1 November 2016, at 1546 hours Zulu time (Z), a United States Air Force KC-10A Extender, tail number 83-0080, the mishap aircraft (MA), assigned to the 60th Air Mobility Wing (AMW), departed from its home station of Travis Air Force Base (AFB), California, on a training mission in support of two flights of F-15s and a C-17 (Tabs AA-15 through AA-16). The scheduled flight profile was a formation departure from Travis AFB, refueling for approximately one hour with the F-15s, refueling training for approximately 1 hour 15 minutes with the C-17, and approximately one half hour of approach training before landing at Travis AFB (Tabs AA-6, AA-8, AA-10, AA-15). The mishap crew (MC) is assigned to the 9th Air Refueling Squadron (ARS), Travis AFB (Tabs G-3, G-14, G-22, G-32).

At 1632Z, the mishap crew prepared for aerial refueling (AR), and the mishap boom operator (MB) lowered the aerial refueling boom (ARB, boom) (Tab N-4). Immediately after lowering the boom, it began to move erratically, oscillating to the aircraft's right and left in a U-shaped pattern, well outside of its designed operational and structural limits (Tabs N-4 to N-5, and V-4.4). After oscillating for approximately two minutes, the boom hoist cable broke (Tab N-6). Approximately two minutes later, the gimbal separated from the A-frame gimbal mounts, but remained connected

to the fuselage by hydraulic and electrical lines (Tabs N-8, N-15, Z-3). At 1705Z, the boom completely separated from the aircraft and fell in an open field in Idaho (Tabs N-29, S-3 through S-8). There were no injuries or fatalities reported with any portion of the mishap. After the boom separated, the MC landed the aircraft at Mountain Home AFB, Idaho, without incident (Tabs N-30 through N-40). The total monetary value of government loss was $6,529,845.71 (Tab P-2).

3. BACKGROUND

a. Air Mobility Command

Air Mobility Command (AMC) was activated 1 Jun 92, with headquarters at Scott Air Force Base, Illinois, and is one of 10 major Air Force commands. On 1 Oct 16, AMC consolidated with Military Air Command making AMC the oldest major command in the Air Force tracing its history to the establishment of the Air Corps Ferrying Command on 29 May 41. As the air component of the U.S. Transportation Command, AMC is comprised of a Total Force effort to execute rapid global mobility and enable global reach – the ability to respond anywhere in the world in a matter of hours. This is accomplished through AMC's four core mission areas – Airlift, Air Refueling, Air Mobility Support and Aeromedical Evacuation. AMC also provides support to the nuclear enterprise.

Airlift provides the capability to deploy U.S. armed forces anywhere in the world within hours and help sustain them in a conflict. AMC also supports presidential and senior leader airlift. Air Refuelers are the backbone of Global Reach, increasing coalition and U.S. aircraft's range mid-air. Aeromedical evacuation ensures the wounded warriors get the care they deserve and today have sustained the survival rate of 97 percent. In addition to enabling the force to respond to an enemy attack and sustain operations, Rapid Global Mobility brings humanitarian supplies and assistance to those in need who may live in austere locations (Tab CC-2).

b. 60th Air Mobility Wing

The 60th Air Mobility Wing (AMW) is the largest air mobility organization in terms of personnel in the Air Force with a versatile all-jet fleet of C-5M Super Galaxy and C-17 Globemaster III cargo aircraft, and KC-10 Extender refueling aircraft. As the host unit of Travis AFB, California, the wing controls more than $11 billion in total resources, including 6,455 acres, 403 buildings and about 1,320 military family housing units. It handles more cargo and passengers than any other military air terminal in the United States. Travis AFB is the West Coast terminal for aeromedical evacuation aircraft returning sick or injured patients from the Pacific area.

Part of AMC, the 60th AMW is responsible for strategic airlift and air refueling missions circling the globe. The unit's primary roles are to provide rapid, reliable airlift of American fighting forces anywhere on earth in support of national objectives and to extend the reach of American and allied

air power through mid-air refueling. Wing activity is primarily focused in the Pacific and Indian Ocean area, including Alaska and Antarctica. However, the 60th AMW crews can fly support missions anywhere in the world to fulfill its motto of being "America's First Choice" for providing true Global Reach (Tab CC-8).

c. 9th Air Refueling Squadron

The 9 ARS mobilizes and deploys 12 KC-10 aircraft with over 140 combat-ready personnel and equipment to worldwide forward operating locations. The unit ensures global reach for America by generating 24-hour-a-day strategic airlift and aerial-refueling sorties supporting U.S. and allied forces during contingency operations. It also provides training for 24 aircrews tasked to support and sustain Joint Chiefs of Staff directed missions. The unit executes an 8,000+ flying hour program and $580,000 budget. The world's "peerless" air refuelers off-loaded more than 70 million pounds of fuel on over 1,420 sorties last year flying strategic airlift for the Travis Team effort and delivery of over 64,000 tons of critical cargo and passengers (Tab CC-11).

d. 660th Aircraft Maintenance Squadron

The 660th Aircraft Maintenance Squadron (660 AMXS) provides combat-ready maintenance personnel and organizational support to inspect, service, and repair all transient and assigned KC-10 aircraft at Travis AFB. This amounts to 46% of the DoD's inventory of this weapons system. In addition, the squadron generates aerial refueling and strategic airlift missions in support of four active flying squadrons as tasked by AMC. The unit not only maintains aircraft, it also prepares personnel and equipment for worldwide deployment keeping the entire globe within reach of the largest wing in AMC. (Tab CC-13).

e. 60th Maintenance Squadron

The 60th Maintenance Squadron (60 MXS) provides organizational and field-level maintenance, repair, and manufacturing capability for effective on- and off-equipment maintenance, inspection, and refurbishment of C-5, KC-10 and C-17 aircraft. The squadron inspects, services, and overhauls aerospace ground equipment worth over $8 million and effectively manages and stores all base munitions. The unit provides mission capable aircraft in direct support of AMC's global mission (Tab CC-14).

f. KC-10A "Extender"

The KC-10 Extender is an AMC advanced tanker and cargo aircraft designed to provide increased global mobility for U.S. armed forces. Although the KC-l0's primary mission is aerial refueling, it can combine the tasks of a tanker and cargo aircraft by refueling fighters and simultaneously carry the fighter support personnel and equipment on overseas deployments.

Using either an advanced aerial refueling boom, or a hose and drogue centerline refueling system, the KC-10 can refuel a wide variety of U.S. and allied military aircraft within the same mission. The aircraft is equipped with lighting for night operations.

The KC-10's boom operator controls refueling operations through a digital, fly-by wire system. Sitting in the rear of the aircraft, the operator can see the receiver aircraft through a wide window. During boom refueling operations, fuel is transferred to the receiver at a maximum rate of 1,100 gallons (4,180 liters) per minute; the hose and drogue refueling maximum rate is 470 gallons (1,786 liters) per minute. The automatic load alleviation and independent disconnect systems greatly enhance safety and facilitate air refueling. The KC-10 can be air-refueled by a KC-135 or another KC-10A to increase its delivery range (Tab CC-15).

4. SEQUENCE OF EVENTS

a. Mission

On 1 November 2016, the MC was scheduled to fly the MA on a local training mission from Travis AFB (Tab AA-15). The mission was in support of two flights of F-15s and 1 C-17, and finishing with some approach practice before landing back at Travis AFB (Tabs AA-6, AA-10, AA-15).

b. Planning

The MC conducted initial mission planning, checked the weather, reviewed Notices to Airmen, familiarized themselves with applicable Special Instructions, performed fuel planning and completed required forms (Tab AA-16). The MC briefed the mission details at the squadron and at the MA before takeoff, per standard practices (Tab AA-6).

c. Preflight

The crew was comprised of an Instructor Pilot, a Mission Pilot, an Evaluator Flight Engineer, and a Mission Boom operator (Tab K-2). The crew showed at 0450 Local/Pacific time (L)/1250 Zulu time (Z) on Tuesday, 1 November 2016 (Tab AA-8). The MA was reported fully mission capable with a fuel load of 264,000 pounds (Tab AA-6). The flight engineer and boom operator went to

the aircraft to perform their preflight duties at approximately 0550L/1350Z while the pilots went to brief the formation at 0545L/1345Z; the pilots stepped to the MA at 0635L/1435Z to perform their preflight duties (Tab AA-8). Nothing of significance was noted during the crew preflight, ground operations, or departure. (Tab AA-4).

d. Summary of Accident

On 1 November 2016, at approximately 0746L/1546Z, the MA, callsign GUCCI 22, took off on a local training mission as the leader of a KC-10 formation from Travis AFB with QUEST 62 and ORCA 24 (Tabs AA-4 and AA-16). GUCCI 22 was planned to continue to the SADDLE Military Operating Area for practice air refueling (AR) (Tab AA-4).

At 0826L/1626Z, the MC began preparing for AR with the scheduled F-15E flight, and began to run the appropriate checklist (Tab N-2).

At 0832L/1632Z, the mishap boom operator (MB) lowered the boom in preparation for AR, and quickly noticed the boom *"going crazy"* (Tab N-5). It quickly began oscillating violently left and right past 30° (Tab N-5).

At 0833L/1633Z, the MB attempted to stow the boom to no avail (Tab N-5). The MB was able to raise the boom to 10°, at which time it continued to oscillate left and right to 30° (Tab N-5). The mishap pilot (MP) noted aircraft yawing approximately 5-10° and altitude deviations more than 100 ft. in response to boom oscillations (Tabs N-5, V-1.5).

At 0834L/1634Z, the boom hoist cable broke (Tab N-6). The hoist cable is the alternate means for raising the boom (Tab BB-3). The mishap copilot (MCP) terminated AR, cleared the receivers to return to base, and coordinated with Air Traffic Control (ATC) to return to Travis AFB (Tab N-6).

At 0835L/1635Z, the MB exclaimed that the boom movement was "*freaking [him] out,"* and he did not know what to do (Tab N-6). The MB mentioned a checklist for a broken hoist cable, and that there was no ability to control the boom (Tab N-7). After a short discussion among the MC, the mishap flight engineer (MFE) walked to the tail of the aircraft and joined MB in the Air Refueling Operator's station (ARO) (Tab N-7).

At 0836L/1636Z, both rudder fail and elevation fail lights illuminated, the boom completely stopped moving, and the MB ran the *Broken Boom Hoist Cable* checklist (Tab N-8).

At 0837L/1637Z, the MCP declared GUCCI 22 an emergency aircraft with ATC, and requested vectors towards Mountain Home AFB, Idaho (Tab N-8).

At 0839L/1639Z, the boom had stabilized at 4° left, 14° elevation, and 2 ft. telescope extension (Tab N-10).

At 0844L/1644Z, the MP and the MB discuss whether the *Flight Controls Do Not Respond to Command Inputs or Control Surfaces Erratic* was the appropriate checklist to run (Tabs N-12 and BB-7).

At 0846L/1646Z, the MB stated, *"[i]t's getting crazy again…I don't know…honestly what's holding it on right now. But it's just trailing behind us."* and then says *"[t]his boom is completely detached, it's still connected some way but it's, everything is ruined"* (Figure 4.1) (Tabs N-14 to N-15, and Z-3). The MP decided to slow the aircraft to attempt to alleviate aerodynamic pressure on the boom (Tab N-15).

Figure 4.1 (Tab Z-3)

At 0847L/1647Z, the MFE returned to the flight deck, and the boom was still stable and attached (Tab N-15).

At 0853L/1653Z, the MP verified with the MB that they had *"gone through every iteration every every possibility of checklist,"* and there was no possible way to raise the boom by normal or alternate means (Tab N-19 to N-20). The MB stated, *"I don't think there's anything I really could have done honestly*" (Tab N-20).

At 0905L/1705Z, the boom departed from the aircraft at a reported position of 42°59'04.7"N 115°33'28.0"W (Figure 4.2) (Tabs N-29, Z-4).

The MC continued to coordinate to land at Mountain Home AFB, Idaho (Tab N-30). The MC landed without incident at 0949L/1749Z (Tab N-38).

Figure 4.2 (Tab Z-4)

e. Impact

At the time of boom separation, the MA was in a 10-degree bank right turn at 270 knots indicated airspeed, at 42°59'04.7"N 115°33'28.0"W (Tabs AA-4, AA-9, and N-29). The boom fell on an open field; no injuries or fatalities were reported (Tabs S-8, P-2, and X-1).

f. Egress and Aircrew Flight Equipment

The mishap crew landed at Mountain Home and taxied to the ramp without incident (Tabs N-37 through N-40, and AA-4). The crew shut down the aircraft and egressed normally, without the use of emergency egress equipment (Tabs H-2, and N-40).

g. Search and Rescue

Not Applicable

h. Recovery of Remains

Not Applicable

5. MAINTENANCE

a. Unscheduled Maintenance

The following is a list of unscheduled maintenance actions in the boom area on the MA leading up to the mishap:

The MA departed on 11 Oct 16 at 0733L/1533Z for a local training flight (Tab DD-69). The crew cycled the boom twice, contacted the receiver aircraft 10 times, and landed at 1302L/2102Z, and debriefed with the following discrepancy on the associated Air Force Technical Order (AFTO) Forms 781A: *"Boom roll gauge shows 8 degrees right when boom is centered at 0 degrees"* (Tabs D-32, DD-69, DD-75).

11 Oct 16, Day Shift - This discrepancy was worked by MM1 from the 60 MXS Hydraulics Section (Tab V-10.2). MM1 adjusted the Dual Rotary Voltage Transducer (DRVT) utilizing TO 1C-(K)A- 2-28, task 28-72-05 (Tab D-32). MM1 signed off the write-up with, "*adjusted DRVT-[Operations (Ops)] Check good"* in AFTO 781A (Tab D-32). The MA departed at 1905L on 11 Oct 16/0305Z on 12 Oct 16 for a local training flight (Tab DD-78). The crew attempted to lower and fly the boom, but the boom did not operate properly (Tab DD-84). The boom operator debriefed maintenance personnel and entered the following discrepancy in the AFTO Form 781A: *"Boom was about 4 to 5 degrees to the left and the roll gauge was showing 11 to 12 degrees to the right when lowered"* (Tabs D-35, DD-84).

11 Oct 16, Night Shift - This discrepancy was worked by personnel from the 60 MXS Hydraulics Section, including MM2 (Tab V-11.3). During troubleshooting, the gimbal yoke nut was found to have a broken safety wire, requiring a removal and replacement (R2) of the gimbal and yoke assembly (Tab V-11.3). During the shift, the boom was lowered, associated panels were removed, and the MA was prepared for subsequent work (Tab V-11.3).

12 Oct 16, Day Shift - During the shift, led by MM1, the boom was removed, but the gimbal still required R2 (Tab V-10.5).

12 Oct 16, Night Shift - During this shift, the gimbal assembly was installed by MM2 with a new DRVT (Tab V-12.1). Additionally, while MM2 installed the gimbal and yoke assembly, a portion was evaluated by MM11, a 60 MXG Quality Assurance (QA) evaluator, who noted zero defects (Tabs DD-68, and V-20.1). MM2 gave the task to dayshift with the gimbal installed (Tab V-12.1). This shift did not document their work in the AFTO 781A (Tabs D-35, D-43 to D-45, D-48 to D-52).

13 Oct 16, Day Shift – This shift finished installing the boom assembly, adjusting the DRVT, and signing off all associated discrepancies (Tabs D-46 to D-49, DD-51 to DD-55, and V-13.3). MM3 installed the boom IAW the boom installation TO; a portion was evaluated by MM12, a 60 MXG QA evaluator, who noted zero defects (Tabs D-51 and DD-67).

After boom installation, with the boom in the stowed position, MM9 adjusted the DRVT utilizing the Gimbal Install TO (Tab V-17.1). The boom, gimbal, and all associated discrepancies were

signed off by MM3 and MM4, citing Gimbal and Boom installation TOs (Tab D-51). The original boom discrepancy was signed off with the corrective action *"R2'd Boom Gimbal, adjusted DRVT, Leak/Ops [Check] Good"* by MM4 in the "Corrected By" block of the AFTO 781A (Tab D-35).

The parts replaced included Gimbal Assembly (part number NQC6400-503, serial number UAE2015-491) and DRVT (part number AS-784-001, serial number 5150) (Tabs D-35, V-11.7, and DD-108). The organizations, dates, and locations where removal, installation, bench check/testing, repair, and overhaul were completed are located in Tab DD (Tab DD-108).

The MA did not fly from 15-23 Oct 16 due to a scheduled series of inspections, known as an "A-Check" (Tabs V-11.7 and DD-66). On 19 Oct 16, while in A-Check, the MA's Boom Control Unit (BCU) was removed to troubleshoot another aircraft, but was reinstalled on the MA by MM13 and MM14 (Tab D-162). The forms show the corrective action of *"Installed BCU Ops [Check Good]"* (Tab D-162).

The MA departed on 23 Oct 16 at approximately 0827L/1627Z and diverted back to Travis AFB for a discrepancy not associated with the boom (Tabs AA-13 and DD-95). The boom was not cycled during this flight (Tab DD-95).

The MA departed on the same day at 1208L/2008Z to Eielson AFB, Alaska, and the boom was not cycled (Tab DD-94). The MA stayed on the ground in Eielson AFB for six days while awaiting repairs for discrepancies not associated with the boom (Tabs D-81 through D-89 and DD-85).

The MA departed Eielson AFB on 30 Oct 16 at 1009L/1809Z heading for Yokota Air Base on a refueling mission (Tab DD-85). The crew attempted to lower and fly the boom, but the boom did not operate properly (Tab DD-89). The aircraft diverted to Travis AFB for maintenance and landed on 30 Oct 16 at 1601L (31 Oct 16 at 0001Z) (Tab DD-85). The boom operator debriefed maintenance personnel and entered the following discrepancy in the AFTO Form 781A:

> *"During boom lowering, the boom flew to 5 degrees w/ no input by the operator. Small corrections were made to align the boom. The boom then flew uncommanded to 32 degrees or greater. Right structural limit broken with no command inputs made*" (Tab D-90).

30 Oct 16, Day Shift - This discrepancy was worked by MM1 from the 60 MXS Hydraulics Section (Tab V-10.6). MM1 performed a visual inspection of the DRVT and gimbal area, and utilized a camera phone to verify the position of the DRVT indicator pin engagement to yoke tangs (Tab V-10.7).

30 Oct 16, Night Shift - This discrepancy was worked by MM2, who performed a visual inspection of all boom flight controls and the boom flight control area with the help of MM8 (Tabs V-11.9, V- 16.3). MM2 utilized an ARB tester, cycled the flight controls, found loose cannon plugs, and signed off the discrepancy and made the following entry in the "Corrected By" block of the AFTO Form 781A:

> *"Lowered boom check visually all flight control surfaces. Did sensor readouts on STP (Status/Test Panel), all within limits. Hook up ARB tester ran test and sensor read out. Ran preflight and MX Test on boom. Found DRVT and Roll [Linear*

> *Voltage Differential Transducer (LVDT)] cannon plugs on visual inspection. [Re-torqued] cannon Plugs DRVT/LVD*T" (Tabs D-90, V-11.9).

The discrepancy was closed out at 0450, 31 Oct 16 (Tabs D-90, DD-98).

The MA departed Travis AFB on 1 Nov 16 at 0746L/1546Z as described in Sections 2 and 4d of this report (Tab DD-65). The following discrepancy was noted after the mishap in the AFTO Form 781:

> *"Boom uncontrollable in flight shortly after it was deployed. Dual rudder fail, elevation fail lights, different malfunctions indicated throughout period boom was uncontrollable. Boom appeared to detach from gimbal and eventually separated from aircraft"* (Tab D-9).

The aircraft was subsequently impounded for investigation.

b. Inspections

The Combined Basic Postflight/Preflight (BPO/PRE) inspection was completed IAW TO 1C-10(K)A-6WC-1, *USAF K-10A Aircraft Preflight-Basic Post and Thruflight Inspection Work Cards,* and documented in the 781H on 9 Oct 16, 2300Z (1500L) (Tab DD-30).

The BPO Inspection was accomplished IAW TO 1C-10(K)A-6WC-1, *USAF K-10A Aircraft Preflight-Basic Post and Thruflight Inspection Work Cards,* on 20 Oct 16, 0600Z (2200L, 19 Oct) (Tab D-62).

An A-Check was accomplished 20 Oct 16, but was mislabeled as a more extensive inspection called a C-Check due to GO81 error (Tabs D-3 and V-10.6).

c. Maintenance Procedures

For the purposes of this report, this section will discuss maintenance procedures observed during this investigation. Specifically the AIB focused on local debrief processes and identification of repeat/recur discrepancies. The AIB referenced TOs, AFIs, local Operating Instructions (OIs), and witness testimony.

The primary purpose of the aircraft maintenance formal debrief process is to ensure that malfunctions identified by aircrews are properly reported to maintenance personnel and documented per AFI 21-101 Air Mobility Command Supplement, *Aircraft and Equipment Maintenance Management* (Tab BB-34).

"Repeat Discrepancy" is defined as:

> *"[A] Malfunction in a system or subsystem that reappears on the next sortie (or attempted sortie) NOTE: Each consecutive sortie that experiences the malfunction is a Repeat and resets the counter, i.e. there can be several repeats in a row, but not a Recur unless there is at least one flight between malfunctions."* (Tab BB-33).

"Recur Discrepancy" is defined as:

> *"A malfunction that occurs on the second through fourth sortie or attempted sortie after corrective action has been taken and the system or sub-system indicates the same malfunction when operated"* (Tab BB-33).

Per the 60/349 MXG OI, paragraph 16.1.2.2, if a discrepancy is labeled as a second Repeat/Recur, it requires "*lead technician involvement by assisting in troubleshooting and signing off the discrepancy in the 'Inspected By' block of the AFTO Form 781A...*" (Tab BB-39).

The three debrief packets for the MA's previous flights contained numerous errors and omissions (Tabs DD-75, DD-84, DD-93 to DD-95). For example, the packets contained two different types of debrief forms, each at various levels of completion and detail (Tabs DD-75, DD-84, DD-93 to DD- 95). Furthermore, one of the debrief forms was from a different aircraft tail number (Tab DD-92). These debrief packets cover five flights from the initial boom discrepancy on 11 Oct 16 to the last boom discrepancy on 30 Oct 16 (Tabs DD-75, DD-84, DD-93 to DD-95). The Debrief Section did not indicate the boom roll discrepancy as a repeat on 12 Oct 16, even though two flights in a row had similar discrepancies (Tabs DD-75, DD-81, DD-84).

After the 12 Oct 16 flight the MA flew twice on 23 Oct 16, and even though the boom was not deployed on either of those flights, this cleared the "Repeat" discrepancy before the 30 Oct 16 flight (Tabs DD-75, DD-84, DD-86, DD-94, DD-95). The boom issue on 30 Oct 16 was the third flight of the MA after an attempted corrective action had been taken to resolve the boom roll problem (Tab DD-109). Upon return from this flight, home station debriefed the MA with boom roll issues, but it was not identified as a "Recur" discrepancy (Tab DD-93). The crew completed an AMC Form 97 *AMC In-Flight Emergency and Unusual Occurrence Worksheet*, which noted an "*audible bang,"* but no related notes were included on the debrief form (Tabs V-24.3 and AA-2). The Flying Crew Chief, MM15, aboard the aircraft filled out the debrief form in flight prior to the discrepancy, but did not change the form or attend the debrief (Tabs V-24.1 to V-24.2). Despite an air abort, fuel jettison, and divert home due to boom controllability issues and broken structural limits, the debrief forms for the MA showed no evidence of a major discrepancy or Repeat/Recur (Tabs V-24.3, DD-93, and DD-109). The debrief form from 12 Oct 16 did have "Yes" circled in the "repeat/recur" discrepancy block, but the form does not specify which one of multiple issues identified that day caused the air crew to report a repeat/recur (Tabs DD-80, DD-81 and DD-84). In addition, these discrepancies were not captured in the GO81 database or AFTO Form 781A's as a "Repeat" on 12 Oct 16 or a "Recur" on 30 Oct 16 (Tabs DD-80 through DD-81, DD-88 through DD-90, and DD-97 through DD-98).

d. Forms Documentation

The 60 MXS Hydraulics Section utilizes anecdotal, hand-written turnover logs, which do not reference TO task, item number, or page number to ensure the oncoming shift knows which specific steps to complete (Tab V-10.11, V-11.24 to V-11.25). TO 00-20-1, paragraphs 5.7.3.16.7 and 5.7.3.16.7.1 dictate that incomplete tasks be documented in a specified manner in the AFTO 781A (Tab BB-36 to BB-37). The gimbal and yoke assembly installation required greater than four shifts to accomplish, but all jobs were signed off during one shift on 13 Oct 16 (Tabs D-43 through D-54, and V-13.3 to V-13.4 and V-15.3 to V-15.4).

e. Maintenance Personnel and Supervision

All Training Business Areas (TBAs) for applicable technicians were reviewed with no significant training deficiencies identified (Tabs T-2 through T-122). However, none of the qualified technicians interviewed had previously removed or replaced a gimbal yoke assembly or a DRVT (Tabs V-11.12, V-15.3, V-20.2). These maintainers gained certification through academic study, not on aircraft (Tabs V-11.12, V-15.3, V-20.2). A data query from the Maintenance Information System revealed that in from 2011 to 2017, there have been eight gimbals and two DRVTs replaced on the entire KC-10A fleet (Tab DD-107).

f. Fuel, Hydraulic, Oil, and Oxygen Inspection Analyses

Not Applicable

6. AIRFRAME SYSTEMS

a. Normal Operation of the Boom

The KC-10 boom assembly (Figure 6.1) consists of a telescopic refueling boom equipped with bilateral rudders and a trailing elevator (flight control surfaces) to assist with elevation and roll control while in flight (Tab BB-17). The Boom Flight Control System is an integrated closed-loop, fly-by-wire system that utilizes a repurposed McDonnell Douglas MD-80 autopilot box called the BCU (Tabs BB-17 and EE-5). The flight control actuation system consists of the following (Figures 6.1 and 6.2):

- The BCU (Tab BB-17).
- An elevation/roll hand controller, which includes a flight control stick and a Boom Control Assembly (BCA), gives artificial feedback to, and translates command inputs from, the boom operator (Tab BB-17).
- Linear and rotary position transducers constantly provide the BCU with the elevation and roll position of the boom (Tab BB-17).
- Accelerometers control and report rate of boom movement to the BCU (Tab BB-17).
- Nozzle load sensors provide load feedback to the BCU to prevent overload of the boom nozzle when in contact with receiver aircraft (Tab BB-17).
- Elevator and rudder actuators provide hydraulic force to move the flight control surfaces when commanded (Tab BB-17).
- Boom control force selector (BB-17).
- Various electrical switches and lights provide both the boom operator and BCU with necessary information in regards to the status of boom performance (Tab BB-17).
- An STP displays built-in-test information from the BCU for boom operator and maintenance personnel use on the ground (Tab BB-18).

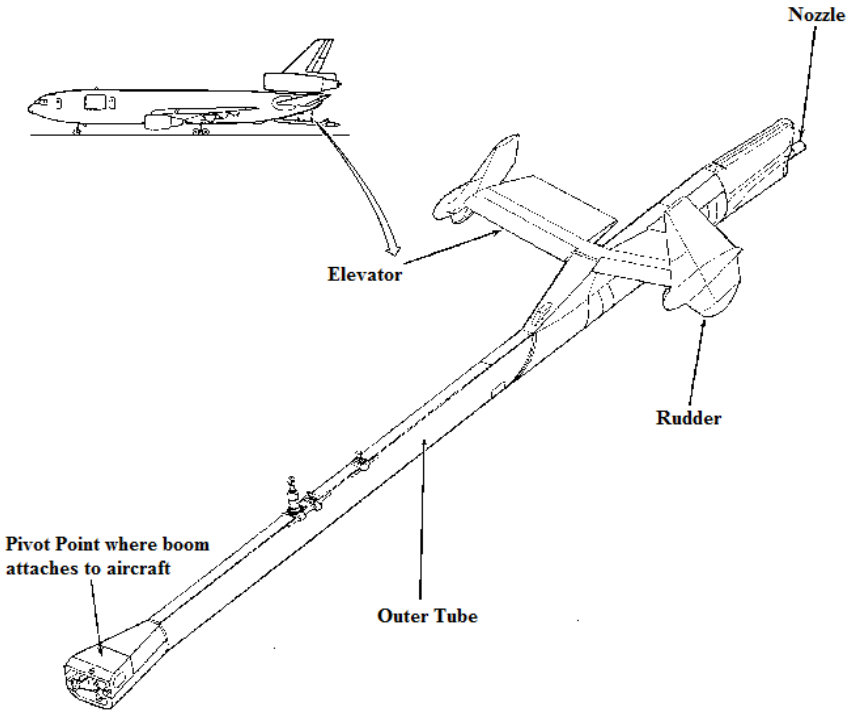

Figure 6.1 (Tab BB-20)

In order to control the boom, the boom operator uses the flight control stick atop the BCA, which consists of two elevation linear voltage differential transducers (LVDT), two roll LVDTs, one elevation torque motor, and one roll torque motor (Tab BB-17). The LVDTs translate linear boom flight control stick movement to electronic elevation and roll commands, then send them to the BCU, which in turn, commands the boom flight controls (Tab BB-17). The automatic load alleviation system (ALAS) provides automatic control of the boom when the boom is in contact to a receiver aircraft (BB-18). ALAS measures the boom forces at the nozzle and commands the control stick to a position that will alleviate the load (Tab BB-17 to BB-18). In short, whether the boom is being manually flown by the boom operator or automatically flown by ALAS, the BCU sends electrical command signals to the flight control surface actuators (Tab BB-17 to BB-18).

In addition to the BCA elevation and roll LVDTs, there are more sensors located on the boom gimbal and yoke assembly that continually monitor the boom's position (Figure 6.2) (Tab BB-17). A single DRVT, located in the gimbal yoke housing, senses boom roll by translating rotational movement into voltage, and sending that voltage signal to the BCU, similar to the LVDTs (Tab BB-17). The boom accelerometer, located near the end of the outer fuel tube, detects boom angular roll rates (Tab BB-17).

The gimbal and yoke assembly is located on the underside of the tail and attaches the boom assembly to the aircraft (Tabs BB-23 and EE-3). The assembly consists of a gimbal housing, a yoke, a yoke retainer, and roller bearings (Tab EE-3). The gimbal unit allows the boom to move freely throughout the normal operational range (Tab EE-3). The boom assembly attaches to the gimbal yoke assembly using two lugs (Tab EE-3). The gimbal housing then attaches to the aircraft structure using two more lugs (Tab EE-3).

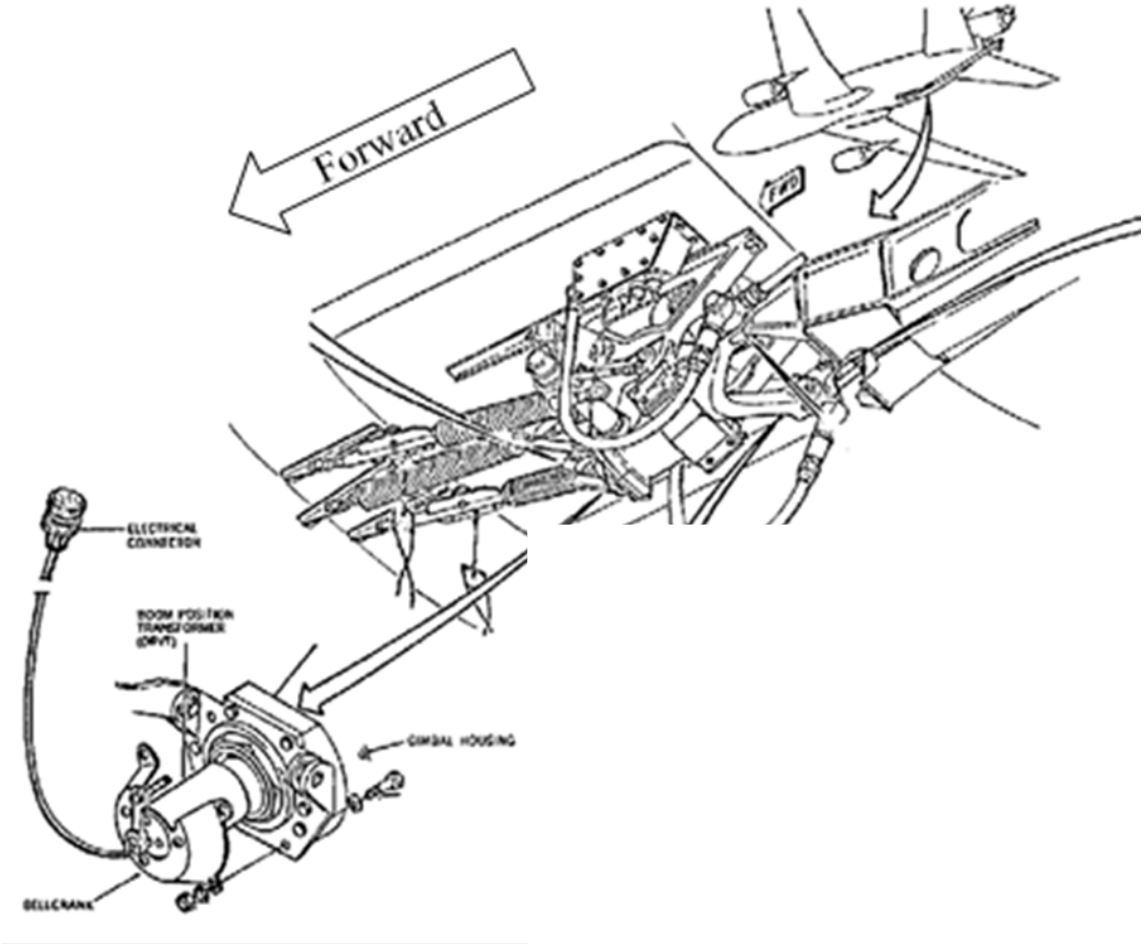

Figure 6.2. (Tab BB-23)

Normal system operation of the boom flight controls is as follows:

In free-flight mode, the boom operator makes command inputs using the flight control stick (Tab BB-17). If ALAS is engaged the nozzle load sensor can also provide command inputs to track a receiver aircraft during coupled flight (Tab BB-17). Each LVDT corresponds to a single channel that is fed to the BCU (Tab BB-21). Dual elevation LVDTs and dual roll LVDTs command movement in their respective axes (Tab BB-21). The command data goes from the LVDTs to the BCU, where they are compared and translated to flight control surface movement only if each input channel is within a specified tolerance of its pair (Tabs BB-18 and EE-21). The BCU constantly monitors command inputs, the movement of the flight control surfaces, and boom position using a dual channel feedback feature (Tab BB-21). If the channels disagree with each other, or are not within a specified tolerance, the BCU shuts down the power to the associated flight control surface (Tabs BB-18 and EE-21). Once the BCU shuts down a flight control surface, or the flight control switch is turned off, the surface goes into the faired or power-off mode and neutralizes in the airstream (Tab BB-18).

b. KC-10 Boom Normal Flight Procedures

Prior to flight, the boom operator conducts preflight checks of flight control surfaces, control circuits, and ancillary components of the boom (Tab V-4.3). Once in flight and prior to receiver aircraft contact, the boom operator goes to the ARO compartment and initiates a 22-step checklist, the *Boom Operator Preparation for Contact* Checklist (Tab BB-12). This checklist includes opening the sighting window, lowering the boom, and performing another flight control check (Tabs BB-12 to BB-14). If this flight control check is successful, then in-flight refueling may begin (Tab BB-14).

The checklist includes the following key steps:

- Steps 1-11 direct the boom operator to open the sighting window and power up hydraulics to the flight controls (Tab BB-12 to BB-13). The boom operator keeps the boom in view using the boom sighting window and angled mirrors (Figure 6.6) (Tab BB-22).
- Step 12 directs the boom operator to turn on the flight control switch, activating the BCU (Tab BB-13). The boom is still stowed at this point (Tab BB-13).
- Step 19 directs the boom operator to lower the boom and check the boom flight controls (Tab BB-13). Under normal operation, the boom operator lowers the boom from its stowed position to its refueling position through the following two steps (Tabs BB-13, BB-14):
  - A lever is moved to *Lower*, and a hydraulically controlled cable (hoist cable) lowers the boom to approximately 0° elevation (Tabs BB-3, BB-14).
  - An electronic switch (*Boom Elevation Position Switch*) is moved to the *Refuel* position, and the BCU lowers the boom to its centered position (Tab BB-14). The normal, centered position of the boom, in reference to the aircraft's fuselage, is 0° left and right and 30° down from level, depicted in Figure 6.4 (Tabs Z-5, BB-14).
- Step 20 directs the boom operator to perform a flight control check, which consists of flying the boom first left and right to 25° roll, then up to 18° and down to 40° elevation (Tab BB-14). Figures 6.3 and 6.5 below depict 25° Right and Left (with respect to the aircraft) with corresponding gauge and flight control stick position (Tabs Z-6, Z-7).

Figure 6.3 (Tab Z-6)

Figure 6.4 (Tab Z-5)

Figure 6.5 (Tab Z-7)

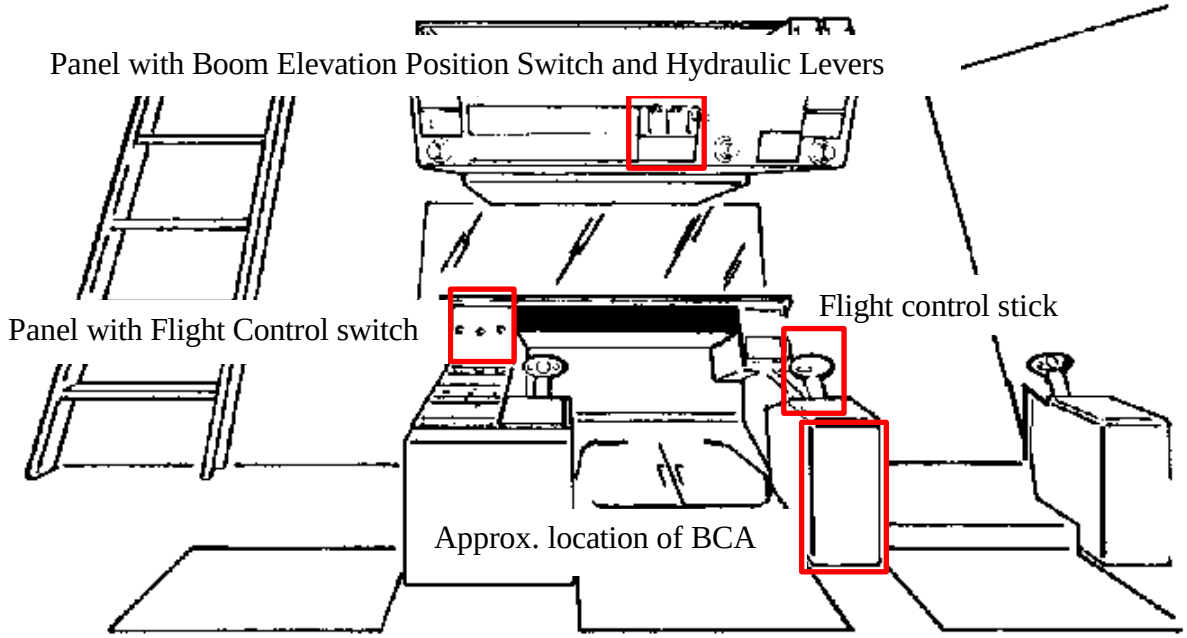

Figure 6.6 (Tab BB-22)

After AR, the boom operator stows the boom using the *Post Air Refueling* checklist, which consists of the following key steps:

- Step 1 directs the boom operator to stow the boom
  - The *Boom Elevation Position Switch* is moved to the *Stow* position, and commands the BCU to raise the boom from 30º elevation to approximately 0º elevation (Tab BB-15)
  - Then, a lever is moved to the *Raise* position, which commands the hydraulically controlled hoist cable to raise the boom from 0º elevation to the stowed position (Tab BB-15).
- Step 2 directs the boom operator to turn off the flight control switch (Tab BB-15)
- The remainder of the checklist is not applicable to this investigation.

Under normal operations, both the flight control system and the boom hoist cable work together to control the boom (Tab BB-15). In abnormal situations, the boom operator can use either system independently to stow the boom (Tabs BB-7, BB-8). For example, if the hoist cable is broken, the boom operator can fly the boom to the stowed position (Tab BB-8). Likewise, if the flight control switch is off, the boom operator can use the hoist cable to winch the boom to the stowed position (Tab BB-7). If neither system is operational then the flight crew may consider landing with the boom in trail (BB-9).

c. Structures and Systems post-mishap: Evaluation and Analysis

A majority of the boom's external components landed in a field approximately 20 miles east of Mountain Home AFB (Figures 4.2, 6.7) (Tabs S-3, Z-4). The Safety Investigation Board sent the following components for analysis:

- Flight data recorder / cockpit voice recorder (Tab Q-2)

- Boom gimbal and yoke assembly with the DRVT (Tab Q-2)
- BCA (Tab Q-2)
- BCU (Tab Q-2)
- Hoist Cable (Tab Q-2)
- A-Frame (Tab Q-2)
- All accelerometers, LVDTs (Tabs Q-2, Q-3)
- Wiring Harnesses (Tab Q-3)
- Window Heat Controller (Tab Q-3)

Only the structures deemed relevant to the mishap by the AIB are discussed in this section.

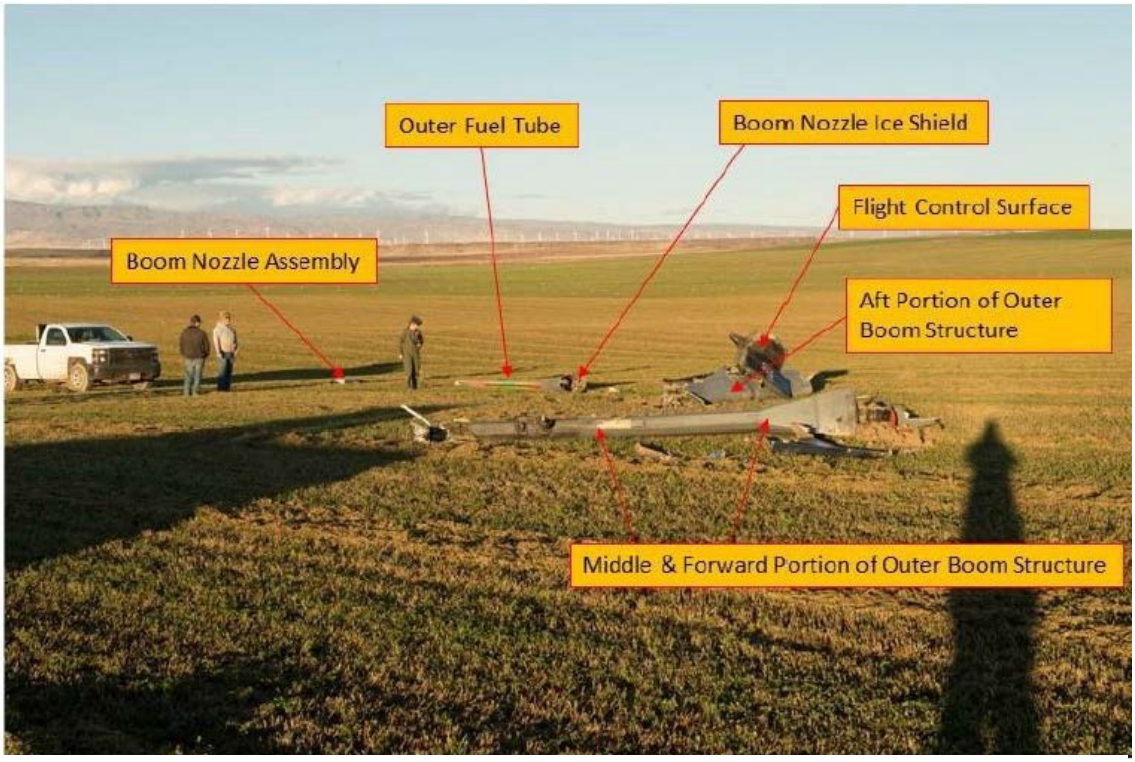

Figure 6.7 (Tab S-3)

(1) Gimbal and Yoke Assembly with the Dual Rotary Voltage Transducer

Detailed analysis of the aerial refueling boom gimbal assembly by Boeing demonstrated the following findings:

- Complete fractures of the gimbal housing assembly, yoke retainer and support fittings were found obliterated due to mechanical damage from impact and were therefore of little use for analysis (Tabs J-212, S-3, and S-4).

- Undamaged regions demonstrated either a rough, grainy texture consistent with tensile or bending overload or a flat, smooth appearance consistent with shear or compressive overload (Tabs J-210 through J-211).
- In addition, the positioning stud of the DRVT (DRVT indicator pin) was found to be displaced to one side of the yoke retaining slots with associated damage found on DRVT housing from the same side due to contact with the stud (Tab J-211).
- The bellcrank arm was twisted and the DRVT housing end cap was damaged, which resulted in a deflection of the indicator pin approximately 6 degrees to the left (Figure 6.8) (Tab J-211 and J-223).
- The DRVT housing was pulled away from the forward flange by approximately 0.16 inches (Tab J-211). As a result, the transducers within the DRVT housing were found to be intact, but separated from their anchoring points and hanging only by its wires (Tab J-211).
- There was evidence of reworking at the forward end of the yoke assembly with the original tabs positioned diametrically opposite (180°) to the "newer" tabs (Tab J-211).
- Witness marks were found along the inner surface of the two tabs extending 0.09 inches, indicating the depth of the DRVT pin engagement (Tab J-211).
- Damage along the forward faces of the tabs suggests contact with the DRVT pin as it came out of the slot in both directions with multiple strikes, suggesting more than one instance of contact (Tab J-211).
- Damage to inner surface of the yoke assembly along the upper right-hand quadrant was found due to contact with the lockwire as it articulated with the yoke nut (Tab J-211).
- Metallurgic analysis demonstrated no material abnormalities associated with fracture sites (Tabs J-210 to J-212).
- Breakaway torque was attempted at the yoke nut during initial disassembly, but was discontinued after a significant torque was achieved without movement of the nut (Tab J- 211).

The AIB disassembled both the mishap DRVT and a DRVT from the supplier to compare rotary bearing alignment and other internal components (Tab EE-12). Detailed analysis of the DRVTs by the AIB Engineering and Maintenance Advisors demonstrated the following findings (Tabs EE- 12 through EE-19):

- The DRVT rotary bearing assembly was oriented 120° clockwise placing the internal mechanical stop in the 4 o'clock position looking from the face view or 8 o'clock position (240°) if viewing from internal view when removed (Figure 6.9) (Tab EE-13).
- The misalignment was out of design specifications, and was found to have put the mechanical stop in the normal range of motion of the rotary crank (Figure 6.9) (Tab EE-14).
- The rotary crank sheared and the rotary crank mechanical stop was damaged (Tab EE-15).
- With the rotary crank sheared, DRVT rotary drive shaft cannot fully engage the rotary crank (Figure 6.11) (Tab EE-15).

The AIB also analyzed the gimbal and yoke assembly after its return from Boeing, and found the following:

- The yoke tang bearing insert introduced an additional .132" of length to the original end of the yoke (Tab EE-5).
- The internal diameter of the yoke decreased by .293" due to the yoke tang bearing insert (Tab EE-5).
- At .277" in length, the yoke tangs were nearly half the size they should have been per drawing specifications (Tab EE-9).
- The bearing shaft length was 1.214" which is above design limits (Tab EE-9).
- The mishap yoke was short one thread from *design sp*ecifications (Tab EE-9).

(2) Boom Control Unit

After the incident, the BCU was sent to Honeywell for teardown and analysis (Tab Q-2). The BCU passed functional tests and no physical defects were identified in their report (Tabs EE-23 through EE-24).

(3) Boom Control Assembly

Detailed analysis of the BCA by Aero-K Inc. and Frazier Aviation Inc. demonstrated the following findings (Tabs Q-2, EE-20):

- Initial inspection of the BCA revealed that the red wire to the roll feedback motor was disconnected (Tabs J-193, and EE-20).
- The crank assembly binds the support frame when the elevation motor is engaged (Figure 6.12) (Tabs J-190, EE-20, Z-22).
- All four pitch and roll LVDTs failed the voltage bench test (Tabs J-194, EE-20, EE-21).

The following are figures referenced in this section.

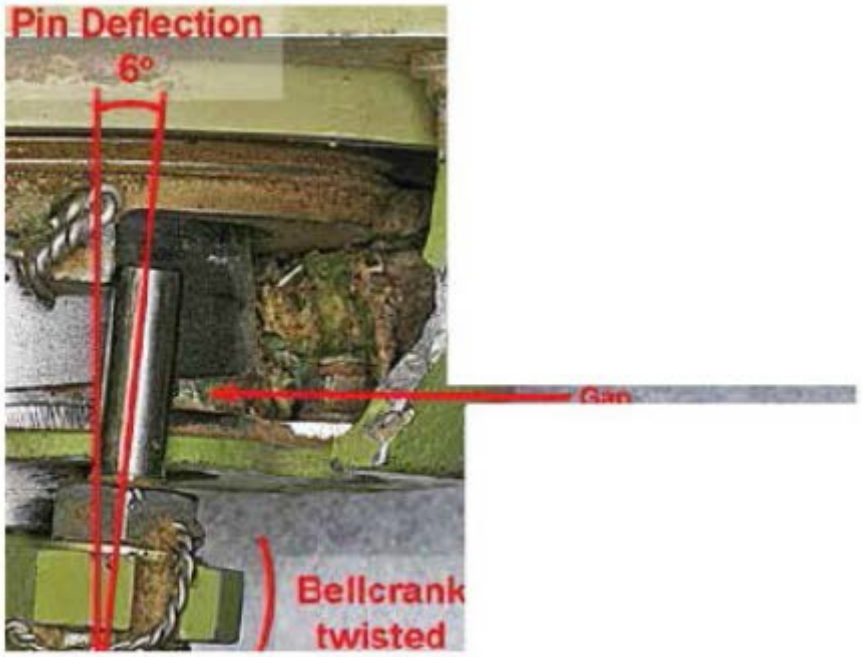

Figure 6.8 (Tab J-223)

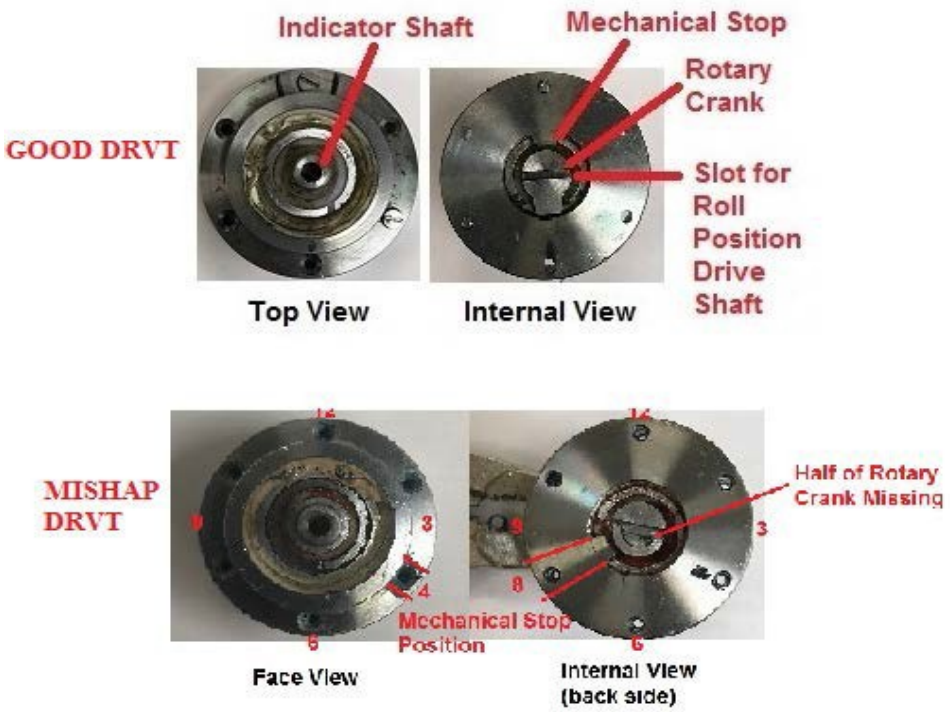

Figure 6.9 (Tabs EE-13, EE-14)

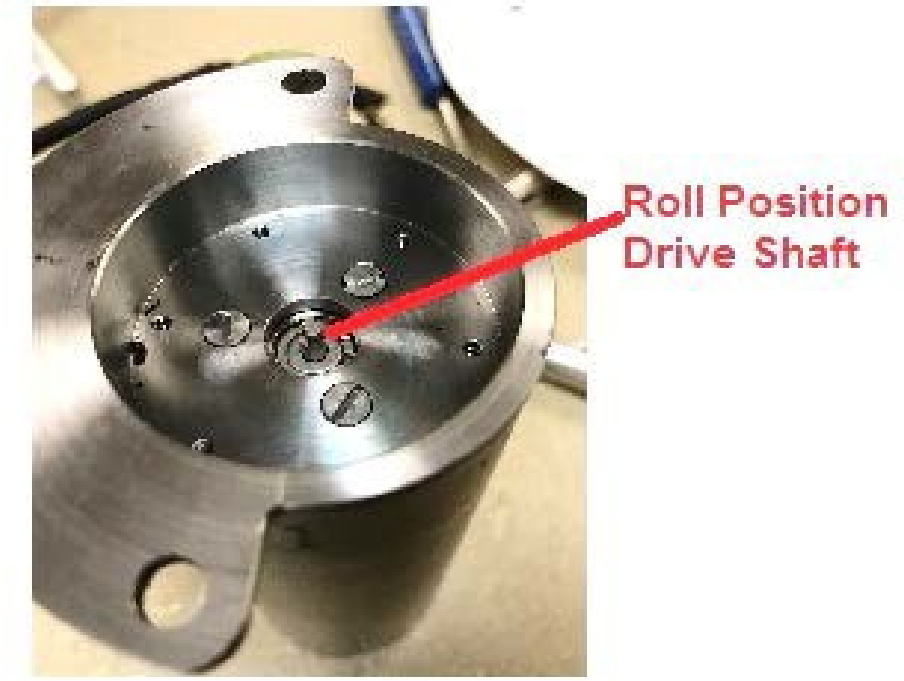

Figure 6.10 (Tab EE-13)

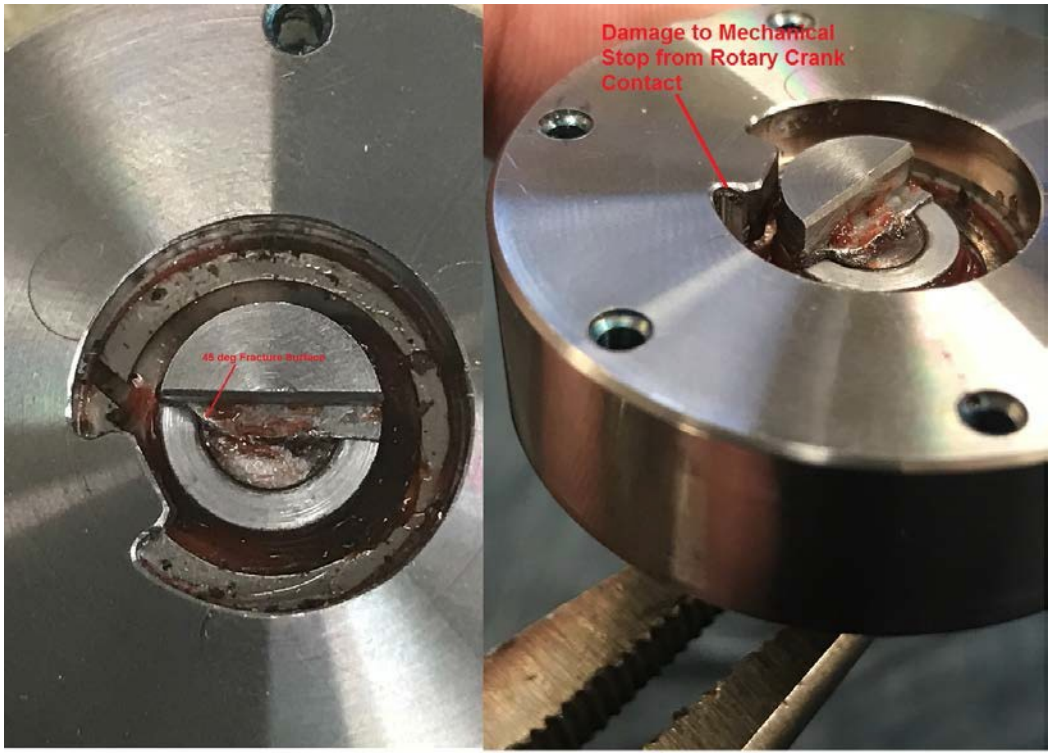

Figure 6.11 (Tab EE-16)

Figure 6.12 (Tab Z-22)

The AIB also analyzed the BCA after its return from Frazier Aviation Inc., using an ARB tester, and found the following:

- Individual LVDT measurements were out of tolerance design specification (Tab EE-21).
- Each LVDT voltage output was within tolerance of its corresponding LVDT when tested using the Boeing ARB Tester (Tab EE-21).
- Voltage differences, when centered, would bias (or lean) the flight control stick to command the boom to the aircraft left (Tab EE-21).

7. WEATHER

a. Forecast Weather

The weather forecast for the mishap called for an overcast deck from 5,000 ft. to 12,000 ft., broken clouds from 12,000 to 22,000 ft., and scattered clouds from 22,000 to 26,000 ft. (Tab F-11). Visibility from 22,000 to 26,000 ft. was forecast at three nautical miles (NM) in-cloud and seven NM out-of-cloud (F-11). Winds from 17,000 to 25,000 ft. were forecast out of the Northwest at approximately 20 miles per hour (Tab F-11). Light to occasional moderate turbulence was forecast for the AR track for the duration of the mission. Icing and thunderstorms were not forecast (Tab F-11).

b. Observed Weather

On the day of the mishap, the MP reported the ceiling and visibility to be unlimited with no weather hazards (Turbulence, icing, and thunderstorms) (Tabs AA-4, V-1.4).

c. Space Environment

Not Applicable

d. Operations

Observed weather, cloud ceilings, and visibility were well above the minimums required by AFI 11-2-KC10v3, *KC-10 Operating Procedures*, to conduct the mission, and the MC conducted the mission within its prescribed operational weather limitations (Tab BB-41). No evidence suggests weather was a factor in the mishap.

8. CREW QUALIFICATIONS

All crewmembers were qualified for their respective crew positions (Tabs G-188, G-189, G-190). At the time of the mishap, all necessary flight currencies and training requirements were accomplished and verified by the scheduling authority (Tabs G-11, G-12, G-13, G-20, G-21, G-29, G-30, G-31, G-39, G-40, G-41, G-42, AA-16). There is no evidence to suggest crew qualifications were a factor in this mishap.

a. Flying History/Crew Qualification Table

Table 8.1 illustrates the flight history up to 90 days prior to the mishap, the highest qualification held, and evaluation expiration date:

	Highest KC-10 Qualification held	Expiration of Evaluation	1-30 days prior		31-60 days prior		61-90 days prior	
			Hours	Sorties	Hours	Sorties	Hours	Sorties
MP	Mission Pilot	Feb 2017	0.0	0	7.3	2	21.1	5
MCP	Instructor Pilot	Dec 2017	3.6	1	20.5	2	34.5	6
MFE	Evaluator Flight Engineer	July 2017	5.3	1	0.0	0	0.0	0
MB	Mission Boom Operator	Sept 2017	0.0	0	93.9	14	95.9	15

Table 8.1 (Tabs G-6, G-17, G-25, G-35, G-45, G-111, G-140, G-153, G-188, G-189, G-190)

9. MEDICAL

a. Qualifications

At the time of the mishap, the MC was medically qualified for flying duties IAW AFI 48-123, *Medical Examinations and Standards*. Furthermore, all electronic medical records and the paper

charts were reviewed for all involved maintenance members (Tab FF-2).

All maintenance members were found to have current Periodic Health Assessments (PHAs) with no variance in their baseline health. (Tab FF-2)

b. Health

Toxicology reports of the MC and involved maintenance members were reviewed and all were negative for ethanol, amphetamines, barbiturates, benzodiazepines, cannabinoids, cocaine, opiates, phencyclidine, and sympathomimetic amines (Tab FF-2).

c. Pathology

Not Applicable

d. Lifestyle

Mishap 72 hour – 14-day histories of the MC demonstrated a significant lifestyle change of only the MP that included a newborn infant at home (Tab R-12). While the MP denied a significant lifestyle change despite this additional responsibility, he did report sleeping for approximately 6 hours the night prior to the incident (Tab R-6, R-10). No evidence suggests that lifestyle factors for the MC were found to be relevant to the mishap.

e. Crew Rest and Crew Duty Time

There is no evidence to indicate crew rest was a factor in the mishap. MC appears to have been in compliance with AFI 11-202v3, *General Flight Rules*, which requires a minimum of 12 non-duty hours prior to a flight, including an opportunity for at least eight hours of uninterrupted sleep (Tab BB-54). The MC was leaving from their home station of Travis AFB with a crew show time of 0520L Tuesday, 1 Nov 16 (Tab AA-8). Per AFI 11-202v3 the MC was required to enter crew rest at 1720L Monday, 31 Oct 16 (Tab BB-43). MP, MCP, MFE, and MB all completed 72-hour/14 day histories, none of which indicated a lack of opportunity for adequate crew rest (Tab R-3 to R-42).

10. OPERATIONS AND SUPERVISION

There is no evidence to suggest operations and supervision were a factor in the mishap.

a. Operations

The MC was schedule to fly a routine local training mission, departing from and returning to their home station of Travis AFB (KSUU), and complied with all applicable local guidance (Tab K-2).

b. Supervision

The 9 ARS leadership ensured all flight members were current and qualified for the mission (Tabs AA-18, AA-19).

11. HUMAN FACTORS ANALYSIS

a. Introduction

Human Factors describe how our interaction with tools, tasks, working environments, and other people influence human performance. This report includes an analysis of the human performance variables that contributed to this mishap. Interviews with personnel involved in the air refueling mission, including the MC, maintenance personnel and other involved individuals, as well as, the Department of Defense (DoD) Human Factors Analysis and Classification System (HFACS) model were used to present a systematic, multidimensional approach to mishap analysis.

The AIB found elements of each of the following human factors across operations and maintenance personnel throughout the investigation:

b. Checklist Error (DoD HFACS AE102)

When an individual makes a checklist error or fails to run an appropriate checklist that results in an unsafe situation. The MB ran the inappropriate checklist for the situation (Tabs BB-7 to BB-8). MM2 did not formally document or "sign off" the TO steps he had completed while installing a new gimbal and DRVT assembly (V-11.11 to V-11.12). Then on the following shift, MM3 and MM4 failed to perform the TO step of lowering and moving the boom to test that the DRVT had been properly installed (Tabs V-14.3 to V-14.4).

c. Task Misprioritization (DoD HFACS AE202)

Individual fails to recognize, based on accepted prioritization techniques, the tasks needed to manage the immediate situation. The MB prioritized raising the boom using normal procedures before addressing the erratic flight controls (BB-7, BB-8).

d. Necessary Action – Delayed (DoD HFACS AE204)

When individual selects a course of action but elects to delay execution, and the delay, leads to an unsafe situation. The MB delayed step 3 of the *Flight Controls do not Respond to Command Inputs or Control Surfaces are Erratic* checklist, which directs him to turn off the flight control switch (Tabs BB-7, N-5, N-6).

e. Technical/Procedural Knowledge (DoD HFACS PC405)

When an individual was adequately exposed to information but did not absorb it. Lack of knowledge implies no deficiency in training. Based off of testimony, the AIB identified an overall lack of experience regarding gimbal and yoke assembly installation (Tabs V-11.12, V-15.3, V-20.2). The MB did not appear to remember the existence of the *Flight Controls do not Respond to Command Inputs or Control Surfaces are Erratic* checklist when the boom was *"going crazy"* (Tabs N-5 to N-7).

f. Limited Recent Experience (DoD HFACS SP003)

Supervisor selects an individual whose experience is not sufficiently current to permit safe mission

execution. Based off testimony of multiple maintenance members, the AIB identified an overall lack of experience regarding gimbal and yoke assembly installation (Tabs V-11.12, V-15.3, V-20.2).

g. Limited Total Experience (DoD HFACS SP004)

Supervisor selects an individual who has performed a specific mission or task either infrequently or rarely. Based off testimony of multiple maintenance members, the AIB identified an overall lack of experience regarding gimbal and yoke assembly installation (Tabs V-11.12, V-15.3, V-20.2).

h. Proficiency (DoD HFACS SP005)

When an individual is not proficient in a task, mission or event. Based off testimony of multiple maintenance members, the AIB identified an overall lack of experience regarding gimbal and yoke assembly installation (Tabs V-11.12, V-15.3, V-20.2).

12. GOVERNING DIRECTIVES AND PUBLICATIONS

a. Publically Available Directives and Publications Relevant to the Mishap

- AFI 51-503, *Aerospace Accident Investigations*, 14 April 2015 (Version of the AFI at the time this board convened)
- AFI 48-123, *Medical Examinations and Standards*, 29 November 2016
- AFI 11-202, Volume 3, *General Flight Rules*, 10 August 2016
- AFI 36-2201, *Air Force Training Program*, 15 September 2010
- AFI 11-2KC10_AFGM1, Volume 3, *KC-10 Operating Procedures*, 30 August 2011, Change 1: 9 August 2015, Guidance Memorandum 23 March 2015
- AFI 21-101 Air Mobility Command Supplement, *Aircraft and Equipment Maintenance Management*, 9 February 2016

NOTICE: All directives and publications listed above are available digitally on the Air Force Departmental Publishing Office website at: http://www.e-publishing.af.mil

b. Other Directives and Publications Relevant to the Mishap

- TO 1C-10(K)A-1, *Flight Manual, USAF Series KC-10A Aircraft*, 15 December 2008, Change 6: 1 June 2012, ISS-168, 9 August 2016
- Air Force Forms 623, *Individual Training Record Folder*, 1 October 1996
- Air Force Forms 797, *Job Qualification Standard Continuation/Command Job Quality Standards, Staff progress records and Staff certifications*, 1 August 2002
- TO 1C-10(K)A-2-28, *Maintenance Manual Organizational, Fuel, USAF Series KC-10A Aircraft*, 01 July 2015, Change 5 - 2 December 2016
- TO 1C-10(K)A-6WC-1, *USAF KC-10A Aircraft Preflight-Basic Post and Thruflight Inspection Work Cards*, 15 November 2003, Change 38, 15 November 2016

- TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures,* 11 July 2016

c. Known or Suspected Deviations from Directives or Publications

- TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures,* paragraphs 5.7.3.16.7.1 & 5.7.3.16.7.2 (Tabs BB-47, BB-48)
- TO 1C-10(K)A-2-28, task 28-71-04, paragraph 3B, *Gimbal Install*, step 17 (Tab V-17.1)

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Date: 2017.06.24 08:25:07 -05'00'

23 JUNE 2017

PERRY M. LONG III, Colonel, USAF
President, Accident Investigation Board

United States Air Force Accident Investigation Board Report

Class A Mishap, Near Mountain Home AFB, ID

STATEMENT OF OPINION

KC-10A, T/N 83-0080
NEAR MOUNTAIN HOME AFB, IDAHO
1 NOVEMBER 2016

Under 10 U.S.C. § 2254(d) the opinion of the accident investigator as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

1. OPINION SUMMARY

On 1 November 2016, at 1546 hours Zulu time (Z), a United States Air Force KC-10A Extender, tail number 83-0080, the mishap aircraft, assigned to the 60th Air Mobility Wing, departed from its home station of Travis Air Force Base (AFB), California, on a training mission in support of two flights of F-15s and a C-17 (Tab AA-15). The scheduled flight profile was a formation departure from Travis AFB, refueling for approximately one hour with the F-15s, refueling training for approximately 1 hour 15 minutes with the C-17, and approximately one half hour of approach training before landing at Travis AFB (Tab AA-6, AA-8, AA-10, and AA-15). The mishap crew (MC) is assigned to the 9th Air Refueling Squadron, Travis AFB (Tab G-3, G-14, G-22, and G-32).

At 1632Z, the MC prepared for aerial refueling (AR), and the mishap boom operator (MB) lowered the Aerial Refueling Boom (boom) (Tab N-4). Immediately after lowering the boom, it began to move erratically, oscillating to the aircraft's right and left in a U-shaped pattern, well outside of its structural limits (Tabs N-4 to N-5, and V-4.4). After oscillating for approximately two minutes, the boom hoist cable broke (Tab N-6). Approximately two minutes later, the gimbal separated from the A-frame gimbal mounts, but remained connected to the fuselage by hydraulic and electrical lines (Tabs N-8, N-15, and Z-3). At 1705Z, the boom completely separated from the aircraft and fell in an open field in Idaho (Tabs N-29, and S-3 through S-8). There were no injuries or fatalities reported with any portion of the mishap. After the boom separated, the MC landed the aircraft at Mountain Home AFB, Idaho without incident (Tabs N-30 through N-40). The total monetary value of government loss was $6,529,845.71 (Tab P-2).

I find, by a preponderance of the evidence, two causes for this mishap. The first cause of this mishap was a sheared Dual Rotary Voltage Transducer (DRVT) rotary crank that resulted from DRVT rotary bearing misalignment. This provided the aircraft's boom control unit (BCU) with continuous, inaccurate roll position indications. As a result, the BCU compensated with lateral movement commands in both directions, driving the boom beyond its structural limits.

The second cause, related to the first, was the MB's failure to turn off the boom flight control switch in a timely manner. The boom oscillated violently for approximately two minutes before the boom hoist cable broke (Tabs N-5 to N-6). Then the boom continued to oscillate violently for

approximately two additional minutes before the boom components and structures became so damaged that they failed and triggered multiple warning lights (Tabs N-6 to N-8). Turning off the boom flight control switch would have disabled the BCU (Tabs EE-5 and V-5.7). This would have neutralized the boom flight control surfaces, and prevented the boom from departing the aircraft.

Additionally, I find, by a preponderance of the evidence, that the failure of maintenance personnel to comply with technical orders prevented the possible detection of an erratically performing DRVT, significantly contributing to the mishap.

2. CAUSE

a. Sheared DRVT Rotary Crank

Upon review of photographs of the face of the installed DRVT from 30 Oct 16 and from the Safety Investigation Board that were taken after the incident, the AIB identified the DRVT rotary bearing to be misaligned (Tab EE-12 through EE-19). To further investigate and confirm this observation, the AIB compared the alignment of the mishap DRVT to another DRVT from supply, and discovered that the mishap DRVT's rotary bearing was installed 120° out of alignment (Tab EE-13). With this misalignment, the DRVT's internal mechanical stop would have obstructed the crank's normal operational range of motion (Tab EE-14 through EE-16). The DRVT comes fully assembled from the manufacturer, and this condition was not identified during any prior maintenance activity (Tab V-11.5 and 11.11).

On the 30 Oct 16 flight (the flight prior to the mishap), the boom was lowered in accordance with (IAW) normal operating procedures (Tab AA-2). This was the first time the boom was lowered during flight after the DRVT, gimbal and yoke assembly replacement on 13 Oct 16 (Tabs D-81 through D-89, DD-66, DD-85, DD-89, DD-94, DD-95, and V-11.5). As the boom lowered, it drifted to aircraft left approximately 10°-15° (Tab V-5.3 and V-5.4). Based off of post-mishap analysis by the AIB, it was determined that the Boom Control Assembly (BCA) had a voltage bias in the roll axis to the aircraft's left and the gimbal yoke assembly was out of design specification tolerances (Tab EE-22). In my opinion, this drift was due to a combination of both of these conditions.

At this point, I believe the approximate 10°-15° lateral drift caused the rotary crank to contact the internal mechanical stop and shear. This caused intermittent mechanical engagement of the DRVT rotary drive shaft, destroying the integrity of the connection between the physical position of the boom and the electrical signal sent by the DRVT to the BCU. This condition would send an electrical position signal to the BCU that would not match the physical position of the boom, but was translated as valid. On this flight, this caused the boom to move rapidly to aircraft right beyond the structural limit (Tab AA-2). The instructor boom operator (IBO) turned off the Flight Control Switch, removing the BCU from flight control inputs and allowing the boom to neutralize slowly behind the aircraft (Tab V-7.2). The IBO then raised and stowed the boom by alternate means using the boom hoist cable (Tab V-7.2). After the aircraft returned, the crew informed maintenance of the boom's actions (Tab V- 7.2).

According to testimony and AFTO 781A entries, maintenance accomplished the following:

> *"Lowered boom check visually all flight control surfaces. Did sensor readouts on STP (Status/Test Panel), all within limits. Hook up ARB tester*

ran test and sensor read out. Ran preflight and MX Test on boom. Found DRVT and Roll LVDT cannon plugs on visual inspection. [Re-torqued] cannon Plugs DRVT/LVDT" (Tab D-90).

Despite half of the rotary crank missing, the rotary drive shaft remained static and engaged with the crank while the boom was stowed (Tab EE-22). As a result, the DRVT sent valid electrical signals to the BCU during STP and ARB preflight tests and showed no fault indications. Therefore, the aircraft was returned to Mission Capable Status, and was next flown on 1 Nov 16 (Tab DD-66).

During the mishap flight on 1 Nov 16, as the MB lowered the boom, it abruptly rolled to aircraft right and started the erratic, U-shaped oscillations (Tab V-4.4). Due to the damage to the DRVT rotary crank on the previous flight, the rotary shaft could not stay engaged, causing intermittent engagement between the two components (Tab EE-22). This condition would persist as the BCU sought to match the physical position of the boom with the electrical feedback from the compromised DRVT. Since the BCU deemed all input and output signals as valid and within design limits during the entire sequence, it did not signal a fault (Tab N-5). The BCU gave flight control inputs until the flight controls were at full deflection, rapidly forcing the boom past its lateral structural limits (Tab V-4.4). The BCU continued to command inputs to the boom flight controls to "chase" the varying position signals being sent by the mechanically damaged DRVT. As a result, the gimbal housing struck the A-frame repeatedly, leading to structural overload and failure of its attachment points (Tab J-116 through J-118 and J-212).

b. The MB Failed to Turn Off the Flight Control Switch in a Timely Manner

During the boom lowering process, the mishap boom operator (MB) stated, "*the boom is going crazy right now…it's moving left to right past 30º*" (Tab N-5). At this point, the boom was oscillating erratically (Tab V-4.4). About two minutes later, the hoist cable broke (Tab N-6). The MB stated, *"I don't know what to do honestly … I have no control over this boom"* (Tab N-6). Based off the situation he was observing, two checklists would apply:

1) *Flight Controls do not Respond to Command Inputs or Control Surfaces are Erratic* (Applicable Steps) (Tab BB-7)
   - Step 1: disconnect the boom from receiver aircraft (if applicable) (Tab BB-7)
   - Step 2: retract the boom telescope (if able) (Tab BB-7)
   - Step 3: turn off the flight control switch (BCU control) (Tab BB-7)
   - Step 4: stow the boom using the hoist cable (Tab BB-7)

2) *Broken Boom Hoist Cable* (Applicable Steps) (Tab BB-8)
   - Step 1: Stow the boom (Tab BB-8)
   - This checklist requires the boom operator to hand-fly the boom to the stowed position (Tab BB-8).
   - The BCU must be on for this checklist to be completed (Tab BB-8).

In my opinion, the flight control surfaces were erratic, and the MB should have begun the *Flight Controls do not Respond to Command Inputs or Control Surfaces are Erratic* checklist immediately. He would have turned off the flight control switch (Step 3) before the hoist cable broke, which occurred approximately one minute and nineteen seconds after he verbalized the boom *"going crazy"* (Tabs N-5, N-6, and BB-7). With the flight control switch still on, the boom continued to move uncontrollably left and right past structural limits, eventually overloading the hoist cable, and weakening the boom attachment structure to failure (Tabs N-4, N-8, J-99, J-118, and J-212). The MB's failure to turn off the flight control switch in a timely manner ultimately led to the boom departing the aircraft.

3. SUBSTANTIALLY CONTRIBUTING FACTORS

a. Failure of Maintenance Personnel to Comply with Technical Orders

The 60th Maintenance Squadron (MXS) Hydraulics Section depended on informal hydraulics turnover logs and word of mouth instead of recording the completed task steps properly in the AFTO 781As (Tabs V-10.11, V-11.24, V-11.25, and V-13.5). This caused a violation of TO 00-20- 1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures,* paragraphs 5.7.3.16.7.1 & 5.7.3.16.7.2 (Tab BB-36 to BB-37). Additionally, the time required to remove and replace the gimbal assembly and to remove and reinstall the boom spanned over four shifts (Tabs D-38, D-46 to D-49, D-51 to D-55, and V-13.3). The failure to annotate accomplished tasks properly, coupled with the length of time required to accomplish these maintenance procedures handicapped the successful completion of the corrective actions for this discrepancy.

Finally, the maintenance team did not complete Technical Order (TO) 1C-10(K)A-2-28, task 28-71-04, paragraph 3B, *Gimbal Install* (Tab V-14.3 to V-14.4). The *Gimbal Install* task refers the maintenance member to install the boom IAW a different task (task 28-71-06). Maintenance personnel failed to refer back to the primary task (*Gimbal Install*), thereby failing to complete all applicable steps for a gimbal installation. Specifically, it appears that they did not perform step 17, which instructs maintenance personnel to conduct a DRVT polarity test by lowering the boom onto a maintenance dolly and moving it to aircraft left (Tabs V-14.4 and BB-27). If the team had referred back to the primary task and completed the remaining steps, they would have had an opportunity to detect the faulty component 17 days before the day of the mishap. In my opinion, the lack of compliance with applicable TOs, and reliance on informal hydraulics turnover logs and word of mouth played an important role in this mishap. However, its correction would not, by itself, have prevented the mishap.

4. CONCLUSION

I find, by a preponderance of the evidence, two causes for this mishap. The first cause of this mishap was a sheared DRVT rotary crank that resulted from DRVT rotary bearing misalignment. This provided the aircraft's BCU with continuous, inaccurate roll position indications. As a result, the BCU compensated with lateral movement commands in both directions, driving the boom beyond its structural limits.

The second cause, related to the first, was the MB's failure to turn off the boom flight control switch in a timely manner. Turning off this switch would have disabled the BCU. This would have neutralized the boom flight control surfaces, and prevented the boom from departing the aircraft.

Additionally, I find, by a preponderance of the evidence, that the failure of maintenance personnel to comply with technical orders prevented the possible detection of an erratically performing DRVT, substantially contributing to the mishap.

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23 JUNE 2017

PERRY M. LONG III, Colonel, USAF
President, Accident Investigation Board

United States Air Force Accident Investigation Board Report

Class A Mishap, Near Mountain Home AFB, ID

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A1. ORDERS APPOINTING SIB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

3 November 16

SPECIAL ORDER NUMBER
M-02-17

With the concurrence of the Headquarters Air Mobility Commander, the following individuals are appointed to investigate the Class A, KC-10A Boom Departing Aircraft mishap which occurred on Tuesday, 1 November 2016 at Mountain Home AFB, Idaho, (Title 10, United States Code, Section 672{d}). Individuals are relieved from all duties pending completion of the investigation. Investigation will be conducted in accordance with AFI 91-204.

PRIMARY MEMBERS

Name	Unit Address
COL BOARD PRESIDENT	436 OG/CC DOVER AFB, NJ
LT COL MEDICAL MEMBER	92 MDG FAIRCHILD AFB, WA
MAJ INVESTIGATING OFFICER	4 AS JB LEWIS-MCCHORD, WA
CAPT PILOT	32 ARS/DOT JB MDL, NJ
CMSGT MAINTENANCE MEMBER	514 MXS/MXM JB MDL, NJ
MSGT BOOM OPERATOR	305 OGV JB MDL, NJ
SSGT MAINTENANCE MEMBER	305 MXS/MSMCP JB MDL, NJ
MR. AFSEC REP	AFSEC KIRTLAND AFB, NM
SECONDARY MEMBERS	
MSGT RECORDER	514 AMW/SEG JB MDL, NJ

FOR THE COMMANDER

//SIGNED//

GS-14, DAFC
Deputy Director of Safety

DISTRIBUTION:
1 - Each Individual

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

A2. CONTACT INFORMATION FOR SIB MEMBERS AND ADVISORS

SIB ROLE	NAME	CONTACT INFORMATION
President	Col	DSN: Comm: Email:
Investigating Officer	Maj	DSN: Comm: Email:
Safety Center Rep		DSN: Comm: Email:
Pilot Member	Capt	DSN: Comm: Email:
Maintenance Member	CMSgt	DSN: Comm: Email:
Maintenance Member	SSgt	DSN: Comm: Email:
Boom Operator Member	MSgt	DSN: Comm: Email:
Medical Member	Lt Col	DSN: Comm: Email:
SIB Recorder	MSgt	DSN: Comm: Email:
KC-10 Systems Engineer AFLCMC/WKDBB		DSN: Comm: E-Mail:
Air Force Petroleum Agency Rep	1LT	DSN: Comm: E-Mail:

SIB ROLE	NAME	CONTACT INFORMATION
Aerospace Fuels Lab		DSN: Comm: E-Mail:
Air Force Research Laboratory Rep		DSN: Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:
KC-10 WSLO/COR Weapons System Liaison Officer		DSN: Comm: E-Mail:
Audio Transcriber Reporting & Legal Video		DSN: N/A Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:
Boeing Rep		DSN: N/A Comm: E-Mail:

SIB ROLE	NAME	CONTACT INFORMATION
Boeing Rep		DSN: N/A Comm: E-Mail:
Technical Expert (NGC)		DSN: N/A Comm: E-Mail:
Technical Expert (NGC)		DSN: N/A Comm: E-Mail:
AAR Rep		DSN: N/A Comm: E-Mail:
Air Force Research Laboratory Rep		Comm #1: Comm #2: E-Mail:
Air Force Research Laboratory Rep		Comm #1: Comm #2: E-Mail:
Air Force Research Laboratory Rep		Comm #1: Comm #2: E-Mail:
Air Force Research Laboratory Rep		Comm #1: Comm #2: E-Mail:
AERO-K Rep		DSN: Comm: E-Mail:
60 AMXS - KC-10 Avionics – Comm/Nav	TSgt	DSN: Comm: E-Mail:
KC-10 Comm/Nav Tech Rep	Mr.	DSN: Comm: E-Mail:

SIB ROLE	NAME	CONTACT INFORMATION
Honeywell - BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Honeywell - BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Honeywell - BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Honeywell – Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Boeing Rep	Mr.	DSN: N/A Comm: E-Mail:
Boeing Rep	Mr.	DSN: N/A Comm: E-Mail:
Boeing Rep	Mr.	DSN: N/A Comm: E-Mail:
Honeywell / BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Honeywell / BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Honeywell / BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
Honeywell / BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:

SIB ROLE	NAME	CONTACT INFORMATION
Honeywell / BCU Tech Support	Mr.	DSN: N/A Comm: E-Mail:
AAR Tech Rep	Mr.	DSN: N/A Comm: E-Mail:
Northrop Grumman	Mr.	DSN: N/A Comm: E-Mail:

A3. SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENTS

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7 NOV 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 NOV 2016 *(Mishap Date)* involving a(n) 83-0080 KC-10A *(Equipment & Serial Number)*.

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB BP, Col
Print Full Name and Rank/Grade

Contact Information

☑ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number: DSN:

Email Address:

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7 Nov 16
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 Nov 16 *(Mishap Date)* involving a(n) KC-10A 83-0080 *(Equipment & Serial Number)*.

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB IO MAJOR
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7 Nov 2016
(Date)

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2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 Nov 16 involving a(n) KC-10 83-0080.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AFSEC REP GS13
Print Full Name and Rank/Grade

Contact Information

☐ Work ☒ Home
Street:
City, State, Zip Code:
Phone Number: DSN:
Email Address:

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7 Nov 16
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 Nov 16 involving a(n) KC-10A 83-0080.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB PM
Print Full Name and Rank/Grade

Capt/USAF

Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7 November 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 November 2016 involving a(n) KC-10A/83-0080.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB MM CMSgt/E-9
Print Full Name and Rank/Grade

Contact Information

■ Work □ Home

Street:

City, State, Zip Code:

Phone Number: ____ DSN:

Email Address:

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

8 November 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 November 2016 involving a(n) KC-10A/83-0080.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB MM SSgt E-5
Print Full Name and Rank/Grade

Contact Information

☐ Work ☑ Home

Street: _____

City, State, Zip Code: _____

Phone Number: DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7Nov16
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1Nov16 *(Mishap Date)* involving a(n) KC-10A / 83-0080. *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions ~~set~~ forth.

//SIGNED//
Signature

SIB BO MSgt/E-7
Print Full Name and Rank/Grade

Contact Information

☐ Work ☒ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

05 Nov 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 01 Nov 2016 *(Mishap Date)* involving a(n) KC-10, 83-0080 *(Equipment & Serial Number)*.

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB MDM 1Lt/USAF/MC/SFS
Print Full Name/and Rank/Grade

Contact Information

☐ Work ☑ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

7Nov16
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1Nov16 *(Mishap Date)* involving a(n) KC-10A 83-0080. *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

SIB REC MSgt/E-7
Print Full Name and Rank/Grade

Contact Information

☑ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number: DSN:

Email Address:

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

9 NOVEMBER 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1 NOVEMBER 2016 involving a(n) KC-10A/83-0080.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AFLCMC REP
Print Full Name and Rank/Grade

Contact Information

☐ Work ☑ Home
Street: _____
City, State, Zip Code: _____
Phone Number: DSN: _____
Email Address: _____

Non-Disclosure Agreement - Safety Investigation -160829 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

2-Dec-2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 ***(Mishap Date)*** involving a KC-10A 83-0080 ***(Equipment & Serial Number)***

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

1st Lt AF PETRO AGENCY REP
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

02-Dec-2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AEROSPACE FUELS LAB REP CIV/NH-03
Print Full Name and Rank/Grade

Contact Information

☑ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: ___ DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

29 Nov 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 01 Nov 16 involving a(n) KC-10 83-0008.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AF RESEARCH LAB REP
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____
City, State, Zip Code: _
Phone Number: _____ DSN: _
Email Address: _____

MEMORANDUM FOR

BOEING REP The Boeing Company, Fleet Support Management
(Non-Air Force technical expert's full name and company/organization)
Manager

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____ 18 Nov 14
(SIB President) ***(Date)***

I acknowledge understanding of the contents of this memorandum and receip: of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

12Nov16
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety investigation of the mishap that occurred on 1Nov16 *(Mishap Date)* involving a(n) KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

KC-10 WSLO GS-12
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home
Street:
City, State, Zip Code:
Phone Number: DSN:
Email Address:

Non-Disclosure Agreement - Safety Investigation -160829 1/1

MEMORANDUM FOR

SIB AUDIO TRANSCRIBER

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11-30-16
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

BOEING REP / THE BOEING CO.

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

2016 11 28
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: __
Phone Number:_ _____ DSN:_____
Email Address:__

MEMORANDUM FOR

BOEING REP The Boeing Company, LG Aircraft Program Manager
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11/18/2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code:
Phone Number: DSN:
Email Address:

MEMORANDUM FOR

BOEING REP The Boeing Company, OKC Serv Eng
(Non-Air Force technical expert's full name and company/organization)
Manager

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//
(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

21 Nov 16
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//
(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

BOEING REPThe Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)
Tech

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11-18-2016
(Date)

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//SIGNED//
(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: __
City, State, Zip Code: __
Phone Number:_ DSN:_____
Email Address:__

MEMORANDUM FOR

BOEING REP The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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(SIB President's signature block)

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11-18-2016
(Date)

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

BOEING REP The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11/18/2016
(Date)

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//SIGNED//
(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: ____
City, State, Zip Code: _____
Phone Number:_ DSN: _____
Email Address:__ _____

MEMORANDUM FOR

BOEING REP The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11/21/2016
(Date)

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

■ Work □ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

TECH EXP NGC

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

03/12/16
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical Expert's signature block)

Technical Expert's Contact Information

☑ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

TECH EXP NGC

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

15 Dec 16
(Date)

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: DSN: _____
Email Address: _____

MEMORANDUM FOR

AAR REP

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____
(SIB President) ***(Date)***

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☑ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

15 Dec 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AF RESEARCH LAB REP GS-04
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address:

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

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15 Dec 2016
(Date)

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//SIGNED//
Signature

AF RESEARCH LAB REP
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____ _____

City, State, Zip Code: _____ _____

Phone Number: ___ __ DSN: _____

Email Address: _____ _____

Non-Disclosure Agreement - Safety Investigation -161101 1/1

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//SIGNED//
Signature

AF RESEARCH LAB REP
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number: ____ DSN: _____

Email Address:

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

15 Dec 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AF RESEARCH LAB REP
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____ _____

City, State, Zip Code: _____ _____

Phone Number: _____ DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

20170106
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 ***(Mishap Date)*** involving a KC-10A 83-0080 ***(Equipment & Serial Number)***

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//
Signature

AERO-K REP GS-11
Print Full Name and Rank/Grade

Contact Information

□ Work □ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _ DSN: _____
Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

5 JAN 2017
(Date)

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions ~~set forth~~.

//SIGNED//
Signature

KC-10 AVIONICS TSgt
Print Full Name and Rank/Grade

Contact Information

☑ Work ☐ Home

Street:
City, State, Zip Code:
Phone Number: DSN:
Email Address:

MEMORANDUM FOR

KC-10 TECH REP

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

12-14-2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

HONEYWELL - BCU TECH SUPPORT

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

12/16/2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street:
City, State, Zip Code:
Phone Number:
Email Address:

DSN:

MEMORANDUM FOR

HONEYWELL - BCU TECH SUPPORT

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

SIB President

SUBJECT: Protection of USAF Privileged Safety Information

1. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the Safety Investigation Board (SIB) over which I preside. Unless you specifically identify information in any technical report you provide to the SIB as proprietary data or confidential analysis or opinion, it will be included in the releasable portion (Part 1) of the SIB's final report. If you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request such protection. In such case it will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes.

2. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process of the SIB. It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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Non-Disclosure Agreement - Contractor Representatives -l 60829

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

COL
Safety Investigation Board President
AFSAS 585987

_____
(SIB President's signature block)

1st Endorsement
To: COL Date: 12/16/16
(Date)
I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

__ //SIGNED// _____
(Technical expert's signature block)

Technical Expert's Contact Information:
☒ Work ☐ Home
Street: _ _____
City, State, Zip Code: _____
Phone Number: _ _ DSN: _____
Email Address: __ _____

MEMORANDUM FOR

HONEYWELL - BCU TECH SUPPORT Honeywell

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

SIB President

SUBJECT: Protection of USAF Privileged Safety Information

1. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the Safety Investigation Board (SIB) over which I preside. Unless you specifically identify information in any technical report you provide to the SIB as proprietary data or confidential analysis or opinion, it will be included in the releasable portion (Part 1) of the SIB's final report. If you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request such protection. In such case it will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes.

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Non-Disclosure Agreement - Contractor Representatives -I 60829

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

COL
Safety Investigation Board President
AFSAS 585987

_____
(SIB President's signature block)

1st Endorsement
To: COL Date: 12-16-2016
(Date)
I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information:
X Work □ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

HONEYWELL - TECH SUPPORT Honeywell

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

2017/01/05
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number: DSN:

Email Address:

MEMORANDUM FOR

BOEING REP / Boeing

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11 Jan 2017
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

BOEING REP Boeing

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____ 11 Jan 2017
(SIB President) *(Date)*

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Boeing Co.

Technical Expert's Contact Information

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

BOEING REP /Boeing

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11 JAN 2017
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block

Technical Expert's Contact Information

☒ Work ☐ Home
Street: ___
City, State, Zip Code:
Phone Number:_ DSN:
Email Address:_

MEMORANDUM FOR

HONEYWELL/BCU TECH SUPPORT HONEYWELL INTERNATIONAL

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

JAN 11, 2017
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

HONEYWELL/BCU TECH SUPPORT Honeywell

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11 JAN 17
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number: DSN: N/A

Email Address:

MEMORANDUM FOR

HONEYWELL/BCU TECH SUPPORT

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

1/12/2017
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: ____

City, State, Zip Code:

Phone Number:__ DSN:

Email Address:__

MEMORANDUM FOR

HONEYWELL/BCU TECH SUPPORT Honeywell Aerospace

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

1/12/2017
(Date)

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: __
City, State, Zip Code:
Phone Number: DSN:
Email Address:

MEMORANDUM FOR

HONEYWELL/BCU TECH SUPPORT

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

1-12-17
(Date)

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☐ Work ☐ Home

Street: ___

City, State, Zip Code:

Phone Number:_ DSN:

Email Address:__

MEMORANDUM FOR

AAR TECH REP AAR Corporation/KC-10A Supply Chain Manager

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

13 January 2017
(Date)

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street:
City, State, Zip Code:
Phone Number: DSN:
Email Address:

MEMORANDUM FOR

NORTHROP GRUMMAN REP/Northrop Grumman Technology Services

(Non-Air Force technical expert's full name and company/organization)

FROM: COL

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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(SIB President's signature block)

1st Endorsement

To: COL
(SIB President) _____
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

□ Work □ Home
Street: _____ _____
City, State, Zip Code: _____ _____
Phone Number:__ DSN:_____
Email Address:__ _____

A3.1. NON-DISCLOSURE AGREEMENT – SIO OR SIB MEMBERS

MEMO FOR RECORD

7 Nov 16

1. The members, whose names and signatures appear below, of the safety team formed to investigate the mishap on 1 Nov 16 involving KC-10A A/C 83-0080 have been advised by Col of the following:

a. This investigation is being conducted under the provisions of AFI 91-204 for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent future mishaps.

b. It is very important that the investigating team avoids tainting potential witnesses for this or any subsequent investigation, contributing to speculation about mishap causes, or releasing potentially offensive images to friends and/or families of those involved in a mishap.

c. All information, privileged or not, collected by safety investigators, will not be released outside safety channels except in accordance with AFI 91-204 or upon approval of the convening authority. The SIB president is the final point of release for all information (including electronic/digital media, photographs, etc.) from the safety investigation.

2. We understand and acknowledge the guidelines for controlling information collected by safety investigators. We understand unauthorized release of safety privilege information is punishable under Article 92(1), UCMJ, and may be grounds for disciplinary actions according to civilian personnel regulations, or may lead to contract actions.

//SIGNED//
Col, USAF
SIB President

//SIGNED//
Maj, USAF
SIB Investigating Officer

//SIGNED//
Lt Col, USAF
SIB Flight Surgeon

//SIGNED//
Capt, USAF
SIB Pilot Member

//SIGNED//
CMSgt, USAF
SIB Maintenance Member

//SIGNED//
SSgt, USAF
SIB Maintenance Member

//SIGNED//
MSgt, USAF
SIB Boom Operator Member

//SIGNED//
GS-13, USAF
AFSEC Representative

//SIGNED//
MSgt, USAF
SIB Recorder

Non-Disclosure Agreement - SIO or SIB Members - 161101 1/1

A3.2. NON-DISCLOSURE AGREEMENTS - OTHER

NAME	ORGANIZATION
/ GS-12	Wright Patterson AFB - AFMC/WFIYC
MSgt	Mountain Home AFB - 366 EMS/MXM
TSgt	Travis AFB - 60 AMW/PA
/ WG-10	Travis AFB - 60 MXS/MXMFB
TSgt	Travis AFB - 60 MXS/MXMTA
SSgt	Travis AFB - 60 MXS/MXMTA
A1C	Travis AFB - 60 MXS/MXMFB
A1C	Travis AFB - 60 CS/SCOSA
TSgt	Travis AFB - 60 MXS/MXMCP
SrA	Travis AFB - 660 AMXS/MXAASA
SSgt	Travis AFB - 60 MXS/MXMTA
TSgt	Travis AFB - 60 MXS/MXMTI
/ GS-12	Travis AFB - 60 AMW/CVA
/ GS-5	Travis AFB - 60 SFS/S5RT
SSgt	Travis AFB - 660 AMXS/MXAASA
Major	Mountain Home AFB - 366 FW/IGI
SSgt	Travis AFB - 60 CS/SCOSA
TSgt	Travis AFB - 60 CES/CEX
A1C	Travis AFB - 60 MXS/MXMTI
SSgt	Travis AFB - 660 AMXS/MXAASA
MSgt	Travis AFB - 60 OSS/OSF
SSgt	Travis AFB - 60 MXS/MXMTA
A1C	Travis AFB - 60 MXS/MXMTI
2LT	Travis AFB - 60 AMW/PA
TSgt	Travis AFB - AMDS/SGPB
TSgt	Travis AFB 60/MXS/MXMTA
MSgt	Travis AFB - 60 MXS/MXMWM

SSgt	Travis AFB - 60 MXS/MXMFB
SMSgt	Travis AFB - 349 SFS/S2
TSgt	Travis AFB - 60 MXS/MXMTC
SrA	Travis AFB - 660 AMXS/MXAASA
SSgt	Travis AFB - 660 AMXS/MXAASC
SSgt	Travis AFB - 60 MXS/MXMCP
/ Contractor	Travis AFB - NGC
Lt Col	Travis AFB - 60 AMW/SE
SrA	Travis AFB - 60 MXS/MXMTA
/ Civ	Travis AFB - 60 SFS/S2
SSgt	Travis AFB - 60 CS/SCOSA
TSgt	Travis AFB - 60 MXS/MXMFB
SSgt	Travis AFB - 60 SFS/SFMQ
Maj	Travis AFB - 60 AMXS/MXA
MSgt	Travis AFB - 660 AMXS/MXAAP
SSgt	Travis AFB - 60 CS/SCOSA
/ Contractor	Travis AFB - 660 AMXS/MAAA
2LT	Travis AFB - 60 AMDS/SGPB
/ Contractor	Travis AFB - 660 AMXS/COMBS
	Travis AFB - 60 MXG/COMBS
SSgt	Travis AFB - 60 MXG/COMBS
/ GS-6	Travis AFB - AFCED/COMT (CEMIRT)
SSgt	Travis AFB - 60 SFS/S2
Lt Col	Mountain Home AFB - 366 FW/XP
SrA	Travis AFB - 660 AMXS/MXAASG
TSgt	Travis AFB - 60 CES/CEX
SrA	Travis AFB - 749 AMXS/MXAB
/ NH-03	Tinker AFB - AFLCMC/WKK
SSgt	Travis AFB - 60 MXS/MXMTA
SrA	Mountain Home AFB - 366 FW/PA

SrA	60 CS/SCOI
Special Agent	Travis AFB - AFOSI
/ GS-11	Travis AFB - 60 CES/CEF
SrA	Travis AFB - 60 MXS/MXMTA
Capt	Travis AFB - 60 SFS/S3
	Travis AFB - 60 SFS/S5R
A1C	Travis AFB - 60 CS/SCOI
TSgt	Mountain Home AFB - 366 FW/PA
SrA	Travis AFB - 60 MXS/MXMTA
TSgt	Travis AFB - 60 MXS/MXMTA
/ GS-5	Travis AFB - 60 SFS/S5R
SMSgt	Travis AFB - 60 CS/SCO-1
SrA	Travis AFB - 60 MXS/MXMCP
SrA	Travis AFB - 60 MXS/MXMTA
1LT	Travis AFB - 60 OSS/IN
TSgt	Travis AFB - 60 SFS/S5X
Maj	Travis AFB - 349 AMW/SE
SSgt	Travis AFB - 60 MXS/MXMFB
TSgt	Travis AFB - 660 AMXS/MXAASA
A1C	Travis AFB - 660 AMXS/MXAASE
MSgt	Travis AFB - 60 AMW/SEG
Lt Col	Pentagon - HQ/AF/SEI
/ Special Agent	Travis AFB - AFOSI
MSgt	Travis AFB - 60 MXS/MXMC
TSgt	Travis AFB - 60 AMDS/SGPB
MSgt	Travis AFB - 60 MXS/MXMTI
SrA	Travis AFB - 60 MXS/MXMTA
MSgt	Travis AFB - 60 AMW/SE
/ WG-10	Travis AFB - 349 AMXS/MXAA
TSgt	Travis AFB - 60 MXS/MXMTA

TSgt	Travis AFB - 60 MXS/MXMTA
MSgt	Travis AFB - 60 OSS/OSTS
SSgt	Travis AFB - 60 MXS/MXMTA
SrA	Travis AFB - 60 CS/SCOSA
Amn	Mountain Home AFB - 366 FW/PA
SSgt	Travis AFB - 60 MXS/MXMCP
TSgt	Travis AFB - 60 MXS/MXMFB
SSgt	Travis AFB - 60 AMW/SEG
Mr.	Travis AFB - 60 MXG/MXO
Mr. / Civ	Travis AFB - Combs

(Please reference attached items for additional NDA's)

TAB D

MAINTENANCE REPORT, RECORDS, AND DATA

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D1. AIRCRAFT MAINTENANCE AND MATERIEL REPORT, AF FORM 711C

AIRCRAFT/UAV MAINTENANCE AND MATERIEL REPORT

1. AIRCRAFT SERIAL NUMBER	2. MISSION DESIGN AND SERIES (MDS)
83-0080	KC-10A

3. HISTORICAL DATA

AIRCRAFT/UAV

AIR FORCE ACCEPTANCE DATE	27 Mar 84
TOTAL FLIGHT HOURS	29478.2
LAST OVERHAUL DATE	20150406
HOURS SINCE OVERHAUL	1080.4
OVERHAULING ACTIVITY *(Name & Location)*	Northrop/Grumman, Lake Charles, LA
DATE OF LAST SCHEDULED INSPECTION	20161017
HOURS SINCE LAST SCHEDULED INSPECTION	11.3
TYPE OF LAST SCHEDULED INSPECTION	A-Ck (1A/3A)

ENGINE *(Complete a Column for each Engine)*

INSTALLED POSITION	1	2	3	4
ENGINE MODEL AND SERIES	CF6-50C2	CF6-50C2	CF6-50C2	
ENGINE SERIAL NUMBER	517-740	528-365	530-336	
TOTAL ENGINE HOURS	24979.3	26014.2	25706.6	
HOURS SINCE LAST OVERHAUL / PE	2526.3	2526.3	2526.3	
DATE OF LAST OVERHAUL / PE	22 Mar 2013	28 Jan 2013	10 Oct 2012	
OVERHAUL / PE ACTIVITY	MTU	MTU	MTU	
DATE LAST INSTALLED	3 Apr 2013	10 Apr 2013	11 Apr 2013	
HOURS SINCE INSTALLATION	2526.3	2526.3	2526.3	
DATE OF LAST SCHEDULED INSPECTION	17 Oct 2016	17 Oct 2016	17 Oct 2016	
TYPE OF LAST SCHEDULED INSPECTION	A-Ck (1A/3A)	A-Ck (1A/3A)	A-Ck (1A/3A)	
FUEL *(Type & Octane Rating)*	Jet A	Jet A	Jet A	
DR REQUESTED				

4. SOAP SAMPLES *(Engine, Gearbox EPU/ APU, or other item)*

ITEM	SERIAL NUMBER	Fe	Cr	Ag	Al	Cu	Sn	Mg	Ti	Si	Pb

5. AIRCRAFT/UAV DAMAGE

☐ DESTROYED

☐ REPAIRABLE

AF IMT 711C 20050501 V1 PREVIOUS EDITION IS OBSOLETE.

D2. AIRCRAFT AFTO 781 FORMS

D2.1. AFTO 781K, AEROSPACE VEHICLE INSPECTION, ENGINE DATA, CALENDAR INSPECTION, AND DELAYED DISCREPANCY DOCUMENT

DATE FROM: 2016/10/31 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ____ PAGES

A. AEROSPACE INSPECTION STATUS				B. ENGINE STATUS			
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO.				PSN	ENG SER NO	ENG CHANGE DUE TIME	
TYPE	COMPL	NEXT DUE		1	517740		
A-CHECK	2013/09/13	*ERROR 9188	NEXT A-CHECK #00	2	528365		
C-CHECK	2016/10/20	2017/04/27 NEXT SCHD C-CHECK 2017/04/27	NEXT C-CHECK #02	3	530336		
PDM	2015/04/03	2017/04/28 NEXT SCHD PDM 2017/04/28	NEXT PDM #02	4			

BPO DUE : 20161103 (+1 DAY)

C. CALENDAR AND HOURLY INSPECTION SCHEDULE | PAGE 2 OF ____ PAGES

INSPECTION		FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASH-DROGUE HOSE INSP	(ITR DROG)	0 WEEKS	DUE 2017/01/09			
NDIS -HORZ STAB INSP	(ITR HORZ)	90 DAYS	DUE 2017/01/04			
NDIS -SPAR CAP INSP	(ITR SPAR)	90 DAYS	DUE 2017/01/04			
A2ASC-60 DAYMODE IV CHECK	(ITRMD4)	60 DAYS	DUE 2016/12/18			
SCHED-60 DAY DOC REVIEW	(ITR01C)	60 DAYS	DUE 2016/12/19			
A2ASP-CORE VIBE RE-INSP	(ITR13A01)	0 CYCLES	DUE IN 322 CYCLES			
A2ASP-CORE VIBE RE-INSP	(ITR13A02)	0 CYCLES	DUE IN 322 CYCLES			
A2ASP-CORE VIBE RE-INSP	(ITR13A03)	0 CYCLES	DUE IN 322 CYCLES			
A2ASP-#1 BOWING RE-INSPECT	(ITR13B01)	0 WEEKS	DUE 2017/04/24			
DEPOT-RH WING DAMAGE	(ITR80A)	24 MONTHS	DUE 2017/08/31			
NDIS -FUEL COMP PROBE #8	(ITR80B)	1000 HOURS	DUE IN 979 HRS @ 30457			
A2ACC-WGT AND BALANCE	(I1101WGT)	36 MONTHS	DUE 2018/06/12			
A2ACC-28 DAY DROGUE CHECK	(I1912805)	28 DAYS	DUE 2016/11/16			
A2ASP-FAN LUBE #1 ENG	(I23 #101)	0 CYCLES	DUE IN 451 CYCLES			
A2ASP-FAN LUBE #2 ENG	(I23 #202)	0 CYCLES	DUE IN 451 CYCLES			
A2ASP-FAN LUBE,#3 ENG	(I23 #303)	0 CYCLES	DUE IN 455 CYCLES			
DEPOT-CARGO DOOR HINGE	(I931)	15000 LANDS	OVERDUE BY 404 LANDS JCN:162561695			
A2ASP-L/H WING ENG TCI	(R2301A01)	0 CYCLES	DUE IN 2382 CYCLES			
A2ASP-TAIL #2 ENG TCI	(R2301B02)	0 CYCLES	DUE IN 2669 CYCLES			
A2ASP-R/H WING ENG TCI	(R2301C03)	0 CYCLES	DUE IN 3671 CYCLES			
A2ASP-APU DUE TIME CHANGE	(R2401A01)	0 CYCLES	DUE IN 8955 CYCLES			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#1)	3 YEARS	DUE 2018/12/31			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#2)	3 YEARS	DUE 2018/12/30			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#3)	3 YEARS	DUE 2018/08/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A01)	20 YEARS	DUE 2025/08/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A02)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A04)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A06)	20 YEARS	DUE 2036/09/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A07)	20 YEARS	DUE 2036/09/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A3A)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A3B)	20 YEARS	DUE 2025/06/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A5A)	20 YEARS	DUE 2020/06/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A5B)	20 YEARS	DUE 2029/01/31			
A2ASE-FIRE EXT BOTTLE	(R4921B11)	60 MONTHS	DUE 2019/04/30			
A2ASE-FIRE EXT BOTTLE	(R4921B12)	60 MONTHS	DUE 2019/12/31			
A2ASE-FIRE EXT BOTTLE	(R4921B21)	60 MONTHS	DUE 2017/07/31			
A2ASE-FIRE EXT BOTTLE	(R4921B22)	60 MONTHS	DUE 2020/08/31			
A2ASE-FIRE EXT BOTTLE	(R4921B31)	60 MONTHS	DUE 2019/10/31			
A2ASE-FIRE EXT BOTTLE	(R4921B32)	60 MONTHS	DUE 2019/12/31			
A2ASC-ELT BATTERY (DOM)	(R6620A01)	5 YEARS	DUE 2018/08/31			
A2ASC-ELT BATTERY (DOM)	(R6620A02)	5 YEARS	DUE 2017/07/31			

				PAGE 3 OF _____ PAGES		
INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASC-PORTABLE ELT BATTERY(R6620B)	5 YEARS	DUE 2018/03/31			
A2ASC-UNDERWATER BEAC BATT(R7234ALT)	6 YEARS	DUE 2019/05/31			
A2ASC-UNDERWATER BEAC BATT(R7234ART)	6 YEARS	DUE 2019/07/31			
A2ACC-DOOR SLIDE/RAFT (R9125ALT)	3 YEARS	DUE 2022/09/01			
A2ACC-DOOR SLIDE/RAFT (R9125ART)	3 YEARS	DUE 2022/09/01			
A2ASE-DROGUE GUILL CART (R97DG1LT)	30 MONTHS	DUE 2018/03/08			
A2ASE-DROGUE GUILL CART (R97DG1RT)	30 MONTHS	DUE 2018/03/08			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1B)	120 MTH INSTAL	DUE 2019/08/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2B)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2C)	120 MTH INSTAL	DUE 2017/06/30 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2D)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3B)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
ISO2 -A-CHECK (SIS01A)	0 WEEKS	DUE 2017/04/27			
DEPOT-C-CHECK (SPD01C)	0 WEEKS	DUE 2017/04/28			

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/31 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF _____ PAGES

D. DELAYED DISCREPANCIES, URGENT ACTION, AND OUTSTANDING ROUTINE TCTO'S

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
	150571256	A2ASE-ARO FLOOR LIGHT RHEOSTAT INOP	J001CA50579003 BQ 0 B/O J001CA62949015 AA 0 KIL	44FA0	
	152049667	DEPOT-FUEL-TANK INSPEC&REPLACE WIRE SHIELDI CW TCTO 1C-10(K)A-1285 WB/NA P		0112282 2019/11/01	
	152785610	DEPOT-CENTER GEAR EMER RELEASE LEVER REQ SHOT P EN. CARRY FWD TO NEXT ARM REMOVAL AWT NEXT C-CH CK	-	13CH0	
	161329625	DEPOT-INST LAV OVERSERVICE S/O VALVE CW TCTO 1C-10(K)A-1298 W-B APPL P		0101529 2020/02/06	
	161751362	A2ASE-#1 INS FLOW OFF LT ILLUM; INS/ISS WARNING CB P&C, NOTE: DO NOT RESET CB, SYS DEACTIVATED OR FLIGHT	J001CA62779004 BQ 1 B/O	41AEM	
	161921450	A2ASE-FWD ALT ISOL VALVE WILL NOT OPEN (POWER A PIN B &C WITH SWITCH IN CLOSED POSITION)	J001CA62809014 BQ 1 B/O	46B26	
	162211442	A2ACC-FWD RT WING FORMATION LIGHT INOP	J001CA62829009 BQ 1 B/O	44DKB	
	162561695	DEPOT-UPPER CARGO DOOR HINGE PIN & LOBE HOLES *INITIAL INSP @ 15000 LANDS AND EVERY 7500 LANDS THEREAFTER IAW 1C-10(K)A-	AWAITING C-CHECK	11CDS	
	162729872	DEPOT-FUEL SYSTEM CHANGE FUEL PUMP CONTRO; CW TCTO 1C-10(K)A-1299 W-B APPL P		0101771 2020/07/03	
	162749905	DEPOT-ENG FUEL SUPPLY REPLACE PUMP RELAYS CW TCTO 1C-10(K)A-1300 W-B APPL P		0101772 2020/07/03	
	162749932	DEPOT-FUEL-ENGINE FUEL SUPPLY-REPLACE FUEL PUM CW TCTO 1C-10(K)A-1302 WB/NA P		0101938 2020/07/03	
	16291A057	A2ACC-1ST OBSERVER AUDIO SELECTOR PNL COVER BRO EN, REMOVED	J001CA62929023 BQ 0 B/O	11MA0	
	16291A059	A2ACC-RIGHT MLG VIEWING WINDOW COVERS HAVE BROK N PRONGS	J001CA62929022 BQ 0 B/O J001CA62929043 BQ 0 B/O J001CA62939009 BQ 0 B/O	12EA0	
	16292A012	A2ASE-1 EA BROKEN SOCKET ON FWD RIGHT CARGO BAY LIGHT	J001CA62949000 BQ 0 B/O	44CAA	
	163045330	SMCO -2 EA BROKEN NUT PLATES ON #3 ENG INBD SAI BOAT PANEL	PNL REMOVAL +2 HRS	11EAH	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.2. AFTO 781A, MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/31 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	160775749	2016/03/17	SEE JCN 160901257			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
62C00			

DISCREPANCY

A2ASC-RIU #1 AND #2 SHOWS DEGRADED ON CDU *REQS 136294

59, 13629984, 13629986* SEALANT & SATCOM HARNESS (2) 0

/O

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959005	BQ	PR1440E2	SEALANT	0
J001CA60959027	BQ	11A-01-8010-05	SATCOM HARNESS	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959026	BQ	11A-01-8010-02	SATCOM HARNESS	1

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	160901257	2016/03/30	SEE JCN 160775749			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
68CA0			

DISCREPANCY

A2ASC-SATCOM INOP NOTE: DISPLAYS NGO FOR DATALINK AS W

ELL AS VOICE AVAIL. INOP PLACARD INSTALLED

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	162945563	2016/10/20	REQ# 13856860			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
11MA0			

DISCREPANCY

A2ASE-FLAP/SLAT LIGHT PLATE CRACKED

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62949017	AA	ABN7374-503	LIGHT PLATE	0

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/31 TO _____ | MDS: KC10A | SERIAL NUMBER: 83000080 | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
D	163045570	2016/10/30				20161031

WUC/REF DESIGNATOR: 01000 | FAULT CODE | STA CODE

CORRECTIVE ACTION: GOX serviced to 1000

DISCREPANCY: A2ASC-CREW OXYGEN SYSTEM REQ SERVICING FOR PRE FLIGHT INSP

SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050751	2016/10/30	PRELAUNCH INSP			20161101

WUC/REF DESIGNATOR: 0413C | FAULT CODE | STA CODE

CORRECTIVE ACTION: INSP C/W IAW 1C-10(KC)A-2-72-00-00 pgm CWJ Step 610

DISCREPANCY: A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE INSPECTION PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
E	163050752	2016/10/30	PRELAUNCH INSP			20161101

WUC/REF DESIGNATOR: 04170 | FAULT CODE | STA CODE

CORRECTIVE ACTION: INSP C/W

DISCREPANCY: A2ACC-TECH ORDER AND TOOL BOX INVENTORY REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/31 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 3 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
S	163050753	2016/10/30	PRELAUNCH INSP	☐	☐	20161101

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04119			Sumps drained

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~Z X X X~~	163050754	2016/10/30	PRELAUNCH INSP	☐	☐	20161101

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			3ea pitot tube covers removed and 3ea c/bs pulled and collared IAW 1C10(K)A 2-10-10-00 pg. 208 para 6B steps 1-2

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 ~~NOTE: DO NOT OPERATE PITOT HEAT~~ Burn hazard

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161101		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

2WFO NOTE: Fan pressure check c/w

LH/RH: 185 PSI

1-8: 185 PSI

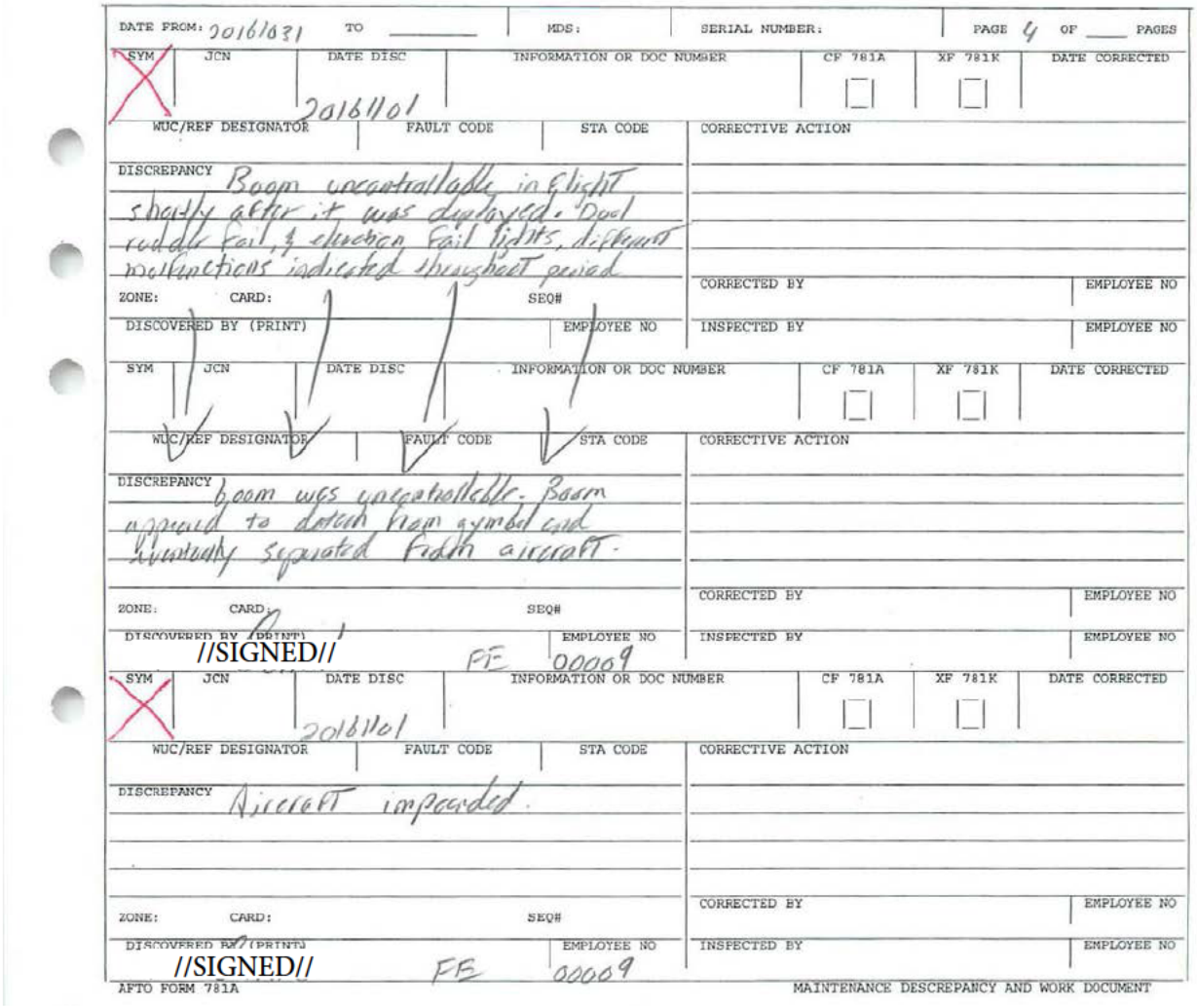
9-10: 155 PSI

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161031 TO _____ | MDS: | SERIAL NUMBER: | PAGE 4 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X		20161101		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Boom uncontrollable in flight shortly after it was deployed. Dual rudder fail, & elevator fail lights, different malfunctions indicated throughout period

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: boom was uncontrollable. Boom appeared to detach from gymbal and forcefully separated from aircraft.

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) //SIGNED// | EMPLOYEE NO FE 00009 | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X		20161101		☐	☐	

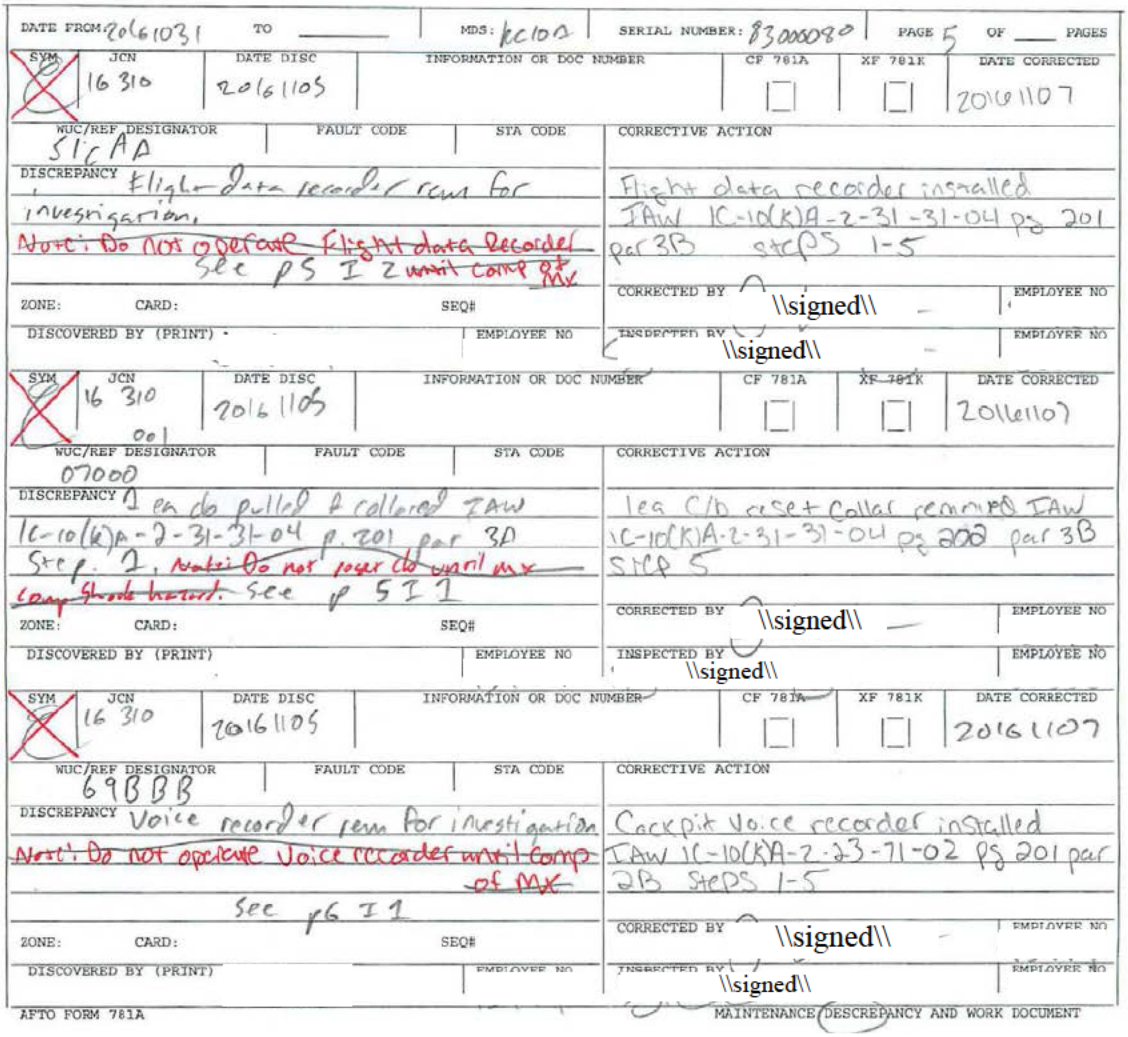
WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Aircraft impounded.

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) //SIGNED// | EMPLOYEE NO FE 00009 | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT



DATE FROM: 20161031 TO _____ MDS: KC10A SERIAL NUMBER: 83008080 PAGE 5 OF ___ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16310	20161105				20161107

WUC/REF DESIGNATOR: 51CAA | FAULT CODE | STA CODE

DISCREPANCY: Flight Data recorder rem for investigation. ~~Note: Do not operate Flight data Recorder~~ See pg 5 I 2 ~~until comp of MX~~

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) · EMPLOYEE NO

CORRECTIVE ACTION: Flight data recorder installed IAW 1C-10(K)A-2-31-31-04 pg 201 par 3B steps 1-5

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16310 001	20161105				20161107

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: 1 ea c/b pulled & collared IAW 1C-10(K)A-2-31-31-04 p. 201 par 3D Step 2. ~~Note: Do not reset c/b until mx comp Shade history.~~ See pg 5 I 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTIVE ACTION: 1ea C/B reset + Collar removed IAW 1C-10(K)A-2-31-31-04 pg 200 par 3B STEP 5

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16310	20161105				20161107

WUC/REF DESIGNATOR: 69BBB | FAULT CODE | STA CODE

DISCREPANCY: Voice recorder rem for investigation ~~Note: Do not operate Voice recorder until comp of MX~~ See pg 5 I 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTIVE ACTION: Cockpit Voice recorder installed IAW 1C-10(K)A-2-23-71-02 pg 201 par 2B steps 1-5

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161031 TO ______ | MDS: KC10A | SERIAL NUMBER: 83000080 | PAGE 6 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16 310 001	20161105		☐	☐	20161107

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE:

DISCREPANCY: 1 ea cb pulled + collared IAW 1C-10(K)A-2-23-71-02 p. 201 par 2A Step 1. ~~Note: Do not reset cb until wrk comp. Shockboard.~~ See p 5 I 3

CORRECTIVE ACTION: 1 ea C/B se≈t + Collar removed IAW 1C-10(K)A-2-23-71-02 pg 201 par 2B step 5

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO:

DISCOVERED BY (PRINT): | EMPLOYEE NO:

INSPECTED BY: \\signed\\ | EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
—	16	20161107		☐	☐	

WUC/REF DESIGNATOR: 51CAA | FAULT CODE: | STA CODE:

DISCREPANCY: Ops CHK required on Flight Data recorder

CORRECTIVE ACTION:

ZONE: CARD: SEQ#

CORRECTED BY: | EMPLOYEE NO:

DISCOVERED BY (PRINT): | EMPLOYEE NO:

INSPECTED BY: | EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
—	16	20161107		☐	☐	

WUC/REF DESIGNATOR: 69BBB | FAULT CODE: | STA CODE:

DISCREPANCY: Ops CHK required on Cockpit Voice Recorder

CORRECTIVE ACTION:

ZONE: CARD: SEQ#

CORRECTED BY: | EMPLOYEE NO:

DISCOVERED BY (PRINT): | EMPLOYEE NO:

INSPECTED BY: | EMPLOYEE NO:

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161031 TO _____ | MDS: KC10A | SERIAL NUMBER: 83000080 | PAGE 7 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161107		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: Info Note: 2ea Under Water Beacon Batteries removed off old CVR and FDR and placed in upper California panel

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

D2.3. AFTO 781H, AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20161031		KC010A	83000080

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
PR		20161031	0730Z				

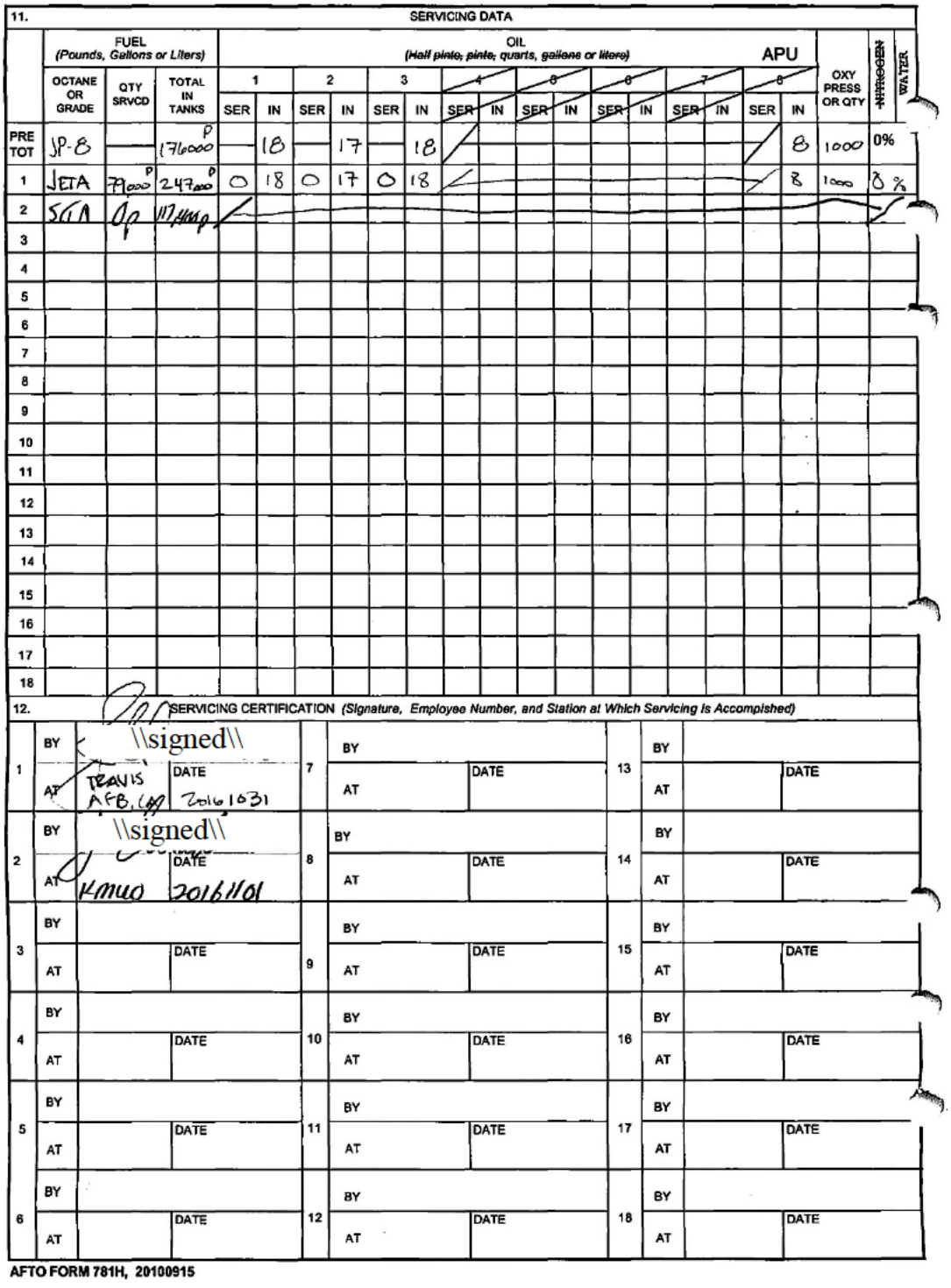
6. STATUS DATA

SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS

STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)
X	13	3	\\signed\\	25	37		
2	14			26	38		
3	15			27	39		
X	16			28	40		
5	17			29	41		
6	18			30	42		
7	19			31	43		
8	20			32	44		
9	21			33	45		
10	22			34	46		
11	23			35	47		
12	24			36	48		

7. AIRFRAME TIME		8. LANDINGS FULL STOP	8. LANDINGS TOTAL	9. CART/JFS STARTS NO	9. CART/JFS STARTS ENG	9. CART/JFS STARTS NO	9. CART/JFS STARTS ENG	10. ENGINE CYCLE DOCUMENTATION NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	29478.2	5797	15404												
FLIGHTS 1	2.2	1	1					1	1	1					
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
TOTAL															

AFTO FORM 781H, 20100915 PREVIOUS EDITION IS OBSOLETE AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE



11. SERVICING DATA

	FUEL (Pounds, Gallons or Liters)			OIL (Half pints, pints, quarts, gallons or liters)														APU		OXY PRESS OR QTY	NITROGEN	WATER
	OCTANE OR GRADE	QTY SRVCD	TOTAL IN TANKS	1		2		3		4		5		6		7		8				
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN			
PRE TOT	JP-8	—	176000 P	—	18	—	17	—	18										8	1000	0%	
1	JETA	79000 P	247000 P	0	18	0	17	0	18										8	1000	0%	
2	SGA	OP	117000 P																			
3																						
4																						
5																						
6																						
7																						
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9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						

12. SERVICING CERTIFICATION *(Signature, Employee Number, and Station at Which Servicing Is Accomplished)*

1	BY	\\signed\\	DATE	7	BY		DATE	13	BY		DATE
	AT	TRAVIS AFB, CA	20161031		AT				AT		
2	BY	\\signed\\	DATE	8	BY		DATE	14	BY		DATE
	AT	KMUO	20161101		AT				AT		
3	BY		DATE	9	BY		DATE	15	BY		DATE
	AT				AT				AT		
4	BY		DATE	10	BY		DATE	16	BY		DATE
	AT				AT				AT		
5	BY		DATE	11	BY		DATE	17	BY		DATE
	AT				AT				AT		
6	BY		DATE	12	BY		DATE	18	BY		DATE
	AT				AT				AT		

AFTO FORM 781H, 20100915

D2.4. AFTO 781J, AEROSPACE VEHICLE ENGINE FLIGHT

DATE FROM: 2016/10/31 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ___ PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE ~~AND OIL ADDED (HALF PINTS, PINTS, QUARTS)~~

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # / OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29466.9	9343			24968.0	14080.0		26002.9	13279.0		25695.3	12436.0		.5	0.0	15401	5794
2016/10/23	1.1	1			1.1	1.0		1.1	1.0		1.1	1.0		0.0	0.0	1	1
TOTAL	29468.0	9344			24969.1	14081.0		26004.0	13280.0		25696.4	12437.0		1.6	0.0	15402	5795
2016/10/23	4.3	1			4.3	1.0		4.3	1.0		4.3	1.0		0.0	0.0	1	1
TOTAL	29472.3	9345			24973.4	14082.0		26008.3	13281.0		25700.7	12438.0		5.9	0.0	15403	5796
2016/10/30	5.9	1			5.9	1.0		5.9	1.0		5.9	1.0		0.0	0.0	1	1
TOTAL	29478.2	9346			24979.3	14083.0		26014.2	13282.0		25706.6	12439.0			0.0	15404	5797
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD																	

AFTO FORM 781J AEROSPACE VEHICLE - ENGINE FLIGHT

D2.5. AFTO 781B, COMMINUCATION SECURITY EQUIPMENT RECORD

FROM 20080925	TO		MDS KC/0A		SERIAL 83000080	
ITEM	SERIAL NUMBER	POSITION	DATE INSTALLED	SIGNATURE AND EMPLOYEE NUMBER	DATE REMOVED	SIGNATURE AND EMPLOYEE NUMBER
TSEC / KY58	32850	N/A	20080617	\\signed\\	20110301	\\signed\\
KIV/119 CRYPTO APPLIQUE	TC-0533	N/A	20080203	\\signed\\	20110301	\\signed\\
TSEC / KY 58	32850	N/A	20110711	\\signed\\	20130219	\\signed\\
KIV/119 Crypto Applique	TC-0533	N/A	20110711	\\signed\\	20130219	\\signed\\
TSEC/KY58	32850	NA	20130608	\\signed\\	20140506	\\signed\\
KIV/119 CRYPTO APPLIQUE	TC-0533	NA	20130608	\\signed\\	20140506	\\signed\\
TSEC/KY-58	30724	N/A	20140611	\\signed\\	20150403	\\signed\\
KIV/119 Crypto Applique	TC-0533	N/A	20140611	\\signed\\	20150403	\\signed\\
TSEC/KY-58	30724	NA	20150402	\\signed\\		
KIV/119	TC-0533	NA	20150402	\\signed\\		

AFTO FORM 781B, 20080108 PREVIOUS EDITION IS OBSOLETE COMMUNICATION SECURITY EQUIPMENT RECORD

FORM COMPLETION INSTRUCTIONS AS DEFINED IN TECHNICAL ORDER
REFERENCE TO 00-20-5, Para 3.12.

3.12. AFTO FORM 781B, COMMUNICATIONS SECURITY (COMSEC) EQUIPMENT RECORD (FIGURE 3.5)

3.12.1. This form is designed to provide COMSEC equipment status. Maintenance personnel remove the completed AFTO Form 781b and dispose of in accordance with AFI 37-138. In the case of transient aircraft, retain completed forms in the binder until the aircraft returns to the home organization. The aircraft commander or designated crew member checks the AFTO Form 781B prior to flight to ascertain that the COMSEC equipment configuration conforms to the mission requirements. Maintenance personnel will ensure the validity and legibility of all required entries.

3.12.2. The following form entries are required.

3.12.2.1. Complete the heading with the appropriate aircraft and date information.

3.12.2.2. ITEM. Enter the nomenclature of the equipment installed.

3.12.2.3. SERIAL NUMBER. Enter the serial number of the COMSEC equipment item.

3.12.2.4. POSITION. Enter the position number of the item. Examples: KY-28 number five, enter a 5, KIR-1A number two, enter a 2.

3.12.2.5. DATE INSTALLED. Enter the date the item is installed. If the installation date is unknown, verify the item is installed enter the current date.

3.12.2.6. SIGNATURE AND EMP #. Enter the signature and employee/FAA certification number of the person who installed the item, or verified installation. If the information is transcribed from another AFTO Form 781B, enter the signature and employee/FAA certification number of the person who transcribes the information.

3.12.2.7. DATE REMOVED. Enter the date the COMSEC equipment item is removed.

3.12.2.8. SIGNATURE AND EMP #. Enter the signature and employee/FAA certification number of the person who removed the item, or verified removal.

3.12.3. When all columns have been completely filled in or when columns have been utilized to the extent that initiation of a new AFTO Form 781B becomes necessary, transcribe all line entries that do not show entries in the date removed block to a new AFTO Form 781B.

AFTO FORM 781B, 20080108

D2.6. CF6-50C2 EGT COMPARISON

CF6-50C2 EGT COMPARISON

KC-10A

EFFECTIVE DATE: 9/27/2016

THE AVERAGE EGT SPREAD OF THE ENGINES ON THIS AIRCRAFT ARE AS SHOWN BELOW. TO DETERMINE IF THERE IS A SIGNIFICANT CHANGE IN EGT, COMPARE THESE VALUES WITH THOSE OBSERVED ON THE A/C INDICATORS.

WITH THE N1 POWER SETTINGS ALIGNED **ABOVE 89% N1** AND NORMAL BLEED CONDITIONS, CONSIDER THE NO. 2 ENGINE THE BASELINE. IF THE N1'S ARE NOT EQUAL, ADD OR SUBTRACT ONE DEGREE EGT FOR EVERY 1/10 OF A PERCENT N1 OVER OR UNDER THE NO. 2 RPM, RESPECTIVELY.

ANY DEVIATIONS IN EXCESS OF 15 DEGREES C SHOULD BE VERIFIED BY ANOTHER READING TAKEN AT A DIFFERENT POWER SETTING AND ALTITUDE, IF POSSIBLE. IF THE SECOND READING CONFIRMS THE DEVIATION, REPORT THE CONDITION TO MAINTENANCE FOR APPROPRIATE ACTION UPON COMPLETION OF THE FLIGHT.

TAIL #	FUSELAGE #	EGT	
83-0080	391	#1	+4
		#2	BASELINE
		#3	+8

THE ABOVE EGT VALUES ARE VALID FOR APPROXIMATELY 60 DAYS FROM THE AFFECTIVE DATE OF IF A/C IS DEPLOYED, UNTIL THE RETURN FROM DEVELOPMENT.

PREPARED BY: KC10 ENGINE FSR NORTHROP GRUMMAN

USAF KC-10 CF6-50 Engine Condition Monitoring Coupon (ITAR controlled data when filled-in)

AFSN	Date (MM/DD/YY)	Time (Zulu)	Flying Squadron	FE Name
83-0080	11/01/16	16:07	9 ARS	
Altitude (1/1000 ft)	**(+/-) TAT (°C)**	**MACH**	**Bleed Configuration**	**Remarks / Abnormal Bleed Configuration**
25.0	-04	0.794	Normal / Abnormal	N/A

Engine Data:

Pos#	N1 (%)	EGT (°C)	N2 (%)	Fuel Flow (PPH)	Oil Pr. (Psi)	Oil Temp. (°C)	Anti-Ice Sw. On		PACKS On	
1	93.9	658	91.1	6966	50	100	Yes	No	Yes	No
2	94.0	659	95.7	6860	50	100	Yes	No		
3	93.9	660	96.3	6940	49	102	Yes	No	Yes	No

MTU0850 / KC-10 ECM Data Coupon / (803) Feb 2010

USAF KC-10 CF6-50 Engine Condition Monitoring Coupon (ITAR controlled data when filled-in)

AFSN	Date (MM/DD/YY)	Time (Zulu)	Flying Squadron	FE Name
-	__/__/__	:		
Altitude (1/1000 ft)	**(+/-) TAT (°C)**	**MACH**	**Bleed Configuration**	**Remarks / Abnormal Bleed Configuration**
.		0.	Normal / Abnormal	

Engine Data:

Pos#	N1 (%)	EGT (°C)	N2 (%)	Fuel Flow (PPH)	Oil Pr. (Psi)	Oil Temp. (°C)	Anti-Ice Sw. On		PACKS On	
1	___.__	___	___.__	____	__	___	Yes	No	Yes	No
2	___.__	___	___.__	____	__	___	Yes	No		
3	___.__	___	___.__	____	__	___	Yes	No	Yes	No

MTU0850 / KC-10 ECM Data Coupon / (803) Feb 2010

USAF KC-10 CF6-50 Engine Condition Monitoring Coupon (ITAR controlled data when filled-in)

AFSN	Date (MM/DD/YY)	Time (Zulu)	Flying Squadron	FE Name
-	__/__/__	:		
Altitude (1/1000 ft)	**(+/-) TAT (°C)**	**MACH**	**Bleed Configuration**	**Remarks / Abnormal Bleed Configuration**
.		0.	Normal / Abnormal	

Engine Data:

Pos#	N1 (%)	EGT (°C)	N2 (%)	Fuel Flow (PPH)	Oil Pr. (Psi)	Oil Temp. (°C)	Anti-Ice Sw. On		PACKS On	
1	___.__	___	___.__	____	__	___	Yes	No	Yes	No
2	___.__	___	___.__	____	__	___	Yes	No		
3	___.__	___	___.__	____	__	___	Yes	No	Yes	No

MTU0850 / KC-10 ECM Data Coupon / (803) Feb 2010

USAF KC-10 CF6-50 Engine Condition Monitoring Coupon (ITAR controlled data when filled-in)

AFSN	Date (MM/DD/YY)	Time (Zulu)	Flying Squadron	FE Name
-	__/__/__	:		
Altitude (1/1000 ft)	**(+/-) TAT (°C)**	**MACH**	**Bleed Configuration**	**Remarks / Abnormal Bleed Configuration**
.		0.	Normal / Abnormal	

Engine Data:

Pos#	N1 (%)	EGT (°C)	N2 (%)	Fuel Flow (PPH)	Oil Pr. (Psi)	Oil Temp. (°C)	Anti-Ice Sw. On		PACKS On	
1	___.__	___	___.__	____	__	___	Yes	No	Yes	No
2	___.__	___	___.__	____	__	___	Yes	No		
3	___.__	___	___.__	____	__	___	Yes	No	Yes	No

D2.7. TCTO STATUS REPORT

G081D7046-1 TCTO STATUS REPORT FOR AIRCRAFT: 83000080 CURRENT AS OF 1012 PACIFIC 31/OCT/16 PAGE 1

NOTE: THE FOLLOWING CODES ARE USED IN THIS LISTING: C/W = TCTO HAS BEEN COMPLIED WITH. (STAT-CD = 01, 02, 03)
" " = TCTO NOT AGAINST ENG.
NCW = TCTO HAS NOT BEEN COMPLIED WITH. (STAT-CD = 06-18, 20, 21)
N/R = TCTO HAS NOT BEEN RELEASED BY THE DEPOT FOR INSL ON THE A/C. (ST-CD = 19)
N/A TCTO S ARE NOT APPLICABLE. (STAT-CD = 04, 05, 22)
E = AFTER THE AIRCRAFT STATUS CODE INDICATES EXPIRED A/C TCTO.
E = AFTER THE ENGINE 4 STATUS CODE INDICATES EXPIRED ENG TCTO.
A = AFTER THE ENG SER NUM MEANS 3000 TO 5000 HOUR ENGINE.
C = AFTER THE ENG SER NUM MEANS 5000 HOUR UNLIMITED MODULAR ENG.

ENG 1 ENG 2 ENG 3 ENG 4
7740 8365 0336

AIRCRAFT TCTO NUMBER	TCTO DATACD	AIRCRAFT TCTO NOMENCLATURE	GR DATE	STATUS CODE	EX TIM	ENGINE TCTO NUMBER	TCTO DATACD	ENGINE TCTO NOMENCLATURE
1C-10(K)A-1285	0112282	FUEL-TANK INSPEC&REPLACE	19305	NCW	999			
1C-10(K)A-1298	0101529	INST LAV OVERSERVICE S/O	20037	NCW	146			
1C-10(K)A-1299	0101771	FUEL SYSTEM CHANGE FUEL	20185	NCW	146			
1C-10(K)A-1300	0101772	ENG FUEL SUPPLY REPLACE	20185	NCW	146			
1C-10(K)A-1302	0101938	FUEL-ENGINE FUEL SUPPLY-	20185	NCW	999			
1KC-10A-001	Y141001	INSPECTION OF THE FLAP H		N/A	030			
1C-10(K)A-1268	0112389	TCTO 1C-10(K)A-1268: INS		C/W	999			
1C-10(K)A-1267	0196993	TCTO 1C-10(K)A-1267: INS		C/W	999			
1C-10(K)A-1294	0112307	MOD REMOVE HYDR AIR ELIM		C/W	999			
KC-10 LOTI	L060601	LOTI FOR INSPECTION OF B		C/W	180			
KC-10 LOTI	L060602	LOTI OF KC-10A AUXILIARY		C/W	010			
1C-10(K)A-1301	0101792	INSPECTION/SOFTWARE UPDA		C/W	120			
1C-10(K)A-1292	0112304	REPLACE APU DOOR ACTUATI		C/W	999			
1C-10(K)A-1297	0112311	OPEN&PERMANENT COLLAR PO		C/W	999			
1C-10(K)A-1296	0112310	STABILIZERS-HORIZ STAB/C		C/W	999			
1C-10(K)A-1277	0112411	INSTALLATION OF WASTE WA		C/W	999			
1C-10(K)A-1291	0112303	TCTO1C-10(K)A-1291COM,NA		C/W	999			

***** END OF LIST *****

D2.8. PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

```
PCN:67089-04  DATE: 2016/10/31                          MDS: C010A                          PAGE   1  OF ___ PAGES
                                        PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES A HOW W  --------DATE--------
  MMN/FC   T MAL D  DISCOVERED COMPLETED     JCN    DISCREPANCY
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

AIRCRAFT: 83000080
23CC0      H 799 D  2016/10/30 2016/10/31 163031256 A2ASP-WHILE ATTEMPTING TO START ENGINE #3, STARTER BUT
                                                    TON DISENGAGED BEFORE REACHING 45% N2 RPM

              SYMBOL: /       MAN NUM: 08762      **CORRECTIVE ACTION: STARTED ENG/STARTER CUTOUT AT 4**          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

23EX0      H 799 D  2016/10/30 2016/10/31 163031261 A2ASP-WITH THROTTLE LEVERS EVEN @FL280,N1 READINGS: EN
                                                    G#1 100.3N1/ENG#2: 105.9N1 . ENG#3 102.0 N1.#1 & #3 TH
                                                    ROTTLES MORE THAN A KNOB WIDTH WITH N1 SETTINGS EVEN
              SYMBOL: /       MAN NUM: 08762      **CORRECTIVE ACTION: CHECK PART POWER AND RAN ENGS A**          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

23JC0      R 070 D  2016/10/12 2016/10/12 162861256 A2ASP-#3 T/R WOULD NOT STOW

              SYMBOL: /       MAN NUM: 71057      **CORRECTIVE ACTION: R2'D PNEUMATIC LIMIT SW AND FLE**          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

41EB0      R 006 C  2016/10/23 2016/10/23 162975641 A2ASE-LT WING ANTI ICE DISAG ON WITH ANTI ICE ON IN FL
                                                    IGHT

              SYMBOL: /       MAN NUM: 78530      **CORRECTIVE ACTION: R2 RELAY R2-5025              **          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

44AE0      X 812 D  2016/10/12 2016/10/12 162861258 A2ASG-MASTER CAUTION ON DURING T/O ROLL @ 80KTS. NO AS
                                                    SOCIATED LIGHTS TO GO WITH

              SYMBOL: /       MAN NUM: 47511      **CORRECTIVE ACTION: ASSOCIATED EQUIPMENT MALFUNCTIO**          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

46GAN      R 135 D  2016/10/12 2016/10/14 162861259 HYDR -BOOM WAS ABOUT 4-5 DEG TO THE LEFT AND ROLL GAUG
                                                    E WAS SHOWING 11-12 DEG TO THE RIGHT WHEN LOWERED

              SYMBOL: /       MAN NUM: 67210      **CORRECTIVE ACTION: BOOM GIMBAL R2 OPS CHECK GOOD  **          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

46GB0      X 799 D  2016/10/30 2016/10/31 163031259 HYDR -DURING BOOM LOWERING, BOOM FLEW TO 5 DEG W/NO IN
                                                    PUT BY THE OPERATOR. SMALL CORRECTIONS WERE MADE TO AL
                                                    IGN BOOM. THE BOOM THEN FLEW TO 32 DEG OR GREATER.
              SYMBOL: /       MAN NUM: 62642      **CORRECTIVE ACTION: LOWERED BOOM. VISUAL CHECK FLT **          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

51FB0      R 644 D  2016/10/12 2016/10/12 162861257 A2ASG-GPWS WINDSHEAR FAIL LIGHT ON

              SYMBOL: /       MAN NUM: 47511      **CORRECTIVE ACTION: EGPWS COMPUTER REMOVED FOR R2  **          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

52B00      X 799 D  2016/10/30 2016/10/31 163031257 A2ASG-AUTOPILOT #2 DISENGAGED TWICE IN FLIGHT, DID NOT
                                                    RESPOND TO PILOTS INPUTS

              SYMBOL: /       MAN NUM: 85700      **CORRECTIVE ACTION: ASSOCIATED EQUIPMENT MALFUNCTIO**          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES
PCN:67089-04  DATE: 2016/10/31                          MDS: C010A                          PAGE   2  OF ___ PAGES
                                        PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES A HOW W  --------DATE--------
  MMN/FC   T MAL D  DISCOVERED COMPLETED     JCN    DISCREPANCY

52EA0      X 644 D  2016/10/12 2016/10/12 162861260 A2ASG-AUTO THROTTLE #1 ALPHA SPEED 12KTS OFF FROM ATS
                                                    #2

              SYMBOL: /       MAN NUM: 47511      **CORRECTIVE ACTION: RESET LAU FAULT INDICATOR      **          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

71BBA      S 800 D  2016/10/30 2016/10/31 163031258 A2ASC-COPILOT EHSI DID NOT DISPLAY TRUE HEADING DURING
                                                    PILOT PREFLIGHT

              SYMBOL: /       MAN NUM: 88846      **CORRECTIVE ACTION: RESEATED INS SWITCHING UNIT O.C**          ACT BASE: XDAT
-------------------------------------------------------------------------------------------------------------------------
                                AIRCREW DISCREPANCIES  1 TIMES IN LAST  4 SORTIES

71FBA      H 799 D  2016/10/30 2016/10/31 163031260 A2ASC-DURING CRUISE, PILOT LOST NAVIGATION, CDI, AND L
                                                    INE DISAPPEARED. D/P MASTER DISAGREE ANNUNCIATION ON C
                                                    DU FMS
              SYMBOL: /       MAN NUM: 67753      **CORRECTIVE ACTION: RAN SYS CHECKED WIRING@BSIU&SWI**          ACT BASE: XDAT
```

D2.9. AIRCRAFT FUEL DRAIN LOG

660th AMXS KC-10A Aircraft Fuel Drain Log

Month: NOVEMBER 2016 **Aircraft:** 83-0080

Check the leak sense drain, shroud drain, and junction box drain daily IAW 1C-10(K)A-2-28-25-00, page 202, para 3A. Document the following information: Date, Time, and Quantity of fuel from each location listed below. All fuel drained in the last 24 hrs will be calculated. If calculation exceeds allowable limits, report discrepancy for maintenance. Maintenance personnel will review the drain leak limit criteria to determine if fuel drained is out of limits in accordance with 1C-10(K)A-2-28-00-00, page 215 & 1C-10(K)A-2-28-11-00 page 601-602. When log is filled out, attach to transcribed 781 series forms.

Date Leak limit	Time (local)	Leak Sense STA: 595 120cc	FWD J-Box STA: 1067 30cc	A/R Pump STA: 1067 *	Leak Sense STA: 1069 120cc	Shroud STA: 1370 120cc	A/R Pump STA: 1375L *	A/R Pump STA: 1375R *	A/R Pump STA: 1714 *	AFT J-Box STA: 1761 30cc	Leak Sense STA: 1770 120cc	Leak Sense STA: 1835 120cc	Cavity Drains Log *	Name (print)	Employee Number
1	0640	0	0	0	0	0	80	70	0	0	0	0	0		
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
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22															
23															
24															
25															
26															
27															
28															
29															
30															
31															

* Leak Limit: Cavity Drains = Forward 7/ zero leak
Center 18 /0-120cc no repair; 120-480cc schedule repair; >480cc fix before next flight
Aft 11/ zero leak
A/R Pumps/ 4-drops per min operating; 4-drops in 5min not operating

D2.10. FORM 107

Form 107

PART A. FIELD ORGANIZATION

1. POINT OF CONTACT (NAME/ORG/PHONE)	2. DATE Disc.	3. AIRCRAFT/SERIAL NUMBER/LOCATION
/60 MXS/7074245154	10/19/2016	83-0080/Travis

4. JOB CONTROL NUMBER	5. SUPPLY REQUISITION NUMBER:	7. WORK UNIT CODE
16293A002		53JK0

8. NOUN/ ITEM NAME:	9. PART NUMBER	10. NSN
Fillet panel, wing to fusalage	ANB7469	

11. Detailed Desc. of Discrepancy/When Discovered/Damage/Problem and Exact Location/Measurements (i.e., wing station, fuselage station, etc.)

During A check maintonance, panel PT# ANB7469 was removed to facilitate other maintonance. During panel installation, 3 each nutplates PT# F12777-3 were discovered to be stripped out and will not except a screw. Replacing these nutplates requires removal of the #3 fuel tank bladder.

PART B. QUALITY ASSURANCE

12. FORM 107 CONTROL NUMBER	13. QA POINT OF CONTACT (NAME/ORG/PHONE)	QA SUPERVISOR
10716-830080-151	/60 MXS/7074245154	SSgt '60 QA/7074243201

14. Detailed Description of Maint. Assist Required (i.e., CFT, Wait for PDM, Engineering Disposition). Describe what you want done (Be specific):

Travis Structures requests authorization to either seal the fastener holes with sealant MIL-S-81733 or install blind fasteners PT# MS90353. Request replacement of the nutplates be carried forward to C check maintenance.

PART C. APPROVAL AUTHORITY

15a. What was done to attempt fix (Include complete instruction for A/C record annotation)

Contacted on site tech reps, engineering has been notified of this condition.

15b. Disposition Instructions

1) Temporary Repair Performed By Field; SOW: N/A; NTE Date: 05/19/17;Disposition Date 10/21/16. Instructions: KC-10 engineering concurs with request to temporary use three (3) 3/16 diameter blind bolts MS903536. This temporary repair is structurally acceptable until induction at next C-check.

---

16. Engineer (Name/DSN):	17. Maint. Group Commander or (Designated Rep):
	/60 MXG/CC/7074245641

18. Quality Assurance Review (Name/DSN):	19. HQ AMC	20. Approval Date:
/60 QA/7074243201	/HQ AMC/6182292725	10/20/2016

Form 107 Rev. 1 10716-830080-151 Page 1 of 1

D3. ADDITIONAL AIRCRAFT MAINTENANCE RECORDS

660th AMXS AFTO 781 SERIES TRANSCRIBED FORMS REVIEW

AIRCRAFT SERIAL NUMBER: 83000080

781 FORMS DATE FROM: 20161009 TO: 20161014

INDIVIDUAL TRANSCRIBING FORMS

NAME: _____ RANK: SrA EMPLOYEE #: 87059

DATE COMPLETED: 20161014

1. INDIVIDUAL PULLING THE 781 SERIES FORMS IS **ULTIMATELY RESPONSIBLE** THAT ALL BLOCKS ON THE PULLED FORMS IS PROPERLY FILLED OUT IAW 00-20-01. THIS INCLUDES SOME OF THE FOLLOWING:
   - A. FROM and TO DATES ON ALL FORMS.
   - B. PAGE NUMBERS ARE CORRECT.
   - C. SERVICING DATA and ENGINE TIMES ON 781H AND 781J TRANSFERRED CORRECTLY.
   - D. DATES, JOB CONTROL NUMBERS, WHEN DISCOVERED CODES, and WORK UNIT CODES BLOCKS ARE FILLED OUT.
   - E. OPEN WRITE-UPS TRANSCRIBED CORRECTLY.
   - F. ANNOTATION OF ANY UPDATED ITEMS ON 781A TRANSCRIBED TO NEW 781A OR NEW 781K.
2. INDIVIDUAL WILL INSURE ALL SIGNED OFF WRITE-UPS IN 781A's ARE SIGNED OFF CORRECTLY AND CLOSED OUT IN G081 USING SCREEN 8035.
3. ATTACH THIS FORM IN FRONT OF PULLED 781 FORMS
4. LEAD TECH, SECTION CHIEF OR PRODUCTION & DEBRIEF WILL REVIEW AIRCRAFT FORMS PRIOR TO FILING AND TURNING IN TO PLANS AND SCHEDULING.

Forms Discrepancies Found		
Discrepancy	Page/Item #	Initials
No Signature on 781A's	4/3	

LEAD TECH, SECTION CHIEF, OR PRODUCTION:

NAME: [redacted] RANK: SSgt EMPLOYEE #: 47266

DATE COMPLETED: 20161013

DEBRIEF (Reviewed and filed):

NAME:_____ RANK:_____ PLEASE FILE

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20161009	20161014	KC010A	83000080

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
PR/BPO	\\signed\\	20161009	2300Z				
QT	\\signed\\	20161011	0345Z				
TH	\\signed\\	20161012	1100Z				
	\\signed\\	20161014					

6. STATUS DATA

SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS

	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)		STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)
X	13	2	\\signed\\		25	37		
2	14	4	\\signed\\		26	38		
X	15				27	39		
4	16				28	40		
X	17				29	41		
6	18				30	42		
7	19				31	43		
8	20				32	44		
9	21				33	45		
10	22				34	46		
11	23				35	47		
12	24				36	48		

7. AIRFRAME TIME		8. LANDINGS FULL STOP	8. LANDINGS TOTAL	9. CART/JFS STARTS NO	9. CART/JFS STARTS ENG	9. CART/JFS STARTS NO	9. CART/JFS STARTS ENG	10. ENGINE CYCLE DOCUMENTATION NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	29457.5	5792	15376												
FLIGHTS 1	5.5	1	18					18	18	18					
2	3.9	1	7					7	7	7					
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
2966.0	TOTAL	5794	15401												

AFTO FORM 781H, 20100915 PREVIOUS EDITION IS OBSOLETE AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE

DATE FROM: 2016/10/09 TO 20161019 | MDS: KC010A | SERIAL NUMBER: 83000080 | NOTES PAGE 1-1

NOTE NUMBER		NOTE VERBIAGE
0001	-	--IAW AFI 11-2KC-10V3 ITEM 33, T.O. 1C-10KA-1-3 (FAULT REPORTING) REQUIRED ON EVERY AIRCRAFT. THIS T.O. IS NOT IN THE USAF T.O. INVENTORY. AWT 55-10 UP
0002	-	-*****AIRCRAFT 83000080 SUPPORT GENERAL JOB**********NUMBER: 0-2-0-8**********
0011	-	-NOTE: SUPPORT GENERAL (0027)
0012	-	-NOTE: PRE-LAUNCH (0750-0759)
0013	-	-NOTE: PRE-FLIGHT (0530-0549)
0014	-	-NOTE: THRUFLIGHT (0550-0569)
0015	-	-NOTE: BASIC POSTFLIGHT (0570-0599)
0016	-	-NOTE: #2 ENGINE ANTI ICE DISAGREE LIGHT SLOW TO TURN OFF WHEN SIWTCHED TO OFF POSITION. SYSTEMS OPERATE NORMAL.
0017	-	-DENT IN #3 ENG TAILCONE DENT WITHIN LIMITS

AFTO FORM 781A (INFORMATIONAL NOTES) MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO 20161014 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 29 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160775749	2016/03/17	SEE JCN 160901257	[X]	[ ]	

WUC/REF DESIGNATOR: 62C00 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASC-RIU #1 AND #2 SHOWS DEGRADED ON CDU *REQS 136294

59, 13629984, 13629986* SEALANT & SATCOM HARNESS (2) O

/O

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959005	BQ	PR1440B2	SEALANT	0
J001CA60959027	BQ	11A-01-8010-05	SATCOM HARNESS	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959026	BQ	11A-01-8010-02	SATCOM HARNESS	1

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160901257	2016/03/30	FAI - SEE JCN 160775749 VHF Data Radio CB Collared for flight	[X]	[ ]	

WUC/REF DESIGNATOR: 68CA0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASC-SATCOM INOP NOTE: DISPLAYS NGO FOR DATALINK AS W

ELL AS VOICE AVAIL. INOP PLACARD INSTALLED

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	161751362	2016/06/23	REQ# 13831657	[X]	[ ]	

WUC/REF DESIGNATOR: 41AEM | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASE-#1 INS FLOW OFF LT ILLUM INS/ISS WARN CB P&C NOT

E: DO NOT RESET CB SYS DEACTIVATED FOR FLIGHT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62779004	BQ	207640-34	INS FAN	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	161921450	2016/07/12	REQ # 13836330	☑	☐	

WUC/REF DESIGNATOR: 46B26 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASE-FWD ALT ISO V/V WILL NOT OPEN (POWER AT PIN B &C

WITH SWITCH IN CLOSED POSITION)

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62809014	BQ	10648DC20-2	SWITCH	1

SUPPLY DOC NBR UJC PART NBR/FSN NOMENCLATURE QTY

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162591694	2016/09/15	RAFT IN TNB/DUE 31 OCT	☑	☐	

WUC/REF DESIGNATOR: 91AAQ | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ACC-REPLACE DOOR SLIDE/RAFT IAW

APPROPIATE T.O.

GIVE SER.# AND DCI TO P&S LOC:RT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162770751	2016/10/02	PRELAUNCH INSP	☐	☐	20161010

WUC/REP DESIGNATOR: 0413C | FAULT CODE | STA CODE | CORRECTIVE ACTION

Insp of N/D/N IAW
1C-10(K)A-2-72-00-00
TO 643 Fig 614

DISCREPANCY

A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE

INSPECTION PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 3 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
K	162770752	2016/10/02	PRELAUNCH INSP			20161010

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			INVENTORY INSP. dw

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
K	162770753	2016/10/02	PRELAUNCH INSP			20161010

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04119			SUMPS dw

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162770754	2016/10/02	PRELAUNCH INSP			20161010

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			3ea. PITOT COVERS REMOVED, 3ea. CBs RESET, 3ea. COLLARS REMOVED. IAW 1C-10K(A)-2-10-10-00 Pg. 208 Para 3, Step L.

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 ~~NOTE: DO NOT OPERATE PITOT HEAT~~

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162775414	2016/10/03	REQ# 13838928			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
23HCB		

DISCREPANCY

A2ACC-#3 FWD FAN COWL ROD BRKN REQ R2

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY \\signed\\ | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62819002	BQ	A1153-1B	HOLD OPEN ROD	1

SUPPLY DOC NBR UJC PART NBR/FSN NOMENCLATURE QTY

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162791628	2016/10/05	28 DAY DROGUE CHECK			20161011

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
46H00		

DISCREPANCY

A2ACC-C/W PREPARATION OF CONTACT TANKER (CENTERLINE DR
OGUE) CHECKLIST THROUGH STEP 10 ACCOMPLISH POST A/R
(CENTERLINE DROGUE) CHECKLIST IN ITS ENTIRETY LOC:05

SEQ#

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

INSP C/W

CORRECTED BY | EMPLOYEE NO

INSPECTED \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162825403	2016/10/07			☑	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
44DC0		

DISCREPANCY

A2ASE-RIGHT RUNWAY TURN OFF LIGHT HAS BROKEN TERMANAL.
AWAITING A CHECK

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO 96575

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

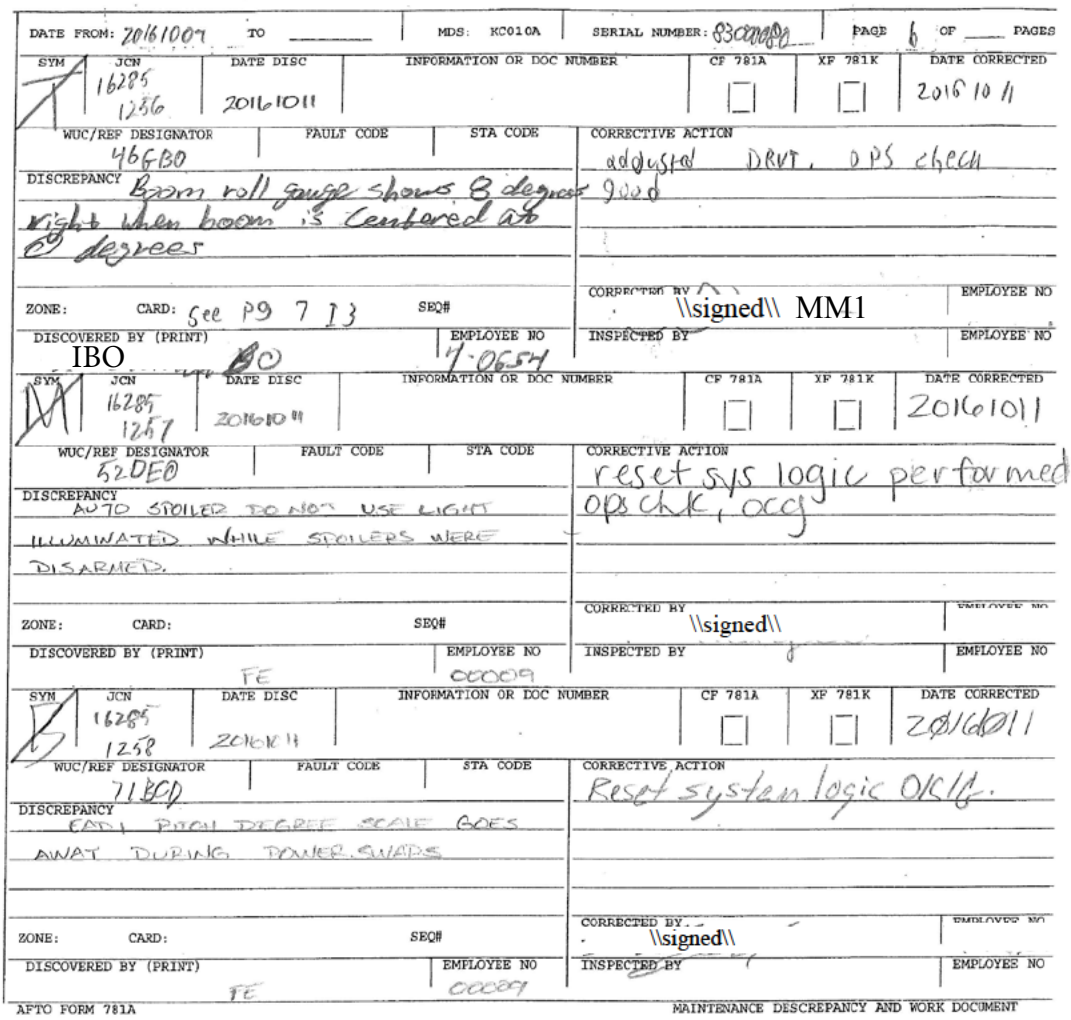
DATE FROM: 2016/10/09 TO ________ MDS: KC010A SERIAL NUMBER: 83000080 PAGE 5 OF ____ PAGES

SYM: A
JCN: 162835404
DATE DISC: 2016/10/09
INFORMATION OR DOC NUMBER:
CF 781A / XF 781K
DATE CORRECTED: 20161009
WUC/REF DESIGNATOR: 44DC0
FAULT CODE
STA CODE
CORRECTIVE ACTION: cure check c/w. cure check good
DISCREPANCY: A2ACC-R RUNWAY TURN OFF LIGHT SEALANT CURE CHECK DUE A T 1400L
SEQ#
CORRECTED BY
EMPLOYEE NO
DISCOVERED BY (PRINT)
EMPLOYEE NO
INSPECTED BY \\signed\\
EMPLOYEE NO

SYM
JCN
DATE DISC: 20161011
INFORMATION OR DOC NUMBER
CF 781A / XF 781K
DATE CORRECTED
WUC/REF DESIGNATOR
FAULT CODE
STA CODE
CORRECTIVE ACTION
DISCREPANCY: INFO NOTE: TIRE PRES CHECK C/W NLG: 185 LLG: 155 MLG: 185
SEQ#
CORRECTED BY
EMPLOYEE NO
DISCOVERED BY (PRINT)
EMPLOYEE NO
INSPECTED BY
EMPLOYEE NO

SYM
JCN: K62841669
DATE DISC: 20161010
INFORMATION OR DOC NUMBER: 60 Day Doc Review
CF 781A / XF 781K
DATE CORRECTED
WUC/REF DESIGNATOR: 04199
FAULT CODE
STA CODE
CORRECTIVE ACTION
DISCREPANCY: C/W ADR IAW AFI 21-101 para 7.2.1 Flight Supervision, COMBS EMB, PSRD
SEQ#
CORRECTED BY \\signed\\
EMPLOYEE NO
DISCOVERED BY (PRINT): \\signed\\ G081 Generated Job
EMPLOYEE NO
INSPECTED BY
EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161007 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0080 | PAGE 6 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16285 1256	20161011				2016 10 11

WUC/REF DESIGNATOR: 46GBO | FAULT CODE | STA CODE

DISCREPANCY: Boom roll gauge shows 8 degrees right when boom is centered at 0 degrees

CORRECTIVE ACTION: adjusted DRVT. OPS check good

ZONE: CARD: See P9 7 13 SEQ#

DISCOVERED BY (PRINT): IBO BC | EMPLOYEE NO: 4-0654

CORRECTED BY: \\signed\\ MM1 | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	16285 1257	20161011				20161011

WUC/REF DESIGNATOR: 52DEO | FAULT CODE | STA CODE

DISCREPANCY: AUTO STOILER DO NOT USE LIGHT ILLUMINATED WHILE STOILERS WERE DISARMED.

CORRECTIVE ACTION: reset sys logic performed ops chk, occ

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT): FE | EMPLOYEE NO: 00009

CORRECTED BY: \\signed\\ | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16285 1258	20161011				20161011

WUC/REF DESIGNATOR: 71BCD | FAULT CODE | STA CODE

DISCREPANCY: EADI PITCH DEGREE SCALE GOES AWAT DURING POWER SWABS

CORRECTIVE ACTION: Reset system logic OK/G.

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT): FE | EMPLOYEE NO: 00009

CORRECTED BY: \\signed\\ | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	162850911	2016/10/11	QUICK TURN	☐	☐	10/10/11

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			Insp C/W IAW 1C-10(K)A-2-77-00-00 pg 642 thru 644

DISCREPANCY
A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE
INSPECTION PRIOR TO NEXT FLIGHT

No defects noted

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
D	162850912	2016/10/11	QUICK TURN	☐	☐	20161011

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			Inventory C/W

DISCREPANCY
A2ACC-TECH ORDER AND TOOL BOX INVENTORY
REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16185 1256001	20161011		☐	☐	10 16 10 11

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Removed pedal door keepers IAW 1C-10(K)A-2-28 28-72-05 Page 203 STEP 12

DISCREPANCY
PEdal door keepers installed to FOM

see pg 6 I 1

SEQ#

CORRECTED BY //SIGNED// | EMPLOYEE NO

\\signed\\

INSPECTED BY \\signed\\ | EMPLOYEE NO

I ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161009 TO _____ | MDS: KC010A | SERIAL NUMBER: 83 0080 | PAGE 8 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861256	20161012				20161012

WUC/REF DESIGNATOR: 23300 | FAULT CODE: | STA CODE:

DISCREPANCY: #3 TR will not stow

CORRECTIVE ACTION: REMOVED & REPLACED L/H & R/H PDM FLEX SHAFTS, OPS check GOOD 3 TIMES

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT): FE EMPLOYEE NO 00009

INSPECTED BY: EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861257	20161012				20161012

WUC/REF DESIGNATOR: 51FB0 | FAULT CODE: | STA CODE:

DISCREPANCY: GPWS wind shear fail light on

CORRECTIVE ACTION: R2 EGPWS comp. 01/16

Sep16I3+p17I1

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT): FE EMPLOYEE NO 00009

INSPECTED BY: EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861258	20161012				20161012

WUC/REF DESIGNATOR: 44NE0 | FAULT CODE: | STA CODE:

DISCREPANCY: Master caution on during Take off roll @ 80 knots. No associated lights to go with.

CORRECTIVE ACTION: Assoc equip maint See JCN: 162861257 01/16

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT): FE EMPLOYEE NO 00009

INSPECTED BY: EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161004 TO _____ | MDS: KC010A | SERIAL NUMBER: 83 0080 | PAGE 9 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861259	20161012		☐	☐	20161013

WUC/REF DESIGNATOR: 46GAN | FAULT CODE | STA CODE

DISCREPANCY: The boom was about 4 to 5 degrees to the left and the roll gauge was showing 11 to 12 degrees to the right when lowered. see pg 13 it 2,3 see pg 14 it 1,2,3 see Pg 14 it 1 2 10 item 2

CORRECTIVE ACTION: R'd Boom Gimbel adjusted DRVT leak/ BPS check good

ZONE: P 22 item 2-3, P-26 item 1, P 23-25 all items CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY: \\signed\\ MM4 | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861260	20161012		☐	☐	20161012

WUC/REF DESIGNATOR: 52EA0 | FAULT CODE | STA CODE

DISCREPANCY: Auto-Throttle 1 alpha speed 12 kts off from ATS #2

CORRECTIVE ACTION: Cleared LAU system faults. 0/C/G

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY \\signed\\ | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161012		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE

DISCREPANCY: **Info Note: Block Not Used**

CORRECTIVE ACTION

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~29~~ TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 10 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860750	2016/10/12	PRELAUNCH INSP			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03210			insp c/w

DISCREPANCY

A2ACC-PARK AND RECEIVE INSPECTION DUE

UPDATED 03 DEC 09

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860751	2016/10/12	PRELAUNCH INSP			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			

DISCREPANCY

A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE

INSPECTION PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860752	2016/10/12	PRELAUNCH INSP			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/12 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 11 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860753	2016/10/12	PRELAUNCH INSP	☒	☐	

WUC/REF DESIGNATOR: 04119 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860754	2016/10/12	PRELAUNCH INSP	☒	☐	

WUC/REF DESIGNATOR: 01000 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 NOTE: DO NOT OPERATE PITOT HEAT

SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860770	2016/10/12	CLG TIRE CHANGE	☐	☐	20161012

WUC/REF DESIGNATOR: 13DAG | FAULT CODE | STA CODE | CORRECTIVE ACTION

R2 #9 CLG tire assy IAW

1C-10(K)A-2-32GL-1

sec 2 pg 3-1 to 3-4

all steps

DISCREPANCY

A2ACC-#9 CLG TIRE WORN BEYOND LIMITS

(SEE PG 12, ITEM 1)

SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY: \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/12 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 12 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860771	2016/10/12	CLG TIRE CHANGE			20161012

WUC/REP DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			CLG strut serviced IAW 1C-10(K)A-2-32CL-1 sec 3 pg 3-4 step 19

DISCREPANCY

A2ACC-CLG STRUT DESERVICED FOR TIRE CHANGE

(SEE PG 11, ITEM 3)

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860771-001	2016/10/12	JCN CONTINUATION			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Acft off jacks IAW 1C-10(K)A-2-7CL-1 sec 3 pg 3-3 steps 8-12

DISCREPANCY

A2ACC-AIRCRAFT ON JACKS FOR TIRE CHANGE

(SEE PG 11, ITEM 3)

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860771-002	2016/10/12	JCN CONTINUATION			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			IPI on #9 tire tang washer IAW 1C-10(K)A-2-32-41-02 pg 204 para B step 9C

DISCREPANCY

A2ACC-I.P.I REQUIRED ON #09 TIRE TANG WASHER

INSTALLATION IAW 1C-10(K) A-2-32-41-02

PAGE 204, PARA B, STEP 9C (SEE PG 11, ITEM 3)

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 13 OF _____ PAGES

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860771-003	2016/10/12	JCN CONTINUATION	☐	☐	20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			IPI on #9 tire brake spacer install IAW 1C-10(K)A-2-32-41-02 pg 204 para B step 2B

DISCREPANCY

A2ACC-I.P.I REQUIRED ON #09 TIRE BRAKE SPACER
INSTALLATION IAW 1C-10(K) A-2-32-41-02
PAGE 204, PARA B, STEP 2B (SEE PG 11, ITEM 3)

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X	162860771-004	2016/10/12	JCN CONTINUATION	☐	☐	20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			R MLG door lock rmvd Door closed IAW 1C-10(K)A-2-32 CL-1 sec 3 pg 3-4 stp 19

DISCREPANCY

A2ACC-RIGHT MLG DOOR LOWERED FOR ACCESS TO CENTER GEAR
DOWN LOCK INSTALLED
(SEE PG 11, ITEM 3)

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161012		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

Info Note: Block Not Used

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 19 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860400	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
04199		

DISCREPANCY

A2ACC-BIRDSTRIKE INSP. DUE IAW 1C-10(K)A-2-5, 05-62-00

PG 601 & 602. ENSURE ALL JOBS ARE C/W PRIOR TO .

CLOSING PRIME JOB. (LAST UPDATE: 25 NOV 2009)

SEQ#

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Bird strike insp c/w

No damage noted IAW 1C-10(K)A-2-5-62-00 pg 601-602 all steps

CORRECTED BY | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860401	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
04199		

DISCREPANCY

A2ACC-FLAPS/SLATS LOWERED FOR INSP.

SEQ#

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Flaps/Slats raised

IAW 1C-10(K)A-2-5-62-00 pg 601 para B

CORRECTED \\signed\\ | EMPLOYEE NO

INSPECTED \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860402	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
07000		

DISCREPANCY

A2ACC-1 EA WARNING TAG INSTALLED (FLAP/SLAT HANDLE)

FOR BIRDSTRIKE INSP. ~~NOTE: DO NOT RAISE FLAPS/SLATS~~ (SEE PG 19 ITEM 2) TAG #

SEQ#

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

1 ea W/T removed IAW 1C-10(K)A-2-5-62-00 pg 601 para B

CORRECTED BY | EMPLOYEE NO

INSPECTED \\signed\\

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/12 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 15 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860403	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04116			insp c/w

DISCREPANCY

A2ACC-INSP. STRUCTURAL COMPONETS (IE. FUSLAGE, PYLONS, COWLINGS, LANDING GEARS, PITOT, AOA VANES, & BOOM) AREAS FOR IMPACT DAMAGE & MISSING ATTACHMENTS.

No damage noted

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860404	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			Insp c/w

DISCREPANCY

A2ACC-INSP. WING, STABILIZERS, & FLIGHT CONTROLS FOR IMPACT DAMAGE & MISSING ATTACHMENTS. CHECK FLIGHT CONTROLS FOR FREEDOM OF MOVEMENT.

No damage noted

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860405	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			#1, 2, and 3 engines inspected

DISCREPANCY

A2ASP-INSP. #1, #2, #3 ENGINE FAN AND COMPRESSOR BLADES, INLET AND EXHAUST AREAS FOR IMPACT DAMAGE AND/OR BIRD INGESTION.

No damage or remains found IAW 1C-10(K)A-2-5-67-00 pg 602 para M

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/12 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860406	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04116			No damage or bird remains found

DISCREPANCY

A2ASP-IF EITHER DAMAGE OR EVIDENCE OF BIRD INGESTION IS FOUND IN #1, #2, #3 ENGINE, PERFORM BOROSCOPE INSP OF ENGINE IAW 1C-10(K)A-2-72-00-00, PG 621.

Boroscope not required

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860407	2016/10/12	BIRD STRIKE PACKAGE			20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			Impact area cleared

DISCREPANCY

A2ACC-CLEAN ALL IMPACT AREA(S) FROM ACFT. COLLECT ANY BIRD REMAINS AND ALONG WITH CLEANING RAGS, PLACE IN PLASTIC BAG FOR SQUADRON SAFETY REP.

No damage noted

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16 286 17257 001	20161012				20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
51BAA			Replaced EGPWS comp IAW 1C-10(K)A-2-34-45-01 pg 201 para 2B all steps

DISCREPANCY

EGPWS comp removed for RZ.

seq 812

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161009 TO: _____ MDS: KC10A SERIAL NUMBER: 83000 80 PAGE 17 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286 1257 002	20161012				20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			lea cB closest collar removed

DISCREPANCY: lea cB p+c, IAW: 1C-10(K)A-2-34-45-01 p201 par 2A step1

~~Note: Do not reset CB's, shown marked.~~ Step 8 & 2

IAW: 1C-10(K)A-2-34 45-01 p201 par 2B step 4.

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286 1259 001	2016 10 12				201610 13

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Petal door lock removed IAW

DISCREPANCY: Pedal door locks installed to FOM

TO 1C-10(K)A-2-52-54-01 pg 201 para 3B step 5

see pg 9 it 1

ZONE: CARD: SEQ# | CORRECTED BY \\signed\\ MM3 | EMPLOYEE NO

DISCOVERED BY (PRINT) MM2 | EMPLOYEE NO | INSPECTED BY \\signed\\ MM4

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
R	16286 1259 002	2016 10 12				20161013

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom forward removable

DISCREPANCY: Boom forward removable fairing (1908B) removed to F.O.M.

fairing installed IAW TO 1C-10(K)A-2-53-54 08 pg 201 para 3B all steps

see pg 9 it 1

ZONE: CARD: SEQ# | CORRECTED BY \\signed\\ MM3 | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY \\signed\\ MM4

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161009 TO _____ | MDS: KC/DA | SERIAL NUMBER: 830080 | PAGE 16 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286 1289 003	20161012				20161013

WUC/REF DESIGNATOR: 46GB0 | FAULT CODE | STA CODE

DISCREPANCY: Boom roll DRVT removed to FOM

See pg 9 it 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: Boom roll DRVT reinstalled IAW TO 1C-10(K)A-2-28-72-05 pg 202-203 para 3B all steps ops check good

CORRECTED BY: \\signed\\ MM3 | EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286 1289 004	20161012				20161012

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: 1 EA CB Pulled and collared I.A.W. 1C-10(K)A-2-28-72-05 pg 202 Para 3A step 5

See pg 9 it 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: lea c/b reset and collar removed IAW TO 1C-10(K)A-2-28-72-05 pg 202 para 3B step 8

CORRECTED BY: \\signed\\ MM3 | EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286 1289 005	20161012				20161013

WUC/REF DESIGNATOR: 01000 | FAULT CODE | STA CODE

DISCREPANCY: Boom lowered to F.O.M.

See pg 9 it 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: Boom raised IAW TO 1C-10(K)A-2-28-1 Pg 3-1 to 3-3 all steps

CORRECTED BY: \\signed\\ MM3 | EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161009 TO _____ | MDS: KC10A | SERIAL NUMBER: 8300083A | PAGE 19 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286125a 006	20161012				20161013

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: 2 ea CB Pulled and collared IAW 1C-10(K)A-2-28CL-1 Page 2-1 step 2A

See pg 4 of 4 See pg 3

CORRECTIVE ACTION: 2ea c/b reset and collars removed IAW TO 1C-10(K)A-2-28CL-1 pg 3-3 para C step 17

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ MM3 | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286125b 001	20161012				20161012

WUC/REF DESIGNATOR: 23HC0 | FAULT CODE | STA CODE

DISCREPANCY: #3 ob/ibd Fan impeller to fan

See pg 3 item 1

CORRECTIVE ACTION: COWL CLOSED IAW 1C-10(K)A-2-71CL-1 PG 8-3 PARA D ALL STEPS

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286125b 002	20161012				20161012

WUC/REF DESIGNATOR: 23TC0 | FAULT CODE | STA CODE

DISCREPANCY: Pneumatic limit switch removed to be A2

See pg 3 item 1

CORRECTIVE ACTION: Pneumatic limit switch replaced IAW 1C-10(K)A-2-71-31-00 pg 201 para 3B all steps

ZONE: CARD: SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161009 TO _____ MDS: K61OA SERIAL NUMBER: 83000080 PAGE 20 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286172660903	20161012				20161012

WUC/REF DESIGNATOR: 07000

FAULT CODE:

STA CODE:

DISCREPANCY: 2 ea cl65 pulled and collared. 2 ea w/t hose TWO IC-10(K)A-2-31-07 pg 203 para. 3A STEP 1, IAW IC-10(K)A-2-71CL-1 pg 8-1 para. C STEP 1 ~~NOTE: DO NOT GO Flap/Slat and THS, death hazard~~ See pg 19 item 2 See page 19 item 2

CORRECTIVE ACTION: 2EA C/B RESET 2EA W/T REMOVED IAW IC-10(K)A-2-71CL-1 PG 8-5 STEP 8, 2-78-31-07 PG 212 STEP 11

ZONE: CARD: SEQ#

CORRECTED BY EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16286125a007	20161012				2016 10 13

WUC/REF DESIGNATOR: 01000

FAULT CODE:

STA CODE:

DISCREPANCY: LH door open Locks installed to Com

See prep 9 Item 1

CORRECTIVE ACTION: LH MLG Door raised, downlock removed IAW TO IC-10(K)A-2-32-00 00 pg 207 para 6D all steps

ZONE: CARD: SEQ#

\\signed\\ MM3 EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162865642	20161012				2016 10 12

WUC/REF DESIGNATOR: 23538

FAULT CODE:

STA CODE:

DISCREPANCY: LH Flex Shaft Rep R2 On #3 EHG

CORRECTIVE ACTION: FLEX SHAFT REPLACED IAW IC-10(K)A-2-78-31-07 PG 207 PARA. B ALL STEPS

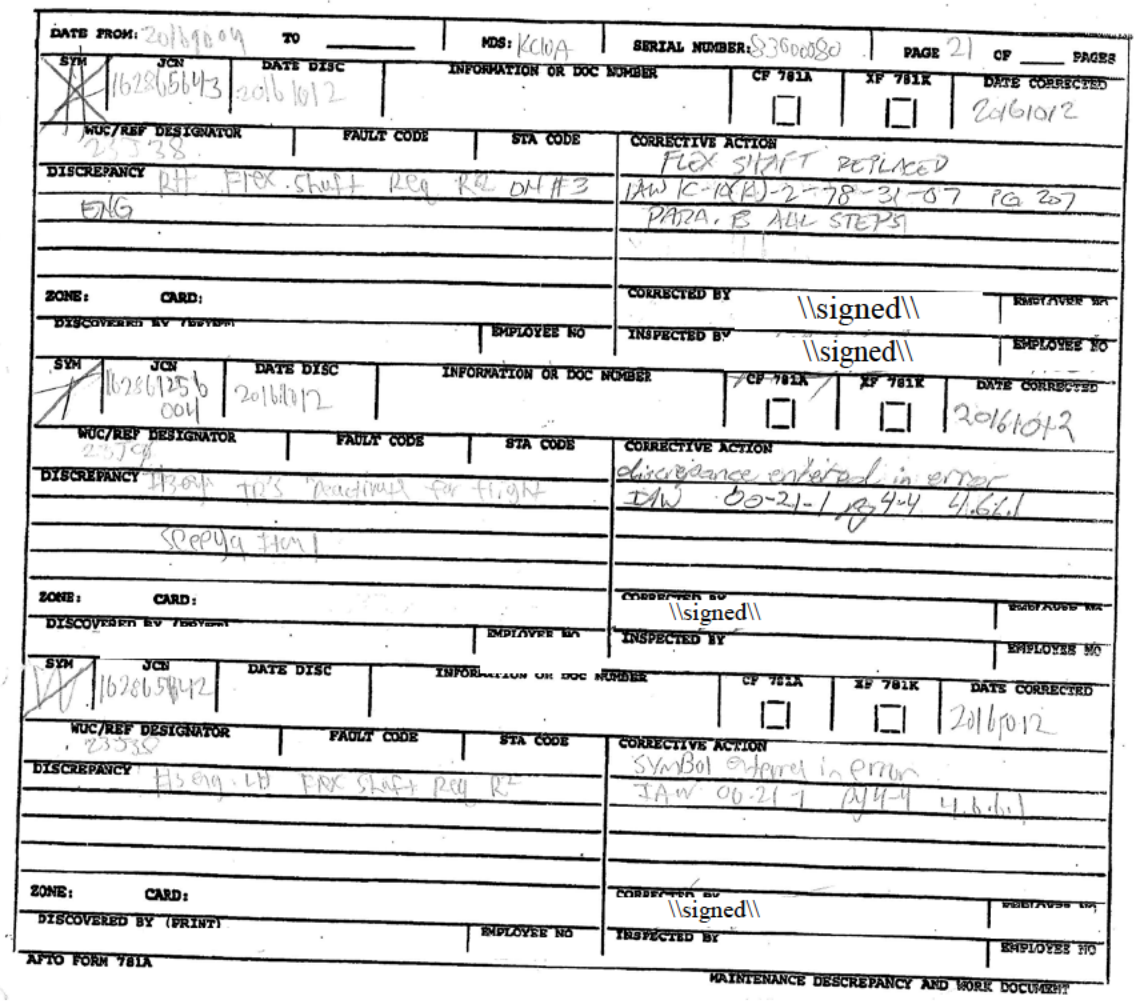
ZONE: CARD: SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20160904 TO _____ MDS: KC10A SERIAL NUMBER: 83000080 PAGE 21 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286564-3	20161012		☐	☐	20161012

WUC/REF DESIGNATOR: 23538 | FAULT CODE | STA CODE

DISCREPANCY: RH Flex Shaft Req R&R DR#3 ENG

CORRECTIVE ACTION: FLEX SHAFT REPLACED IAW IC-10(K)-2-78-31-07 PG 207 PARA. B ALL STEPS

ZONE: CARD: DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125-6 004	20161012		☐	☐	20161012

WUC/REF DESIGNATOR: 23538 | FAULT CODE | STA CODE

DISCREPANCY: RH Flex Shaft Req R&R DR#3 Steps item 1

CORRECTIVE ACTION: discrepance entered in error IAW 00-21-1 pg 4-4 4.6.6.1

ZONE: CARD: DISCOVERED BY (PRINT) EMPLOYEE NO

\\signed\\ EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286584-2			☐	☐	20161012

WUC/REF DESIGNATOR: 23538 | FAULT CODE | STA CODE

DISCREPANCY: RH eng. LH Flex Shaft Req R&R

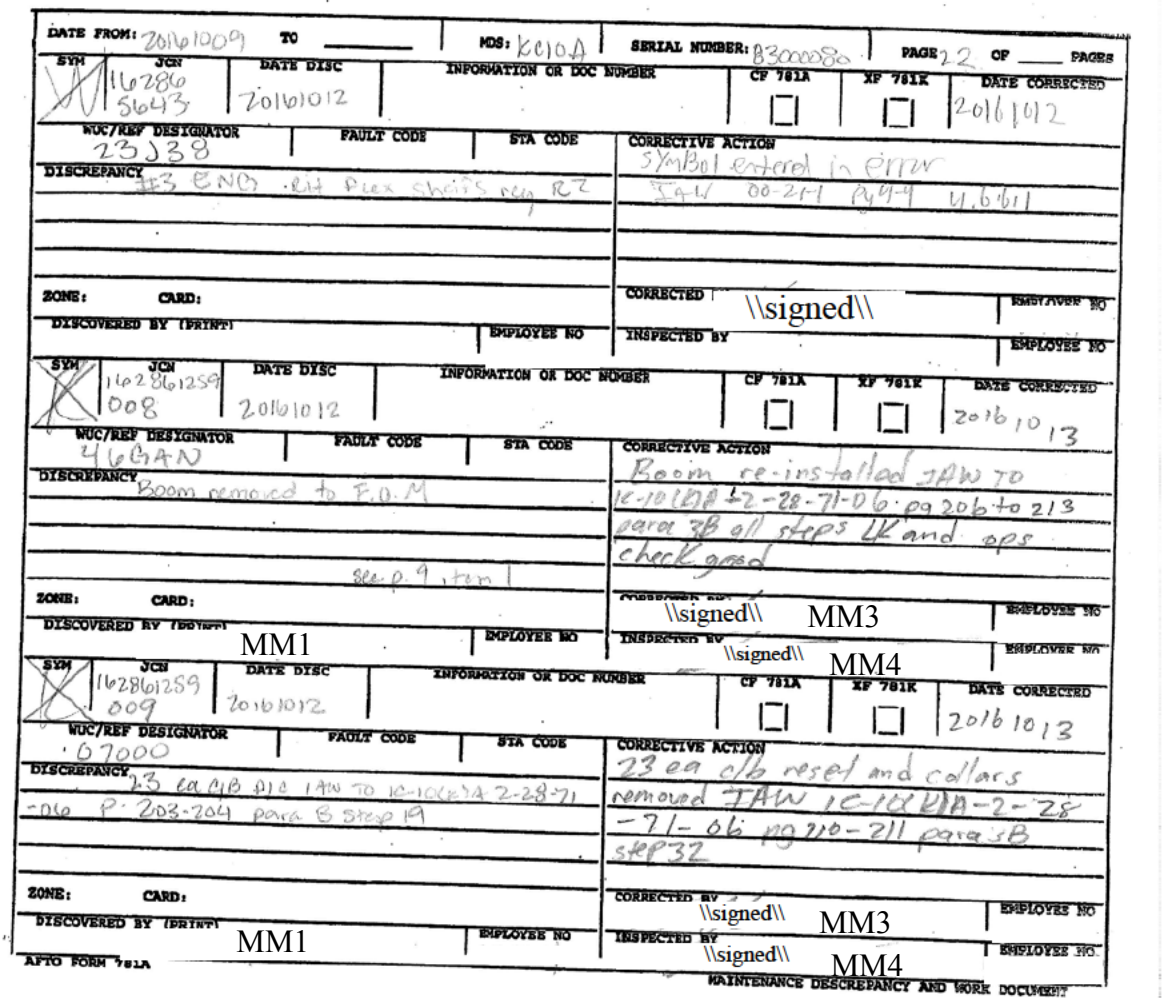
CORRECTIVE ACTION: SYMBOL entered in error IAW 00-21-1 pg 4-4 4.6.6.1

ZONE: CARD: DISCOVERED BY (PRINT) EMPLOYEE NO

\\signed\\ EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161009 TO _____ MDS: KC10A SERIAL NUMBER: 83008a PAGE 2 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861 5643	20161012		☐	☐	20161012

WUC/REF DESIGNATOR: 23J38
FAULT CODE:
STA CODE:
DISCREPANCY: #3 ENG Rt Plex shafts req RZ
CORRECTIVE ACTION: Symbol entered in error IAW 00-21-1 Pg 4-9 4.b.(1)
ZONE: CARD:
DISCOVERED BY (PRINT): EMPLOYEE NO
CORRECTED: \\signed\\ EMPLOYEE NO
INSPECTED BY: EMPLOYEE NO

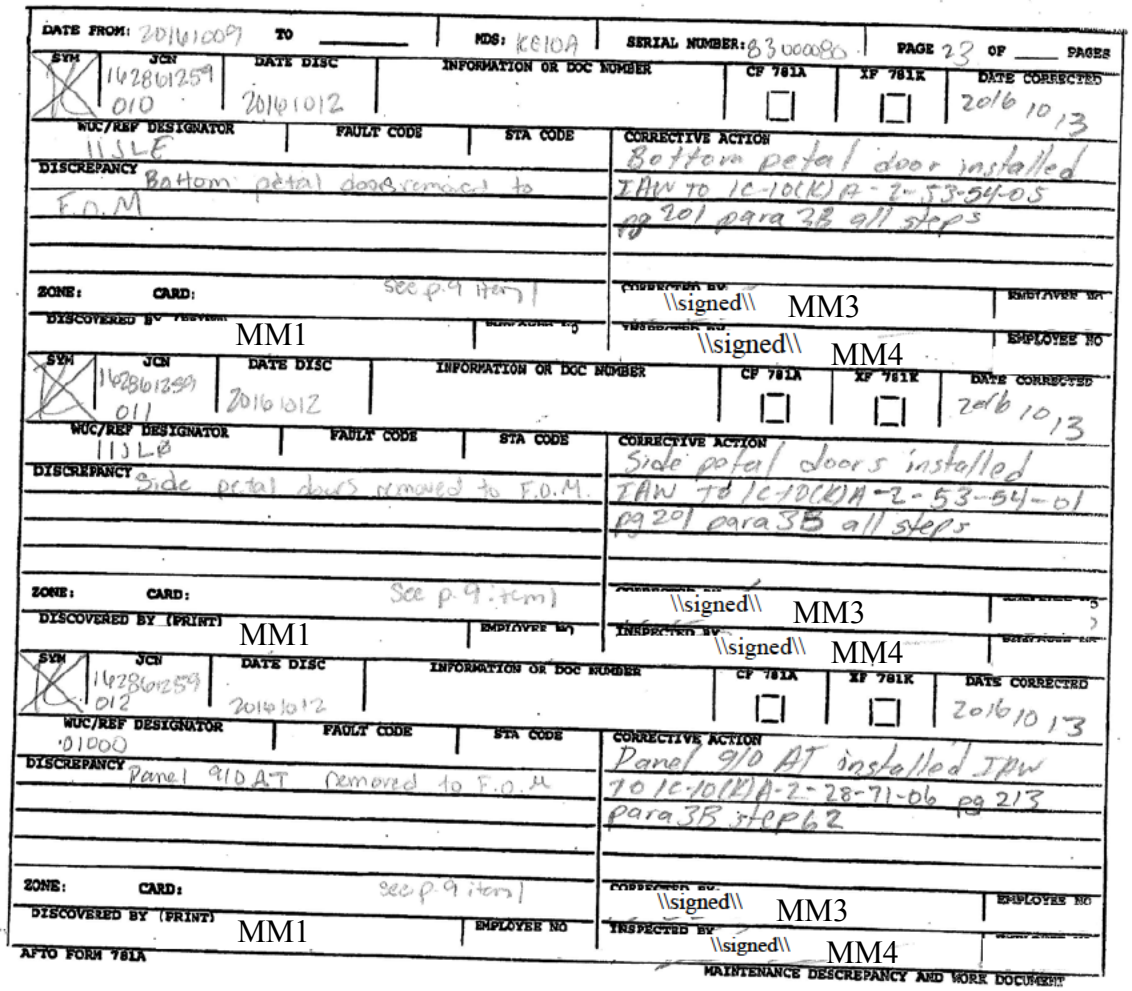
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	1628612590 08	20161012		☐	☐	20161013

WUC/REF DESIGNATOR: 46GAN
FAULT CODE:
STA CODE:
DISCREPANCY: Boom removed to F.O.M
see p 9, item 1
CORRECTIVE ACTION: Boom re-installed IAW TO 1C-10KDA-2-28-71-06 pg 206 to 213 para 3B all steps LK and ops check good
ZONE: CARD:
DISCOVERED BY (PRINT): MM1 EMPLOYEE NO
\\signed\\ MM3 EMPLOYEE NO
INSPECTED BY \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	1628612590 09	20161012		☐	☐	20161013

WUC/REF DESIGNATOR: 67000
FAULT CODE:
STA CODE:
DISCREPANCY: 23 ea C/B RIP IAW TO 1C-10KDA-2-28-71-06 P: 203-204 para B Step 19
CORRECTIVE ACTION: 23 ea c/b reset and collars removed IAW 1C-10KDA-2-28-71-06 pg 210-211 para 3B step 32
ZONE: CARD:
DISCOVERED BY (PRINT): MM1 EMPLOYEE NO
CORRECTED BY \\signed\\ MM3 EMPLOYEE NO
INSPECTED BY \\signed\\ MM4 EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161009 TO _____ MDS: KC10A SERIAL NUMBER: 83-0080 PAGE 23 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125910	20161012		☐	☐	2016 10 13

WUC/REF DESIGNATOR: 11JLE | FAULT CODE | STA CODE

DISCREPANCY: Bottom petal doors removed to F.D.M.

CORRECTIVE ACTION: Bottom petal door installed IAW TO 1C-10(K)A-2-53-54-05 pg 201 para 2B all steps

ZONE: CARD: See p.9 item 1

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM3 EMPLOYEE NO

\\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125911	20161012		☐	☐	2016 10 13

WUC/REF DESIGNATOR: 11JLB | FAULT CODE | STA CODE

DISCREPANCY: Side petal doors removed to F.D.M.

CORRECTIVE ACTION: Side petal doors installed IAW TO 1C-10(K)A-2-53-54-01 pg 201 para 3B all steps

ZONE: CARD: See p.9 item 1

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM3

\\signed\\ MM4

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125912	20161012		☐	☐	2016 10 13

WUC/REF DESIGNATOR: 01000 | FAULT CODE | STA CODE

DISCREPANCY: Panel 910 AT removed to F.D.M.

CORRECTIVE ACTION: Panel 910 AT installed IAW TO 1C-10(K)A-2-28-71-06 pg 213 para 3B step 2

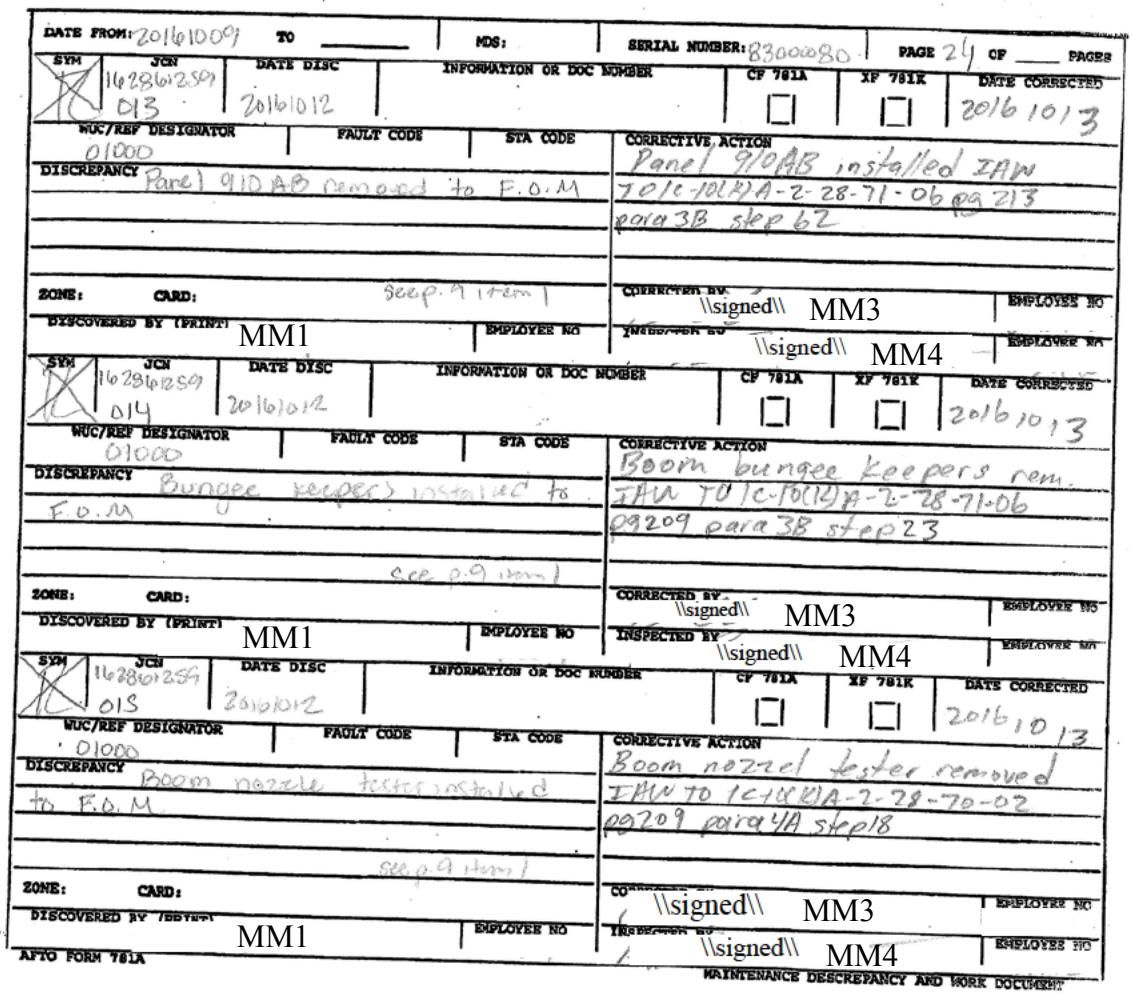
ZONE: CARD: See p.9 item 1

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM3 EMPLOYEE NO

\\signed\\ MM4

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161009 TO _____ MDS: SERIAL NUMBER: 83000080 PAGE 24 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16281612591 013	20161012		☐	☐	2016 10 13

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Panel 910AB installed IAW TO 1C-10(K)A-2-28-71-06 pg 213 para 3B step 62

DISCREPANCY: Panel 910AB removed to F.O.M

ZONE: CARD: See p.9 item 1

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

CORRECTED BY: \\signed\\ MM3 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16281612591 014	20161012		☐	☐	2016 10 13

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom bungee keepers rem. IAW TO 1C-10(K)A-2-28-71-06 pg 209 para 3B step 23

DISCREPANCY: Bungee keepers installed to F.O.M

ZONE: CARD: See p.9 item 2

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

CORRECTED BY: \\signed\\ MM3 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16281612591 015	20161012		☐	☐	2016 10 13

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom nozzel tester removed IAW TO 1C-10(K)A-2-28-70-02 pg 209 para 4A step 18

DISCREPANCY: Boom nozzle tester installed to F.O.M

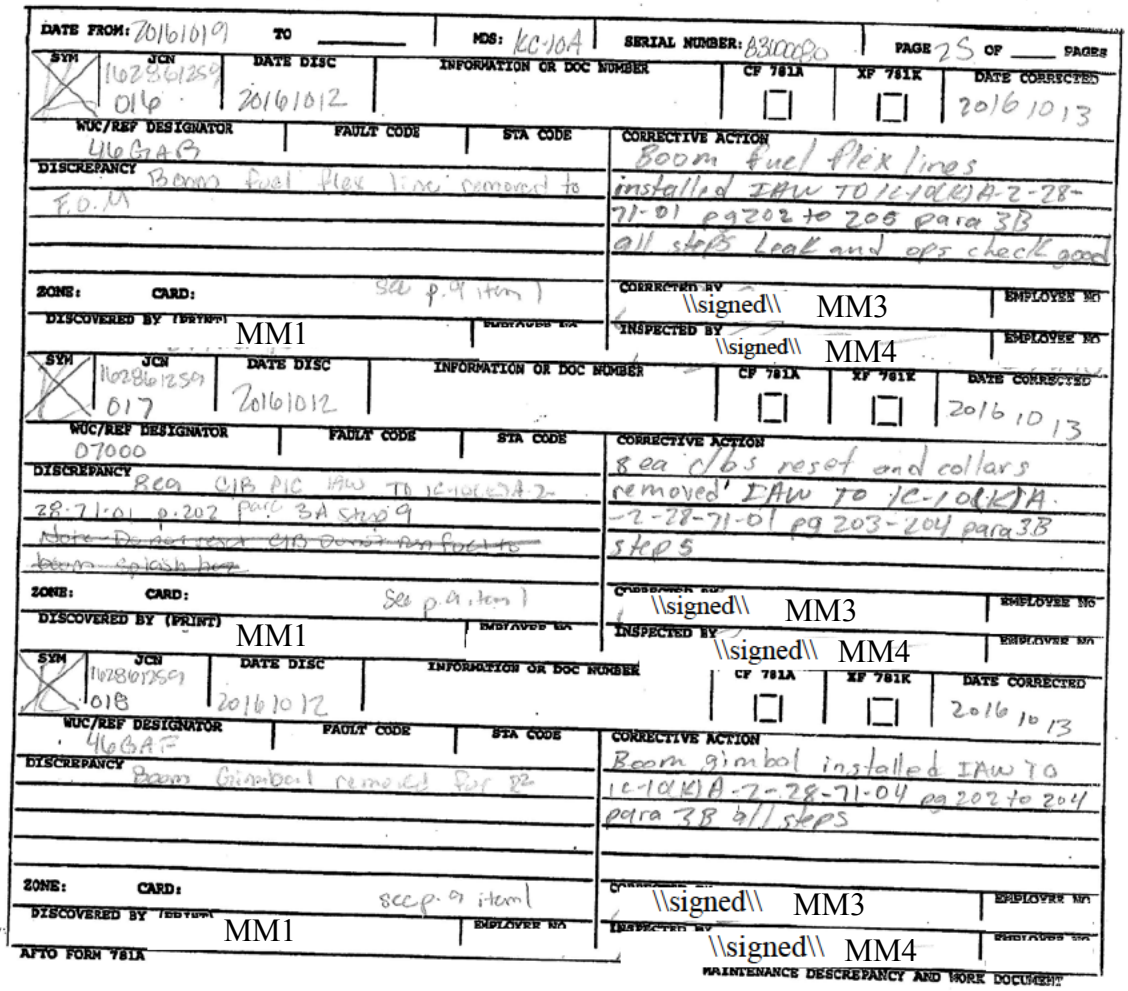
ZONE: CARD: See p.9 item 3

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

CORRECTED BY: \\signed\\ MM3 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161019 TO _____ MDS: KC-10A SERIAL NUMBER: 83-0080 PAGE 25 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	11628612859 016	20161012		☐	☐	20161013

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46GAB			Boom fuel flex lines installed IAW TO 1C-10(K)A-2-28-71-01 pg 202 to 205 para 3B all steps Leak and ops check good
DISCREPANCY: Boom fuel flex lines removed to F.O.M			
ZONE: CARD: See p.4 item 1			CORRECTED BY \\signed\\ MM3 EMPLOYEE NO
DISCOVERED BY (PRINT) MM1	EMPLOYEE NO		INSPECTED BY \\signed\\ MM4 EMPLOYEE NO

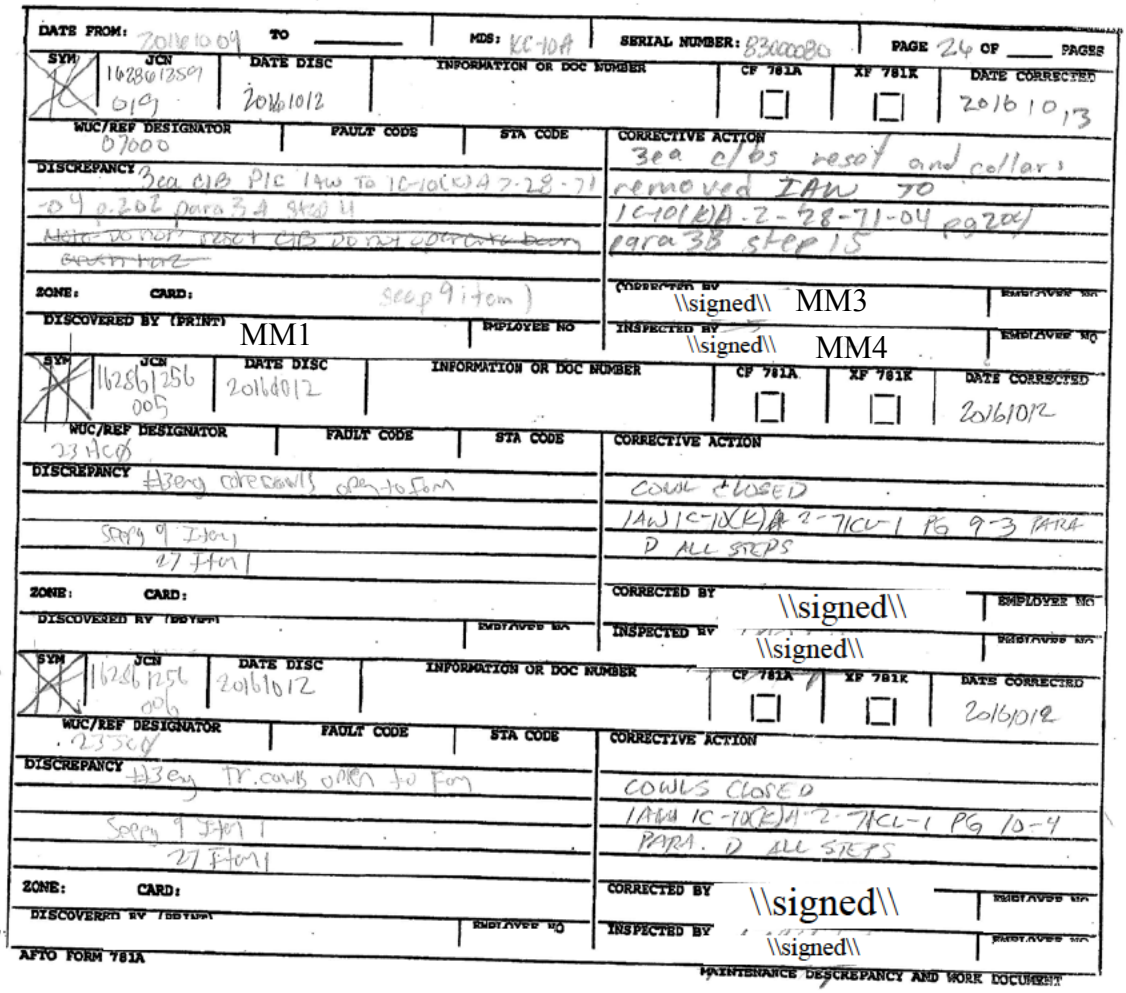
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	11628612859 017	20161012		☐	☐	20161013

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			8 ea c/bs reset and collars removed IAW TO 1C-10(K)A-2-28-71-01 pg 203-204 para 3B steps 5
DISCREPANCY: Rea C/B PIC IAW TO 1C-10(K)A-2-28-71-01 p.202 Para 3A Step 9 ~~Note: Do not reset C/B Down Arm Fuel to Boom Splash Ring~~			
ZONE: CARD: See p.4 item 1			\\signed\\ MM3 EMPLOYEE NO
DISCOVERED BY (PRINT) MM1	EMPLOYEE NO		INSPECTED BY \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	11628612859 018	20161012		☐	☐	20161013

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46GAF			Boom gimbal installed IAW TO 1C-10(K)A-2-28-71-04 pg 202 to 204 para 3B all steps
DISCREPANCY: Boom Gimbal removed for PE			
ZONE: CARD: see p.4 item 1			\\signed\\ MM3 EMPLOYEE NO
DISCOVERED BY (PRINT) MM1	EMPLOYEE NO		INSPECTED BY \\signed\\ MM4 EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161009 TO _____ MDS: KC-10A SERIAL NUMBER: 830080 PAGE 24 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125691 019	20161012		☐	☐	20161013

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			3ea c/bs reset and collars removed IAW TO 1C-10(K)A-2-28-71-04 pg204 para 3B step 15

DISCREPANCY: 3ea C/B PIC IAW TO 1C-10(K)A 2-28-71-04 p.202 para 3A step 11 Note: DO NOT reset C/Bs DO NOT operate them (seep 9 item)

ZONE: CARD:

DISCOVERED BY (PRINT): MM1 EMPLOYEE NO

CORRECTED BY: \\signed\\ MM3 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125605	20161012		☐	☐	20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23HC0			COWL CLOSED IAW 1C-10(K)A 2-7ACL-1 PG 9-3 PARA D ALL STEPS

DISCREPANCY: #3 eng cfe cowls open to 5cm (seep 9 item 27 Ftom)

ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286125606	20161012		☐	☐	20161012

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23SC0			COWLS CLOSED IAW 1C-10(K)A 2-7ACL-1 PG 10-4 PARA. D ALL STEPS

DISCREPANCY: #3 eng TR cowls open to 5cm (seep 9 Item 27 Ftom)

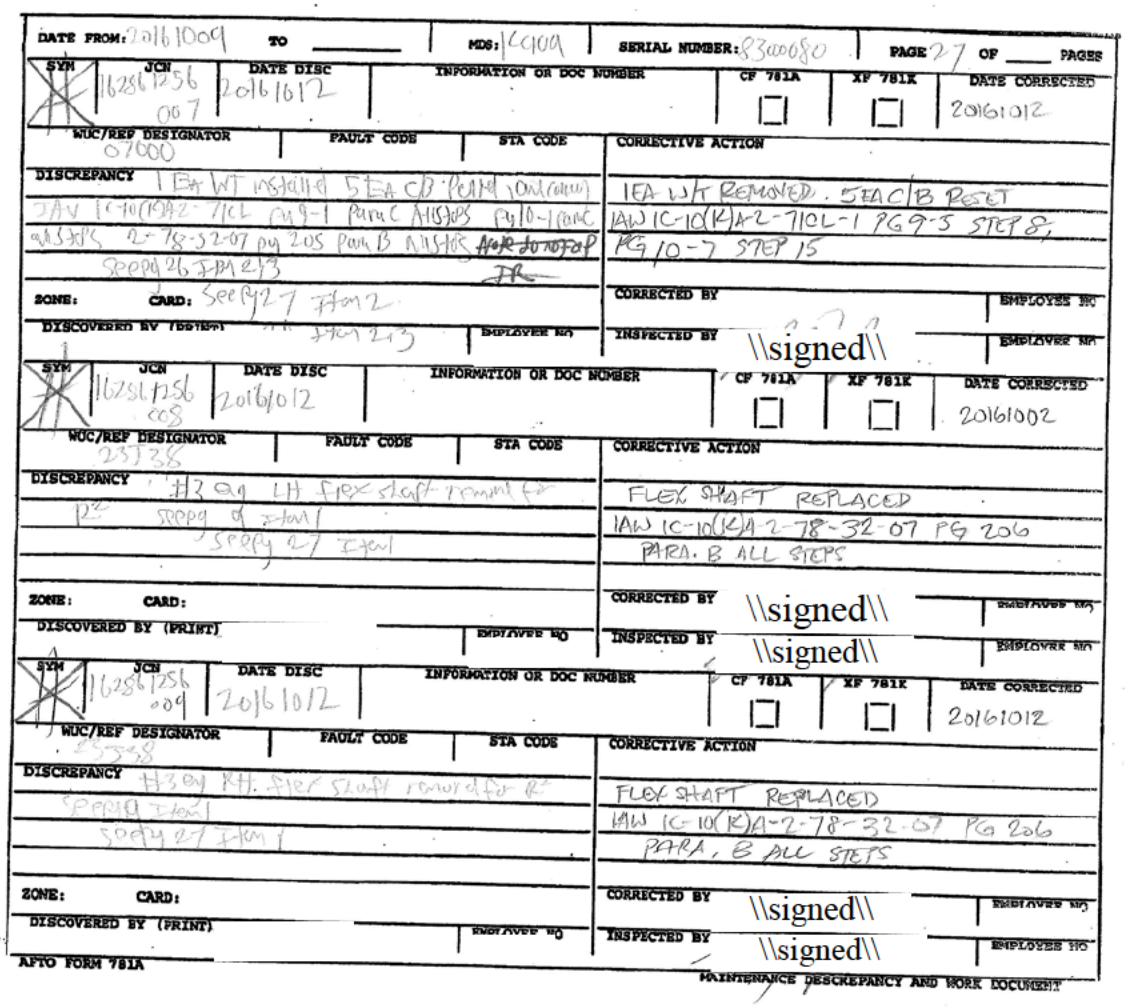
ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161009 TO _____ MDS: KC10A SERIAL NUMBER: 83-0080 PAGE 27 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286256 007	20161012		☐	☐	20161012

WUC/REF DESIGNATOR: 57000 | FAULT CODE: | STA CODE:

DISCREPANCY: 1 EA WT INSTALLED 5 EA CB POWER (ON/OFF) IAW IC-10(K)A2-7JCL-1 PG 9-1 PARA C AFSAS PG 10-1 PARA C AFSAS 2-78-32-07 PG 205 PARA B AFSAS ~~NOT DONE~~ SEE PG 26 ITEM 213

CORRECTIVE ACTION: 1EA W/T REMOVED. 5EA C/B RESET IAW IC-10(K)A2-7JCL-1 PG 9-5 STEP 8, PG 10-7 STEP 15

ZONE: CARD: See PG 27 Item 2 Item 213

DISCOVERED BY (PRINT): EMPLOYEE NO:

CORRECTED BY: EMPLOYEE NO:

INSPECTED BY: \\signed\\ EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286256 008	20161012		☐	☐	20161002

WUC/REF DESIGNATOR: 25738 | FAULT CODE: | STA CODE:

DISCREPANCY: #3 aft LH flex shaft removed for R2 See pg 27 Item 1 See pg 27 Item 1

CORRECTIVE ACTION: FLEX SHAFT REPLACED IAW IC-10(K)A-2-78-32-07 PG 206 PARA. B ALL STEPS

ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO:

CORRECTED BY: \\signed\\ EMPLOYEE NO:

INSPECTED BY: \\signed\\ EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286256 009	20161012		☐	☐	20161012

WUC/REF DESIGNATOR: 25738 | FAULT CODE: | STA CODE:

DISCREPANCY: #3 aft RH flex shaft removed for R2 See pg 27 Item 1 See pg 27 Item 1

CORRECTIVE ACTION: FLEX SHAFT REPLACED IAW IC-10(K)A-2-78-32-07 PG 206 PARA. B ALL STEPS

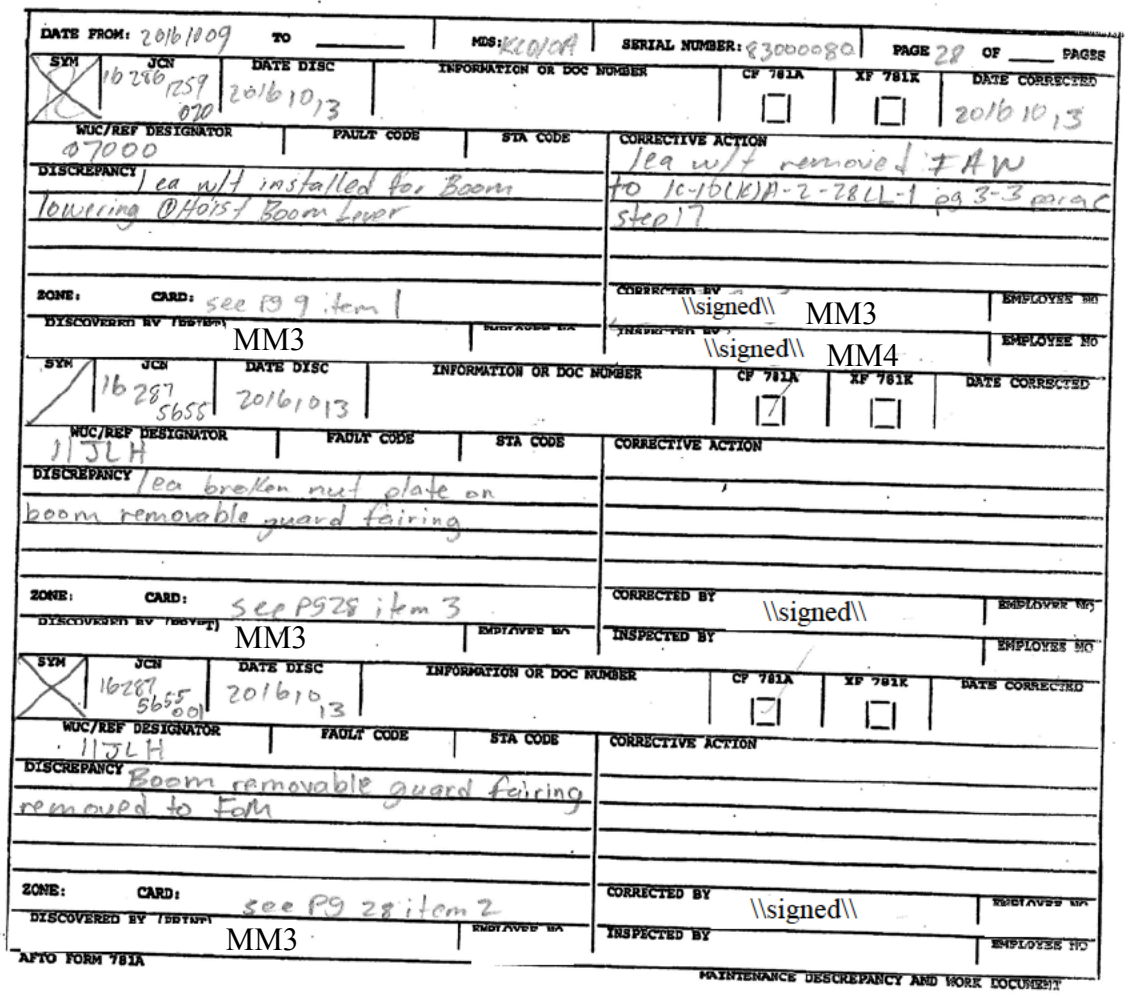
ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO:

CORRECTED BY: \\signed\\ EMPLOYEE NO:

INSPECTED BY: \\signed\\ EMPLOYEE NO:

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161009 TO _____ MDS: KC10A SERIAL NUMBER: 83000080 PAGE 28 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16286 1259 070	20161013		☐	☐	20161013

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			

DISCREPANCY: ea w/f installed for Boom lowering @ Hoist Boom Lever

CORRECTIVE ACTION: ea w/f removed IAW to 1C-10(K)A-2-78LL-1 pg 3-3 para C step 17

ZONE: CARD: see P9 item 1

DISCOVERED BY (TESTER): MM3 EMPLOYEE NO

CORRECTED BY: \\signed\\ MM3 EMPLOYEE NO

INSPECTED BY: \\signed\\ MM4 EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16287 5655	20161013		☒	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
JJLH			

DISCREPANCY: ea broken nut plate on boom removable guard fairing

ZONE: CARD: see P928 item 3

DISCOVERED BY (TESTER): MM3 EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16287 5655 001	20161013		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
JJLH			

DISCREPANCY: Boom removable guard fairing removed to FOM

ZONE: CARD: see P9 28 item 2

DISCOVERED BY (TESTER): MM3 EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016 1009 TO _____ MDS: KC10A SERIAL NUMBER: 83000080 PAGE 29 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16297 54/05	20161013		☑	☐	

WUC/REF DESIGNATOR: 11D10 | FAULT CODE: | STA CODE: | CORRECTIVE ACTION:

DISCREPANCY: ARO door lowered for wash rack.

See pg 27 item 2

ZONE: CARD: | CORRECTED BY: \\signed\\ EMPLOYEE NO | DISCOVERED BY (PRINT) EMPLOYEE NO | INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16297 5405 001	20161013		☑	☐	

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE: | CORRECTIVE ACTION:

DISCREPANCY: 2 ea C/B pulled & W/T installed

Note: Do not operate ARO door, check hrs

See pg 29 item 1

ZONE: CARD: | CORRECTED BY: \\signed\\ EMPLOYEE NO | DISCOVERED BY (PRINT) EMPLOYEE NO | INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR: | FAULT CODE: | STA CODE: | CORRECTIVE ACTION:

DISCREPANCY:

ZONE: CARD: | CORRECTED BY: EMPLOYEE NO | DISCOVERED BY (PRINT) EMPLOYEE NO | INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO 20161014 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 4 PAGES

A. AEROSPACE INSPECTION STATUS				B. ENGINE STATUS			
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO.				PSN	ENG SER NO	ENG CHANGE DUE TIME	
TYPE	COMPL	NEXT DUE					
A-CHECK	2013/09/13	*ERROR 9188	NEXT A-CHECK #00	2	528365		
C-CHECK	2016/04/15	2016/10/21	NEXT C-CHECK #01 NEXT SCHD C-CHECK 2016/10/21	3	530336		
PDM	2015/04/03	2017/04/28	NEXT PDM #02 NEXT SCHD PDM 2017/04/28	4			

BPO Due 20161023 +/- 1 Day

C. CALENDAR AND HOURLY INSPECTION SCHEDULE				PAGE 2 OF _____ PAGES		
INSPECTION		FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASH-DROGUE HOSE INSP	(ITR DROG)	0 WEEKS	DUE 2016/12/25			
NDIS -HORZ STAB INSP	(ITR HORZ)	90 DAYS	DUE 2017/01/04			
NDIS -SPAR CAP INSP	(ITR SPAR)	90 DAYS	DUE 2017/01/04			
A2ASC-60 DAYMODE IV CHECK	(ITRMD4)	60 DAYS	DUE 2016/11/12			
SCHED-60 DAY DOC REVIEW	(ITR01C)	60 DAYS	DUE 2016/11/15 JCN:162841669			
A2ASP-CORE VIBE RE-INSP	(ITR13A01)	0 CYCLES	OVERDUE BY 971 CYCLES			
A2ASP-CORE VIBE RE-INSP	(ITR13A02)	0 CYCLES	OVERDUE BY 1772 CYCLES			
A2ASP-CORE VIBE RE-INSP	(ITR13A03)	0 CYCLES	OVERDUE BY 2615 CYCLES			
A2ASP-#1 BOWING RE-INSPECT	(ITR13B01)	0 WEEKS	DUE 2016/10/21			
DEPOT-RH WING DAMAGE	(ITR80A)	24 MONTHS	DUE 2017/08/31			
NDIS -FUEL COMP PROBE #8	(ITR80B)	1000 HOURS	DUE IN 1000 HRS @ 30457			
A2ACC-WGT AND BALANCE	(I1101WGT)	36 MONTHS	DUE 2018/06/12			
A2ACC-28 DAY DROGUE CHECK	(I1912805)	28 DAYS	DUE 2016/10/11 JCN:162791628			
A2ASP-FAN LUBE #1 ENG	(I23 #101)	0 CYCLES	DUE IN 479 CYCLES			
A2ASP-FAN LUBE #2 ENG	(I23 #202)	0 CYCLES	DUE IN 479 CYCLES			
A2ASP-FAN LUBE,#3 ENG	(I23 #303)	0 CYCLES	DUE IN 483 CYCLES			
DEPOT-CARGO DOOR HINGE	(I831)	15000 LANDS	OVERDUE BY 376 LANDS JCN:162561695			
A2ASP-L/H WING ENG TCI	(R2301A01)	0 CYCLES	DUE IN 2410 CYCLES			
A2ASP-TAIL #2 ENG TCI	(R2301B02)	0 CYCLES	DUE IN 2697 CYCLES			
A2ASP-R/H WING ENG TCI	(R2301C03)	0 CYCLES	DUE IN 3699 CYCLES			
A2ASP-APU DUE TIME CHANGE	(R2401A01)	0 CYCLES	DUE IN 8983 CYCLES			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#1)	3 YEARS	DUE 2018/12/31			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#2)	3 YEARS	DUE 2018/12/30			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#3)	3 YEARS	DUE 2018/08/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A01)	20 YEARS	DUE 2025/08/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A02)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A04)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A06)	20 YEARS	DUE 2036/09/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A07)	20 YEARS	DUE 2036/09/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A3A)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A3B)	20 YEARS	DUE 2025/06/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A5A)	20 YEARS	DUE 2020/06/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A5B)	20 YEARS	DUE 2029/01/31			
A2ASE-FIRE EXT BOTTLE	(R4921B11)	60 MONTHS	DUE 2019/04/30			
A2ASE-FIRE EXT BOTTLE	(R4921B12)	60 MONTHS	DUE 2019/12/31			
A2ASE-FIRE EXT BOTTLE	(R4921B21)	60 MONTHS	DUE 2017/07/31			
A2ASE-FIRE EXT BOTTLE	(R4921B22)	60 MONTHS	DUE 2020/08/31			
A2ASE-FIRE EXT BOTTLE	(R4921B31)	60 MONTHS	DUE 2019/10/31			
A2ASE-FIRE EXT BOTTLE	(R4921B32)	60 MONTHS	DUE 2019/12/31			
A2ASC-ELT BATTERY (DOM)	(R6620A01)	5 YEARS	DUE 2018/08/31			
A2ASC-ELT BATTERY (DOM)	(R6620A02)	5 YEARS	DUE 2017/07/31			

			PAGE 3 OF _____ PAGES		
INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASC-PORTABLE ELT BATTERY(R6620B)	5 YEARS	DUE 2018/03/31			
A2ASC-UNDERWATER BEAC BATT(R7234ALT)	6 YEARS	DUE 2019/05/31			
A2ASC-UNDERWATER BEAC BATT(R7234ART)	6 YEARS	DUE 2019/07/31			
A2ACC-DOOR SLIDE/RAFT (R9125ALT)	3 YEARS	DUE 2016/10/31 JCN:162301628			
A2ACC-DOOR SLIDE/RAFT (R9125ART)	3 YEARS	DUE 2016/12/31 JCN:162591694			
A2ASE-DROGUE GUILL CART (R97DG1LT)	30 MONTHS	DUE 2018/03/08			
A2ASE-DROGUE GUILL CART (R97DG1RT)	30 MONTHS	DUE 2018/03/08			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1B)	120 MTH INSTAL	DUE 2019/08/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2B)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2C)	120 MTH INSTAL	DUE 2017/06/30 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2D)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3B)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
ISO2 -A-CHECK (SIS01A)	0 WEEKS	DUE 2016/10/21			
DEPOT-C-CHECK (SPD01C)	0 WEEKS	DUE 2017/04/28			

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF _____ PAGES

D. DELAYED DISCREPANCIES, URGENT ACTION, AND OUTSTANDING ROUTINE TCTO'S

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
	150571256	A2ASE-ARO FLOOR LIGHT RHEOSTAT INOP	J001CA50579003 BQ 1 B/O	44FA0	
	152049667	DEPOT-FUEL-TANK INSPEC&REPLACE WIRE SHIELDI CW TCTO 1C-10(K)A-1285 WB/NA P		0112282 2019/11/01	
	152785610	DEPOT-CENTER GEAR EMER RELEASE LEVER REQ SHOT P EN. CARRY FWD TO NEXT ARM REMOVAL AWT NEXT C-CH CK	-	13CH0	
	161295643	SMCO -1 EA SCREW HAS BROKEN SCREW HEAD INBD #3 ND V PANEL	AWT PNL REM+2HRS	11EAJ	
	161329625	DEPOT-INST LAV OVERSERVICE S/O VALVE CW TCTO 1C-10(K)A-1298 W-B APPL P		0101529 2020/02/06	
	161821350	SMCO -#3 ENG I/B SAIL BOAT PNL HAS 1 EA BAD NUT LATE	AWT PNL REM+2HRS	11EA5	
	162211442	A2ACC-FWD RT WING FORMATION LIGHT B/O	J001CA62829009 BQ 1 B/O	44DKB	
	162301628	A2ACC-REPLACE DOOR SLIDE/RAFT IAW APPROPIATE T.O. GIVE SER.# AND DOI TO P&S	DOOR SLIDE/RAFT	91AAQ	
	162381240	SMCO -1 EA BROKEN NUT PLATE FWRD ACCESSORY COMP PANEL	AWT PNL REM+2HRS	11DEJ	
	162561695	DEPOT-UPPER CARGO DOOR HINGE PIN & LOBE HOLES *INITIAL INSP @ 15000 LANDS AND EVERY 7500 LANDS THEREAFTER IAW 1C-10(K)A-	C/F TO C-CK	11CDS	
	162729872	DEPOT-FUEL SYSTEM CHANGE FUEL PUMP CONTRO; CW TCTO 1C-10(K)A-1299 W-B APPL P		0101771 2020/07/03	
	162749905	DEPOT-ENG FUEL SUPPLY REPLACE PUMP RELAYS CW TCTO 1C-10(K)A-1300 W-B APPL P		0101772 2020/07/03	
	162749932	DEPOT-FUEL-ENGINE FUEL SUPPLY-REPLACE FUEL PUM CW TCTO 1C-10(K)A-1302 WB/NA P		0101938 2020/07/03	
	162819961	A2ASC-INSPECTION/SOFTWARE UPDATE OF GPS-4000 O CW TCTO 1C-10(K)A-1301 WB/NA P		0101792 2017/02/04	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER \\signed\\

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/12 TO 2016 1014 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 1 PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE AND OIL ADDED (HALF PINTS, PINTS, QUARTS)

					NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # / OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OA/ OM ID LD	ENGINE TIME	ENGINE CYCLES	OA/ OM ID LD	ENGINE TIME	ENGINE CYCLES	OA/ OM ID LD	ENGINE TIME	ENGINE CYCLES	OA/ OM ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29446.0	9317			24947.1	14054.0		25982.0	13253.0		25674.4	12410.0		9.9	0.0	15375	5791
2016/10/02	11.5	1			11.5	1.0		11.5	1.0		11.5	1.0		0.0	0.0	1	1
TOTAL	29457.5	9318			24958.6	14055.0		25993.5	13254.0		25685.9	12411.0		1.6	0.0	15376	5792
2016/10/11	5.5	18			5.5	18.0		5.5	18.0		5.5	18.0		0.0	0.0	18	1
TOTAL	29463.0	9336			24964.1	14073.0		25999.0	13272.0		25691.4	12429.0		3.9	0.0	15394	5793
2016/10/12	3.9	7			3.9	7.0		3.9	7.0		3.9	7.0		0.0	0.0	7	1
TOTAL	29466.9	9343			24968.0	14080.0		26002.9	13279.0		25695.3	12436.0			0.0	15401	5794
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD	29466.9	9343			24968.0	14080		26002.9	13279		25695.3	12436		0	0	15401	5794

AFTO FORM 781J

AEROSPACE VEHICLE - ENGINE FLIGHT

G081D7046-1 TCTO STATUS REPORT FOR AIRCRAFT: 83000080 CURRENT AS OF 0517 PACIFIC 09/OCT/16 PAGE 1

NOTE: THE FOLLOWING CODES ARE USED IN THIS LISTING: C/W = TCTO HAS BEEN COMPLIED WITH. (STAT-CD = 01, 02, 03)
" " = TCTO NOT AGAINST ENG.
NCW = TCTO HAS NOT BEEN COMPLIED WITH. (STAT-CD = 06-18, 20, 21)
N/R = TCTO HAS NOT BEEN RELEASED BY THE DEPOT FOR INSL ON THE A/C. (ST-CD = 19)
N/A TCTO S ARE NOT APPLICABLE. (STAT-CD = 04, 05, 22)
E = AFTER THE AIRCRAFT STATUS CODE INDICATES EXPIRED A/C TCTO.
E = AFTER THE ENGINE 4 STATUS CODE INDICATES EXPIRED ENG TCTO.
A = AFTER THE ENG SER NUM MEANS 3000 TO 5000 HOUR ENGINE.
C = AFTER THE ENG SER NUM MEANS 5000 HOUR UNLIMITED MODULAR ENG.

AIRCRAFT TCTO NUMBER	TCTO DATACD	AIRCRAFT TCTO NOMENCLATURE	GR DATE	STATUS CODE	EX TIM	ENGINE TCTO NUMBER	ENG 1 ENG 2 ENG 3 ENG 4 7740 8365 0336 TCTO DATACD	ENGINE TCTO NOMENCLATURE
1C-10(K)A-1301	0101792	INSPECTION/SOFTWARE UPDA	17035	NCW	120			
1C-10(K)A-1285	0112282	FUEL-TANK INSPEC&REPLACE	19305	NCW	999			
1C-10(K)A-1298	0101529	INST LAV OVERSERVICE S/O	20037	NCW	146			
1C-10(K)A-1299	0101771	FUEL SYSTEM CHANGE FUEL	20185	NCW	146			
1C-10(K)A-1300	0101772	ENG FUEL SUPPLY REPLACE	20185	NCW	146			
1C-10(K)A-1302	0101938	FUEL-ENGINE FUEL SUPPLY-	20185	NCW	999			
1KC-10A-001	Y141001	INSPECTION OF THE FLAP H		N/A	030			
1C-10(K)A-1268	0112389	TCTO 1C-10(K)A-1268: INS		C/W	999			
1C-10(K)A-1267	0196993	TCTO 1C-10(K)A-1267: INS		C/W	999			
1C-10(K)A-1294	0112307	MOD REMOVE HYDR AIR ELIM		C/W	999			
KC-10 LOTI	L060601	LOTI FOR INSPECTION OF B		C/W	180			
KC-10 LOTI	L060602	LOTI OF KC-10A AUXILIARY		C/W	010			
1C-10(K)A-1292	0112304	REPLACE APU DOOR ACTUATI		C/W	999			
1C-10(K)A-1297	0112311	OPEN&PERMANENT COLLAR FO		C/W	999			
1C-10(K)A-1296	0112310	STABILIZERS-HORIZ STAB/C		C/W	999			
1C-10(K)A-1277	0112411	INSTALLATION OF WASTE WA		C/W	999			
1C-10(K)A-1291	0112303	TCTO1C-10(K)A-1291COM,NA		C/W	999			

***** END OF LIST *****

PCN:67089-04 DATE: 2016/10/12 MDS: C010A PAGE 1 OF 1 PAGES

PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES MMN/FC	A T	HOW MAL	W D	DISCOVERED	COMPLETED	JCN	DISCREPANCY
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
AIRCRAFT: 83000080							
23JC0			D	2016/10/12		162861256	A2ASP-#3 T/R WOULD NOT STOW
		SYMBOL: /		MAN NUM:			**CORRECTIVE ACTION: **
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
44AE0			D	2016/10/12		162861258	A2ASE-MASTER CAUTION ON DURING T/O ROLL @ 80KTS. NO ASSOCIATED LIGHTS TO GO WITH
		SYMBOL: /		MAN NUM:			**CORRECTIVE ACTION: **
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
46GAN			D	2016/10/12		162861259	HYDR -BOOM WAS ABOUT 4-5 DEG TO THE LEFT AND ROLL GAUGE WAS SHOWING 11-12 DEG TO THE RIGHT WHEN LOWERED
		SYMBOL: /		MAN NUM:			**CORRECTIVE ACTION: **
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
46GB0	K	127	D	2016/10/11	2016/10/11	162851256	HYDR -BOOM ROLL GAUGE SHOWS 8 DEGREES RIGHT WHEN BOOM IS CENTERED AT 0 DEGREES
		SYMBOL: /		MAN NUM: 47564			**CORRECTIVE ACTION: ADJUSTED DRVT. OPS CHECK GOOD ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
51FB0			D	2016/10/12		162861257	A2ASG-GPWS WINDSHEAR FAIL LIGHT ON
		SYMBOL: /		MAN NUM:			**CORRECTIVE ACTION: **
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
52DE0	X	799	D	2016/10/11	2016/10/11	162851257	A2ASE-AUTO SPOILER DO NOT USE LIGHT ILLUMINATED WHILE SPOILERS WERE DISARMED
		SYMBOL: /		MAN NUM: 87638			**CORRECTIVE ACTION: RESET SYSTEM, OCG ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
52EA0			D	2016/10/12		162861260	A2ASG-AUTO THROTTLE #1 ALPHA SPEED 12KTS OFF FROM ATS #2
		SYMBOL: /		MAN NUM:			**CORRECTIVE ACTION: **
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
65B00	R	254	D	2016/10/02	2016/10/07	162771256	A2ASC-DURING TAKEOFF TCAS SHOWED STBY ON BOTH VVI'S. CONTROLLER TOLD US OUR MODE C WAS NOT ABLE TO BE SEEN. AT ABOUT 10K FEET IT BEGAN TO WORK PROPERLY.
		SYMBOL: /		MAN NUM: 90193			**CORRECTIVE ACTION: ASSOCIATED EQUIP MALFUNCTION SE** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
71BCD	L	957	D	2016/10/11	2016/10/11	162851258	A2ASC-EADI PITCH DEGREE SCALE GOES AWAY DURING POWER SWAPS
		SYMBOL: /		MAN NUM: 74501			**CORRECTIVE ACTION: RESET SYS LOGIC O/C/G ** ACT BASE: XDAT

660th AMXS AFTO 781 SERIES TRANSCRIBED FORMS REVIEW

AIRCRAFT SERIAL NUMBER: 83-0080

781 FORMS DATE FROM: 20161020 TO: 20161031

INDIVIDUAL TRANSCRIBING FORMS

NAME: _____ RANK: E-4 EMPLOYEE #: _____

DATE COMPLETED: 20161031

1. INDIVIDUAL PULLING THE 781 SERIES FORMS IS **ULTIMATELY RESPONSIBLE** THAT ALL BLOCKS ON THE PULLED FORMS IS PROPERLY FILLED OUT IAW 00-20-01. THIS INCLUDES SOME OF THE FOLLOWING:
   A. FROM and TO DATES ON ALL FORMS.
   B. PAGE NUMBERS ARE CORRECT.
   C. SERVICING DATA and ENGINE TIMES ON 781H AND 781J TRANSFERRED CORRECTLY.
   D. DATES, JOB CONTROL NUMBERS, WHEN DISCOVERED CODES, and WORK UNIT CODES BLOCKS ARE FILLED OUT.
   E. OPEN WRITE-UPS TRANSCRIBED CORRECTLY.
   F. ANNOTATION OF ANY UPDATED ITEMS ON 781A TRANSCRIBED TO NEW 781A OR NEW 781K.
2. INDIVIDUAL WILL INSURE ALL SIGNED OFF WRITE-UPS IN 781A's ARE SIGNED OFF CORRECTLY AND CLOSED OUT IN G081 USING SCREEN 8035.
3. ATTACH THIS FORM IN FRONT OF PULLED 781 FORMS
4. LEAD TECH, SECTION CHIEF OR PRODUCTION & DEBRIEF WILL REVIEW AIRCRAFT FORMS PRIOR TO FILING AND TURNING IN TO PLANS AND SCHEDULING.

Forms Discrepancies Found		
Discrepancy	Page/Item #	Initials

LEAD TECH, SECTION CHIEF, OR PRODUCTION:

NAME: _____ RANK: _____ EMPLOYEE #: _____

DATE COMPLETED: _____

DEBRIEF (Reviewed and filed):

NAME: _____ RANK: _____ PLEASE FILE

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20161020	20161031	KC-10A	83000080

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
BPO		20161020	0600Z		CF MD		
PR		20161021	1500Z				
PR		20161023	1500Z				
QT		20161023	1900Z				
TH		20161024	0100Z				
PR		20161025	1430Z				
PR		20161026	1430Z				
TH		20161031	0140Z				
PR		20161031	0730Z				

6. STATUS DATA

SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS

	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)		STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)
1	~~13~~	2		\\signed\\		25	37		
~~2~~	14	4		\\signed\\		26	38		
~~3~~	15	6		\\signed\\	00009	27	39		
~~4~~	16	8		\\signed\\	00009	28	40		
~~5~~	17	10		\\signed\\	00009	29	41		
~~6~~	18	12		\\signed\\	00009	30	42		
~~7~~	19					31	43		
~~8~~	20					32	44		
~~9~~	21					33	45		
~~10~~	22					34	46		
~~11~~	23					35	47		
~~12~~	24					36	48		

7. AIRFRAME TIME		8. LANDINGS FULL STOP	8. LANDINGS TOTAL	9. CART/JFS STARTS NO	9. CART/JFS STARTS ENG	9. CART/JFS STARTS NO	9. CART/JFS STARTS ENG	10. ENGINE CYCLE DOCUMENTATION NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	29466.9	5794	15408												
1	1.1	1	1					1	1	1					
2	4.3	1	1					1	1	1					
3	5.9	1	1					1	1	1					
4															
5															
6															
7															
8															
9															
10															
11															
12															
29478.2 TOTAL		5797	15404					3	3	3					

FLIGHTS

AFTO FORM 781H, 20100915 PREVIOUS EDITION IS OBSOLETE AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE

DATE FROM: 2016/10/20 TO 20161031 | MDS: KC010A | SERIAL NUMBER: 83000080 | NOTES PAGE 1

NOTE NUMBER		NOTE VERBIAGE
0001	-	--IAW AFI 11-2KC-10V3 ITEM 33, T.O. 1C-10KA-1-3 (FAULT REPORTING) REQUIRED ON EVERY AIRCRAFT. THIS T.O. IS NOT IN THE USAF T.O. INVENTORY. AWT 55-10 UP
0002	-	-*****AIRCRAFT 83000080 SUPPORT GENERAL JOB**********NUMBER: 0-2-0-8**********
0011	-	-NOTE: SUPPORT GENERAL (0027)
0012	-	-NOTE: PRE-LAUNCH (0750-0759)
0013	-	-NOTE: PRE-FLIGHT (0530-0549)
0014	-	-NOTE: THRUFLIGHT (0550-0569)
0015	-	-NOTE: BASIC POSTFLIGHT (0570-0599)
0016	-	-NOTE: #2 ENGINE ANTI ICE DISAGREE LIGHT SLOW TO TURN OFF WHEN SIWTCHED TO OFF POSITION. SYSTEMS OPERATE NORMAL.
0017	-	-DENT IN #3 ENG TAILCONE DENT WITHIN LIMITS

AFTO FORM 781A (INFORMATIONAL NOTES) MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO 20161031 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 37 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160775749	2016/03/17	SEE JCN 160901257	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
62C00			

DISCREPANCY

A2ASC-RIU #1 AND #2 SHOWS DEGRADED ON CDU *REQS 136294

59, 13629984, 13629986* SEALANT & SATCOM HARNESS (2) O

/O

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959005	BQ	PR1440B2	SEALANT	0
J001CA60959027	BQ	11A-01-8010-05	SATCOM HARNESS	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959026	BQ	11A-01-8010-02	SATCOM HARNESS	1

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160901257	2016/03/30	SEE JCN 160775749	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
68CA0			

DISCREPANCY

A2ASC-SATCOM INOP NOTE: DISPLAYS NGO FOR DATALINK AS W

ELL AS VOICE AVAIL. INOP PLACARD INSTALLED

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162860751	2016/10/12	PRELAUNCH INSP	☐	☐	20161027

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			ENSP CLW PAW

DISCREPANCY

A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE

INSPECTION PRIOR TO NEXT FLIGHT

CORRECTED BY EMPLOYEE NO

SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO

G081 GENERATED JOB

INSPECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860752	2016/10/12	PRELAUNCH INSP	☐	☐	20161023

WUC/REF DESIGNATOR: 04170 | FAULT CODE | STA CODE

CORRECTIVE ACTION: Inventory Clr

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162860753	2016/10/12	PRELAUNCH INSP	☐	☐	20161023

WUC/REF DESIGNATOR: 04119 | FAULT CODE | STA CODE

CORRECTIVE ACTION: Fuel Sumps Clr

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X	162860754	2016/10/12	PRELAUNCH INSP	☐	☐	20161023

WUC/REF DESIGNATOR: 01000 | FAULT CODE | STA CODE

CORRECTIVE ACTION: 3ea covers removed 3ea C/B reset IAW TO 1C-10(K)A-2-10-00-00 pg 208 para B

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 NOTE: ~~DO NOT OPERATE PITOT HEAT~~

SEQ#

CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO

\\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 3 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16292A007	2016/10/18		☐	☐	20161021

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
91AD0			Config IAW AFI 11-301 Vol 1&2

DISCREPANCY

LIFES-C/W LIFE VEST CERTIFICATION INSPECTION IAW

1C-10(K)A-6WC-2 CARD 101A-108

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16293A002	2016/10/19		☐	☐	20161021

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
11JK0			installed fasteners FAIL 10716-830080-151 FSR. MPS rep replacmt next Schedle See JCN 16295701 pg 5 Blk3

DISCREPANCY

A2ACC-3EA BAD NUTPLATES ON RT RUNWAY TURNOFF LIGHT FIL

LET PANEL- OUT OF LIMITS(CELL REQ REMOVAL FOR REPAIR)

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16293A006	2016/10/19		☐	☐	20161021

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Panel Sealed

DISCREPANCY

A2ACC-RUNWAY TURNOFF FILLET PANEL REQ SEALANT

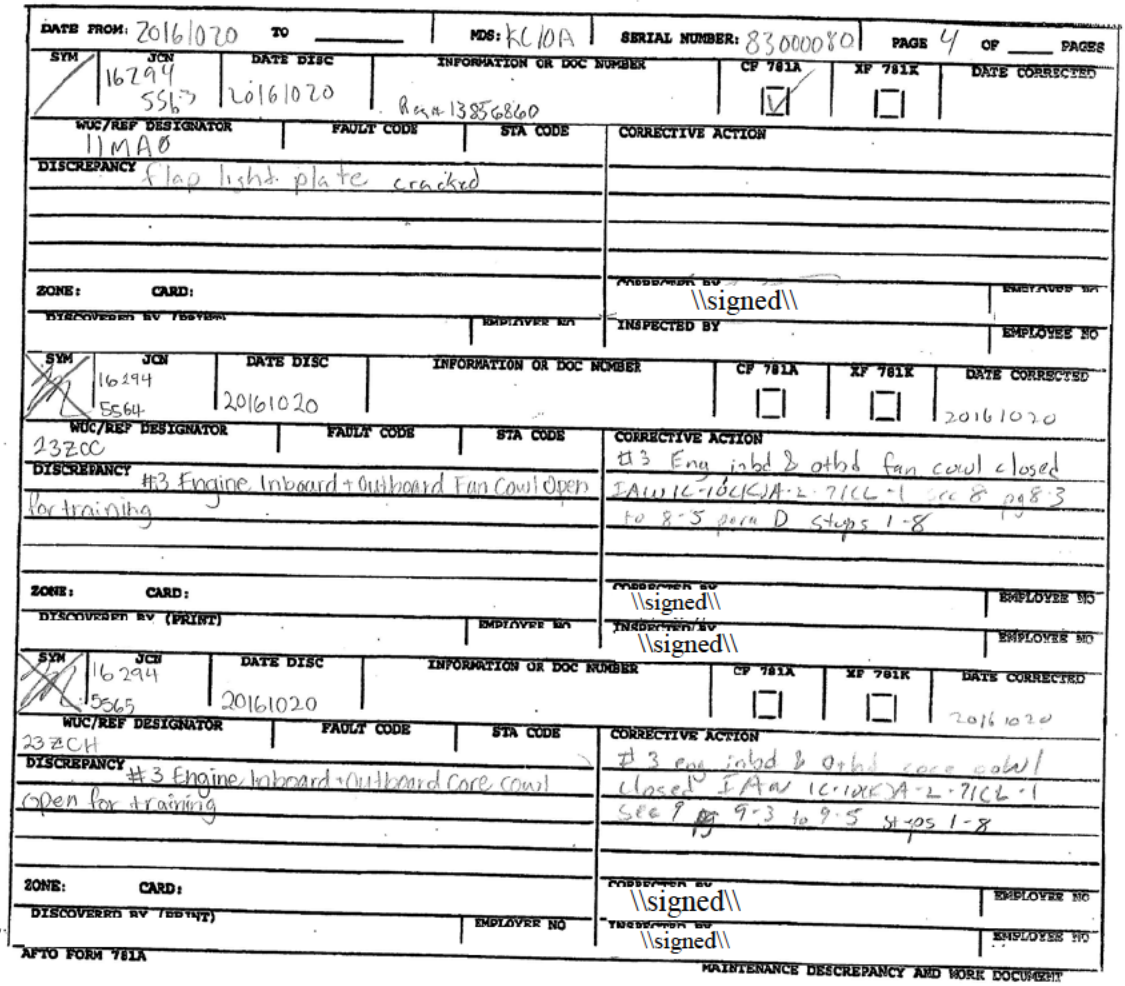
SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161020 TO _____ | MDS: KC10A | SERIAL NUMBER: 83000080 | PAGE 4 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16294 5564	20161020	Ref# 13856860	☑	☐	

WUC/REF DESIGNATOR: 11MA0 | FAULT CODE | STA CODE

DISCREPANCY: flap light plate cracked

CORRECTIVE ACTION:

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

\\signed\\ | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16294 5564	20161020		☐	☐	20161020

WUC/REF DESIGNATOR: 23ZCC | FAULT CODE | STA CODE

DISCREPANCY: #3 Engine Inboard + Outboard Fan Cowl Open for training

CORRECTIVE ACTION: #3 Eng inbd & otbd fan cowl closed IAW 1C-10CKJA-2-71CL-1 Sec 8 pg 8-3 to 8-5 para D steps 1-8

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

\\signed\\ | EMPLOYEE NO

INSPECTED BY

\\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16294 5565	20161020		☐	☐	20161020

WUC/REF DESIGNATOR: 23ZCH | FAULT CODE | STA CODE

DISCREPANCY: #3 Engine Inboard + Outboard Core Cowl open for training

CORRECTIVE ACTION: #3 eng inbd & otbd core cowl closed IAW 1C-10KJA-2-71CL-1 See pg 9-3 to 9-5 steps 1-8

ZONE: CARD:

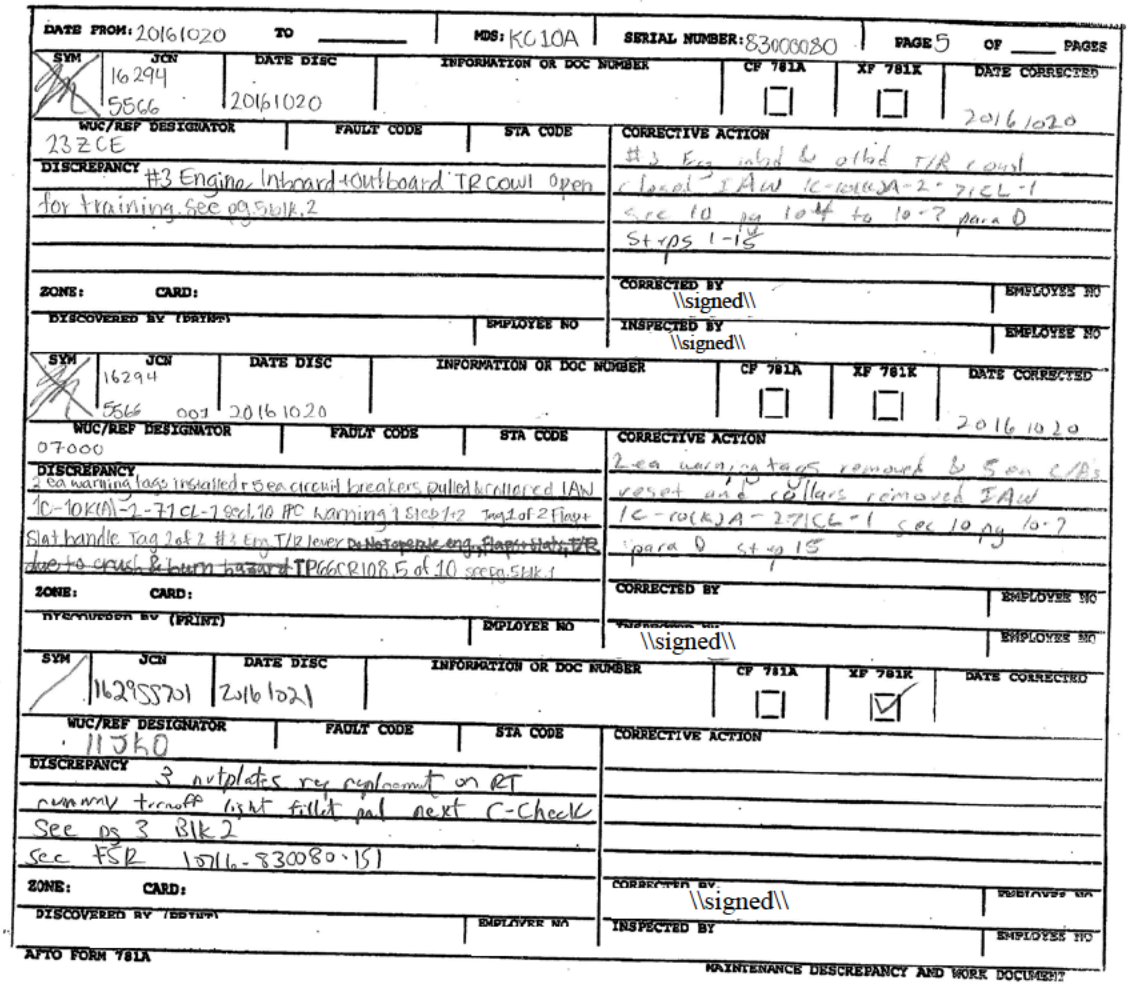
DISCOVERED BY (PRINT) | EMPLOYEE NO

\\signed\\ | EMPLOYEE NO

INSPECTED BY

\\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161020 TO _____ MDS: KC10A SERIAL NUMBER: 83000080 PAGE 5 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16294 5566	20161020		☐	☐	20161020

WUC/REF DESIGNATOR: 23ZCE | FAULT CODE: | STA CODE:

DISCREPANCY: #3 Engine Inboard+Outboard TR cowl Open for training. See pg 5 blk 2

CORRECTIVE ACTION: #3 Eng inbd & otbd T/R cowl closed IAW 1C-10(K)A-2-71CL-1 Sec 10 pg 10-4 to 10-7 para D Steps 1-15

ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16294 5566 007	20161020		☐	☐	20161020

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE:

DISCREPANCY: 2 ea warning tags installed & 2 ea circuit breakers pulled & collared IAW 1C-10(K)A-2-71CL-1 Sec 10 IPC Warning 1 of 2 Flap Slat handle Tag 2 of 2 #3 Eng T/R lever Do Not operate eng, Flaps, Hyds, T/R due to crush & burn hazard TP666CR1085 of 10 see pg 5 blk 1

CORRECTIVE ACTION: 2 ea warning tags removed & 2 ea C/Bs reset and collars removed IAW 1C-10(K)A-2-71CL-1 Sec 10 pg 10-7 para D step 15

ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16295701	20161021		☐	☑	

WUC/REF DESIGNATOR: 11560 | FAULT CODE: | STA CODE:

DISCREPANCY: 3 nutplates req replacemt on RT runaway trimoff light fillet pnl next C-Check See pg 3 Blk 2 See FSR 10116-830080-151

CORRECTIVE ACTION:

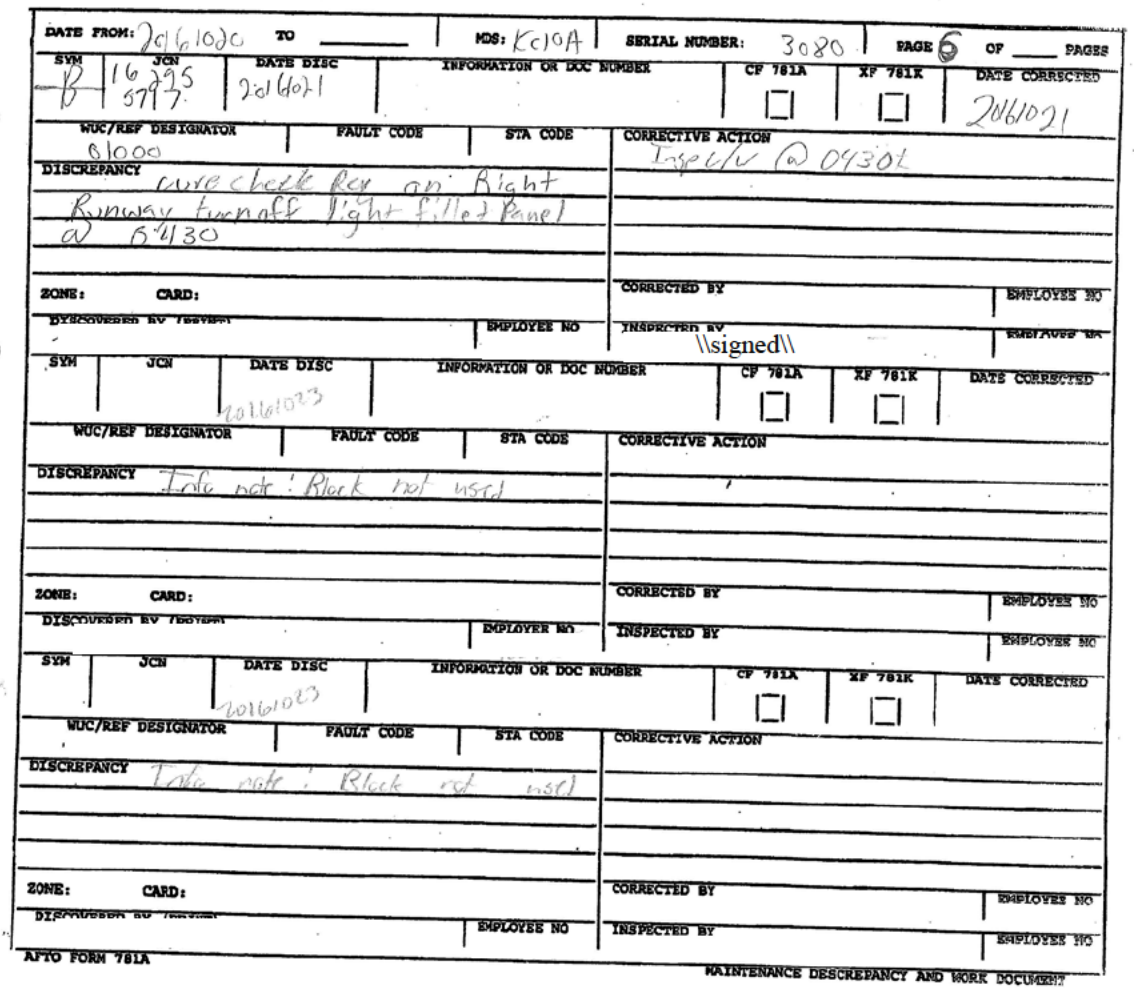
ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161020 TO _____ MDS: KC10A SERIAL NUMBER: 3080 PAGE 6 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	16795 57977	20161021		☐	☐	20161021

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
81000			Inspctn @ 0430L

DISCREPANCY: cure check Rev on Right Runway turnoff light filled Panel @ 0430

ZONE: CARD:

DISCOVERED BY (TECHREP) EMPLOYEE NO

CORRECTED BY EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161023		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: Info note : Block not used

ZONE: CARD:

DISCOVERED BY (TECHREP) EMPLOYEE NO

CORRECTED BY EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161023		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: Info note : Block not used

ZONE: CARD:

DISCOVERED BY (TECHREP) EMPLOYEE NO

CORRECTED BY EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/22 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 74 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162960580	2016/10/21	TDY PREP	☐	☐	20161021

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
13DA0			Insp clw

DISCREPANCY

A2ACC-INSPECT ALL TIRES FOR SERVICEABILITY FOR #____
DAYS IAW 1C-10(K)A-2-32-41-00 & LOCAL POLICY ON TIRE
WEAR CRITERIA FOR O/S DEPLOYMENTS REVIEWED 25 NOV 09

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162960581	2016/10/21	LAST UPDATE: 25 JAN 2008	☐	☐	20161022

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			Insp clw

DISCREPANCY

A2ACC-PERFORM INVENTORY CHECK OF AIRCRAFT EQUIPMENT,
TECHNICAL DATA, ADDENDUM 1 TABLE 1.1 & OTHER
MISCELLANEOUS EQUIPMENT IAW AFI 11-2 KC-10, VOL 3

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162960582	2016/10/21	TDY PREP	☐	☐	20161023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Insp clw

DISCREPANCY

A2ACC-ENSURE ANY SUPPORT EQUIPMENT REQUIRED FOR
DEPLOYMENT IS LOADED AS PER FLYING SCHEDULE. (IE:
MISSION PALL, SUB-FLOOR, TOW BAR, BAGGAGE PALLET, IAK)

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/22 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 8 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
C	162960583	2016/10/21	TDY PREP	☐	☐	20161022

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04MD4			IFF Mode 4 Grd Ck C/W 8/C/G

DISCREPANCY

A2ASC-IFF MODE 4 GROUND CHECK REQUIRED IAW 00-20-1 &

1C-10(K)A-2-34-54-00 PRIOR TO FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162960584	2016/10/21	TDY PREP	☐	☐	20161021

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
13DCV			Insp C/W

DISCREPANCY

A2ACC-CHECK MAIN LANDING GEAR BRAKE IAW T.O. 1C-10(K)

A-2-32, SECTION 32-43-01

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162960585	2016/10/21	TDY PREP	☐	☐	20161023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			

DISCREPANCY

LIFES-CONFIGURE AIRCREW FLIGHT EQUIPMENT FOR OFF

STATION MISSION IAW AFI 11-2KC-10 V3 ADDENDUM A

CH 1 TABLE 1.1

Corrected IAW AFI 11-301V2

SEQ#

CORRECTED BY \\signed\\

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ MDS: KC010A SERIAL NUMBER: 830080 PAGE 9 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16296 5100	20161022				20161022

WUC/REF DESIGNATOR: 6ST00 | FAULT CODE | STA CODE

CORRECTIVE ACTION: R2 ADLP O/C/L

DISCREPANCY: ETCAS displays ADS-B fault

See pg 9 Items 2 & 3

ZONE: CARD: SEQ# | CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO | INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16296 5100 001	20161022				20161022

WUC/REF DESIGNATOR: GSBBF | FAULT CODE | STA CODE

CORRECTIVE ACTION: ADLP R2 IAW 1C-10(K)A-2-34-54-08 p.s 201 para 2B All steps o/c/g

DISCREPANCY: ADLP removed for R2 IAW 1C-10(K)A-2-34-54-08 p.s 201 para 2B All steps

See pg 9 Item 1

ZONE: CARD: SEQ# | CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO | INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16296 5100 002	20161022				20161022

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

CORRECTIVE ACTION: 2 EA CB closed and collars removed IAW 1C-10(K)A-2-34-54-08 p.s 202 para 2B step 5 o/c/l

DISCREPANCY: 2 EA CB pulled and collared to TOM IAW 1C-10(K)A-2-34-54-08 p.s 201 para 2A step 1 NOTE: DO NOT reset CB until comp at MX Shack Hazard"

ZONE: CARD: SEQ# | CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO | INSPECTED BY \\signed\\ EMPLOYEE NO

See pg 9 Item 3

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~22~~ 23 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X X X	162970811	2016/10/23	CLG BRAKE CHANGE	☐	☐	20/6/1023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
13DCV			R2 CLG Brake IAW 1C-10A-32-11-2-32CL-1 Sec 5 pg 5-2 thru 5-6 para B Step 1-28 opps check good

DISCREPANCY

A2ACC-#9 CLG BRAKE WORN OUT OF LIMITS

(SEE PG ___ ITEM>)

(UPDATED 01 DEC 09)

Seepg 10 blk 1,2,3 pg 11 blk 1,2,3 pg 12 blk 1,2,3

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JCB | EMPLOYEE NO

CORRECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X X X	162970811-001	2016/10/23	JCN CONTINUATION	☐	☐	20/6/1023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			2ea C/B reset IAW 1C-10A-32-2-32CL-1 Sec 5 pg 5-5 Step 27 by G. Eaton 47203 20161023

DISCREPANCY

A2ACC-2 EA C/B'S PULLED/COLLARED FOR BRAKE R2.

IAW 1C-10K(A)-2-32-43-01 P402 STEP2 ~~NOTE: DO NOT OPERATE BRAKE TEMP MONITOR SYS~~ (SEE PAGE/BLOCK)

Seepg 10 blk 1

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JCB | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X X X	162970811-002	2016/10/23	JCN CONTINUATION	☐	☐	20/6/1023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Strut reserviced IAW 1C-10A-2-32-15-01 pg 303 para A Steps 10-13

DISCREPANCY

A2ACC-CLG STRUT DESERVICED TO F.O.M

(SEE PG 10 BLK 1)

SEQ#

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JCB | EMPLOYEE NO

CORRECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/23 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 17 OF _____ PAGES

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162970811-003	2016/10/23	JCN CONTINUATION			20161023

WUC/REF DESIGNATOR: 01000 | FAULT CODE: | STA CODE:

DISCREPANCY

A2ACC-AIRCRAFT ON JACKS FOR BRAKE CHANGE

(SEE PG 10 BLK 1)

SEQ#

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO:

CORRECTIVE ACTION

Last Jack removed Dtd 16-10

1) A-2-32-41-02 pg 205 206

para 3B Step 19 Sub Step c Step 1

CORRECTED BY: \\signed\\ | EMPLOYEE NO:

INSPECTED BY: \\signed\\ | EMPLOYEE NO:

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162970811-004	2016/10/23	JCN CONTINUATION			20161023

WUC/REF DESIGNATOR: 13DAG | FAULT CODE: | STA CODE:

DISCREPANCY

A2ACC-#_9_ TIRE REMOVED TO F.O.M (SEE PG 10 BLK 1)

(SEE TIRE I.P.I'S PG 11, ITEM 3, PG 12, ITEM 1)

(SEE TIRE I.P.I'S PG 12, ITEM 2)

SEQ#

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO:

CORRECTIVE ACTION

1C-10(K)-32C1-1 Sec 3 Pg 3-1 thru 3-2

Para Steps 1-19

CORRECTED BY: \\signed\\ | EMPLOYEE NO:

INSPECTED BY: \\signed\\ | EMPLOYEE NO:

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162970811-005	2016/10/23	JCN CONTINUATION			20161023

WUC/REF DESIGNATOR: 04199 | FAULT CODE: | STA CODE:

DISCREPANCY

A2ACC-I.P.I REQ ON #9_BRAKE SERVICEABILITY/TEMP

SENSOR INSTALL IAW 1C-10(K)A-2-32-43-01 PG 406 PARA B

STEPS 2 & 3 (SEE PG 11 ITEM 2)

SEQ#

DISCOVERED BY (PRINT): G081 GENERATED JOB | EMPLOYEE NO:

CORRECTIVE ACTION

1C-10(K)A-2-32-41-02 Pg 204 Para 3B Step 15C

CORRECTED BY: | EMPLOYEE NO:

INSPECTED BY: \\signed\\ | EMPLOYEE NO:

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/23 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 12 OF _____ PAGES

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162970811-006	2016/10/23	JCN CONTINUATION			2016/10/23

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			Insp C/W IC-10(K)A-2-32-41-02 Pg 204 Para 3B Step 7

DISCREPANCY

A2ACC-I.P.I REQ ON #_09 TIRE BRAKE SPACER

INSTALL IAW 1 C-10(K) A-2-32-41-02 PG 204 PARA B

STEP 2B (SEE PG 11 ITEM 2)

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162970811-007	2016/10/23	JCN CONTINUATION			2016/10/23

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			Insp C/W IC-10(K)A-2-32-41-02 Pg 211 Para 3B Step 15C

DISCREPANCY

A2ACC-I.P.I REQ ON #_09 TIRE TANG WASHER INSTALL

IAW 1 C-10(K) A-2-32-41-02 PG 206 PARA B STEP 9C

(SEE PG 11 ITEM 2)

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162970811-008	2016/10/23	JCN CONTINUATION			2016/10/23

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Downlock Removed IAW IC-10(K)A-2-32-10-00 Pg 501 Para 3A Step 10

DISCREPANCY

A2ACC-RIGHT MLG DOOR LOWERED FOR ACCESS TO CENTER

GEAR DOOR DOWNLOCK INSTALLED

(SEE PG 10 ITEM 3)

SEQ#

\\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A | MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO ____ MDS: KC010A SERIAL NUMBER: 83000080 PAGE 13 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161023		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY ~~Info note: Tires checked~~
~~1-8 185~~
9-10 185
RAIN 185

ZONE: CARD: SEQ#
DISCOVERED BY (PRINT) EMPLOYEE NO
CORRECTED BY EMPLOYEE NO
INSPECTED BY EMPLOYEE NO

\\signed\\

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	1629751011	20161023		☐	☐	20161023

WUC/REF DESIGNATOR: 41E80 | FAULT CODE | STA CODE

DISCREPANCY: Left wing Anti-ICE Disagree light ON, with Wing Anti-ICE Selected ON In-Flight. See pg13 item 3

CORRECTIVE ACTION: R2'd Relay R2-5025, OCG (Wing Anti-ice Relay)

ZONE: CARD: pg14 item 1 SEQ#
DISCOVERED BY (PRINT) (FE) EMPLOYEE NO 00009
CORRECTED BY \\signed\\ EMPLOYEE NO
INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	1629751011 001	20161023		☐	☐	20161023

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: Zeo clb's p+c TAW 1C-10(K)A-2-110-30-11-01 pg12+13 sheet 1+2 / 1C-10(K)A-2-24-00-00 pg203+204 para 3C step 1B ~~NOTE: Do Not reset clb's until mx is c/w. Shock~~ HAZARD see pg13 item2, pg14 item1

CORRECTIVE ACTION: Zeo clb's reset TAW 1C-10(K)A-2-110-30-11-01 pg12+13 sheet 1+2 / 1C-10(K)A-2-24-00-00 pg203+204 para 3C step 1B

ZONE: CARD: SEQ#
DISCOVERED BY (PRINT) EMPLOYEE NO
CORRECTED BY \\signed\\ EMPLOYEE NO
INSPECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ MDS: KC010A SERIAL NUMBER: 83000080 PAGE 1 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
00	16297516411 002	20161023				20161023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
11EP9			

DISCREPANCY: Relay R2-5025 removed for R&R

See pg 13 item 2 & 3

CORRECTIVE ACTION: Relay R2-5025 R&R IAW IC-10(K)A-2-24-00-00 pg 203 & 204 para 3C Step 1B

ZONE: CARD: SEQ# CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO INSPECTED BY \\signed\\ EMPLOYEE NO

\\signed\\

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161023				

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: INFO NOTE Block NOT USED

ZONE: CARD: SEQ# CORRECTED BY EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161023				

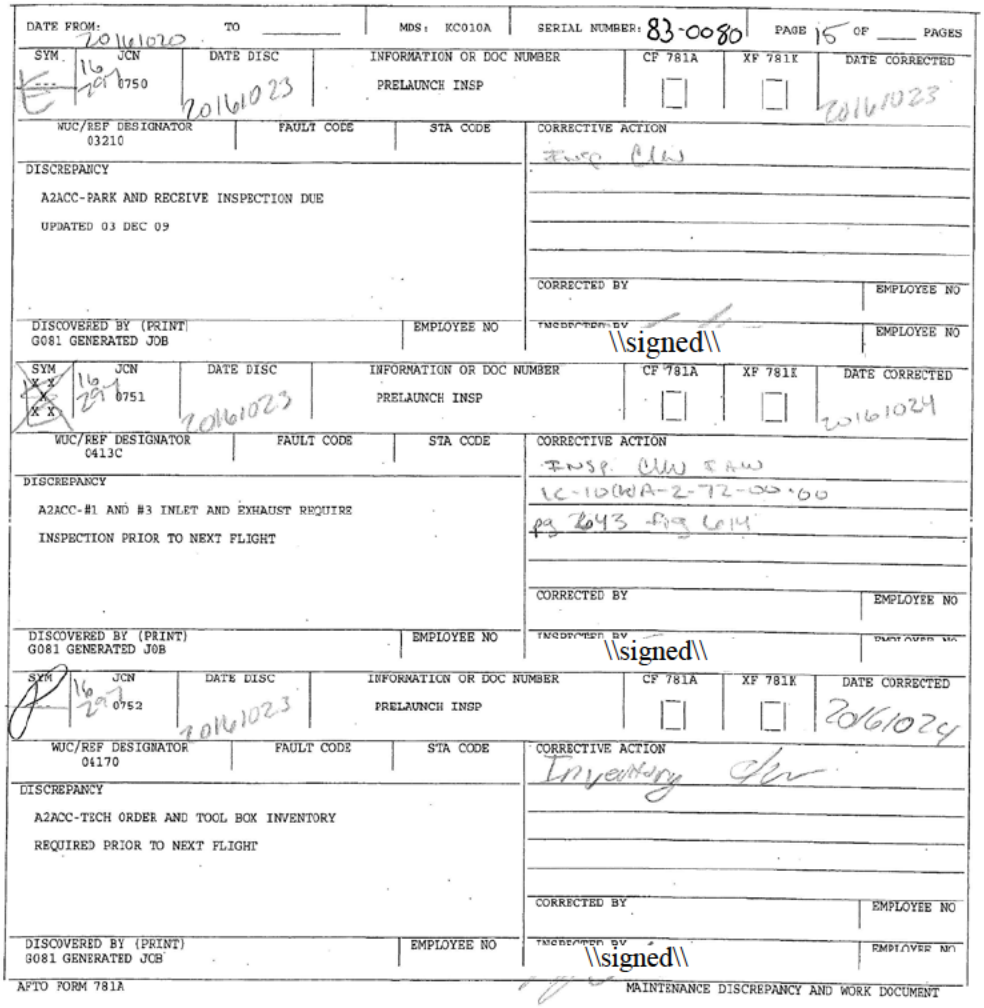
WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: INFO NOTE Block NOT USED

ZONE: CARD: SEQ# CORRECTED BY EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT



DATE FROM: 20161020 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0080 | PAGE 15 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
E	16 291 0750	20161023	PRELAUNCH INSP			20161023

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03210			Insp CLW

DISCREPANCY

A2ACC-PARK AND RECEIVE INSPECTION DUE

UPDATED 03 DEC 09

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	16 291 0751	20161023	PRELAUNCH INSP			20161024

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			INSP CLW RAW

DISCREPANCY

A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE

INSPECTION PRIOR TO NEXT FLIGHT

TO 1C-10WA-2-72-00-00 pg 643 Para 6.14

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16 291 0752	20161023	PRELAUNCH INSP			2016102 4

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			Inventory CLW

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ MDS: KC010A SERIAL NUMBER: 83-0080 PAGE 1 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	116 291 0753	20161023	PRELAUNCH INSP	☐	☐	20161024

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04119			Sumps Clr

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB EMPLOYEE NO INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X	116 291 0754	20161023	PRELAUNCH INSP	☐	☐	20161024

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			3 ea pitot tube covers
			Rem 3 ea C/B reset
			others Rem IAW
			1C-10(K)A-2-10-00-00 Pg 208
			para 8b

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 ~~NOTE: DO NOT OPERATE PITOT HEAT~~

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB EMPLOYEE NO INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	116 291 0755	20161024		☐	☐	20161024

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04130			Insp IAW para
			1C-10(K)A-2-12-00-00
			pg 643 Fig 614

DISCREPANCY

#2 ENG INLET & EXHAUST

Req Insp prior to flight

due to Inc. WEATHER

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO INSPECTED BY \\signed\\ EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161027 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0080 | PAGE 17 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161024		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: Info note: Tires checked
1-5 IBS
6-10 IBS
RH OA IBS

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

\\signed\\ DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	16299 0153	20161026		☐	☐	20161026

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04136			Insp Chk IAW

DISCREPANCY: #2 Engine Inlet & Exhaust Req Insp Prior to Flight due to Rust, weather

CORRECTIVE ACTION: IC-10(K)A-2-72-00-00 pg 643 fig 614

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	16299 0154	20161026		☐	☐	20161026

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04136			Insp. Chk IAW

DISCREPANCY: #1 & #3 Engine Req Insp prior to Flight due to Rust, weather

CORRECTIVE ACTION: IC-10(K)A-2-72-00-00 pg 643 fig 614

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016102Ø TO ______ MDS: KC010A SERIAL NUMBER: 83-0080 PAGE 18 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161026				

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY ~~Info Note:~~ ~~Tire press check Rot RN185 LN185 + B-185 9-10185.~~

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16299 0155	20161026				20161026

WUC/REF DESIGNATOR: 04MO | FAULT CODE | STA CODE | CORRECTIVE ACTION: Inventory C/W

DISCREPANCY T.O. + Tool box Inv. Req Prior to Flight

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

\\signed\\

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16300 5641	20161026				20161027

WUC/REF DESIGNATOR: 45ECA | FAULT CODE | STA CODE

CORRECTIVE ACTION: #3 eng Pneumatic Pressure regulator valve R2 IAW 1C-10(K)A-2-36-12-01 pg 401-406 para A steps 1-9 para B steps 1-17 ops check good

DISCREPANCY PNUE ABNORMAL LIGHT CAME ON FOR PNUE System #3, after turning Pack function Selector to Auto.

ZONE: See pg 19 blk 1,2,3 pg 20 blk 1,2,3 CARD: SEQ#

DISCOVERED BY (PRINT) (FE) | EMPLOYEE NO 00007

CORRECTED BY \\signed\\ | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161029 TO _____ MDS: KC010A SERIAL NUMBER: 83-0080 PAGE 19 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16300 5641001	20161027				20161027

WUC/REF DESIGNATOR: 232CD | FAULT CODE | STA CODE

DISCREPANCY: #3 eng INBD FAN cowl open for FOD

~~NOTE: Do not operate #3 eng~~

See pg 18 blk 3 pg 19 blk 2,3 pg 20 blk 1,2,3

ZONE: CARD: SEQ# | EMPLOYEE NO

CORRECTIVE ACTION: #3 Eng INBD FAN cowl Closed IAW 1C-10(KA)A-2-71CL-1 pg 9-3 para B steps 1-8

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16300 5641002	20161027				20161027

WUC/REF DESIGNATOR: 232CG | FAULT CODE | STA CODE

DISCREPANCY: #3 eng INBD core cowl open for FOD

~~NOTE: Do not operate #3 eng~~

See pg 18 blk 3 pg 19 blk 2,3 pg 20 blk 1,2,3

ZONE: CARD: SEQ# | EMPLOYEE NO

CORRECTIVE ACTION: #3 eng INBD core cowl Closed IAW 1C-10(KA)A-2-71CL-1 pg 9-3 para B steps 1-8

CORRECTED BY: \\signed\\ EMPLOYEE NO

INSPECTED BY: \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16300 5641003	20161027				20161027

WUC/REF DESIGNATOR: 232CE | FAULT CODE | STA CODE

DISCREPANCY: #3 eng INB TR open for FOD

~~NOTE: Do not operate #3 Eng~~

See pg 18 blk 3, pg 19 blk 1,2 pg 20 blk 1,2,3

ZONE: CARD: SEQ# | EMPLOYEE NO

CORRECTIVE ACTION: #3 Eng INB TR Closed IAW 1C-10(KA)A-2-71CL-1 pg 10-4 para B steps 1-15

CORRECTED BY: \\signed\\

INSPECTED BY: \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161029 TO ______ MDS: KC010A SERIAL NUMBER: 83000080 PAGE 20 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16300 5641004	20161027		☐	☐	20161027

WUC/REF DESIGNATOR: 07000 FAULT CODE: STA CODE:

DISCREPANCY: 2 ea warning tags and 5 ea circuit breakers pulled and collared. IAW 1C-10(K)A-2-71CL-1 pg 10-7 step 15 ~~NOTE: Do not operate #3 eng/ flaps/slats/ and/or reset C/B until maint comp~~

ZONE: CARD: ~~Slack HAZ~~ see pg 18 blk 3 pg 19 blk 1,2,3 pg 20 blk 2,3 SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTIVE ACTION: 2 ea warning tags and 5 ea C/B collars Rem and reset IAW 1C-10(K)A-2-71CL-1 pg 10-7 step 15

CORRECTED BY EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16300 5641005	20161027		☐	☐	20161027

WUC/REF DESIGNATOR: 45BCA FAULT CODE: STA CODE:

DISCREPANCY: #3 eng Pneumatic Pressure regulator valve Rem for R2 see pg 18 blk 3 pg 19 blk 1,2,3 pg 20 blk 1,3 ~~NOTE: Do not operate #3 pneu sys Hot HAZ~~

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTIVE ACTION: #3 eng PRV R2 IAW 1C-10(K)A-2-36-12-01 pg 401-406 para A steps 1-9 para B steps 1-17 ops check good

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16300 5641006	20161027		☐	☐	20161027

WUC/REF DESIGNATOR: 07000 FAULT CODE: STA CODE:

DISCREPANCY: 4 ea warning tags and 6 C/B pulled and collared. IAW 1C-10(K)A-2-36-12-01 pg 405 11,13,14,15 ~~NOTE Do not operate #3 eng / pneumatic sys, or reset C/B until maint comp~~ Shock HAZ

ZONE: CARD: see pg 18 blk 3 pg 19 blk 1,2,3 pg 20 blk 1,2 SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTIVE ACTION: 4 ea warning tags Rem and 6 ea C/B collars Rem and reset IAW 1C-10(K)A-2-36-12-01 pg 405 steps 12, 13, 14, 15

CORRECTED BY EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ MDS: KC010A SERIAL NUMBER: 83-0080 PAGE 21 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	46302 0151	20161028				20161028

WUC/REF DESIGNATOR: 0413C
FAULT CODE:
STA CODE:
DISCREPANCY: #1 and #2 eng exhaust and exhaust Reg Bnkr Prior to Flight
CORRECTIVE ACTION: INSP. CIW IAW IS-10MA-2-72-00-00 pg 6043 Fig 6014
ZONE: CARD: SEQ#
DISCOVERED BY (PRINT): EMPLOYEE NO
CORRECTED BY: EMPLOYEE NO
INSPECTED BY: \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	46302 0152	20161028				20161028

WUC/REF DESIGNATOR: 0413C
FAULT CODE:
STA CODE:
DISCREPANCY: #2 Eng Exhaust and exhaust Reg Bnkr Prior to Flight Due to Bad Weather
CORRECTIVE ACTION: INSP CIW IAW IS-10MA-2-72-00-00 pg 6043 Fig 6014
ZONE: CARD: SEQ#
DISCOVERED BY (PRINT): EMPLOYEE NO
CORRECTED BY: EMPLOYEE NO
INSPECTED BY: \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	46302 0153	20161028				20161028

WUC/REF DESIGNATOR: 0H70
FAULT CODE:
STA CODE:
DISCREPANCY: T.O. & Tool Box Inv Req Prior to Flight
CORRECTIVE ACTION: Inventory
ZONE: CARD: SEQ#
DISCOVERED BY (PRINT): EMPLOYEE NO
CORRECTED BY: EMPLOYEE NO
INSPECTED BY: \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO ______ | MDS: KC010A | SERIAL NUMBER: 83-00080 | PAGE 22 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161028		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: ~~Entered in error~~ ~~The press check cbw~~ ~~...~~ [illegible]

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

\\signed\\

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16302 5561	20161028		☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
14FDA			R2 flap/slat pos IND IAW

DISCREPANCY: Flap Position Tapes do not move to selected Flap Position

see pg 22 blk 3 pg 23 blk 1,2,3 pg 24 blk 1

CORRECTIVE ACTION (cont.): 1C-10(K)A-2-27-54-01 pg 201-203 para A steps 1-4 para B steps 1-6 para 3 steps 1-3 ops check good see pg 24 blk 2

ZONE: CARD: | CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) [illegible] | EMPLOYEE NO ~~00004~~ | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16302 5561 001	20161028		☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
14FDA			Flap/Slat POS. IND R2

DISCREPANCY: Flap/slat pos. IND Rem for R2

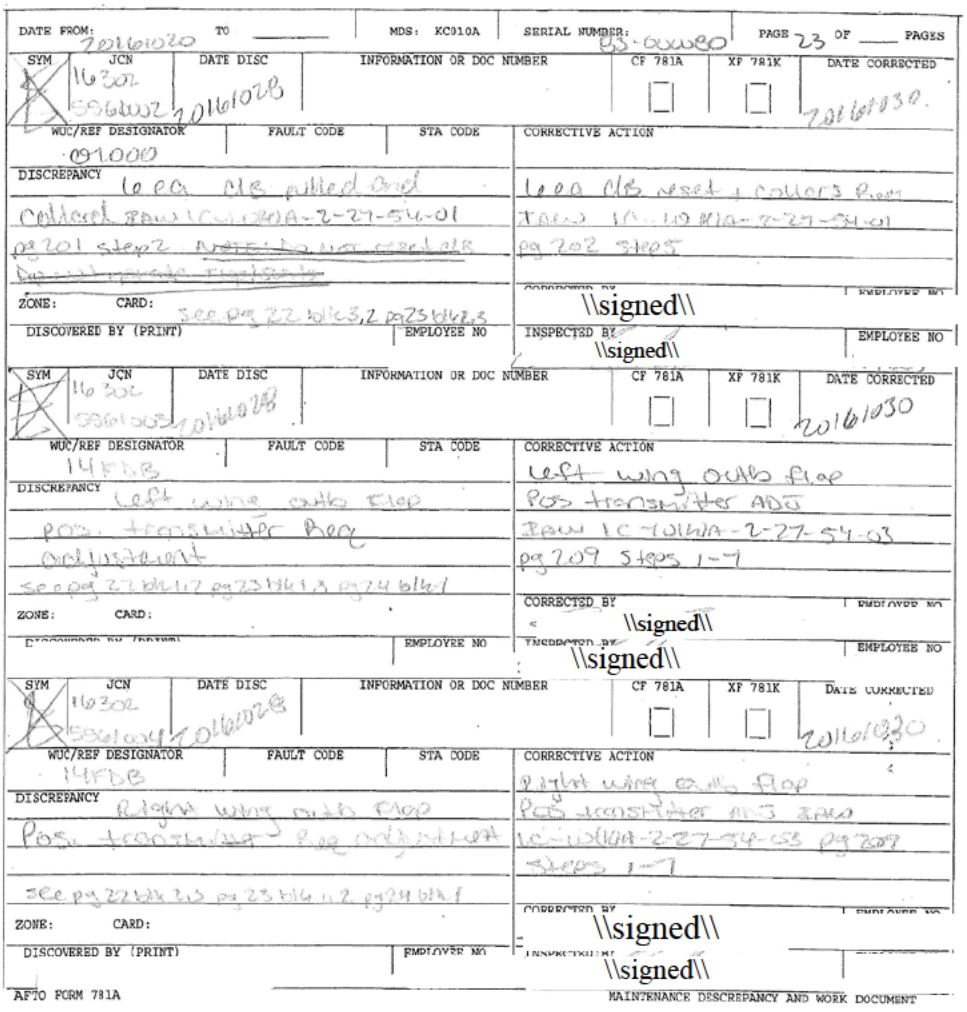
see pg 22 blk 2 pg 23 blk 1,2,3 pg 24 blk

CORRECTIVE ACTION (cont.): IAW 1C-10(K)A-2-27-54-01 pg 201-203 para A steps 1-4 para B steps 1-6 para 3 steps 1-3 ops check good

ZONE: CARD: | CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT



DATE FROM: 20161020 TO _____ MDS: KC010A SERIAL NUMBER: 83-0080 PAGE 23 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16302	20161028				20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
092000			

DISCREPANCY: 1 ea CB pulled and collared Raw IC-10MIA-2-27-54-01 pg 201 step 2 ~~NOTE: Do not reset CB's until~~ ~~[illegible]~~

CORRECTIVE ACTION: 1 ea CB reset & collars Rem Raw IC-10MIA-2-27-54-01 pg 202 steps

ZONE: CARD: See pg 22 blks 3,2 pg 23 blks 2,3

DISCOVERED BY (PRINT) EMPLOYEE NO

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16302	20161028				20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
14FBB			Left wing outb flap

DISCREPANCY: Left wing outb flap pos transmitter Req adjustment see pg 22 blk 12 pg 23 blk 3 pg 24 blk 1

CORRECTIVE ACTION: Pos transmitter ADJ Raw IC-10MIA-2-27-54-03 pg 209 Steps 1-7

ZONE: CARD:

CORRECTED BY \\signed\\ EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16302	20161028				20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
14FBB			Right wing outb flap

DISCREPANCY: Right wing outb flap Pos transmitter Req adjustment

CORRECTIVE ACTION: Pos transmitter ADJ IAW IC-10MIA-2-27-54-03 pg 209 Steps 1-7

See pg 22 blk 3,3 pg 23 blk 1,2 pg 24 blk 1

ZONE: CARD:

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY \\signed\\ EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161028 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0080 | PAGE 24 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
E	16304 53610	20161028				20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Rpl S320L, S320R, 630BL, 630BR

DISCREPANCY: Panel S320L, S320R, 630BL, and 630 BR. Rem to F.O.M. See pg 22 blk 2, 3 pg 23 blk 1, 2, 3

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY: \\signed\\

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
K	16304 53610	20161030	[illegible]			20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
~~14FSA~~ 14FDB			Adjustd right outboard flap position transmitter

DISCREPANCY: Left wing outb flap pos. Tape data and match selected. Detail @ 0 Deg mark and retract pos. Approx 2 Deg ops

ZONE: CARD: See pg 36 blk 2 | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161030				

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: ~~[illegible]~~

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO ______ | MDS: KC010A | SERIAL NUMBER: 8300080 | PAGE 25 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16304 0150	20161020		☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			Insp C/W IAW 1C-10(K)A-2-72-00-00 pg 1043 fig 604

DISCREPANCY: #1 and #2 Eng Inlet and Exhaust Req. Insp prior to flight

ZONE: CARD:

CORRECTED BY: EMPLOYEE NO:

DISCOVERED BY (PRINT): EMPLOYEE NO: | INSPECTED BY: \\signed\\ | EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16304 0151	20161020		☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			Insp C/W IAW 1C-10(K)A-2-72-00-00 pg 1043 fig 604

DISCREPANCY: #2 Eng Inlet and Exhaust Req Insp prior to flight due to Inclement weather

ZONE: CARD:

CORRECTED BY: EMPLOYEE NO:

DISCOVERED BY (PRINT): EMPLOYEE NO: | INSPECTED BY: \\signed\\ | EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16304 0152	20161020		☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			Inventory c/w

DISCREPANCY: T.O. and tool box Inst. Req prior to flight

ZONE: CARD:

CORRECTED BY: EMPLOYEE NO:

DISCOVERED BY (PRINT): EMPLOYEE NO: | INSPECTED BY: \\signed\\ | EMPLOYEE NO:

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161030 TO _____ | MDS: KC10A | SERIAL NUMBER: [illegible] | PAGE 26 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161030				

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: [illegible]

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

\\signed\\

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
S	16303 1256	20161030				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23CCC			

DISCREPANCY: While Attempting to Start Engine #3 Starter button disengaged before reaching 45% N2 rpm.

CORRECTIVE ACTION: Started #3 eng and starter button disengaged 44.7% of N2 with-in limits 44-46% of N2. CADS ops chk good IAW: IC-16(K)A-2-71CL-1 Pg 2-14 Step 3A-

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): FE) | EMPLOYEE NO: 00009 | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
K	16303 1257	20161030				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
52BBB			Associated equipment malfunction. SF JCN 16303 1258 ops chk good

DISCREPANCY: Autopilot #2 disengaged twice in-flight, did not respond to pilot inputs.

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): FE) | EMPLOYEE NO: 00009 | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161026 TO ______ MDS: KC010A SERIAL NUMBER: 83000080 PAGE 27 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16303 1258	20161030		☐	☐	20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
71BBA			Reseated INS Switching Unit O/C/G.

DISCREPANCY

CO-Pilot EHSI did not display True Heading During pilot pre-Flight

see pg 32 it 1,2,+3 + Pg 33 it 1+3 pg 34 it 1.

ZONE: CARD:

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO 00009

INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16303 1259	20161030		☐	☐	2016 10 31

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46GBØ			see pg 34: it 1,2,3, pg 35 it 1,2,3 pg 36: it 1

DISCREPANCY

During boom lowering, the boom flew to 5 degrees w/ no input by the operator. Small corrections were made to align the boom. The boom

CORRECTIVE ACTION

Lowered Boom check visually all flight control surfaces

Dial sensor readouts on stp all within limits

Hook up ARB Tester ran test and sensor read out

Ran Preflight & My Test on boom. Found cannon plugs DRVT & Roll LVDT

on visual inspection Retorq Cannon Plugs DRVT/LVDT

ZONE: CARD:

CORRECTED BY \\signed\\ EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

then flew uncommanded to 32 degrees or greater, Right structural limit broken w/ no command inputs made.

see pg 34 it 2,3 35 it 1,2,3 36 it 1

ZONE: CARD:

CORRECTED BY EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO 00009

INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO ______ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 28 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
[symbol]	16303 1260	20161030		☐	☐	20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
71FBA			Ran FMS system for 2 hrs. Swapped [illegible] at BSIU INS Sw unit, self tested BSIU's and CDU's multiple times. System never dropped NAV solution or blanked out. CND malfunction

DISCREPANCY: During cruise, Pilot lost navigation, CDI and line disappeared, DP/master Disagree annunciation on CDU FMS

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): (FE) | EMPLOYEE NO: 00009 | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
[symbol]	16303 1261	20161030		☐	☐	20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23EXØ			Checked [illegible] power settings and did all 3 eng [illegible] power settings. Knobs where a 1/4 off at [illegible] power settings and full power. CND. IAW 1C-10(K)A-2-70FI-1 70-72-00 pg 104

DISCREPANCY: With throttle levers even @ FL280 N1 readings: Eng 1: 100.3 N1 / Eng 2: 105.9 N1 Eng 3: 102.0 N1. #1 and #3 throttles more than a knob width with N1 settings even.

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT): (FE) | EMPLOYEE NO: 00009 | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161030		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY:

Info Note: Block Not Used

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~31~~ 30 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 29 # OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
----	163050750	2016/10/30	PRELAUNCH INSP	☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03210			INSP. C/W

DISCREPANCY

A2ACC-PARK AND RECEIVE INSPECTION DUE

UPDATED 03 DEC 09

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050751	2016/10/30	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			

DISCREPANCY

A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE

INSPECTION PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
----	163050752	2016/10/30	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/30 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 30 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	163050753	2016/10/30	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR: 04119 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050754	2016/10/30	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR: 01000 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P200

PARA 6A STEP 2 NOTE: DO NOT OPERATE PITOT HEAT

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050790	2016/10/30	MLG TIRE CHANGE	☐	☐	20161030

WUC/REF DESIGNATOR: 13DAA | FAULT CODE | STA CODE | CORRECTIVE ACTION

R2 #7 tire IAW

K-10(K)A-2-32CL-1

Section 2 para 4 & 5

Pgs 2-1 Thru 2-4

DISCREPANCY

A2ACC-# 07 MLG TIRE WORN OUT OF LIMITS

(SEE IPIS PG 01 ITEM 2, PG 31 ITEM 2)

UPDATED 01 DEC 09

SEQ#

CORRECTED BY \\signed\\ | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 31 OF _____ PAGES

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050790-001	2016/10/30	JCN CONTINUATION	☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
01000		

DISCREPANCY

A2ACC-AIRCRAFT ON JACKS FOR TIRE CHANGE

SEE PG 4 BLK 3

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Acft lowered & Strut removed

IAW 1C-10(K)A-2-7CL-1

Para D pg 3-3 steps 9-12

CORRECTED BY \\signed\\ | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050790-002	2016/10/30	JCN CONTINUATION	☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
04199		

DISCREPANCY

A2ACC-IPI REQUIRED ON # 07 TIRE BRAKE SPACER

INSTALLATION IAW 1C-10(K)-2-32-41-01, PAGE 204A,

PARA B, STEP 2C (SEE PG 30 ITEM 3)

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

IPI QW install Brake spacer

IAW 1C-10(K)-2-32-41-1

Para B pg 2-2 step 6

CORRECTED BY | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	163050790-003	2016/10/30	JCN CONTINUATION	☐	☐	20161030

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
04199		

DISCREPANCY

A2ACC-IPI REQUIRED ON # 07 TIRE TANG WASHER

INSTALLATION IAW 1C-10(K)-2-32-41-01, PAGE 206,

PARA B, STEP 9C (SEE PG 30 ITEM 3)

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

IPI QW install tang washer

IAW 1C-10(K)-2-32-41-1

para B pg 2-3 step 12C

CORRECTED BY | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ MDS: KC010A SERIAL NUMBER: 83000080 PAGE 32 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16303 1258 001	20161030				20161031

WUC/REF DESIGNATOR: 71BBD | FAULT CODE: | STA CODE:

DISCREPANCY: Copilots EHSI removed for T/S IAW: 1C-10(V) A-2-34-22-01 pg201 para 3A all steps ~~Note: Do Not Operate Systems System until corr; Struck HAZARD.~~

ZONE: CARD:

DISCOVERED BY (PRINT): See pg 27 #1. EMPLOYEE NO:

CORRECTIVE ACTION: Copilots EHSI reinstalled after T/S IAW: 1C-10(V) A-2-34-22-01 pg 202A para 3B all steps. O/C/G.

CORRECTED BY: \\signed\\ EMPLOYEE NO:

INSPECTED BY: \\signed\\ EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16303 1256 002	20161030				20161031

WUC/REF DESIGNATOR: 07DD0 | FAULT CODE: | STA CODE:

DISCREPANCY: Tea C/B pulled + Collared IAW: 1C-10(V) A-2-34-22-01 pg201 para 3A step 1. ~~Note: Do Not Reset C/B until corr; STRUCK HAZARD.~~

ZONE: CARD:

DISCOVERED BY (PRINT): See pg 27 #1. EMPLOYEE NO:

CORRECTIVE ACTION: Tea C/B reset + Collars removed IAW 1C-10(V) A-2-34-22-01 pg202A para 3B all steps

CORRECTED BY: \\signed\\ EMPLOYEE NO:

INSPECTED BY: \\signed\\ EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16303 1258 003	20161030				20161031

WUC/REF DESIGNATOR: 71BCD | FAULT CODE: | STA CODE:

DISCREPANCY: Copilots EADI removed to FORM: IAW 1C-10(V) A-2-34-23-02 pg 205 para 2A all steps ~~Note: Do Not Operate Sys until corr; STRUCK HAZARD.~~ See pg 27 #1

ZONE: CARD:

DISCOVERED BY (PRINT): EMPLOYEE NO:

CORRECTIVE ACTION: Copilots EADI reinstalled after FORM: IAW: 1C-10(V) A-2-34-23-02 pg 206 para 2B all steps. O/C/G.

CORRECTED BY: \\signed\\ EMPLOYEE NO:

INSPECTED BY: \\signed\\ EMPLOYEE NO:

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO: _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 33 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16303 1258004	20161030		☐	☐	20161031

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE:

DISCREPANCY: 6 ea C/B pulled & collared IAW: 1C-10(K)A-2-34-23-02 pg 201 para 2A. Step 1. ~~Note: Do Not Reset C/B until IOM, STRUCK HAZARD.~~ See pg 2771

CORRECTIVE ACTION: 6 ea C/B reset & collars removed IAW: 1C-10(K) A-2-34-23-02 pg 201 para 3B all steps.

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO: | CORRECTED BY: \\signed\\ | EMPLOYEE NO:

INSPECTED BY: \\signed\\ | EMPLOYEE NO:

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16304 5570	20161030		☑	☐	

WUC/REF DESIGNATOR: 01000 | FAULT CODE: | STA CODE:

DISCREPANCY: Crew Oxygen System requires servicing for pre flight inspection

CORRECTIVE ACTION:

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO: | CORRECTED BY: \\signed\\ | EMPLOYEE NO:

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16303 1258005	20161030		☐	☐	20161031

WUC/REF DESIGNATOR: 71DDE | FAULT CODE: | STA CODE:

DISCREPANCY: INS Switching unit removed for R&R. IAW: 1C-10(K) A-2-34-43-10 pg 201 para 2A all steps. Note: Do Not Operate ~~sys until cont. STRUCK HAZARD.~~ See pg 2771

CORRECTIVE ACTION: INS Switching unit reinstalled IAW: 1C-10(K) A-2-34-43-10 pg 207 para 2B all steps. O/C/G

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO: | CORRECTED BY: \\signed\\ | EMPLOYEE NO:

INSPECTED BY: \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 34 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
K	16303 1258 004	20161030				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			I/a c/b visit & collars removed IAW IC-10(K)A-2-34-43-10 pg 202 para 2B all steps. O/c/g

DISCREPANCY: I/a C/B pulled & Collared IAW IC-10(K) 2-34-43-10 pg 201 para 2H step 1. ~~Note: Do Not Reset C/B with Lock; Shocks HAZARD.~~ See pg 27 it 1.

ZONE: CARD: | DISCOVERED BY (PRINT) | EMPLOYEE NO | CORRECTED BY: \\signed\\ | INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	16303 1259 001	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46712			BCU reinstalled I.A.W. IC-10(K)2a-2-24-72-16 task 2B pg 201-202 steps 1-7

DISCREPANCY: BCU removed to F.O.M.

see pg 27 it 2

ZONE: CARD: | DISCOVERED BY (PRINT) | EMPLOYEE NO | CORRECTED BY \\signed\\ 98495 | INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	16303 1259 002	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Performed sensor tests and full ops ck of flight controls. no defect noted

DISCREPANCY: ARS Tester installed to F.O.M

See pg 27 it 2

I.A.W. IC-10(K)A-2-28-70-01 task 3 all steps pgs 203-204

ZONE: CARD: | DISCOVERED BY (PRINT) | EMPLOYEE NO | CORRECTED BY \\signed\\ | INSPECTED BY \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ | MDS: KC010A | SERIAL NUMBER: 83 00080 | PAGE 35 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	16303 1759 003	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom stowed I.A.W. 1C-10(K)A-2-24CL-1 pg 3-1 — 3-3 task C steps 1-17

DISCREPANCY: Boom lowered to F.O.M.

See pg 27 ;12

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY: \\signed\\ | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	16303 1750 004	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom RH WDT cannon Plug safety wired. MOC good.

DISCREPANCY: Boom RH LWDT cannon Plug lacks safety wire.

see pg 27;12

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY: \\signed\\ | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	16303 1759 006	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			5 ea CB's reset I.A.W. 1C-10(K)A-2-28-70-01 pg 203 step 3.1

DISCREPANCY: 5 ea CB's Pulled and tagged.

I.A.W. 1C-10(K)A-2-28-70-01 step 3.1 pg 203

see pg 27;12

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO: _____ | MDS: KC010A | SERIAL NUMBER: 830080 | PAGE 36 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	16323 1751 000	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
D1000			Petal door keepers removed I&W. IC-10(K)A-2-28-70-01 task 6 step u pg 214

DISCREPANCY: Aft petal door keepers installed to FOM.

see pg 27:12

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY: \\signed\\ | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16 304 5310 001	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
14FDB			Adjusted & tightened right outboard flap position transmitter IAW IC-10(K)A-2-27-54-03 pg 202 para 3B steps 1,2,4,6,9-19 OPS CHK good

DISCREPANCY: Right outboard flap position transmitter loosened for adjustment

See pg 24 bl K2

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY: \\signed\\ | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16 305 7600	20161031				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			#1 and #3 engines Inlet and Exhaust insp C/W @ 0230 Local N/D/N IAW IC-10(K)A-2-7/CL-1 Pg 2-1 para A steps

DISCREPANCY: #1 and #3 engines require Inlet and Exhaust inspect prior to engine run

ZONE: CARD:

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY: \\signed\\ | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO 20161031 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 37 OF 37 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16305 7601	20161031		☐	☐	20161031

WUC/REF DESIGNATOR: 0413C | FAULT CODE | STA CODE

DISCREPANCY: #1 and #3 Engine Inlet and Exhaust required post engine run

CORRECTIVE ACTION: #1&#3 POST ENGINE RUN INSPS C/W WSD C/W BY J.GUITRON 47651 law 1C-10(K)A-2-716L-1 Pg2-1 para A Step 5

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY \\signed\\ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161031		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE

DISCREPANCY: INFO NOTE: BLOCK NOT USED

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161031		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE

DISCREPANCY: INFO NOTE: BLOCK NOT USED

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO 20161031 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 4 PAGES

A. AEROSPACE INSPECTION STATUS | E. ENGINE STATUS

NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO.				PSN	ENG SER NO	ENG CHANGE DUE TIME	
TYPE	COMPL	NEXT DUE					
A-CHECK	2013/09/13	*ERROR 9188	NEXT A-CHECK #00	2	528365		
C-CHECK	2016/10/20	2017/04/27	NEXT C-CHECK #02 NEXT SCHD C-CHECK 2017/04/27	3	530336		
PDM	2015/04/03	2017/04/28	NEXT PDM #02 NEXT SCHD PDM 2017/04/28	4			

BPO Due 3 Nov 2016 (± 1 Day)

C. CALENDAR AND HOURLY INSPECTION SCHEDULE — PAGE 2 OF 4 PAGES

INSPECTION		FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASH-DROGUE HOSE INSP	(ITR DROG)	0 WEEKS	DUE 2017/01/09			
NDIS -HORZ STAB INSP	(ITR HORZ)	90 DAYS	DUE 2017/01/04			
NDIS -SPAR CAP INSP	(ITR SPAR)	90 DAYS	DUE 2017/01/04			
A2ASC-60 DAYMODE IV CHECK	(ITRMD4)	60 DAYS	DUE 2016/12/18			
SCHED-60 DAY DOC REVIEW	(ITR01C)	60 DAYS	DUE 2016/12/13			
A2ASP-CORE VIBE RE-INSP	(ITR13A01)	0 CYCLES	DUE IN 325 CYCLES			
A2ASP-CORE VIBE RE-INSP	(ITR13A02)	0 CYCLES	DUE IN 325 CYCLES			
A2ASP-CORE VIBE RE-INSP	(ITR13A03)	0 CYCLES	DUE IN 325 CYCLES			
A2ASP-#1 BOWING RE-INSPECT	(ITR13B01)	0 WEEKS	DUE 2017/04/24			
DEPOT-RH WING DAMAGE	(ITR80A)	24 MONTHS	DUE 2017/08/31			
NDIS -FUEL COMP PROBE #8	(ITR80B)	1000 HOURS	DUE IN 991 HRS @ 30457			
A2ACC-WGT AND BALANCE	(I1101WGT)	36 MONTHS	DUE 2018/06/12			
A2ACC-28 DAY DROGUE CHECK	(I1912805)	28 DAYS	DUE 2016/11/16			
A2ASP-FAN LUBE #1 ENG	(I23 #101)	0 CYCLES	DUE IN 454 CYCLES			
A2ASP-FAN LUBE #2 ENG	(I23 #202)	0 CYCLES	DUE IN 454 CYCLES			
A2ASP-FAN LUBE,#3 ENG	(I23 #303)	0 CYCLES	DUE IN 458 CYCLES			
DEPOT-CARGO DOOR HINGE	(I831)	15000 LANDS	OVERDUE BY 401 LANDS JCN:162561695			
A2ASP-L/H WING ENG TCI	(R2301A01)	0 CYCLES	DUE IN 2385 CYCLES			
A2ASP-TAIL #2 ENG TCI	(R2301B02)	0 CYCLES	DUE IN 2672 CYCLES			
A2ASP-R/H WING ENG TCI	(R2301C03)	0 CYCLES	DUE IN 3674 CYCLES			
A2ASP-APU DUE TIME CHANGE	(R2401A01)	0 CYCLES	DUE IN 8958 CYCLES			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#1)	3 YEARS	DUE 2018/12/31			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#2)	3 YEARS	DUE 2018/12/30			
A2ASE-GOX CYL HYDR-STAT CK	(R47OXY#3)	3 YEARS	DUE 2018/08/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A01)	20 YEARS	DUE 2025/08/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A02)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A04)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A06)	20 YEARS	DUE 2036/09/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A07)	20 YEARS	DUE 2036/09/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A3A)	20 YEARS	DUE 2036/03/31			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A3B)	20 YEARS	DUE 2025/06/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A5A)	20 YEARS	DUE 2020/06/30			
A2ASE-R2 CHEM O2 GENERATOR	(R4723A5B)	20 YEARS	DUE 2029/01/31			
A2ASE-FIRE EXT BOTTLE	(R4921B11)	60 MONTHS	DUE 2019/04/30			
A2ASE-FIRE EXT BOTTLE	(R4921B12)	60 MONTHS	DUE 2019/12/31			
A2ASE-FIRE EXT BOTTLE	(R4921B21)	60 MONTHS	DUE 2017/07/31			
A2ASE-FIRE EXT BOTTLE	(R4921B22)	60 MONTHS	DUE 2020/08/31			
A2ASE-FIRE EXT BOTTLE	(R4921B31)	60 MONTHS	DUE 2019/10/31			
A2ASE-FIRE EXT BOTTLE	(R4921B32)	60 MONTHS	DUE 2019/12/31			
A2ASC-ELT BATTERY (DOM)	(R6620A01)	5 YEARS	DUE 2018/08/31			
A2ASC-ELT BATTERY (DOM)	(R6620A02)	5 YEARS	DUE 2017/07/31			

PAGE 3 OF 4 PAGES			
INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE / NEXT DUE / NEXT DUE
A2ASC-PORTABLE ELT BATTERY(R6620B)	5 YEARS	DUE 2018/03/31	
A2ASC-UNDERWATER BEAC BATT(R7234ALT)	6 YEARS	DUE 2019/05/31	
A2ASC-UNDERWATER BEAC BATT(R7234ART)	6 YEARS	DUE 2019/07/31	
A2ACC-DOOR SLIDE/RAFT (R9125ALT)	3 YEARS	DUE 2022/09/01	
A2ACC-DOOR SLIDE/RAFT (R9125ART)	3 YEARS	DUE 2022/09/01	
A2ASE-DROGUE GUILL CART (R97DG1LT)	30 MONTHS	DUE 2018/03/08	
A2ASE-DROGUE GUILL CART (R97DG1RT)	30 MONTHS	DUE 2018/03/08	
A2ASE-SQUIB CART(DOI/DOM) (R9718A1A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A1B)	120 MTH INSTAL	DUE 2019/08/31 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A2A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A2B)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A2C)	120 MTH INSTAL	DUE 2017/06/30 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A2D)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A3A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM	
A2ASE-SQUIB CART(DOI/DOM) (R9718A3B)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM	
ISO2 -A-CHECK (SIS01A)	0 WEEKS	DUE 2017/04/27	
DEPOT-C-CHECK (SPD01C)	0 WEEKS	DUE 2017/04/28	

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO 20161031 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF 4 PAGES

D. DELAYED DISCREPANCIES, URGENT ACTION, AND OUTSTANDING ROUTINE TCTO'S

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
	150571256	A2ASE-ARO FLOOR LIGHT RHEOSTAT INOP	J001CA50579003 BQ 1 B/O	44FA0	
	152049667	DEPOT-FUEL-TANK INSPEC&REPLACE WIRE SHIELDI CW TCTO 1C-10(K)A-1285 WB/NA P		0112282 2019/11/01	
	152785610	DEPOT-CENTER GEAR EMER RELEASE LEVER REQ SHOT P EN. CARRY FWD TO NEXT ARM REMOVAL AWT NEXT C-CH CK	-	13CH0	
	161329625	DEPOT-INST LAV OVERSERVICE S/O VALVE CW TCTO 1C-10(K)A-1298 W-B APPL P		0101529 2020/02/06	
	161751362	A2ASE-#1 INS FLOW OFF LT ILLUM INS/ISS WARN CB &C NOTE: DO NOT RESET CB SYS DEACTIVATED FOR FL GHT	J001CA62779004 BQ 1 B/O	41AEM	
	161921450	A2ASE-FWD ALT ISO VALVE WILL NOT OPEN (POWER AT PIN B &C WITH SWITCH IN CLOSED POSITION)	J001CA62809014 BQ 1 B/O	46B26	
	162211442	A2ACC-FWD RT WING FORMATION LIGHT B/O	J001CA62829009 BQ 1 B/O	44DKB	
	162561695	DEPOT-UPPER CARGO DOOR HINGE PIN & LOBE HOLES *INITIAL INSP @ 15000 LANDS AND EVERY 7500 LANDS THEREAFTER IAW 1C-10(K)A-	C/F TO C-CK	11CDS	
	162729872	DEPOT-FUEL SYSTEM CHANGE FUEL PUMP CONTRO; CW TCTO 1C-10(K)A-1299 W-B APPL P		0101771 2020/07/03	
	162749905	DEPOT-ENG FUEL SUPPLY REPLACE PUMP RELAYS CW TCTO 1C-10(K)A-1300 W-B APPL P		0101772 2020/07/03	
	162749932	DEPOT-FUEL-ENGINE FUEL SUPPLY-REPLACE FUEL PUM CW TCTO 1C-10(K)A-1302 WB/NA P		0101938 2020/07/03	
	16291A057	A2ACC-1ST OBSERVER AUDIO SELECTOR PNL COVER BRO EN AND REMOVED	J001CA62929023 BQ 1 B/O	11MA0	
	16291A059	A2ACC-RIGHT MLG VIEWING WINDOW COVERS HAVE BROK N PRONG REQ R2	J001CA62929022 BQ 0 B/O J001CA62929043 BQ 0 B/O J001CA62939009 BQ 1 B/O	12EA0	
	16292A012	A2ASE-1 EA BROKEN SOCKET ON FWD ACFT RIGHT CARG LIGHT	J001CA62949000 BQ 1 B/O	44CAA	
	~~16295[illegible]~~	~~Depot - 3 nutplates req. replacement on RT runway turnoff light fillet panel next C Check~~		11JKQ	466689
	16304[illegible]330	2EA Broken nutplates on #3 ENG Inboard sailboat PNL.		11EAH	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER \\signed\\

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~31~~ 20 TO 20161031 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 1 PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE ~~AND OIL ADDED (HALF PINTS, PINTS, QUARTS)~~

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # / OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29466.9	9343			24968.0	14080.0		26002.9	13279.0		25695.3	12436.0		.5	0.0	15401	5794
2016/10/23	1.1	1			1.1	1.0		1.1	1.0		1.1	1.0		0.0	0.0	1	1
TOTAL	29468.0	9344			24969.1	14081.0		26004.0	13280.0		25696.4	12437.0		1.6	0.0	15402	5795
2016/10/23	4.3	1			4.3	1.0		4.3	1.0		4.3	1.0		0.0	0.0	1	1
TOTAL	29472.3	9345			24973.4	14082.0		26008.3	13281.0		25700.7	12438.0		5.9	0.0	15403	5796
2016/10/30	5.9	1			5.9	1.0		5.9	1.0		5.9	1.0		0.0	0.0	1	1
TOTAL	29478.2	9346			24979.3	14083.0		26014.2	13282.0		25706.6	12439.0			0.0	15404	5797
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD	29478.2	9346			24979.3	14083.0		26014.2	13282.0		25706.6	12439.0		0.0	0.0	15404	5797

AFTO FORM 781J

AEROSPACE VEHICLE - ENGINE FLIGHT

G081D7046-1 TCTO STATUS REPORT FOR AIRCRAFT: 83000080 CURRENT AS OF 0635 PACIFIC 20/OCT/16 PAGE 1

NOTE: THE FOLLOWING CODES ARE USED IN THIS LISTING: C/W = TCTO HAS BEEN COMPLIED WITH. (STAT-CD = 01, 02, 03)
" " = TCTO NOT AGAINST ENG.
NCW = TCTO HAS NOT BEEN COMPLIED WITH. (STAT-CD = 06-18, 20, 21)
N/R = TCTO HAS NOT BEEN RELEASED BY THE DEPOT FOR INSL ON THE A/C. (ST-CD = 19)
N/A TCTO S ARE NOT APPLICABLE. (STAT-CD = 04, 05, 22)
E = AFTER THE AIRCRAFT STATUS CODE INDICATES EXPIRED A/C TCTO.
E = AFTER THE ENGINE 4 STATUS CODE INDICATES EXPIRED ENG TCTO.
A = AFTER THE ENG SER NUM MEANS 3000 TO 5000 HOUR ENGINE.
C = AFTER THE ENG SER NUM MEANS 5000 HOUR UNLIMITED MODULAR ENG.

AIRCRAFT TCTO NUMBER	TCTO DATACD	AIRCRAFT TCTO NOMENCLATURE	GR DATE	STATUS CODE	EX 7IM	ENGINE TCTO NUMBER	TCTO DATACD	ENGINE TCTO NOMENCLATURE	ENG 1 7740	ENG 2 8365	ENG 3	ENG 4 0336
1C-10(K)A-1285	0112282	FUEL-TANK INSPEC&REPLACE	19305	NCW		999						
1C-10(K)A-1298	0101529	INST LAV OVERSERVICE S/O	20037	NCW		146						
1C-10(K)A-1299	0101771	FUEL SYSTEM CHANGE FUEL	20185	NCW		146						
1C-10(K)A-1300	0101772	ENG FUEL SUPPLY REPLACE	20185	NCW		146						
1C-10(K)A-1302	0101938	FUEL-ENGINE FUEL SUPPLY-	20185	NCW		999						
1KC-10A-001	Y141001	INSPECTION OF THE FLAP H		N/A		030						
1C-10(K)A-1268	0112389	TCTO 1C-10(K)A-1268: INS		C/W		999						
1C-10(K)A-1267	0196993	TCTO 1C-10(K)A-1267: INS		C/W		999						
1C-10(K)A-1294	0112307	MOD REMOVE HYDR AIR ELIM		C/W		999						
KC-10 LOTI	L060601	LOTI FOR INSPECTION OF B		C/W		180						
KC-10 LOTI	L060602	LOTI OF KC-10A AUXILIARY		C/W		010						
1C-10(K)A-1301	0101792	INSPECTION/SOFTWARE UPDA		C/W		120						
1C-10(K)A-1292	0112304	REPLACE APU DOOR ACTUATI		C/W		999						
1C-10(K)A-1297	0112311	OPEN&PERMANENT COLLAR PO		C/W		999						
1C-10(K)A-1296	0112310	STABILIZERS-HORIZ STAB/C		C/W		999						
1C-10(K)A-1277	0112411	INSTALLATION OF WASTE WA		C/W		999						
1C-10(K)A-1291	0112303	TCTO1C-10(K)A-1291COM,NA		C/W		999						

***** END OF LIST *****

PCN:67089-04 DATE: 2016/10/20 MDS: C010A PAGE 1 OF 1 PAGES

PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES MMN/FC	A T	HOW MAL	W D	DATE DISCOVERED	DATE COMPLETED	JCN	DISCREPANCY
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
AIRCRAFT: 83000080							
23JC0	R	070	D	2016/10/12	2016/10/12	162861256	A2ASP-#3 T/R WOULD NOT STOW
		SYMBOL: /		MAN NUM: 71057			**CORRECTIVE ACTION: R2'D PNEUMATIC LIMIT SW AND FLE** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
44AE0	X	812	D	2016/10/12	2016/10/12	162861258	A2ASG-MASTER CAUTION ON DURING T/O ROLL @ 80KTS. NO ASSOCIATED LIGHTS TO GO WITH
		SYMBOL: /		MAN NUM: 47511			**CORRECTIVE ACTION: ASSOCIATED EQUIPMENT MALFUNCTIO** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
46GAN	R	135	D	2016/10/12	2016/10/14	162861259	HYDR -BOOM WAS ABOUT 4-5 DEG TO THE LEFT AND ROLL GAUGE WAS SHOWING 11-12 DEG TO THE RIGHT WHEN LOWERED
		SYMBOL: /		MAN NUM: 67210			**CORRECTIVE ACTION: BOOM GIMBAL R2 OPS CHECK GOOD ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
46GB0	K	127	D	2016/10/11	2016/10/11	162851256	HYDR -BOOM ROLL GAUGE SHOWS 8 DEGREES RIGHT WHEN BOOM IS CENTERED AT 0 DEGREES
		SYMBOL: /		MAN NUM: 47564			**CORRECTIVE ACTION: ADJUSTED DRVT. OPS CHECK GOOD ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
51FB0	R	644	D	2016/10/12	2016/10/12	162861257	A2ASG-GPWS WINDSHEAR FAIL LIGHT ON
		SYMBOL: /		MAN NUM: 47511			**CORRECTIVE ACTION: EGPWS COMPUTER REMOVED FOR R2 ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
52DE0	L	127	D	2016/10/11	2016/10/11	162851257	A2ASE-AUTO SPOILER DO NOT USE LIGHT ILLUMINATED WHILE SPOILERS WERE DISARMED
		SYMBOL: /		MAN NUM: 87638			**CORRECTIVE ACTION: RESET SYSTEM, OCG ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
52EA0	X	644	D	2016/10/12	2016/10/12	162861260	A2ASG-AUTO THROTTLE #1 ALPHA SPEED 12KTS OFF FROM ATS #2
		SYMBOL: /		MAN NUM: 47511			**CORRECTIVE ACTION: RESET LAU FAULT INDICATOR ** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
65B00	R	254	D	2016/10/02	2016/10/07	162771256	A2ASC-DURING TAKEOFF TCAS SHOWED STBY ON BOTH VVI'S. CONTROLLER TOLD US OUR MODE C WAS NOT ABLE TO BE SEEN. AT ABOUT 10K FEET IT BEGAN TO WORK PROPERLY.
		SYMBOL: /		MAN NUM: 90193			**CORRECTIVE ACTION: ASSOCIATED EQUIP MALFUNCTION SE** ACT BASE: XDAT
							AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES
71BCD	L	957	D	2016/10/11	2016/10/11	162851258	A2ASC-EADI PITCH DEGREE SCALE GOES AWAY DURING POWER SWAPS
		SYMBOL: /		MAN NUM: 74501			**CORRECTIVE ACTION: RESET SYS LOGIC O/C/G ** ACT BASE: XDAT

Month: October

Aircraft: 660 AMXS

Fuel Drain Log

Aircraft: 083

Check the leak sense drains and junction box drain every 24hrs. Document the following information: Date, Time, and Quantity of fuel from each location listed below. All fuel drained in the last 24 hrs will be calculated. If calculations exceeds allowable limits, report discrepancy for maintenance. Crewchiefs will review the drain leak limit criteria to determine if fuel drained is out of limits IAW 1C-10KQA-2-28-25-00, page 38. Documentation necessary only when fuel is present in fuel drain.

KC-10A Drain Log

Limits: Leak sense-120cc/24hrs Shroud-120cc/24hrs J-Box-30cc/24hrs A/R Pumps-4 drops/5min Static-4 drops/1min operating

!!!Cavity drains-no allowable leakage!!!

DATE	TIME	Leak Sense STA: 595	J-Box STA: 1067	A/R Pump STA: 1067	Leak Sense STA: 1059	Shroud STA: 1370	A/R Pump STA: 1375L	A/R Pump STA: 1375R	A/R Pump STA: 1714	J-Box STA: 1761	Leak Sense STA: 1770	Leak Sense STA: 1835	Cavity Drains-Log STA: #	Tota +-	NAME	Mau #
2016001	08:00															
2	11:50	0	0	0	0	0	0	0	0	0	0	0	0	0		
3	02:55	0	0	0	0	0	0	0	0	0	0	0	0	0		
4	01:50	0	0	0	0	0	0	0	0	0	0	0	0	0		
5	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
6	07:40	0	0	0	0	0	0	0	0	0	0	0	0	0		
7	05:55	0	0	0	0	0	0	0	0	0	0	0	0	0		
8	01:08	0	0	0	0	0	0	0	0	0	0	0	0	0		
9																
10	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	00:05	0	0	0	0	0	0	0	0	0	0	0	0	0		
12	07:05	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
14	05:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
15	22:40	0	0	0	0	0	0	0	0	0	0	0	0	0		
16	07:55	0	0	0	0	0	0	0	0	0	0	0	0	0		
17	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
18	00:10	0	0	0	0	0	0	0	0	0	0	0	0	0		
19	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
20	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
21	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
22	04:40	0	0	0	0	0	0	0	0	0	0	0	0	0		
23	00:05	0	0	0	0	0	0	0	0	0	0	0	0	0		
24	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
25																
26	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
27																
28																
29																
30																
31	01:20	0	0	0	0	0	0	0	0	0	0	0	0	0		

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  1
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
161295643      XDAT/16129/0851     XDAT/16291/1802 QE720  F                 /
SMCO -1 EA SCREW HAS BROKEN SCREW HEAD INBD #3 END V PANEL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  H 11EAJ       G  070                     01        2      1.0
CA: NO BROKEN SCREW HEAD DISCOVERED ON INBD # 3 END V PANEL
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
161821350      XDAT/16181/1606     XDAT/16292/0126 QE720  F               -   /
SMCO -#3 ENG I/B SAIL BOAT PNL HAS 1 EA BAD NUTPLATE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  H 11EA5       G  070                     01        2      2.6
CA: REMOVED AND REPLACED AS REQ'D
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162301628      XDAT/16230/1257     XDAT/16292/0835 QH1AM  F      65794       -

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  2
********************************************************************************

A2ACC-REPLACE DOOR SLIDE/RAFT IAW                    APPROPIATE T.O.
                              GIVE SER.# AND DOI TO P&S                      LO
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ACC 16292  S 91AAQ       R  804                     01        1       .8
CA: R2 SLIDE RAFT
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162381240      PTFL/16238/1116     XDAT/16291/1757 QE720  J               -   /
SMCO -1 EA BROKEN NUT PLATE FWRD ACCESSORY COMPT PANEL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  H 11DEJ       G  070                     01        2      1.0
CA: NO BROKEN NUTPLATE DISCOVERED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162591694      XDAT/16259/1539     XDAT/16292/0836 QH1AM  F      65794       -
A2ACC-REPLACE DOOR SLIDE/RAFT IAW                    APPROPIATE T.O.
                              GIVE SER.# AND DOI TO P&S                      LO

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  3
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ACC 16292  S 91AAQ       R  804                     01        1       .8
CA: R2 SLIDE RAFT
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162775414      XDAT/16277/1721     XDAT/16292/0838 QH1AM  F                 /
A2ACC-#3 FWD FAN COWL ROD BROKEN
```

```
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ACC 16292  S 23HCB       R  070                      01        1       .8
CA: FAN COWL ROD R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162825403      XDAT/16281/2341     XDAT/16293/0631 QH1AE  F              999 /
A2ASE-RIGHT RUNWAY TURN OFF LIGHT HAS BROKEN TERMANAL.

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  4
********************************************************************************

   A2ASE 16292  B 44DC0       G  070                      01        2      1.0
CA: TERMINAL POST INSTALLED

   A2ASE 16292  B 44DCA       G  070                      01        2      1.0
CA: TERMINAL POST INSTALLED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162825403 001  XDAT/16281/1628     XDAT/16293/0059 QE241  F      47274   CD  X
ISO2 -RH FILLET PNL REM TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293  E 11JK0       X  799                      01        1       .1
CA: DUPLICATE DISCREPANCY SEE JCN 16293A003
TO REF: 00-20-01
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162875405      XDAT/16287/2012     XDAT/16292/1616 QE241  F      47249       X
ISO2 -ARO DOOR LOWERED FOR WASH RACK


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  5
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11DK0       X  799                      01        3      3.0
CA: DOOR RAISED
TO REF: 2-52
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162875405 001  XDAT/16287/2013     XDAT/16292/1611 QE241  F      47249       X
ISO2 -2 EA CB COLLARS AND 2 EA WT INSTALLED

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16288W209      XDAT/16288/0551     XDAT/16293/0545 QH1AF  Q      47357       -
A2AFM-AIRCRAFT POST WASH CLEANLINESS INSPECTION DUE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  6
********************************************************************************

   A2AFM 16293    02000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162881650      XDAT/16288/0839     XDAT/16293/0545 QH1AF         47357       -
A2AFM-60 DAY MODE IV CHECK REQUIRED PER AFI 21-101 PARA. 14.37

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2AFM 16293  S 04MD4                                  01        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162881651      XDAT/16288/0839     XDAT/16291/0241 QH1AP  Q      37080       -
A2ASP-BORESCOPE INSPECT AT NEXT LTR CK                #1 ENG LOCKING BLADE DIST
ORTION. CONTACT             NGTS ENG FSR PRIOR TO INSPECTION & FURTHER DETA LO
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  S 23001       X  799                    01        2      2.0
CA: N0 1 ENGINE LOCKING BLADE DISTORTION INSP C/W NDN
TO REF: 72-31-00

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  7
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162881652      XDAT/16288/0839     XDAT/16293/0546 QH1AF  Q      47357       -
A2AFM-C/W PREPARATION OF CONTACT TANKER (CENTERLINE DROGUE) CHECKLIST THROUGH S
TEP 10 ACCOMPLISH POST A/R   (CENTERLINE DROGUE) CHECKLIST IN ITS ENTIRETY   LO
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2AFM 16293  S 46H00       X  799                    01        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162881653      XDAT/16288/0847     XDAT/16291/0328 QE241  Q      47274       -
ISO2 -DROGUE HOSE INSPECTION IAW T.O. 1C-10(K)A-6WC-5-1
                            ---------------------------------------         LO
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  S 46HAB       X  799                    01        2       .6
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  8
********************************************************************************

162885500      XDAT/16288/1347     XDAT/16293/0601 QE241  F      47274       /
ISO2 -OMNI ROLLERS REMOVED FOR WASH

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293    02100                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

```
16290A001      XDAT/16290/0656     XDAT/16294/0516 QE241  3      47274   DC  X
ISO2 -PERFORM 1A INSPECTION IAW 1C-10(K)A-6WC-2       SUPERVISOR ENSURE ALL ASS
OCIATED JCN'S ARE CLOSED     PRIOR TO CLOSING OF PRIME JOB
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16294  E 03724                                   01        0       .0
CA: INSPS C/W
TO REF: -6WC-2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A002      XDAT/16290/0656     XDAT/16291/0014 QH1AG  3      47499   01  -
A2ASG-C/W ALTITUDE ALERT WARNING SYSTEM FUNCTIONAL    CHECK IAW 1C-10(K)A-6WC-2

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG  9
********************************************************************************

  CARD 101A-001
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16291  E 03724                                   00        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A003      XDAT/16290/0656     XDAT/16291/2322 QH1AP  3      64210   02  -
A2ASP-C/W #1 ENG CSD CHARGE AND SCAVENGE FILTER       DIFFERENTIAL INSPECTION I
AW 1C-10(K)A-6WC-2  CARD     101A-002
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                   00        1       .3
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A004      XDAT/16290/0656     XDAT/16291/1600 QH1AP  3      74307   02  -
A2ASP-C/W #2 ENG CSD CHARGE AND SCAVENGE FILTER       DIFFERENTIAL INSPECTION I
AW 1C-10(K)A-6WC-2  CARD     101A-002
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 10
********************************************************************************


   A2ASP 16291  E 03724                                   00        3       .6
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A005      XDAT/16290/0656     XDAT/16291/2322 QH1AP  3      64210   02  -
A2ASP-C/W #3 ENG CSD CHARGE AND SCAVENGE FILTER       DIFFERENTIAL INSPECTION I
AW 1C-10(K)A-6WC-2  CARD     101A-002
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                   00        1      1.3
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A006      XDAT/16290/0656     XDAT/16291/0014 QH1AG  3      47499   03  /
A2ASG-C/W PITOT STATIC DRAIN IAW 1C-10(K)A-6WC-2      CARD 101A-003

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16291  E 03724                                   00        2       .2
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 11
********************************************************************************

CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A007      XDAT/16290/0656     XDAT/16291/1213 QE241  3      80350   01  /
ISO2 -C/W CABIN EMERGENCY EQUIPMENT FUNCTIONAL CHECK  IAW 1C-10(K)A-6WC-2  CARD
 101A-004
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.8
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A008      XDAT/16290/0656     XDAT/16291/1214 QE241  3      80350   01  /
ISO2 -C/W CABIN FIRE PROTECTION EQUIPMENT INSPECTION  IAW 1C-10(K)A-6WC-2  CARD
 101A-005
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      2.0
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 12
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A009      XDAT/16290/0656     XDAT/16291/1227 QE810  3      47564   02  -
HYDR -C/W AUXILIARY PUMPS INSPECTION IAW              1C-10(K)A-6WC-2  CARD 101
A-007
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16291  E 03724                                  00        5      1.0
CA: INSPECTION C/W NO DEFECTS FOUND
TO REF: 1C-10(K)A-6WC-2  CARD 101A-007
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A010      XDAT/16290/0656     XDAT/16291/2323 QH1AP  3      64210   02  -
A2ASP-C/W #1 ENGINE MASTER CHIP DETECTOR INSPECTION   IAW 1C-10(K)A-6WC-2  CARD
 101A-008
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .3
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 13
********************************************************************************

16290A011      XDAT/16290/0656     XDAT/16291/1605 QH1AP  3      18004   02  -
A2ASP-C/W #2 ENGINE MASTER CHIP DETECTOR INSPECTION   IAW 1C-10(K)A-6WC-2  CARD
 101A-008
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        3       .6
CA: INSPECTION C/W NDN
--------------------------------------------------------------------------------
```

```
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A012      XDAT/16290/0656     XDAT/16291/2324 QH1AP  3      64210   02  -
A2ASP-C/W #3 ENGINE MASTER CHIP DETECTOR INSPECTION   IAW 1C-10(K)A-6WC-2  CARD
 101A-008B
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .3
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A013      XDAT/16290/0656     XDAT/16292/1107 QE241  3      91070   03  /
ISO2 -C/W HYDRAULIC RESERVOIRS, ACCUMULATORS AND      HYDRAULIC FILTERS DELTA-P

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 14
********************************************************************************

 INDICATORS IAW             1C-10(K)A-6WC-2 CARD 101A-009
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 03724                                  00        2      2.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A014      XDAT/16290/0656     XDAT/16291/0020 QH1AG  3      47499   01  /
A2ASG-C/W TAKE-OFF WARNING SYSTEM FUNCTIONAL CHECK IAW1C-10(K)A-6WC-2 CARD 101A
-011
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16291  E 03724                                  00        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A016      XDAT/16290/0656     XDAT/16291/0654 QE241  3      73898   01  /
ISO2 -C/W POSITION LIGHTS AND ANTI-COLLISION LIGHTS   FUNCTIONAL CHECK IAW 1C-1
0(K)A-6WC-2  CARD            101A-016
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 15
********************************************************************************


   ISO2  16291  E 03724                                  00        1       .9
CA: CHECK C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A017      XDAT/16290/0656     XDAT/16291/1215 QE241  3      80350   02  -
ISO2 -C/W FLIGHT COMPARTMENT AND CABIN OXYGEN EQUIPMT INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-017
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724              80350    MAT0GV2    00        2      2.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A018      XDAT/16290/0656     XDAT/16291/1107 QH1AP  3      74307   02  -
A2ASP-C/W AUXILIARY POWER UNIT (APU) MASTER CHIP ON   DETECTOR, FUEL FILTER DEL
TA - P INDICATOR AND INLET   SCREEN INSPECTION IAW 1C-10(K)A-6WC-2CARD101A-019
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .6
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 16
********************************************************************************

CA: APU VHIP DETECTER INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A019      XDAT/16290/0656     XDAT/16291/1650 QE241  3      80350   02  -
ISO2 -C/W CARGODOOR PRESSURE SEAL INSPECTION          IAW 1C-10(K)A-6WC-2  CARD
 101A-021
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      2.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A020      XDAT/16290/0656     XDAT/16291/1217 QE241  3      80350   03  /
ISO2 -C/W FORWARD UPPER CARGO DOOR HYDRAULIC RESERVOIRIAW 1C-10(K)A-6WC-2  CARD
 101A-022
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      2.0
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 17
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A021      XDAT/16290/0656     XDAT/16291/1218 QE241  3      80350   02  -
ISO2 -C/W CABIN DOOR EMERGENCY OPERATING EQUIPMENT    IAW 1C-10(K)A-6WC-2  CARD
 101A-023
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A022      XDAT/16290/0656     XDAT/16291/1219 QE241  3      80350   02  -
ISO2 -C/W LAVATORY WAST COMPARTMENT DOORS, SEALS, AND LATCHES INSP
                          IAW 1C-10(K)A-6WC-2  CARD 101A-028
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A023      XDAT/16290/0656     XDAT/16291/2326 QH1AP  3      64210   03  -

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 18
********************************************************************************

A2ASP-C/W NO 1 ENGINE STARTER OIL SERVICING IAW       IAW 1C-10(K)A-6WC-2  CARD
 101A-058
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

```
16290A024      XDAT/16290/0656     XDAT/16291/1602 QH1AP  3      18004   03  /
A2ASP-C/W NO 2 ENGINE STARTER OIL SERVICING IAW       IAW 1C-10(K)A-6WC-2  CARD
 101A-058
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        3       3.0
CA: #2 ENG STARTER OIL SERVICING C/W

   A2ASP 16291  E 03724                                  00        3       1.5
CA: #2 ENG STARTER OIL SERVICING C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 19
********************************************************************************

16290A025      XDAT/16290/0656     XDAT/16291/2326 QH1AP  3      64210   03  -
A2ASP-C/W NO 3 ENGINE STARTER OIL SERVICING IAW       IAW 1C-10(K)A-6WC-2  CARD
 101A-058
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A026      XDAT/16290/0656     XDAT/16293/0547 QH1AF  3      47357   01  /
A2AFM-C/W FILL VALVE CONTROLLERS FUNCTIONAL CHECK IAW IAW 1C-10(K)A-6WC-2  CARD
 101A-066
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2AFM 16293  E 03724                                  00        1       .1
CA: INSP C/W ON REFUEL PRIOR TO A CHECK
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A027      XDAT/16290/0656     XDAT/16291/0643 QE241  3      65817   02  -
ISO2 -C/W MANIFOLD DRAIN/FILL VALVE CONTROLLERS       INSPECTION IAW 1C-10(K)A-

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 20
********************************************************************************

6WC-2  CARD 101A-067
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2       1.4
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A028      XDAT/16290/0656     XDAT/16291/1237 QE710  3      69485   02  -
NDIS -AIR REFUELING BOOM UPPER RUDDER ACCOMPLISH NDI CRACK INSP
                          IAW 1C-10(K)A-6WC-2  CARD 101A-069 1D1
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   NDIS  16291  S 03724                                  00        2       4.0
CA: NDI C/W NO DEFECTS NOTED
TO REF: 1C-10(K)A-6WC-2 CARD 101A-069
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A029      XDAT/16290/0656     XDAT/16291/1548 QE241  3      89353   02  -
ISO2 -C/W AERIAL REFUELING BOOM COMPONENTS INSPECTION IAW 1C-10(K)A-6WC-2  CARD
 101A-069
```

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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 21
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        1       .3
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A030      XDAT/16290/0656     XDAT/16291/1442 QE241  3      86518   03  /
ISO2 -C/W AERIAL REFUELING BOOM AND CENTERLINE DROGUE IAW 1C-10(K)-6WC-2  CARD
101A-076
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  H 03724                                  00        2       .8
CA: BOOM LUBE INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A031      XDAT/16290/0656     XDAT/16291/1549 QE241  3      80350   02  -
ISO2 -C/W FUEL GROUNDING RECEPTACLES INSPECTION IAW   IAW 1C-10(K)A-6WC-2  CARD
 101A-080
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 22
********************************************************************************

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A032      XDAT/16290/0656     XDAT/16291/0329 QE241  3      47274   02  -
ISO2 -C/W HOSE & DROGUE INSPECTION IAW 1C-10(K)A-6WC-2 CARD 101A-081

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724               47274    MAT0JDW    00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A033      XDAT/16290/0656     XDAT/16291/1552 QE241  3      89353   01  /
ISO2 -C/W AERIAL REFUELING BOOM NOZZLE ASSEMBLY       FUNCTIONAL CHECK IAW 1C-1
0(K)A-6WC-2  CARD            101A-086
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        1       .8
CA: INSP C/W

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 23
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A034      XDAT/16290/0656     XDAT/16291/1651 QE241  3      86518   01  /
ISO2 -AUXILIARY RESERVOIR LOW LEVEL INDICATION SWITCH FUNCTIONAL CHECK REQUIRED
                           IAW: 1C-10(K)-6WC-2 CARD 101A-107
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        4      2.0
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CA: INSP C/W

   ISO2  16291  E 03724                                        00        4      2.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A035      XDAT/16290/0656     XDAT/16292/0336 QE241  3      47274   02  -
ISO2 -C/W LIFE VEST CERTIFICATION INSPECTION IAW      1C-10(K)A-6WC-2  CARD 101
A-108
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 03724                                        00        1       .1

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 24
********************************************************************************

CA: DUPLICATE DISCREPANCY SEE JCN 16292A007
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A037      XDAT/16290/0656     XDAT/16291/0055 QH1AE  3      78405   01  /
A2ASE-C/W NO 1 ENGINE FAN AIR VALVE C/W FUNCTIONAL    CHECK IAW 1C-10(K)A-6WC-2
  CARD 101A-110
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                        00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A038      XDAT/16290/0656     XDAT/16291/2329 QH1AP  3      64210   02  -
A2ASP-C/W NO. 1 ENGINE STAGE 8 AND 14 BLEED MANIFOLD  INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-111
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                        00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 25
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A039      XDAT/16290/0656     XDAT/16291/1558 QH1AP  3      74307   02  -
A2ASP-C/W NO. 2 ENGINE STAGE 8 AND 14 BLEED MANIFOLD  INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-112
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                        00        2       .4
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A040      XDAT/16290/0656     XDAT/16291/2330 QH1AP  3      64210   02  -
A2ASP-C/W NO. 3 ENGINE STAGE 8 AND 14 BLEED MANIFOLD  INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-112
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                        00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A041      XDAT/16290/0656     XDAT/16291/2331 QH1AP  3      64210   02  -
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 26
********************************************************************************

A2ASP-C/W NO. 1 ENGINE LEFT AND RIGHT FAN REVERSER    HALVES FOR CORROSION DI A
ND DELMANINATION INSPECTION  IAW 1C-10(K)A-6WC-2  CARD 101A-116
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A042      XDAT/16290/0656     XDAT/16291/1607 QH1AP  3      18004   02  -
A2ASP-C/W NO. 2 ENGINE LEFT AND RIGHT FAN REVERSER    HALVES FOR CORROSION DI A
ND DELMANINATION INSPECTION  IAW 1C-10(K)A-6WC-2  CARD 101A-117
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        3       .9
CA: INSPECTION C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A043      XDAT/16290/0656     XDAT/16291/2331 QH1AP  3      64210   02  -
A2ASP-C/W NO. 3 ENGINE LEFT AND RIGHT FAN REVERSER    HALVES FOR CORROSION DI A
ND DELMANINATION INSPECTION  IAW 1C-10(K)A-6WC-2  CARD 101A-118

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 27
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A044      XDAT/16290/0656     XDAT/16293/1247 QE241  3      47249   01  /
ISO2 -C/W FUEL MANIFOLD FORWARD SCAVENGE VALVE        FUNCTIONAL CHECK IAW 1C-1
0(K)A-6WC-2  CARD           101A-120
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293  E 03724                                  00        1       .3
CA: INSP C/W
TO REF: -6WC-2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A045      XDAT/16290/0656     XDAT/16291/1228 QE810  3      47564   02  -
HYDR -C/W BOOM HOIST HOUSING, BOLTS AND COVER         INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-200
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 28
********************************************************************************


   HYDR  16291  E 03724                                  00        6      1.2
CA: INSPECTION C/W NO DEFECTS NOTED
TO REF: 1C-10(K)A-6WC-2  CARD 101A-200
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A046      XDAT/16290/0656     XDAT/16291/1109 QH1AP  3      74307   02  -
A2ASP-C/W APU STARTER INSPECTION IAW 1C-10(K)A-6WC-2   CARD 101A-202
```

```
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                   00        2       .6
CA: APU STARTER INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A047      XDAT/16290/0656     XDAT/16291/0130 QH1AP  3      64210   03  -
A2ASP-C/W NO. 1 ENGINE FAN THRUST REVERSER PNEUM ATIC DRIVE MOTOR SERVICING IAW
 1C-10(K)A-6WC-2  CARD       101A-207
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 29
********************************************************************************

   A2ASP 16291  E 03724                                   00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A048      XDAT/16290/0656     XDAT/16291/1609 QH1AP  3      18004   03  /
A2ASP-C/W NO. 2 ENGINE FAN THRUST REVERSER PNEUM ATIC DRIVE MOTOR SERVICING IAW
 1C-10(K)A-6WC-2  CARD       101A-208
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724               18004    MAT0JM5    00        3      1.5
CA: NO. 2 ENG FAN T/R PDM SERVICING C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A049      XDAT/16290/0656     XDAT/16291/0131 QH1AP  3      64210   03  -
A2ASP-C/W NO. 3 ENGINE FAN THRUST REVERSER PNEUM ATIC DRIVE MOTOR SERVICING IAW
 1C-10(K)A-6WC-2  CARD       101A-209
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                   00        1       .1
CA: INSP C/W

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 30
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A050      XDAT/16290/0656     XDAT/16291/0330 QE241  3      47274   01  /
ISO2 -C/W DROGUE POSITION SWITCH CHECK IAW            1C-10(K)A-6WC-2  CARD 101
A-214
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                   00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A053      XDAT/16290/0656     XDAT/16291/1550 QE241  3      89353   02  -
ISO2 -C/W AERIAL REFUELING BOOM (ARB) LEFT AND RIGHT  SIDE AND LOWER PETAL DOOR
S INSPECTION IAW             1C-10(K)A-6WC-2  CARD 101A-218
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                   00        1       .5
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 31
********************************************************************************

16290A054      XDAT/16290/0656     XDAT/16291/1220 QE241  3      80350   02  -
ISO2 -C/W RIGHT FORWARD LAVATORY INSPECTION IAW NT    1C-10(K)A-6WC-2  CARD 101
A-219
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2       1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A055      XDAT/16290/0656     XDAT/16291/1206 QH1AP  3      74307   03  /
A2ASP-C/W APU OIL FILTER ELEMENT - CHECK/SERVICE IAW  1C-10(K)A-6WC-2  CARD 101
A-223
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .6
CA: APU OIL FILTER INSP C/W

   A2ASP 16291  E 03724                                  00        2       .4
CA: APU OIL FILTER INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 32
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A056      XDAT/16290/0656     XDAT/16291/1434 QE241  3      86518   02  -
ISO2 -C/W TAILCONE LOWER ACCESS DOOR ASSEMBLY         INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-224
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  H 03724              86518    MAT0JGB    00        1       .3
CA: WC 101A-224 INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A057      XDAT/16290/0656     XDAT/16292/0645 QH1AE  3              03  /
A2ASE-C/W NO. 1 ENGINE FAN AIR VALVE AND COWL         ANTI-ICE SHUTOFF VALVE CH
ECK IAW 1C-10(K)A-6WC-2      CARD 101A-225
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16292  E 41ED0       X  799                     01        4       4.0
CA: CHK GOOD
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A058      XDAT/16290/0656     XDAT/16291/0104 QH1AE  3              03  /

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 33
********************************************************************************

A2ASE-C/W NO. 3 ENGINE FAN AIR VALVE AND COWL         ANTI-ICE SHUTOFF VALVE CH
ECK IAW 1C-10(K)A-6WC-2      CARD 101A-225
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 41ED0       X  799                     01        2       1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

```
16290A059      XDAT/16290/0656     XDAT/16292/0133 QH1AE  3              01  /
A2ASE-C/W NO 3 ENGINE FAN AIR VALVE C/W FUNCTIONAL    CHECK IAW 1C-10(K)A-6WC-2
  CARD 101A-226
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16292  E 45EDE       X  799                      00        2       .6
CA: INSP C/W

   A2ASE 16292  E 45EDE       X  799                      01        2       .6
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 34
********************************************************************************

16290A060      XDAT/16290/0656     XDAT/16291/0456 QE241  3      47274   02  -
ISO2 -POSITION LIGHT LENSE INSP IAW 1C-10(K)A-6WC-2    CARD 101A-227

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        1       .3
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A061      XDAT/16290/0656     XDAT/16291/0219 QE241  3      47274   02  -
ISO2 -SMOKE GOOGLES INSP IAW 1C-10(K)A-6WC-2           CARD 101A-228

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A062      XDAT/16290/0656     XDAT/16293/1917 QH1AG  3              01  /
A2ASG-C/W OPERATIONAL CHECK SECT IAW 1C-10(K)A-6WC-2  CARD 101A-231

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 35
********************************************************************************


*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16293  B 23LD0       X  799                      01        3      3.0
CA: C/W OPERATIONAL CHECK.
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A063      XDAT/16290/0656     XDAT/16291/0021 QH1AG  3              01  /
A2ASG-C/W OPERATIONAL CHECK SECT IAW 1C-10(K)A-6WC-2  CARD 101A-231

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16291  E 23LD0       X  799                      01        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A064      XDAT/16290/0656     XDAT/16291/0023 QH1AG  3              01  /
A2ASG-C/W OPERATIONAL CHECK SECTION                    CARD 101A-231

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 36
********************************************************************************


   A2ASG 16291  E 23LD0       X  799                     01        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A065      XDAT/16290/0656     XDAT/16291/2333 QH1AP  3      64210   03  -
A2ASP-C/W NO. 1 ENGINE AC GENERATOR SERVICING IAW     1C-10(K)A-6WC-2  CARD 101
A-233
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                 00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A066      XDAT/16290/0656     XDAT/16291/1550 QH1AP  3              03  /
A2ASP-C/W NO. 2 ENGINE AC GENERATOR SERVICING IAW     1C-10(K)A-6WC-2  CARD 101
A-233
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 42BAB       X  799                     01        3      1.5

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 37
********************************************************************************

CA: #2 ENG AC GENERATOR SERVICING C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A067      XDAT/16290/0656     XDAT/16291/2338 QH1AP  3      64210   03  -
A2ASP-C/W NO. 3 ENGINE AC GENERATOR SERVICING IAW     1C-10(K)A-6WC-2  CARD 101
A-233
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                 00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A068      XDAT/16290/0656     XDAT/16291/1208 QH1AP  3              03  /
A2ASP-C/W APU AC GENERATOR SERVICING IAW              1C-10(K)A-6WC-2  CARD 101
A-233
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 42BAD       X  799                     01        2       .4
CA: SERVCING C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 38
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A069      XDAT/16290/0656     XDAT/16291/1222 QE241  3              01  /
ISO2 -C/W ADJUST/TEST WINDSHIELD WIPER SYSTEM         FUNCTIONAL CHECK IAW 1C-1
0(K)A-6WC-2  CARD101A-237
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 41ER0       X  799                     01        2      1.0
CA: INSP C/W
```

```
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A070      XDAT/16290/0656     XDAT/16291/1510 RE240  3              03  /
ISO1 -C/W AIRCRAFT BATTERIES - DEEP DISCHARGE CHECK IA1C-10(K)A-6WC-2  CARD 101
A-240
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO1  16291  E 42CEB       X  799                     01        1       .5
CA: DEEP DISCHARGE CHECK C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A071      XDAT/16290/0656     XDAT/16291/1508 RE240  3      51190   01  X

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 39
********************************************************************************

ISO1 -IPI REQUIRED FOR ACFT NICAD BATTERY DEEP DISCHARCHECK IAW 1C-10(K)A-6WC-2
 , CARD 101A-240 1C-10(K)A-2-24 CH 24-34-01 PG 212 PARA B STEP 5
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO1  16291  S 04199                                 01        1       .5
CA:  IPI REQUIRED FOR ACFT NICAD BATTERY DEEP DISCHARCHECK
TO REF: 24 CH 24-34-01 PG 212 PARA B S
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A072      XDAT/16290/0656     XDAT/16292/0247 QH1AP  3      37080   02  -
A2ASP-C/W NO. 1 ENGINE BORESCOPE INSPECTION IAW       1C-10(K)A-6WC-2  CARD 101
A-241
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                 00        2      4.0
CA: NO 1 ENGINE BORESCOPE C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A073      XDAT/16290/0656     XDAT/16291/1557 QH1AP  3      74307   02  -
A2ASP-C/W NO. 2 ENGINE BORESCOPE INSPECTION IAW       1C-10(K)A-6WC-2  CARD 101

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 40
********************************************************************************

A-242
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                 00        3       .6
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A074      XDAT/16290/0656     XDAT/16291/0322 QH1AP  3      71057   02  -
A2ASP-C/W NO. 3 ENGINE BORESCOPE INSPECTION IAW       1C-10(K)A-6WC-2  CARD 101
A-243
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                 00        2      2.0
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A075      XDAT/16290/0656     XDAT/16292/0135 QH1AE  3              03  /
A2ASE-C/W EMERGENCY LIGHTS BATTERY PACKS CAPACITANCE  CHECK IAW 1C-10(K)A-6WC-2
  CARD 101A-245
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 41
********************************************************************************

   A2ASE 16292  E 44EAA       X  799                      01        2       .6
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A075 001  XDAT/16291/1532     XDAT/16291/2247 QH1AE  3      60557   E   X
A2ASE-FWD/MID/AFT BATTERY POWER SUPPLIES REM FOR REPLACEMENT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 44EAA       R  804                      01        4      4.0
CA: R2 POWER SUPPLIES
TO REF: 33-00-00
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A076      XDAT/16290/0656     XDAT/16291/2243 QH1AE  3              03  /
A2ASE-C/W NO. 2 ENGINE COWL ANTI-ICE SHUTOFF VALVE    FILTER CHECK IAW 1C-10(K)
A-6WC-2  CARD 101A-249
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 42
********************************************************************************

   A2ASE 16291  E 41ED0       X  799                      00        2      4.0
CA: FILTER CHECK C/W
TO REF: 2-6WC

   A2ASE 16291  E 41EDA       X  799                      01        2      1.0
CA: FILTER CHECK C/W
TO REF: 2-6WC
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A076 001  XDAT/16291/1718     XDAT/16291/2241 QH1AE  3      60557   E   X
A2ASE-2 EA C/B PULLED AND COLLARED TO A-CHECK FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 41ED0       S  800                      01        4      2.0
CA: RESET 2 EA C/BS
TO REF: 30-00-00
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A077      XDAT/16290/0656     XDAT/16291/0020 QH1AG  3      47499   02  -

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 43
********************************************************************************

A2ASG-C/W PITOT TUBES INSPECTION IAW 1C-10(K)A-6WC-2   CARD 101A-250

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16291  E 03724                                   00        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

```
16290A081      XDAT/16290/0656     XDAT/16291/1223 QE241  3      80350   02  -
ISO2 -C/W DETAILED INSPECTION/CREW SEAT BELTS IAW     1C-10(K)A-6WC-2  CARD 101
A-264
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                   00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A082      XDAT/16290/0656     XDAT/16291/1951 QE241  3      90031   02  -
ISO2 -C/W AERIAL REFUELING BOOM TELESCOPIC TUBE AND   DRIVE MECHANISM INSPECTIO
N IAW 1C-10(K)A-6WC-2        CARD 101A-265

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 44
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                   00        2      1.8
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A083      XDAT/16290/0656     XDAT/16291/0108 QH1AE  3      78405   02  -
A2ASE-C/W NO. 3 ENGINE INLET COWL ANTI-ICE INSPECTION IAW 1C-10(K)A-6WC-2  CARD
 101A-267
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                   00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A084      XDAT/16290/0656     XDAT/16292/0644 QH1AE  3      60557   02  -
A2ASE-C/W NO. 1 ENGINE INLET COWL ANTI-ICE INSPECTION IAW 1C-10(K)A-6WC-2  CARD
 101A-268
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 45
********************************************************************************

   A2ASE 16292  E 03724                                   00        4      3.2
CA: INSPECTION GOOD
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A085      XDAT/16290/0656     XDAT/16291/0945 QH1AP  3      74307   02  -
A2ASP-C/W NO. 2 ENGINE INLET DUCT INSPECTION IAW      1C-10(K)A-6WC-2  CARD 101
A-269
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                   00        1       .2
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A086      XDAT/16290/0656     XDAT/16291/0643 QH1AE  3              01  /
A2ASE-C/W DECAY CHECK NO. 1 ENGINE PNEUMATIC SENSE LINLEAK CHECK IAW 1C-10(K)A-
6WC-2  CARD 101A-270
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 45EAB       X  799                      01        4      1.2
CA: DECAY CHK GOOD
```

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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 46
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A087      XDAT/16290/0656     XDAT/16291/0110 QH1AE  3              01  /
A2ASE-C/W DECAY CHECK NO. 3 ENGINE PNEUMATIC SENSE LINLEAK CHECK IAW 1C-10(K)A-
6WC-2  CARD 101A-270
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 45EAC       X  799                     01        2       .6
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A088      XDAT/16290/0656     XDAT/16291/0642 QH1AE  3      60557   02  -
A2ASE-C/W #1 ENG CONNECTORS ON HIGH PRESSURE BLEED VLVFAN AIR VLV, AND PRESSURE
 REGULATOR VLV AND           ASSOCIATED WIRING INSP IAW1C-10(KOA-6WC-2 CARD 101
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                  00        4      2.0
CA: INSPECTION GOOD
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 47
********************************************************************************

16290A089      XDAT/16290/0656     XDAT/16291/0121 QH1AE  3      78405   02  -
A2ASE-C/W #3 ENG CONNECTORS ON HIGH PRESSURE BLEED VLVFAN AIR VLV, AND PRESSURE
 REGULATOR VLV AND           ASSOCIATED WIRING INSP IAW1C-10(KOA-6WC-2 CARD 101
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                  00        2       .6
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A090      XDAT/16290/0656     XDAT/16291/1815 QH1AE  3      98825   02  -
A2ASE-C/W WIRING IN FORWARD AVIONICS COMPARTMENT      INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-275
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                  00        2      2.0
CA: INSP C/W
TO REF: 2-6WC
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A091      XDAT/16290/0656     XDAT/16291/1817 QH1AE  3      98825   02  -

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 48
********************************************************************************

A2ASE-C/W WIRING IN CENTER FORWARD LOWER AREA         COMPARTMENT INSPECTION IA
W 1C-10(K)A-6WC-2  CARD      101A-276
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                  00        2      1.8
CA: INSP C/W
TO REF: 2-6WC
--------------------------------------------------------------------------------
```

```
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A093      XDAT/16290/0656     XDAT/16291/1224 QE241  3      80350   02  -
ISO2 -C/W NOSE GEAR STEERING CYLINDER INSPECTION IAW  1C-10(K)A-6WC-2  CARD 101
A-278
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A096      XDAT/16290/0656     XDAT/16291/0241 QE720  3      51944   02  -
SMCO -C/W ADF SENSE ANTENNA PANEL INSPECTION IAW      1C-10(K)A-6WC-2  CARD 101

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 49
********************************************************************************

A-281
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  S 03724                                  00        2      1.8
CA: INSPECTION C/W NO DEFECTS
TO REF: 1C-10(K)A-6WC-2  CARD 101A-281
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A097      XDAT/16290/0656     XDAT/16291/0025 QH1AG  3              03  /
A2ASG-C/W LOAD EGPWS PROCESSOR WITH UPDATED TERRAIN   DATABASE IAW 1C-10(K)A-6W
C-2  CARD 101A-282
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16291  E 51FA0       L  944                    01        2       .2
CA: SOFTWARE UPDATED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A098      XDAT/16290/0656     XDAT/16291/0946 QH1AP  3      74307   02  -
A2ASP-C/W NO 1 ENGINE 1ST STAGE FAN STATOR BOOSTER LV BUSHING INSPECTION IAW 1C
-10(K)A-6WC-2  CARD          101A-283

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 50
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .4
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A099      XDAT/16290/0656     XDAT/16291/0947 QH1AP  3      74307   02  -
A2ASP-C/W NO 2 ENGINE 1ST STAGE FAN STATOR BOOSTER LV BUSHING INSPECTION IAW 1C
-10(K)A-6WC-2  CARD          101A-283
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .4
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A100      XDAT/16290/0656     XDAT/16291/0948 QH1AP  3      74307   02  -
A2ASP-C/W NO 3 ENGINE 1ST STAGE FAN STATOR BOOSTER LV BUSHING INSPECTION IAW 1C
-10(K)A-6WC-2  CARD          101A-283
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 51
********************************************************************************

   A2ASP 16291  E 03724                                    00        2       .4
CA: INSP C/W NDN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A101      XDAT/16290/0656     XDAT/16291/0232 QH1AN  3              01  /
A2ASC-C/W PORTABLE EMERGENCY LOCATOR TRANSMITTER (ELT)FUNCTIONAL CHECK IAW 1C-1
0(K)A-6WC-2  CARD 101A-284
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASC 16291  E 66CAA       X  799                      01        1       .7
CA: PORTABLE ELT FUNCTIONAL CHECK C/W O/C/G
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A102      XDAT/16290/0656     XDAT/16291/0233 QH1AN  3      67753   02  -
A2ASC-C/W PORTABLE EMERGENCY LOCATOR TRANSMITTER (ELT)INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 101A-285
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASC 16291  E 03724                                    00        1      1.0
CA: PORTABLE ELT INSPECTION C/W NO DEFECTS NOTED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 52
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A104      XDAT/16290/0656     XDAT/16291/1225 QE241  3      80350   02  -
ISO2 -C/W LOWER FUSELAGE ZONAL INSPECTION IAW         1C-10(K)A-6WC-2  CARD 101
A-500
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A105      XDAT/16290/0656     XDAT/16291/1226 QE241  3      80350   02  -
ISO2 -C/W NOSE LANDING GEAR ZONAL INSPECTION IAW      1C-10(K)A-6WC-2  CARD 101
A-501
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 53
********************************************************************************

16290A106      XDAT/16290/0656     XDAT/16291/1635 QE241  3      91070   02  -
ISO2 -C/W MAIN LANDING GEAR ZONAL INSPECTION IAW      1C-10(K)A-6WC-2  CARD 101
A-503
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        2      2.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
```

```
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A107      XDAT/16290/0656     XDAT/16291/1226 QE241  3      80350   02  -
ISO2 -C/W CENTER LANDING GEAR ZONAL INSPECTION IAW    1C-10(K)A-6WC-2  CARD 101
A-504
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A108      XDAT/16290/0656     XDAT/16291/1549 QE241  3      80350   02  -
ISO2 -C/W UPPER FUSELAGE & UARSSI - ZONAL INSPECTION  IAW 1C-10(K)A-6WC-2  CARD

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 54
********************************************************************************

 101A-506
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A109      XDAT/16290/0656     XDAT/16291/1227 QE241  3      80350   02  -
ISO2 -C/W FLIGHT DECK AREA - ZONAL INSPECTION IAW     1C-10(K)A-6WC-2  CARD 101
A-507
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A110      XDAT/16290/0656     XDAT/16291/1228 QE241  3      80350   02  -
ISO2 -C/W FORWARD, CENTER, AND AFT CABIN/CARGO AREA - ZONAL INSPECTION IAW 1C-1
0(K)A-6WC-2  CARD 101A-508
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 55
********************************************************************************


   ISO2  16291  E 03724                                  00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A111      XDAT/16290/0656     XDAT/16291/1440 QE241  3      86518   02  -
ISO2 -C/W AFT FUSELAGE AND EMPENNAGE - ZONAL INSPECTIOIAW 1C-10(K)A-6WC-2  CARD
 101A-509
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  H 03724                                  00        2      1.0
CA: ZONAL INSPECTION C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A112      XDAT/16290/0656     XDAT/16291/0636 QE241  3      65817   02  -
ISO2 -C/W WING ENGINES AND PYLONS INSPECTION IAW      1C-10(K)A-6WC-2  CARD 101
A-510
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2      1.6
```

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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 56
********************************************************************************

CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A113      XDAT/16290/0656     XDAT/16291/1130 QE710  3      49329   02  -
NDIS -PERFORM EDDIE CURRENT INSPECTION ON #1 PYLON    IAW 1C-10(K)A-6WC-2  CARD
 101A-510 (3-4)
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   NDIS  16291  S 03724                                  00        3      2.4
CA: NDI CW NO CRACKS NOTED
TO REF: 1C-10(K)A-36
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A114      XDAT/16290/0656     XDAT/16291/1132 QE710  3      49329   02  -
NDIS -PERFORM EDDIE CURRENT INSPECTION ON #3 PYLON    IAW 1C-10(K)A-6WC-2  CARD
 101A-510 (3-4)
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   NDIS  16291  S 03724                                  00        3      2.1
CA: NDI CW NO CRACKS NOTED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 57
********************************************************************************

TO REF: 1C-10(K)A-36
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A115      XDAT/16290/0656     XDAT/16291/0132 QH1AP  3      64210   02  -
A2ASP-C/W #1 ENGINE AND PYLON INSPECTION IAW          1C-10(K)A-6WC-2  CARD 101
A-511
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A116      XDAT/16290/0656     XDAT/16291/1557 QH1AP  3      74307   02  -
A2ASP-C/W #2 ENGINE AND PYLON INSPECTION IAW          1C-10(K)A-6WC-2  CARD 101
A-512
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        3       .6
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 58
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A117      XDAT/16290/0656     XDAT/16291/0133 QH1AP  3      64210   02  -
A2ASP-C/W #3 ENGINE AND PYLON INSPECTION IAW          1C-10(K)A-6WC-2  CARD 101
A-513
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        1       .1
CA: INSP C/W
```

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--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A118      XDAT/16290/0656     XDAT/16291/0638 QE241  3      65817   02  -
ISO2 -C/W LEFT WING ZONAL INSPECTION IAW              1C-10(K)A-6WC-2  CARD 101
A-518
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2       1.8
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A119      XDAT/16290/0656     XDAT/16291/0639 QE241  3      65817   02  -

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 59
********************************************************************************

ISO2 -C/W RIGHT WING ZONAL INSPECTION IAW              1C-10(K)A-6WC-2  CARD 101
A-518
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2       1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A120      XDAT/16290/0656     XDAT/16291/0640 QE241  3      65817   02  -
ISO2 -C/W LEFT WING - EXTERNAL INSPECTION IAW          1C-10(K)A-6WC-2  CARD 101
A-519
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2        .6
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A121      XDAT/16290/0656     XDAT/16291/0641 QE241  3      65817   02  -
ISO2 -C/W RIGHT WING - EXTERNAL INSPECTION IAW         1C-10(K)A-6WC-2  CARD 101
A-519

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 60
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2       1.4
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A122      XDAT/16290/0656     XDAT/16291/1636 QE241  3      91070   02  -
ISO2 -C/W LANDING GEAR AND DOORS ZONAL INSPECTION IAW 1C-10(K)A-6WC-2  CARD 101
A-520
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                  00        2       2.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A123      XDAT/16290/0656     XDAT/16291/1111 QH1AP  3      74307   02  -
A2ASP-C/W APU COMPARTMENT - INTERNAL - ZONAL INSPECTION IAW 1C-10(K)A-6WC-2  CA
RD 101A-521
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 61
********************************************************************************

   A2ASP 16291  E 03724                                    00        2       .6
CA: APU COMP ZONAL INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A124      XDAT/16290/0656     XDAT/16291/1553 QE241  3      89353   02  -
ISO2 -C/W ARO TUNNEL AREA - EXTERNAL - ZONAL INSPECTIOIAW 1C-10(K)A-6WC-2  CARD
 101A-523
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        1      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A125      XDAT/16290/0656     XDAT/16291/0641 QH1AE  3      60557   02  -
A2ASE-C/W NO. 1 ENGINE PNEUMATIC PRESSURE REGULATOR   VALVE SENSE LINES INSPECT
ION IAW 1C-10(K)A-6WC-2      CARD 101A-525
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                    00        4      2.0
CA: INSPECTION GOOD

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 62
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A126      XDAT/16290/0656     XDAT/16291/0125 QH1AE  3      78405   02  -
A2ASE-C/W NO. 3 ENGINE PNEUMATIC PRESSURE REGULATOR   VALVE SENSE LINES INSPECT
ION IAW 1C-10(K)A-6WC-2      CARD 101A-525
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                    00        2       .8
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A127      XDAT/16290/0656     XDAT/16292/0132 QH1AE  3      78405   02  -
A2ASE-C/W INSPECT NO. 3 ENGINE HIGH PRESSURE BLEED R  VALVE SENSE LINES INSPECT
ION IAW 1C-10(K)A-6WC-2      CARD 101A-526
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16292  E 03724                                    00        2       .6
CA: INSP C/W

   A2ASE 16292  E 03724                                    00        2       .6

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 63
********************************************************************************

CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A128      XDAT/16290/0656     XDAT/16291/0102 QH1AE  3      78405   02  -
A2ASE-C/W INSPECT NO. 1 ENGINE HIGH PRESSURE BLEED R  VALVE SENSE LINES INSPECT
ION IAW 1C-10(K)A-6WC-2      CARD 101A-526
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
   A2ASE 16291  E 03724                                    00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A129      XDAT/16290/0656     XDAT/16291/1229 QE241  3      80350   02  -
ISO2 -C/W UPPER CABIN CARGO VENT DOOR INSPECTION IAW  1C-10(K)A-6WC-2  CARD 101
A-527
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 64
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A130      XDAT/16290/0656     XDAT/16291/0244 QE720  3      51944   02  -
SMCO -C/W UPPER CABIN CARGO VENT DOOR TAP INSPECTION  IAW 1C-10(K)A-6WC-2  CARD
 101A-527
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  S 03724                                    00        2      1.0
CA: INSPECTION C/W NO DEFECTS NOTED
TO REF: 1C-10(K)A-6WC-2  CARD 101A-527

   SMCO  16291  S 03724                                    00        2       .4
CA: INSPECTION C/W NO DEFECTS NOTED
TO REF: 1C-10(K)A-6WC-2  CARD 101A-527
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A131      XDAT/16290/0656     XDAT/16291/1952 QE241  3      90031   02  -
ISO2 -C/W FORMATION LIGHT INSPECTION                 IAW 1C-10(K)A-6WC-2  CARD
 101A-528
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 65
********************************************************************************

   ISO2  16291  E 03724                                    00        2      1.8
CA: INSP C/W, 1 EA B/O ALREADY WRITEN UP UNDER A2ACC
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A132      XDAT/16290/0656     XDAT/16292/0713 QH1AE  3      60557   02  -
A2ASE-C/W NO 1 ENGINE FIRE LOOP CONNECTOR INSPECTION  IAW 1C-10(K)A-6WC-2  CARD
 101A-529
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16292  E 03724                                    00        4      4.0
CA: INSPECTION C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A133      XDAT/16290/0656     XDAT/16291/1816 QH1AE  3      98825   02  -
A2ASE-C/W NO 2 ENGINE FIRE LOOP CONNECTOR INSPECTION  IAW 1C-10(K)A-6WC-2  CARD
 101A-529
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                    00        2      1.8
CA: INSP C/W
```

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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 66
********************************************************************************

TO REF: 2-6WC
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A134      XDAT/16290/0656     XDAT/16291/2238 QH1AE  3      60557   02  -
A2ASE-C/W NO 3 ENGINE FIRE LOOP CONNECTOR INSPECTION  IAW 1C-10(K)A-6WC-2  CARD
 101A-529
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                  00        4       4.0
CA: INSPECTION GOOD
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A135      XDAT/16290/0656     XDAT/16291/0138 QH1AE  3      78405   02  -
A2ASE-C/W APU FIRE LOOP CONNECTOR INSPECTION          IAW 1C-10(K)A-6WC-2  CARD
 101A-529
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 03724                                  00        1       .3
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 67
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A136      XDAT/16290/0656     XDAT/16293/0600 QE241  3      47274   DC  -
ISO2 -ENSURE BASIC POST FLIGHT INSPECTION IS          ACCOMPLISHED DURING THE A
-CHECK INSP                 IAW: 1C-10(K)A-6WC-1 ALL CARDS
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293    01000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A137      XDAT/16290/0656     XDAT/16292/0119 QE241  3      47274   01  X
ISO2 -TAIL STAND INSTALLED TO FOM 1A-CHECK INSPECTION NOTE: DO NOT CHANGE ATTIT
UDE OF ACFT 2 EA C/B COLLAREDIAW CHECKLIST# LCL60MXG-006
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    01000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A137 001  XDAT/16290/0656     XDAT/16292/0119 QE241  3      47274   DC  X
ISO2 -3 EA WARNING TAG INSTALLED FOR TAILSTAND PILOTS YOKE/ CO-PILOTS YOKE/ STA
B CONTROL WHEEL NOTE: DO NOT OPERATE FLIGHT CONTROLS IAW LCL60MXG-006

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 68
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A138      XDAT/16290/0656     XDAT/16292/0603 QE241  3      47274   01  X
ISO2 -TAIL CONE WORK PLATFORM OPEN 2EA C/B PULLED     NOTE: DO NOT OPERATE HORZ
 STAB - CRUSH HAZ           IAW 1C-10(K)A-2-53-00-00 PG 201 PARA 2A
```

```
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11DG0       S  800                      01        3      1.5
CA: PATIO DOORS CLOSED
TO REF: 2-53-00-00 PG202 PARA 2.B.
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A139      XDAT/16290/0656     XDAT/16292/1607 QE241  3      47249   01  X
ISO2 -BOOM LOWERED FOR TAIL STAND    NOTE: DO NOT TRANSMIT ON HF RADIOS- SHOCK
HAZARD      IAW 1C-10(K)A-2-28CL-1 PG 2-1 PARA C
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 69
********************************************************************************

   ISO2  16292    01000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A139 001  XDAT/16290/0656     XDAT/16292/1606 QE241  3      47249   DC  X
ISO2 -2EA CB COLLARED 3 EA WARNING TAG INSTALLED FOR BOOM LOWERING    NOTE: DO
NOT OPERATE BOOM HOIST HANDLE - CRUSH HAZ    IAW 1C-10(K)A-2-28CL-1 PG 2-1 PARA
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A140      XDAT/16290/0656     XDAT/16291/0514 QE210  3              BS  /
AERO --ALL THROTTLE REQ FULL SYS FORCE CHK (FWD RANGE 1C-10(K)A-2-76,76-11-00,
PG 525, FIG 503, ITEM 1.
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   AERO  16291  E 23EX0       X  799  96501    MAT0ENS    01        2      1.0
CA: ALL SYS FORCE CHECK GOOD IAW 1C-10(K)A-2-76, 76-11-00 PG 525 FIG 503 ITEM1
TO REF: 1C-10(K)A-2-76
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 70
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A142      XDAT/16290/0656     XDAT/16291/0137 QE805  3              06  X
FUEL -TANK #1 FWD PUMP ACCESS DOOR 530EB REMOVED TO   FOM IAW 1C-10(K)A-6WC-2 M
SG3 CARD 103A-224
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A152      XDAT/16290/0656     XDAT/16291/0137 QE805  3              06  X
FUEL -TANK #1 TIP PUMP ACCESS DOOR 530DB REMOVED TO   FOM IAW 1C-10(K)A-6WC-2 M
SG3 CARD 103A-224
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A192      XDAT/16290/0656     XDAT/16291/0136 QE805  3              06  X
FUEL -TANK #3 TIP PUMP ACCESS DOOR 630DB REMOVED TO   FOM  IAW 1C-10(K)A-6WC-2
MSG3 CARD 103A-224
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A251      XDAT/16290/0656     XDAT/16291/0630 QE805  3                 X
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 71
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FUEL -AFT FUSELAGE TANK X-FER PUMP REMOVED FOR BOOST  HOUSING CHECK IAW 1C-10(K
)A-6WC-2 MSG3 CARD 103A-224
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A252      XDAT/16290/0656     XDAT/16293/1238 QE241  3      47249   DC  X
ISO2 -PERFORM 3A INSPECTION IAW 1C-10(K)A-6WC-2       SUPERVISOR ENSURE ALL ASS
OCIATED JCN'S ARE CLOSED     PRIOR TO CLOSING OF PRIME JOB
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293  E 03724                                    00        1      5.0
CA: INSP C/W
TO REF: 6WC-2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A253      XDAT/16290/0656     XDAT/16291/2334 QH1AP  3      64210   2   -
A2ASP-C/W #1 ENG CSD QUICK ATTACH DETACH (QAD) RING   INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-001
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 72
********************************************************************************

   A2ASP 16291  E 03724                                    00        1       .1
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A254      XDAT/16290/0656     XDAT/16291/1556 QH1AP  3      74307   02  -
A2ASP-C/W #2 ENG CSD QUICK ATTACH DETACH (QAD) RING   INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-001
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                    00        2       .4
CA: INSP C/W
TO REF: -6WC-2  CARD 103A-001
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A255      XDAT/16290/0656     XDAT/16291/2335 QH1AP  3      64210   02  -
A2ASP-C/W #3 ENG CSD QUICK ATTACH DETACH (QAD) RING   INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-001
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                    00        1       .1

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 73
********************************************************************************

CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A256      XDAT/16290/0656     XDAT/16291/1230 QE610  3      47564   02  -
HYDR -C/W HORIZONTAL STABILIZER TRIM MOTOR SEAL DRAIN CONTAINER INSPECTION IAW
1C-10(K)A-6WC-2              CARD 103A-002
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
   HYDR  16291  E 03724               47564    MATODAT    00        5      1.0
CA: INSP C/W NO DFECTS FOUND
TO REF: 1C-10(K)A-6WC-2 CARD 103A-002
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A257      XDAT/16290/0656     XDAT/16291/1232 QE810  3      47564   02  -
HYDR -C/W REVERSIBLE MOTOR PUMP INSPECTION IAW        1C-10(K)A-6WC-2  CARD 103
A-004                        CARD 103A-002
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16291  E 03724                                    00        8      6.4
CA: INSP C/W NO DEFECTS FOUND

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 74
********************************************************************************

TO REF: 1C-10(K)A-6WC-2  CARD 103A-004
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A258      XDAT/16290/0656     XDAT/16291/1231 QE241  3              01  /
ISO2 -C/W EVACUATION SLIDE PRESSURE INDICATOR CHECK   IAW 1C-10(K)A-6WC-2  CARD
 103A-005
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 91AA0       X  799                    01        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A259      XDAT/16290/0656     XDAT/16291/1709 QE241  3      86518   02  -
ISO2 -C/W AERIAL REFUELING BOOM MECHANICAL SLIDE      ASSEMBLY INSPECTION IAW 1
C-10(K)A-6WC-2               CARD 103A-007
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        4      3.2
CA: SLIDE ASSEMBLY INSP C/W
TO REF: 1C-10(K)A-6WC-2 CARD 103A-007

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 75
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A260      XDAT/16290/0656     XDAT/16291/1232 QE241  3      80350   02  -
ISO2 -C/W FIRE SHUTOFF CONTROL HANDLE INSPECTION      IAW 1C-10(K)A-6WC-2  CARD
 103A-008
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03724                                    00        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A261      XDAT/16290/0656     XDAT/16291/1527 RE240  3              03  /
ISO1 -C/W COMPLETE NOSE LANDING GEAR SHOCK STRUT      SERVICING IAW 1C-10(K)A-6
WC-2  CARD 103A-009
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO1  16291  E 13BA0       X  799                    01        1       .5
CA: SERVICED STRUT
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 76
********************************************************************************

16290A262      XDAT/16290/0656     ALDE/16292/0703 QE241  3              03  /
ISO2 -C/W COMPLETE CENTER LANDING GEAR SHOCK STRUT    SERVICING IAW 1C-10(K)A-6
WC-2  CARD 103A-009
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  Y 13AE0       X  002                      01        1      1.0
CA: STRUT SERVICED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A263      XDAT/16290/0656     ALDE/16291/0647 QE241  3              03  /
ISO2 -C/W COMPLETE LEFT MAIN LANDING GEAR SHOCK STRUT SERVICING IAW 1C-10(K)A-6
WC-2  CARD 103A-009
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  Y 13AAA       X  002                      01        1      2.0
CA: STRUT SERVICED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A264      XDAT/16290/0656     XDAT/16291/0645 QE241  3      86517   03  /
ISO2 -C/W COMPLETE RIGHT MAIN LANDING GEAR SHOCK STRUTSERVICING IAW 1C-10(K)A-6

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 77
********************************************************************************

WC-2  CARD 103A-009
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  Y 03724                                  00        1      1.5
CA: STRUT SERVICED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A265      XDAT/16290/0656     XDAT/16291/1233 QE241  3              01  /
ISO2 -C/W CREW OXYGEN SYSTEM OPERATIONAL CHECK        IAW 1C-10(K)A-6WC-2  CARD
 103A-010
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 47ACF       X  799                      01        2      1.0
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A266      XDAT/16290/0656     XDAT/16291/0641 QH1AE  3              03  /
A2ASE-C/W MAIN RADIO RACK COOLONG FAN AND MUFFLER     SCREENING IAW 1C-10(K)A-6
WC-2  CARD                  103A-203
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 78
********************************************************************************


   A2ASE 16291  E 41AEB       V  799                      01        4      6.0
CA: CLEANED SCREEN
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A267      XDAT/16290/0656     XDAT/16291/2237 QH1AE  3              01  /
A2ASE-C/W #2 AIR CONDITIONING PACK AND DUCTING        OPERATIONAL CHECK IAW 1C-
10(K)A-6WC-2                CARD 103A-204
```

```
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291  E 11DB0       X  799                      01        4      2.0
CA: #2 PACK DOES NOT EXIST
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A268      XDAT/16290/0656     XDAT/16293/0212 QH1AE  3              01  /
A2ASE-C/W #1 AIR CONDITIONING PACK AND DUCTING        OPERATIONAL CHECK IAW 1C-
10(K)A-6WC-2                  CARD 103A-204
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16293  E 11DB0       X  799                      01        4      2.0

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 79
********************************************************************************

CA: CHECK C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A269      XDAT/16290/0656     XDAT/16293/0213 QH1AE  3              01  /
A2ASE-C/W #3 AIR CONDITIONING PACK AND DUCTING        OPERATIONAL CHECK IAW 1C-
10(K)A-6WC-2                  CARD 103A-204
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16293  E 11DB0       X  799                      01        4      2.0
CA: CHECK C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A270      XDAT/16290/0656     XDAT/16291/1234 QE241  3              03  /
ISO2 -C/W RIGHT FORWARD LAVATORY VENT INLET SCREEN    CLEANING IAW 1C-10(K)A-6W
C-2  CARD                     103A-207
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 12DB0       X  799                      01        2       .6
CA: INSP C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 80
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A271      XDAT/16290/0656     XDAT/16291/1601 QE241  3      86518   02  -
ISO2 -C/W TAILCONELATCH TORQUE TUBE BEARING            INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-208
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  H 03726                                  00        2      1.0
CA: TAILCONE TUBE INSP. C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A272      XDAT/16290/0656     XDAT/16291/1637 QE241  3      91070   02  -
ISO2 -C/W LEFT WING PYLON UPPER AFT SPAR AREA          INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-212
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726                                  00        2      4.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A273      XDAT/16290/0656     XDAT/16291/1638 QE241  3      91070   02  -
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 81
********************************************************************************

ISO2 -C/W LEFT WING PYLON INSPECTION IAW              1C-10(K)A-6WC-2  CARD 103
A-213
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726              91070    MATOCAS    00        2      4.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A274      XDAT/16290/0656     XDAT/16291/1639 QE241  3      91070   02  -
ISO2 -C/W RIGHT WING PYLON UPPER AFT SPAR AREA        INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-217
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726                                  00        2      4.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A275      XDAT/16290/0656     XDAT/16291/1640 QE241  3      91070   02  -
ISO2 -C/W RIGHT WING PYLON INSPECTION IAW             1C-10(K)A-6WC-2  CARD 103
A-218

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 82
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726                                  00        2      2.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A276      XDAT/16290/0656     XDAT/16291/1640 QE241  3      91070   02  -
ISO2 -C/W LEFT LOWER WING SKIN SURFACE INSPECTION     IAW 1C-10(K)A-6WC-2  CARD
 103A-219
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726                                  00        2      1.0
CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A278      XDAT/16290/0656     XDAT/16291/0647 QE241  3      65817   02  -
ISO2 -C/W RIGHT WING LOWER AUXILIARY SPAR LOK DRAIN   INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-220
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 83
********************************************************************************

   ISO2  16291  E 03726                                  00        2      1.6
CA:  INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A279      XDAT/16290/0656     XDAT/16291/0246 QE720  3      51944   02  -
SMCO -C/W LEFT OUTBOARD FLAP VANE TAP INSPECTION IAW  1C-10(K)A-6WC-2  CARD 103
A-222
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
   SMCO  16291  S 03726                                    00        2      1.4
CA: INSPECTIONS C/W NO DEFECTS NOTED
TO REF: 1C-10(K)A-6WC-2  CARD 103A-222
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A280      XDAT/16290/0656     XDAT/16291/1641 QE241  3      91070   02  -
ISO2 -C/W RIGHT LOWER WING SKIN SURFACE INSPECTION    IAW 1C-10(K)A-6WC-2  CARD
 103A-223
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726                                    00        2      1.0

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 84
********************************************************************************

CA: INSPECTION CW
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A281      XDAT/16290/0656     XDAT/16291/0251 QE720  3      53794   02  -
SMCO -C/W RIGHT OUTBOARD FLAP VANE TAP INSPECTION IAW 1C-10(K)A-6WC-2  CARD 103
A-226
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  S 03726                                    00        2      1.4
CA: INSPECTION C/W NO DEFECTS
TO REF:  1C-10(K)A-6WC-2  CARD 103A-22
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A282      XDAT/16290/0656     XDAT/16291/1235 QE241  3      80350   02  -
ISO2 -C/W EVACUATION SLIDE , SLIDE/RAFT AND CONTAINER INSPECTION IAW 1C-10(K)A-
6WC-2  CARD 103A-227
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 03726                                    00        2       .6
CA: INSP C/W

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 85
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A283      XDAT/16290/0656     XDAT/16293/2240 QH1AP  3             01  /
A2ASP-C/W NO 1 ENGINE FAN REVERSER HEALTH CHECKS      IAW 1C-10(K)A-6WC-2  CARD
 103A-229
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  E 23JC0       X  799                      01        1       .2
CA: HEALTH CHECK C/W
TO REF: 6WC-2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A284      XDAT/16290/0656     XDAT/16293/2241 QH1AP  3             01  /
A2ASP-C/W NO 2 ENGINE FAN REVERSER HEALTH CHECKS      IAW 1C-10(K)A-6WC-2  CARD
 103A-229
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  E 23JC0       X  799                      01        1       .2
CA: HEALTH CHECK C/W
TO REF: 6WC-2
```

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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 86
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A285      XDAT/16290/0656     XDAT/16293/2242 QH1AP  3              01  /
A2ASP-C/W NO 3 ENGINE FAN REVERSER HEALTH CHECKS      IAW 1C-10(K)A-6WC-2  CARD
 103A-229
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  E 23JC0       X  799                     01        1       .2
CA: HEALTH CHECK C/W
TO REF: 6WC-2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16290A286      XDAT/16290/0656     XDAT/16291/0306 QH1AN  3              01  /
A2ASC-C/W IFF TRANSPONDER/TCAS SYSTEM FUNCTIONAL CHECKIAW 1C-10(K)A-6WC-2  CARD
 103A-231
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASC 16291  E 65A00       X  799                     01        2      2.6
CA: IFF/TCAS FUNCTIONAL CHECK C/W
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 87
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A002      XDAT/16291/0127     XDAT/16293/0101 QE241  3      47274   CD  X
ISO2 -#1 ENG COWLINGS OPEN TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293  E 23H00       S  800                     01        3       .9
CA: COWLINGS CLOSED
TO REF: 2-71CL-1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A002 001  XDAT/16291/0131     XDAT/16293/0100 QE241  3      47274   CD  X
ISO2 -15EA WARNING TAGS INSTALLED FOR ENG COWLINGS OPEN

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293    07000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A003      XDAT/16291/0128     XDAT/16292/0118 QE241  3      47274   E   X

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 88
********************************************************************************

ISO2 -#2 ENG COWLINGS OPEN TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 23H00       S  800                     01        3      1.2
CA: COWLINGS CLOSED
TO REF: 2-71CL-1
--------------------------------------------------------------------------------
```

```
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A003 001  XDAT/16291/0132     XDAT/16292/0116 QE241  3      47274   E   X
ISO2 -12EA WARNING TAGS INSTALLED FOR ENG COWLINGS OPEN

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A004      XDAT/16291/0129     XDAT/16292/1007 QE241  3      47249   CD  X
ISO2 -#3 ENG COWLINGS OPEN TO FOM


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 89
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*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 23H00       X  799                     01        2      1.0
CA: COWLINGS CLOSED
TO REF: 2-71CL
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A004 001  XDAT/16291/0134     XDAT/16292/1006 QE241  3      47249   CD  X
ISO2 -15EA WARNING TAGS INSTALLED FOR ENG COWLINGS OPEN

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A005      XDAT/16291/0135     XDAT/16291/0327 QE241  3      47274   E   X
ISO2 -DROGUE TRAILED FOR INSPECTION

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 90
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   ISO2  16291  E 46KDD       S  800                     01        4      4.0
CA: DROGUE STOWED
TO REF: 2-28-80-00 PG203 PARA 4.A.
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A005 001  XDAT/16291/0136     XDAT/16291/0324 QE241  3      47274   E   X
ISO2 -3EA WARNING TAGS INSTALLED FOR DROGUE TRAILED

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291    07000              73898    MATOJDW    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A006      XDAT/16291/0332     XDAT/16291/0522 QE241  3      47274   CD  X
ISO2 -LEFT MAIN LANDING GEAR STRUT DEPRESSURIZED FOR FULL SERVICE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 13AA0       X  799                     01        2      2.0
CA: STRUT SERVICED TO X DIMENSION
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 91
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TO REF: 2-32-11-01 PG311 PARA 5
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A007      XDAT/16291/0332     XDAT/16291/0626 QE241  3      47274   CD  X
ISO2 -RIGHT MAIN LANDING GEAR STRUT DEPRESSURIZED FOR FULL SERVICE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 13AA0       X  799                      01        2      2.0
CA: STRUT SERVICED WITHIN X DIMENSION
TO REF: 2-32-11-01 PG311 PARA 5
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A008      XDAT/16291/0333     XDAT/16291/1523 RE210  3      51190   AB  X
AERO -NOSE LANDING GEAR STRUT DEPRESSURIZED FOR FULL SERVICE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   AERO  16291  E 13BA0       X  799                      01        2      2.0
CA: SERVICED NLG STRUT

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 92
********************************************************************************

TO REF: 32-21-01 P 301 PAR 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A009      XDAT/16291/0334     XDAT/16292/0658 QE241  3      47274   CD  X
ISO2 -CENTER GEAR STRUT DEPRESSURIZED FOR FULL SERVICE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 13AE0       X  799                      01        2      1.0
CA: STRUT SERVICED TO X DIMENSION
TO REF: 2-32-15-01 PG302 PARA 3.A.
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A010      XDAT/16291/0508     XDAT/16292/0309 QE241  3      47274   E   X
ISO2 -BOOM PANEL 910AT (GIMBLE) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 93
********************************************************************************

TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A011      XDAT/16291/0511     XDAT/16292/0309 QE241  3      47274   E   X
ISO2 -BOOM PANEL 920BL (FWD U) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
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```
   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A012      XDAT/16291/0512     XDAT/16292/0310 QE241  3      47274   E   X
ISO2 -BOOM PANEL 920BB (AFT U) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 94
********************************************************************************

TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A013      XDAT/16291/0512     XDAT/16292/0311 QE241  3      47274   E   X
ISO2 -BOOM PANEL 930CT (AFT LUBE) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A014      XDAT/16291/0513     XDAT/16292/0312 QE241  3      47274   E   X
ISO2 -BOOM PANEL 920DT (TENSION) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 95
********************************************************************************

TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A015      XDAT/16291/0513     XDAT/16292/0312 QE241  3      47274   E   X
ISO2 -BOOM PANEL 920AL (LFT SLIDING) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A016      XDAT/16291/0513     XDAT/16292/0313 QE241  3      47274   E   X
ISO2 -BOOM PANEL 920AR (RT SLIDING) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 96
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TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A017      XDAT/16291/0514     XDAT/16292/0313 QE241  3      47274   E   X
ISO2 -BOOM PANEL 950AL (LFT RUDDER CAP) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A018      XDAT/16291/0514     XDAT/16292/0314 QE241  3      47274   E   X
ISO2 -BOOM PANEL 960AR (RT RUDDER CAP) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 97
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TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A019      XDAT/16291/0515     XDAT/16292/0314 QE241  3      47274   E   X
ISO2 -BOOM PANEL 930AT (HOOD) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       S  800                      01        2       .4
CA: PANEL REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A020      XDAT/16291/0517     XDAT/16292/1344 QE241  3      47249   E   X
ISO2 -BOOM PANEL 310AB (HELL HOLE) REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11QAA       S  800                      01        2      1.0
CA: PANEL INSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 98
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TO REF: 2-20
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A021      XDAT/16291/0525     XDAT/16291/0623 QE730  3              E   /
MTECH-1EA STUCK SCREW LEFT INBOARD BOOM RUDDER

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
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```
   MTECH 16291  H 11JL0       G  135                        01        1       .2
CA: REMOVED 1 EA S/S ON LT INBOARD BOOM RUDDER AS REQ
TO REF: 1-1A-8
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A022      XDAT/16291/0525     XDAT/16291/0625 QE730  3              E   /
MTECH-1EA STUCK SCREW BOOM FWD U-PANEL 920BL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   MTECH 16291  H 11JL0       G  135                        01        1       .3
CA: REMOVED 1 EA S/S ON BOOM FWD U PANEL AS REQ

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG 99
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TO REF: 1-1A-8
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A023      XDAT/16291/0526     XDAT/16291/0626 QE730  3              E   /
MTECH-1EA STUCK SCREW BOOM RT OUTBD RUDDER NDI SCREW

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   MTECH 16291  H 11JL0       G  135                        01        1       .3
CA: REMOVED 1 EA S/S ON BOOM RT OUTBD RUDDER NDI SCREW AS REQ
TO REF: 1-1A-8
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A024      XDAT/16291/0656     XDAT/16292/0656 QE241  3             CD   /
ISO2 -LT WING "KNIFE" PANEL INBD OF INBD FLAP ACTUATOR REQ 1 EA SCREW

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11NK0       G  105                        01        1       .5
CA: SCREW INSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG100
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--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A025      XDAT/16291/0722     XDAT/16292/0313 QH1AP  M      71057   001 X
A2ASP-A2ASP - #1 ENGINE TRANSFER GEARBOX COVER PLATE REMOVED TO FOM FOR A-CHECK
 INSPECTION IAW 1C-10(K)A-6WC-2 MSG3 CARD 101A-241
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 23AUA       S  800                        01        2       .6
CA: COVER PLATE REINSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-241
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A026      XDAT/16291/0723     XDAT/16291/1555 QH1AP  M      74307   002 X
A2ASP-A2ASP-#2 ENGINE TRANSFER GEARBOX COVER PLATE REMOVED TO FOM FOR A-CHECK I
NSPECTION IAW 1C-10(K)A-6WC-2 MSG3 CARD 101A-242
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  B 23AUA       S  800                        01        3       .6
CA: GEARBOX COVERPLATE INSTALLED
TO REF: -6WC-2 MSG3 CARD 101A-242
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG101
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--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A027      XDAT/16291/0723     XDAT/16291/0726 QH1AP  M      74307   003 -
A2ASP-A2ASP-C/W #3 ENGINE BORESCOPE INSPECTION IAW 1C-10(K)A-6WC-2 MSG3 CARD 10
1A-243
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 23AUA       X  799                     01        3      1.5
CA: JOB ENTERED IN ERROR NO JOB ENTERED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A028      XDAT/16291/0724     XDAT/16292/0314 QH1AP  M      71057   003 X
A2ASP-A2ASP-#3 ENGINE TRANSFER GEARBOX COVER PLATE REMOVED TO FOM FOR A-CHECK I
NSPECTION IAW 1C-10(K)A-6WC-2 MSG3 CARD 101A-243
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 23AUA       S  800                     01        2       .6
CA: COVER PLATE REINSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-241
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG102
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A029      XDAT/16291/0727     XDAT/16292/0315 QH1AP  M      71057   001 X
A2ASP-A2ASP-#1 ENGINE HAS 20 EA BORESCOPE PLUGS REMOVED FOR INSPECTION IAW 1C-1
0(K)A-6WC-2 MSG3 CARD 101A-241
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 03724                                 00        2       .6
CA: PLUGS REINTALLED
TO REF: 1C-10(K)A-6WC-2 MSG3 CARD 101A
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A030      XDAT/16291/0728     XDAT/16291/1553 QH1AP  M      74307   002 X
A2ASP-A2ASP-#2 ENGINE HAS 20 EA BORESCOPE PLUGS REMOVED FOR INSPECTION IAW 1C-1
0(K)A-6WC-2 MSG3 CARD 101A-241
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                 00        3       .6
CA: PLUGS INSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-241
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG103
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A031      XDAT/16291/0728     XDAT/16292/0316 QH1AP  M      71057   003 X
A2ASP-A2ASP-#3 ENGINE HAS 20 EA BORESCOPE PLUGS REMOVED FOR INSPECTION IAW 1C-1
0(K)A-6WC-2 MSG3 CARD 101A-241
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 03724                                 00        2      1.0
CA: PLUGS REINSTALLED
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```
TO REF: 1C-10(K)A-6WC-2 MSG3 CARD 101A
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A032      XDAT/16291/0729     XDAT/16292/0318 QH1AP  M      71057   001 X
A2ASP-A2ASP-#1 ENGINE PDM SERVICING PLUG REMOVED TO FOM SERVICING IAW 1C-10(K)A
-6WC-2 MSG3 CARD 101A-207
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 03724                                  00        2       .6
CA: PLUG REINSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-207
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG104
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A033      XDAT/16291/0730     XDAT/16291/1553 QH1AP  M      74307   002 X
A2ASP-A2ASP-#2 ENGINE PDM SERVICING PLUG REMOVED TO FOM SERVICING IAW 1C-10(K)A
-6WC-2 MSG3 CARD 101A-207
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .4
CA: PLUG INSTALLED
TO REF: 2 MSG3 CARD 101A-207
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A034      XDAT/16291/0730     XDAT/16291/0325 QH1AP  M      71057   003 X
A2ASP-A2ASP-#3 ENGINE PDM SERVICING PLUG REMOVED TO FOM SERVICING IAW 1C-10(K)A
-6WC-2 MSG3 CARD 101A-207
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .6
CA: PLUG INSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-207


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG105
********************************************************************************

   A2ASP 16292  E 03724                                  00        2       .6
CA: PLUG INSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-207
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A035      XDAT/16291/0740     XDAT/16292/0713 QE241  3              E   /
ISO2 -8EA SCREWS REM ON BOOM RUDDER FOR SMCO

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11JL0       G  105                    01        2      2.0
CA: SCREWS INSTALLED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A036      XDAT/16291/0741     XDAT/16291/0913 QE720  3              E   /
SMCO -BOOM RUDDER PAINT REQ SANDING TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  H 11JL0       Z  865                    01        2      2.0
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG106
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CA: REMOVED PAINT AS REQ'D
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A037      XDAT/16291/0750     XDAT/16291/1615 QH1AP  M      74307   002 X
A2ASP-A2ASP-#32 ENGINE ENGINE MASTER CHIP DETECTOR REMOVED FOR INSPECTION IAW 1
C-10(K)A-6WC-2 MSG3 CARD 101A-008
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                  00        2       .4
CA: CHIP DECTOR REMOVED INSP AND INSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-008
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A038      XDAT/16291/0751     XDAT/16292/0720 QH1AP  M      71057   004 X
A2ASP-A2ASP-APU DOOR LOWERED TO FOM 1A-CK INSPECTION IAW 1C-10(K)A-2-52-40-00 P
G5 PARA 7B STEP 1
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 11DFA       S  800                    01        2       .4
CA: DOORS CLOSED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG107
********************************************************************************

TO REF: 52-40-00 PG5 PARA 7B STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A039      XDAT/16291/0752     XDAT/16291/1205 QH1AP  M      74307   004 X
A2ASP-A2ASP-C/W APU OIL FILTER ELEMENT - CHECK/SERVICE IAW 1C-10(K)A-6WC-2 MSG3
 CARD 101A-223
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 24JAF       X  799                    01        2       .4
CA: FILTER REMOVED FOR INSP AND NEW ONE INSTALLED
TO REF: 6WC-2 MSG3 CARD 101A-223
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A040      XDAT/16291/0753     XDAT/16291/1204 QH1AP  M      74307   004 X
A2ASP-A2ASP-APU STARTER REMOVED TO FOM A-CHECK INSPECTION IAW 1C-10(K)A-2-49-44
-01 PG201 PARA 2A
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 24DEA       S  804                    01        2       .4
CA: STARTER REMOVED FOR INSP AND REINSTALLED

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG108
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TO REF: -49-44-01 PG201 PARA 2A
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A041      XDAT/16291/0755     XDAT/16292/0326 QH1AP  M      71057   00  X
A2ASP-A2ASP- 1A-CK 17EA C/B'S PULLED AND COLLARD 6EA W/T'S ON (APU MASTER SW/UP
PER & LOWER GROUND CONNECTORS/1,2,3 THROTTLE-T/R LEVERS) IAW   1C-10(K)A-6WC-2
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
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   A2ASP 16292    07000                                        **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A042      XDAT/16291/0815     XDAT/16292/1343 QE241  3      47249   E   X
ISO2 -PETAL DOOR KEEPERS INSTALLED TO F.O.M. A CHECK INSPECTION IAW T.O. 1C-10(
K)A-6WC-2 WC 101A-218
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    01000                                        **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A043      XDAT/16291/1048     XDAT/16291/2236 QH1AE  3      60557   AB  X

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG109
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A2ASE-3EA C/B'S/ 1EA WT INSTALLED FOR DROGUE CARD REM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291    07000                                        **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A044      XDAT/16291/1048     XDAT/16291/2235 QH1AE  3      60557   AB  X
A2ASE-5EA C/B'S COLLAR'D FOR POWER FAILURE BATTERY SUPPLY

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291    07000                                        **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A045      XDAT/16291/1115     XDAT/16292/0427 QE241  3      47274   CD  X
ISO2 -480SL, 480QL, 480RR, 480QR AND 480NR PANELS REMOVED TO F.O.M(RT PYLON PAN
ELS AND V-PANEL)
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG110
********************************************************************************

   ISO2  16292  E 11KB0       S  800                      01        2      1.0
CA: PANELS REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A046      XDAT/16291/1317     XDAT/16291/1519 RE210  3      51190   CD  X
AERO -AIRCRAFT BATTERIES REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   AERO  16291  E 42CEB       S  800                      01        2      4.0
CA: INSTALLED AIRCRAFT BATTERIES
TO REF: 2-24-34-01 P 209 6A
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A046 001  XDAT/16291/1318     XDAT/16291/1519 RE210  3      51190   CD  X
AERO -9EA C/B PULLED AND COLLARD

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG111
********************************************************************************

   AERO  16291    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A047      XDAT/16291/1353     XDAT/16292/0427 QE241  3      47274   CD  X
ISO2 -430VL, 430TL, 430QL, 430PR AND 430NR PANELS REMOVED TO F.O.M(LT PYLON PAN
ELS AND V-PANEL)
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11KB0       S  800                     01        2       .8
CA: PANELS REINSTALLED
TO REF: 2-20-00-00 PG201 STEP 1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A048      XDAT/16291/1413     ALDE/16292/0702 QE241  3              AB  /
ISO2 -4R DOOR ESCAPE ROPE COVER REQ VELCRO

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  Y 13BCD       G  020                     01        1       .5
CA: R2 VELCRO O/C/G

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG112
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A049      XDAT/16291/1415     XDAT/16292/1324 QE241  3              AB  /
ISO2 -ACFT LAV SEALS RELQ INSTAL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 12DBV       S  804                     01        2      1.0
CA: ACFT LAV SEAL REINSTALLED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A050      XDAT/16291/1416     XDAT/16291/2235 QH1AE  3      60557   AB  X
A2ASE-5EA C/B'S COLLAR'D FOR POWER FAILURE BATTERY SUPPLY

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16291    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A051      XDAT/16291/1418     XDAT/16292/1012 QE241  3              AB  /

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG113
********************************************************************************

ISO2 -CO-PILOT FEMALE SEAT BELT DOES NOT LATCH REQ R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 12AAB       R  020                     01        2      1.8
CA: CO-PILOT LAP BELT R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
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```
16291A052      XDAT/16291/1424     XDAT/16292/1013 QE241  3              AB  /
ISO2 -PILOT FIXED WINDOW FWD TRIM REQ INSTALL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11MA0       R  020                      01        2      2.0
CA: PILOT FIXED WINDOW FWD TRIM R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A053      XDAT/16291/1425     XDAT/16292/1014 QE241  3              AB  /
ISO2 -CO-PILOT FIXED WINDOW FWD TRIM TORN REQ 2


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG114
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11MA0       R  020                      01        2      2.0
CA: CO-PILOT FIXED WINDOW FWD TRIM R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A054      XDAT/16291/1426     XDAT/16292/1017 QE241  3              AB  /
ISO2 -SLAT LIGHT PLATE B/O

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11MA0       R  020                      01        2      2.0
CA: SLAT LIGHT PLATE R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A055      XDAT/16291/1427     XDAT/16293/0633 QE241  3              AB  /
ISO2 -FLAP LIGHT PLATE B/O - CRACKED

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG115
********************************************************************************

   ISO2  16293  E 11MA0       R  080                      01        1       .5
CA: R2 LIGHT PLATE
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A056      XDAT/16291/1428     XDAT/16292/0443 QE810  3              E   /
HYDR -SKYDROL EOL ON #2 ENGINE LEFT SIDE NEAR FILTERS

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16292  B 45A15       X  799                      01        3      3.0
CA: NO LK NOTED WAS RESIDUAL OF OIL AND WATER FROM RAIN WASHING EVERYTHING OUT
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A058      XDAT/16291/1431     XDAT/16291/1433 QE241  3              AB  /
ISO2 -BOOM OP MIC SELECTOR IN FLIGHT DECK REQ COVER

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16291  E 12EA0       X  799                      01        1       .1
CA: JOB ENTERED IN ERROR
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG116
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A060      XDAT/16291/1435     XDAT/16292/1645 QE241  3              AB  /
ISO2 -7EA CARGO LIGHTS B/O

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 12EA0       R  020                     01        2      2.0
CA: BULBS R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A061      XDAT/16291/1436     XDAT/16292/1018 QE241  3              AB  /
ISO2 -1R DOOR SMALL FIRE BOTTLE HYDRO DATE DUE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 12EA0       R  020                     01        2      2.0
CA:  1R DOOR SMALL FIRE BOTTLE R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG117
********************************************************************************

16291A062      XDAT/16291/1437     XDAT/16292/0318 QE241  3              AB  /
ISO2 -FE ASH TRAY REQ R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11MA0       X  799                     01        1       .1
CA: ASH TRAY PRESENT AND COMPLETE NO DEFECT NOTED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A063      XDAT/16291/1453     XDAT/16292/1342 QE241  3      47249   E   X
ISO2 -AFT FUSELAGE ACCESS DOOR REMOVED TO FOM A CHECK INSPECTION IAW T.O. 1C-10
(K)A-6WC-2 WC 103A-008
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292    01000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A064      XDAT/16291/1530     XDAT/16292/0057 QH1AE  3      60557   E   X
A2ASE-6EA C/B'S P&C'D FOR FIRELOOP INSP


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG118
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM                    UNITS  CREW SIZE  HOURS

   A2ASE 16292    07000              94227    MATONCJ    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A065      XDAT/16291/1622     XDAT/16291/0324 QH1AP  M      71057   001 X
A2ASP-A2ASP-#1 ENG MATER CHIP DETE REMOVED FOR INSP IAW 1C-10(K )A-6WC-2 CARD N
O 101A -008
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*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16291  E 03724                                   00        2       .6
CA: CHIP DETECTOR REINTALLED
TO REF: 6WC-2 CARD NO 101A -008
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A066      XDAT/16291/1623     XDAT/16291/0324 QH1AP  M      71057   003 X
A2ASP-A2ASP-#3 ENG MATER CHIP  DETER REMOVED FOR INSP  IAW 1C-10(K )A-6WC-2 CAR
D NO 101A -008
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG119
********************************************************************************

   A2ASP 16291  E 03724                                   00        2       .6
CA: CHIP DETECTOR REINSTALLED
TO REF: 6WC-2 CARD NO 101A -008
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A067      XDAT/16291/1654     XDAT/16292/1636 QE241  3              AB  /
ISO2 -1 EA B/O LIGHT IN CLG WW

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 44CB0       R  080                     01        1       .5
CA: R2 BULB
TO REF: 2-33
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A067 001  XDAT/16291/1605     XDAT/16292/1619 QE241  3      47249   AB  X
ISO2 -1EA C/B COLLAR'D FOR LIGHT R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG120
********************************************************************************

   ISO2  16292    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A068      XDAT/16291/1656     XDAT/16292/1111 QE241  3              AB  /
ISO2 -ACFT LEFT & RIGHT AC/C EXHAUST REQ SEALANT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 44CCC       S  800                     01        2      1.0
CA: ACFT LEFT & RIGHT A/C EXHAUST SEALED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A069      XDAT/16291/1658     XDAT/16292/1112 QE241  3              AB  /
ISO2 -ACFT LEFT & RIGHT AFT FUSELAGE ADF PNLS REQ SEALANT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 71ECB       S  800                     01        2      1.0
CA: ACFT LEFT & RIGHT AFT FUSELAGE ADF PNLS
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG121
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A070      XDAT/16291/1700     XDAT/16292/1019 QE241  3              AB  /
ISO2 -5 EA PAX SEAT ARMREST COVERS REQ R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 12B00       R  020                      01        2      2.0
CA: 5 EA PAX SEAT ARM REST COVERS R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A071      XDAT/16291/2128     XDAT/16292/0140 QE720  3              E   /
SMCO -LH TAILCONE DOOR VELCRO STRAP REQ 2EA RIVETS FOR INSTALL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  H 11DGA       G  070                      01        1       .6
CA: STRAP R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A078      XDAT/16291/1534     XDAT/16291/1657 QE730  M              E   /

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG122
********************************************************************************

MTECH-2EA STUCK SCREWS ON THE BOOM GIMBLE PNL ACFT RT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   MTECH 16291  P 46GAN       G  135                      01        2      2.0
CA: REMOVED 2 EA S/S AS REQ.
TO REF: 1-1A-8
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A079      XDAT/16291/1540     XDAT/16292/0716 QE241  M              E   /
ISO2 -1EA B/R VELCRO STRAP ON ACFT LH TAIL CONE DOOR HOLD OPEN ROD REQ R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11DGA       R  070                      01        2      2.0
CA: STRAP R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A080      XDAT/16291/1548     XDAT/16292/0716 QE241  M              E   /
ISO2 -ACFT RT TAIL CONE DOOR RAIN SEAL BENT BEYOND SERVICEABILITY. REQ R2

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG123
********************************************************************************


*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 11DGA       R  070                      01        2      1.8
CA: SEAL R2
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A081      XDAT/16291/1552     XDAT/16292/1204 QE241  M              E   /
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ISO2 -ACFT RH AND LH BOOM GIMBAL HOSES REQ F4 TAPE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 46GAN       R  020                      01        2      2.0
CA: REPLACED F4 TAPE
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A082      XDAT/16291/1653     XDAT/16292/1646 QE241  M      96640   E   /
ISO2 -SYS #2 HYD RESERVOIR REQ SERVICING

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG124
********************************************************************************


   ISO2  16292    01000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162913322      XDAT/16292/0143     XDAT/16292/1531 QE720  3              999 /
SMCO -#3 ENGINE SAIL BOAT PNL HAS 1 EA BAD NUTPLATE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  H 11EA5       G  105                      01        2      4.0
CA: REPLACED NUTPLATES AS REQUIRED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162917530      XDAT/16261/0420     XDAT/16291/1831 QH1AN  D              ??  /
A2ASC-PIN 12 RECESSED ON P1-9286C OF TCAS PROCESSOR

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASC 16291  B 65BB9       L  254                      01        2      2.0
CA: PUSHED IN RECESSED PIN ON TCAS PROCESSOR O/C/G

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG125
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A002      XDAT/16291/2236     XDAT/16291/2337 QE730  3              00  /
MTECH-3 EA STUCK SCREWS IN #3 ENG RING COWL ANTI-ICE PANEL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   MTECH 16291  H 45EH0       G  135                      01        2      2.0
CA: REMOVED 3 EA S/S AS REQ
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A003      XDAT/16293/2247     XDAT/16294/0741 QH1AP  3      82236   999 X
A2ASP-#1 ENG 8TH STAGE MANIFOLD BRACKET CRACKED REQS R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16294  B 23CLD       R  190                      01        5      5.0
CA: R2D 8TH STG BRACKET
TO REF: 2-20-00-00 PG 201 SEC 1 PARA B
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG126
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A003 001  XDAT/16293/1621     XDAT/16293/2248 QH1AP  3      08762   999 X
A2ASP-#1 FAN COWLINGS OPENED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  E 23HC0       S  800                      01        2       .6
CA: #1 ENGINE FAN COWLINGS CLOSED
TO REF: 2-71CL-1 PARA D PG 8-3
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A003 002  XDAT/16293/1625     XDAT/16293/2251 QH1AP  3      08762   999 X
A2ASP-#1 CORE COWLINGS OPENED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  E 23HC0       S  800                      01        2      1.0
CA: #1 ENGINE CORE COWLINGS
TO REF: 2-71CL-1 PARA D. PG9-3
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG127
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A003 003  XDAT/16293/1625     XDAT/16293/2254 QH1AP  3      08762   999 X
A2ASP-#1 THRUST REVERSER COWLINGS OPENED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  E 23JC0       S  800                      01        2      1.0
CA: #1 ENGINE THRUST REVERSER COWLINGS
TO REF: 2-71CL-1 PARA D. PG 10-4
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A003 004  XDAT/16293/1631     XDAT/16294/2303 QH1AP  3      08762   999 X
A2ASP-5 C/BS P&C, 2 W/TS ON #1 THRTTLE-T/R LVR & FLP/SLT LVR IAW 2-71CL-1PG8-1P
ARC;PG9-1PARC;PG10-1PARCNOTE:DO NOT RUN #1 ENG OR FLP/SLT UNTIL MX C/W. INJRY H
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16294    07000                                    **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A003 005  XDAT/16293/1643     XDAT/16293/1912 QH1AP  3      82236   999 X

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG128
********************************************************************************

A2ASP-#1 ENG 8TH STAGE MANIFOLD BRACKET REMOVED FOR REPLACEMENT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16293  B 23CLD       R  190                      01        5      5.0
CA: R2D BRACKET
TO REF: 2-20-00-00 PG 201 SEC 1 PARA B
--------------------------------------------------------------------------------
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A004      XDAT/16292/0053     XDAT/16292/0321 QH1AP  3      71057   1   X
A2ASP-#1 ENG UPPER ANTI ICE BRACKET CRACKED REQS R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 45EHE       R  190                      01        2       .6
CA: BRACKET REMOVED AND REPLACED
TO REF: 2-72
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A005      XDAT/16292/0107     XDAT/16292/0321 QH1AP  3      71057   3   X

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG129
********************************************************************************

A2ASP-#3ENG UPPER ANTI ICE BRACKET CRACKED REQS R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16292  E 45EHE       R  190                      01        2       .6
CA: BRACKET REMOVED AND REPLACED
TO REF: 2-72
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A006      XDAT/16292/0111     XDAT/16292/1427 QE720  3              AB  /
SMCO -FWD LEFT POWER PANEL LATCH HAS BROKEN SPRING, NO LONGER SECURELY LATCHES

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  H 11NAD       F  105                      01        2     10.0
CA: LATCH REMOVED AND REPLACED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A008      XDAT/16292/0417     XDAT/16292/0640 QH1AE  3              CD  /
A2ASE-#1 ENG PRV SENSE LINE CHAFFED REQ R2

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG130
********************************************************************************


*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16292  E 45ECA       R  020                      01        4      4.0
CA: R2D SENSE LINE
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A009      XDAT/16292/0626     XDAT/16292/1636 QE720  3              CD  /
SMCO -#1 ENG ANTI ICE PANEL HAS 2EA BAD NUTPLATES (SHORT SCREWS SHANK OUT, NP T
OO SHALLOW)
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  E 41EDD       G  105                      01        2      1.0
CA: REPLACED 2 EA. NUT PLATES ON #1 ENG. ANTI ICE PANEL AS REQUIRED
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A010      XDAT/16292/0910     XDAT/16292/1100 QE730  3              CS  /
MTECH-2EA STUCK SCREWS ON #1 ENG ANTI ICE PNL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG131
********************************************************************************

   MTECH 16292  H 11KG0       G  135                      01        3      8.4
CA: REMOVED 2 EA S/S AS REQ
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A011      XDAT/16292/0940     XDAT/16292/1059 QE730  3              CS  /
MTECH-1EA STUCK SCREWS ON #3 ENG OTBD SAILBOAT PNL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   MTECH 16292  H 11EA5       G  135                      01        3      3.0
CA: REMOVE 1 EA S/S REMOVED AS REQ
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A013      XDAT/16292/1654     XDAT/16294/0214 QH1AE  3              AB  /
A2ASE-2 EA LIGHTS OPS CHECK BAD IN PASSENGER COMPARTMENT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16294  B 44CAA       R  254                      01        4      6.4

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG132
********************************************************************************

CA: R2 BALLAST O/C/G
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A013 001  XDAT/16294/0210     XDAT/16294/0211 QH1AE  F      65786  AB  X
A2ASE-LIGHT BALLAST REMOVED FOR REPLACEMENT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16294  B 44CAC       R  254                      01        4      4.4
CA: R2 BALLAST
TO REF: 2-33
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A013 002  XDAT/16294/0210     XDAT/16294/0210 QH1AE  F      65786  AB  X
A2ASE-3 EA C/B P&C

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16294    07000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG133
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A014      XDAT/16290/1707     XDAT/16292/2256 QE241  3      47274  CD  X
ISO2 -#1 ENG RH ANTI ICE PNL REM TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 23HAA       S  800                      01        2      1.0
CA: PANEL REINSTALLED
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TO REF: 2-20-00-00 PG201 STEP1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A015      XDAT/16292/1908     XDAT/16293/0634 QE241  3      47274   CD  X
ISO2 -RT RUNWAY TURN OFF LIGHT LIGHT LENS REMOVED FOR FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293  E 44JE0       X  799                      01        1       .2
CA: DUPLICATE DISCREPANCY SEE JCN 16293A004
TO REF: 00-20-01
--------------------------------------------------------------------------------

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG134
********************************************************************************

  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292A016      XDAT/16292/2018     XDAT/16292/2316 QE720  3              CD  /
SMCO -4 EA RIVETS REQ REMOVEL ON RT FILET PANEL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  H 11JK0       G  105                      01        2      4.0
CA: REMOVED AND REPLACED RIVETS IN PHENOLIC BLOCK
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16292E789      XDAT/16281/1626     XDAT/16293/0634 QE241  3      47274   CD  X
ISO2 -1EA C/B COLLAR'D FOR RH RUNWAY TURNOFF LIGHT REMOVAL

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293    07000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162921202      XDAT/16291/2355     XDAT/16293/0632 QH1AE  M      60557   999 X
A2ASE-#1 ENG FWD PYLON A LOOP HAS BROKEN CONNECTOR

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG135
********************************************************************************


*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16292  E 49AAK       R  020                      01        4     12.0
CA: R2 WIRE ASSY
TO REF: 26-00-00
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162921202 001  XDAT/16292/0036     XDAT/16293/0055 QH1AE  3      60557   00  X
A2ASE-#1 ENG FWD PYLON A LOOP CONNECTOR REM FOR R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16293  E 49AAK       R  020                      01        4      2.8
CA: R2 WIRE ASSY
TO REF: 26-00-00
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162921901      XDAT/16291/2327     XDAT/16292/0138 QE720  M              01  /
SMCO -#1 ENG ANTI ICE PANEL ON RING COWL HAS 1 EA BROKEN NUTPLATE
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG136
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16292  H 41EDH       G  070                     01        2      1.8
CA: N/P R2 AS REQ
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162925200      XDAT/16292/2011     XDAT/16294/1100 QH300  F      47357   99  X
A2SFM-INSTALL AFTER CANN: MACH AIRPEED INDICATOR

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2SFM 16294  B 51ECA       U  875                     01        2       .2
CA: INSTALLED NEW AIR SPEED IND
TO REF: 2-34-25-01 P202
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162925200 001  XDAT/16292/2011     XDAT/16293/1919 QH1AG  F              99  /
A2ASG-REMOVE FOR CANN: MACH AIRPEED INDICATOR


8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG137
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASG 16292  B 51ECA       T  875                     01        2      2.0
CA: MACH AIRSPEED INDICATOR REMOVED FROM ACFT 3080 TO ACFT 2193
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162925412      XDAT/16292/2013     XDAT/16294/1059 QH300  F      47357   99  X
A2SFM-2 EA CB FOR CANN OF MACH AIRPEED INDICATOR

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2SFM 16294    07000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162929005      XDAT/16291/1437     XDAT/16291/1646 QE720  3              4   /
SMCO -BOOM RUDDERS REQ PAINT AROUND SCREW HOLES

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16291  H 46712       Z  865                     01        1      1.0

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG138
********************************************************************************

CA: PAINTED BOOM RUDDERS AS REQ
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16293A003      XDAT/16293/0057     XDAT/16293/0710 QE241  3      47274   CD  X
ISO2 -RH FILLET PNL REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
   ISO2  16293  E 11JK0       S  800                      01        4      4.0
CA: PANEL REINSTALLED
TO REF: 2-20-00-00 PG201 STEP1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16293A004      XDAT/16293/0604     XDAT/16293/0709 QE241  3      47274   AB  X
ISO2 -RT RUNWAY TURNOFF LIGHT AND LENSE REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293  E 44DC0       R  080                      01        3       .9
CA: R2 BULB AND LENSE

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG139
********************************************************************************

TO REF: 2-33-43-00 PG403
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16293A004 001  XDAT/16293/0604     XDAT/16293/0655 QE241  3      47274   AB  X
ISO2 -1EA WARNING TAG INSTALLED

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293    07000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16293A005      XDAT/16293/0649     XDAT/16293/1249 QE241  3      47249   AB  /
ISO2 -GOX REQ SERVICING

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16293    01000                                  **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162935555      XDAT/16293/1658     XDAT/16294/0634 QE810  F      84369   99  X

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG140
********************************************************************************

HYDR -BCU REM FOR TS

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16294  B 46712       R  255  MM13               01        5      9.5
CA: INSTALLED BCU OPS CK GOOD
TO REF: 2-28
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162935555 001  XDAT/16293/1659     XDAT/16294/0632 QE810  F      84369   99  X
HYDR -6 EA CB PULLED

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16294    07000                  MM13            **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162941637      XDAT/16294/1002     XDAT/16294/1059 QH1AF         47357       -
A2AFM-C/W ADR (AIRCRAFT DOCUMENT REVIEW) IAW AFI      21-101 PARA 7.2.1.  FLT S
UPERVISION ____,             COMBS ____, EMB ____, PS&D _____.
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8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG141
********************************************************************************

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2AFM 16294  S 04199                                  01        2       .2
CA: INSP C/W
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162945564      XDAT/16294/1353     XDAT/16294/1600 QH1AM  F      47321   99  X
A2ACC-#3 ENG INBD/OUTBD FAN COWL OPEN FOR TRAINING

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ACC 16294  B 23ZCC       X  799                     01        7      5.6
CA: #3 INBD/OTBD FAN COWL CLOSED
TO REF: 2-71CL-1 SEC8 PARA D ALL
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162945565      XDAT/16294/1353     XDAT/16294/1559 QH1AM  F      47321   99  X
A2ACC-#3 ENG INBD/OUTBD CORE COWL OPEN FOR TRAINING

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG142
********************************************************************************


   A2ACC 16294  B 23ZCK       X  799                     01        7      7.0
CA: #3 INBD/OTBD CORE COWL CLOSED
TO REF: 2-71CL-1 SEC 9 PARA D ALL
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162945566      XDAT/16294/1354     XDAT/16294/1558 QH1AM  F      47321   99  X
A2ACC-#3 ENG INBD/OUTBD TR COWL OPEN FOR TRAINING

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ACC 16294  B 23ZCE       X  799                     01        7      7.0
CA: TR COWLS INBD AND OTBD CLOSED
TO REF: 2-71CL-1 SEC 10 PARA D ALL
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162945566 001  XDAT/16294/1355     XDAT/16294/1556 QH1AM  F      47321   99  X
A2ACC-5 EA CB PULLED 2 EA WT INST

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

8070 CLSD ALL JOBS JOBS A/C 83000080 FROM 16291 TO 16294 05DEC16/1859CDB PG143
********************************************************************************


   A2ACC 16294    07000                                          **NOT REQUIRED**
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162948833      XDAT/16293/0255     XDAT/16293/0829 QE720  3      17358   999 X
SMCO -BONDING EQPT INSTALLED ON RT SIDE FILLET SHIM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
```

```
   SMCO  16293  H 09000                                        01        2      2.0
CA: REMOVED BONDING EQUIPMENT TAFBI 21-106 PARA 6.3 PG 3
TO REF: TAFBI 21-106 PARA 6.3 PG 3
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162948833 001  XDAT/16293/0256     XDAT/16293/0819 QE720  3      17358   999 -
SMCO -CURE CHECK REQ ON RT FILLET SHIM @0300/20

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   SMCO  16293    01000              00000    MATOBSB    **NOT REQUIRED**



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**************************** END OF MESSAGE   8070 ******* TOTAL JOBS:00309 ***
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D4. MAINTENANCE RECORDS FROM OTHER INVOLVED EQUIPMENT

AFPET LABORATORY REPORT
AFPA/PTPLA
2430 C Street
Building 70, Area B
Wright-Patterson AFB, OH 45433-7632

Lab Report No:2016LA60197001 Date Received:11/25/16 1008 hrs* Date Sampled: 11/18/2016**
Cust Sample No:SKYDROL 500B Date Reported:11/25/16 1328 hrs* Protocol:PP-HYD-0076

Sample Submitter:
SIB - Travis
No Address Available
Travis AFB, CA 94535

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Hydraulic Fluid, Aircraft, Fire Resistant
Specification: SAE AS1241D Class:2 Type:IV

Qty Submitted: 30 mL
Source: KC-10A 83-0080, #2 Hysraulic System

Method	Test	Min	Max	Result	Fail
SAE AS1241C	Workmanship			Pass	
SAE AS1241C	Color			Pass	
ASTM D 445 - 15a	Viscosity @ -54°C (cSt)		3500	1527	
ASTM D 445 - 15a	Viscosity @ 99°C (cSt)	3.0	4.0	2.8	X
ASTM D 6304 - 16e1	Water, Coulometric Karl Fischer Titration (% wt)		0.20	0.14	
ASTM D 4052 - 15	Density @ 25°C (g/mL)	1.021	1.066	1.031	
ASTM D 664 - 11ae1	Acid Number (mg KOH/g)		0.10	0.06	
ASTM D 5949 - 16	Pour Point (°C)		-63	-87	
GC	Gas Chromatographic Analysis			See Below	

Dispositions:
Coordinated with
For information purposes only.
The limits stated on this report are for new, unused fluid and are listed for reference purposes only.
GC/MS analysis indicates that the sample is an SAE AS1241C Class 2 hydraulic fluid with trace levels (<10%) of higher molecular weight products, typical of used fluid.

Approved By **Date** 11/25/2016*

\\SIGNED\\

This report was electronically delivered to:

* Date reflects Eastern Standard Time(EST) | Report Generated: 11/25/16 13:28*
** Date as provided by customer

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TAB F

WEATHER AND ENVIRONMENTAL RECORDS AND DATA

F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS 2

F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT 14

F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS

Crew Papers PKG-31-Oct-2016 16:31:12 Bottom | View PDF Last Refresh: 01 Nov 2016 2034

KSUU - KSUU

General

Publish Date	01-Nov-2016 1238Z
Mission ID/Call Sign	6UN52TC22306 / XXXXX22
Flight Manager	/
Weather Forecaster	/ Watches, Warnings, Advisories (WWA) may not be current at time of flt wx pkg development. Contact TACC or local agencies for updated WWA info prior to departure. Please provide PIREP during flt. TACC WX DSN: 779-0308 (IFM)/779-0353 (Non-IFM)
Contents	Sortie 100: Flight Weather Briefing

Sortie 100: Flight Weather Briefing 6306/0955

MSN 6UN52TC22306 - KSUU 11/01/2016 15:35 - KSUU 11/01/2016 21:30

Takeoff Weather

KSUU 01/1535Z 22009KT 8000 (5SM) -SHRA BR SCT030 BKN070 T: 12C/53F ALSTG: 29.93 ins
PA: 53 ft

Remarks

Dest Weather

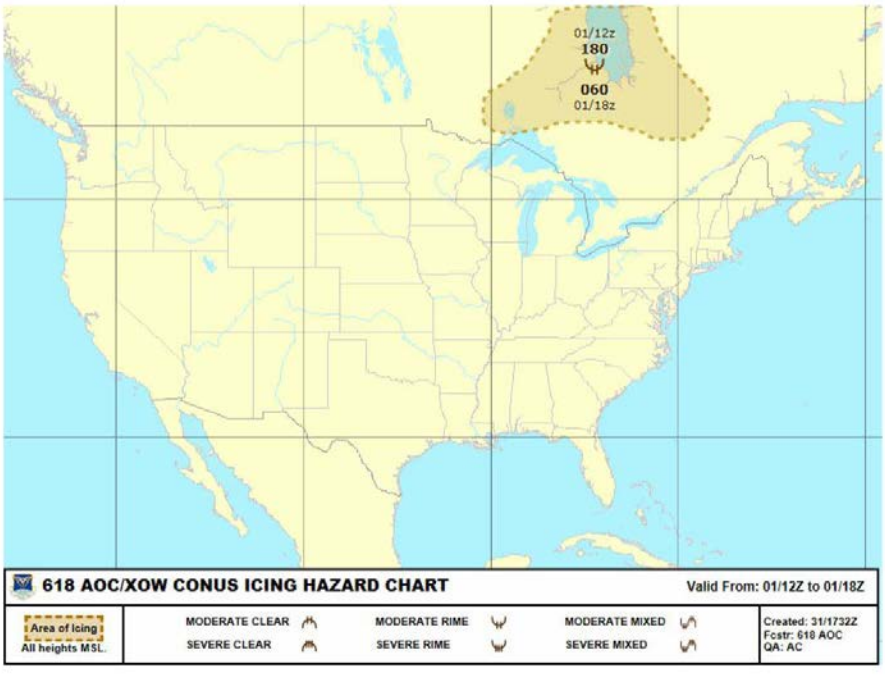
KSUU 01/2130Z 23009KT 9999 (7SM) SCT050 BKN090 T: 18C/64F ALSTG: 30.02 ins
VT: 20:30-22:30 PA: -36 ft

Enroute Weather

KBOI	TAF KBOI 010522Z 0106/0206 14005KT P6SM -SHRA BKN050 OVC070 FM011700 31006KT P6SM SCT040 BKN100 FM020300 13006KT P6SM FEW050	T: 12C/53F	ALSTG: 29.91 ins
		PA: 2881 ft	
KMUO	TAF KMUO 010205Z 0102/0208 11009KT 9999 SCT050 QNH2991INS BECMG 0105/0106 11009KT 9000 -RA OVC030 QNH2990INS BECMG 0118/0119 32009KT 9999 NSW SCT030 QNH3000INS BECMG 0203/0204 11010KT 9999 SKC QNH3008INS TX15/0123Z TN06/0113Z	T: 13C/55F	ALSTG: 29.90 ins
		PA: 3016 ft	
KLMT	TAF KLMT 010520Z 0106/0206 VRB03KT P6SM OVC050 FM011700 VRB03KT P6SM BKN050 FM012300 15008KT P6SM SCT050	T: 9C/48F	ALSTG: 29.93 ins
		PA: 4085 ft	
KSMF	TAF KSMF 010526Z 0106/0206 19007KT P6SM -RA BKN050 FM010900 18008KT P6SM BKN035 FM012100 33004KT P6SM SCT250	T: 18C/64F	ALSTG: 30.00 ins
		PA: -52 ft	
KSFO	TAF KSFO 010542Z 0106/0212 22008KT P6SM FEW015 SCT025 BKN050 TEMPO 0106/0108 6SM -SHRA SCT015 BKN025 OVC040 FM010900 23006KT P6SM BKN015 FM011700 28004KT P6SM SCT020 FM012200 30012KT P6SM FEW050 FM020400 29006KT P6SM SKC	T: 16C/60F	ALSTG: 30.02 ins
		PA: -86 ft	
KOAK	TAF KOAK 010542Z 0106/0212 22008KT P6SM SCT025 BKN050 TEMPO 0106/0108 6SM -RA	T: 17C/62F	ALSTG: 30.03 ins

	BKN025 OVC040 FM010900 23010KT P6SM BKN015 FM011700 21004KT P6SM FEW020 BKN050 FM012100 27012KT P6SM FEW050 FM020400 27006KT P6SM SKC	
		PA: -100 ft
KBAB	TAF AMD KBAB 010635Z 0106/0209 14009KT 9999 SCT050 OVC060 610605 QNH2993INS BECMG 0120/0121 32009KT 9999 SCT030 BKN060 QNH3009INS BECMG 0200/0201 VRB06KT 9999 FEW025 QNH2976INS TX19/0121Z TN10/0112Z=	T: 17C/62F ALSTG: 29.76 ins
		PA: 273 ft
KSUU	TAF KSUU 010302Z 0103/0209 22009KT 8000 -SHRA BR SCT030 BKN070 QNH2993INS BECMG 0117/0118 23009KT 9999 NSW SCT050 BKN090 QNH3002INS BECMG 0205/0206 VRB06KT 9999 SCT050 QNH3008INS TX18/0122Z TN12/0115Z	T: 18C/64F ALSTG: 29.93 ins
		PA: 53 ft
Remarks:	***Moderate Turbulence has been forecast for AR-S1DDLE AND AR-007. Please call us if this will impact your mission and you need to mitigate.***	

Enroute HAZARD Charts Attached



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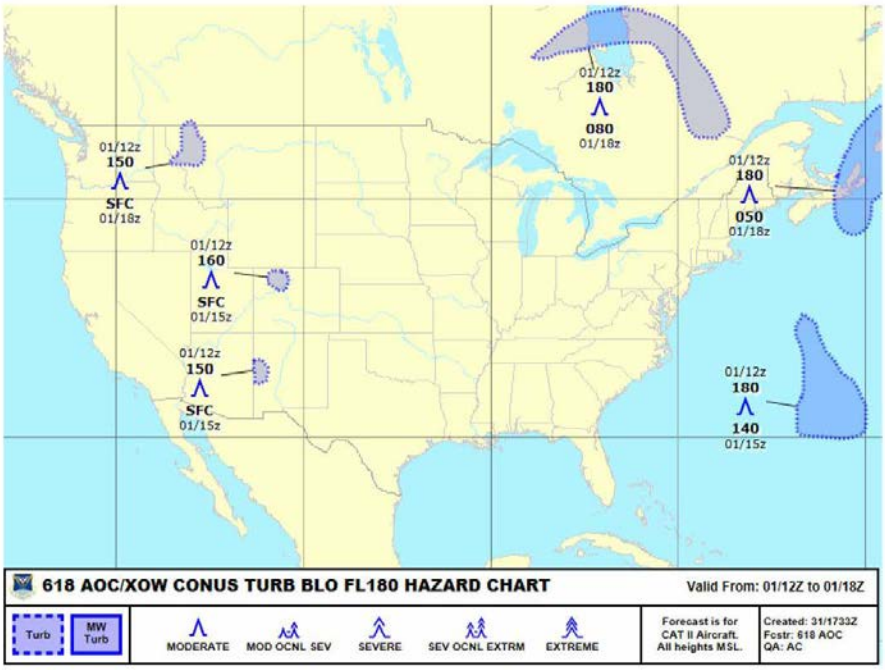

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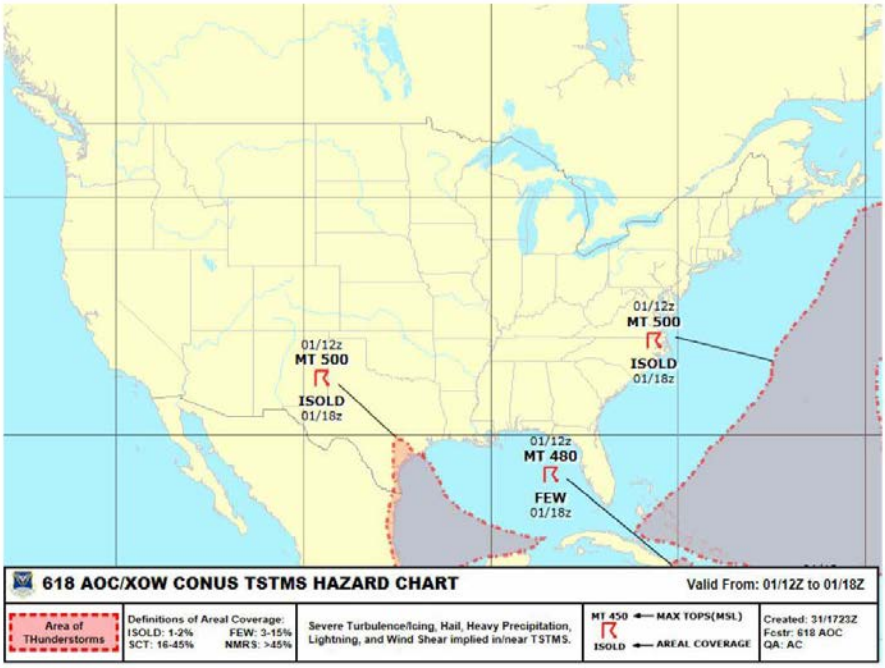

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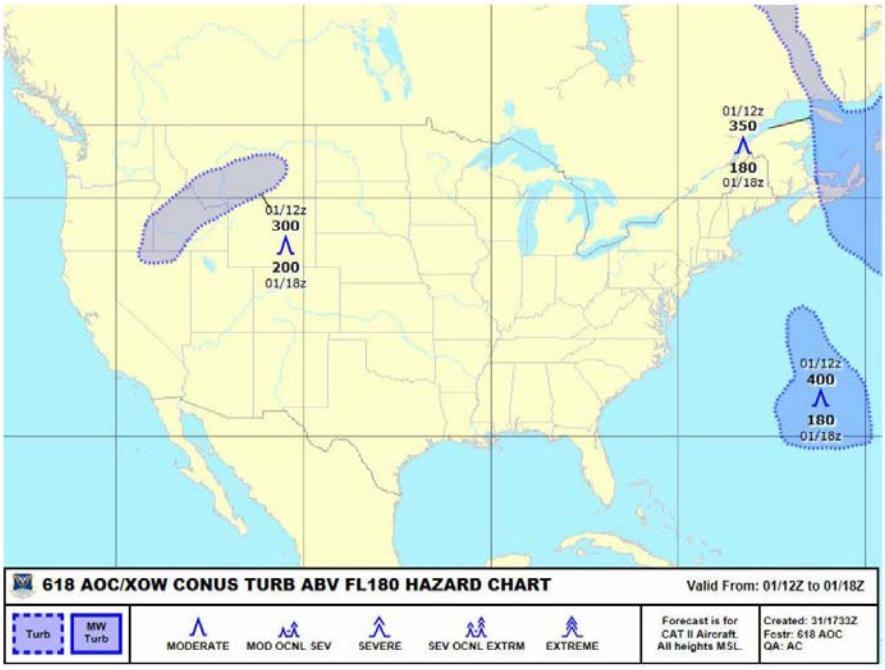

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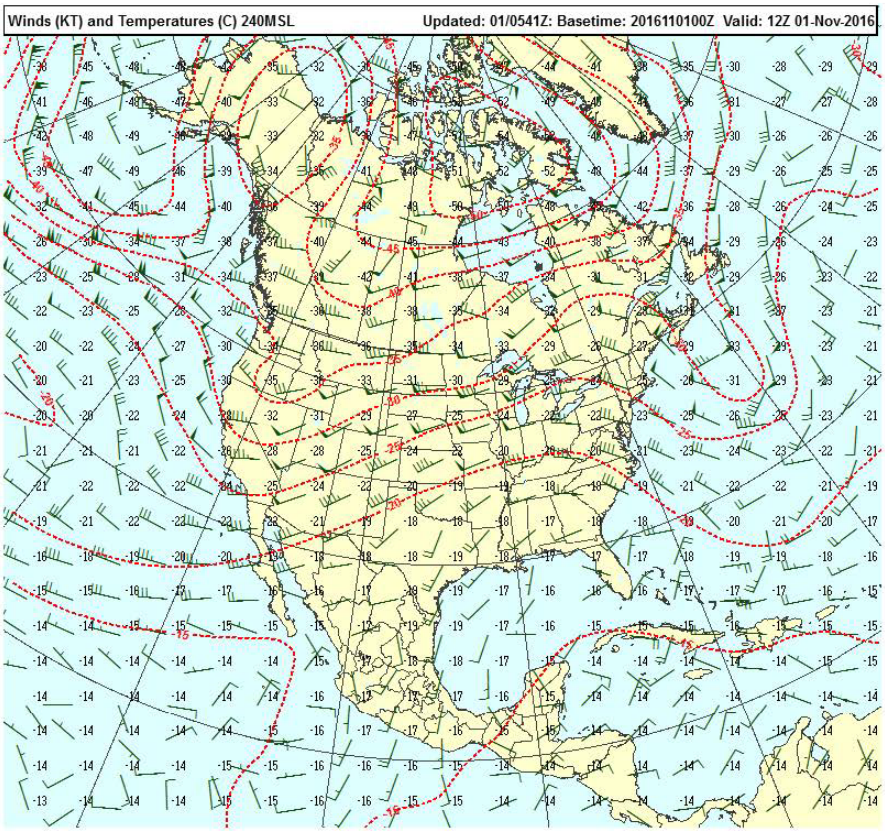

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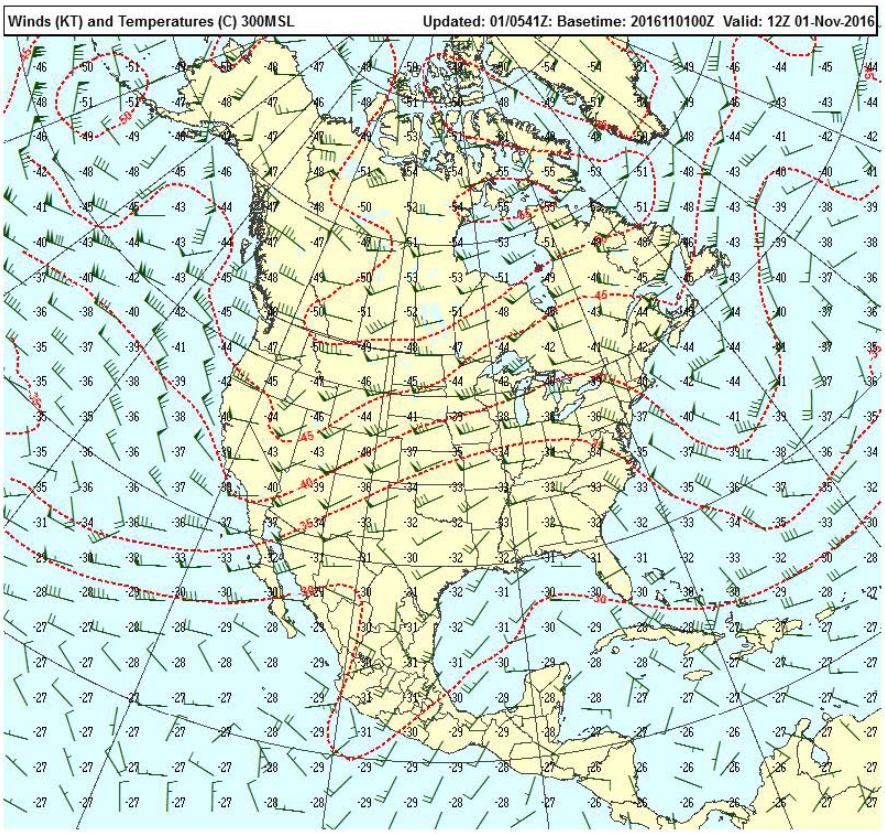

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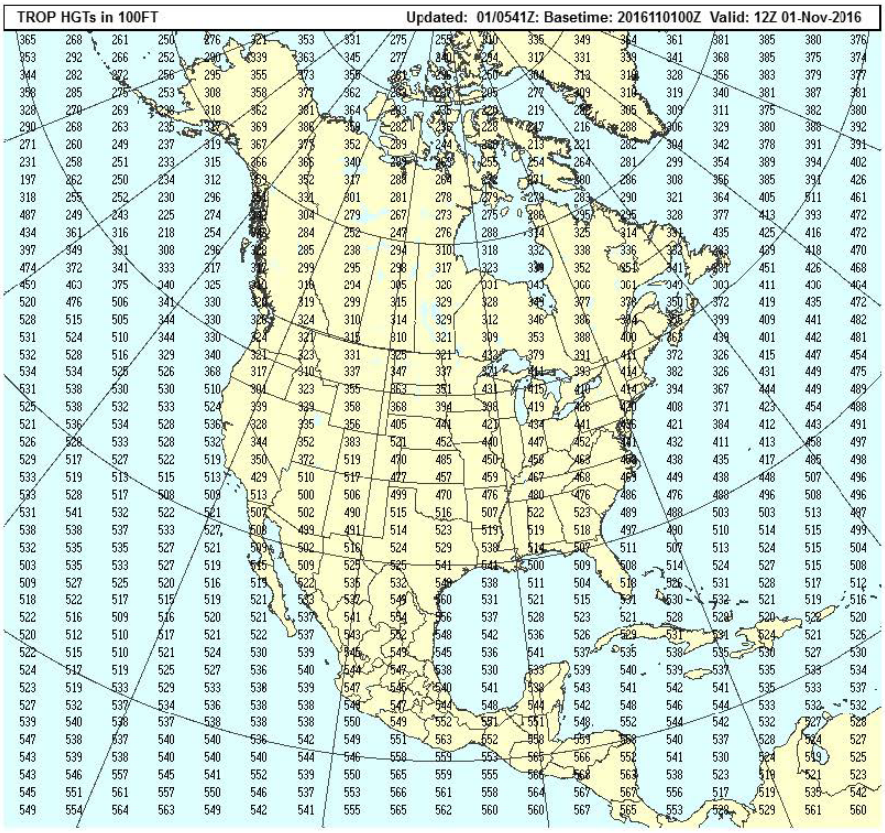

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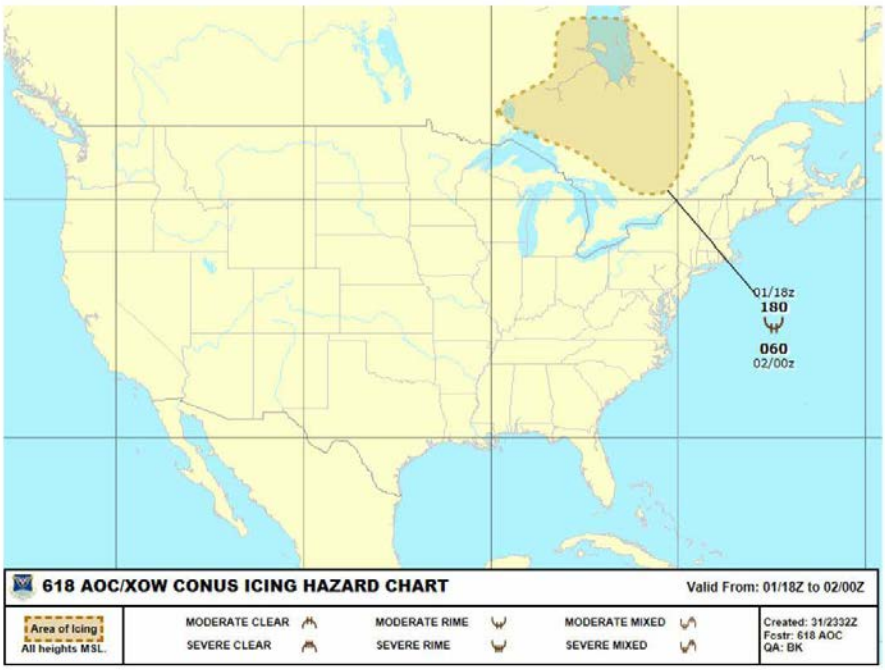

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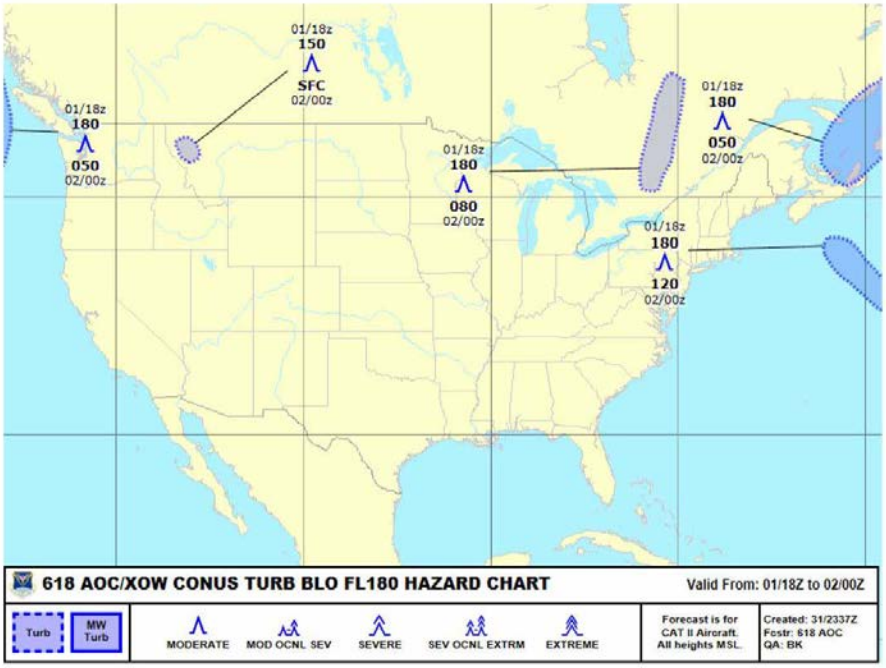

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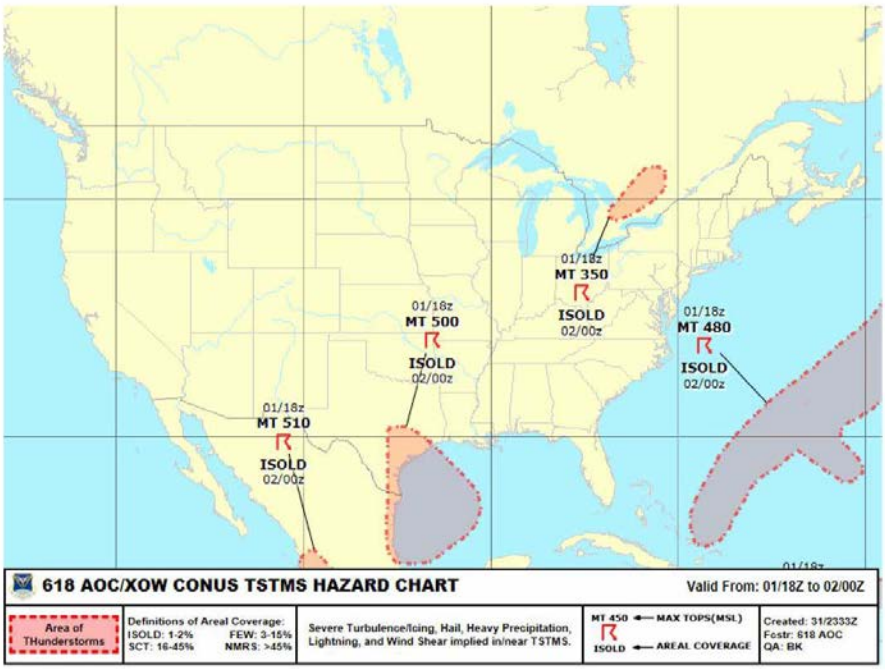

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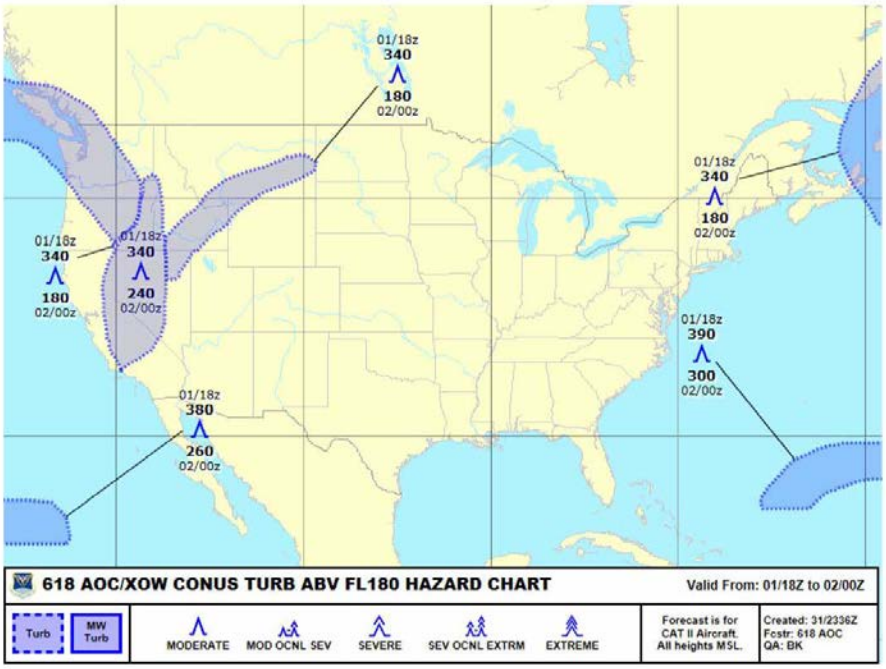

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Climb Winds for Travis AFB

24 Hour Minimum Temperature: 0.00°C

Valid 001 NOV/0600Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	201	6	14.2	12.1	-0.6
5000	232	25	4.2	3.1	-0.7
10000	254	35	-4.0	-11.0	1.0
15000	272	47	-11.2	-30.1	3.7
20000	273	51	-21.5	-29.2	3.3
25000	270	54	-32.1	-35.0	2.6

Valid 001 NOV/0900Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	222	6	14.1	12.7	-0.7
5000	253	19	3.7	2.5	-1.2
10000	261	31	-3.9	-18.0	1.1
15000	270	40	-11.9	-24.0	3.0
20000	279	41	-23.1	-26.9	1.7
25000	281	44	-33.5	-46.4	1.2

Valid 001 NOV/1200Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	246	6	13.4	11.3	-1.5
5000	270	19	2.7	-1.5	-2.2
10000	284	24	-3.2	-26.7	1.8
15000	285	35	-12.4	-17.6	2.5
20000	294	36	-23.4	-31.5	1.4
25000	305	48	-33.2	-54.8	1.5

Valid 001 NOV/1500Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	255	6	13.4	10.7	-1.5
5000	306	13	2.9	-1.6	-2.0
10000	304	20	-4.1	-18.2	0.9
15000	310	36	-11.8	-23.7	3.1
20000	326	41	-22.3	-37.1	2.5
25000	331	55	-32.2	-59.2	2.5

Valid 001 NOV/1800Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	251	4	15.9	10.5	0.8
5000	345	3	2.9	-1.5	-2.0
10000	333	20	-2.2	-22.4	2.8
15000	338	35	-9.9	-33.2	5.0
20000	344	56	-19.4	-48.7	5.4
25000	350	77	-30.1	-47.0	4.6

Valid 001 NOV/2100Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	084	2	17.8	9.6	2.7
5000	036	3	3.6	-0.7	-1.3
10000	355	16	-0.1	-24.5	4.9
15000	348	37	-7.4	-39.7	7.5
20000	340	52	-17.2	-36.5	7.6
25000	350	67	-28.9	-41.1	5.8

Valid 02 NOV/0000Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	001	4	17.6	9.8	2.5
5000	020	5	4.8	-1.3	-0.1
10000	357	12	1.8	-28.4	6.8
15000	347	33	-5.8	-37.8	9.1
20000	338	46	-15.7	-32.0	9.1
25000	354	58	-27.8	-40.4	6.9

Valid 02 NOV/0300Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	005	5	13.2	10.5	-2.0
5000	036	5	5.7	-3.7	0.8
10000	002	10	3.2	-27.2	8.2
15000	340	25	-4.6	-29.2	10.3
20000	330	35	-14.4	-32.0	10.4
25000	348	39	-26.6	-37.7	8.1

Valid 02 NOV/0600Z

Height AGL (ft)	Dir (°)	Speed (kt)	Temp (°C)	Dewpt (°C)	T-Dev (°C)
Surface	337	5	10.9	9.7	-4.2
5000	006	3	8.4	-8.6	3.5
10000	004	7	4.8	-32.3	9.8
15000	334	18	-4.0	-27.4	10.9
20000	326	27	-13.5	-30.2	11.3
25000	331	27	-26.3	-34.4	8.4

https://tacc.us.af.mil/Directorates/xow/WeatherCharts/TACC_CLIMB_KSUU.gif

VALID: 1/1745Z - 1/2045Z
FORECAST AR: 007
FL: 230/320

FL: 230/320
ALL HEIGHTS MSL EXCEPT CLOUD BASES BELOW 10,000 FEET
A. CLOUDS: 050 BKN 120
B. VSBY: 1NM INC; 7NM OUT
C. TSTMS: NONE
D. ICING: NONE
E. TURBC: LGT 200-300 TIL 18Z; MOD 240-340 AFT 18Z
F. WINDS: 34080KT

ALL FCSTS ARE FOR CAT II AIRCRAFT AND ARE METWATCHED/AMENDED FOR: VSBY LESS THAN 1NM, SCT TSTMS, AND MOD OR GREATER ICG/TURBC. ** FOR TURBULENCE FORECASTS CAT III AIRCRAFT (C-17, KC-10) SHOULD DOWNGRADE TURBULENCE A HALF CATEGORY I.E. MOD = LGT OCNL MOD. **NOTICE AIRCREWS PLEASE PASS PIREPS/AIREPS ON ROUTE WEATHER VIA PHONE PATCH OR CALL 618 TACC/XOW AT DSN 779-0353.**

BY:

Miscellaneous Chart

VALID: 1/1600Z - 1/1845Z
FORECAST AR: S1DDLE
FL: 170/250

FL: 170/250
ALL HEIGHTS MSL EXCEPT CLOUD BASES BELOW 10,000 FEET
A. CLOUDS: 050 OVC 120 / 120 BKN 220 / 220 SCT 260
B. VSBY: 1/2NM INC (OVC); 1NM INC (BKN); 3NM INC (SCT); 7NM OUT
C. TSTMS: NONE
D. ICING: LGT MXD 080-180 / LGT RIME 180-220
E. TURBC: MOD 200-300 TIL 18Z; MOD 240-340 AFT 18Z
F. WINDS: 33020KT

ALL FCSTS ARE FOR CAT II AIRCRAFT AND ARE METWATCHED/AMENDED FOR: VSBY LESS THAN 1NM, SCT TSTMS, AND MOD OR GREATER ICG/TURBC. ** FOR TURBULENCE FORECASTS CAT III AIRCRAFT (C-17, KC-10) SHOULD DOWNGRADE TURBULENCE A HALF CATEGORY I.E. MOD = LGT OCNL MOD. **NOTICE AIRCREWS PLEASE PASS PIREPS/AIREPS ON ROUTE WEATHER VIA PHONE PATCH OR CALL 618 TACC/XOW AT DSN 779-0353.**

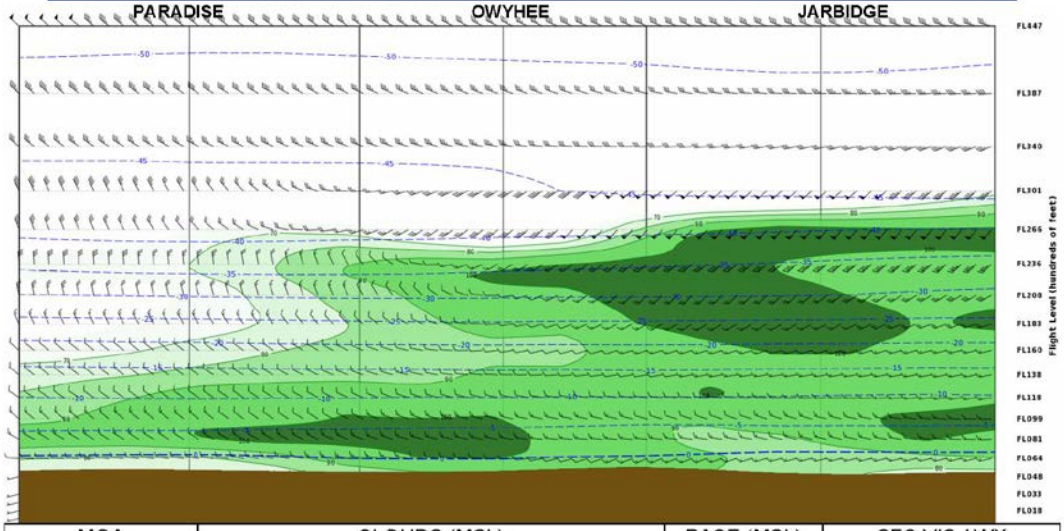
BY:

T/O & RECOVERY

T/O (0925L):	12004KT	10SM -SHRA	BKN060
T: 09C/49F	A: 29.98	PA: +2942	
WA/WW:	ICE FOD Advisory Expected		
HAZARDS(MSL):	LGT RIME IC 090-220		
REC (1145L):	32010KT	10SM VCSH BKN090	
T: 12C/55F	A: 30.01	PA: +2915	
WA/WW:	NONE		
HAZARDS(MSL):	LGT RIME IC 120-220		

Generate and sustain combat ready F-15E Aircrew.

MOA WEATHER



MOA	CLOUDS (MSL)	BASE (MSL)	SFC VIS / WX
PARADISE	**BKN060/160**	**NONE**	**7SM/ ISOLD -RA**
OWYHEE	**BKN060/220**	**NONE**	**6SM/ ISOLD -RA**
JARBIDGE	**BKN060/260**	**NONE**	**5SM/ ISOLD -RA**

MOA WEATHER

UPPER LEVEL WINDS
FL 050: 30010KT
FL 100: 28010KT
FL 150: 29015KT
FL 200: 30010KT
FL 250: 35010KT
FL 300: 31020KT
FL 350: 30030KT
FL 400: 30040KT
FL 450: 30040KT
FL 500: 29030KT

CONTRAILS:	500/620
FZ LVL:	070

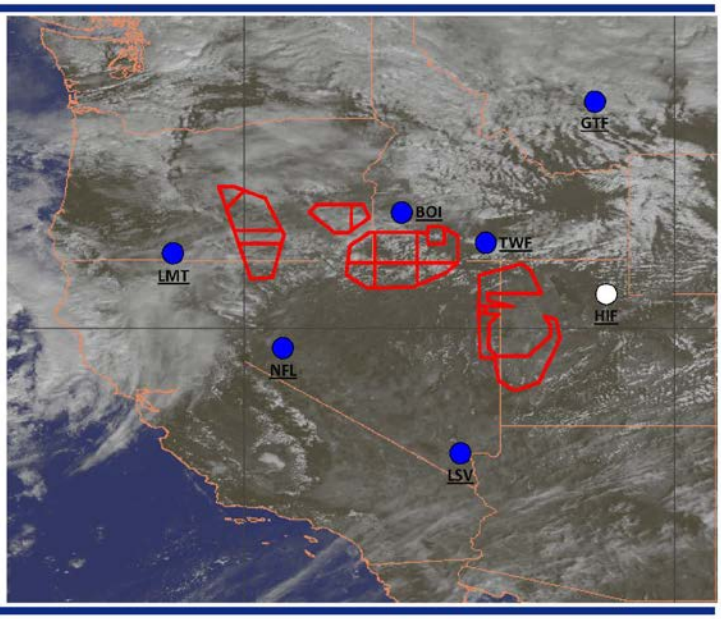
	SFC WND	VIS
SC:	28010G15KT	6
JB:	31008KT	5

SOLAR/LUNAR	
BMCT:	0748L
Sunrise:	0817L
Sunset:	1836L
EECT:	1906L
Moonrise:	0900L
Moonset:	1935L
Illum:	01%

Generate and sustain combat ready F-15E Aircrew.

DIVERT WEATHER

- < 200 & 1/2
- ≥ 200 & 1/2
- ≥ 300 & 1
- ≥ 500 & 1 1/2
- ≥ 700 & 2
- ≥ 1500 & 3
- ≥ 3000 & 5



Generate and sustain combat ready F-15E Aircrew.

F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT

KMUO 011958Z 31003KT 10SM BKN075 13/04 A3004 RMK AO2A SLP170 T01280043 $

KMUO 011858Z 34003KT 10SM BKN070 12/05 A3004 RMK AO2A SLP170 T01240053 $

KMUO 011758Z AUTO VRB03KT 10SM CLR 12/06 A3003 RMK AO2 SLP169 60000 T01160060 10116 20059 52021 $

KMUO 011658Z AUTO 29004KT 10SM CLR 10/06 A3001 RMK AO2 SLP162 T01000058 $

KMUO 011609Z 30003KT 10SM SCT070 09/06 A2999

KMUO 011558Z 30004KT 10SM FEW040 BKN070 08/06 A2999 RMK SLP159

KMUO 011458Z 00000KT 10SM BKN100 07/06 A2996 RMK AO2A SLP149 60000 T00710055 52016 $

KMUO 011358Z 05003KT 10SM BKN080 07/06 A2993 RMK AO2A DZB1258E06 CIG 100 RWY12 SLP138 P0000 T00660056 $

KMUO 011258Z 02007KT 10SM SCT060 BKN080 08/06 A2992 RMK AO2A UPB36E45DZB45 SLP130 P0000 T00750063 $

KMUO 011213Z AUTO 00000KT 10SM FEW049 BKN080 07/07 A2991 RMK AO2

KMUO 011208Z AUTO 00000KT 10SM FEW048 BKN075 07/07 A2991 RMK AO2

KMUO 011158Z AUTO 00000KT 10SM FEW048 SCT080 07/06 A2991 RMK AO2 DZB1058E00 SLP127 P0000 60000 T00740061 10089 20071 50005 $

KMUO 011058Z AUTO 17005KT 10SM CLR 07/07 A2990 RMK AO2 DZB31E33RAB33E55DZB55 CIG 042 RWY12 SLP122 P0000 T00720066 $

KMUO 011013Z AUTO 21005KT 10SM FEW065 SCT080 08/05 A2991 RMK AO2

KMUO 011008Z AUTO 22004KT 10SM BKN070 08/05 A2990 RMK AO2

KMUO 011003Z AUTO 00000KT 10SM SCT065 BKN080 08/05 A2990 RMK AO2

KMUO 010958Z AUTO 22007KT 10SM BKN075 08/06 A2990 RMK AO2 SLP122 T00770055 $

KMUO 010943Z AUTO 00000KT 10SM BKN075 BKN090 08/05 A2989 RMK AO2

KMUO 010938Z AUTO 00000KT 10SM SCT075 08/05 A2989 RMK AO2 $

KMUO 010933Z AUTO 00000KT 10SM BKN075 08/05 A2989 RMK AO2

KMUO 010923Z AUTO 04006KT 10SM FEW055 SCT075 BKN090 08/05 A2989 RMK AO2

KMUO 010858Z AUTO 33004KT 10SM FEW055 BKN075 08/05 A2989 RMK AO2 SLP118 T00810051 55004 $

KMUO 010848Z AUTO 05003KT 10SM FEW055 BKN075 08/05 A2989 RMK AO2

KMUO TAF 0110/0216 22006KT 9999 BKN060 QNH2989INS

BECMG 0114/0115 31009KT 9999 SCT060 QNH2994INS

BECMG 0123/0124 31009KT 9999 SKC QNH3004INS

BECMG 0205/0206 09006KT 9999 SKC QNH3018INS TX14/0121Z TN05/0210Z

TAF KMUO 011801Z 0118/0224 30009KT 9999 SCT050 QNH3002INS

BECMG 0202/0203 10009KT 9999 FEW060 QNH3016INS

BECMG 0217/0218 12020G30KT 9999 SKC 520009 QNH3028INS

BECMG 0222/0223 13012G18KT 9999 SKC QNH3026INS TX13/0121Z TN03/0211Z

KSUU 012058Z AUTO 00000KT 9SM FEW049 18/09 A3008 RMK AO2 SLP193 T01840091 50001 $
KSUU 011958Z AUTO 00000KT 10SM FEW035 17/09 A3008 RMK AO2 SLP193 T01700094 $
KSUU 011858Z AUTO 00000KT 10SM FEW032 17/09 A3009 RMK AO2 SLP196 T01660094 $
KSUU 011758Z AUTO 00000KT 10SM CLR 17/10 A3007 RMK AO2 SLP189 T01650100 10166 20106 52017 $
KSUU 011658Z AUTO 27007KT 10SM CLR 16/11 A3006 RMK AO2 SLP186 T01550108 $
KSUU 011558Z AUTO 24007KT 10SM FEW033 14/11 A3005 RMK AO2 SLP183 T01380114 $
KSUU 011458Z AUTO 22005KT 10SM CLR 11/10 A3002 RMK AO2 SLP173 T01070098 52019 $
KSUU 011428Z AUTO 22007KT 10SM SCT024 12/11 A3001 RMK AO2 $
KSUU 011358Z AUTO 21006KT 10SM BKN025 BKN030 13/12 A3000 RMK AO2 CIG 025V200 SLP166 T01290115 $
KSUU 011353Z AUTO 21005KT 10SM BKN027 13/11 A3000 RMK AO2 CIG 027V200 $
KSUU 011258Z AUTO 00000KT 10SM FEW045 13/12 A2998 RMK AO2 SLP159 T01290118 $
KSUU 011228Z AUTO 22009KT 10SM SCT027 OVC038 13/13 A2998 RMK AO2 $
KSUU 011218Z AUTO 22009KT 10SM BKN029 BKN039 OVC170 13/13 A2997 RMK AO2 CIG 029V042 $
KSUU 011158Z AUTO 20010KT 10SM SCT042 SCT050 OVC170 13/13 A2997 RMK AO2 CIG 041 RWY03R SLP156 60025 70049 T01320126 10141 20130 50006 $
KSUU 011058Z AUTO 18006KT 10SM SCT170 13/13 A2996 RMK AO2 SLP152 P0001 T01330127 $
KSUU 010958Z AUTO 21008KT 10SM FEW001 OVC039 13/12 A2997 RMK AO2 RAB13E50 SLP156 P0023 T01340123 $
KSUU 010950Z AUTO 20009KT 8SM SCT002 OVC039 13/12 A2997 RMK AO2 RAB13E50 $
KSUU 010949Z AUTO 20009KT 7SM -RA SCT002 BKN036 OVC045 13/12 A2997 RMK AO2 RAB13 CIG 025 RWY03R $
KSUU 010934Z AUTO 23010KT 3SM RA BR SCT002 BKN023 BKN039 13/12 A2997 RMK AO2 RAB13 CIG 002V023 $
KSUU 010925Z AUTO 24011KT 2SM +RA BR SCT002 BKN023 BKN047 BKN055 13/12 A2997 RMK AO2 WSHFT 18 VIS 2V5 VIS 1 RWY03R RAB13 CIG 022V047 BKN023 V SCT $
KSUU 010923Z AUTO 26012KT 4SM -RA BR SCT002 BKN022 BKN043 BKN055 14/12 A2997 RMK AO2 VIS 1 RWY03R RAB13 CIG 022V048 BKN022 V SCT $

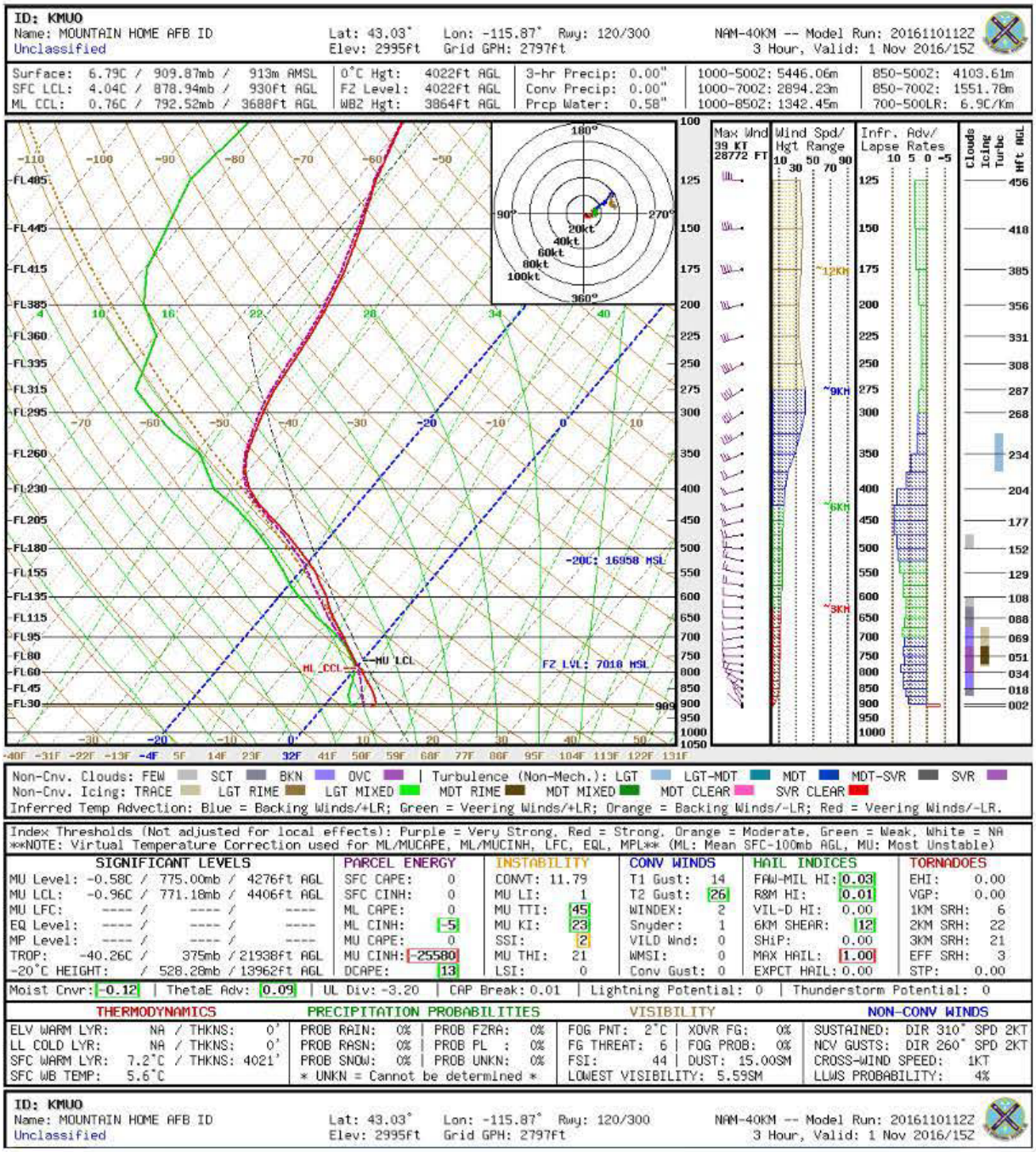
KSUU 010913Z AUTO 19010KT 5SM -RA BR FEW002 BKN048 BKN060 14/12 A2996 RMK AO2 RAB13 $

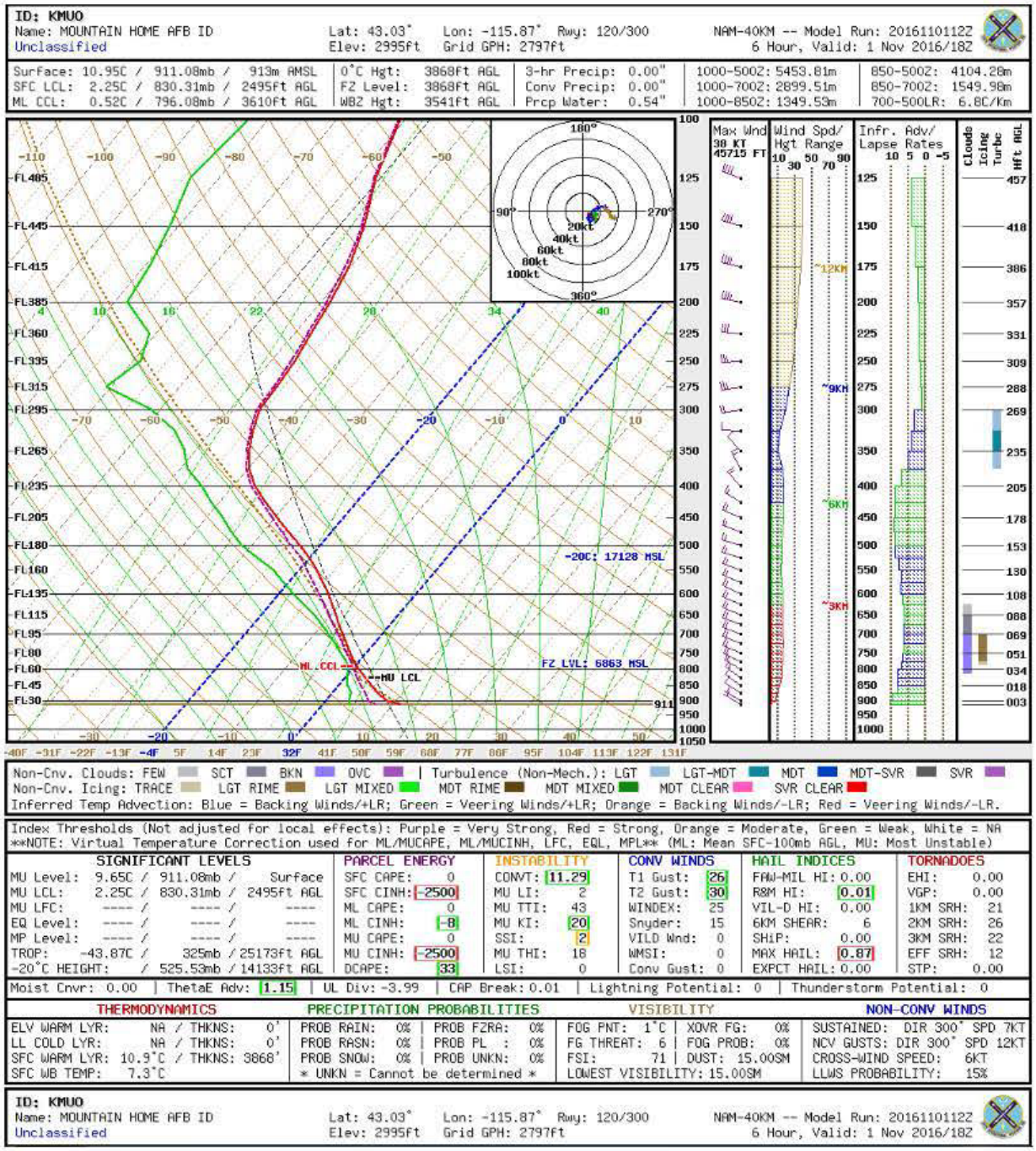
KSUU TAF 0111/0217 18009KT 9999 FEW002 SCT050 QNH2995INS

BECMG 0117/0118 23009KT 9999 SCT050 BKN080 QNH3001INS

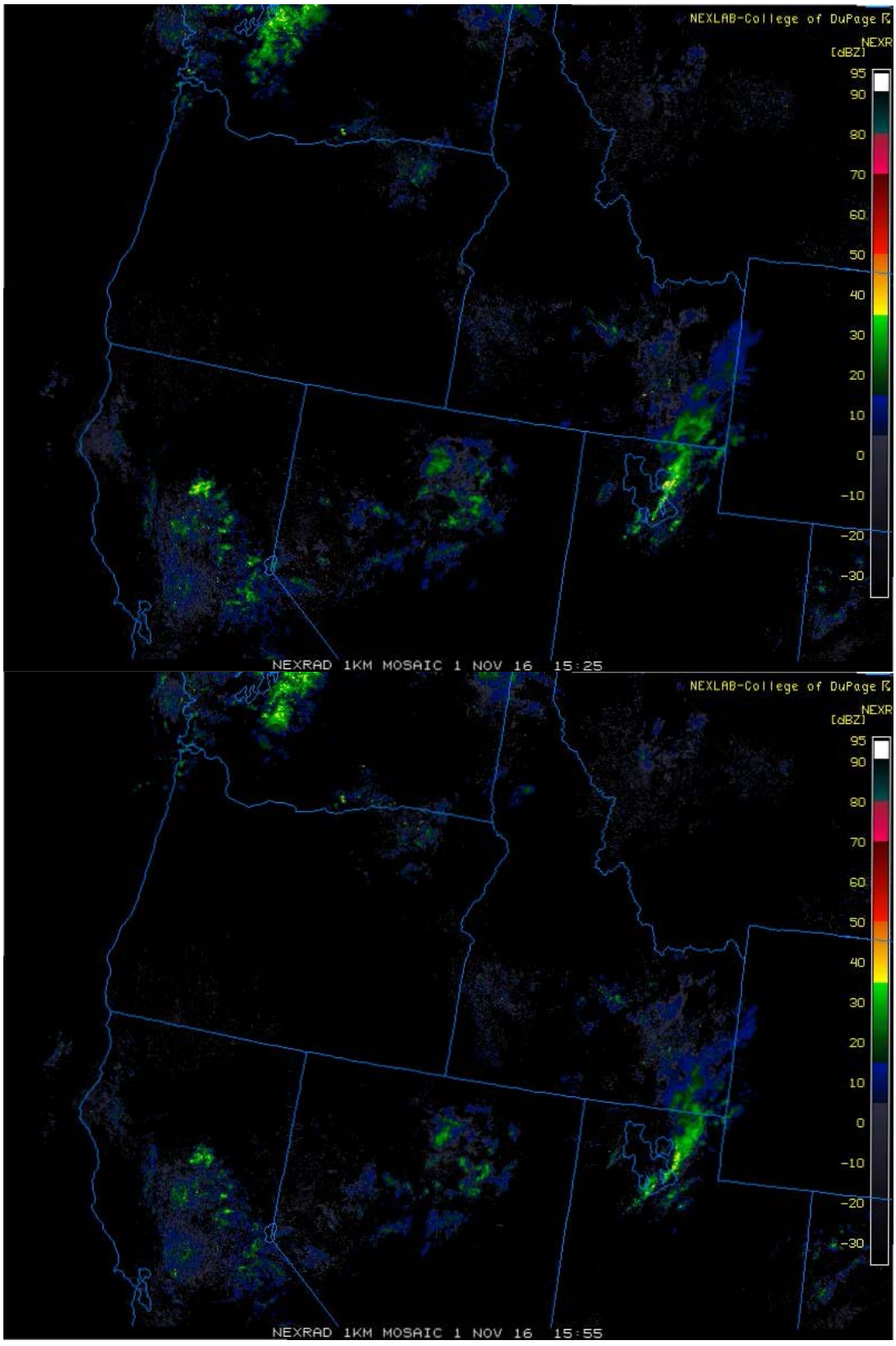
BECMG 0201/0202 24012KT 9999 SCT180 QNH3004INS TX18/0121Z TN11/0112Z

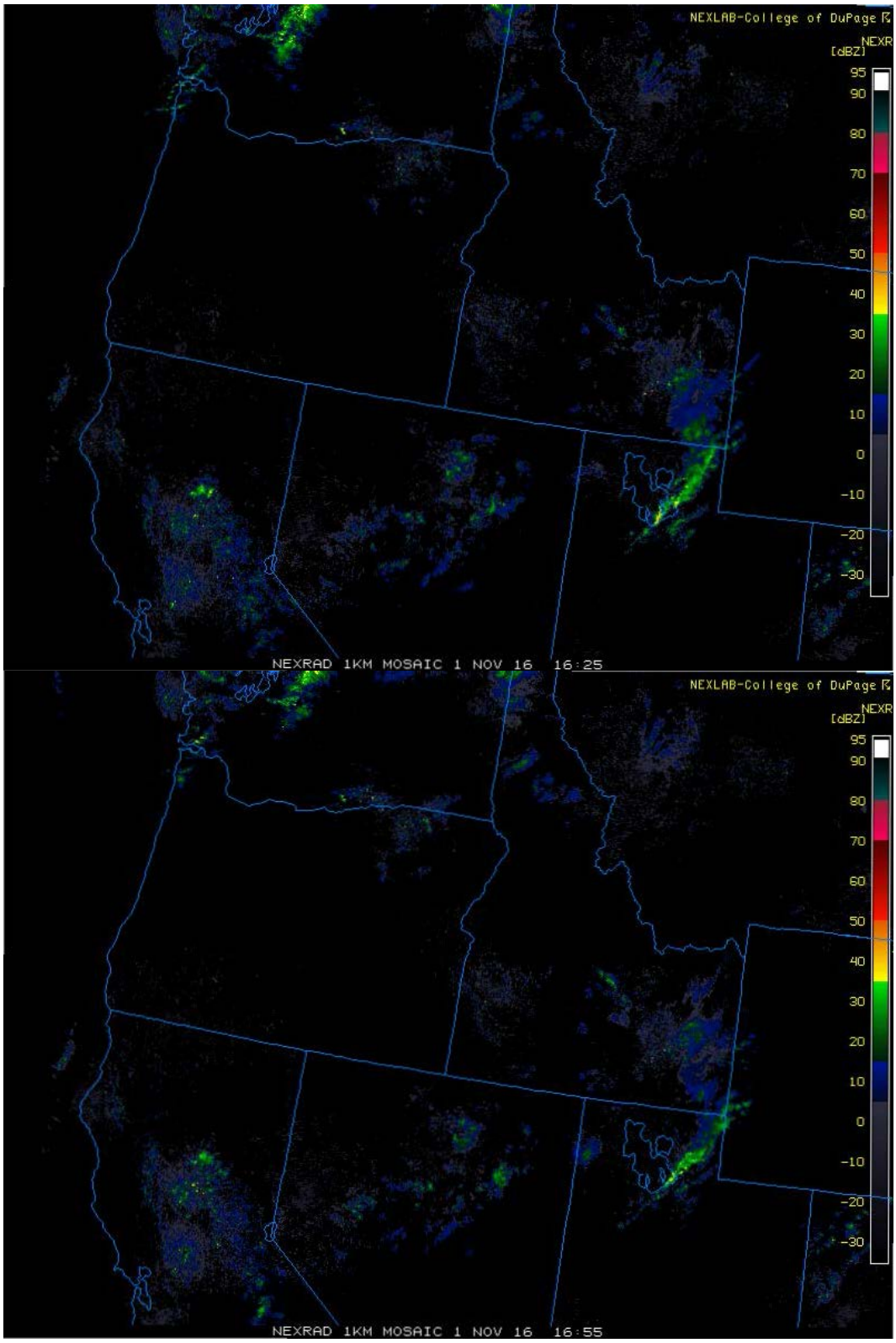
TAF KSUU 011904Z 0119/0301 23009KT 9999 SCT040 QNH3002INS
BECMG 0201/0202 24012KT 9999 FEW050 QNH3006INS
BECMG 0212/0213 24009KT 0800 FG SKC QNH3009INS
BECMG 0217/0218 01009KT 9999 NSW FEW250 QNH3015INS TX19/0122Z TN09/0212Z


ID: KMUO
Name: MOUNTAIN HOME AFB ID
Unclassified
Lat: 43.03° Lon: -115.87° Rwy: 120/300
Elev: 2995ft Grid GPH: 2797ft
NAM-40KM -- Model Run: 20161101122
3 Hour, Valid: 1 Nov 2016/15Z
Surface: 6.79C / 909.87mb / 913m AMSL
SFC LCL: 4.04C / 878.94mb / 930ft AGL
ML CCL: 0.76C / 792.52mb / 3688ft AGL
0°C Hgt: 4022ft AGL
FZ Level: 4022ft AGL
WB2 Hgt: 3864ft AGL
3-hr Precip: 0.00"
Conv Precip: 0.00"
Prcp Water: 0.58"
1000-500Z: 5446.06m
1000-700Z: 2894.23m
1000-850Z: 1342.45m
850-500Z: 4103.61m
850-700Z: 1551.78m
700-500LR: 6.9C/Km
Max Wnd 39 KT 28772 FT
Wind Spd/ Hgt Range
Infr. Adv/ Lapse Rates
Clouds Icing Turbc
Hft AGL
-20C: 16958 MSL
ML CCL
MU LCL
FZ LVL: 7018 MSL
Non-Cnv. Clouds: FEW SCT BKN OVC | Turbulence (Non-Mech.): LGT LGT-MDT MDT MDT-SVR SVR
Non-Cnv. Icing: TRACE LGT RIME LGT MIXED MDT RIME MDT MIXED MDT CLEAR SVR CLEAR
Inferred Temp Advection: Blue = Backing Winds/+LR; Green = Veering Winds/+LR; Orange = Backing Winds/-LR; Red = Veering Winds/-LR.
Index Thresholds (Not adjusted for local effects): Purple = Very Strong, Red = Strong, Orange = Moderate, Green = Weak, White = NA
NOTE: Virtual Temperature Correction used for ML/MUCAPE, ML/MUCINH, LFC, EQL, MPL (ML: Mean SFC-100mb AGL, MU: Most Unstable)
SIGNIFICANT LEVELS
MU Level: -0.58C / 775.00mb / 4276ft AGL
MU LCL: -0.96C / 771.18mb / 4406ft AGL
MU LFC: ---- / ---- / ----
EQ Level: ---- / ---- / ----
MP Level: ---- / ---- / ----
TROP: -40.26C / 375mb / 21938ft AGL
-20°C HEIGHT: / 528.28mb / 13962ft AGL
PARCEL ENERGY
SFC CAPE: 0
SFC CINH: 0
ML CAPE: 0
ML CINH: -5
MU CAPE: 0
MU CINH: -25580
DCAPE: 13
INSTABILITY
CONVT: 11.79
MU LI: 1
MU TTI: 45
MU KI: 23
SSI: 2
MU THI: 21
LSI: 0
CONV WINDS
T1 Gust: 14
T2 Gust: 26
WINDEX: 2
Snyder: 1
VILD Wnd: 0
WMSI: 0
Conv Gust: 0
HAIL INDICES
FAW-MIL HI: 0.03
R&M HI: 0.01
VIL-D HI: 0.00
6KM SHEAR: 12
SHiP: 0.00
MAX HAIL: 1.00
EXPCT HAIL: 0.00
TORNADOES
EHI: 0.00
VGP: 0.00
1KM SRH: 6
2KM SRH: 22
3KM SRH: 21
EFF SRH: 3
STP: 0.00
Moist Cnvr: -0.12 | ThetaE Adv: 0.09 | UL Div: -3.20 | CAP Break: 0.01 | Lightning Potential: 0 | Thunderstorm Potential: 0
THERMODYNAMICS
ELV WARM LYR: NA / THKNS: 0'
LL COLD LYR: NA / THKNS: 0'
SFC WARM LYR: 7.2°C / THKNS: 4021'
SFC WB TEMP: 5.6°C
PRECIPITATION PROBABILITIES
PROB RAIN: 0% | PROB FZRA: 0%
PROB RASN: 0% | PROB PL : 0%
PROB SNOW: 0% | PROB UNKN: 0%
* UNKN = Cannot be determined *
VISIBILITY
FOG PNT: 2°C | XOVR FG: 0%
FG THREAT: 6 | FOG PROB: 0%
FSI: 44 | DUST: 15.00SM
LOWEST VISIBILITY: 5.59SM
NON-CONV WINDS
SUSTAINED: DIR 310° SPD 2KT
NCV GUSTS: DIR 260° SPD 2KT
CROSS-WIND SPEED: 1KT
LLWS PROBABILITY: 4%
ID: KMUO
Name: MOUNTAIN HOME AFB ID
Unclassified
Lat: 43.03° Lon: -115.87° Rwy: 120/300
Elev: 2995ft Grid GPH: 2797ft
NAM-40KM -- Model Run: 20161101122
3 Hour, Valid: 1 Nov 2016/15Z


ID: KMUO
Name: MOUNTAIN HOME AFB ID
Unclassified
Lat: 43.03° Lon: -115.87° Rwy: 120/300
Elev: 2995ft Grid GPH: 2797ft
NAM-40KM -- Model Run: 20161101122
6 Hour, Valid: 1 Nov 2016/18Z
Surface: 10.95C / 911.08mb / 913m AMSL
SFC LCL: 2.25C / 830.31mb / 2495ft AGL
ML CCL: 0.52C / 796.08mb / 3610ft AGL
0°C Hgt: 3868ft AGL
FZ Level: 3868ft AGL
WBZ Hgt: 3541ft AGL
3-hr Precip: 0.00"
Conv Precip: 0.00"
Prcp Water: 0.54"
1000-500Z: 5453.81m
1000-700Z: 2899.51m
1000-850Z: 1349.53m
850-500Z: 4104.28m
850-700Z: 1549.98m
700-500LR: 6.8C/Km
Max Wnd 30 KT 45715 FT
Wind Spd/ Hgt Range
Infr. Adv/ Lapse Rates
Clouds Icing Turbc
Hft AGL
-20C: 17128 MSL
ML CCL
MU LCL
FZ LVL: 6863 MSL
Non-Cnv. Clouds: FEW SCT BKN OVC | Turbulence (Non-Mech.): LGT LGT-MDT MDT MDT-SVR SVR
Non-Cnv. Icing: TRACE LGT RIME LGT MIXED MDT RIME MDT MIXED MDT CLEAR SVR CLEAR
Inferred Temp Advection: Blue = Backing Winds/+LR; Green = Veering Winds/+LR; Orange = Backing Winds/-LR; Red = Veering Winds/-LR.
Index Thresholds (Not adjusted for local effects): Purple = Very Strong, Red = Strong, Orange = Moderate, Green = Weak, White = NA
NOTE: Virtual Temperature Correction used for ML/MUCAPE, ML/MUCINH, LFC, EQL, MPL (ML: Mean SFC-100mb AGL, MU: Most Unstable)
SIGNIFICANT LEVELS
MU Level: 9.65C / 911.08mb / Surface
MU LCL: 2.25C / 830.31mb / 2495ft AGL
MU LFC: ---- / ---- / ----
EQ Level: ---- / ---- / ----
MP Level: ---- / ---- / ----
TROP: -43.87C / 325mb / 25173ft AGL
-20°C HEIGHT: / 525.53mb / 14133ft AGL
PARCEL ENERGY
SFC CAPE: 0
SFC CINH: -2500
ML CAPE: 0
ML CINH: -8
MU CAPE: 0
MU CINH: -2500
DCAPE: 33
INSTABILITY
CONVT: 11.29
MU LI: 2
MU TTI: 43
MU KI: 20
SSI: 2
MU THI: 18
LSI: 0
CONV WINDS
T1 Gust: 26
T2 Gust: 30
WINDEX: 25
Snyder: 15
VILD Wnd: 0
WMSI: 0
Conv Gust: 0
HAIL INDICES
FAW-MIL HI: 0.00
R&M HI: 0.01
VIL-D HI: 0.00
6KM SHEAR: 6
SHIP: 0.00
MAX HAIL: 0.87
EXPCT HAIL: 0.00
TORNADOES
EHI: 0.00
VGP: 0.00
1KM SRH: 21
2KM SRH: 26
3KM SRH: 22
EFF SRH: 12
STP: 0.00
Moist Cnvr: 0.00 | ThetaE Adv: 1.15 | UL Div: -3.99 | CAP Break: 0.01 | Lightning Potential: 0 | Thunderstorm Potential: 0
THERMODYNAMICS
ELV WARM LYR: NA / THKNS: 0'
LL COLD LYR: NA / THKNS: 0'
SFC WARM LYR: 10.9°C / THKNS: 3868'
SFC WB TEMP: 7.3°C
PRECIPITATION PROBABILITIES
PROB RAIN: 0% | PROB FZRA: 0%
PROB RASN: 0% | PROB PL : 0%
PROB SNOW: 0% | PROB UNKN: 0%
* UNKN = Cannot be determined *
VISIBILITY
FOG PNT: 1°C | XOVR FG: 0%
FG THREAT: 6 | FOG PROB: 0%
FSI: 71 | DUST: 15.00SM
LOWEST VISIBILITY: 15.00SM
NON-CONV WINDS
SUSTAINED: DIR 300° SPD 7KT
NCV GUSTS: DIR 300° SPD 12KT
CROSS-WIND SPEED: 6KT
LLWS PROBABILITY: 15%
ID: KMUO
Name: MOUNTAIN HOME AFB ID
Unclassified
Lat: 43.03° Lon: -115.87° Rwy: 120/300
Elev: 2995ft Grid GPH: 2797ft
NAM-40KM -- Model Run: 20161101122
6 Hour, Valid: 1 Nov 2016/18Z

RADAR AND SATALLITE IMAGES DURING MISHAP

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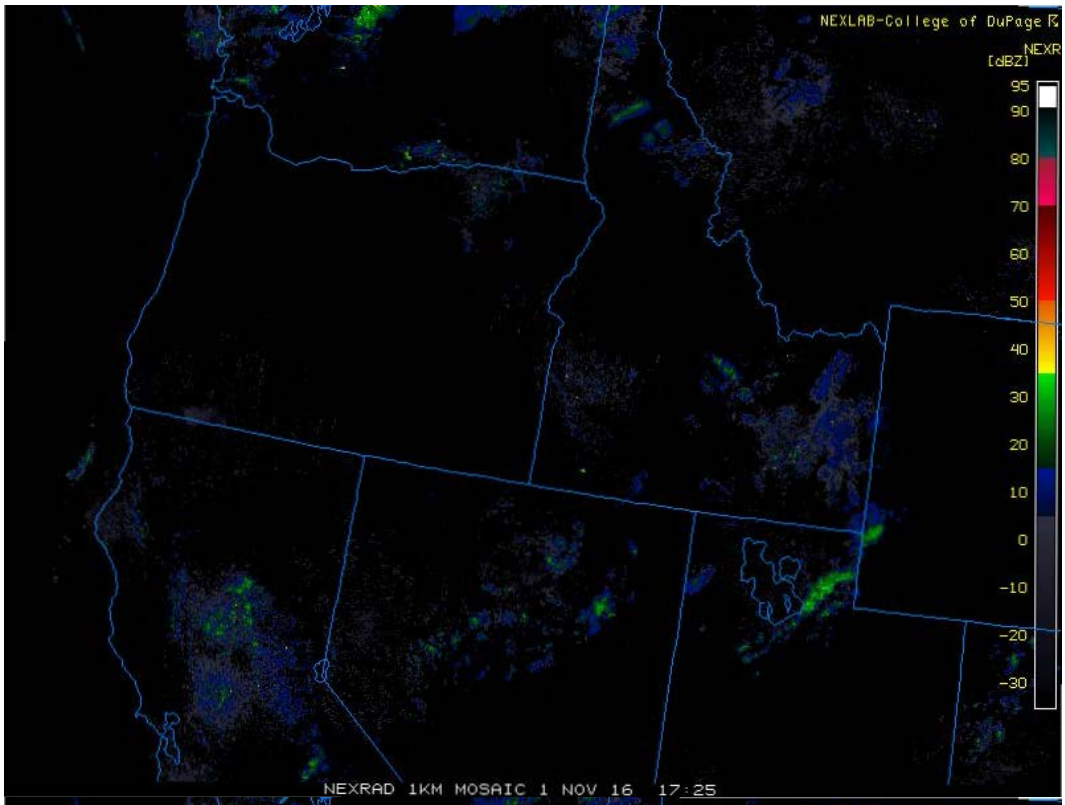
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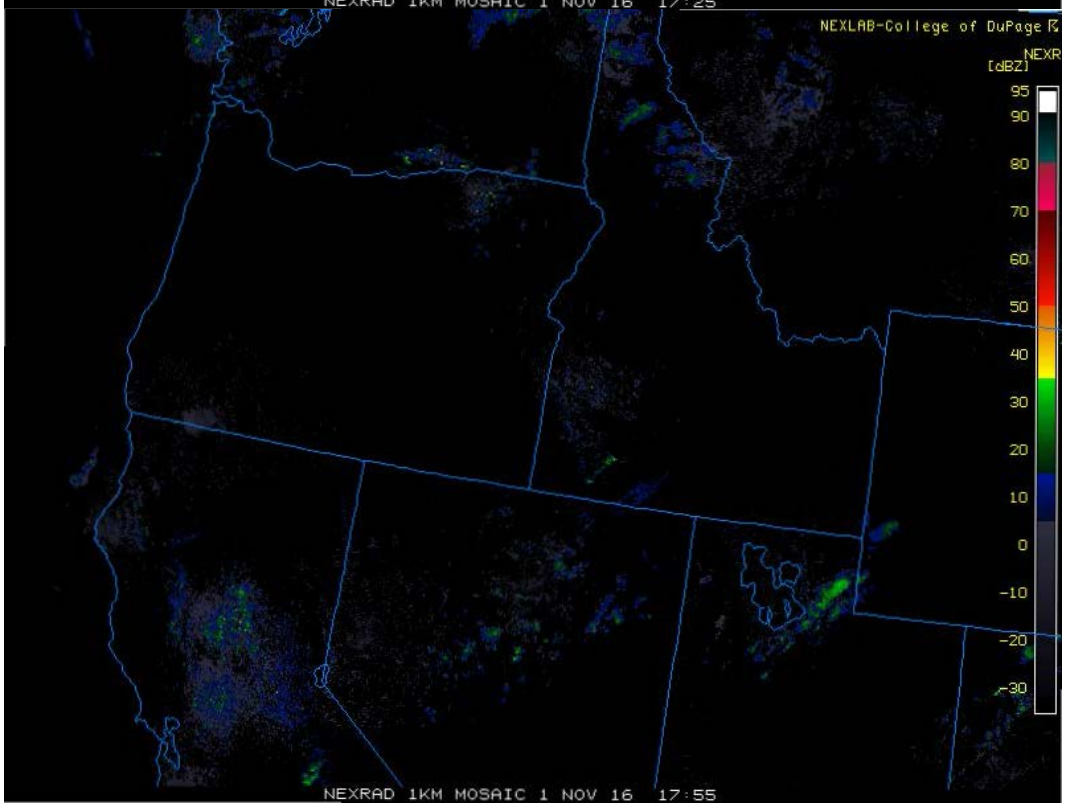
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NEXR
[dBZ]
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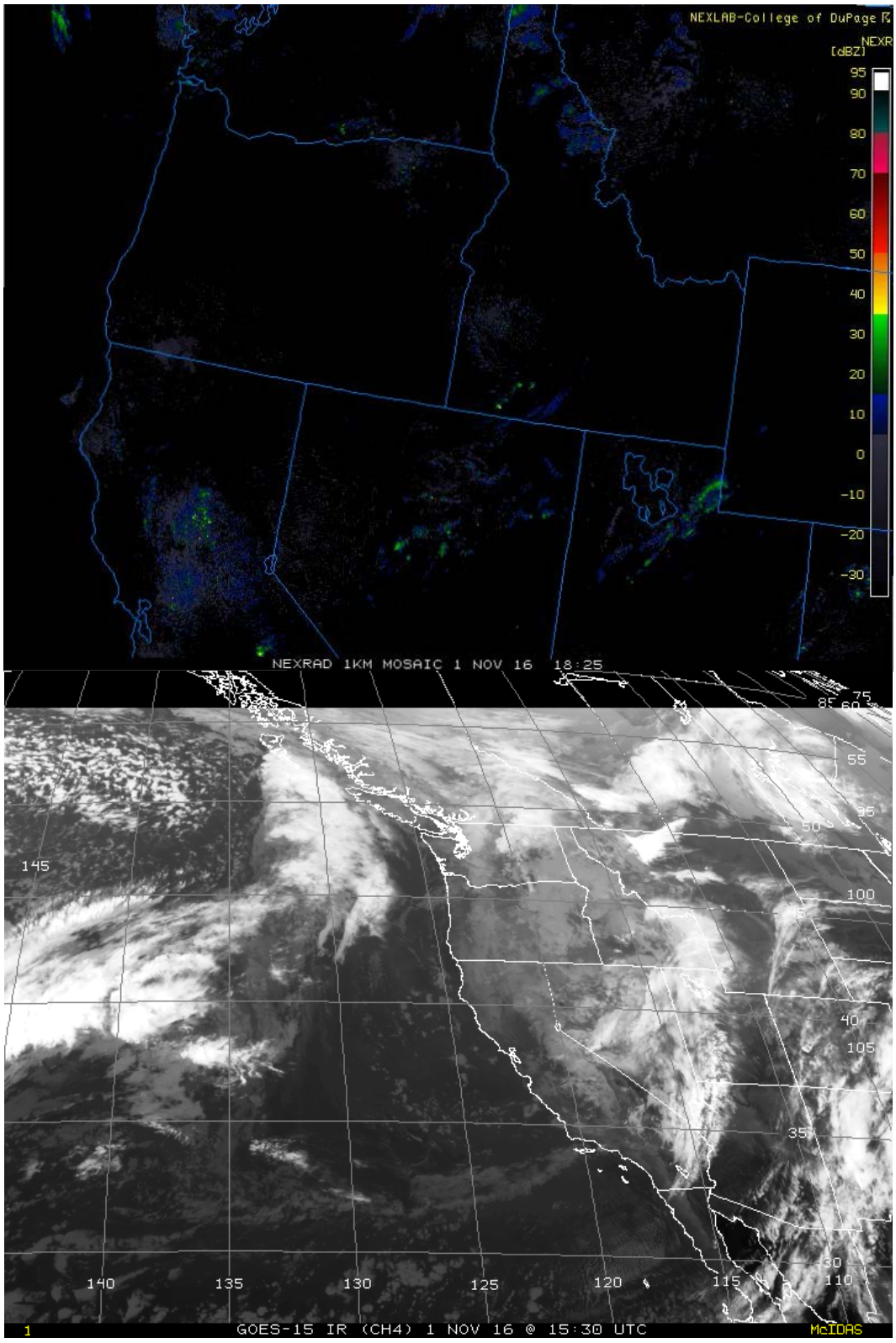
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[dBZ]
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-10
-20
-30
NEXRAD 1KM MOSAIC 1 NOV 16 18:25
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130
125
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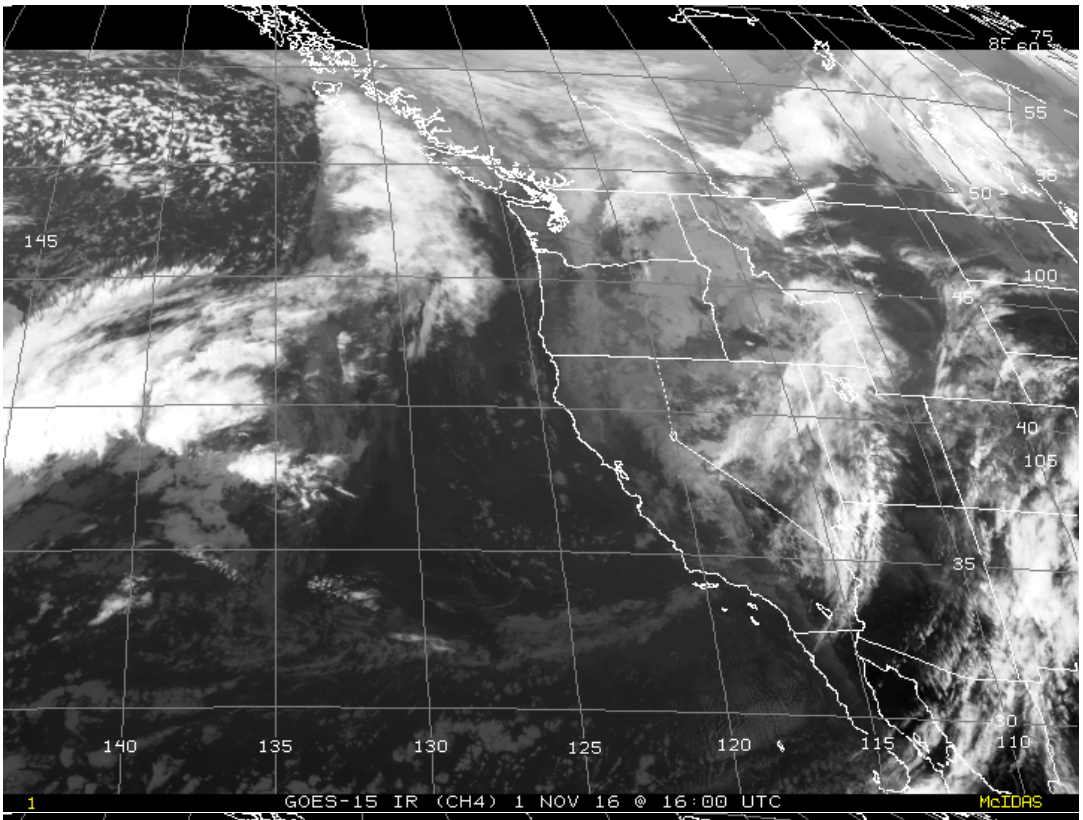
McIDAS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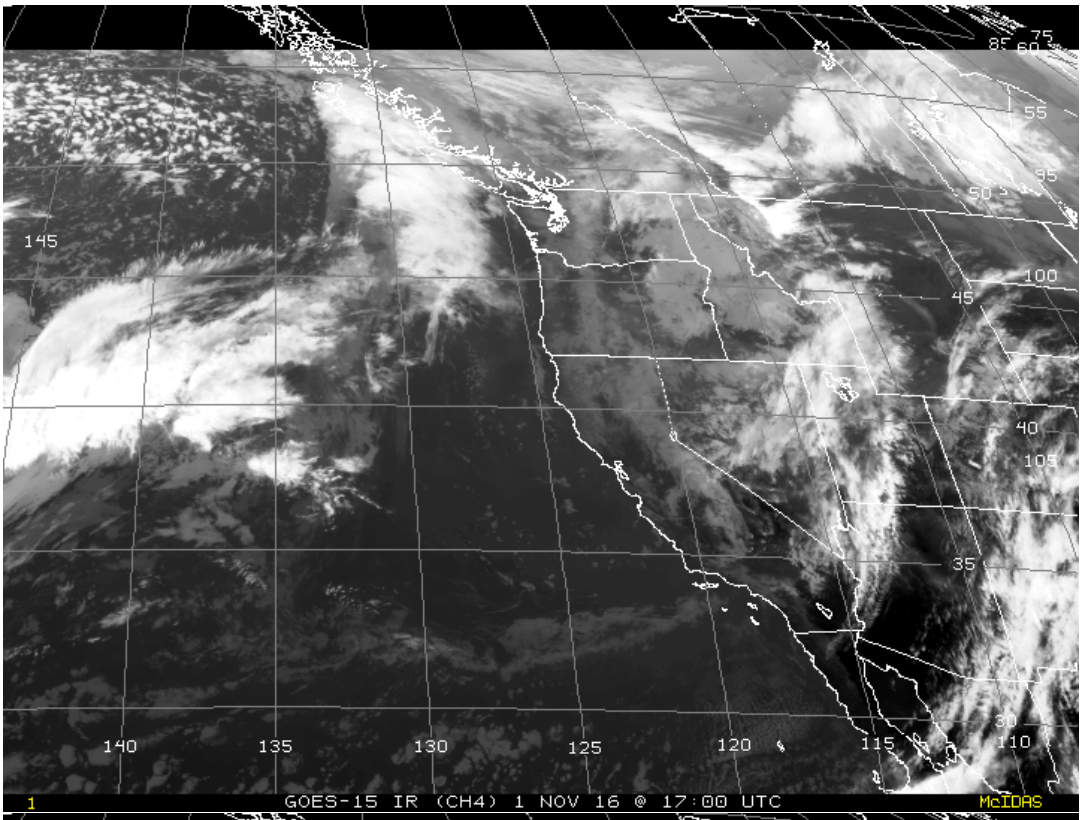
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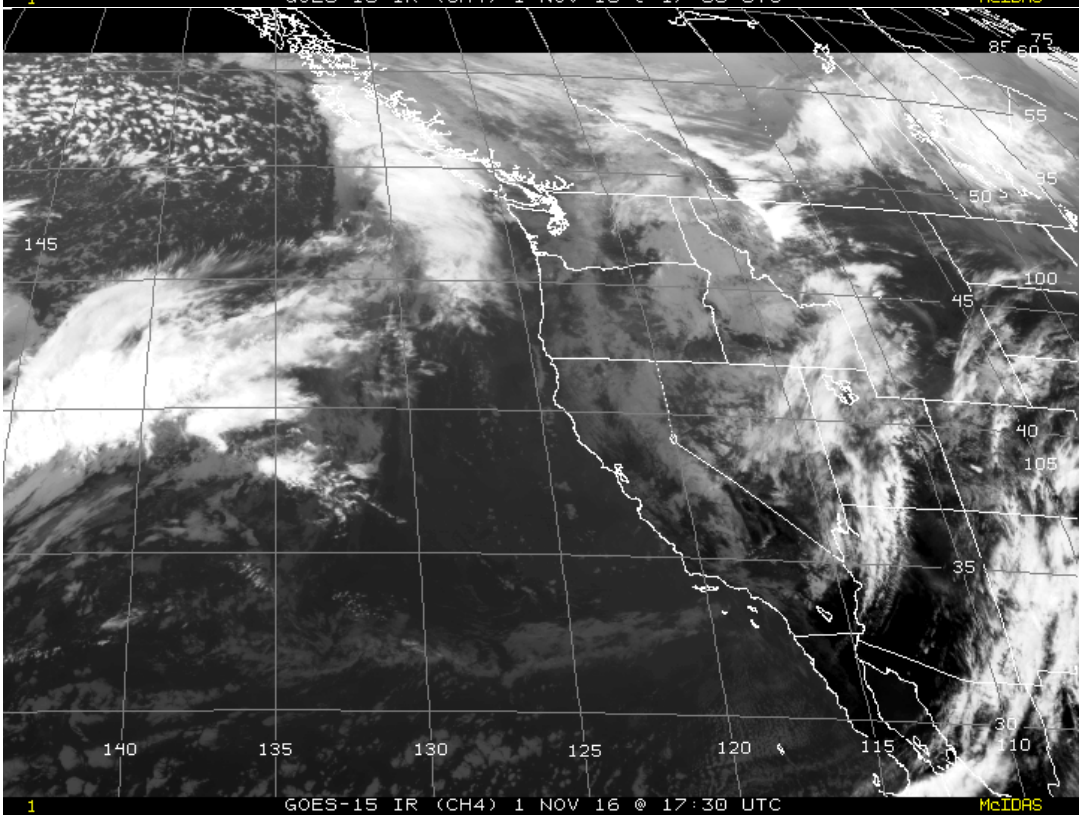
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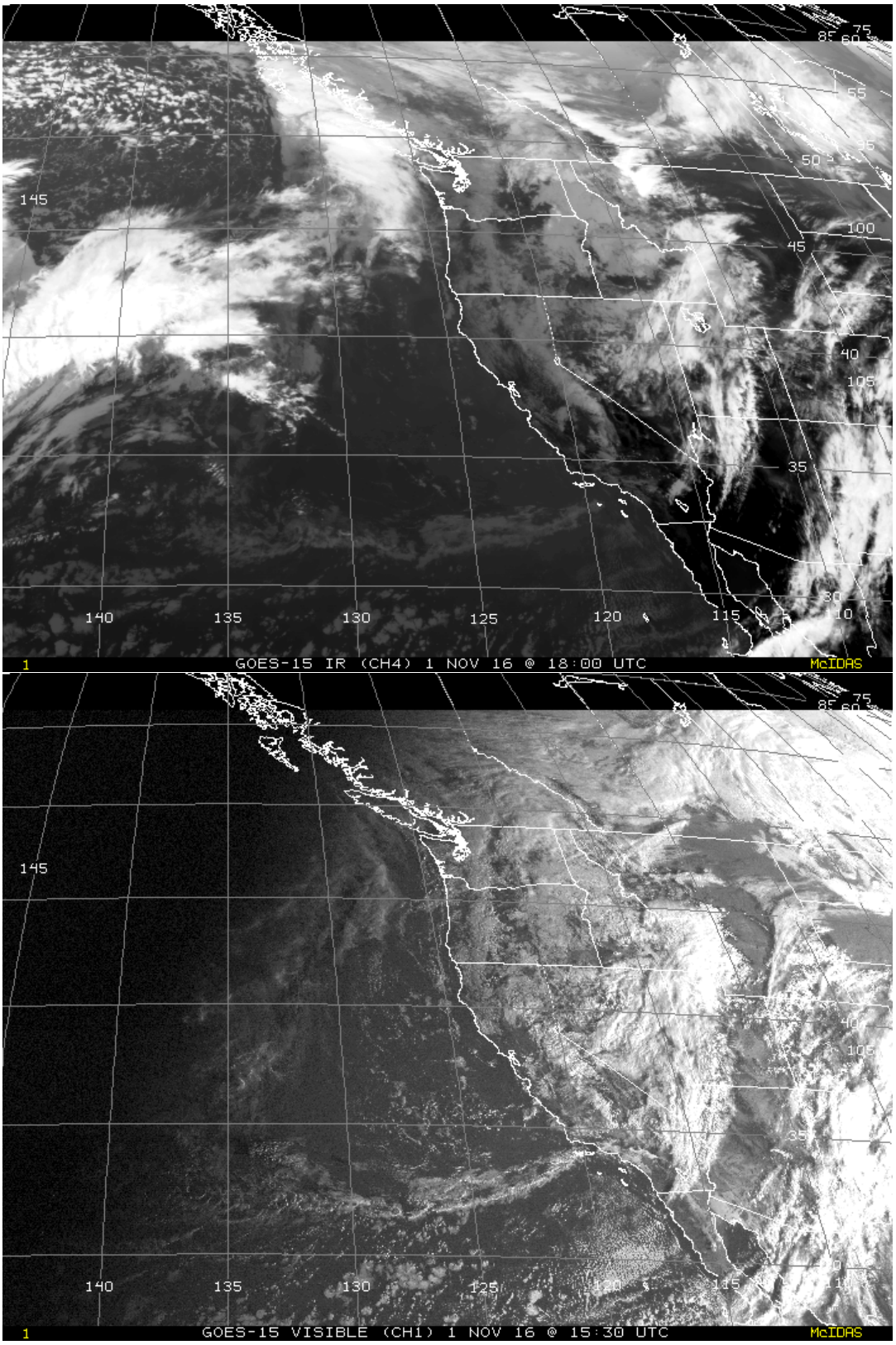
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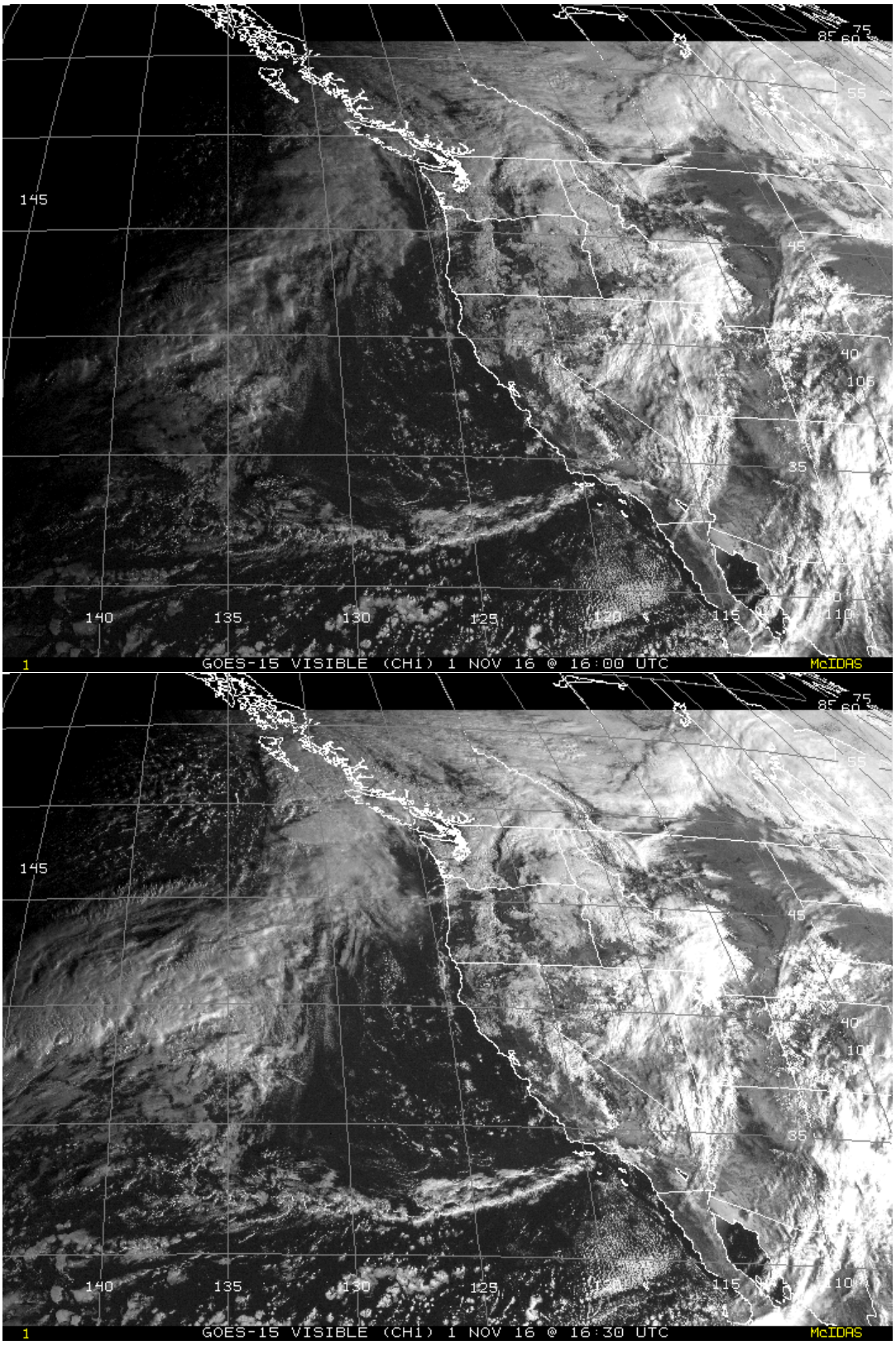
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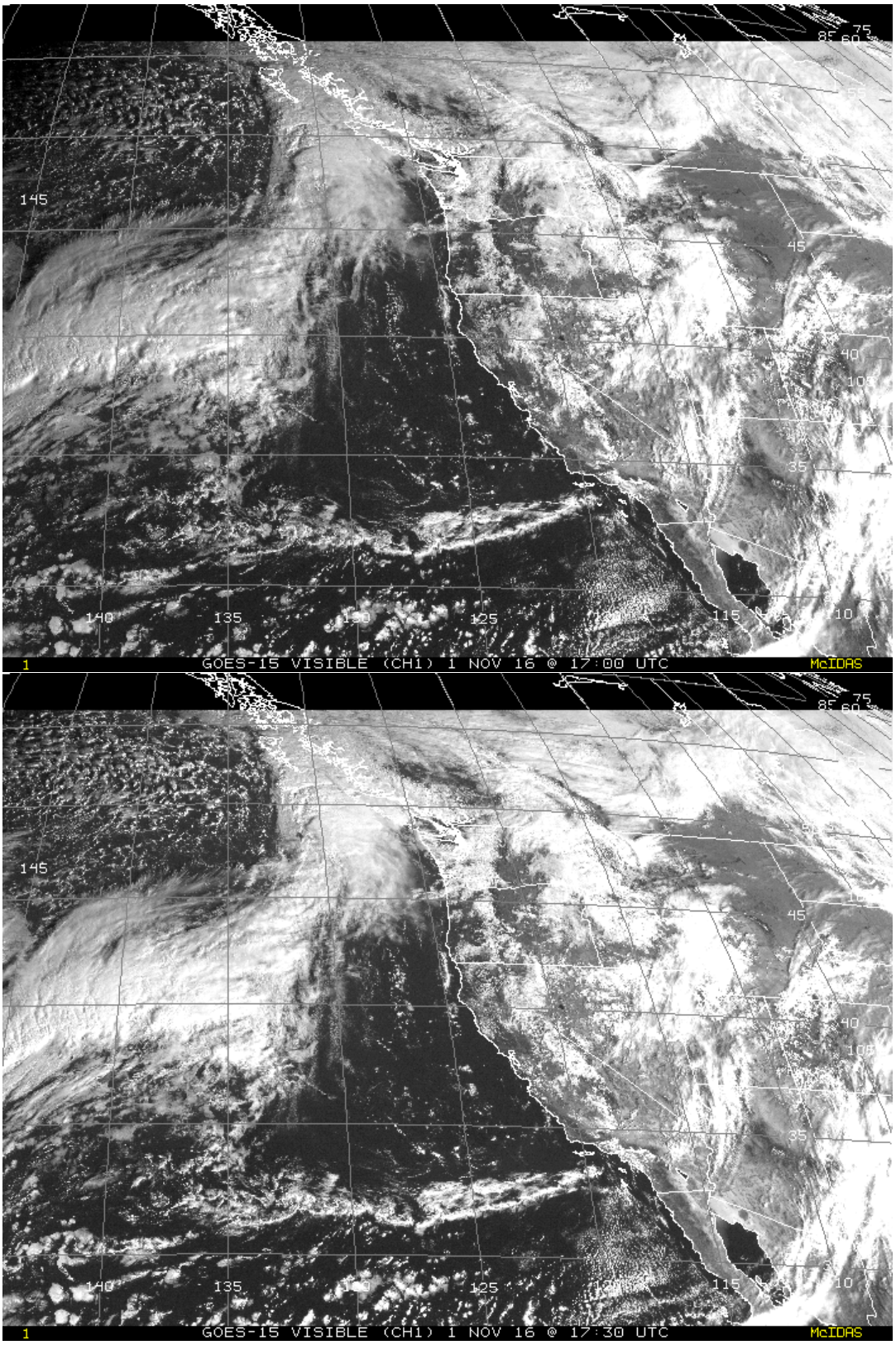
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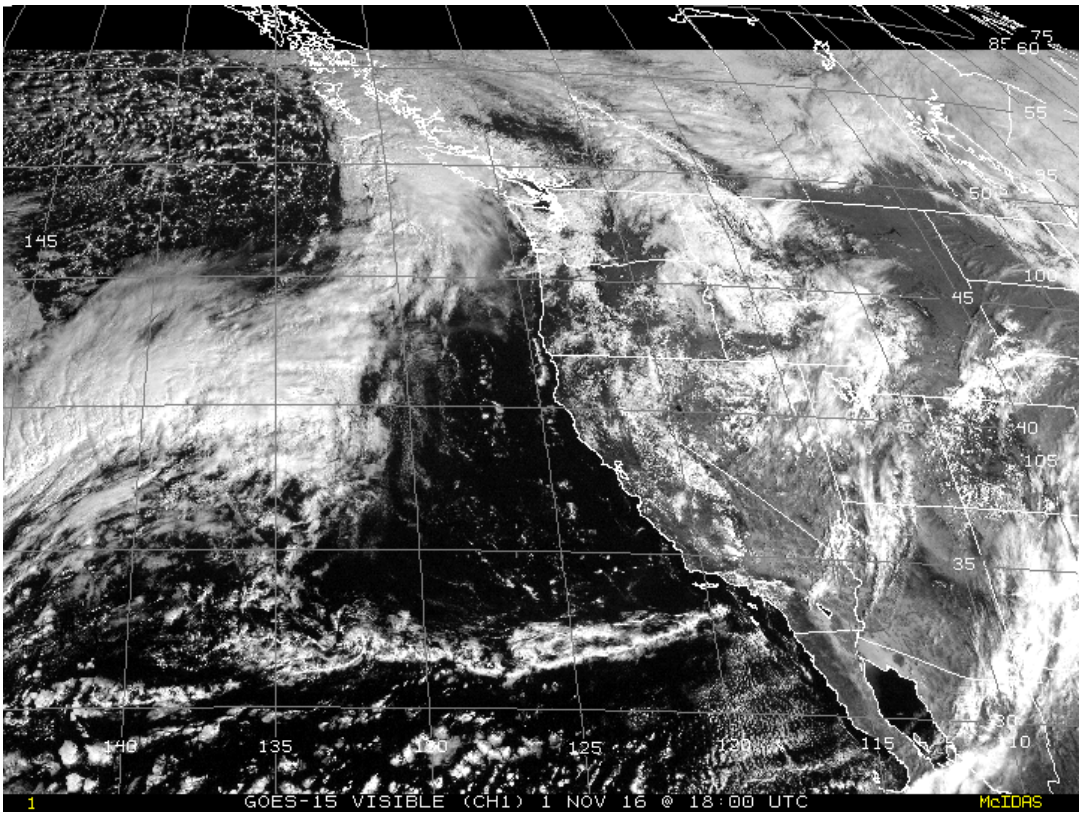
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G1. FLIGHT RECORDS

G1.1. CAPT (MP)

G1.1.1. INDIVIDUAL DATA SUMMARY

PREPARED 01 NOV 2016 19:53 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ
BASE: TRAVIS AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:		SECURITY CLEARANCE DATE:	19 AUG 16
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:	22 DEC 15	PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:	A	PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:	20 MAR 17		
PHYS AVAIL CODE:	A		
PHYS AVAIL DATE:	22 DEC 15	JUMP STATUS	
P. BIOLOGICAL TNG DATE:	24 MAR 15	DATE ASSIGNED JUMP STATUS:	
PHYSIOLOGICAL DUE DATE:	31 MAR 20		
DATE OF BIRTH:			
DUTY AFSC:	011M3G		
EFFECTIVE DATE OF DUTY:	01 JUL 16		
PAS CODE:	TP1LFMR8	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N	HARM CODE:	XDAT
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	06 AUG 13	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:		REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	01 APR 15	SPECIAL CAT ID:	
DATE ARR THIS STATION:	06 APR 15	RECORDS REVIEW ACC DATE:	01 MAR 16
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	30 JUN 17
PROJECTED DAFSC:		RECORDS REVIEW STATUS CODE:	N
PROJECTED PAS CODE:			
PROJECTED DUTY LOCATION:			
PROJ DEPARTURE DATE:			
PROJ REPORTING DATE:			
FAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:			

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

AMC PAGE 1

PAGE 1

PREPARED 01 NOV 2016 19:53 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ
BASE: TRAVIS AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	XDAT
CMD OF AIRCRAFT:	1L
ACFT SVC CAT:	USAF
PRIMARY ACFT:	KC010A
FLT DUTY CERT CODE:	MP C
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	18 MAY 10
L[illegible] MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	17 MAY 22
LAST PRODUCTIVE FLIGHT DATE:	22 SEP 16
PREVIOUS PRODUCTIVE FLIGHT DATE:	08 SEP 16

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	22 JUL 15
PRIOR ASC:	1S
EFFECTIVE DATE:	01 JUL 15
AERO ORDER TERM DATE:	17 MAY 22
OFFICER SERVICE DATE:	08 MAY 09
AVIATION SERVICE DATE:	18 MAY 10
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	1
EFFECTIVE DATE:	01 JUL 16
[illegible]ING ACTIVITY CATEGORY:	2
[illegible]-ACIA-OFDA:	0
OFDA GATE 10/12:	76
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	76

Your current OFDA is 76 month(s). You need 20 additional month(s) OFDA to meet your 12 Year gate requirement to receive continuous ACIP through 18 years of aviation service and you must maintain a valid flight physical.

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING:	PILOT
EFFECTIVE DATE:	30 JUN 11

OUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REF PHYSIO HYPOXIA TRNG-ALL TRACKS	24 MAR 15
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	01 JUN 10

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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G1.1.2. FLYING HISTORY REPORT

PREPARED 01 NOV 2016 19:54 FLYING HISTORY REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT API: 1 FAC: 2 OFDA: 76 ASC: 1A ASC DATE: 22 JUL 15
CMD: AMC WING: 0060MBYW PRI CRW POS: P PRI ACFT: KC010A UNIT: 0009ARFSQ BASE: TRAVIS AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	KC010A(S)	SMK010A(Q)	FTK010A(Q)	SMT001A(Q)	T001A(S)
FLTY DTY CERT CODE	MP C	MP C	MP C	IP	IP
DATE FIRST FLOWN	22 JUL 15	21 MAY 15	17 JAN 16	31 AUG 11	11 JUL 11
DATE LAST FLOWN	22 SEP 16	22 AUG 16	17 JAN 16	24 NOV 14	20 MAR 15
TOTAL TIME	490.2	128.3	4.0	45.9	1240.4
PRIMARY TIME	243.6	64.3	2.0	25.8	172.3
SECONDARY TIME	155.1	62.8	2.0	15.8	4.3
INSTRUCTOR TIME	0.0	0.0	0.0	5.1	1004.3
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0
OTHER TIME	91.5	1.2	0.0	0.0	59.5
NIGHT	79.1	14.3	0.0	0.0	49.4
PRIMARY INST	88.2	13.5	0.0	2.5	154.7
PRIMARY SIM INST	0.0	4.3	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	111.3	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	148.5	0.0	0.0	0.0	0.0
COMBAT SORTIES	14	0	0	0	0
CMBT SUPPORT SORTIES	16	0	0	0	0
TOTAL SORTIES	78	37	1	21	497

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	415.9
SECONDARY TIME	159.4
INSTRUCTOR TIME	1004.3
EVALUATOR TIME	0.0
OTHER TIME	151.0
TOTAL TIME	1730.6
STUDENT TIME	276.8
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	111.3
COMBAT SUPT TIME	148.5
TOTAL SORTIES	575
COMBAT SORTIES	14
COMBAT SUP SORTIES	16
NVG TIME	0.0
DATE FIRST FLOWN	11 JUL 11
DATE LAST FLOWN	22 SEP 16
GRAND TOTAL	2007.4

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G1.1.3. 30/60/90 DAY REPORT

PREPARED 01 NOV 2016 19:56 INDIVIDUAL FLIGHT DATA AS OF 01 NOV 2016 PCN

NAME: MP RANK: CPT SSAN: PRI ACFT: KC010A
CREW POSN: MP C AGE: LST PHYS: 22 DEC 15 API: 1 FAC: 2 ASC: 1A
DAFSC: 011M3G LST CHMB: 24 MAR 15 MAJCOM: AMC

TOTAL FLYING TIME: 1730.6 TOTAL PRIMARY/INSTRUCTOR TIME: 1516.6
GRAND TOTAL: 2007.4 MDS PRIMARY/INSTRUCTOR TIME: 1420.2

AIRCRAFT TYPE REQUEST: ALL AIRCRAFT MDS REQUEST: KC010A

(PART-2)

01 NOV	31 OCT	30 OCT	29 OCT	28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 OCT	21 OCT	20 OCT	19 OCT	18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 OCT	11 OCT	10 OCT	09 OCT	08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 0.0 DAYS FLOWN: 0 ---

02 OCT	01 OCT	30 SEP	29 SEP	28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 SEP	21 SEP	20 SEP	19 SEP	18 SEP	17 SEP	16 SEP	15 SEP	14 SEP	13 SEP
2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 SEP	11 SEP	10 SEP	09 SEP	08 SEP	07 SEP	06 SEP	05 SEP	04 SEP	03 SEP
0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 7.3 DAYS FLOWN: 2 ---

02 SEP	01 SEP	31 AUG	30 AUG	29 AUG	28 AUG	27 AUG	26 AUG	25 AUG	24 AUG
0.0	0.0	10.0	3.4	0.0	6.9	0.0	0.0	0.5	0.0
23 AUG	22 AUG	21 AUG	20 AUG	19 AUG	18 AUG	17 AUG	16 AUG	15 AUG	14 AUG
0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
13 AUG	12 AUG	11 AUG	10 AUG	09 AUG	08 AUG	07 AUG	06 AUG	05 AUG	04 AUG
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 28.4 DAYS FLOWN: 7 ---

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G1.1.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 01 NOV 2016 19:55 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XOAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	22 OCT 15	87-0123	FPK	2.5	2.6	0.0	0.0	0.3	5.4	1	0.0	0	0.0	0	4.0	2.5	0.0	0.0		S	20151117
K 10A	23 OCT 15	87-0123	FPK	3.6	3.7	0.0	0.0	0.0	7.3	1	0.0	0	0.0	0	1.0	3.5	0.0	0.0		S	20151117
KC010A	26 OCT 15	87-0123	FPK	3.8	3.4	0.0	0.0	0.3	7.5	1	0.0	0	7.5	1	2.5	3.6	0.0	0.0		S	20151214
KC010A	27 OCT 15	87-0123	FPK	3.0	3.1	0.0	0.0	0.0	6.1	1	0.0	0	6.1	1	1.0	1.0	0.0	0.0		S	20160517
KC010A	28 OCT 15	87-0123	FPK	2.3	1.9	0.0	0.0	0.3	4.5	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20151117
KC010A	31 OCT 15	87-0123	FPK	1.8	1.8	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20151117
KC010A	05 NOV 15	87-0123	FPK	4.6	4.6	0.0	0.0	0.3	9.5	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20151117
KC010A	06 NOV 15	87-0123	FPK	2.2	2.2	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20151117
KC010A	18 NOV 15	83-0075	FPK	1.0	0.0	0.0	0.0	2.7	3.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151125
KC010A	04 DEC 15	84-0187	FPK	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	4.1	4.1	0.0	0.0		S	20151218
KC010A	08 DEC 15	84-0187	FPK	0.0	0.0	0.0	0.0	7.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151218
KC010A	09 DEC 15	84-0187	FPK	4.0	1.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	3.0	2.0	0.0	0.0		S	20151218
SMK010A	12 DEC 15	10-2100	FPK	0.4	0.4	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.4	0.4	0.0	0.0		Q	20151221
SMK010A	30 DEC 15	10-4100	FPK	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0		Q	20160105
SMK010A	31 DEC 15	10-4100	FPK	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	1.5	0.0	0.0		Q	20160105
FTK010A	17 JAN 16	10-5100	FPK	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160127
SMK010A	18 JAN 16	10-4100	FPK	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0		Q	20160127
KC010A	21 JAN 16	86-0031	FPK	1.9	0.0	0.0	0.0	1.0	2.9	2	0.0	0	0.0	0	0.0	1.8	0.0	0.0		S	20160130
K 10A	29 JAN 16	86-0033	FPK	4.0	0.3	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	4.3	4.0	0.0	0.0		S	20160412
KC010A	02 FEB 16	84-0185	FPK	8.5	0.5	0.0	0.0	1.5	10.5	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0		S	20160224
KC010A	04 FEB 16	84-0185	FPK	6.0	0.0	0.0	0.0	1.1	7.1	1	0.0	0	7.1	1	1.0	1.0	0.0	0.0		S	20160517
KC010A	04 FEB 16	83-0081	FPK	0.0	0.0	0.0	0.0	7.8	7.8	1	0.0	0	7.8	1	0.0	0.0	0.0	0.0		S	20160229
KC010A	05 FEB 16	83-0081	FPK	1.0	6.0	0.0	0.0	4.1	11.1	1	0.0	0	11.1	1	0.0	1.0	0.0	0.0		S	20160229
SMK010A	22 FEB 16	10-4100	FPK	0.3	0.3	0.0	0.0	0.4	1.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		Q	20160226
KC010A	07 MAR 16	86-0033	FPL	1.3	0.0	0.0	0.0	1.3	2.6	1	0.0	0	0.0	0	0.0	1.3	0.0	0.0		S	20160310
KC010A	10 MAR 16	84-0187	MP	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0		S	20160318

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PREPARED 01 NOV 2016 19:55 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
SMK010A	28 MAR 16	10-4100	MP	0.5	0.5	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		Q	20160405
S 010A	04 APR 16	00-0002	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.5	1.0	0.0	0.0		Q	20160414
SMK010A	05 APR 16	00-0002	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20160414
KC010A	12 APR 16	79-1950	MP	4.3	4.3	0.0	0.0	8.6	17.2	1	0.0	0	17.2	1	6.0	0.0	0.0	0.0		S	20160418
KC010A	16 APR 16	87-0118	MP	3.8	3.7	0.0	0.0	0.0	7.5	1	7.5	1	0.0	0	0.0	0.5	0.0	0.0		S	20160417
KC010A	18 APR 16	79-1950	MP	4.3	4.2	0.0	0.0	0.0	8.5	1	8.5	1	0.0	0	3.0	0.0	0.0	0.0		S	20160419
KC010A	22 APR 16	83-0077	MP	5.0	5.0	0.0	0.0	0.0	10.0	1	0.0	0	10.0	1	2.0	0.5	0.0	0.0		S	20160423
KC010A	24 APR 16	79-1950	MP	3.7	3.6	0.0	0.0	0.1	7.4	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20160425
KC010A	26 APR 16	79-1950	MP	2.5	2.7	0.0	0.0	0.0	5.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160427
KC010A	27 APR 16	84-0185	MP	5.8	5.7	0.0	0.0	0.0	11.5	1	0.0	0	11.5	1	1.5	0.5	0.0	0.0		S	20160501
KC010A	30 APR 16	87-0118	MP	4.5	4.4	0.0	0.0	0.0	8.9	1	0.0	0	8.9	1	0.0	3.0	0.0	0.0		S	20160501
KC010A	02 MAY 16	87-0118	MP	4.9	4.9	0.0	0.0	0.0	9.8	1	0.0	0	9.8	1	0.0	0.0	0.0	0.0		S	20160503
KC010A	04 MAY 16	85-0030	MP	5.2	5.5	0.0	0.0	0.4	11.1	1	11.1	1	0.0	0	5.0	0.5	0.0	0.0		S	20160505
KC010A	06 MAY 16	85-0032	MP	5.0	5.1	0.0	0.0	0.0	10.1	1	0.0	0	10.1	1	0.0	0.5	0.0	0.0		S	20160507
KC010A	08 MAY 16	85-0030	MP	4.2	4.1	0.0	0.0	0.0	8.3	1	8.3	1	0.0	0	0.0	0.5	0.0	0.0		S	20160509
KC010A	11 MAY 16	86-0038	MP	4.8	4.8	0.0	0.0	0.0	9.6	1	0.0	0	9.6	1	0.5	0.5	0.0	0.0		S	20160512
KC010A	13 MAY 16	86-0038	MP	4.7	4.7	0.0	0.0	0.0	9.4	1	9.4	1	0.0	0	0.0	1.0	0.0	0.0		S	20160514
KC010A	15 MAY 16	86-0038	MP	3.4	3.5	0.0	0.0	0.0	6.9	1	0.0	0	6.9	1	0.0	0.5	0.0	0.0		S	20160516
K 10A	17 MAY 16	86-0037	MP	3.2	3.1	0.0	0.0	0.0	6.3	1	6.3	1	0.0	0	0.0	0.5	0.0	0.0		S	20160518
K 10A	20 MAY 16	86-0038	MP	3.9	4.0	0.0	0.0	0.0	7.9	1	7.9	1	0.0	0	1.0	0.5	0.0	0.0		S	20160522
KC010A	23 MAY 16	83-0079	MP	3.5	3.5	0.0	0.0	0.0	7.0	1	7.0	1	0.0	0	0.0	0.5	0.0	0.0		S	20160524
KC010A	25 MAY 16	86-0037	MP	3.8	3.9	0.0	0.0	0.0	7.7	1	7.7	1	0.0	0	2.0	0.5	0.0	0.0		S	20160526
KC010A	26 MAY 16	86-0031	MP	3.4	3.3	0.0	0.0	0.0	6.7	1	6.7	1	0.0	0	0.0	0.5	0.0	0.0		S	20160527
KC010A	29 MAY 16	85-0032	MP	3.6	3.7	0.0	0.0	0.0	7.3	1	7.3	1	0.0	0	1.0	0.5	0.0	0.0		S	20160530
KC010A	31 MAY 16	85-0032	MP	3.4	3.6	0.0	0.0	0.0	7.0	1	7.0	1	0.0	0	0.0	0.0	0.0	0.0		S	20160601
KC010A	02 JUN 16	83-0077	MP	3.4	3.4	0.0	0.0	0.0	6.8	1	0.0	0	6.8	1	0.0	0.5	0.0	0.0		S	20160603

AMC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 NOV 2016 19:55 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	04 JUN 16	83-0079	MP	4.4	4.4	0.0	0.0	0.0	8.8	1	8.8	1	0.0	0	0.0	0.5	0.0	0.0		S	20160605
K[illegible]0A	05 JUN 16	85-0030	MP	0.0	0.0	0.0	0.0	7.8	7.8	1	7.8	1	0.0	0	0.0	0.0	0.0	0.0		S	20160606
KC010A	08 JUN 16	82-0191	MP	3.3	3.4	0.0	0.0	0.0	6.7	1	0.0	0	6.7	1	0.0	0.0	0.0	0.0		S	20160616
KC010A	09 JUN 16	82-0191	MP	3.8	3.8	0.0	0.0	3.8	11.4	1	0.0	0	11.4	1	0.0	0.0	0.0	0.0		S	20160616
SMK010A	20 JUN 16	00-0002	MP	0.1	0.1	0.0	0.0	0.8	1.0	1	0.0	0	0.0	0	0.1	0.0	0.1	0.0		Q	20160629
KC010A	23 JUN 16	86-0034	MP	1.2	1.6	0.0	0.0	2.0	4.8	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20160630
KC010A	30 JUN 16	85-0033	MP	5.2	0.0	0.0	0.0	0.0	5.2	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20160714
KC010A	01 JUL 16	85-0033	MP	7.4	0.0	0.0	0.0	0.0	7.4	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20160714
KC010A	05 JUL 16	85-0033	MP	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	1.5	1.5	0.0	0.0		S	20160714
KC010A	06 JUL 16	85-0033	MP	6.0	0.2	0.0	0.0	3.5	9.7	1	0.0	0	0.0	0	2.0	2.0	0.0	0.0		S	20160714
SMK010A	21 JUL 16	00-0004	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		Q	20160802
SMK010A	26 JUL 16	00-0002	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	2.0	0.0	0.0		Q	20160811
SMK010A	27 JUL 16	00-0002	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	2.0	0.0	0.0		Q	20160811
KC010A	31 JUL 16	79-1946	MP	2.2	2.2	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0		S	20160804
KC010A	20 AUG 16	79-1948	MP	0.0	0.0	0.0	0.0	0.3	0.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160908
SMK010A	22 AUG 16	00-0002	MP	0.5	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0		Q	20160912
KC010A	25 AUG 16	86-0029	MP	0.4	0.1	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0	0.0	0.4	0.0	0.0		S	20160916
KC010A	28 AUG 16	86-0029	MP	5.0	1.9	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	5.0	5.0	0.0	0.0		S	20160916
K[illegible]0A	30 AUG 16	86-0029	MP	3.0	0.4	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0	0.0	3.0	0.0	0.0		S	20160916
K[illegible]0A	31 AUG 16	86-0029	MP	6.5	1.0	0.0	0.0	2.5	10.0	1	0.0	0	0.0	0	5.0	5.0	0.0	0.0		S	20160916
KC010A	08 SEP 16	82-0192	MP	2.2	2.2	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0		S	20160916
KC010A	22 SEP 16	84-0185	MP	1.2	0.3	0.0	0.0	1.4	2.9	1	0.0	0	0.0	0	1.0	0.9	0.0	0.0		S	20160926

AMC PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 NOV 2016 19:55 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MP SSAN: GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	209.3	147.3	0.0	0.0	58.1	414.7	61	111.3	14	148.5	16	61.9	65.7	0.0	0.0
SIMULATOR:	18.3	16.8	0.0	0.0	1.2	36.3	14	N/A	N/A	N/A	N/A	5.5	13.5	0.1	0.0
R	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0
													AMC	PAGE 4	

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.1.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 24 MAR 2015 13:26 INDIVIDUAL TRAINING SUMMARY AS OF 24 MAR 2015 PCN

CURRENT TRAINING PERIOD

NAME: MP GRADE: CPT SSAN: CREW POSITION: UNIT: 9999SQDSQ
PHYSICAL DUE DATE: 25 JAN 16 PHYSIOLOGICAL DUE DATE: 30 JUN 15 RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	SERE	WAR LVL C SV80	SS20	0	0							N	
GT	SERE	WARTIME LEVEL B	SS21	0	0							N	
GT	SERE	WAR LVL C TOPOF	SS22	0	0							N	
GT	SERE	WAR LVL B USAFA	SS23	0	0							N	
GT	SERE	GOV LVL C SV83	SS24	0	0							N	
GT	SERE	GOV LEVL C 91	SS25	0	0							N	
GT	SERE	GOV LEVEL B	SS26	0	0							N	
GT	SERE	HOST LVL C SV93	SS27	0	0							N	
GT	SERE	HOST SURV LVL B	SS28	0	0							N	
GT	SERE	UND WATER EGRES	SS30	0	0							N	
GT	SERE	WATER SURV PARA	SS31	0	0							N	
GT	SERE	WAT SUR NONPAR	SS32	0	0							N	
GT	SERE	ARTIC SURV TRN	SS33	0	0							N	
GT	SERE	MED SERE TRN	SS34	0	0							N	
GT	T-1 GRD TRNG	MSN EVALUATION	AA01	0	0		15 JUL 14	30 JUN 15	31 DEC 15		YES	N	
GT	T-1 GRD TRNG	INST/QUAL EVAL	AA21	0	0		13 MAY 14	30 APR 15	31 OCT 15		YES	I	
GT	T-1 GRD TRNG	ANTI-HIJACKING	G090	0	0		13 SEP 13		13 SEP 15			N	
GT	T-1 GRD TRNG	AIR-CARD INITIAL TRNG	G399	0	0		18 JUL 14					N	
GT	T-1 GRD TRNG	AIR-CARD REFRESHER TRNG	G400	0	0		18 JUL 14		31 JUL 17			N	
GT	T-1 GRD TRNG	LIFE SUPT FAM	LL01	0	0		05 JAN 12					G	
GT	T-1 GRD TRNG	EGRESS NON-EJEC	LL03	0	0		16 OCT 14		31 OCT 15			G	
GT	T-1 GRD TRNG	AIRCREW FLT EQUIP TRNG	LL06	0	0		16 OCT 14		31 OCT 15			N	
GT	T-1 GRD TRNG	LOCAL AREA SUR	SS01	0	0		05 JAN 12					G	
GT	T-1 GRD TRNG	CBT SURV TRNG	SS02	0	0							N	

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PREPARED 24 MAR 2015 13:26 INDIVIDUAL TRAINING SUMMARY AS OF 24 MAR 2015 PCN

CURRENT TRAINING PERIOD

NAME: MP GRADE: CPT SSAN: CREW POSITION: UNIT: 9999SQDSQ
PHYSICAL DUE DATE: 25 JAN 16 PHYSIOLOGICAL DUE DATE: 30 JUN 15 RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	T-1 GRD TRNG	CONDCT AFTR CAP	SS03	0	0							N	
GT	T-1 GRD TRNG	NCOMBAT SUR TRN	SS04	0	0		05 JAN 12		31 JAN 15	YES		N	
GT	T-1 GRD TRNG	WST	SS05	0	0							N	
GT	T-1 GRD TRNG	EMER PARCH TRNG	SS06	0	0							N	
GT	T-1 GRD TRNG	CONT SERE INDOC	SS07	0	0							N	
GT	T-1 GRD TRNG	HEEDS TRAINING	SS08	0	0							N	
GT	T-1 GRD TRNG	HHT WITH ACDE	SS09	0	0							N	
GT	T-1 GRD TRNG	IRC	T138	0	0		15 OCT 14		31 DEC 15			N	
GT	T-1 GRD TRNG	CRM	T141	0	2		05 JAN 15		31 JAN 16			N	
GT	T-1 GRD TRNG	QTR CRM ACA REF	XCRM	0	1		05 JAN 15		30 JUN 15			G	
GT	T-1 GRD TRNG	FLIGHT SAFETY	XFLSF	0	0		05 DEC 14		31 JAN 15	YES		N	
GT	T-1 GRD TRNG	MARSHAL EXAM	XMAR	0	0		15 MAY 12					N	
GT	T-1 GRD TRNG	ANNUAL PHA	XPP01	0	0		28 OCT 14		25 JAN 16			G	
GT	T-1 GRD TRNG	ALT CHAMBER	XPP11	0	0		01 JUN 10		30 JUN 15			G	
GT	T-1 GRD TRNG	VCOA TRNG	XVCOA	0	0		13 SEP 13					N	
TA	T-1 EXPERIENCED IP	EP/CRM SIM	T101	1	0	100	24 NOV 14					N	
TA	T-1 EXPERIENCED IP	LOW LEVEL CURR	T106	0	3		13 FEB 15		13 JUN 15			I	
TA	T-1 EXPERIENCED IP	NIGHT CIRC APPR	T109	1	0	100	31 OCT 14					N	
TA	T-1 EXPERIENCED IP	PUB APPR PROC	T110	3	1	67	18 MAR 15					N	
TA	T-1 EXPERIENCED IP	SE MISSED APPR	T111	2	0	100	31 OCT 14					N	
TA	T-1 EXPERIENCED IP	NON PREC APPR	T112	2	4	0	20 MAR 15					N	
TA	T-1 EXPERIENCED IP	SE NON-PREC APP	T113	2	0	100	31 OCT 14					N	
TA	T-1 EXPERIENCED IP	RMI VOR OR NDB	T114	2	0	100	02 NOV 14					N	
TA	T-1 EXPERIENCED IP	PREC APPROACH	T115	2	5	0	20 MAR 15					N	

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PREPARED 24 MAR 2015 13:26 INDIVIDUAL TRAINING SUMMARY AS OF 24 MAR 2015 PCN

CURRENT TRAINING PERIOD

NAME: MP GRADE: CPT SSAN: CREW POSITION: UNIT: 9999SQDSQ
PHYSICAL DUE DATE: 25 JAN 16 PHYSIOLOGICAL DUE DATE: 30 JUN 15 RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
TA	T-1 EXPERIENCED IP	SE PREC APPR	T116	2	0	100	31 OCT 14					N	
TA	T-1 EXPERIENCED IP	PRECONT/CONTACT	T119	0	3		02 FEB 15		03 MAY 15			I	
TA	T-1 EXPERIENCED IP	TRAF PATT STALL	T120	2	1	50	16 JAN 15		15 JUL 15			I	
TA	T-1 EXPERIENCED IP	NIGHT LANDING	T123	2	0	100	31 OCT 14		29 APR 15			I	
TA	T-1 EXPERIENCED IP	TAC OVERHEAD	T124	2	1	50	02 FEB 15					N	
TA	T-1 EXPERIENCED IP	NO FLAP PATT/LD	T125	2	3	0	20 MAR 15					N	
TA	T-1 EXPERIENCED IP	SE PATT/LAND	T126	2	0	100	31 OCT 14					N	
TA	T-1 EXPERIENCED IP	SE GO AROUND	T127	2	0	100	31 OCT 14					N	
TA	T-1 EXPERIENCED IP	30 FLAP PATT/LD	T128	2	3	0	18 MAR 15					N	
TA	T-1 EXPERIENCED IP	ID SORTIE	T130	10	5	50	13 FEB 15					N	
TA	T-1 EXPERIENCED IP	STUDENT SORTIE	T131	18	12	33	11 FEB 15					N	
TA	T-1 EXPERIENCED IP	CIRCLING APPR	T132	2	0	100	02 NOV 14					N	
TA	T-1 EXPERIENCED IP	LANDING	T133	12	15	0	20 MAR 15		04 MAY 15			I	
TA	T-1 EXPERIENCED IP	INST APPR	T134	8	9	0	20 MAR 15		04 MAY 15			I	
TA	T-1 EXPERIENCED IP	INST APP CURRENCY	T134C	0	7		18 MAR 15		02 MAY 15			N	
TA	T-1 EXPERIENCED IP	FORM CURRENCY	T135	0	5		02 FEB 15		03 MAY 15			I	
TA	T-1 EXPERIENCED IP	TRANSITION ID	T142	1	0	100	02 NOV 14					N	
TA	T-1 EXPERIENCED IP	NAV ID	T143	1	2	0	13 FEB 15					N	
TA	T-1 EXPERIENCED IP	FORMATION ID	T144	1	1	0	02 FEB 15					N	
TA	T-1 EXPERIENCED IP	AIR DROP ID	T145	1	0	100	30 OCT 14					N	
TA	T-1 EXPERIENCED IP	AIR REFUEL ID	T146	1	2	0	29 JAN 15					N	
TA	T-1 EXPERIENCED IP	NO EVENT LOGGED	XNOEL	0	1		29 JAN 15					N	

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G1.2. MCP (MCP)

G1.2.1. INDIVIDUAL DATA SUMMARY

PREPARED 01 NOV 2016 19:50 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MCP SSAN: GRADE: CPT CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ
BASE: TRAVIS AFB

PERSONAL DATA

DUTY PHONE:	
OFFICE SYMBOL:	DOP
MBR SVC CAT:	USAF
LAST PHYS DATE:	08 MAR 16
PHYS CODE:	A
PHYS DUE DATE:	05 JUN 17
PHYS AVAIL CODE:	A
PHYS AVAIL DATE:	29 MAR 16
F)IOLOGICAL TNG DATE:	16 JUN 15
PHYSIOLOGICAL DUE DATE:	30 JUN 20
DATE OF BIRTH:	
DUTY AFSC:	K011M3G
EFFECTIVE DATE OF DUTY:	04 AUG 16
PAS CODE:	TP1LFMR8
SHORT TOUR INDICATOR:	N
DATE RETURN FROM OVERSEAS:	
DATE OF RANK:	30 JUL 13
DATE OF SEP/OBLIGATION:	
DATE DEP LAST DUTY STA:	26 AUG 11
DATE ARR THIS STATION:	01 SEP 11
PERSONNEL RECORD STATUS:	10
PROJECTED DAFSC:	
PROJECTED PAS CODE:	
PROJECTED DUTY LOCATION:	
PROJ DEPARTURE DATE:	
F) REPORTING DATE:	
FAC 8 EFFECTIVE DATE:	
LOCAL USE CODE:	

SECURITY CLEARANCE:	V
SECURITY CLEARANCE DATE:	19 JUL 13
RESTRICTED AREA BADGE NO:	
PROFESSIONAL QUAL INDEX (PQI):	
PROFESSIONAL QUAL INDEX DATE:	

JUMP STATUS

DATE ASSIGNED JUMP STATUS:	

SYSTEM MANAGEMENT

HARM CODE:	XDAT
DEPLOYED HARM CODE:	
DEPLOYED DATE:	
REDEPLOYED DATE:	
SPECIAL CAT ID:	
RECORDS REVIEW ACC DATE:	03 MAY 16
RECORDS REVIEW DUE DATE:	31 AUG 17
RECORDS REVIEW STATUS CODE:	N

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

AMC PAGE 1

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PREPARED 01 NOV 2016 19:50 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MCP SSAN: GRADE: CPT CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ
BASE: TRAVIS AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	XDAT
CMD OF AIRCRAFT:	1L
ACFT SVC CAT:	USAF
PRIMARY ACFT:	KC010A
FLT DUTY CERT CODE:	IP C
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	18 MAY 10
L[illegible] MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	31 OCT 21
LAST PRODUCTIVE FLIGHT DATE:	10 SEP 16
PREVIOUS PRODUCTIVE FLIGHT DATE:	09 SEP 16

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	18 FEB 16
PRIOR ASC:	1K
EFFECTIVE DATE:	17 AUG 15
AERO ORDER TERM DATE:	31 OCT 21
OFFICER SERVICE DATE:	02 MAY 09
AVIATION SERVICE DATE:	01 NOV 09
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	1
EFFECTIVE DATE:	04 AUG 16
F[illegible]NG ACTIVITY CATEGORY:	1
P[illegible]ACIA-OFDA:	0
OFDA GATE 10/12:	68
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	68

Your current OFDA is 68 month(s). You need 28 additional month(s) OFDA to meet your 12 Year gate requirement to receive continuous ACIP through 18 years of aviation service and you must maintain a valid flight physical.

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING:	PILOT
EFFECTIVE DATE:	30 JUN 11

OUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REF PHYSIO HYPOXIA TRNG-ALL TRACKS	16 JUN 15
REF PHYSIO HYPOXIA TRNG-ALL TRACKS	01 JUN 10

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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G1.2.2. FLYING HISTORY REPORT

PREPARED 01 NOV 2016 19:50 FLYING HISTORY REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MCP SSAN: GRADE: CPT API: 1 FAC: 1 OFDA: 68 ASC: 1A ASC DATE: 18 FEB 16
CMD: AMC WING: 0060MBYW PRI CRW POS: P PRI ACFT: KC010A UNIT: 0009ARFSQ BASE: TRAVIS AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	KC010A(S)	SMK010A(Q)	FTK010A(Q)	MC012W(S)
FLT DTY CERT CODE	IP C	IP C	IP C	MPAE
DATE FIRST FLOWN	08 APR 13	08 FEB 13	NO DATE	25 JAN 12
DATE LAST FLOWN	10 SEP 16	16 SEP 16	NO DATE	26 SEP 12
TOTAL TIME	1216.6	274.4	0.0	712.0
PRIMARY TIME	624.9	140.9	0.0	362.1
SECONDARY TIME	374.6	116.9	0.0	343.4
INSTRUCTOR TIME	36.7	9.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0
OTHER TIME	180.4	7.6	0.0	6.5
NIGHT	389.2	36.7	0.0	261.5
PRIMARY INST	218.3	28.2	0.0	138.6
PRIMARY SIM INST	4.5	28.4	0.0	0.8
NVG TIME	0.0	0.0	0.0	105.1
COMBAT TIME	623.5	0.0	0.0	672.9
CMBT SUPPORT TIME	58.7	0.0	0.0	0.0
COMBAT SORTIES	77	0	0	133
CMBT SUPPORT SORTIES	5	0	0	0
TOTAL SORTIES	187	71	0	151

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	987.0
SECONDARY TIME	718.0
INSTRUCTOR TIME	36.7
EVALUATOR TIME	0.0
OTHER TIME	186.9
TOTAL TIME	1928.6
STUDENT TIME	250.4
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	1296.4
COMBAT SUPT TIME	58.7
TOTAL SORTIES	338
COMBAT SORTIES	210
COMBAT SUP SORTIES	5
NVG TIME	105.1
DATE FIRST FLOWN	25 JAN 12
DATE LAST FLOWN	10 SEP 16
GRAND TOTAL	2179.0

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G1.2.3. 30/60/90 DAY REPORT

PREPARED 01 NOV 2016 20:10 INDIVIDUAL FLIGHT DATA AS OF 01 NOV 2016 PCN

NAME: MCP RANK: CPT SSAN: PRI ACFT: KC010A
CREW POSN: IP C AGE: LST PHYS: 08 MAR 16 API: 1 FAC: 1 ASC: 1A
DAFSC: K011M3G LST CHMB: 16 JUN 15 MAJCOM: AMC

TOTAL FLYING TIME: 1932.2 TOTAL PRIMARY/INSTRUCTOR TIME: 1177.2
GRAND TOTAL: 2182.6 MDS PRIMARY/INSTRUCTOR TIME: 1027.3

AIRCRAFT TYPE REQUEST: ALL AIRCRAFT MDS REQUEST: KC010A
(PART-2)

01 NOV	31 OCT	30 OCT	29 OCT	28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0
22 OCT	21 OCT	20 OCT	19 OCT	18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 OCT	11 OCT	10 OCT	09 OCT	08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 3.6 DAYS FLOWN: 1 ---

02 OCT	01 OCT	30 SEP	29 SEP	28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 SEP	21 SEP	20 SEP	19 SEP	18 SEP	17 SEP	16 SEP	15 SEP	14 SEP	13 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 SEP	11 SEP	10 SEP	09 SEP	08 SEP	07 SEP	06 SEP	05 SEP	04 SEP	03 SEP
0.0	0.0	9.6	10.9	0.0	0.0	0.0	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 24.1 DAYS FLOWN: 3 ---

02 SEP	01 SEP	31 AUG	30 AUG	29 AUG	28 AUG	27 AUG	26 AUG	25 AUG	24 AUG
0.0	0.0	10.0	3.4	0.0	6.9	0.0	0.0	4.5	0.0
23 AUG	22 AUG	21 AUG	20 AUG	19 AUG	18 AUG	17 AUG	16 AUG	15 AUG	14 AUG
0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0
13 AUG	12 AUG	11 AUG	10 AUG	09 AUG	08 AUG	07 AUG	06 AUG	05 AUG	04 AUG
0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 58.6 DAYS FLOWN: 9 ---

G1.2.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 01 NOV 2016 19:51 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MCP SSAN: GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	27 MAR 15	84-0190	MP	0.0	0.0	0.0	0.0	9.0	9.0	1	0.0	0	9.0	1	0.0	0.0	0.0	0.0		S	20151104
S 010A	22 FEB 16	10-4100	MP	0.3	0.4	0.0	0.0	0.3	1.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		Q	20160226
KC010A	16 MAR 16	83-0078	MP	1.2	0.0	0.0	0.0	2.7	3.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160322
KC010A	18 MAR 16	79-1950	MP	4.2	0.3	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20160407
SMK010A	21 MAR 16	10-0002	MP	0.3	0.4	0.0	0.0	0.3	1.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		Q	20160328
SMK010A	28 MAR 16	10-2100	MP	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20160405
SMK010A	29 MAR 16	10-2100	MP	3.0	1.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	1.0	1.0	0.0	0.0		Q	20160405
KC010A	01 APR 16	82-0193	MP	2.0	1.0	0.0	0.0	1.7	4.7	1	0.0	0	0.0	0	3.0	2.0	0.0	0.0		S	20160506
KC010A	07 APR 16	83-0075	MP	1.0	1.0	0.0	0.0	1.7	3.7	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20160415
KC010A	20 APR 16	83-0076	MP	2.7	0.5	0.0	0.0	2.3	5.5	1	0.0	0	0.0	0	4.0	2.7	0.0	0.0		S	20160503
SMK010A	16 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160601
SMK010A	17 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160601
SMK010A	18 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160601
SMK010A	19 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160601
SMK010A	20 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160601
SMK010A	23 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160601
SMK010A	24 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20160601
SMK010A	25 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20160601
K 010A	26 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20160601
SMK010A	27 MAY 16	02-0100	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20160601
KC010A	10 JUN 16	82-0193	MP	1.2	1.5	0.0	0.0	1.0	3.7	1	0.0	0	0.0	0	2.5	0.5	0.0	0.0		S	20160610
KC010A	15 JUN 16	82-0191	MP	2.8	2.8	0.0	0.0	0.1	5.7	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20160620
KC010A	21 JUN 16	86-0029	MP	2.5	2.5	0.0	0.0	0.2	5.2	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		S	20160621
KC010A	01 JUL 16	82-0191	MP	1.2	0.0	0.0	0.0	4.2	5.4	1	0.0	0	0.0	0	1.2	0.0	0.0	0.0		S	20160707
KC010A	08 JUL 16	82-0193	MP	1.0	0.5	0.0	0.0	2.6	4.1	1	0.0	0	0.0	0	1.5	1.0	0.0	0.0		S	20160711
KC010A	13 JUL 16	79-1946	MP	2.3	0.5	0.0	0.0	3.0	5.8	1	0.0	0	0.0	0	2.0	2.0	0.0	0.0		S	20160713

AMC PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 1

PREPARED 01 NOV 2016 19:51 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MCP SSAN: GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	18 JUL 16	83-0075	MP	1.3	0.0	0.0	0.0	2.8	4.1	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20160719
K[illegible]0A	07 AUG 16	85-0029	MP	2.5	2.6	0.0	0.0	0.0	5.1	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20160819
KC[illegible]0A	16 AUG 16	86-0034	IP	0.0	0.0	4.6	0.0	0.0	4.6	1	0.0	0	0.0	0	3.0	1.0	0.0	0.0		S	20160908
SMK010A	20 AUG 16	00-0002	IP	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.0	1.0	0.0	0.0		Q	20160916
SMK010A	21 AUG 16	00-0002	IP	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	1.0	1.0	0.0	0.0		Q	20160916
KC010A	25 AUG 16	86-0029	MP	4.4	0.1	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	4.4	0.0	0.0		S	20160916
KC010A	28 AUG 16	86-0029	IP	0.0	0.0	4.4	0.0	2.5	6.9	1	0.0	0	0.0	0	3.4	4.4	0.0	0.0		S	20160916
KC010A	30 AUG 16	86-0029	IP	0.0	0.0	2.2	0.0	1.2	3.4	1	0.0	0	0.0	0	0.0	2.2	0.0	0.0		S	20160916
KC010A	31 AUG 16	86-0029	IP	0.0	0.0	5.0	0.0	5.0	10.0	1	0.0	0	0.0	0	5.0	5.0	0.0	0.0		S	20160916
KC010A	09 SEP 16	82-0191	IP	0.0	0.0	10.9	0.0	0.0	10.9	1	0.0	0	0.0	0	0.0	8.0	0.0	0.0		S	20160916
KC010A	10 SEP 16	82-0191	IP	0.0	0.0	9.6	0.0	0.0	9.6	1	0.0	0	0.0	0	4.0	4.0	0.0	0.0		S	20160916
SMK010A	16 SEP 16	00-0002	IP	0.0	0.0	1.0	0.0	3.0	4.0	1	0.0	0	0.0	0	1.0	1.0	0.0	0.0		Q	20160926

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	30.3	13.3	36.7	0.0	40.0	120.3	21	0.0	0	9.0	1	32.6	40.3	0.0	0.0
SIMULATOR:	27.6	21.8	9.0	0.0	3.6	62.0	17	N/A	N/A	N/A	N/A	17.0	15.6	0.0	0.0
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0

AMC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2

G1.2.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 27 SEP 2012 21:10 — INDIVIDUAL TRAINING SUMMARY — AS OF 27 SEP 2012 — PCN

CURRENT TRAINING PERIOD

NAME: MCP — GRADE: 1LT — SSAN: — CREW POSITION: MPAE — UNIT: 0004ERSSQ
PHYSICAL DUE DATE: 01 FEB 13 — PHYSIOLOGICAL DUE DATE: 30 JUN 15 — RECORDS REVIEW DUE DATE: 31 AUG 13

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVER DUR	ACCOMP IN PHASE	RESTR CODE
CM	MC-12 PILOT CMR NEXP	TOTAL APPROACH	AP00	0	16		06 SEP 12		06 OCT 12			I
CM	MC-12 PILOT CMR NEXP	PREC APPRCH	AP01	9	8	11	06 SEP 12					I
CM	MC-12 PILOT CMR NEXP	NON-PREC APPR	AP02	9	0	100						I
CM	MC-12 PILOT CMR NEXP	SIM ENG-OUT APP	AP13	4	0	100						N
CM	MC-12 PILOT CMR NEXP	INSTRMT APPR	AP79	19	8	58	06 SEP 12		21 OCT 12			I
CM	MC-12 PILOT CMR NEXP	ASC SORTIE	ASC01	0	0							N
CM	MC-12 PILOT CMR NEXP	CONT TRN SIM	GS09	1	0	100						N
CM	MC-12 PILOT CMR NEXP	LANDING	LD01	19	118	0	26 SEP 12		10 NOV 12			I
CM	MC-12 PILOT CMR NEXP	NIGHT LND	LD02	9	9	0	08 SEP 12		06 JAN 13			I
CM	MC-12 PILOT CMR NEXP	SIM ENG-OUT LND	LD06	4	0	100						N
CM	MC-12 PILOT CMR NEXP	MISSION CURR	MC02M	0	0							N
CM	MC-12 PILOT CMR NEXP	INSTRUCTOR EVT	ME21	5	0	100						N
CM	MC-12 PILOT CMR NEXP	PILOT PROF SRTY	P070	4	6	0	16 AUG 12		12 FEB 13			N
CM	MC-12 PILOT CMR NEXP	HAVE QUICK	RA87M	0	0							N
CM	MC-12 PILOT CMR NEXP	SECURE VOICE	RB67	0	0							N
CM	MC-12 PILOT CMR NEXP	TACTICAL ARR	RB99	4	117	0	26 SEP 12		24 JAN 13			N
CM	MC-12 PILOT CMR NEXP	LSR SPT SRCH TR	RC33	11	0	100						N
CM	MC-12 PILOT CMR NEXP	TACTICAL DEP	RM30	2	127	0	26 SEP 12		24 JAN 13			I
CM	MC-12 PILOT CMR NEXP	TOTAL RAP SORT	RP00M	0	2		30 APR 12					N
CM	MC-12 PILOT CMR NEXP	CNTNGCY SORTIE	SC13	0	2		30 APR 12					N
CM	MC-12 PILOT CMR NEXP	BSA SORTIE	SR26	0	0							N
CM	MC-12 PILOT CMR NEXP	CAS SORTIE	SR27	0	0							N
CM	MC-12 PILOT CMR NEXP	SAT SORTIE	SR44	0	0							N
CM	MC-12 PILOT CMR NEXP	SCAR SORTIE	SR77	0	0							N

ACC PAGE 1

PREPARED 27 SEP 2012 21:10 — INDIVIDUAL TRAINING SUMMARY — AS OF 27 SEP 2012 — PCN

CURRENT TRAINING PERIOD

NAME: MCP — GRADE: 1LT — SSAN: — CREW POSITION: MPAE — UNIT: 0004ERSSQ
PHYSICAL DUE DATE: 01 FEB 13 — PHYSIOLOGICAL DUE DATE: 30 JUN 15 — RECORDS REVIEW DUE DATE: 31 AUG 13

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVER DUR	ACCOMP IN PHASE	RESTR CODE
CM	MC-12 PILOT CMR NEXP	RSTA SORTIE	SR81	0	2		30 APR 12					N
CM	MC-12 PILOT CMR NEXP	CMDR OPT SORTIE	SR99	0	0							N
CM	MC-12 PILOT CMR NEXP	TOTAL SORTIES	ST00M	0	2		30 APR 12					N
CM	MC-12 PILOT CMR NEXP	IP/EP SORTY	SX16	0	0							N
CM	MC-12 PILOT CMR NEXP	BASIC MSN SRTY	SX23	42	133	0	26 SEP 12		10 NOV 12			N
CM	MC-12 PILOT CMR NEXP	TAKEOFF	TO01	28	124	0	26 SEP 12		10 NOV 12			I
CM	MC-12 PILOT CMR NEXP	NIGHT TAKEOFF	TO02	9	0	100						N
CM	MC-12 PILOT CMR NEXP	FAC-A SORTIE	UA43M	0	0							N
CM	MC-12 PILOT CMR NEXP	LASER TRGT MRKG	UV30	11	0	100						N
CM	MC-12 PILOT CMR NEXP	TARGET TALK ON	UV32	11	0	100						N
CM	MC-12 PILOT CMR NEXP	NVG EVENT	VT36	0	0							N
GT	MC-12 GRND TRNG	FLT EVAL QUAL	AA01	0	0		13 MAR 12		31 AUG 13			N
GT	MC-12 GRND TRNG	AIRCRAFT MARSH	G002	0	0							N
GT	MC-12 GRND TRNG	ANTI-HIJACK	G090	0	0							N
GT	MC-12 GRND TRNG	INTEL TRNG	G121	0	0							N
GT	MC-12 GRND TRNG	ANTI HIJACKING	GA03	0	0							N
GT	MC-12 GRND TRNG	BOLDFACE	GA05	0	1		02 SEP 12		31 OCT 12			N
GT	MC-12 GRND TRNG	CRM	GA06	0	0		05 JAN 12		31 JAN 14			G
GT	MC-12 GRND TRNG	MARSHALL EXAM	GA07	0	0							N
GT	MC-12 GRND TRNG	COMSEC	GA10	0	0							N
GT	MC-12 GRND TRNG	ANTI-TERROR AWR	GA35	0	0							N
GT	MC-12 GRND TRNG	AIR DISC BRIEF	GA45	0	0		13 FEB 12					N
GT	MC-12 GRND TRNG	WEP/TACT ACAD	GA59	0	0							N
GT	MC-12 GRND TRNG	EXAM CLOSE BK	GS01	0	1		15 MAR 12		31 AUG 13			N

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PREPARED 27 SEP 2012 21:10 INDIVIDUAL TRAINING SUMMARY AS OF 27 SEP 2012 PCN

CURRENT TRAINING PERIOD

NAME: MCP GRADE: 1LT SSAN: CREW POSITION: MPAE UNIT: 0004ERSSQ
PHYSICAL DUE DATE: 01 FEB 13 PHYSIOLOGICAL DUE DATE: 30 JUN 15 RECORDS REVIEW DUE DATE: 31 AUG 13

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVER DUE	ACCOMP IN PHASE	RESTR CODE
GT	MC-12 GRND TRNG	EXAM OPEN BK	GS02	0	1		13 MAR 12		31 AUG 13			N
GT	MC-12 GRND TRNG	MONTHLY SEPT	GS03	0	2		02 SEP 12		31 OCT 12			G
GT	MC-12 GRND TRNG	ACFT SERV	GS53	0	0							N
GT	MC-12 GRND TRNG	INTEL TRNG	IE15	0	0							N
GT	MC-12 GRND TRNG	INTEL OVERSIGHT	IE99	0	0							N
GT	MC-12 GRND TRNG	LS FAM TRNG	LL01	0	0		03 JAN 12					N
GT	MC-12 GRND TRNG	EGRESS NON EJEC	LL03	0	0		04 JAN 12		31 DEC 15			G
GT	MC-12 GRND TRNG	AIRCREW CDT	LL04	0	0							N
GT	MC-12 GRND TRNG	EGRESS W/ACDE	LL05	0	0							N
GT	MC-12 GRND TRNG	LS EQUIP TRNG	LL06	0	0		03 JAN 12		31 DEC 13			G
GT	MC-12 GRND TRNG	MSN QUAL EVAL	Q003	0	0							G
GT	MC-12 GRND TRNG	SURF ATK TAC	SAT1	0	0							N
GT	MC-12 GRND TRNG	SPINS TEST	SP01	0	3		02 SEP 12	26 OCT 12	31 OCT 12		YES	N
GT	MC-12 GRND TRNG	SEPT W/INSTR	SQ19	0	1		02 SEP 12		31 DEC 12			N
GT	MC-12 GRND TRNG	LOCAL AREA SURV	SS01	0	0		04 JAN 12					N
GT	MC-12 GRND TRNG	COMBAT SURVIVAL	SS02	0	0		12 AUG 11		31 AUG 14			N
GT	MC-12 GRND TRNG	CAC	SS03	0	0							N
GT	MC-12 GRND TRNG	NON CBT SURV TR	SS04	0	0							N
GT	MC-12 GRND TRNG	WATER SURVIVAL	SS05	0	0		19 AUG 11		31 AUG 14			N
GT	MC-12 MOBILITY	COMM PROC	AG06	0	0							M
GT	MC-12 MOBILITY	INFO PROTECTION	EI12	0	0							M
GT	MC-12 MOBILITY	FORCE PROT	EI14	0	0							N
GT	MC-12 MOBILITY	LAWS ARM CON	G100	0	0							M
GT	MC-12 MOBILITY	ISOPREP REV	G120	0	0							M

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PREPARED 27 SEP 2012 21:10 INDIVIDUAL TRAINING SUMMARY AS OF 27 SEP 2012 PCN

CURRENT TRAINING PERIOD

NAME: MCP GRADE: 1LT SSAN: CREW POSITION: MPAE UNIT: 0004ERSSQ
PHYSICAL DUE DATE: 01 FEB 13 PHYSIOLOGICAL DUE DATE: 30 JUN 15 RECORDS REVIEW DUE DATE: 31 AUG 13

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVER DUE	ACCOMP IN PHASE	RESTR CODE
GT	MC-12 MOBILITY	SM ARMS TNG	G280	0	0							M
GT	MC-12 MOBILITY	SMALL ARMS 9MM	GA01	0	0		19 OCT 11		31 OCT 13			N
GT	MC-12 MOBILITY	LOAC BRIEF	GA12	0	0		16 SEP 11					N
GT	MC-12 MOBILITY	CBRNE	GA13	0	0							N
GT	MC-12 MOBILITY	SABC	GA14	0	0							M
GT	MC-12 MOBILITY	M4 QUAL	GA42	0	0		26 OCT 11		31 OCT 13			N
GT	MC-12 MOBILITY	M9 QUAL	GA43	0	0		19 OCT 11		31 OCT 13			N
GT	MC-12 MOBILITY	WPNS & TAC TRNG	GT38	0	0							M
GT	MC-12 MOBILITY	ISOPREP	IE05	0	0							N
GT	MC-12 MOBILITY	PASSPORT	IE13	0	0							N
GT	MC-12 MOBILITY	HRI/CSI	SS07	0	0							M
GT	MC-12 PILOT GRND	IRC	GS05	0	0		04 NOV 11		30 NOV 12			N
GT	MC-12 PILOT GRND	INSTRUMENT EXAM	GS39	0	0							N
GT	MC-12 PILOT GRND	NVG Trng	VV01	0	0		11 JAN 12		31 JAN 13			N

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G1.3. TSGT (MFE)

G1.3.1. INDIVIDUAL DATA SUMMARY

PREPARED 01 NOV 2016 19:59 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MFE SSAN: GRADE: SSG CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ

BASE: TRAVIS AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	S
OFFICE SYMBOL:	DOF	SECURITY CLEARANCE DATE:	20 JAN 15
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:	18 OCT 16	PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:	A	PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:	15 JAN 18		
PHYS AVAIL CODE:	A		
PHYS AVAIL DATE:	25 OCT 16	JUMP STATUS	
PHYSIOLOGICAL TNG DATE:	07 MAY 14	DATE ASSIGNED JUMP STATUS:	
PHYSIOLOGICAL DUE DATE:	31 MAY 19		
DATE OF BIRTH:			
DUTY AFSC:	Q1A171	SYSTEM MANAGEMENT	
EFFECTIVE DATE OF DUTY:	15 SEP 16		
PAS CODE:	TP1LFMR8	HARM CODE:	XDAT
SHORT TOUR INDICATOR:	N	DEPLOYED HARM CODE:	
DATE RETURN FROM OVERSEAS:		DEPLOYED DATE:	
DATE OF RANK:	01 APR 09	REDEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	14 AUG 17	SPECIAL CAT ID:	
DATE DEP LAST DUTY STA:	18 DEC 09	RECORDS REVIEW ACC DATE:	02 MAY 16
DATE ARR THIS STATION:	19 DEC 09	RECORDS REVIEW DUE DATE:	31 AUG 17
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW STATUS CODE:	N
PROJECTED DAFSC:			
PROJECTED PAS CODE:			
PROJECTED DUTY LOCATION:			
PROJ DEPARTURE DATE:			
REPORTING DATE:			
FAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:			

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

AMC PAGE 1

PAGE 1

PREPARED 01 NOV 2016 19:59 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MFE SSAN:

GRADE: SSG CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ

BASE: TRAVIS AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	XDAT
CMD OF AIRCRAFT:	1L
ACFT SVC CAT:	USAF
PRIMARY ACFT:	KC010A
FLT DUTY CERT CODE:	EF B
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	14 APR 10
L[illegible] MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	13 APR 20
LAST PRODUCTIVE FLIGHT DATE:	03 JUN 16
PREVIOUS PRODUCTIVE FLIGHT DATE:	02 JUN 16

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	AS
EFFECTIVE DATE:	01 OCT 16
PRIOR ASC:	AA
EFFECTIVE DATE:	16 SEP 10
AERO ORDER TERM DATE:	13 APR 20
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	14 APR 10
TRANSITION STATUS CODE:	
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	15 SEP 16
F[illegible]NG ACTIVITY CATEGORY:	A
PR[illegible]ACIA-OFDA:	0
OFDA GATE 10/12:	78
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	78

You have met OFDA requirements for current gate.

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE:	(BASIC) AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	25 APR 11

OUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REF PHYSIO HYPOXIA TRNG-ALL TRACKS	07 MAY 14

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

AMC PAGE 2

PAGE 2

G1.3.2. FLYING HISTORY REPORT

PREPARED 01 NOV 2016 20:07 FLYING HISTORY REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MFE SSAN: GRADE: SSG API: A FAC: A OFDA: 78 ASC: AS ASC DATE: 01 OCT 16
CMD: AMC WING: 0060MBYW PRI CRW POS: F PRI ACFT: KC010A UNIT: 0009ARFSQ BASE: TRAVIS AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	KC010A(S)	SMK010A(Q)	FTK010A(Q)
FTY QTY CERT CODE	EF B	EF B	EF B
DATE FIRST FLOWN	01 JUL 10	04 MAY 10	NO DATE
DATE LAST FLOWN	27 OCT 16	07 SEP 16	NO DATE
TOTAL TIME	3208.7	370.1	0.0
PRIMARY TIME	2566.3	335.6	0.0
SECONDARY TIME	9.5	0.0	0.0
INSTRUCTOR TIME	343.2	0.5	0.0
EVALUATOR TIME	10.6	26.0	0.0
OTHER TIME	279.1	8.0	0.0
NIGHT	850.9	26.0	0.0
PRIMARY INST	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0
COMBAT TIME	1568.3	0.0	0.0
CMBT SUPPORT TIME	178.9	0.0	0.0
COMBAT SORTIES	202	0	0
CMBT SUPPORT SORTIES	22	0	0
TOTAL SORTIES	492	94	0

CAREER TOTALS

CREW POSITION	FLIGHT ENG
PRIMARY TIME	2566.3
SECONDARY TIME	9.5
INSTRUCTOR TIME	343.2
EVALUATOR TIME	10.6
OTHER TIME	279.1
TOTAL TIME	3208.7
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	1568.3
COMBAT SUPT TIME	178.9
TOTAL SORTIES	492
COMBAT SORTIES	202
COMBAT SUP SORTIES	22
NVG TIME	0.0
DATE FIRST FLOWN	01 JUL 10
DATE LAST FLOWN	27 OCT 16
GRAND TOTAL	3208.7

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G1.3.3. 30/60/90 DAY REPORT

PREPARED 01 NOV 2016 20:08 INDIVIDUAL FLIGHT DATA AS OF 01 NOV 2016 PCN

NAME: MFE RANK: SSGT SSAN: PRI ACFT: KC010A
CREW POSN: EF B AGE: LST PHYS: 18 OCT 16 API: A FAC: A ASC: AS
DAFSC: Q1A171 LST CHMB: 07 MAY 14 MAJCOM: AMC

TOTAL FLYING TIME: 3208.7 TOTAL PRIMARY/INSTRUCTOR TIME: 3245.6
GRAND TOTAL: 3208.7 MDS PRIMARY/INSTRUCTOR TIME: 2909.5

AIRCRAFT TYPE REQUEST: ALL AIRCRAFT MDS REQUEST: KC010A

(PART-2)

01 NOV	31 OCT	30 OCT	29 OCT	28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT
0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
22 OCT	21 OCT	20 OCT	19 OCT	18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 OCT	11 OCT	10 OCT	09 OCT	08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 5.3 DAYS FLOWN: 1 ---

02 OCT	01 OCT	30 SEP	29 SEP	28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 SEP	21 SEP	20 SEP	19 SEP	18 SEP	17 SEP	16 SEP	15 SEP	14 SEP	13 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 SEP	11 SEP	10 SEP	09 SEP	08 SEP	07 SEP	06 SEP	05 SEP	04 SEP	03 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 5.3 DAYS FLOWN: 1 ---

02 SEP	01 SEP	31 AUG	30 AUG	29 AUG	28 AUG	27 AUG	26 AUG	25 AUG	24 AUG
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 AUG	22 AUG	21 AUG	20 AUG	19 AUG	18 AUG	17 AUG	16 AUG	15 AUG	14 AUG
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 AUG	12 AUG	11 AUG	10 AUG	09 AUG	08 AUG	07 AUG	06 AUG	05 AUG	04 AUG
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 5.3 DAYS FLOWN: 1 ---

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G1.3.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 01 NOV 2016 20:07 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MFE SSAN: GRADE: SSGT PRI CREW POS: F PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	28 JAN 15	85-0029	IF	0.0	0.0	6.1	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160212
K 10A	01 NOV 15	82-0191	MF	0.0	0.0	0.0	0.0	3.9	3.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151120
KC010A	02 NOV 15	82-0191	MF	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151202
KC010A	03 NOV 15	82-0191	MF	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151202
KC010A	04 NOV 15	82-0191	MF	0.0	0.0	0.0	0.0	3.7	3.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151120
KC010A	06 NOV 15	86-0033	MF	5.9	0.0	0.0	0.0	0.0	5.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151117
KC010A	15 NOV 15	86-0031	IF	3.0	0.0	10.7	0.0	0.0	13.7	1	0.0	0	0.0	0	13.7	0.0	0.0	0.0		S	20151130
KC010A	22 NOV 15	86-0031	IF	0.0	0.0	4.1	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151130
KC010A	24 NOV 15	86-0031	IF	0.0	0.0	10.3	0.0	0.0	10.3	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20151130
SMK010A	12 DEC 15	10-2100	IF	0.3	0.0	0.5	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20151221
KC010A	17 DEC 15	86-0031	MF	0.0	0.0	0.0	0.0	3.5	3.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151222
KC010A	27 DEC 15	84-0187	IF	0.0	0.0	5.7	0.0	0.0	5.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151231
KC010A	28 DEC 15	84-0187	IF	0.0	0.0	5.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151231
KC010A	29 DEC 15	84-0187	IF	0.0	0.0	5.6	0.0	0.0	5.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151231
KC010A	31 DEC 15	84-0187	IF	0.0	0.0	8.5	0.0	0.0	8.5	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0		S	20151231
SMK010A	08 JAN 16	10-4100	MF	0.0	0.0	0.0	0.0	2.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160127
KC010A	10 JAN 16	86-0031	MF	0.0	0.0	0.0	0.0	5.3	5.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160127
KC010A	11 JAN 16	86-0031	MF	2.6	0.0	0.0	0.0	0.0	2.6	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160127
K 10A	13 JAN 16	86-0031	MF	2.3	0.0	0.0	0.0	0.0	2.3	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160127
KC010A	15 JAN 16	86-0031	MF	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160127
KC010A	28 JAN 16	85-0029	IF	0.0	0.0	6.1	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160223
KC010A	29 JAN 16	85-0029	IF	0.0	0.0	2.1	0.0	0.0	2.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160212
KC010A	01 FEB 16	85-0029	IF	0.0	0.0	7.5	0.0	0.0	7.5	1	0.0	0	0.0	0	7.5	0.0	0.0	0.0		S	20160212
KC010A	02 FEB 16	85-0029	IF	0.0	0.0	3.3	0.0	0.0	3.3	1	0.0	0	0.0	0	2.3	0.0	0.0	0.0		S	20160212
KC010A	03 FEB 16	85-0029	IF	7.3	0.0	2.0	0.0	0.0	9.3	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20160212
KC010A	08 FEB 16	79-1950	MF	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0		S	20160225

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 NOV 2016 20:07 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MFE SSAN: GRADE: SSGT PRI CREW POS: F PRI AIRCRAFT: KC010A
CMD: AMC WING: 0068MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
SMK010A	11 FEB 16	10-4100	EF	0.0	0.0	0.0	4.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160509
K 10A	13 FEB 16	86-0038	MF	4.4	0.0	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160217
KC010A	14 FEB 16	86-0038	MF	4.6	0.0	0.0	0.0	0.0	4.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160217
KC010A	15 FEB 16	86-0038	MF	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	1.3	0.0	0.0	0.0		S	20160225
KC010A	18 FEB 16	83-0076	MF	11.2	0.0	0.0	0.0	0.0	11.2	1	0.0	0	0.0	0	8.0	0.0	0.0	0.0		S	20160321
KC010A	19 FEB 16	83-0076	MF	7.4	0.0	0.0	0.0	0.0	7.4	1	0.0	0	0.0	0	3.6	0.0	0.0	0.0		S	20160321
KC010A	21 FEB 16	83-0076	MF	7.1	0.0	0.0	0.0	0.0	7.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160321
KC010A	23 FEB 16	83-0076	MF	4.6	0.0	0.0	0.0	0.0	4.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160321
KC010A	24 FEB 16	83-0076	MF	4.9	0.0	0.0	0.0	0.0	4.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160321
KC010A	26 FEB 16	83-0076	MF	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160321
SMK010A	07 MAR 16	10-4100	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160317
SMK010A	08 MAR 16	10-4100	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160317
KC010A	10 MAR 16	84-0187	MF	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160318
KC010A	17 MAR 16	87-0123	EF	0.0	0.0	0.0	4.8	0.0	4.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160322
KC010A	19 MAR 16	79-1950	MF	3.9	0.0	0.0	0.0	0.0	3.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160420
KC010A	21 MAR 16	79-1950	MF	7.1	0.0	0.0	0.0	0.0	7.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160420
KC010A	25 MAR 16	86-0031	MF	6.7	0.0	0.0	0.0	0.0	6.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160420
KC010A	26 MAR 16	79-1950	MF	5.4	0.0	0.0	0.0	0.0	5.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160420
SMK010A	22 APR 16	10-4100	EF	0.0	0.0	0.0	4.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160627
SMK010A	26 APR 16	10-0200	EF	0.0	0.0	0.0	4.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160428
SMK010A	27 APR 16	10-2100	EF	0.0	0.0	0.0	2.0	2.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160504
KC010A	18 MAY 16	82-0192	MF	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160531
KC010A	20 MAY 16	82-0192	MF	5.4	0.0	0.0	0.0	0.0	5.4	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20160531
SMK010A	20 MAY 16	10-4100	EF	0.0	0.0	0.0	4.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160621
KC010A	24 MAY 16	85-0033	EF	0.0	0.0	0.0	5.8	0.0	5.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160525
KC010A	31 MAY 16	79-1946	MF	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160609

AMC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 01 NOV 2016 20:07 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MFE SSAN: GRADE: SSGT PRI CREW POS: F PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC: XDAT

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	02 JUN 16	79-1946	MF	4.7	0.0	0.0	0.0	0.0	4.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160609
K[illegible]0A	03 JUN 16	79-1946	MF	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160609
SM[illegible]10A	06 JUN 16	00-0002	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160620
SMK010A	07 JUN 16	00-0002	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160620
SMK010A	07 JUL 16	10-0400	EF	0.0	0.0	0.0	4.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160713
SMK010A	22 JUL 16	10-2100	EF	0.0	0.0	0.0	4.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160809
SMK010A	06 SEP 16	10-0400	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	1.5	0.0	0.0	0.0		Q	20160920
SMK010A	07 SEP 16	10-0400	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0		Q	20160920
KC010A	27 OCT 16	79-1948	MF	5.3	0.0	0.0	0.0	0.0	5.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20161101

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	138.5	0.0	77.0	10.6	16.4	242.5	44	0.0	0	0.0	0	49.9	0.0	0.0	0.0
SIMULATOR:	24.3	0.0	0.5	26.0	4.0	54.8	15	N/A	N/A	N/A	N/A	2.0	0.0	0.0	0.0
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0

AMC PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.3.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 01 NOV 2016 21:53 INDIVIDUAL TRAINING SUMMARY AS OF 01 NOV 2016 PCN

CURRENT TRAINING PERIOD

NAME: MFE GRADE: SSGT SSAN: CREW POSITION: EF B UNIT: 0009ARFSQ
PHYSICAL DUE DATE: 15 JAN 18 PHYSIOLOGICAL DUE DATE: 31 MAY 19 RECORDS REVIEW DUE DATE: 31 AUG 17

PGN CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	EVALUATOR GROUND	EVAL CERT Q512	Q512	0	0		09 FEB 16					N	
[illegible]	FE KC10 AIR CARD	AIR CARD TRN	G400	0	0		03 MAR 16		03 MAR 19			N	
[illegible]	INST/EVAL CALIBRTN	INST/EVAL CALIBRATION	G401	0	0		23 JUN 16		31 DEC 17			I	
GT	KC10 ALL GRND XDAT	MOB FOLDER RV	C040	0	0		07 OCT 15		07 OCT 16	YES		M	
GT	KC10 ALL GRND XDAT	PASSPORT	E030	0	1		19 OCT 16	19 APR 21	19 OCT 21		YES	M	
GT	KC10 ALL GRND XDAT	SECOND PASSPORT	E035	0	0		26 MAR 15	26 SEP 18	26 MAR 19		YES	M	
GT	KC10 ALL GRND XDAT	MARSH-EXAM	G002	0	0		28 JUN 10					N	
GT	KC10 ALL GRND XDAT	TACTICS -MR	G060	0	0		11 MAY 16		31 DEC 17			N	
GT	KC10 ALL GRND XDAT	INTEL -MR	G070	0	0		11 MAY 16		31 DEC 17			G	
GT	KC10 ALL GRND XDAT	ANTI-HIJACK -MR	G090	0	1		15 JUL 16		31 JUL 17			M	
GT	KC10 ALL GRND XDAT	LOAC	G100	0	0		13 NOV 15		13 NOV 18			N	
GT	KC10 ALL GRND XDAT	ISOPREP	G120	0	0		29 APR 16		26 OCT 16	YES		M	
GT	KC10 ALL GRND XDAT	ACFT SERVICING	G190	0	1		17 OCT 16		31 DEC 19			N	
GT	KC10 ALL GRND XDAT	CRM REF -MR	G230	0	0		06 JUN 16		31 DEC 17			M	
GT	KC10 ALL GRND XDAT	INITIAL CRM	G231	0	0		24 JUN 10					N	
[illegible]	KC10 ALL GRND XDAT	SMALL ARMS	G280	0	0		31 MAR 15		31 MAR 17			M	
GT	KC10 ALL GRND XDAT	LS FAM TNG-LSFT	LL01	0	0		09 DEC 13					N	
GT	KC10 ALL GRND XDAT	EGRESS -G	LL03	0	1		08 AUG 16		31 DEC 19			G	
GT	KC10 ALL GRND XDAT	ACDT	LL04	0	0		08 JUN 16		31 DEC 18			N	
GT	KC10 ALL GRND XDAT	EGRESS W/ ACDE	LL05	0	0		11 MAR 10					N	
GT	KC10 ALL GRND XDAT	ALSE	LL06	0	1		05 OCT 16		31 DEC 19			N	
GT	KC10 ALL GRND XDAT	FLT PUBS CK	Q090	0	0		03 FEB 16		28 FEB 17			N	
GT	KC10 ALL GRND XDAT	FEF REVIEW	Q170	0	1		01 AUG 16		31 AUG 17			N	
GT	KC10 ALL GRND XDAT	LOCAL AREA SURV	SS01	0	0		12 JUL 10					N	

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PREPARED 01 NOV 2016 21:53 INDIVIDUAL TRAINING SUMMARY AS OF 01 NOV 2016 PCN

CURRENT TRAINING PERIOD

NAME: MFE GRADE: SSGT SSAN: CREW POSITION: EF B UNIT: 0009ARFSQ
PHYSICAL DUE DATE: 15 JAN 18 PHYSIOLOGICAL DUE DATE: 31 MAY 19 RECORDS REVIEW DUE DATE: 31 AUG 17

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	KC10 ALL GRND XDAT	CBT SURV -MR	SS02	0	0		29 SEP 15		30 SEP 18			M	
GT	KC10 ALL GRND XDAT	CNDCT AFTR CAP	SS03	0	0		29 SEP 15		30 SEP 18			M	
GT	KC10 ALL GRND XDAT	WATER SURV -MR	SS05	0	0		29 SEP 15		30 SEP 18			N	
GT	KC10 ALL GRND XDAT	CSI	SS07	0	0		01 APR 16		01 APR 19			M	
GT	KC10 ALL GRND XDAT	INITIAL CST	SS20	0	0		18 SEP 09					N	
GT	KC10 ALL GRND XDAT	WST (S-V90-A)	SS32	0	0		25 SEP 10					N	
GT	KC10 ALL GRND XDAT	VTRAT INITIAL	VT01	0	0		09 JUL 10					N	
GT	KC10 ALL GRND XDAT	THREAT RECO REF	VT05	0	0		07 APR 16		31 DEC 17			M	
GT	KC10 ALL GRND XDAT	EDWARDS R-2508	X2508	0	1		17 OCT 16		31 OCT 17			N	
GT	KC10 FE GRND XDAT	QUAL EVAL AA01	AA01	0	0		03 FEB 16	31 JAN 17	31 JUL 17		YES	N	
GT	KC10 FE GRND XDAT	COMM -MR	G080	0	3		09 AUG 16		09 AUG 17			N	
GT	KC10 FE GRND XDAT	TERPS -MR	G150	0	1		17 OCT 16		31 DEC 18			G	
GT	KC10 FE GRND XDAT	AC SYS REF -MR	G220C	0	1		06 SEP 16		31 DEC 16			G	
GT	KC10 FE GRND XDAT	CNS/ATM DIFF COURSE	G235	0	0		12 MAY 15					N	
GT	KC10 FE GRND XDAT	EMCON 3 CERT	N013	0	0		29 DEC 10					N	
GT	KC10 FE GRND XDAT	EMCON 4 CERT	N014	0	0		29 DEC 10					N	
GT	KC10 FE GRND XDAT	MSN EVAL Q003	Q003	0	0		03 FEB 16	31 JAN 17	31 JUL 17		YES	N	
GT	KC10 FE GRND XDAT	CNS/ATM CERT	Q150	0	0		14 MAY 15					N	
GT	KC10 FE GRND XDAT	PHOENIX BANNER	Q544	0	0		03 FEB 11					N	
GT	KC10 INSTRUCTOR GRND	INSTR EVAL Q008	Q008	0	0		27 NOV 13					N	
K1	FE FTL-B XDAT	CRM MOST SIM	G240	0	0		06 JUN 16		31 DEC 17			N	
K1	FE FTL-B XDAT	REF SIM 1	G261	0	0		07 MAR 16	31 DEC 16	31 MAR 17			N	
K1	FE FTL-B XDAT	REF SIM 2	G262	0	0		07 JUN 16	31 MAR 17	30 JUN 17		NO	N	
K1	FE FTL-B XDAT	REF SIM 3	G263	0	1		06 SEP 16	30 JUN 17	30 SEP 17			N	

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PREPARED 01 NOV 2016 21:53 INDIVIDUAL TRAINING SUMMARY AS OF 01 NOV 2016 PCN

CURRENT TRAINING PERIOD

NAME: MFE GRADE: SSGT SSAN: CREW POSITION: EF B UNIT: 0009ARFSQ
PHYSICAL DUE DATE: 15 JAN 18 PHYSIOLOGICAL DUE DATE: 31 MAY 19 RECORDS REVIEW DUE DATE: 31 AUG 17

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
K1	FE FTL-B XDAT	REF SIM 4	G264	0	0							N	
K1	FE FTL-B XDAT	PROF SORTIE	M010	4	1	75	27 OCT 16		26 DEC 16			N	
K1	FE FTL-B XDAT	TACTICAL SORTIE	M050	0	0		06 JUN 16		31 DEC 17			N	
K1	FE FTL-B XDAT	ACDTQT	P280	0	0		07 JUN 16		31 DEC 18			N	
K1	FE FTL-B XDAT	RECV AAR	R010	2	1	50	06 SEP 16					N	
K1	FE FTL-B XDAT	RCVR AAR, HVY	R030E	1	1	0	06 SEP 16					N	
K1	FE FTL-B XDAT	TANKER AR	R060	2	2	0	27 OCT 16					N	
K1	FE FTL-B XDAT	TNK AR HVY OFF	R170	1	1	0	07 SEP 16					N	
K1	FE FTL-B XDAT	CNS/ATM SORTIE	S185	2	3	0	27 OCT 16		25 JAN 17			N	
K1	FE FTL-B XDAT	TACT SORTIE -S	SM050	0	0		06 JUN 16					N	
K1	FE FTL-B XDAT	ACDTQT-S	SP280	0	0		14 DEC 15					N	
K1	FE FTL-B XDAT	RECV AAR-S	SR010	0	1		06 SEP 16					N	
K1	FE FTL-B XDAT	RCVR AAR HVY- S	SR030	0	1		06 SEP 16					N	
K1	FE FTL-B XDAT	TANKER AR - S	SR060	0	1		07 SEP 16					N	
K1	FE FTL-B XDAT	TK AR HVY OFF-S	SR170	0	1		07 SEP 16					N	
K1	FE FTL-B XDAT	CNS/ATM SORTIE-SIM	SS185	0	2		07 SEP 16		06 DEC 16			N	

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G1.4. SRA (MBO)

G1.4.1. INDIVIDUAL DATA SUMMARY

PREPARED 01 NOV 2016 20:12 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN
INQUIRY

NAME: MBO SSAN: GRADE: SRA CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ
BASE: TRAVIS AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:		SECURITY CLEARANCE DATE:	25 SEP 12
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:	12 JUL 16	PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:	A	PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:	09 OCT 17		
PHYS AVAIL CODE:	A		
PHYS AVAIL DATE:	12 JUL 16	JUMP STATUS	
BIOLOGICAL TNG DATE:	31 AUG 12	DATE ASSIGNED JUMP STATUS:	
PHYSIOLOGICAL DUE DATE:	31 AUG 17		
DATE OF BIRTH:			
DUTY AFSC:	1A051		
EFFECTIVE DATE OF DUTY:	06 OCT 14		
PAS CODE:	TP1LFMR8	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N	HARM CODE:	XDAT
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	03 DEC 14	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	04 JUN 18	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	25 OCT 12	SPECIAL CAT ID:	
DATE ARR THIS STATION:	03 DEC 12	RECORDS REVIEW ACC DATE:	03 MAY 16
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	31 AUG 17
PROJECTED DAFSC:		RECORDS REVIEW STATUS CODE:	
PROJECTED PAS CODE:			
PROJ DEPARTURE DATE:			
REPORTING DATE:			
FAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:	TRAVIS		

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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PREPARED 01 NOV 2016 20:12 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MBO SSAN: GRADE: SRA CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ

BASE: TRAVIS AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	
CMD OF AIRCRAFT:	1L
ACFT SVC CAT:	USAF
PRIMARY ACFT:	KC010A
FLT DUTY CERT CODE:	MB C
CATEGORICAL FLYING WAIVER:	

INCENTIVE PAY DATA

LAST MPO DATE:	04 JUN 13
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	03 JUN 23
LAST PRODUCTIVE FLIGHT DATE:	29 SEP 16
PREVIOUS PRODUCTIVE FLIGHT DATE:	24 SEP 16

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	AA
EFFECTIVE DATE:	02 JUL 13
PRIOR ASC:	AX
EFFECTIVE DATE:	01 JUL 13
AERO ORDER TERM DATE:	03 JUN 23
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	04 JUN 13
TRANSITION STATUS CODE:	0
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	06 OCT 14
FLYING ACTIVITY CATEGORY:	A
PACIA-OFDA:	0
OFDA GATE 10/12:	41
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	41

Your current OFDA is 41 month(s). You need 31 additional month(s) OFDA to meet your 10 Year gate requirement to receive continuous CEFIP through 15 years of aviation service and you must maintain a valid flight physical.

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE:	(BASIC) AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	25 AUG 14

OUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	31 AUG 12

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.4.2. FLYING HISTORY REPORT

PREPARED 02 MAY 2016 07:44 FLYING HISTORY REPORT (PA) AS OF 02 MAY 2016 PCN

ANNUAL

NAME: MBO SSAN: GRADE: SRA API: A FAC: A OFDA: 35 ASC: AA ASC DATE: 02 JUL 13

CMD: AMC WING: 0060MBYW PRI CRW POS: B PRI ACFT: KC010A UNIT: 0009ARFSQ BASE: TRAVIS AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	KC010A(S)	SKC010A(Q)	SMK010A(Q)
...T DTY CERT CODE	MB C	MB C	MB C
...TE FIRST FLOWN	07 AUG 13	24 JUN 13	17 DEC 14
DATE LAST FLOWN	20 APR 16	07 JAN 16	01 JUN 15
TOTAL TIME	1438.8	103.5	8.0
PRIMARY TIME	1131.7	73.5	8.0
SECONDARY TIME	151.9	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0
OTHER TIME	155.2	30.0	0.0
NIGHT	578.0	0.0	0.5
PRIMARY INST	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0
COMBAT TIME	700.4	0.0	0.0
CMBT SUPPORT TIME	88.5	0.0	0.0
COMBAT SORTIES	87	0	0
CMBT SUPPORT SORTIES	8	0	0
TOTAL SORTIES	214	49	2

CAREER TOTALS

CREW POSITION	BOOM OP
PRIMARY TIME	1131.7
SECONDARY TIME	151.9
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	155.2
TOTAL TIME	1438.8
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	700.4
COMBAT SUPT TIME	88.5
TOTAL SORTIES	214
COMBAT SORTIES	87
COMBAT SUP SORTIES	8
NVG TIME	0.0
DATE FIRST FLOWN	07 AUG 13
DATE LAST FLOWN	20 APR 16
GRAND TOTAL	1438.8

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G1.4.3. 30/60/90 DAY REPORT

PREPARED 01 NOV 2016 20:15 INDIVIDUAL FLIGHT DATA AS OF 01 NOV 2016 PCN

NAME: MBO RANK: SRA SSAN: PRI ACFT: KC010A
CREW POSN: MB C AGE: LST PHYS: 12 JUL 16 API: A FAC: A ASC: AA
DAFSC: 1A051 LST CHMB: 31 AUG 12 MAJCOM: AMC

TOTAL FLYING TIME: 1721.0 TOTAL PRIMARY/INSTRUCTOR TIME: 1453.1
GRAND TOTAL: 1721.0 MDS PRIMARY/INSTRUCTOR TIME: 1364.1

AIRCRAFT TYPE REQUEST: ALL AIRCRAFT MDS REQUEST: KC010A
(PART-2)

01 NOV	31 OCT	30 OCT	29 OCT	28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 OCT	21 OCT	20 OCT	19 OCT	18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 OCT	11 OCT	10 OCT	09 OCT	08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 0.0 DAYS FLOWN: 0 ---

02 OCT	01 OCT	30 SEP	29 SEP	28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP
0.0	0.0	12.3	6.9	0.0	0.0	0.0	0.0	6.4	7.1
22 SEP	21 SEP	20 SEP	19 SEP	18 SEP	17 SEP	16 SEP	15 SEP	14 SEP	13 SEP
0.0	7.1	0.0	0.0	7.3	0.0	0.0	6.4	0.0	6.4
12 SEP	11 SEP	10 SEP	09 SEP	08 SEP	07 SEP	06 SEP	05 SEP	04 SEP	03 SEP
4.9	4.8	0.0	0.0	0.0	6.2	5.2	0.0	8.3	4.6

--- 60 DAYS TOTAL FLYING TIME: 93.9 DAYS FLOWN: 14 ---

02 SEP	01 SEP	31 AUG	30 AUG	29 AUG	28 AUG	27 AUG	26 AUG	25 AUG	24 AUG
0.0	6.2	6.0	0.0	6.1	0.0	0.0	6.3	6.5	0.0
23 AUG	22 AUG	21 AUG	20 AUG	19 AUG	18 AUG	17 AUG	16 AUG	15 AUG	14 AUG
7.2	6.9	6.8	0.0	4.3	5.9	0.0	4.6	0.0	6.1
13 AUG	12 AUG	11 AUG	10 AUG	09 AUG	08 AUG	07 AUG	06 AUG	05 AUG	04 AUG
0.0	0.0	9.5	0.0	0.0	0.0	7.1	6.4	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 189.8 DAYS FLOWN: 29 ---

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G1.4.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 01 NOV 2016 20:13 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MBO SSAN: GRADE: SRA PRI CREW POS: B PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0809ARFSQ ACFT OPLOC:

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	28 OCT 15	82-0191	MB	0.0	7.7	0.0	0.0	0.0	7.7	1	0.0	0	7.7	1	7.7	0.0	0.0	0.0		S	20151109
KC010A	29 OCT 15	82-0191	MB	11.2	0.0	0.0	0.0	0.0	11.2	1	0.0	0	11.2	1	0.0	0.0	0.0	0.0		S	20151106
KC010A	12 NOV 15	79-1946	MB	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151118
KC010A	13 NOV 15	79-1946	MB	8.0	0.0	0.0	0.0	0.0	8.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151118
KC010A	14 NOV 15	79-1946	MB	0.0	0.0	0.0	0.0	3.3	3.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151118
KC010A	15 NOV 15	79-1946	MB	0.0	8.7	0.0	0.0	0.0	8.7	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20151118
KC010A	22 NOV 15	82-0193	MB	2.8	2.7	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151218
KC010A	23 NOV 15	82-0193	MB	2.7	0.0	0.0	0.0	2.7	5.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151218
KC010A	25 NOV 15	82-0193	MB	1.7	0.0	0.0	0.0	1.7	3.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151218
KC010A	27 NOV 15	82-0193	MB	5.5	5.6	0.0	0.0	0.0	11.1	1	0.0	0	0.0	0	5.5	0.0	0.0	0.0		S	20160108
KC010A	07 DEC 15	79-1946	MB	2.6	0.0	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20151210
KC010A	19 DEC 15	87-0123	MB	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	2.8	0.0	0.0	0.0		S	20151221
SKC010A	28 DEC 15	79-0002	MB	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20151230
SKC010A	29 DEC 15	79-0002	MB	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20151230
SKC010A	06 JAN 16	79-0002	MB	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160119
SKC010A	07 JAN 16	79-0002	MB	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160119
KC010A	18 JAN 16	79-1713	MB	1.0	3.3	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160225
KC010A	22 JAN 16	83-0078	MB	3.5	0.0	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160205
KC010A	25 JAN 16	79-1713	MB	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160205
KC010A	26 JAN 16	79-1713	MB	7.5	0.0	0.0	0.0	0.0	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160205
KC010A	28 JAN 16	79-1713	MB	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160225
KC010A	29 JAN 16	79-1713	MB	6.7	0.0	0.0	0.0	0.0	6.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160205
KC010A	18 FEB 16	83-0077	MB	4.9	0.0	0.0	0.0	0.0	4.9	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20160315
KC010A	19 FEB 16	83-0077	MB	9.9	0.0	0.0	0.0	0.0	9.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160315
KC010A	21 FEB 16	83-0077	MB	7.6	0.0	0.0	0.0	0.0	7.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160315
KC010A	25 FEB 16	83-0077	MB	0.0	4.6	0.0	0.0	0.0	4.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160315

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 NOV 2016 20:13 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MBO SSAN: GRADE: SRA PRI CREW POS: B PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0809ARFSQ ACFT OPLOC:

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	25 FEB 16	83-0077	MB	3.6	0.0	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160315
K[illegible]0A	27 FEB 16	83-0077	MB	4.6	0.0	0.0	0.0	0.0	4.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160315
KC010A	06 MAR 16	82-0193	MB	5.8	0.0	0.0	0.0	0.0	5.8	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20160317
KC010A	07 MAR 16	82-0193	MB	8.2	0.0	0.0	0.0	0.0	8.2	1	0.0	0	0.0	0	8.2	0.0	0.0	0.0		S	20160317
KC010A	08 MAR 16	82-0193	MB	4.4	0.0	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160317
KC010A	10 MAR 16	82-0193	MB	3.5	0.0	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160317
KC010A	11 MAR 16	82-0193	MB	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20160317
KC010A	12 MAR 16	82-0193	MB	4.7	0.0	0.0	0.0	0.0	4.7	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20160317
KC010A	16 APR 16	86-0037	MB	7.1	0.0	0.0	0.0	0.5	7.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160427
KC010A	19 APR 16	86-0037	MB	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20160427
KC010A	20 APR 16	86-0037	MB	10.0	0.0	0.0	0.0	0.0	10.0	1	0.0	0	0.0	0	3.5	0.0	0.0	0.0		S	20160427
KC010A	14 MAY 16	87-0117	MB	0.0	0.0	0.0	0.0	4.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160601
KC010A	15 MAY 16	87-0117	MB	0.3	4.0	0.0	0.0	3.4	7.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160601
KC010A	18 MAY 16	87-0117	MB	2.0	0.0	0.0	0.0	6.0	8.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160601
KC010A	20 MAY 16	87-0117	MB	0.0	0.0	0.0	0.0	4.0	4.0	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0		S	20160601
SMK010A	31 MAY 16	01-0002	MB	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160607
SMK010A	01 JUN 16	01-0002	MB	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160607
KC010A	04 JUN 16	84-0185	MB	5.2	0.0	0.0	0.0	0.0	5.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160614
K[illegible]0A	07 JUN 16	84-0185	MB	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	4.5	0.0	0.0	0.0		S	20160614
K[illegible]0A	08 JUN 16	84-0185	MB	5.4	0.0	0.0	0.0	0.0	5.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160614
KC010A	20 JUN 16	84-0185	MB	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160624
KC010A	30 JUN 16	85-0033	MB	0.0	2.6	0.0	0.0	2.6	5.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160714
KC010A	01 JUL 16	85-0033	MB	7.4	0.0	0.0	0.0	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160714
KC010A	05 JUL 16	85-0033	MB	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160714
KC010A	06 JUL 16	85-0033	MB	9.7	0.0	0.0	0.0	0.0	9.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160714
KC010A	15 JUL 16	84-0187	MB	5.2	0.0	0.0	0.0	0.0	5.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160802

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 NOV 2016 20:13 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 NOV 2016 PCN

INQUIRY

NAME: MBO SSAN: GRADE: SRA PRI CREW POS: B PRI AIRCRAFT: KC010A
CMD: AMC WING: 0060MBYWG UNIT: 0009ARFSQ ACFT OPLOC:

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
KC010A	16 JUL 16	84-0187	MB	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20160802
KC010A	19 JUL 16	01-0002	MB	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160802
KC010A	20 JUL 16	01-0002	MB	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20160802
KC010A	02 AUG 16	87-0119	MB	5.5	5.5	0.0	0.0	5.4	16.4	1	0.0	0	16.4	1	3.0	0.0	0.0	0.0		S	20160809
KC010A	06 AUG 16	87-0119	MB	6.4	0.0	0.0	0.0	0.0	6.4	1	6.4	1	0.0	0	6.4	0.0	0.0	0.0		S	20160807
KC010A	07 AUG 16	87-0119	MB	7.1	0.0	0.0	0.0	0.0	7.1	1	7.1	1	0.0	0	7.1	0.0	0.0	0.0		S	20160808
KC010A	11 AUG 16	86-0038	MB	9.5	0.0	0.0	0.0	0.0	9.5	1	9.5	1	0.0	0	9.4	0.0	0.0	0.0		S	20160812
KC010A	14 AUG 16	79-1712	MB	6.1	0.0	0.0	0.0	0.0	6.1	1	6.1	1	0.0	0	6.1	0.0	0.0	0.0		S	20160815
KC010A	16 AUG 16	83-0080	MB	4.6	0.0	0.0	0.0	0.0	4.6	1	4.6	1	0.0	0	4.3	0.0	0.0	0.0		S	20160817
KC010A	18 AUG 16	86-0030	MB	5.9	0.0	0.0	0.0	0.0	5.9	1	5.9	1	0.0	0	5.9	0.0	0.0	0.0		S	20160819
KC010A	19 AUG 16	79-1711	MB	4.3	0.0	0.0	0.0	0.0	4.3	1	4.3	1	0.0	0	3.8	0.0	0.0	0.0		S	20160821
KC010A	21 AUG 16	87-0119	MB	6.8	0.0	0.0	0.0	0.0	6.8	1	6.8	1	0.0	0	6.5	0.0	0.0	0.0		S	20160822
KC010A	22 AUG 16	87-0117	MB	6.9	0.0	0.0	0.0	0.0	6.9	1	6.9	1	0.0	0	4.0	0.0	0.0	0.0		S	20160823
KC010A	23 AUG 16	79-1712	MB	7.2	0.0	0.0	0.0	0.0	7.2	1	7.2	1	0.0	0	3.0	0.0	0.0	0.0		S	20160824
KC010A	25 AUG 16	79-1950	MB	6.5	0.0	0.0	0.0	0.0	6.5	1	6.5	1	0.0	0	3.7	0.0	0.0	0.0		S	20160825
KC010A	26 AUG 16	85-0030	MB	6.3	0.0	0.0	0.0	0.0	6.3	1	6.3	1	0.0	0	3.5	0.0	0.0	0.0		S	20160828
KC010A	29 AUG 16	86-0030	MB	6.1	0.0	0.0	0.0	0.0	6.1	1	6.1	1	0.0	0	4.6	0.0	0.0	0.0		S	20160830
KC010A	31 AUG 16	85-0030	MB	6.0	0.0	0.0	0.0	0.0	6.0	1	6.0	1	0.0	0	4.5	0.0	0.0	0.0		S	20160901
KC010A	01 SEP 16	83-0080	MB	6.2	0.0	0.0	0.0	0.0	6.2	1	6.2	1	0.0	0	4.3	0.0	0.0	0.0		S	20160902
KC010A	03 SEP 16	83-0076	MB	4.6	0.0	0.0	0.0	0.0	4.6	1	4.6	1	0.0	0	4.3	0.0	0.0	0.0		S	20160904
KC010A	04 SEP 16	79-1711	MB	8.3	0.0	0.0	0.0	0.0	8.3	1	8.3	1	0.0	0	5.0	0.0	0.0	0.0		S	20160905
KC010A	06 SEP 16	85-0034	MB	5.2	0.0	0.0	0.0	0.0	5.2	1	5.2	1	0.0	0	4.3	0.0	0.0	0.0		S	20160907
KC010A	07 SEP 16	79-1950	MB	6.2	0.0	0.0	0.0	0.0	6.2	1	6.2	1	0.0	0	3.3	0.0	0.0	0.0		S	20160908
KC010A	11 SEP 16	85-0032	MB	4.8	0.0	0.0	0.0	0.0	4.8	1	4.8	1	0.0	0	3.9	0.0	0.0	0.0		S	20160912
KC010A	12 SEP 16	87-0117	MB	4.9	0.0	0.0	0.0	0.0	4.9	1	4.9	1	0.0	0	4.4	0.0	0.0	0.0		S	20160913
KC010A	13 SEP 16	79-1711	MB	6.4	0.0	0.0	0.0	0.0	6.4	1	6.4	1	0.0	0	3.7	0.0	0.0	0.0		S	20160914

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.4.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 01 NOV 2016 21:54 INDIVIDUAL TRAINING SUMMARY AS OF 01 NOV 2016 PCN

CURRENT TRAINING PERIOD

NAME: MBO GRADE: SRA SSAN: CREW POSITION: MB C UNIT: 0009ARFSQ
PHYSICAL DUE DATE: 09 OCT 17 PHYSIOLOGICAL DUE DATE: 31 AUG 17 RECORDS REVIEW DUE DATE: 31 AUG 17

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	KC10 ALL GRND XDAT	MOB FOLDER RV	C040	0	0		24 JUN 16		24 JUN 17			M	
GT	KC10 ALL GRND XDAT	PASSPORT	E030	0	0		19 MAR 13	19 SEP 17	19 MAR 18			M	
GT	KC10 ALL GRND XDAT	SECOND PASSPORT	E035	0	0							M	
GT	KC10 ALL GRND XDAT	MARSH-EXAM	G002	0	0		29 JUL 13					N	
GT	KC10 ALL GRND XDAT	TACTICS -MR	G060	0	0		11 MAY 16		31 DEC 17			N	
GT	KC10 ALL GRND XDAT	INTEL -MR	G070	0	0		11 MAY 16		31 DEC 17			G	
GT	KC10 ALL GRND XDAT	ANTI-HIJACK -MR	G090	0	0		23 DEC 15		31 DEC 16			M	
GT	KC10 ALL GRND XDAT	LOAC	G100	0	0		19 NOV 15		19 NOV 18			N	
GT	KC10 ALL GRND XDAT	ISOPREP	G120	0	1		28 JUL 16		24 JAN 17			M	
GT	KC10 ALL GRND XDAT	ACFT SERVICING	G190	0	0		29 JUL 13		31 DEC 16			N	
GT	KC10 ALL GRND XDAT	CRM REF -MR	G230	0	0		01 JUN 15		31 DEC 16			M	
GT	KC10 ALL GRND XDAT	INITIAL CRM	G231	0	0		02 OCT 13					N	
GT	KC10 ALL GRND XDAT	SMALL ARMS	G280	0	0		10 DEC 15		31 DEC 17			M	
GT	KC10 ALL GRND XDAT	LS FAM TNG-LSFT	LL01	0	0		20 MAY 13					N	
GT	KC10 ALL GRND XDAT	EGRESS -G	LL03	0	0		31 JUL 13		31 DEC 16			G	
GT	KC10 ALL GRND XDAT	ACDT	LL04	0	0		23 DEC 15		31 DEC 17			N	
GT	KC10 ALL GRND XDAT	EGRESS W/ ACDE	LL05	0	0		17 NOV 13					N	
GT	KC10 ALL GRND XDAT	ALSE	LL06	0	0		20 MAY 13		31 DEC 16			N	
GT	KC10 ALL GRND XDAT	FLT PUBS CK	Q090	0	0		16 APR 16		30 APR 17			N	
GT	KC10 ALL GRND XDAT	FEF REVIEW	Q170	0	2		01 AUG 16		31 AUG 17			N	
GT	KC10 ALL GRND XDAT	LOCAL AREA SURV	SS01	0	0		20 MAY 13					N	
GT	KC10 ALL GRND XDAT	CBT SURV -MR	SS02	0	0		17 NOV 15		30 NOV 18			M	
GT	KC10 ALL GRND XDAT	CNDCT AFTR CAP	SS03	0	0		17 NOV 15		30 NOV 18			M	
GT	KC10 ALL GRND XDAT	WATER SURV -MR	SS05	0	0		17 NOV 15		30 NOV 18			N	

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PREPARED 01 NOV 2016 21:54 INDIVIDUAL TRAINING SUMMARY AS OF 01 NOV 2016 PCN

CURRENT TRAINING PERIOD

NAME: MBO GRADE: SRA SSAN: CREW POSITION: MB C UNIT: 0009ARFSQ
PHYSICAL DUE DATE: 09 OCT 17 PHYSIOLOGICAL DUE DATE: 31 AUG 17 RECORDS REVIEW DUE DATE: 31 AUG 17

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	KC10 ALL GRND XDAT	CSI	SS07	0	1		12 OCT 16		12 OCT 19			M	
GT	KC10 ALL GRND XDAT	INITIAL CST	SS20	0	0		30 NOV 12					N	
GT	KC10 ALL GRND XDAT	WST (S-V90-A)	SS32	0	0		02 NOV 12					N	
GT	KC10 ALL GRND XDAT	VTRAT INITIAL	VT01	0	0		27 DEC 13					N	
GT	KC10 ALL GRND XDAT	THREAT RECO REF	VT05	0	0		03 DEC 15		31 DEC 16			M	
GT	KC10 ALL GRND XDAT	EDWARDS R-2508	X2508	0	0		17 JUN 16		30 JUN 17			N	
GT	KC10 BOOM GRND XDAT	QUAL EVAL AA01	AA01	0	0		16 APR 16	31 MAR 17	30 SEP 17		YES	N	
GT	KC10 BOOM GRND XDAT	COMM -MR	G080	0	1		11 JUL 16		11 JUL 17			N	
GT	KC10 BOOM GRND XDAT	TERPS -MR	G150	0	0		23 DEC 15		31 DEC 16			G	
GT	KC10 BOOM GRND XDAT	LM/BD HZ CAR-MR	G1828	0	0		15 NOV 15		30 NOV 17			G	
GT	KC10 BOOM GRND XDAT	AC SYS REF -MR	G220C	0	1		20 JUL 16		31 DEC 16			G	
GT	KC10 BOOM GRND XDAT	BM COCKPIT CBT	G272	0	0		24 JUN 16					N	
GT	KC10 BOOM GRND XDAT	BO CKPIT CBT REF	G273	0	0		24 JUN 16		31 MAR 19			G	
GT	KC10 BOOM GRND XDAT	EMCON 3 CERT	N013	0	0		02 OCT 13					N	
GT	KC10 BOOM GRND XDAT	EMCON 4 CERT	N014	0	0		02 OCT 13					N	
GT	KC10 BOOM GRND XDAT	DAY FTR CONTACT	Q022	0	0		09 SEP 13					N	
GT	KC10 BOOM GRND XDAT	NT FTR CONTACT	Q023	0	0		21 NOV 13					N	
GT	KC10 BOOM GRND XDAT	CARGO MSN EVAL Q180	Q180	0	0		16 NOV 15	31 OCT 16	30 APR 17		YES	N	
GT	KC10 BOOM GRND XDAT	PHOENIX BANNER	Q544	0	0		07 JAN 14					N	
K1	BOOM FTL C XDAT	CRM MOST SIM	G240	0	2		20 JUL 16		31 DEC 17			N	
K1	BOOM FTL C XDAT	REFRESHER BDT	G292	0	2		20 JUL 16		31 DEC 16			N	
K1	BOOM FTL C XDAT	PROF SORTIE	M010	1	3	0	02 AUG 16		29 JAN 17			N	
K1	BOOM FTL C XDAT	TACTICAL SORTIE	M050	0	0		01 JUN 15		31 DEC 16			N	
K1	BOOM FTL C XDAT	ACDTQT	P280	0	0		28 DEC 15		31 DEC 16			N	

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PREPARED 01 NOV 2016 21:54 INDIVIDUAL TRAINING SUMMARY AS OF 01 NOV 2016 PCN

CURRENT TRAINING PERIOD

NAME: MBO GRADE: SRA SSAN: CREW POSITION: MB C UNIT: 0009ARFSQ
PHYSICAL DUE DATE: 09 OCT 17 PHYSIOLOGICAL DUE DATE: 31 AUG 17 RECORDS REVIEW DUE DATE: 31 AUG 17

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WVD
K1	BOOM FTL C XDAT	CARGO LOAD	P300	0	4		29 SEP 16		27 JAN 17			N	
K1	BOOM FTL C XDAT	APU START	P332	1	1	0	03 SEP 16					N	
K1	BOOM FTL C XDAT	TANKER AAR BKWY	R070	2	8	0	20 JUL 16					N	
K1	BOOM FTL C XDAT	CONTACTS	R120	50	201	0	24 SEP 16		23 NOV 16			N	
K1	BOOM FTL C XDAT	CONTACTS NGHT	R130	6	162	0	24 SEP 16					N	
K1	BOOM FTL C XDAT	TANKER MAN CNT	R140	4	27	0	21 SEP 16					N	
K1	BOOM FTL C XDAT	FIGHTER CONT	R150	2	175	0	24 SEP 16		23 MAR 17			N	
K1	BOOM FTL C XDAT	TACT SORTIE -S	SM050	0	0		17 DEC 14					N	
K1	BOOM FTL C XDAT	ACDTQT-S	SP280	0	0		28 DEC 15					N	
K1	BOOM FTL C XDAT	APU START - S	SP332	0	8		11 MAR 14					N	
K1	BOOM FTL C XDAT	TKR AAR BKWY- S	SR070	0	8		20 JUL 16					N	
K1	BOOM FTL C XDAT	CONTACT-S	SR120	0	20		20 JUL 16					N	
K1	BOOM FTL C XDAT	TKR MAN CNT - S	SR140	0	8		20 JUL 16					N	
K1	BOOM FTL C XDAT	STAT-CARGO-LOAD	X300	0	0		15 JAN 16					N	

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PREPARED 02 MAY 2016 07:44 FLYING HISTORY REPORT (PA) AS OF 02 MAY 2016 PCN

ANNUAL

NAME: MBO SSAN: GRADE: SRA API: A FAC: A OFDA: 35 ASC: AA ASC DATE: 02 JUL 13
CMD: AMC WING: 0060MBYW PRI CRW POS: B PRI ACFT: KC010A UNIT: 0009ARFSQ BASE: TRAVIS AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	KC010A(S)	SKC010A(Q)	SMK010A(Q)
DTY CERT CODE	MB C	MB C	MB C
DATE FIRST FLOWN	07 AUG 13	24 JUN 13	17 DEC 14
DATE LAST FLOWN	20 APR 16	07 JAN 16	01 JUN 15
TOTAL TIME	1438.8	103.5	8.0
PRIMARY TIME	1131.7	73.5	8.0
SECONDARY TIME	151.9	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0
OTHER TIME	155.2	30.0	0.0
NIGHT	578.0	0.0	0.5
PRIMARY INST	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0
COMBAT TIME	700.4	0.0	0.0
CMBT SUPPORT TIME	88.5	0.0	0.0
COMBAT SORTIES	87	0	0
CMBT SUPPORT SORTIES	8	0	0
TOTAL SORTIES	214	49	2

CAREER TOTALS

CREW POSITION	BOOM OP
PRIMARY TIME	1131.7
SECONDARY TIME	151.9
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	155.2
TOTAL TIME	1438.8
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	700.4
COMBAT SUPT TIME	88.5
TOTAL SORTIES	214
COMBAT SORTIES	87
COMBAT SUP SORTIES	8
NVG TIME	0.0
DATE FIRST FLOWN	07 AUG 13
DATE LAST FLOWN	20 APR 16
GRAND TOTAL	1438.8

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G2. FLIGHT EVALUATION AND TRAINING RECORDS

G2.1. CAPT (MP)

G2.1.1. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* MP

SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC						
T-1A/FP	INIT INSTM/QUAL	27 Oct 11	1				
T-1A/IP	INIT INSTR/MSN	20 Dec 11	1				
	Initial Review	03 Jan 12					
	Annual Review	21 Dec 12					
T-1A/IP	INSTM/QUAL	15 Jan 13	1				
	Posting Review	12 Mar 13					
T-1A/IP	MSN	30 Apr 13	1				
	Posting Review	27 May 13					
	Annual Review	13 Dec 13					
T-1A/IP	INSTM/QUAL	13 May 14	1				
T-1A/IP	MSN	15 Jul 14	1				
	Annual Review	02 Dec 14					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

RECORD OF EVALUATION

NAME (Last, First, Middle Initial) MP

SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	10 Apr 15					
	Annual Review	01 Jun 15					
KC-10A/MP	INIT INSTM/QUAL/MSN	24 Sep 15	1				
	Annual Review	15 Jun 16					

AF Form 942, 20081208 PREVIOUS EDITIONS ARE OBSOLETE.

G2.1.2. AF FORM 8

CERTIFICATE OF AIRCREW QUALIFICATION — DATE COMPLETED: 24 Sep 15

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	Capt		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	02 Jul 15	1	INIT SIM INSTM/QUAL/MSN	02 Jul 15
Instrument	06 Aug 15	95	INIT INSTM/QUAL/MSN	24 Sep 15
Open Book	17 Aug 15	100		
Closed Book	31 Aug 15	100		
Boldface	31 Aug 15	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Feb 17		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Maj	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MP Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered using Travis profile number 2. All areas/sub-areas were accomplished in an excellent manner. Lt Col , 9 ARS/CC, was briefed.

//SIGNED//

Capt
9 ARS/DOV

Second Sortie. This evaluation was conducted in conjunction with aircraft commander certification. This evaluation was administered on a local training mission from Travis AFB; CA. PAR and circling were verbally evaluated. All areas/sub-areas were accomplished excellent manner. All AMC and 60 OG SIIs were evaluated. Maj , 9 ARS/DO, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 Jul 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	Capt		Apr - Sep 14
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
86 FTS, Laughlin AFB, TX	T-1A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	15 Apr 14	1	MSN	15 Jul 14
Boldface	15 Jul 14	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Dec 15		N/A		

☐ RESTRICTIONS (Explain in Comments on Back)	☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)	☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	86 FTS/DOW			X	//SIGNED//	23 Jul 14
2	REVIEWING OFFICER Lt Col	86 FTS/CC	X			//SIGNED//	28 Jul 14
3	FINAL APPROVING OFFICER Col	47 OG/CC	X			//SIGNED//	11 Aug 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
11 Aug 14	MP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This MSN evaluation was accomplished IAW AFI 11-202 Vol. 2 and AFI 11-2T-1 Vol. 2 in the Transition category. All required items were accomplished. The examinee occupied the right seat, the student the left seat, and the examiner the jump seat. The sortie was flown as a local round-robin to Dyess Air Force Base with area work in the local MOA. The examinee instructed the student during takeoff, departure, enroute procedures, traffic pattern stalls, steep turns, a vertical S, slow flight, unusual attitudes, 30 flap patterns/landings, 10 flap patterns/landings, single-engine patterns/landings, single-engine patterns/single engine go-arounds, and no flap patterns/landings. In-flight instruction, SIIs, and CRM were evaluated throughout the sortie. Maj 86 FTS/DO, was debriefed on the mission results.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. MP rater was debriefed on mission results.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 13 May 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	Capt		Jan - Jun 14
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
86 FTS, Laughlin AFB, TX	T-1A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Open Book	14 Apr 14	100	INSTM/QUAL	13 May 14
EPE	15 Apr 14	1		
Instrument	16 Apr 14	100		
Closed Book	01 May 14	100		
Boldface	13 May 14	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Oct 15		N/A		

☐ RESTRICTIONS (Explain in Comments on Back)	☒ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)	☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	86 FTS/DOV			X	//SIGNED//	14 May 14
2	REVIEWING OFFICER Lt Col	86 FTS/CC	X			//SIGNED//	06 Jun 14
3	FINAL APPROVING OFFICER Col	47 OG/CC	X			//SIGNED//	09 Jun 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
10 Jun 14	MP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXCEPTIONALLY QUALIFIED. Examinee demonstrated exceptional general knowledge, outstanding decision making with adverse weather and electrical system malfunctions, and flew well above what is expected despite challenging crosswind conditions.

EXAMINER'S REMARKS:

A. Mission Description. This INSTM/QUAL evaluation was accomplished IAW AFI 11-202 Vol. 2 and AFI 11-2T-1 Vol. 2. All required items were accomplished. The examinee occupied the right seat and the examiner the left seat. The sortie was flown as a local round-robin to Abilene Regional Airport and Dyess Air Force Base with area work in the local MOA. Transition maneuvers included traffic pattern stalls, unusual attitudes, a 30 flap pattern/landing, a 10 flap pattern/landing, and a no flap pattern/landing. IFR pattern work included a single engine ILS approach/single engine missed approach and a GPS approach/transition to land. The flight examiner flew a 10 flap pattern/landing, a 30 flap pattern/go around, and an ILS approach/transition to land to evaluate error analysis and grading practices. In-flight instruction, SIIs, and CRM were evaluated throughout the sortie. Maj 86 FTS/DO, was debriefed on the mission results.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. MP rater was debriefed on mission results.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 30 Apr 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	1st Lt		Dec 12 - May 13
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
86 FTS, Laughlin AFB, TX	T-1A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	15 Jan 13	1	MSN	30 Apr 13
Boldface	15 Apr 13	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Sep 14		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DOES NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	86 FTS/DOV			X	//SIGNED//	08 May 13
2	REVIEWING OFFICER Lt Col	86 FTS/DO	X			//SIGNED//	13 May 13
3	FINAL APPROVING OFFICER Lt Col	86 FTS/CC	X			//SIGNED//	14 May 13

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
14 May 13	MP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This MSN evaluation was accomplished IAW AFI 11-202 Vol. 2 and AFI 11-2T-1 Vol. 2 in the Navigation category. All required items were accomplished. The examinee occupied the right seat, the student the left seat, and the examiner the jump seat. The sortie was flown as a local round-robin to San Angelo Regional Airport. The examinee instructed the student during mission planning, briefing/debriefing, takeoff, departure, en route procedures, a VOR approach/missed approach, a GPS approach/transition to land, a localizer approach/missed approach, and an ILS approach/transition to land. In-flight instruction, SIIs, and CRM were evaluated throughout the sortie. Lt Col 86 FTS/DO, was debriefed on the mission results.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 17. Task Management. MP demonstrated an excellent level of task management in spite of the fast-paced profile; he was able to instruct and prioritize throughout the whole sortie.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERS

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 Jan 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	1st Lt		Oct 12 - Mar 13
ORGANIZATION AND LOCATION: 86 FTS, Laughlin AFB, TX	ACFT/CREW POSITION: T-1A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	08Jan13	100	INSTM/QUAL	15Jan13
Open Book	08Jan13	100		
Boldface	15Jan13	Q		
Instrument	10Jan13	96		
EPE	15Jan13	1		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Jun 14	N/A	CLICK HERE TO SIGN	

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER .t Col	86 FTS/CC	☐	☐	☒	//SIGNED//	04 Feb 13
2	REVIEWING OFFICER Lt Col	86 FTS/CC	☒	☐	☐	//SIGNED//	13 Feb 13
3	FINAL APPROVING OFFICER Col	47 OG/CC	☒	☐	☐	//SIGNED//	05 Mar 13

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
12 Mar 13	MP 1st Lt, 86 FTS/CCE	//SIGNED//

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This INSTM/QUAL evaluation was accomplished IAW AFI 11-202 Vol. 2 and AFI 11-2T-1 Vol. 2. All required items were accomplished. The examinee occupied the right seat and the examiner the left seat. The sortie was flown as the first sortie of an out-and-back to Lubbock International Airport with area work in the local MOA. Transition maneuvers included steep turns, a vertical-S, unusual attitudes, 30-flap traffic pattern stalls, a 30-flap pattern and landing, a single-engine pattern and landing, a breakout and re-entry, and a 0-flap straight in pattern and landing. IFR pattern work included a single-engine ILS approach/single-engine missed approach, a GPS approach/transition to land, and an ASR approach/transition to land. The flight examiner flew 30-flap slow flight, a full procedure RMI-only VOR approach/circle to land, a 30-flap pattern and landing, a single-engine pattern and landing, and a 0-flap pattern and landing to evaluate error analysis and grading practices. In-flight instruction, SIIs, and CRM were evaluated throughout the sortie.
Lt Col 36 FTS/DO, was debriefed on the mission results.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 55. SE Approach. Examinee flew an outstanding single-engine ILS approach without deviations while providing detailed instruction of what constitutes a perfect single-engine ILS approach.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 20 Dec 11

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	1Lt		N/A
ORGANIZATION AND LOCATION: 99 FTS, RANDOLPH AFB, TX	ACFT/CREW POSITION: T-1A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	20 Dec 11	1	INIT INSTR/MSN	20 Dec 11
Boldface	20 Dec 11	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
May 13			

☐ RESTRICTIONS *(Explain in Comments on Back)* ☐ EXCEPTIONALLY QUALIFIED *(Explain in Comments on Back)* ☐ COMMANDER-DIRECTED DOWNGRADE *(Explain in Comments on Back)*

III. CERTIFICATION

	TYPED NAME AND RANK	ORGANIZATION	CHECK: CORRECT	CHECK: NOT CORRECT	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER .t Col	99 FTS/DOV	☐	☐	☒	//signed//	20 Dec 11
2	REVIEWING OFFICER Maj	99 FTS/DOC	☒	☐	☐	//signed//	22 JAN 12
3	FINAL APPROVING OFFICER Lt Col	99 FTS/CC	☒	☐	☐	//signed//	23 JAN 12

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
19 APR 12	MP 1Lt, 99 FTS/DOC	//signed//

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description. This INIT INSTR/MSN evaluation was briefed and instructed as a local airdrop/transition sortie IAW AFI 11-202 Vol. 2, AFI 11-2T-1 Vol. 2, and the current T-1A PIT syllabus. All required items were accomplished. Maneuvers flown/instructed included an IFR lead interval takeoff/departure, lead/wing airdrop procedures, tanker procedures, wing downwind entry, 30-flap pattern/go-around/landing, single-engine pattern/single-engine go-around, 10-flap pattern/go-around/landing, and a no-flap pattern/go-around/landing. Instruction was evaluated during the briefing, throughout the flight, and the debriefing. The FE flew a cross section of maneuvers to evaluate instruction and grading practices. Lt Col 99 FTS/DO, was debriefed on the results.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.
Commendable. Area 106. Instruction.

AF FORM 8, 20061208 (REVERS

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 27 Oct 11

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MP	1Lt		N/A
ORGANIZATION AND LOCATION: 99 FTS, RANDOLPH AFB, TX	ACFT/CREW POSITION: T-1A/FP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	19 Sep 11	100	INIT INSTM/QUAL	27 Oct 11
EPE	27 Oct 11	1		
Instrument	19 Sep 11	100		
Open Book	19 Sep 11	100		
Boldface	27 Oct 11	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Mar 13			

☐ RESTRICTIONS *(Explain in Comments on Back)* ☐ EXCEPTIONALLY QUALIFIED *(Explain in Comments on Back)* ☐ COMMANDER-DIRECTED DOWNGRADE *(Explain in Comments on Back)*

III. CERTIFICATION

	TYPED NAME AND RANK	ORGANIZATION	CHECK: QUALIFIED	CHECK: DO NOT QUALIFY	CHECK: SUPERVISOR	SIGNATURE	DATE
1	FLIGHT EXAMINER Maj	99 FTS/DOV	☐	☐	☒	//signed//	27 Oct 11
2	REVIEWING OFFICER Maj	99 FTS/DOC	☒	☐	☐	//signed//	1 Nov 11
3	FINAL APPROVING OFFICER Lt Col	99 FTS/CC	☒	☐	☐	//signed//	7 Nov 11

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
9 Nov 11	MP 1Lt, 99 FTS/DOC	//signed//

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This INIT INSTM/QUAL evaluation was flown as a local transition sortie IAW AFI 11-202 Vol. 2, AFI 11-2T-1 Vol. 2, and the current T-1A PIT syllabus. All required items were accomplished. Maneuvers included an IFR takeoff/departure, steep turns, unusual attitude recoveries, 30-flap traffic-pattern stalls, VOR approach/circle/landing, single-engine ILS approach/single-engine missed approach, 30-flap pattern/landing, single-engine pattern/landing, and a no-flap pattern/landing. Lt Col 99 FTS/CC, was debriefed on the results.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

AF FORM 8, 20061208 (REVERSE)

G2.1.3. TRAINING RECORDS

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME MP

CREW POSITION Pilot

COURSE/PHASE KC-10 ACIQ

SORTIE		S-8 Local		S-9 Local		S-10 Local		S-11 Local		S-12 Local		Pre Req Eval Reviews		Checkride Local		Closeout Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		09/03/15 to 09/03/15		09/09/15 to 09/09/15		09/14/15 to 09/14/15		09/17/15 to 09/17/15		09/21/15 to 09/21/15		09/23/15 to 09/23/15		09/24/15 to 09/24/15		09/28/15 to 09/28/15		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
BRIEFING ITEMS																						
A016 - AFRC Associate Program Orientation Indoctrination	X			1																1	1	
P320 - Supervision of Right Seat Takeoffs, Landings, Touch and Go and Receiver AAR																				1		
N013/N014 - Rendezvous and AAR EMCON 3 & 4	X					1														1	1	
R190 - Drogue System Operation Briefing																				1		
R195 - WARP System Operation																				1		
G160 - Overwater Procedures Briefing																				1		
VCOA - Visual Circle Over Airfield Departure Briefing																				1		
FORMATION																						
F020 - Formation Lead Position																				1		
F020 - Formation Wing Position	X					1	P													1	1	
F060* - AAR Formation (*P)																				0		
P260 - Have Quick Radio Procedures	X					1	P													1	1	
P270 – Secure Radio Operation	X					1	P													1	1	
GENERAL																						
A017 - Regulation, Directives Knowledge and Use	X	1	P	1	P			1	P											1	3	
A018 - AC Responsibilities	X	1	P	1	P	1	P	1	P	1	P									1	5	
P360 - Mission Planning and Briefing	X	1	P	1	P	1	P	1	P	1	P									1	5	
P366* - Checklist Procedures and Use (*P)	X	1	P	1	P	1	P	1	P	1	P									1	5	
Safety Consciousness	X	1	P	1	P	1	P	1	P	1	P									1	5	
Judgment/Compliance	X	1	P	1	P	1	P	1	P	1	P									1	5	
P367 - Crew Coordination	X	1	P	1	P	1	P	1	P	1	P									1	5	
P378* - Communications (*P)	X	1	P	1	P	1	P	1	P	1	P									1	5	
Aircraft Flight Equipment/Egress	X			1	P			1	P	1	P									1	3	
Knowledge/Completion of Forms	X	1	P	1	P			1	P	1	P									1	4	
Airmanship/Situational Awareness	X	1	P	1	P	1	P	1	P	1	P									1	5	
P377 - Radar Operations	X					1	P	1	P	1	P									1	3	
P371 - FMS Operation	X							1	P	1	P									1	2	
P373* - Equipment Operation (*P)	X			1	P					1	P									1	2	
P372 - Fuel Management and Conservation	X			1	P			1	P	1	P									1	3	

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REPLACES (AETC & AMC) MC FORMS 45, SEP 95, WHICH ARE OBSOLETE.

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AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME MP

CREW POSITION Pilot

COURSE/PHASE KC-10 ACIQ

SORTIE		S-8 Local		S-9 Local		S-10 Local		S-11 Local		S-12 Local		Pre Req Eval Reviews		Checkride Local		Closeout Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		09/03/15 to 09/03/15		09/09/15 to 09/09/15		09/14/15 to 09/14/15		09/17/15 to 09/17/15		09/21/15 to 09/21/15		09/23/15 to 09/23/15		09/24/15 to 09/24/15		09/28/15 to 09/28/15		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
RECEIVER AIR REFUELING																						
N020* - Receiver RV Golf (Enroute) (*P)																				0		
N130* - Receiver Rendezvous (*P)	X					1	P	1	P											1	2	
N135* - Receiver Alternate Rendezvous (*P)																				0		
N136* - Receiver Rendezvous Overrun Procedures (*P)																				0		
R010/R012 - Receiver AAR, Day	X									2	P									1	2	
R010/R020 - Receiver AAR, Night	X			4	S	6	S	5	P											1	15	
R040* - Receiver AAR Breakaway or Emergency Separation (*P)	X					1	P													1	1	
R050 - Receiver AAR, Tanker Autopilot Off	X			1	S			3	P											1	4	
R160* - Radio Silent Breakaway (P*)																				0		
Amplifier Override																				1		
Pilot Director Indicator Inoperative																				1		
R180* - Radio Silent Visual Signals (*P)	X																			0		
REQUIRED PRIOR TO EVALUATION																						
G190 - Aircraft Servicing																				1		
G130 - Instrument Refresher Course (IRC)																				1		
Q001 - Open Book Qual Exam																				1		
Q002 - Closed Book Qual Exam																				1		
Q090 - Publications Check																				1		
Ops Review	X											1								1	1	
Q160 - IRC Examination																				1		
REQUIRED PRIOR TO FIRST FLIGHT																						
G005 Flight Physical																				1		
Physiological Training																				1		
G002 - Marshalling Exam																				1		
LL01 - Aircrew Flight Equipment Familiarization																				1		
LL03 - Emergency Egress Training																				1		
LL06 - Aircrew Life Support Equipment																				1		
SS01 - Local Area Survival Training																				1		
G025 - Aircraft Field Trip																						
View KC-10 Exterior Walk-Around Video																				1		
Main Cabin Door Procedures (P350)																				1		

REPLACES (AETC & AMC) MC FORMS 45, SEP 95, WHICH ARE OBSOLETE.

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AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME
MP

CREW POSITION
Pilot

COURSE/PHASE
KC-10 ACIQ

SORTIE		S-8 Local		S-9 Local		S-10 Local		S-11 Local		S-12 Local		Pre Req Eval Reviews		Checkride Local		Closeout Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		09/03/15 to 09/03/15		09/09/15 to 09/09/15		09/14/15 to 09/14/15		09/17/15 to 09/17/15		09/21/15 to 09/21/15		09/23/15 to 09/23/15		09/24/15 to 09/24/15		09/28/15 to 09/28/15		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
Operation of Cabin Doors in Normal (Electric) Mode																				1		
Manual Operation of the Cabin Doors to include Freefall																				1		
Operation of Clearview Windows																				1		
Use of Cockpit Smoke Screen																				1		
Demonstrate Entry Through Forward Avionics Bay																				1		
Demonstrate Entry Through Nose Gear Well																				1		
Demonstrate Entry Through Center Accesory Compartment																				1		
Cargo Door Operation																				1		
Show Location of the Following Components																				1		
Exterior Preflight Inspection																				1		
Wingtip Clearance Training																				1		
REVIEWS																						
FTU Chief Review	X											1								1	1	

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Closeout Reviews (1)	09/28/2015	09/28/2015	Offline	CMP	
	Overall Comment: The following is a list of ground training items that were accomplished during formal training: AFRC Indoctrination, Regulations & Directive Knowledge, Local Orientation Brief, Mission Planning Brief, TOLD Brief, Taxi Brief, Takeoff Brief, Departure/Arrival Brief, Rendezvous Brief, Tanker AAR Brief, Receiver AAR Brief, Formation Brief, Multi-ship Formation Receiver AAR Brief, Landing/Touch and Go Brief, Instrument Approach/Missed Approach Brief, Electrical System Brief, Power Plant Brief, Fuel and UARRSI Brief, Hydraulic System Brief, Flight Controls Brief, Landing Gear/Brakes Brief, Pneumatics/Air Cond Brief, Emer Equip/Oxygen Brief, Aircraft Field Trip, Instructor/Evaluator CRM, and ILS PRM. 1x EMCON 3 & 4 (N013 N014) 2x Have Quick Radio Procedures (P260) 2x Secure Radio Operations (P270) 1x Receiver AR Anchor AARA (R055) Aircraft Commander Touch and Go Landings Certification: 12xIP supervised sortie 11x Touch and Go landing Right Seat 14x Touch and Go landing Left Seat Formation Lead Certification: 1x Formation Lead 3x Formation Wing 3x VMC Wing to Lead position change 4 hours instructor Led briefings				
Checkride Local (1)	09/24/2015	09/24/2015	Flight	CMP	
	Overall Comment: AFI 11-202 Evaluation. See AF Form 8 for comments				
Pre Req Eval Reviews (1)	09/23/2015	09/23/2015	Offline	CMP	
	Overall Comment: Total training time for this event was 26 hours				

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-12 Local (6)	09/21/2015	09/21/2015	Flight	CMP	

Overall Comment: MISSION PROFILE: Day, Single Ship, AR7BA w/135, AR8BA w/C-17, 90 mins transition.
ACTIVITY (5.0/4.8):

PLANNED: Student is planned for KC-135 receiver AR, tanker AR, and transition.

ACTUAL: Student achieved KC-135 receiver AR, tanker AR, transition and taxi.

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: Sortie is complete due to recommendation for evaluation. Student demonstrated excellent crew leadership and aircraft control during all phases of flight.

STRENGTHS: Crew leadership, situational awareness

WEAKNESSES: None noted on this sortie.

RECOMMENDATIONS: Recommended for evaluation as MP.

FLYING TIMES (See Syllabus Attachment)

Task Comments: **P005 - Taxi Exercise--->** Student executed a single 180 degree turn to a proficient level.

P020* - Takeoff (*P)---> Student executed 4 takeoffs as part of touch and go operations.

N010* - Tanker Rendezvous (*P)---> Student executed an excellent tanker rendezvous with our C-17 receiver.

R070* - Tanker AAR Breakaway or Emergency Separation (*P)---> Student executed a practice emergency separation.

R010/R012 - Receiver AAR, Day---> Student executed two closures and contacts against a KC-135 (day).

P110*/P112* - TACAN, VOR, or Localizer Approach (*P)---> Student executed Tacan 21L, Circle 3R.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-11 Local (5)	09/17/2015	09/17/2015	Flight	CMP	

Overall Comment: MISSION PROFILE: Night, #2/2, KC-135 in 625, KC-10 on 7BA, 90 Mins Trans
ACTIVITY (5.0/4.4):

PLANNED: Student is planned for transition, night KC-135 receiver AR, and night KC-10 receiver and tanker AR.

ACTUAL: Student achieved night transition, night KC-135 receiver AR, and night KC-10 tanker AR.

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: This sortie is incomplete due to student only achieved 30 minutes of receiver AR against the KC-135 and no receiver AR against the KC-10. Student's crew leadership and briefings are strong suit. Student was able to achieve proficiency agains the KC-135, night, AP off with 5 closures and contacts (2 AP on, 3 AP off).

STRENGTHS: Crew leadership

WEAKNESSES: KC-135 receiver AR, night. Student demonstrates proficiency in this area, but should continue to seek training and currency opportunities to maintain his new skillset.

RECOMMENDATIONS: Continue training with a day proficiency sortie.

FLYING TIMES (See Syllabus Attachment)

Task Comments:

P377 - Radar Operations---> Student was trained in all aspects of radar operation with a focus on the delay feature, calibration, and wx returns/station keeping.

P020* - Takeoff (*P)---> Student executed 1 takeoff as part of touch and go operations.

P196 - Landing, Full Stop (Reverse Thrust)---> Student stowed the thrust reversers while the engines were still slowing to flight idle. Student has been trained on TR operation and is proficient.

R010/R020 - Receiver AAR, Night---> Student demonstrated 5 proficient closures and contacts against the KC-135 at night (2 AP on, 3 AP off). Student has been trained to make slow stable closures. Student has been trained to recognize the various clues that signify he is in the last 10 feet of closure, to include his boom operator's calls, the tanker's PDI indications, the visual references on the tanker, and the sound of the boom nozzle as it approaches the receiver. Student has been trained that a closure lasting longer than 50 - 60 seconds is acceptable as long as the student maintains a stable aircraft and can continue to fly his references.

P160* - Missed Approach (Manual) (P*)---> Student executed a single missed approach for landing long (2,700 feet down the runway). This was caused by a light quartering tailwind which student did not expect.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-10 Local (4)	09/14/2015	09/14/2015	Flight	CMP	

Overall Comment: MISSION PROFILE: Night, #2/2, AR7BA w/135, AR8BA w/KC-10, 90 mins transition.
ACTIVITY (5.5/4.4):

PLANNED: Student is planned for KC-135 AR, KC-10 AR and transition.

ACTUAL: Student accomplished KC-135 Receiver AR, KC-10 Receiver AR, and transition (all night).

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: Student's sortie is complete. Student attempted muliptle closures and contacts against KC-135, but did not achieve contact. Student's tendency is to underrun the tanker. Student executed 1 breakaway to proficient standards. Student did not attempt AP off with the KC-135. Student did achieve a contact with the KC-10, AP on. Student achieved proficiency in night landings with right seat landings from the VTP. Student's demeanor and crew leadership are noteworthy.

STRENGTHS: Crew coordination and leadership

WEAKNESSES: KC-135 receiver AR (night)

RECOMMENDATIONS: Continue training with KC-135 night AR.

FLYING TIMES (See Syllabus Attachment)

Task Comments: **P367 - Crew Coordination--->** Crew coordination and leadership is a strong suit for MP

P377 - Radar Operations---> Student used Wx Radar to station-keep while rejoined with our tanker (1,000 below, 1 mile in trail) to an excellent standard during reduced visibility.

P010 - Takeoff, Initial---> Student demonstrated a static takeoff within all required parameters.

P020* - Takeoff (*P)---> Student executed 6 takeoffs (1 initial, 5 as part of touch and go operations).

P028* - Right Seat Takeoff (P*)---> Student executed 6 takeoffs (1 initial, 5 as part of touch and go operations).

F020 - Formation Wing Position---> Student flew an IMC rejoin from a static takeoff. Due to a stalled hard-90 turn while taking the runway and static takeoff considerations, student set takeoff power with significant delay causing a slow rejoin. Student was safe and met all required parameters, but should focus on a correct 1 minute spacing in future F020s (Wing).

P190 - Landing (Right Seat)---> Student achieved proficiency with 5 right-seat night landings. Student must focus on achieving complete flare in order to arrive in the 1,000-3,000 foot landing zone. Student also executed a 50 flap full stop to an excellent standard.

P192 - Landing, Night---> Student executed 4 touch and go's and a single full-stop from the right seat at night.

N130* - Receiver Rendezvous (*P)---> Student flew an excellent rendezvous through significant weather.

R010/R020 - Receiver AAR, Night---> Student made 5 attempts at closure with no successful contacts w/night KC-135. Student's first attempt resulted in an aggressive under-run and a real-world breakaway. Direct IP intervention was required to move our aircraft into a safe position. Student's subsequent attempts were much better, however, student continued to under-run the tanker. When student did arrive in the contact envelope, student was pushed down out of the correct elevation range, and was unable to achieve contact.

Student executed an excellent KC-10 contact with the tanker AP on.

P140 - Visual Traffic Pattern (Right Seat)---> Student demonstrated excellent aircraft control and procedures in the VTP, right seat.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-9 Local (3)	09/09/2015	09/09/2015	Flight	CMP	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 5.5/2.7

PLANNED: 1/2, 135, 10v10, trans

ACTUAL: single ship, c-17, 135 (625H), full stop

STUDENTS:

OVERALL GRADE: Good

COMMENTS: You did well with the AC duties tonight. You had us all organized and on time for everything. The brief was good, dry, but good. Over at Base Ops you crushed the 202 IFR filing requirements! Filing 2 alts was a little more confusing though (thing 0 chance of success). We also went over flight plan verification and the 175 in depth. Out at the jet things fell apart pretty quickly with our plan. I did a great job putting it all back together. I would just expect you to be the one to pass the messages to the crew and keep us all in the loop (my only 2 rules for running a crew are 1) feed them 2) inform them). We hit up life support pretty hard and you did well there but could do better. Hopefully youre on track now (4,4,4, 9, 11, 12, 13, 14, 16,16). AR started rough but you made some HUGE improvements and if we could have gotten about 10 more minutes you would have been signed off.
We had a Slat TO light that didnt work so we just came back for a full stop.

STRENGTHS: AR made big improvements

WEAKNESSES: keep working on the GK, its a lot to take in as an ACIQ

RECOMMENDATIONS: Get some more night 135 and night landings

FLYING TIMES (See Syllabus Attachment)

Task Comments: **Aircraft Flight Equipment/Egress--->** We went over a TON of this. I think youre good to go now

R050 - Receiver AAR, Tanker Autopilot Off---> You made some BIG progress tonight. You tended to be pretty tense which resulted in gripping the crap out of the yoke which resulted in getting tired quickly which resulted in overcontrolling the jet which resulted in not great contacts. DO LESS! Just relax and when things start moving too fast just take a deep breath and let off the yoke a bit. Take the yoke out of the palm of your hand and hold it in the pads of your fingers. Lastly, make sure you remember the power and that every movement with the power needs to be 2 movements (im too far in, i pull power and move aft, then i put half of it back in to stop my movement). You tended to do the accordion quite a bit at first but fixed it at the end.
1) 1+40/0+20/ILD, hunted a bit at 10', once on you never parked the jet and ran through the inner limit. you then pulled power super aggressively and dropped really fast and kicked their AP off. back out slow and smooth
2) 2+00/4+00/ALD, again stagnated at 10' and just held there for a while but never fell back past the bow wave, you were working super hard to stay on and then lost track of the fore aft
3) 1+00/3+30/PRD, much more relaxed but still doing the fore aft dance
AP OFF
4) 1+05/4+00/PRD, perfect closure and contact!! youre fore aft was on point and you relaxed big time. I wish i could have gotten you more time but the 135 had to leave. I have full faith you will rock this next flight as long as you relax and watch the power.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-8 Local (3)	09/03/2015	09/03/2015	Flight	INC	

Overall Comment: MISSION PROFILE: #2/2, 10v10, C17 AR7BA, night KC135 AR7BA, 1+30 night trans at KSUU.

ACTIVITY (Planned Time/Actual Time):4.8/2.7

PLANNED: Form (0.5), Trans (1.5), Rcvr AAR (1.5), Tnkr AAR (1.0)

ACTUAL: Lost formation, did front end transition, lost 0.3 of Tanker AR, lost KC135, and did night trans.

STUDENTS:

OVERALL GRADE: Outstanding

COMMENTS: Great job with mission planning and crew brief. Nice job keeping the whole crew updated with changes. We had a good discussion about forms. We also talked about pulling into the VTP after initial takeoff and considerations.

STRENGTHS: Situational awarenss and completion of forms.

WEAKNESSES: Heavy weight landings

RECOMMENDATIONS: Night AR.

FLYING TIMES (See Syllabus Attachment)

Task Comments: **P005 - Taxi Exercise--->** Nice 180. Review 3-3 taxi procedures as well as -1 cold weather ops.

P199 - Left Seat Landing---> GW 405K, winds 230@20G25.

1. 100/55 on CL 1200'. No flare. We discussed the differences of flaring a heavy plane and the momentum a heavy plane carries.

2. 100/65 on CL 1400'. Better flare but still incomplete.

3. 100/60 on CL GA. You floated at 20' and initiated a GA. Good call.

P140 - Visual Traffic Pattern (Left Seat)---> Nice patterns. We pulled closed after our initial takeoff. We discussed flap settings, airspeed, bank angle, and accel height.

P160* - Missed Approach (Manual) (P*)---> Good procedures. You initiated the GA due to floating your flare at 20'. Good call.

TBT Comment Summary

NAME

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-7 Local (3)	08/24/2015	08/24/2015	Flight	INC	

Overall Comment: MISSION PROFILE: #2/2, 10v10 AR 622, KC135 AR 645, 1+30 trans at KSUU.

ACTIVITY (Planned Time/Actual Time):5.3/4.2

PLANNED: Form (0.5), Trans (1.5), Rcvr AAR (1.5), Tnkr AAR (0.5)

ACTUAL: As planned

STUDENTS:

OVERALL GRADE: Outstanding

COMMENTS: Great job with mission planning. Formation rejoin was textbook. Receiver AR behind the KC10 and KC135 was solid.

STRENGTHS: Receiver AR.

WEAKNESSES: None.

RECOMMENDATIONS: Night AR.

FLYING TIMES (See Syllabus Attachment)

Task Comments: **P360 - Mission Planning and Briefing--->** Great job with mission planning.

Judgment/Compliance---> Judgment is strong. Although we were in a safe position behind the KC135 during the closure from precontact you sent yourself back because you felt uncomfortable. Great call.

P377 - Radar Operations---> Great job painting the tanker during the rndz.

P370 - Performance Knowledge and Use---> Nice job calculating your own TOLD data. We discussed V1 and parameters. We also discussed what you might abort for.

F020 - Formation Wing Position---> We discussed rejoin methods: speed or visual cutoff...try to use 1 at a time. Combination of both typically leads to overshooting the lead or course.

R010/R012 - Receiver AAR, Day---> We did both KC10 and KC135 day AR.

KC10
1. 1+30 closure...stagnated. 3+00 contact. Nice contact.
2. AP off. 1+15. 3+00 contact. Nice contact.

KC135
1. 1+30 closure...stagnated. 5+00 contact.
2. 1+00 closure. 5+00 contact.
3. AP off. 1+20 closure. Got a little low but made nice corrections. 10+00 contact. Solid contact, in the turn.
3. AP off. 1+00 closure. 10+00 contact. Awesome...multiple turns.
4. AP off. 1+10/3+00.
5. AP on. 1+10/5+00.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-6 Local (2)	08/20/2015	08/20/2015	Flight	CMP	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 6.2/5.6. Tanker (2.0/2.0). Receiver (1.0/.5). Trans (1.5/.5).

PLANNED: #1/2 10v10 x2 (7BA), C-17 (7BA), 90 min trans

ACTUAL: Same, 60 min trans

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: Mission planning/briefing went really well. Tanker AAR AP Off was great in front of the KC-10. When we were tanker for the C-17 though MP had some issues at first. After the third tanker AAR AP Off contact he got a better feel and was proficient. Receiver AR was excellent. Accomplished PDI Inop, amplifier override, and AP OFF. See comments for specifics.

STRENGTHS: Organization, Receiver AR

WEAKNESSES: Tanker AAR in front of C-17 or C-5.

RECOMMENDATIONS: KC-135 day limits, night AP OFF, check!

FLYING TIMES (See Syllabus Attachment)

Task Comments:

N016* - Tanker Rendezvous Overrun Procedures (*P)---> Trust the technique of dividing your TR by 3 and comparing that to your DME half way through the turn. Half way through our turn we were at 6.5 and you thought we would be fine visually. I talked you through calling the Overrun and once you did you accomplished the procedures correctly. After we corrected back to centerline we ended up 1 mile in front of them. If we didn't call the overrun we would have been behind them for sure.

N030* - Tanker RV Delta (Point Parallel) (*P)---> If the FMS doesn't turn at your TR (pressed wrong button, etc.), turn in button CWS. You don't need to use the FMS to turn...

R080 - Tanker AAR, Autopilot Off---> Less is more when it comes to tanker AAR AP Off.

R010/R012 - Receiver AAR, Day---> Proficient at KC-10 Day.

R050 - Receiver AAR, Tanker Autopilot Off---> Proficient at KC-10 AR Day.
2+00/1+00/ALD
1+20/5+00/PRD

P117* - GPS Approach (*P)---> Good review of how to fly/set up FMS for the GPS.

P372 - Fuel Management and Conservation---> Calculated three engine holding and flew it while we were waiting for C-17 to show.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-5 Local (2)	08/12/2015	08/12/2015	Flight	INC	

Overall Comment: MISSION PROFILE: Single Ship / 135 AR8AB / Trans (2.0)
ACTIVITY (Planned Time/Actual Time): Receiver (.5/0.0); Trans (.5/0.0)

PLANNED: See profile.

ACTUAL: Lost receiver activity d2 135 getting fluid on boom window and calling it quits after 1 track. Lost trans d2 other stud accidentally full stopping. Got to taxi and that's it!

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: Nice job with mission planning, base ops and life support GK. No issues loading HQ/SV even though we were single ship. Got a 180, hard 90, and a 135,...all were fine.

STRENGTHS: GK

WEAKNESSES: None noted.

RECOMMENDATIONS: Get on a sortie where doesn't steal everything!

FLYING TIMES (See Syllabus Attachment)

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-4 Local (2)	08/05/2015	08/05/2015	Flight	INC	

Overall Comment: MISSION PROFILE: #1/2, Trans, AR7BA w/ 2x KC-135s, Trans
ACTIVITY (Planned Time/Actual Time): 4.5 / 3.3

PLANNED: Form (0.5), Trans (0.6), Day 135 (1.0), Trans (1.5)

ACTUAL: Our MX delay...lost all front end trans and part of back end trans.

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: MP was the acting AC on today's sortie. He appeared a little disorganized at first, but this was only his 4th sortie. The IP gave him a long leash. Very receptive to mission planning techniques and instruction. Outstanding takeoff brief, and above average briefing skills overall. Not a lot of hands-on flying in the jet, but he got to work through MX issues, the subsequent delay, re-filing using PTD, and some CRM issues as minor MX issues kept popping up in flight. Solid Form Lead, and good Taxi Ex. Ran out of time to get him Day 135.

STRENGTHS: Briefings, SA, Attitude

WEAKNESSES: Organizing Skillz.

RECOMMENDATIONS: Certified to taxi without direct IP supervision, HQ/SV, Day 135, Amp Ovrd/PDI Inop.

FLYING TIMES (See Syllabus Attachment)

Task Comments:

A017 - Regulation, Directives Knowledge and Use---> Pretty good GK. You're on the right track as far as balancing, "What do I memorize versus what do I reference." Stay in the books...the 11-2KC-10V3 should be your new bestie.

P360 - Mission Planning and Briefing---> Some of the best ACIQ briefing I've seen, especially the Takeoff Brief.

P366* - Checklist Procedures and Use (*P)---> Minor reversion to T-1 checklist responses, but you were pro-actively calling for the right checklists and ensuring their conclusion.

Aircraft Flight Equipment/Egress---> Not bad with IP GK during MX delay today. Recommend focusing on the big 2 (doors and O2).

Knowledge/Completion of Forms---> Nice job, especially knowing some random -5 and -6 info. I'd like to see you review TOLD as well next time, then call this good to go.

P005 - Taxi Exercise---> 1x 180, 2x 135, 6x 90, and 2x 45 turns throughout the day. Really nice.

P010 - Takeoff, Initial---> Slightly slow rotation at a light weight got you to V2+20 in a hurry, but you corrected nicely.

F020 - Formation Lead Position---> Good briefing, stable platform, good interplane C2.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-3 Local (2)	07/29/2015	07/29/2015	Flight	INC	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 4.9 / 3.0

PLANNED: #3/3 Large Form / 622 w/KC-10 / KMHR transition / KSUU transition

ACTUAL: Single Ship KSUU transition only

STUDENTS:

COMMENTS: Overall excellent sortie. MP did an excellent job running the sortie with several mx issues that ultimately prevented us from getting formation or Receiver AR. We had plenty of time to discuss the forms and various problems with them to include use of the MEL and form 107's. He has very good GK and is picking up the KC-10 very well. This pattern only flight was a great chance for him to work on approaches, energy management and his taxi work. See individual events for more comments.

STRENGTHS: Running the crew, Right Seat Landings and Energy Management on approaches

WEAKNESSES: INU check after landing

RECOMMENDATIONS: Formation Lead, KC-10 and KC-135 Receiver AR

FLYING TIMES (See Syllabus Attachment)

Task Comments:

A018 - AC Responsibilities---> nice job with the AC responsibilities

P360 - Mission Planning and Briefing---> nice job with the brief, you did a good job checking with all crew positions on their required training

P005 - Taxi Exercise---> Really nice job taxiing overall...you did 4 180's today, 2 stop/start and 2 rolling ones.
Very well done, next time try to get a few more 90's and another 135.

P010 - Takeoff, Initial---> awesome job keeping V2+10 the entire climbout

P193 - Landing, 50-Degree Flaps---> nice job keeping the correct glide path

P198 - Right Seat Landing---> very nice job with the landings today. The only real trend noticed was that you wanted to sort of continue to flare even after mains had touched.
We talked about flying the nose down quicker and then keeping it down once you push up the power.
All landings were in the zone, mostly around 5-6 degrees nose up, but good centerline control and nice power control throughout.

P200 - Touch and Go Landing (Right Seat)---> good procedures....just keep working on flying the nose down faster

P070*/P080* - Instrument Approach (Auto/Coupled) (*P)---> Great energy management and very well flown!

P110*/P112* - TACAN, VOR, or Localizer Approach (*P)---> nice Loc 3L circle to 21L, well flown, and nice TIM

P130 - Circling Approach---> very nicely flown!

P140 - Visual Traffic Pattern (Right Seat)---> nice job overall, you tended to be a little slow during the closed pull-up.
We talked about initially going to 15 degrees up then lowering to about 9-10 degrees.
you did a nice job correcting this as we went along.

P150 - Missed Approach (Auto)---> Very well flown, nice job being ready to clean up once level

P061* - VFR Overhead (*P)---> nice job.....it was impromptu due to the tower guy asking us to fly something different because we were the only ones in the pattern

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-2 Local (1)	07/27/2015	07/27/2015	Flight	INC	

Overall Comment: MISSION PROFILE:
ACTIVITY (5.2 Plan/ 5.5 Actual):

PLANNED: Form lead of 2-ship, 622 w/C17, AR7BA 10V10, 90mins trans

ACTUAL: As planned + 30 min chock extension

STUDENTS:

COMMENTS: Overall good sortie. You were exposed to take off into suspected windshear procedures, so you should have a good idea of how that's supposed to go. Tanker rendezvous and AR was fine. Receiver AR, work on power control as well as elevation when closing. On your landings, keep working to drive it all the way down to the runway, and don't forget to look towards the end of the runway when you flare to take out any crab.

STRENGTHS: Attitude

WEAKNESSES: Receiver AR power control

RECOMMENDATIONS: More AR, right seat landings, Recommended for Supervised AAR without direct IP supervision

FLYING TIMES (See Syllabus Attachment)

Task Comments: **P005 - Taxi Exercise--->** We only got a couple 180's and a 135.

Work on power and tiller control, always lead with power.

P190 - Landing (Left Seat)---> VTP, high all the way down, 120', 70', 2800', 5L, crab
VTP, 110', 60', 2500', crab
VTP, 110', 60', 2500', crab
VTP, high, called own GA
VTP, 110', 60', floated out of the zone, IP called GA
VTP, 110', 60', 2000', good

P196 - Landing, Full Stop (Reverse Thrust)---> Good

R060* - Tanker AAR (*P)---> You got a little over an hour, we talked through all the techniques, good job.

R080 - Tanker AAR, Autopilot Off---> Keep your movement small, accept minor deviations to keep things smooth, good job.

R010/R012 - Receiver AAR, Day---> 10v10, just work on your power and pitch control

#1 AP on, 1:30, 2:00, don't get low on your closure
#2, 1:50. 2:00, low on closure again

AP Off
#1, Power control, RPC
#2, 2:10, 1:30
#2, 1:50, 1:30, I talked you through all the way, better

R050 - Receiver AAR, Tanker Autopilot Off---> Work on pitch and power.

S-1 Local (1)	07/22/2015	07/22/2015	Flight	CMP	

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ

Overall Comment: MISSION PROFILE: #2/2 Ship, Day 10v10, Day C-5, 90 Min Transition

ACTIVITY (Planned Time/Actual Time): 5.1/5.1

PLANNED: Student is planned for: Taxi, Tanker AR, Transition

ACTUAL: Student achieved: Tanker AR, Receiver AR, and Transition.

STUDENTS:

COMMENTS: Sortie is complete. Student earned an overall grade of "Excellent." Student flew an above average "dollar ride." It's readily apparent that student has prior experience in a former aircraft. General situational awareness is a strength, while aircraft control and flying fundamentals will need time to adjust to a larger aircraft. Student demonstrated effective tanker AR, but will need to continue training to achieve proficiency. Student was introduced to receiver AR, and flew 15 minutes of pre-contact with significant pitch and fore/aft oscillations. Student was introduced to all references and was eventually able to achieve a moderately stable pre-contact. Student then flew an arrival into a Tacan 3R Circle 21L. Student achieved a proficient descent profile, and flew an excellent circle maneuver. Student did not achieve proficiency in left-seat day landings due to inconsistent procedures. Student must also continue training in touch-and-gos due to inconsistent calls and procedures.

STRENGTHS: General Air Sense, Radios and Communications.

WEAKNESSES: Landing, Stable Receiver AR.

RECOMMENDATIONS: Continue training in day landings and receiver AR.

FLYING TIMES (See Syllabus Attachment)

Task Comments:

P367 - Crew Coordination---> Student demonstrated excellent interaction with his crew. Student was trained in radio and interphone discipline during all phases of flight.

P378* - Communications (*P)---> Student demonstrated excellent radio and inter-cockpit communication skills.

Airmanship/Situational Awareness---> Student demonstrated excellent airmanship and situational awareness, however, must continue familiarization in the KC-10 before he achieve proficiency.

P361* - Preflight, Cockpit Preparation, and Engine Start (P*)---> Student was PNF (right seat) for this first preflight and engine start. Student was introduced to timing and taxi techniques when leaving the parking ramp.

P020* - Takeoff (*P)---> Student executed 4 takeoffs as part of touch and go procedures.

F020 - Formation Wing Position---> Student demonstrated proficient PNF duties as #2 of a 2 ship. He was trained in departure procedures, visual cut-off, climb and speed profiles, wake turbulence, and formation positions.

P190 - Landing (Left Seat)---> Student made 5 attempts with four successful landings.

P199 - Left Seat Landing---> Attempts
1: 100/35, GA for low TCH.
2: 100/50, Well left of centerline. Min Flare. Touch and Go.
3. 110/45, Touchdown at 1,000 feet (barely). Min Flare. Student did not make any of required calls, and IP intervention was required to execute normal procedures. Touch and Go.
4. 100/60, Left of centerline. Min Flare. Touch and Go. Student took a very long time to call "Set takeoff power," but was effectively scanning engines and executing good procedures.
5. 100/60, Left of Centerline. Best landing, almost flared (5* Nose Up). Touch and Go.

P200 - Touch and Go Landing (Left Seat)---> On attempt #3, student did not make any of required calls, and IP intervention was required to execute normal procedures.

N011*/N012* - Rendezvous and AAR EMCON 1& 2 (P*)---> Student was executed in correct EMCON 2 procedures.

TBT Comment Summary

NAME	COURSE/PHASE
MP	KC-10 ACIQ

R060* - Tanker AAR (*P)---> Student demonstrated effective Tanker AAR with the autopilot on. Student was instructed in methods to maintain lateral control and airspeed.

R080 - Tanker AAR, Autopilot Off---> Student held altitude, but must continue work with pitch oscillations.

R010/R012 - Receiver AAR, Day---> Student flew 15 minutes of precontact against a KC-10 (day). Student demonstrated significant pitch oscillation and moved between 50 feet and 300 feet distance. Student did not attempt a contact.

N160* - General Navigation (*P)---> Student must continue training in the FMS-800 to achieve proficiency in area N160.

P073* - Enroute Descent and Penetration (*P)---> Student executed a proficient arrival to Travis from AR645. Student was trained in descent planning and given various techniques to execute his arrivals.

P070*/P080* - Instrument Approach (Auto/Coupled) (*P)---> Student executed Tacan 3L using the "RAD TRK" autopilot mode. Student was advised that the majority of the KC-10 community is not likely to use "RAD TRK," and instead may use "heading select" to ensure that the autopilot does not destabilize laterally. Student's selected technique was effective in flying the approach, but student was instructed to use "heading select" for future Tacan approaches.

P130 - Circling Approach---> Student circled at category D and flew an excellent circling approach.

P140 - Visual Traffic Pattern (Left Seat)---> Student's initial patterns began with an excessive rotation and climb into the pattern. Student was instructed in proper rotation and achieved successful VTPs in the left seat.

P160* - Missed Approach (Manual) (P*)---> Student executed a single Go-Around from his circling approach due to a low threshold crossing height. Student's procedures were effective and is proficient.

P260 - Have Quick Radio Procedures---> Student used this system during check-in, but has not had experience in loading codes.

P270 – Secure Radio Operation---> Student used this system during check-in, but has not had experience in loading codes.

PRE REQ FLT	07/13/2015	07/17/2015	Offline	CMP	
GT (1)	**Overall Comment:** Total training time for this event was 50 hours.				

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME
MP

CREW POSITION
Pilot

COURSE/PHASE
KC-10 ACIQ/PCO MCT

SORTIE		S-5 Local		February Monthly Review Reviews		MCT Closeout CC Review Reviews		1st Qtr Review Mar 16 Reviews		S-6 C-Check Input Local		April Monthly Review Reviews		May Monthly Review Reviews		Closeout Review Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		01/28/16 to 01/29/16		02/01/16 to 02/01/16		02/22/16 to 02/22/16		03/04/16 to 03/04/16		03/10/16 to 03/10/16		04/04/16 to 04/04/16		05/03/16 to 05/03/16		06/03/16 to 06/03/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
CLOSEOUT																						
Squadron Commander Review	X					1										1				1	2	
REQUIRED PRIOR TO FIRST FLIGHT																						
G002 - Marshalling Exam	X																			0		
G005 Flight Physical	X																			0		
Physiological Training	X																			0		
LL01 - Aircrew Flight Equipment Familiarization	X																			0		
LL03 - Emergency Egress Training, Non Ejection Seat																						
View KC-10 Egress Video																				1		
Classroom Instruction on Egress and Life Support Equipment																				1		
Aircraft Training																				1		
LL06 - Aircrew Life Support Equipment	X																			0		
REVIEWS																						
November Monthly Review																				1		
February Monthly Review	X			1																1	1	
October Monthly Review																				1		
December Monthly Review																				1		
January Monthly Review																				1		
May Monthly Review	X													1						1	1	
First Quarter Review	X							1												1	1	
April Monthly Review	X											1								1	1	
Initial Review																				1		

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Closeout Review Reviews (1)	06/03/2016	06/03/2016	Offline	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4025, summary/closeout report to comply with the 11-2KC-10V1 requirement per para A2.5. The purpose of this report is to detail the individual's strengths, weaknesses, overall performance, and other pertinent information. This form does not reflect personnel opinions or biases, all comments are supported by information contained in the student's Gradebook or Tasked-Based-Training Template. Overall performance: Excellent Strengths: AC duties, SA Weaknesses: None Noted Other Pertinent Information: (document missing reviews, DNIF, TDY, etc.) This gradebook is being closed in order to open a Squadron Observation Program template to document ongoing training. Any events not yet accomplished on this template will be waived in order to facilitate folder closeout (by way of the "Proficiency Advance" function-the number previously required to be accomplished will be changed to 0). This does NOT imply that the corresponding events have been accomplished; waiving these events is merely an administrative requirement for TBT to close the training folder. A report of training has been generated from this gradebook to be attached in the student's new SOP gradebook. All previously accomplished events will be credited toward the squadron observation program gradebook, but the tasks that have been waived will NOT be credited in the new squadron observation program gradebook.				
May Monthly Review Reviews (1)	05/03/2016	05/03/2016	Offline	CMP	
	Overall Comment: Monthly review accomplished IAW 11-2KC-10 V1 para A2.3.4.1. The Sq TRP slides have been updated to reflect the student's training folder. Status: Deployed Progress: MCT complete Recommendations: Finish the IMC position change and large form portions to get your form lead cert when you return.				
April Monthly Review Reviews (1)	04/04/2016	04/04/2016	Offline	CMP	
	Overall Comment: Monthly review accomplished IAW 11-2KC-10 V1 para A2.3.4.1. The Sq TRP slides have been updated to reflect the student's training folder. Status: Available Progress: MCT Complete Recommendations: Fly formation with an IP to get your last special mission cert signed off.				
S-6 C-Check Input Local (1)	03/10/2016	03/10/2016	Flight	CMP	
	Overall Comment: Please see attached word document for comments.				
1st Qtr Review Mar 16 Reviews (1)	03/04/2016	03/04/2016	Offline	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to perform a "quarterly review" per para A2.3.4.1. These comments concern the trainee's progress, status, and recommendations normally contained in the mission profile, comments, and recommendations block of the 4023. Status: Available Progress: MCT complete. Recommendations: Fly with an IP to finish up remaining certs.				

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
MCT Closeout CC Review Reviews (1)	02/22/2016	02/22/2016	Offline	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4025, summary/closeout report to comply with the 11-2KC-10V1 requirement per para A2.5. The purpose of this report is to detail the individual's strengths, weaknesses, overall performance, and other pertinent information. This form does not reflect personnel opinions or biases, all comments are supported by information contained in the student's Gradebook or Tasked-Based-Training Template. Overall performance: CaptMP superbly completed all requirements for upgrade in an expeditious manner. Strengths: AC duties and situational awareness Weaknesses: None noted Other Pertinent Information: All MCT events were completed on time. Closeout review was initially missed and is now being done. SQ/CC 60 day waiver is completed and will be attached.				
February Monthly Review Reviews (1)	02/01/2016	02/01/2016	Offline	CMP	
	Overall Comment: Monthly review accomplished IAW 11-2KC-10 V1 para A2.3.4.1. The Sq TRP slides have been updated to reflect the student's training folder. Status: Available Progress: MCT Complete Recommendations: Keep flying, ensure all required items have been signed off				
S-5 Local (1)	01/28/2016	01/29/2016	Flight	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3. Mission Scenario: Local 7BA X2 formation. 10V10, C-17 Training Completed: right seat supervision of AR/T&go. Recommend for both. Strengths: ran the show as the AC. Nice job there! Weaknesses: closures from pre-contact to contact. He seemed a bit hesitant to close. I think it boiled down to power inputs...slightly too large. We talked about some techniques fix it. Slight shifting aim point last night during touch and go's. Unusual Circumstances: None. Recommendations: Keep getting hours! Go on the rotator and get some more heavy weight AR. Excellent progress. **Task Comments:** **F020 - Formation Procedures and techniques for formation flight--->** Take another quick look at the position change script. Our was a bit clunky last night. **Q051 - AC Supervision of Touch & Go Landings Cert Supervision of Touch & Go--->** Recommend AC supervision of touch and go. **Q052 - AC Supervision of Receiver AAR Cert Supervision of AAR--->** nice job! Recommend supervision of AAR certification				

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-04 OST (1)	01/21/2016	01/21/2016	Flight	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3. Mission Scenario: Lead of a two ship and then 10v10. VFR arrival into KAHC (untowered field). Training Completed: Lead of a two ship and then 10v10. VFR arrival into KAHC (untowered field). Nice work mission planning into a very non-standard field. Capt MP took the lead in making sure all aspects of the mission were covered. Formation lead duties were fine. He came up with a good plan and then executed it. Strengths: Situational awareness. Weaknesses: None noted. Unusual Circumstances: Inop AWOS/no control tower/inop PAPI's at KAHC. Nice work using your FAIP skills to get us into an uncontrolled field VFR. Recommendations: Lead a large formation! **Task Comments:** **Q052 - AC Supervision of Receiver AAR Cert Supervision of AAR--->** Good inputs to the PF during receiver AR. **Q011 - Formation Lead Cert Formation Lead--->** Nice work leading the formation. No issues with the briefing. He did a good job keeping 2 informed about what we were doing during an IFR departure.				
January Monthly Review Reviews (1)	01/06/2016	01/06/2016	Offline	CMP	
	Overall Comment: Monthly review accomplished IAW 11-2KC-10 V1 para A2.3.4.1. The Sq TRP slides have been updated to reflect the student's training folder. Status: Available Progress: All required events are accomplished for MCT. Waiting on hours. Recommendations: Continue to collect hours to complete your upgrade requirements. Also continue to work on your special certifications form lead, large form, touch and go, and rt seat AR.				

TBT Comment Summary

NAME MP

COURSE/PHASE KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-03 Local (1)	12/23/2015	12/23/2015	Flight	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.

Mission Scenario:
#2/4-Ship, with 10v10 on AR7BA, followed by Off-Station transition at Pt. Mugu NAS and Fallon NAS.
Training Completed:
Excellent flight for MP From the very beginning, MP was pro-active on the training goals he wanted to accomplish as well as quickly taking the reigns as "acting" AC. Mission planning was anything but simple as we saw, trying to accomplish large form tactics with an FTU IAC check ride. Once a plan was agreed upon, MP got to work on the mission planning, immediately researching all requirements for our 2 off-stations transition locations. Nice job referencing the GP for the 175 as this had a few airfield delays in the plan. We discussed flight plan considerations, specifically with off-station training fuels, bingos and filing requirements, followed by briefings for Touch and Gos (AC/AC Supervision) and Large Formations IAW AFI11-2KC-10v1_TRAVISAFBSUP_I. MP GK in these areas highlights that he has been staying in the books and is serious about earning these certs. Upon arrival for the morning brief, MP poise as the "acting" AC was exceptional as he was very comfortable running the show, delegating tasks, and keeping the crew up to speed on changes and timing. You had the Form takeoff from the lead and we rediscussed the techniques for keeping SA on distance from the Travis TACAN. Remember to get that Wx Radar scope to 5 for formation as wing. Overall excellent SA in the aircraft during the takeoff. You used lead/lag/airspeed to get us into position faster than I have seen from a student in a long time. Nicely done. On climbout we discussed the technique of utilizing the box for formation offsets, a nice tool for especially long flights. After getting some station-keeping and echelon practice, we jumped into Receiver AR. We discussed the references and you got 2 plugs from the left seat. The first was AP On. Textbook closure rate. Once in contact, your tendency was to move back and forth in the envelope, all due to power movements. Remember, very small movements are needed, especially at these light training weights. Try to be a little more patient by making a small power adjustment, taking half out, and seeing what that does for you. We requested a disconnect and dropped back to get an AP Off plug. You adjusted nicely and had an incredibly smooth closure. Once in contact, you seemed much more stable than the first. After a pilot initiated disconnect, you got out of the seat and back in for Pt Mugu transition. Solid procedures throughout! You were well ahead of the jet in a foreign environment and your landings were all within Q1 tolerances, both there and at Fallon NAS. Excellent Touch and Go Procedures throughout. You accomplished two from the left seat, one from the right, and oversaw two of my touch and gos. Unfortunately we couldn't get you any more at Fallon NAS due to timing.
Strengths:
Leadership as an Aircraft Commander, Situational Awareness and Professionalism
Weaknesses:
At this stage, your main weakness is that you haven't had much KC-10 experience. Stay in the books and continue being a sponge so that you can continue to add to that toolbox of tricks that will become essential on the road.
Unusual Circumstances:
GPS Raim unavailable continued to plague our attempts at RNAV approaches. Nice job flexing to a backup on the fly.
Recommendations:
I'm signing you off for Large Form and AC Touch and Go Landing certs. Oversee another IP on touch and gos, preferably in the sim, where s/he can throw a couple curves at you to better prepare you for the mistakes a copilot may make. Then knock out your Form Lead Cert, which is required for any AC on a Coronet per the SPINS.

Task Comments: **Q051 - AC Supervision of Touch & Go Landings Cert Supervision of Touch & Go--->** Graded Satisfactory only as a TBT limfac to preclude it from showing you complete for Q051 after only 2 touch and gos when 3 are required. See training write-up for actual training feedback.

December Review Reviews (1)	12/03/2015	12/03/2015	Offline	CMP	

Overall Comment: Monthly review accomplished IAW 11-2KC-10 V1 para A2.3.4.1. The Sq TRP slides have been updated to reflect the student's training folder.
Status: Available
Progress: MP has been making good progress through his MCT program.
Recommendations: Finish up your MCT requirements and get started on your special mission/AC certs before deploying.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
O-3 CN 705 Coronet (1)	12/03/2015	12/10/2015	Flight	CMP	

Overall Comment: Mission Scenario: CN 705 from PAEI to KPAM

Leg One: MP was acting AC. From the start he demonstrated competence, confidence, and great communication skills. He delegated tasks to crew members and kept everyone informed about the details of the trip. As this was also a CNS/ATM upgrade flight, preflight, takeoff, and cruise up to PAEI focused mainly on CNS/ATM differences. Cold weather ops were discussed at length as forecast temps in Eielson were -20f. We were able to successfully download the flight plan from TACC data link via ACARS. We had aprox 20K of cargo and cargo procedures were discussed and MP took an active role in checking to make sure everything was loaded properly and documented. Arrival into PAEI was uneventful until beginning the approach when we were notified of a fog layer being produced from the energy plant on base. This created a fog layer from about 300 feet to 100 feet. We flew the ILS and required a "continue" call in order to acquire the runway. MP executed this approach and landing well. The taxi in was uneventful but it is worth noting that there was a fair bit of snow and ice on the taxiways and parking apron. We broke upon landing with an elevator structural problem.

Leg Two: was the acting AC. We attempted to depart a few hours after the arrival of a "rescue" jet several days later. Unfortunately that jet also broke with a center tank fuel leak. We reset and tried again the next day on our original jet now that parts had been delivered. We again had MX issues and ended up delaying 4 hours before finally departing for KPAM. MP followed along with the entire time and was up-to-speed with Coronet operations. It was clear he had good prior experience. This leg took significantly more outside coordination than an average coronet due to our MX status constantly changing, the outside temperature (-20 to -30F). We loaded 40K of cargo, including hazardous both days.

Leg Three: MP was the acting AC. Once he was given the lead he jumped right into action coordinating with the crew and TACC. Planning and departure were standard with the addition of foul weather at Travis requiring an alternate. He picked up right away that the given alternate from the flight manager was no a valid option due to weather forecasts. When notifying the flight manager he acknowledged that the weather was, indeed, below minimums to qualify as an alternate and we recommended KRIV, which he accepted. We had a good discussion on several factors that went into choosing an alternate. We added 20K to account for the change. The flight was uneventful and we had lots of time to learn on the new FMS.

Training Completed: M261, P290

Strengths: Coordination, General knowledge, crew interaction

Weaknesses: None noted

Unusual Circumstances: Extremely cold temperature in PAEI, multiple MX issues and switching tails three times

Recommendations: Signoff M261, Certify as AC once hours and training complete.

IP Note: Capt MP has clearly learned this aircraft and mission quickly. He will be an asset to the 9ARS once certed and mission ready.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-02 Local (2)	11/19/2015	11/19/2015	Flight	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3. Mission Scenario: MP was on the sortie for receiver AR proficiency training. His portion of the flight consisted of tanker and receiver AR. We also accomplished heavy-weight receiver AR although it was previously accomplished. MP was the acting AC for the mission. He was responsible for planning leading a two-ship departure, heavy weight AR, FTAC orientation flight, and boom static cargo load training. Training Completed: Heavyweight AR. Strengths: MP did a great job running this mission. His decisions were backed up with AFI requirements, 3-3 TTPs, or sound judgment. ACIQ's have a steep learning curve and MP handled it well. This was a busy mission with lots of moving parts. Weaknesses: Continue to develop your knowledge of the other crew positions and their operations. Although this area was not a below average it offers the best area for improvement. Unusual Circumstances: None Recommendations: Finish your MCT requirements and come up with a plan to finish your special mission certifications.				
4 QTR Review Reviews (1)	11/18/2015	11/18/2015	Offline	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to perform a "quarterly review" per para A2.3.4.1. These comments concern the trainee's progress, status, and recommendations normally contained in the mission profile, comments, and recommendations block of the 4023. Status: Currently still in MCT and accomplishing D-Levels. Progress: Accomplished Heavyweight AR and 1 leg of a dual role. Additionally, he completed a long, multi-leg Coronet. Excellent feedback from his instructors. MP is settling in nicely into his active mission pilot role. Recommendations: Accomplish a cargo mission, finish alert start briefing, and build more experience/hours with locals and finish the rest of your ground training in order to complete MCT.				

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
CE-11B Coronet D-Lvl Coronet (1)	10/21/2015	11/06/2015	Flight	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.
Mission Scenario:
CE-11B: Drug 6 F-16s from KBGR-LEMO-OTBH.
CE-12B: LICZ-LERT-LPLA-KBLV-KSUU.
Training Completed:
Accomplished Coronet D-Level requirement.
Strengths:
MP is a sponge. Great study habits and fast learner. Prior T-1 time and instructor-ability is obvious. Split AC time on a dual rolex2. Kept the crew abreast of any changes and mission requirements in the execution phase. Very pro-active and open to learning KC-10 fighter deployment and single ship world-wide ops. Good communication with the crew during safety and operations discussions.
Weaknesses:
Began the mission learning about the ACFP and fuel requirements. 2 legs into the mission, MP had seen two different approaches to mission planning and pre-flight ops. Showed ability to delegate duties and run the mission as the AC.
Unusual Circumstances:
Assisted with an A-10 IFE/divert into Rota, Spain.
Recommendations:
Stay in the jet! MP has incredible instincts and communication ability. His positive attitude and servant leader qualities make him a joy to be on the road with. Welcome to the 10!

Task Comments: **M260 - Deployment Mission Planning Verify fuel reserve/holding requirements--->** LPLA
Altn not req/d D2 suitable airfield availability w/in 2 hour flt time.

M260 - Deployment Mission Planning Verify Alternate requirements---> KBLV-KSUU
Rwy 21L/03R unusable; Rwy 21R Radar Req'd, Altn. req'd

M260 - Deployment Mission Planning Verify waypoint accuracy---> CE-11B
217v3, MNPS manual, MNPS checklist

Q050 - AC Touch & Go Landing Cert Touch & Go Landing---> Remember to keep the nose down, especially at light weights. Good job flying the nose back to the ground.

Dual Role 1 Leg Dual Role (1)	10/15/2015	10/18/2015	Flight	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.

Mission Scenario: KSUU - PAED - Cargo
PAED - PAED - F-22 Coronet 2 ship departure as wing.
PAED - KSUU - Cargo

Training Completed: 1 Leg of coronet, force extension for primary tanker, 4 AR's then rtb.
Strengths: Took command of his crew and the mission from the onset. Prior AC is obvious. Good knowledge of the mission being conducted for his first trip. Fuel planning was spot on as well.
Weaknesses: None noted
Unusual Circumstances: none
Recommendations: The experience was not a full coronet, he needs to see a longer trip with several legs as well as sitting in on a brief with fighters/DCO.

October Monthly Review Reviews (1)	10/13/2015	10/13/2015	Offline	CMP	

Overall Comment: Monthly review accomplished IAW 11-2KC-10 V1 para A2.3.4.1. The Sq TRP slides have been updated to reflect the student's training folder.
Status: Currently in MCT.
Progress: Capt MP accomplished Heavyweight AR.
Recommendations: Continue to fly locals to build up hours and gain experience. Accomplish D-Levels.

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 ACIQ/PCO MCT

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
10 V 10 Local Local (1)	10/07/2015	10/07/2015	Flight	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.
MP

Mission Scenario:
7 Oct 15, XTNDR 01, KSUU-KSUU, AR 8B/A (x2), FORM w/ GUCCI 32. The flight was a planned heavyweight local sortie to facilitate heavy-weight AR for two ACIQ students. XTNDR 01 took off as lead to AR 8B/A as the heavyweight jet. An auto position change was accomplished at level off so that XTNDR 01 could take on 60K of fuel to complete one student's heavy-weight AR training. After the first student took on 50K over three contacts, MP :ook the required 10K and continued to hold contact after transfer was complete to practice heavyweight AR. MP trended to the aft limit, saw one turn and then executed the position change and a majority of the tanker work. Two additional position changes occurred to facilitate heavy weight AR training. An IP upgrade checkride and currency training for other crew members onboard both aircraft. MP did not accomplish any transition work.
Training Completed:
- R030 - Receiver AAR, Heavy Weight
- P260 - Have Quick Radio Procedures
- P270 - Secure Radio Operation
Strengths: Very stable receiver AR

Weaknesses: While it did not cause problems for you, I think you would actually do better heavyweight AR if you were a little more deliberate with your power inputs. Your tendency was to constantly do small throttle settings changes instead of doing an input and waiting for it to take effect.

Unusual Circumstances:
Due to the transition to CNS/ATM, there have been increasing instances of legacy jets being swapped out for CNS modified jets. This occurred the day before our sortie and required non-CNS qualified students to transition to the XTNDR 01 jet and the CNS qualified crew members to transition to the GUCCI 32 jet. This happened in the final stages of mission planning, which required last-minute planning, briefing and coordination of all crew members, to include newly added crew members, for CRM purposes and mission accomplishment. Furthermore, the FTAC and Cargo requirements from XTNDR 01 had to be transitioned to the GUCCI 32 jet to facilitate an IP checkride.

Recommendations:
Continue AR work on another local, preferably a 3-ship or larger, to knock out Large Form, Large Form Lead and AC Supervision of AR and Touch and Go's.

Initial Review Reviews (1)	09/25/2015	09/25/2015	Offline	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to perform an "initial review" on training and evaluation records of newly assigned or attached crewmembers and those completing formal training.
Ground Training Requirements
All crewmembers will accomplish any remaining events from Table 2.1 that were not previously accomplished while at the FTU and the applicable events from Table 3.1.
Flying Training Requirements
Complete mission certification flying training requirements in Table 3.2. Items accomplished to the appropriate proficiency level during FTU count toward this mission ready table. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level and accomplish continuation training requirements IAW Chapter 4. Students may complete special mission certifications during MCT.
This Gradebook will remain open until the student completes MCT and all applicable special mission certifications. A summary of Phase IB training is attached under Syllabus Attachments. Furthermore, this Write-up will serve as a monthly and quarterly review for this period.

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME
MP

CREW POSITION
Pilot

COURSE/PHASE
KC-10 P/FE CNS/ATM

SORTIE		Ground Training AT		Flight Training Dual Role		CurrentEvent		Total No.		REQ PROF LVL
DATE		12/15/15 to 12/15/15		12/15/15 to 12/15/15		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
FLIGHT TRAINING										
CNS/ATM Aircraft Orientation Tour	X			1	A			0	1	
P361 - Preflight, Cockpit Preparation, and Engine Start (CNS/ATM)	X	1	P	1	P			1	2	
P015 - Instrument Departure (CNS/ATM)	X	1	P	1	P			1	2	
N010 - Tanker Rendezvous (CNS/ATM)	X	1	P	1	P			1	2	
CNS/ATM Arrival (*P)	X	1	P	1	P			0	2	
P071 - Holding Pattern (CNS/ATM)	X	1	P					1	1	
P368 - Postflight (CNS/ATM)	X	1	P	1	P			1	2	
P371 - FMS Operation (CNS/ATM)	X	1	P	1	P			1	2	
P117 - GPS Approach (CNS/ATM)	X	1	P					1	1	

TBT Comment Summary

NAME
MP

COURSE/PHASE
KC-10 P/FE CNS/ATM

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Ground Training AT (1)	12/15/2015	12/15/2015	Device	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3. Mission Scenario: CNS/ATM Differences course taught by ATS contractors. Training Completed: CNS/ATM Differences course Strengths: General Knowlege Weaknesses: None Unusual Circumstances: None Recommendations: Send to flight phase				
Flight Training Dual Role (1)	12/15/2015	12/15/2015	Flight	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3. Mission Scenario: CN 705 KSUU-PAEI-KPAM-KSUU Training Completed: Over the three legs we were able to see all desired flight profiles other than the holding pattern and GPS approach, which were accomplished in the ATD. There were ample chances to check timings, use the satcom, ACARS, CPDLC and load flight plans over the three legs. Strengths: General Knowledge Weaknesses: None noted Unusual Circumstances: None Recommendations: Certify Q150				

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	Training Event/Task Listing			Flight Training Dual Role-1 // Complete			Ground Training AT-1 // Complete			Summary		
	Name	Req Prof	# Rem	Pri Grade	# Accm	Sign	Pri Grade	# Accm	Sign	Task Due Date	# Req	# Accm
AIRCRAFT OPERATIONS												
	Q150 - CNS/ATM Certification	A	0	A	1	Yes				29-Feb-2016	1	1
FLIGHT TRAINING												
	CNS/ATM Aircraft Orientation Tour		0	A	1	Yes				29-Feb-2016	0	1
	P361 - Preflight, Cockpit Preparation, and Engine Start (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	P015 - Instrument Departure (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	N010 - Tanker Rendezvous (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	CNS/ATM Arrival (*P)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	0	2
	P071 - Holding Pattern (CNS/ATM)	P	0				P	1	Yes	29-Feb-2016	1	1
	P368 - Postflight (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	P371 - FMS Operation (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	P117 - GPS Approach (CNS/ATM)	P	0				P	1	Yes	29-Feb-2016	1	1
GROUND TRAINING												
	G235 - CNS/ATM Differences Course		0				A	1	Yes	02-Dec-2015	1	1

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME
MP

CREW POSITION
Pilot

COURSE/PHASE
9ARS MP/IP Squadron Observation

SORTIE		Quarterly Review Reviews		S-01 Local		68C52820E185 Channel		Pac Channel Channel		Local Training Sortie (night) Local		PTT Sim		Local Local		CurrentEvent		Total No.		REQ PROF LVL
DATE		06/03/16 to 06/03/16		06/23/16 to 06/23/16		06/30/16 to 07/07/16		08/25/16 to 08/31/16		09/22/16 to 09/22/16		10/24/16 to 10/24/16		11/07/16 to 11/07/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
DEPARTURE/ENROUTE																				
AR Formation	X																	0		
Formation	X			1	3					1	4			1	3			0	3	
Instrument Departure	X			1	3			2	4									0	3	
Large Formation	X													1	4			0	1	
MPD Taxi	X					1	4											0	1	
Takeoff	X					2	4	2	4					1	4			0	5	
Taxi Exercise	X					1	4	2	4									0	3	
GENERAL																				
Checklist Procedures and Use	X			1	3	4	4	1	4	1	4			1	3			0	8	
Communications	X					4	4	1	4	1	4			1	4			0	7	
Crew Coordination	X			1	4	4	4	1	4	1	4			1	4			0	8	
Mission Planning and Briefing	X			1	4	4	4	1	4	1	4			1	4			0	8	
Regulation, Directives Knowledge and Use	X					4	4	1	4	1	4			1	4			0	7	
APPROACH																				
Circling Approach	X																	0		
Instrument Approach	X					2	4	3	4									0	5	
Missed Approach (Auto)	X																	0		
Missed Approach (Manual)	X			1	3													0	1	
Non-Precision Approach	X																	0		
Precision Approach	X					1	4											0	1	
VFR Overhead	X																	0		
Visual Traffic Pattern	X			1	4													0	1	
LANDING																				
Landing, 50-Degree Flaps	X																	0		
Landing, Night	X					1	4											0	1	
Left Seat Landing	X			3	3	1	4											0	4	
Right Seat Landing	X							2	4									0	2	
Touch and Go Landing	X			3	3													0	3	
RECEIVER AIR REFUELING																				
Receiver AR	X			1	4					1	4							0	2	
Receiver AR (Night)	X									1	4							0	1	
Receiver AR Breakaway or Emergency Separation	X																	0		

AF IMT 4024, 19971001, V3
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REPLACES (AETC & AMC) MC FORMS 45, SEP 95, WHICH ARE OBSOLETE.

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AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME MP

CREW POSITION Pilot

COURSE/PHASE 9ARS MP/IP Squadron Observation

SORTIE		Quarterly Review Reviews		S-01 Local		68C52820E185 Channel		Pac Channel Channel		Local Training Sortie (night) Local		PTT Sim		Local Local		CurrentEvent		Total No.		REQ PROF LVL
DATE		06/03/16 to 06/03/16		06/23/16 to 06/23/16		06/30/16 to 07/07/16		08/25/16 to 08/31/16		09/22/16 to 09/22/16		10/24/16 to 10/24/16		11/07/16 to 11/07/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
Receiver AR, Anchor AARA	X																	0		
Receiver AR, Heavyweight	X																	0		
Receiver AR, Tanker Autopilot Off	X			1	4					1	4							0	2	
Receiver Rendezvous	X									1	4							0	1	
TANKER AIR REFUELING																				
Slow Speed Tanker AR	X																	0		
Tanker AAR, Autopilot Off	X																	0		
Tanker Air Refueling	X			1	4													0	1	
Tanker AR Breakaway or Emergency Separation	X																	0		
Tanker Rendezvous	X																	0		
SPCL MSN QUAL/CERT																				
CNS/ATM Certification	X	1	P							1	P							0	2	
Phoenix Banner, Silver and Copper Certification	X	1																0	1	
Large Formation Certification	X	1	P															0	1	
AC Touch & Go Landing Cert	X	1	P															0	1	
AC Supervision of Touch & Go Landings Cert	X	1	P															0	1	
AC Supervision of Receiver AAR Cert	X	1	P															0	1	
ILS PRM Certification	X	1	P															0	1	
Formation Lead Cert																				
Formation Supervised Study		1																1	1	3C
Formation Test (Closed Book)	X	1	P															1	1	3C
Formation Flight		1	P															3	1	3C
Formation Lead		1	P															2	1	3C
Large Formation Lead	X													1	P			1	1	3C
VMC Position Change	X	1	P															1	1	3C
IMC Position Change	X											1	P					1	1	3C
AC Right Seat Receiver AAR Cert																				
Right Seat AR Sortie	X	1	P							1	P							2	2	
Right Seat AR Autopilot off	X	1	P							1	P							1	2	
Right Seat AR Night	X	1	P							1	P							1	2	

REPLACES (AETC & AMC) MC FORMS 45, SEP 95, WHICH ARE OBSOLETE.

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TBT Comment Summary

NAME
MP

COURSE/PHASE
9ARS MP/IP Squadron Observation

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Local (3)	11/07/2016	11/07/2016	Flight	CMP	

Overall Comment: MP *Write-up*

Overview: 3 Ship Large Form Dep, F-15 Tanker A/R, C-17 Tanker A/R, Transition

Details: Excellent job with mission planning and flexing to accommodate the needs of the fighters on the afternoon of the day prior. Also, very good job doing all of your homework to ensure we could get the 3-ship off the ground for an opposite direction T/O when we were heavy and dealing with a wet runway and a tailwind. Nice 3-ship brief. You raised the point to #2 and #3 about our heavyweight and the 7610.4 recommendation for extra spacing for them. They obviously didn't care. You ran everything real well at the jet with the awkward "acting A/C" role. Everything happened per the timeline and we got out to the runway on time as a 3-ship. Tower called the winds we needed and you got the formation off the ground. Nice SA on requesting a lower block for the breakup so that we wouldn't have to extend our clearance fix. Split up the formation just prior to RBL and the rest is history.

Strengths: GK and SA

Weaknesses: None noted

Recommendations: Take a look at 3-3 recommendations for 4-ship, as well as the EMCON 3 Employment Brief. Good stuff to know if you ever do a 4-ship and have to plan large form arrivals as well as departures. Go rock it out at IPUG!
This flight fulfilled MP inal requirements for Q011 - Formation Lead Certification.

Task Comments: **Formation Lead Cert Large Formation Lead--->** Capt MP excellently planned, briefed, and flew a 3-ship large formation.

PTT Sim (1)	10/24/2016	10/24/2016	Device	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.4

Task Comments: **Formation Lead Cert IMC Position Change--->** MP accomplished his IMC position change in the sim in order to facilitate his formation lead cert. Instruction focused on the differences between an IMC and VMC position change. MP brought up that the 3-3 recommends a 30 KIAS airspeed increase while the K-10v3 recommends a 15 KIAS increase. Instruction also focused on increased use of station keeping aids like radar and TCAS to aid in the safely performing the maneuver. Ryan performed admirably.

Local Training Sortie (night) Local (2)	09/22/2016	09/22/2016	Flight	CMP	

Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.4

Event: Local Training Sortie (night)
Leg #1: KSUU-KSUU
Comments: Planned as a formation departure, 10v10, transition at KSUU at night. Flown as planned. Starting with mission planning, MP was on the ball and we quickly completed the planning for the training sortie. We sat with and he instructed receiver rendezvous procedures and references for pre-contact and contact positions behind a KC-10. He was very thorough and easy to follow, and his instruction is very solid (T-1 FAIP background very apparent). His GK is great. For the flight MP was the PNF on a wing formation departure from KSUU. He did a great job on the radios and performing PNF duties. After level off he completed a tanker autopilot on contact, tanker auto pilot off contact, as well as a limits demonstration. His closures and backing were smooth and controlled, around 1:00 min to 1:30 each time. His limits were great and his control inputs were on point. The only input I have is for left and right limits. For the first left limit he had a rate limit disconnect going from 20 to 22 degrees, which is not uncommon. He just needs to keep a slow movement to the left and right to avoid stagnation around 12-14 and 20-22 degrees to avoid the disconnect. We talked about it in the jet and his subsequent attempts were successful and complete. He is ready to go to IPUG, send him now!
Strengths: GK, communication, AC and instructor-ship
Weaknesses: None observed
Recommendations: Complete IPUG!

TBT Comment Summary

NAME
MP

COURSE/PHASE
9ARS MP/IP Squadron Observation

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Pac Channel Channel (1)	08/25/2016	08/31/2016	Flight	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.4 Event: Pac Channel Leg #1: KSUU-PHIK Leg #2: PHIK-PGUA Leg #3: PGUA-RJTY Leg #4: RJTY-KSUU Comments: This normal was scheduled as a normal KC-10 Pac Channel, with MP running the show and prepping for IPUG. From mission planning through mission completion, MP acted as the Aircraft Commander in an outstanding fashion. Mission planning and the first leg were uneventful. Upon showing to the jet at PHIK, we ran into several mx issues, which delayed our takeoff past 4 hours, and MP coordinated with TACC to slip the departure to the next day. Having the crew waiting around at the jet during trouble shooting, a FE evaluation in progress, and the ability to have the jet greened up and good to go for the next day, MP reviewed ORM and decided to request a slip which was a great decision. The next day, flying to PGUA was uneventful. After arriving at PGUA, MP evaluated the weather for the next day. There was a storm system that would be crossing over RJTY at our planned arrival time. He then spoke with TACC wx a DO on the floor to have our PGUA departure slipped another 5 hrs allowing us to arrive at RJTY after the storm was scheduled to pass. Another win for MP! The remaining two legs were also uneventful. His attention to detail, communication with the crew, and consistent evaluation of ORM led to the successful completion of the mission as well as 3 evaluations between MFs and an IB. He also took the time to instruct on oceanic procedures, contingencies and emergencies while we were at cruise during the 4 legs of the mission. He also balanced the training requirements of the crew members very well, allowing us to maximize available training events amongst a very large crew. Strengths: GK, communication, AC and instructor-ship Weaknesses: None observed Recommendations: Complete IPUG!				
6BC52820E185 Channel (1)	06/30/2016	07/07/2016	Flight	CMP	
	Overall Comment: This Gradebook Write-up serves in place of an AF Form 4023, Aircrew Training Progress Report to comply with the 11-2KC-10V1 requirement to provide a narrative description of training per para A2.3.4 Event: Pac Chnl Comments: Great job! Strengths: Has experience commanding a crew and making an informed decision. Weaknesses: Only as weak as the information presented. Ran into multiple occurrences where ATOC or TACC provided incorrect information on cargo load. Recommendations: Continue through training, upgrade is coming quick.				
S-01 Local (1)	06/23/2016	06/23/2016	Flight	CMP	
	Overall Comment: Really great ride for MP His mission planning, crew coordination, and CRM are well-ahead of his peers -- especially after recently returning from the desert. I recommend we get him the require items for IP cert ASAP. I expect MP to be ready for IP school within the year -- he's that good. Receiver AR was especially strong yesterday. Very nice AC control during 10v10, autopilot on and off. He was also doing a nice job talking through his references without sacrificing AC control. VTPs were well flown with nice AC control. Still working on the transition to landing, roundout, power pull, and flare. Everything was safe and in the landing zone, but could use a little more time to knock off the rust. Totally expected after 2 months of full stops on 31R at OMAM. Overall, a really good day for MP Recommend getting his Lead Cert accomplished. All he needs is to lead a large formation.				

TBT Comment Summary

NAME
MP

COURSE/PHASE
9ARS MP/IP Squadron Observation

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Quarterly Review Reviews (1)	06/03/2016	06/03/2016	Offline	CMP	
	Overall Comment: This squadron observation program grade book has been created to document ongoing training. MCT has been completed and all previously accomplished events and qualifications/certifications will be signed off. This grade book will remain open to document the completion of any not yet completed special mission qualifications and certifications, as well as the student's progress and development as a pilot. See attached files for a record of student's grade sheets from previously open gradebook (if applicable), initial/monthly/quarterly grade book reviews, and/or any applicable waivers (if not included in TBT waiver management), as well as the commander's review.				

	Training Event/Task Listing			Flight Training Dual Role-1 // Complete			Ground Training AT-1 // Complete			Summary		
	Name	Req Prof	# Rem	Pri Grade	# Accm	Sign	Pri Grade	# Accm	Sign	Task Due Date	# Req	# Accm
AIRCRAFT OPERATIONS												
	Q150 - CNS/ATM Certification	A	0	A	1	Yes				29-Feb-2016	1	1
FLIGHT TRAINING												
	CNS/ATM Aircraft Orientation Tour		0	A	1	Yes				29-Feb-2016	0	1
	P361 - Preflight, Cockpit Preparation, and Engine Start (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	P015 - Instrument Departure (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	N010 - Tanker Rendezvous (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	CNS/ATM Arrival (*P)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	0	2
	P071 - Holding Pattern (CNS/ATM)	P	0				P	1	Yes	29-Feb-2016	1	1
	P368 - Postflight (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	P371 - FMS Operation (CNS/ATM)	P	0	P	1	Yes	P	1	Yes	29-Feb-2016	1	2
	P117 - GPS Approach (CNS/ATM)	P	0				P	1	Yes	29-Feb-2016	1	1
GROUND TRAINING												
	G235 - CNS/ATM Differences Course		0				A	1	Yes	02-Dec-2015	1	1

G2.2. (MCP)

G2.2.1. AF FORM 942

RECORD OF EVALUATION

NAME (Last, First, Middle Initial): MCP

SSAN:

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	20 Dec 12					
KC-10A/FP	INIT INSTM/QUAL/MSN	20 May 13	1				
	Annual Review	08 Aug 13					
KC-10A/FP	N/N SPOT	18 Sep 13	1				
KC-10A/FP	N/N SPOT	15 Jun 14	1				
	Annual Review	01 Aug 14					
KC-10A/FP	INSTM/QUAL/MSN	24 Aug 14	1				
KC-10A/MP	INIT INSTM/QUAL/MSN	17 Nov 14	1				
	Annual Review	03 Aug 15					
KC-10A/MP	INSTM/QUAL/MSN	07 Apr 16	1				
KC-10A/IP	INIT INSTR	18 Jul 16	1				
KC-10A/IP	INSTM/QUAL/MSN	18 Jul 16	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

G2.2.2. AF FORM 8

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 09 Jan 12

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	1LT		N/A
ORGANIZATION AND LOCATION: 489 RS, Beale AFB, CA	ACFT/CREW POSITION: MC-12W/FP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Open Book	09 Jan 12	96	INIT SIM INSTM/QUAL	11 Dec 11
Closed Book	09 Jan 12	100		
Instrument	04 Nov 11	93		
EPE	11 Dec 11	1		
CAPS	11 Dec 11	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
May 13			

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND RANK	ORGANIZATION	CHECK: QUALIFICATION	CHECK: NOT QUALIFIED	CHECK: DOWNGRADE	SIGNATURE	DATE
1	FLIGHT EXAMINER Maj	489 RS/DOV	☐	☐	☒	//signed/	2 Feb 12
2	APPROVING OFFICER Lt Col	489 RS/DO	☒	☐	☐	//signed//	7 FEB 12
3	FINAL APPROVING OFFICER Lt Col	489 RS/CC	☒	☐	☐	//signed//	14 FEB 12

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
	MCP 489 RS/DOA	

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. The mission profile was an instrument procedures and pattern work sortie that included a normal touch-and-go, Engine Failure Takeoff Continued (EFTOC), Simulated Single Engine (SSE), and straight-in to a touch-and-go. Holding/Procedure Turn techniques as well as Circling/Side-Step procedures were demonstrated along with instrument patterns to non-precision and precision approaches. The examinee demonstrated both normal and emergency transition procedures. All required items per AFI 11-2MC-12W, Vol 2, were accomplished and met or exceeded standards.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. The initial INSTM/QUAL evaluation was administered by an FAA designated examiner in a certified Level D King Air 350 simulator at Flight Safety International IAW ACC/A3 MFR signed 14 Nov 08.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS:
9 OG/OGV 3 Feb 12 //

AF FORM 8, 20081208 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 13 Mar 12

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	1LT		N/A

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
489 RS, Beale AFB, CA	MC-12W/MP

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	13 Mar 12	1	INIT MSN	13 Mar 12
CAPS	13 Mar 12	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Aug 13		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND RANK	ORGANIZATION	CHECK: Initial	CHECK: Qual Upgrade	CHECK: Recertification	SIGNATURE	DATE
1	FLIGHT EXAMINER Maj	489 RS/DOV	☐	☐	☒	//signed//	14 Mar 12
2	REVIEWING OFFICER Lt Col	489 RS/DO	☒	☐	☐	//signed//	15 MAR 12
3	FINAL APPROVING OFFICER Lt Col	489 RS/CC	☒	☐	☐	//signed//	24 MAR 12

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
	MCP 489 RS/DOA	

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This Pilot evaluation was briefed and flown as a local sortie from KBAB. The mission profile included a tactical departure followed by static and dynamic target surveillance with Opposing Force, Tactical Operations Center and simulated Intelligence Surveillance Reconnaissance Exploitation Cell integration. The mission profile also included a Troops in Contact and Ground Assault Force scenario, and concluded with a tactical arrival and full-stop landing. All required items per AFI 11-2MC-12W, Vol 2, were accomplished and met or exceeded standards. Lt Col 489 RS/DO, was debriefed on the results of the evaluation.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS:
9 OG/OGV_

AF FORM 8, 20061208 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 20 May 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	1st Lt		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/FP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	22 Mar 13	1	INIT SIM INSTM/QUAL/MSN	22 Mar 13
Instrument	12 Apr 13	98	INIT INSTM/QUAL/MSN	20 May 13
Open Book	18 Apr 13	100		
Closed Book	30 Apr 13	100		
Boldface	30 Apr 13	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Oct 14		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Maj	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP 1st Lt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered using Travis profile number #2. With the exception of area 30, listed below, all areas/sub-areas were accomplished in a satisfactory manner, most noteworthy of which was Tanker A/R. Lt Col 6 ARS/CC, was briefed.

//SIGNED//

6 ARS/DOV

Second Sortie. This evaluation was administered on a local training mission from Travis AFB, CA. PAR was verbally evaluated. All areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was Tanker Auto-pilot off. All AMC and 60 OG SIIs were evaluated. LtCol 9 ARS/CC, was briefed.

B. Discrepancies.

1. Ground. None.
2. Flight. First Sortie. Area 30D - TACAN: Q-. Debriefed. MCP flew a TACAN approach 10 deg off the charted inbound course.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie.

Second Sortie. Commendable. Area 35 - Tanker A/R (Platform Control). Tanker Auto-pilot off was excellent. +5 KIAS and +/- 50 feet.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 18 Sep 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/FP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	18 Sep 13

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
N/A		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Maj	60 OG/OGV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This evaluation was administered on a local training mission from Travis AFB, CA. All areas/sub-areas were accomplished in an excellent manner. All AMC and 60 OG SIIs were evaluated. LtCol 9 ARS/CC, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 Jun 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/FP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	15 Jun 14

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
N/A		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NON-CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER: Maj	HQ AMC/A3VK			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER: Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER: Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This HQ AMC No-Notice evaluation was conducted on a PAC Channel, 13-15 Jun, from Travis AFB, CA to Kadena AB, Japan with enroute stops at Hickam AFB, HI and Andersen AFB, Guam. The mission included three oceanic legs with cargo and Space-A Pax. All areas/sub-areas were accomplished in an excellent manner. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, attended the evaluation debrief.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 24 Aug 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		May - Oct 14
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/FP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Instrument	30 Jul 14	97	SIM INSTM/QUAL/MSN	12 Aug 14
EPE	12 Aug 14	1	INSTM/QUAL/MSN	18 Aug 14
Boldface	14 Aug 14	Q	INSTM/QUAL/MSN	24 Aug 14
Open Book	14 Aug 14	95		
Closed Book	14 Aug 14	100		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Jan 16		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered using the contractor developed quarterly profile. All areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was the tanker rendezvous and AAR. Lt Col 9 ARS/CC was briefed.

Second Sortie. This evaluation was administered on a local training mission from Travis AFB, CA. PAR, circling, and formation procedures were verbally evaluated. With the exception of area 10, listed below, all areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was tanker AAR, autopilot off. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, was briefed.

Third Sortie. This evaluation was administered on an operational mission on 24 Aug 14 from Elmendorf AFB, AK to Travis AFB, CA. All areas/sub-areas were accomplished in an excellent manner. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, was briefed.

B. Discrepancies.

1. Ground. None.

2. Flight. Second Sortie. Area 10 - Airmanship/Situational Awareness. Q-. Debriefed. Temporary loss of situational awareness resulted in missing a required checklist action.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. None.

Third Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 17 Nov 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		N/A
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/MP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	25 Sep 14	1	INIT SIM INSTM/QUAL/MSN	25 Sep 14
Instrument	09 Oct 14	100	INIT INSTM/QUAL/MSN	17 Nov 14
Open Book	17 Oct 14	98		
Closed Book	03 Nov 14	100		
Boldface	03 Nov 14	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Apr 16		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered using Travis profile number 2. All areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was crew resource management. Lt Col 9 ARS/CC, was briefed.

//SIGNED//

9 ARS/DOV

Second Sortie. This evaluation was conducted in conjunction with aircraft commander certification. This evaluation was administered on a local training mission from KSUU. PAR procedures were verbally evaluated. All areas/sub-areas were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 07 Apr 16

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		Nov 15 - Apr 16
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/MP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Instrument	21 Mar 16	100	SIM INSTM/QUAL/MSN	29 Mar 16
Open Book	21 Mar 16	100	INSTM/QUAL/MSN	07 Apr 16
Closed Book	22 Mar 16	100		
Boldface	22 Mar 16	Q		
EPE	29 Mar 16	1		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Sep 17		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered using the contractor developed quarterly profile. All areas/sub-areas were accomplished in an excellent manner. Lt Col 9 ARS/DO was briefed.

//SIGNED//

Maj
9 ARS/DOV

Second Sortie. This evaluation was administered on a local training mission at Travis AFB, CA. PAR procedures were verbally evaluated. All areas/sub-areas were accomplished in an excellent manner. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, was debriefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 18 Jul 16

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		INSTR N/A INSTM Apr - Sep 17 QUAL Apr - Sep 17 MSN Apr - Sep 17
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	24 May 16	1	INIT SIM INSTR	24 May 16
Instrument	02 Jun 16	95	SIM INSTM/QUAL/MSN	24 May 16
Open Book	06 Jun 16	100	INIT INSTR	18 Jul 16
INIT INSTR Open Book	07 Jun 16	100	INSTM/QUAL/MSN	18 Jul 16
Closed Book	07 Jun 16	100		
Boldface	07 Jun 16	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
INSTR N/A INSTM Dec 17 QUAL Dec 17 MSN Dec 17		N/A		

☐ RESTRICTIONS (Explain in Comments on Back)

☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)

☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Capt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP Capt, 9 ARS/DOP	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered using the contractor developed profile #2. All areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was receiver ARR rendezvous. MCP demonstrated excellent instructional ability by detailing slow speed AAR procedures. Lt Col 9 ARS/CC was briefed.

//SIGNED//

Lt Col

70 ARS/DOP

Second Sortie. This evaluation was administered on a local training mission from Travis AFB. PAR, circling, and formation procedures were verbally evaluated. All areas/sub-areas were accomplished in an excellent manner most noteworthy of which was Receiver AR. MCP demonstrated excellent instructional ability by detailing procedures for required ramp loads on local training missions. All AMC and 60 OG SIIs were evaluated. Lt Col SQ/CC, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie.

Second Sortie. MCP has elected to align (his/her) periodic evaluation in conjunction with (his/her) initial instructor evaluation.
Commendable. Area 36 - Receiver A/R. MCP demonstrated excellent aircraft control during receiver A/R.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 11 Sep 16

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MCP	Capt		N/A
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/IP		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	11 Sep 16

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
N/A		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER: Maj	60 OG/OGV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER: Capt	9 ARS/CCV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER: Lt Col	9 ARS/COMMANDER	X				CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MCP Capt, 9 ARS/DOP	

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This evaluation was administered on an operational mission on 09-11 Sep 2016 from Travis AFB, CA to Yokota AB, Japan and back. All areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was Enroute Navigation/FMS operations. MCP demonstrated excellent instructional ability by detailing procedures for oceanic flight. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 25 - Enroute Navigation/FMS. MCP demonstrated excellent knowledge of oceanic procedures.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

G2.2.3. TRAINING RECORDS

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME: MCP

CREW POSITION: Pilot

COURSE/PHASE: KC-10 IAC

SORTIE		S-2 Local		S-3 Local		S-4 Local		S-5 Local		S-6 Local		Pre Req Eval Reviews		Checkride Local		Closeout Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		06/15/16 to 06/15/16		06/21/16 to 06/21/16		07/01/16 to 07/01/16		07/07/16 to 07/07/16		07/12/16 to 07/12/16		07/15/16 to 07/15/16		07/18/16 to 07/18/16		07/19/16 to 07/19/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQ SMET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
REQUIRED PRIOR TO FIRST FLIGHT																						
Aircraft Field Trip																				1		
GENERAL																						
Regulation, Directives Knowledge and Use	X					1	P													1	1	3C
Mission Planning and Briefing	X	1	P	1	P	1	P	1	P											1	4	3C
Checklist Procedures and Use	X			1	P	1	P	1	P	1	P									0	4	3C
Safety Consciousness	X	1	P	1	P	1	P	1	P											1	4	3C
Judgment/Compliance	X	1	P	1	P	1	P	1	P	1	P									1	5	3C
Crew Coordination	X	1	P	1	P	1	P	1	P											1	4	3C
Communications	X	1	P	1	P	1	P	1	P	1	P									0	5	3C
Life Support Sys/Egress	X	1	P			1	P													1	2	3C
Knowledge/Completion of Forms	X	1	P	1	P	1	P	1	P											1	4	3C
Airmanship/Situational Awareness	X	1	P	1	P	1	P	1	P	1	P									1	5	3C
FMS Operation	X			1	P	1	P													0	2	3C
Radar Operations	X			1	P	1	P													1	2	3C
Instructor & Evaluator Duties & Techniques	X	0	S	0	S	1	P	1	P	1	P									1	3	3C
Equipment Operation	X			1	P	1	P													0	2	3C
Instrument Refresher Course (IRC)	X			1	P															1	1	
Instructor Evaluation	X													1						1	1	
GROUND OPERATIONS/TAXI																						
Preflight, Cockpit Preparation, and Engine Start	X									1	P									0	1	3C
Performance Knowledge and Use	X																			0		3C
Taxi Exercise	X			1	P			1	P											1	2	3C
TAKEOFF AND DEPARTURE																						
Takeoff, Initial	X					1	P			1	P									0	2	3C
Takeoff, Flight Director Off	X																			0		3C
PM Takeoff and Climb Duties	X																			0		3C
Takeoff	X	1	P	3	P	4	P			1	P									0	9	3C
Right Seat Takeoff	X	1	P			4	P													0	5	3C
Left Seat Takeoff	X			3	P					1	P									0	4	3C
Instrument Departure	X									1	P									0	1	3C
FORMATION																						
Formation - Lead Position	X	1	P																	1	1	3C

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME
MCP

CREW POSITION
Pilot

COURSE/PHASE
KC-10 IAC

SORTIE		S-2 Local		S-3 Local		S-4 Local		S-5 Local		S-6 Local		Pre Req Eval Reviews		Checkride Local		Closecut Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		06/15/16 to 06/15/16		06/21/16 to 06/21/16		07/01/16 to 07/01/16		07/07/16 to 07/07/16		07/12/16 to 07/12/16		07/15/16 to 07/15/16		07/18/16 to 07/18/16		07/19/16 to 07/19/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
Formation - Wing Position	X									1	P									1	1	3C
AR Formation	X																			0		3C
LANDINGS																						
Landing	X			2	P	4	P	3	P	1	P									0	10	3C
Landing, Full Stop (Reverse Thrust)	X	1	P	1	P															0	2	3C
Landing, Night	X			2	P	4	P	3	P	1	P									0	10	3C
Landing, 50-Degree Flaps	X			1	P															0	1	3C
Right Seat Landing	X	2	P			4	P													1	6	3C
Left Seat Landing	X			2	P			3	P	1	P									1	6	3C
Touch and Go Landing	X	1	P	1	P	4	P	3	P	1	P									1	10	3C
Missed Approach (Auto)	X																			0		3C
Missed Approach (Manual)	X	1	P	2	P	1	P													0	4	3C
AIRWORK EXER/IN-FLT DEMO																						
Landing Attitude Demo																				1		3C
Steep Turns	X																			0		3C
KC-10 Boom Limits Demo	X	0	S	1	P					1	P									1	2	3C
KC-135 Boom Limits Demo	X			1	P															1	1	3C
TANKER AIR REFUELING																						
Tanker Rendezvous	X			1	P	1	P			1	P									0	3	3C
Tanker Alternate Rendezvous	X																			0		3C
Tanker Rendezvous Overrun Procedures	X																			0		3C
Tanker RV Golf (Enroute)	X					1	P			1	P									0	2	3C
Tanker RV Delta (Point Parallel)	X			1	P															0	1	3C
Tanker RV Alpha (Anchor)	X																			0		3C
Tanker Air Refueling	X	1	P	1	P	1	P			1	P									0	4	3C
Tanker AAR, Autopilot Off	X	1	P	1	P					1	P									1	3	3C
Tanker AR Breakaway or Emergency Separation	X									1	P									0	1	3C
Slow Speed Tanker AR	X																			0		3C
RECEIVER AIR REFUELING																						
Receiver Rendezvous	X			1	P					1	P									0	2	3C
Receiver Alternate Rendezvous	X																			0		3C
Receiver Rendezvous Overrun Procedures	X			1	P															0	1	3C
Receiver RV Golf (Enroute)	X									1	P									0	1	3C

AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME
MCP

CREW POSITION
Pilot

COURSE/PHASE
KC-10 IAC

SORTIE		S-2 Local		S-3 Local		S-4 Local		S-5 Local		S-6 Local		Pre Req Eval Reviews		Checkride Local		Closeout Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		06/15/16 to 06/15/16		06/21/16 to 06/21/16		07/01/16 to 07/01/16		07/07/16 to 07/07/16		07/12/16 to 07/12/16		07/15/16 to 07/15/16		07/18/16 to 07/18/16		07/19/16 to 07/19/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQS MET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
Receiver AR, Day																						
KC-10	X	0	S	1	P					1	P									1	2	3C
KC-135	X			1	P															1	1	3C
Receiver AR, Night																						
KC-10	X			1	P															0	1	3C
KC-135	X									1	P									1	1	3C
Receiver AR, Tanker Autopilot Off	X			0	S					1	P									1	1	3C
Receiver AR Breakaway or Emergency Separation	X									1	P									0	1	3C
CRUISE																						
General Navigation	X									1	P									0	1	3C
Enroute Descent and Penetration	X									1	P									0	1	3C
APPROACH																						
Holding Pattern	X																			0		3C
Penetration (Published)	X																			0		3C
Instrument Approach (Right Seat)	X					1	P													0	1	3C
Instrument Approach (Left Seat)	X			1	P					1	P									0	2	3C
Instrument Approach (Coupled)	X			1	P					1	P									0	2	3C
Instrument Approach (Manual)	X																			0		3C
Precision Approach	X					1	P			1	P									0	2	3C
ILS Approach	X					1	P			1	P									0	2	3C
ILS (AP/FD Off)	X																			0		3C
Precision Approach Radar (PAR)	X																			0		3C
Non-Precision Approach	X			1	P															0	1	3C
TACAN, VOR, or Localizer Approach	X			1	P															0	1	3C
ASR Approach	X																			0		3C
Backcourse Localizer Approach	X																			0		3C
NDB Approach	X																			0		3C
Circling Approach	X			1	P															1	1	3C
Visual Traffic Pattern (Left Seat)	X			3	P															0	3	3C
Visual Traffic Pattern (Right Seat)	X	3	P			4	P													0	7	3C
REQUIRED BRIEFINGS																						
Large Formation	X			1																1	1	
Rendezvous and AR EMCON 1 & 2	X																			0		

REPLACES (AETC & AMC) MC FORMS45, SEP 95, WHICH ARE OBSOLETE.

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AIRCREW TRAINING ACCOMPLISHMENT REPORT

NAME MCP

CREW POSITION Pilot

COURSE/PHASE KC-10 IAC

SORTIE		S-2 Local		S-3 Local		S-4 Local		S-5 Local		S-6 Local		Pre Req Eval Reviews		Checkride Local		Closeout Reviews		CurrentEvent		Total No.		REQ PROF LVL
DATE		06/15/16 to 06/15/16		06/21/16 to 06/21/16		07/01/16 to 07/01/16		07/07/16 to 07/07/16		07/12/16 to 07/12/16		07/15/16 to 07/15/16		07/18/16 to 07/18/16		07/19/16 to 07/19/16		11/10/16 to				
TRAINING EVENT/TASK LISTING	REQ SMET	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	REQ	# ACCM	
Rendezvous and AR EMCON 3 & 4	X			1																1	1	
VFR Overhead	X							1												1	1	
Circling Approach Briefing	X			1																1	1	
Fuel Management and Conservation																				1		
Receiver AR, Heavyweight	X							1												1	1	
Slow Speed Tanker AR Briefing																				1		
Radio Silent Breakaway Briefing	X			1																1	1	
Radio Silent Visual Signals	X			1																1	1	
Drogue System Operation Briefing	X					1	P													1	1	
WARP System Operation Briefing	X					1	P													1	1	
Visual Traffic Pattern	X					4	P													1	4	
REVIEWS																						
FTU Chief Review	X											1								1	1	

TBT Comment Summary

NAME MCP

COURSE/PHASE KC-10 IAC

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
Closeout Reviews (1)	07/19/2016	07/19/2016	Offline	CMP	
	Overall Comment: The following is a list of ground training items that were accomplished during formal training: AFRC Indoctrination, Regulations & Directive Knowledge, Local Orientation Brief, Mission Planning Brief, TOLD Brief, Taxi Brief, Takeoff Brief, Departure/Arrival Brief, Rendezvous Brief, Tanker AAR Brief, Receiver AAR Brief, Formation Brief, Multi-ship Formation Receiver AAR Brief, Landing/Touch and Go Brief, Instrument Approach/Missed Approach Brief, Electrical System Brief, Power Plant Brief, Fuel and UARRSI Brief, Hydraulic System Brief, Flight Controls Brief, Landing Gear/Brakes Brief, Pneumatics/Air Cond Brief, Emer Equip/Oxygen Brief, Aircraft Field Trip, Instructor/Evaluator CRM, and ILS PRM.				
Checkride Local (1)	07/18/2016	07/18/2016	Flight	CMP	
	Overall Comment: AFI 11-202 Evaluation. See AF Form 8 for comments.				
Pre Req Eval Reviews (1)	07/15/2016	07/15/2016	Offline	CMP	
	Overall Comment: Total time for this event was 14 hours.				

TBT Comment Summary

NAME
MCP

COURSE/PHASE
KC-10 IAC

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-6 Local (2)	07/12/2016	07/12/2016	Flight	CMP	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 5.8/5.8

PLANNED: #2/2, Random w/KC-10; AR 648A w/ KC-135 x2; AR 7BA w/ C-5; trans

ACTUAL: #2/2, Random w/ KC-10; AR 648A w/ KC-135 x2; trans, AR 7BA w/ C-5; trans

STUDENTS: Turner (IAC), Rubino (IAC), Ayure-Lopez (PCO)

OVERALL GRADE: Excellent

COMMENTS: This sortie is complete. MCP provided excellent instruction throughout the sortie. Good discussion on ground ops and Mx issues with the PCO. Accomplished form departure and a solid 10v10 limits demo. KC-135 receiver work was good. AP Off was slightly rushed and unstable initially, but settled down with no further issues. NSTR for ILS and touch and go procedures.

STRENGTHS: Instruction

WEAKNESSES: None noted

RECOMMENDATIONS: Recommend Evaluation for IP.

FLYING TIMES (See Syllabus Attachment)
BIT: N/A

Task Comments:

Landing---> 100/50/2.5

Formation - Wing Position---> Solid procedures

Takeoff---> Under rotation led to slightly fast initially on climb out

Tanker RV Golf (Enroute)---> Good work working the timing and join-up with receiver

Receiver AR, Day KC-10---> 0+50/5+45/Full Limits Demo/PRD

Tanker Air Refueling---> Solid platfom all day

Receiver AR, Night KC-135---> 1+00/0+10/Inner Limit Disc
0+30/2+00/PRD
3+00/2+00/PRD
1+00/1+00/PRD

TBT Comment Summary

NAME
MCP

COURSE/PHASE
KC-10 IAC

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-5 Local (2)	07/07/2016	07/07/2016	Flight	INC	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 5.3/4.2

PLANNED: #1/2, Random w/KC-10; AR 645 w/ KC-135; AR 7BA w/ C-5; trans

ACTUAL: #1/2, Random w/ KC-10; trans

STUDENTS:

OVERALL GRADE: Good

COMMENTS: This sortie is incomplete due to lack of receiver work. MCP provided excellent instruction to the PCO student during mission planning and the alert sequence, providing guidance for multiple mission changes. He instructed energy management during the descent, approach, and landing and accomplished 3 VTPs and night landings in challenging winds. He also instructed a taxi exercise.

STRENGTHS: Instruction.

WEAKNESSES: None noted

RECOMMENDATIONS: Get Night 135

FLYING TIMES (See Syllabus Attachment)
BIT: N/A

S-4 Local (2)	07/01/2016	07/01/2016	Flight	INC	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 5.3 / 4.2

PLANNED: #1/2, KC-135 night (645), C-17 on AR 7BA, trans SUU

ACTUAL: single ship, transition, C-17, transition

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: This was an icomplete sortie for MCP due to no receiver activity. He dealt with track changes, taught mission planning to an in-processing ACIQ/PIQ, and ran the briefing as the aircraft commander. We coordinated for an epic rendezvous with the KC-135, but they ended up cancelling due to mx. MCP flew night touch and go's without issue.

STRENGTHS: Instructor ability and attitude

WEAKNESSES: none noted

RECOMMENDATIONS: Night KC-135

FLYING TIMES (See Syllabus Attachment)

TBT Comment Summary

NAME
MCP

COURSE/PHASE
KC-10 IAC

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-3 Local (1)	06/21/2016	06/21/2016	Flight	CMP	

Overall Comment: MISSION PROFILE:
ACTIVITY (Planned Time/Actual Time): 6.1/5.2

PLANNED: #1/2, KC-135 day (645), KC-10 night (5HWE), 1.5 trans SUU

ACTUAL: #1/2, random KC-10 as tanker, KC-135 day (645), KC-10 night (7BA), 1.5 trans SUU

STUDENTS:

OVERALL GRADE: Excellent

COMMENTS: This was a complete sortie for MCP He dealt with track changes, taught mission planning to an in-processing ACIQ/PIQ, and ran the briefing as the aircraft commander. He was in the seat for the majority of the flight and provided excellent instruction throughout the sortie. See flying comments for specifics.

STRENGTHS: Instructor ability and attitude

WEAKNESSES: His power inputs were excessive during his limit demonstrations while he was using his three throttle technique. As soon as he switched to the one throttle technique his limits were $$.

RECOMMENDATIONS: Night KC-135

FLYING TIMES (See Syllabus Attachment)

Task Comments: **KC-10 Boom Limits Demo--->** AP On. Full limits demo, stable $$.
Ap Off. Right, left, tanker became unstable and we disconnected.
AP Off. Upper, lower, PRD. $$

Landing, Night---> Tacan 3L Circle 21L. Floated and called his own G/A.
VFR 21R 60/2500/CL
VFR 21L 50 flap planned FS. G/A for a/c on runway
VFR 21L 50 flap F.S. 60/2000/CL

KC-135 Boom Limits Demo---> AP On. RTA due to dropping low
AP On. +45/1+15/PRQ
AP On. RTA pulled power too soon destabilizing.
AP On. +30/right limit, left limit, upper limit, ALD.
AP ON. RTA, pulled power too soon
AP ON. 1+20/lower limit, left limit, ALD
AP OFF. RTA x2
AP OFF. 1+20/aft, upper, lower, left, and left limit disconnect, much better power settings and more stable.
AP ON. 1+00/Accomplished full limits/PRD. Very stable and $$

Receiver AR, Day KC-10---> See KC-10 limits for comments.

Receiver AR, Day KC-135---> See KC-135 limits for comments.

Receiver AR, Tanker Autopilot Off---> Awaiting night KC-135 to "P." Accomplished day to a proficient level.

Knowledge/Completion of Forms---> We discussed what a form 107 was and what it is used for. The jet had one for a dent which had no significance to air crew members.

TACAN, VOR, or Localizer Approach---> TACAN 3L, Circle 21L. Remember if circling at Cat E minimums start descent at the perch like a normal VFR pattern. We delayed the descent and ended up with a greater 1000 FPM descent to catch the profile by 500 feet.

Circling Approach---> Opted for 30 degrees off for 60 seconds.

TBT Comment Summary

NAME
MCP

COURSE/PHASE
KC-10 IAC

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-2 Local (1)	06/15/2016	06/15/2016	Flight	INC	

Overall Comment: MISSION PROFILE: #1/2, 10v10 7BA, C5, 7BA, trans

ACTIVITY (Planned Time/Actual Time): see time tracker

PLANNED: see profile

ACTUAL: as planned

STUDENTS:

OVERALL GRADE: Good

COMMENTS: This was an incomplete sortie for MCP due to not enough receiver time. Overall, good instruction throughout the sortie. Limits still need some work, mostly power control issues. Good instruction in the pattern and taxi.

STRENGTHS: Instructor ability

WEAKNESSES: limits

RECOMMENDATIONS: more limits

Task Comments: **Formation - Lead Position--->** Good instruction

KC-10 Boom Limits Demo---> Overall, you struggled with power control so we had problems hitting the limits and not falling off. Work on power control as well as not using other references while doing limits.

AP On
0:30/3:30, aft lim disconnect
0:45/0:50, aft lim disconnect
0:45/4:30, better but still power control issues
RPC
RPC

Right Seat Landing---> VTP, 100', 50', drug in
VTP, 100', 50', floated

Instructor & Evaluator Duties & Techniques---> Good instruction, but continue to work on it.

TBT Comment Summary

NAME
MCP

COURSE/PHASE
KC-10 IAC

ATTEMPT	Start Date	End Date	Event Type	Event Status	Instructor
S-1 Local (1)	06/09/2016	06/09/2016	Flight	INC	
	Overall Comment: MISSION PROFILE: ACTIVITY (Planned Time/Actual Time): 5.0/3.7 PLANNED: #1/2 10v10 enroute to 625, front end transition, C-5 on 7BA, back-end transition ACTUAL: single ship, front end transition, C-17 on 7BA, back end transition STUDENTS: OVERALL GRADE: Excellent COMMENTS: This was an incomplete sortie for MCP due to no receiver activities. MCP did an excellent job of managing the multiple mission changes from start to finish. He provided excellent instruction to through a 180 degree taxi exercise, then got in the seat for some landing attitude demo's. He performed these without issue. STRENGTHS: Instructor ability and Landing Attitude Demo's WEAKNESSES: none noted RECOMMENDATIONS: night 135 then limit demo's **Task Comments: Taxi Exercise--->** instructed a PIQ from the boom seat				
Pre Req Flt GT (1)	05/31/2016	06/03/2016	Offline	CMP	
	Overall Comment: Total training time for this event was 58 hours.				

G2.3. TSGT (MFE)

G2.3.1. AF FORM 942

RECORD OF EVALUATION

NAME (Last, First, Middle Initial): MFE

SSAN:

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	Annual Review	09 Aug 12					
KC-10A/MF	N/N SPOT	02 Oct 12	1				
KC-10A/MF	QUAL/MSN	03 Apr 13	1				
	Annual Review	08 Aug 13					
KC-10A/IF	INIT INSTR	27 Nov 13	1				
	Annual Review	07 Aug 14					
KC-10A/MF	N/N SPOT	25 Aug 14	1				
KC-10A/IF	QUAL/MSN	21 Sep 14	1				
	Annual Review	03 Aug 15					
KC-10A/IF	QUAL/MSN	03 Feb 16	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)*				SSAN			
MFE				5714			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	19 Aug 10					
KC-10A/MF	INIT QUAL/MSN	15 Sep 10	1				
	Annual Review	01 Aug 11					
KC-10A/MF	QUAL/MSN	17 Jan 12	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.3.2. AF FORM 8

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 Sep 10

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		N/A
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/MF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	24 Jun 10	1	INIT SIM QUAL/MSN	24 Jun 10
Closed Book	26 Aug 10	100	INIT QUAL/MSN	15 Sep 10
Boldface	26 Aug 10	Q		
Open Book	27 Aug 10	91		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Feb 12			

☐ RESTRICTIONS *(Explain in Comments on Back)* ☐ EXCEPTIONALLY QUALIFIED *(Explain in Comments on Back)* ☐ COMMANDER-DIRECTED DOWNGRADE *(Explain in Comments on Back)*

III. CERTIFICATION

	TYPED NAME AND RANK	ORGANIZATION	CHECK: QUALIFIED	CHECK: NOT QUALIFIED	CHECK: SUPERVISOR	SIGNATURE	DATE
1	FLIGHT EXAMINER: SSgt	9 ARS/DOV	☐	☐	☒	//signed//	15SEP10
2	REVIEWING OFFICER: Maj	9 ARS/DOV	☒	☐	☐	//signed//	29 Sep 10
3	FINAL APPROVING OFFICER: Lt Col	9 ARS/CC	☒	☐	☐	//signed//	29Sep10

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
20101001	MFE SSgt	//signed//

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie: This evaluation was administered during a contractor developed simulator scenario modified by the Flight Examiner. The mission profile consisted of tanker and receiver air refueling. A variety of abnormal and emergency procedures were observed. All areas, checklists, and procedures were accomplished in a satisfactory manner. MSgt 9 ARS/Chief Flight Engineer, was briefed.

6 ARS/DOF

Second Sortie: This evaluation was administered during a local training sortie from Travis AFB, CA. The mission profile consisted of a cell departure as the third aircraft in a flight of three with receiver air refueling with a KC-10, KC-135, and tanker air refueling with a KC-10. All areas, procedures and checklists were accomplished in a satisfactory manner. SMSgt , 9 ARS/Chief Flight Engineer, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

AF FORM 8, 20061208 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 17 Jan 12

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		Sep 11 - Feb 12
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/MF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	21 Dec 11	100	QUAL/MSN	10 Jan 12
Open Book	27 Dec 11	88	SIM QUAL/MSN	17 Jan 12
Boldface	21 Dec 11	Q		
EPE	17 Jan 12	1		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Jun 13			

☐ RESTRICTIONS *(Explain in Comments on Back)* ☐ EXCEPTIONALLY QUALIFIED *(Explain in Comments on Back)* ☐ COMMANDER-DIRECTED DOWNGRADE *(Explain in Comments on Back)*

III. CERTIFICATION

	TYPED NAME AND RANK	ORGANIZATION	CHECK: CONCUR	CHECK: NON-CONCUR	CHECK: BRIEFED	SIGNATURE	DATE
1	FLIGHT EXAMINER TSgt	9 ARS/DOV	☐	☐	☒	//signed//	18JAN12
2	REVIEWING OFFICER Lt Col	9 ARS/DOV	☒	☐	☐	//signed//	23 Jan 12
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	☒	☐	☐	//signed//	23Jan12

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
02 FEB 12	MFE SSgt	//signed//

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie: This evaluation was administered during a Dual Role mission from 7 Jan 12 to 10 Jan 12. The mission profile consisted of tanker air refueling with 6 F-16's and a combination of cargo and passengers. All areas, checklists, and procedures were accomplished in a satisfactory manner. All AMC and 60 AMW SIIs were evaluated. MSgt 9 ARS/Chief Flight Engineer, was briefed.

Second Sortie: This evaluation was administered during a contractor developed simulator scenario modified by the Flight Examiner. The mission profile consisted of tanker and receiver air refueling. A variety of abnormal and emergency procedures were observed. All areas, checklists, and procedures were accomplished in a satisfactory manner. All AMC and 60 AMW SIIs were evaluated. MSgt 9 ARS/Chief Flight Engineer, was briefed.

B. Discrepancies.

1. Ground. None

2. Flight. (Second Sortie) Area 3. Use of Checklists - Q-. Debriefed. Completed in an untimely manner with minor omissions which did not detract from safety or mission effectiveness.

(Second Sortie) Area 21. Other Emergency Procedures - Q-. Debriefed. Operated within prescribed limits but slow to analyze problems or apply proper corrective actions. Did not effectively use and/or experienced delays, omissions, or deviations in use of checklist and/or available aids.

C. Recommended Additional Training. None.

D. Additional Comments. None.

AF FORM 8, 20061208 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 02 Oct 12

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	02 Oct 12

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
N/A				

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NON-CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER TSgt	9 ARS/DOV			X	//SIGNED//	02 Oct 12
2	REVIEWING OFFICER Lt Col	9 ARS/DOV	X			//SIGNED//	05 Oct 12
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	05 Oct 12

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
05 Oct 12	MFE SSgt, 9 ARS/DOF	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This no-notice evaluation was administered on a local training sortie from Travis AFB, CA. The mission profile consisted of receiver and tanker air refueling. All areas observed during this evaluation were performed in a satisfactory manner. All AMC and 60 AMW SIIs were evaluated. SMSgt 9 ARS/Chief Flight Engineer, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVER

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 03 Apr 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		Jan - Jun 13
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Open Book	06 Feb 13	86	SIM QUAL/MSN	22 Feb 13
Closed Book	19 Feb 13	93	QUAL/MSN	03 Apr 13
Boldface	19 Feb 13	Q		
EPE	22 Feb 13	1		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Sep 14		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER: SMSgt	9 ARS/DOF			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER: Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER: Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MFE SSgt, 9 ARS/DOF	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered during a contractor developed simulator scenario modified by the Flight Examiner. The mission profile consisted of tanker and receiver air refueling. A variety of abnormal and emergency procedures were observed. All areas, procedures, and checklists were accomplished in a satisfactory manner, except for those areas noted below. All AMC and 60 OG SIIs were evaluated. SMSgt 9 ARS/Chief Flight Engineer was briefed.

//SIGNED//

TSgt, USAF

6 ARS/DOV

Second Sortie. This evaluation was administered during a fighter deployment from Brisbane, Australia to Hickam AFB with an en-route stop at Andersen AFB, Guam from 1-3 Apr 2013. The mission profile consisted of tanker air refueling with 4 F-18s and a combination of cargo and passengers. All areas, procedures. and checklists were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. CMSgt 9ARS/Superintendent, was briefed.

B. Discrepancies.

1. Ground. None.
2. Flight. First Sortie. Area 3 - Use of Checklists: Q-. Debriefed. Completed checklists with minor errors which did not detract from safety or mission effectiveness.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 27 Nov 13
I. EXAMINEE IDENTIFICATION				
NAME (Last, First, Middle Initial) MFE	RANK SSgt	SSAN	ELIGIBILITY PERIOD N/A	
ORGANIZATION AND LOCATION 9 ARS, Travis AFB, CA	ACFT/CREW POSITION KC-10A/IF			

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	24 Sep 13	1	INIT SIM INSTR	24 Sep 13
Open Book (INIT INSTR)	20 Nov 13	95	INIT INSTR	27 Nov 13

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
N/A	.	N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER TSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MFE SSgt, 9 ARS/DOF	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was performed in a contractor developed simulator scenario modified by the Flight Examiner. The profile consisted of tanker and receiver air refueling. A qualified flight engineer performed student duties during checkride. MFE provided satisfactory instruction on normal, abnormal and emergency checklist procedures during checkride. Instructor ability was evaluated on electrical system briefing. All AMC and 60 AMW SIIs were evaluated. SMSgt 9 ARS/Chief Engineer, was briefed.

//SIGNED//

SSgt
9 ARS/DOV

Second Sortie. This mission was a local training flight from Travis AFB, CA, consisting of a cell departure and in-flight tanker/receiver work with another KC-10. MFE demonstrated instructional ability by detailing the principles and procedures of the fuel system. All briefings and instruction during this evaluation were accomplished in a satisfactory manner. All AMC and 60 AMW SIIs were evaluated. SMSgt 9ARS/Chief Engineer, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 25 Aug 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	25 Aug 14

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
N/A		N/A		

☐ RESTRICTIONS (Explain in Comments on Back)

☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)

☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: COUNSEL	CHECK: CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER MSgt	HQ AMC/A3VK			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MFE SSgt, 9 ARS/DOF	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This SPOT evaluation was administered during a HQ AMC Aircrew Stan/Eval Visit on a operational mission from KSUU to KSUU. All areas, procedures. and checklists were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. MSgt 9 ARS/Flight Chief, attended the evaluation debrief.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 21 Sep 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		Apr - Sep 14
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/IF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	12 Aug 14	1	SIM QUAL/MSN	12 Aug 14
Closed Book	05 Sep 14	100	QUAL/MSN	21 Sep 14
Boldface	05 Sep 14	Q		
Open Book	16 Sep 14	93		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Feb 16		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER: MSgt	60 OG/OGV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER: Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER: Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MFE SSgt, 9 ARS/DOF	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered during a contractor developed simulator scenario modified by the Flight Examiner. The mission profile consisted of tanker and receiver air refueling. A variety of abnormal and emergency procedures were observed. MFE demonstrated instructional ability by detailing procedures for Heavyweight Receiver AAR. All areas, procedures and checklists were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. SMSgt 9th ARS Superintendent, was briefed.

//SIGNED//

Capt

9 ARS/DOV

Second Sortie. This evaluation was administered during a fighter deployment/cargo mission from PHNL to PAED to KSUU from 20 to 21 Sep 2014. The mission profile consisted of tanker air refueling with 4 F-22s and a combination of cargo and passengers. SSgt MFE demonstrated instructional ability by detailing procedures for the Fuel Scheduling System. All areas, procedures, and checklists were accomplished in a satisfactory manner, except for those areas noted below. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/CC, was briefed.

B. Discrepancies.

1. Ground. None.

2. Flight. Second Sortie. Area 9 - Knowledge/Completion of Forms. Q-. Debriefed. MFE incorrectly reported some information due to deviations on the AF IMT 664.

   Area 15 - Inflight Duties & Responsibities. Q-. Debriefed. MFE computed performance data for cruise with minor omissions that did not detract from mission accomplishment.

   Area 16 - General Nav & INS/FMS Operations. Q-. Debriefed. MFE had minor errors during inflight FMS operation that did not detract from mission effectiveness.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. Due to a Permanent Change of Station, TSgt was not available to digitally sign this Form 8 for sortie number 1. The Flight Examiner's grades and comments from the signed temporary evaluation documentation have been transferred verbatim to this Form 8. The Reviewing Officer has signed it in lieu of the Flight Examiner.

Second Sortie. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 03 Feb 16

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MFE	SSgt		Sep 15 - Feb 16
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/IF		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	02 Oct 15	1	SIM QUAL/MSN	02 Oct 15
Boldface	15 Dec 15	Q	QUAL/MSN	03 Feb 16
Closed Book	15 Dec 15	100		
Open Book	19 Jan 16	96		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Jul 17		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER: MSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER: Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER: Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MFE SSgt, 9 ARS/DOF	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie. This evaluation was administered during a contractor developed simulator scenario modified by the Flight Examiner. The mission profile consisted of tanker and receiver air refueling. A variety of abnormal and emergency procedures were observed. MFE demonstrated instructional ability by detailing procedures for WARP A/R system operations. All areas, procedures. and checklists were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. SMSgt 9 ARS/Flight Engineer Superintendent, was briefed

//SIGNED//

MSgt
9 ARS/DOV

Second Sortie. This evaluation was administered during a cargo channel mission from Travis AFB to JB Hickam-Pearl Harbor to Anderson AFB to Yokota AB and back to Travis AFB from 28 Jan to 03 Feb 2016. The mission profile consisted of a combination of cargo and passengers. MFE demonstrated instructional ability by detailing procedures for M261: Airlift Deployment Operations. All areas, procedures, and checklists were accomplished in an excellent manner, except for the area noted below. All AMC and 60 OG SIIs were evaluated. SMSgt 9 ARS/Flight Engineer Superintendent, was briefed.

B. Discrepancies.

1. Ground. None.

2. Flight. Second Sortie. Area 9 - Knowledge/Completion of Forms. Q-. Debriefed. Minor errors on forms that did not affect the mission. Decompression Fuel was improperly documented on AF Form 4091.

C. Recommended Additional Training. None.

D. Additional Comments.

First Sortie. None.

Second Sortie. Commendable. Area 24 – MFE demonstrated superior Instructor Ability by combining prior knowledge and experience and being able to effectively convey it to a new student. His Airlift Deployment Operations lesson was very detailed yet easy enough for his student to fully grasp.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

G2.3.3. TRAINING RECORDS

The MFE completed Instructor upgrade in 2013 and are the most recent records available.

G2.4. (MB)

G2.4.1. AF FORM 942

RECORD OF EVALUATION

NAME (Last, First, Middle Initial): MB

SSAN:

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	08 Aug 13					
KC-10A/FB	INIT QUAL	02 Oct 13	1				
KC-10A/MB	INIT MSN	15 May 14	3				
KC-10A/MB	INIT MSN	16 Jun 14	1				
	Annual Review	01 Aug 14					
KC-10A/MB	QUAL	14 Jan 15	1				
	Annual Review	03 Aug 15					
KC-10A/MB	MSN	16 Nov 15	1				
KC-10A/MB	QUAL	16 Apr 16	1				
	Annual Review	01 Aug 16					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

G2.4.2. AF FORM 8

CERTIFICATE OF AIRCREW QUALIFICATION — DATE COMPLETED: 02 Oct 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MB	A1C		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/FB		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	26 Jul 13	1	INIT QUAL	02 Oct 13
Open Book	12 Aug 13	100		
Closed Book	05 Sep 13	100		
Boldface	05 Sep 13	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Mar 15		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER SSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MB A1C, 9 ARS/DOB	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This INIT QUAL evaluation was administered during a local training sortie from Travis AFB, CA. The mission profile consisted of a cell departure air refueling with a KC-10A. All areas/sub-areas were accomplished in a satisfactory manner. All AMC and 60 AMW SIIs were evaluated. SMSgt 9 ARS/Chief Boom, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 May 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MB	A1C		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MB		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	01 Apr 14	1	INIT MSN	01 Apr 14

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
	3	Flight: 30 Jun 14 Ground: 30 Jun 14	Flight: 05 May 14 Ground: 15 May 14

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
	N/A	SrA 9 ARS/DOB	//SIGNED//	CAC PKI

[X] RESTRICTIONS (Explain in Comments on Back)	[ ] EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)	[ ] COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER SSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MB A1C, 9 ARS/DOB	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

RESTRICTIONS: SUPERVISED STATUS. A1C MB will not perform duties unsupervised as a mission boom operator until completion of additional training and another mission flight evaluation.

EXAMINER'S REMARKS:

A. Mission Description. This INIT MSN (Cargo) evaluation was administered on a dual role mission airlifting palletized cargo (18K lbs) from 31 Mar 14 to 1 Apr 14. Most areas/sub-areas were accomplished in a satisfactory manner with the exception of areas 3 (Use of Checklists), 4 (Safety Consciousness), 11 (Ground Operations), and 19 (Cargo Loading/Unloading). All AMC and 60 AMW SIIs were evaluated. Lt Col 9 ARS/CC, attended the evaluation debrief.

B. Discrepancies.

1. Ground. None.

2. Flight. Area 3 - Use of Checklists. Q-. A1C MB failed to ensure all loose equipment was secure IAW step one of the 1C-10(K)A-1 Final Preparation checklist. A fire extinguisher, the aircraft ladder, and bags of passenger comfort items were unsecured within the cargo compartment.

   Area 4 - Safety Consciousness (Critical). U. After the cargo loading operation was finished, three dual pawl assemblies were not up and locked which left two pallets not properly restrained for flight. Evaluator intervention was required to ensure they were up and locked prior to flight.

   Area 11 - Ground Operations. Q-. A1C MB coordination, decisions, and actions were untimely and many procedural deviations were made. Evaluator intervention was required to ensure that engine start, taxi, and take -off times were complied with.

   Area 19 - Cargo Loading/Unloading. U. During the offload of the IAU, A1C MB unlocked a seat pallet on the omni-directional panel and left it unrestrained after the loader drove away. He also failed to place the pallet restraint assemblies on the floor beneath the cargo door in the up position in violation of a caution in the checklist for closing the cargo door in the 1C-10(K)A-9.

C. Recommended Additional Training.

1. Ground. A1C MB will complete at least six hours of ground instruction pertaining to checklist procedures, restraint, and cargo door operation.

2. Flight. A1C MB will complete at least one more mission cargo load with emphasis on timing and checklist procedures. A mission flight evaluation will follow the additional training.

D. Additional Comments. A1C MB must re-accomplish the entire MSN evaluation IAW 11-202V2, paragraph 7.3.7.3.5.6.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 16 Jun 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MB	A1C		N/A
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MB		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	16 Jun 14	1	INIT MSN	16 Jun 14

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Nov 15		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER SSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MB A1C, 9 ARS/DOB	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This INIT MSN evaluation was administered on a Pac Channel mission airlifting palletized cargo, (13 pallets/23,187 lbs) and 8 passengers on 16 Jun 14. All areas/sub-areas were accomplished in an excellent manner, most noteworthy of which was Area 12 System Ops/Knowledge/Limitations. All AMC and 60 AMW SIIs were evaluated. Lt Col , 9 ARS/CC, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 12 - System Ops/Knowledge/Limitations. Superior systems and directives knowledge and incredible ability to quickly locate information on EPubs.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 14 Jan 15
I. EXAMINEE IDENTIFICATION				
NAME (Last, First, Middle Initial) MB	RANK A1C	SSAN	ELIGIBILITY PERIOD Oct 14 - Mar 15	
ORGANIZATION AND LOCATION 9 ARS, Travis AFB, CA	ACFT/CREW POSITION KC-10A/MB			

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	18 Nov 14	1	QUAL	14 Jan 15
Open Book	06 Jan 15	92		
Closed Book	12 Jan 15	100		
Boldface	12 Jan 15	Q		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Jun 16		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER SSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Capt	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MB A1C, 9 ARS/DOB	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This periodic QUAL evaluation was administered during a local training sortie from Travis AFB, CA. The mission profile consisted of a cell departure air refueling with a KC-10, 2 B-52's and 6 F-15's. All areas/sub-areas were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. MSgt 9 ARS/Chief Boom, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 16 Nov 15

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MB	A1C		Jun - Nov 15
ORGANIZATION AND LOCATION	ACFT/CREW POSITION		
9 ARS, Travis AFB, CA	KC-10A/MB		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	16 Nov 15	1	MSN	16 Nov 15

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Apr 17		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER TSgt	9 ARS/DOV			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER Lt Col	9 ARS/CC	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MB A1C, 9 ARS/DOB	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This periodic MSN (Cargo) evaluation was administered on the last leg of a PAC Channel from Yokota AB to Travis AFB airlifting 7 passengers, 1 piece of rolling stock and 12 pallets, with a total cargo weight of 32,399 lbs. All areas/sub-areas were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. MSgt 9 ARS/Boom Operator Superintendent, was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 16 Apr 16

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
MB	SrA		Jan - Jun 16
ORGANIZATION AND LOCATION: 9 ARS, Travis AFB, CA	ACFT/CREW POSITION: KC-10A/MB		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	07 Jan 16	1	QUAL	16 Apr 16
Open Book	06 Apr 16	93		
Boldface	07 Apr 16	Q		
Closed Book	07 Apr 16	100		

QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
1		N/A	N/A

EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION	SIGNATURE	DATE
Sep 17		N/A		

☐ RESTRICTIONS (Explain in Comments on Back) ☐ EXCEPTIONALLY QUALIFIED (Explain in Comments on Back) ☐ COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NONCONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER MSgt	9 ARS/DOB			X	//SIGNED//	CAC PKI
2	REVIEWING OFFICER Maj	9 ARS/CHIEF DOV	X			//SIGNED//	CAC PKI
3	FINAL APPROVING OFFICER , Lt Col	9 ARS/COMMANDER	X			//SIGNED//	CAC PKI

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
CAC PKI	MB 9 ARS/DOB	//SIGNED//

AF FORM 8, 20100913 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This periodic QUAL evaluation was administered during a Coronet from Travis AFB, CA to Hickam AFB, HI. The mission profile consisted of a single ship departure with tanker air refueling with F-16's. All areas/sub-areas were accomplished in a satisfactory manner. All AMC and 60 OG SIIs were evaluated. Lt Col 9 ARS/DO was briefed.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

Reviewing Officer's Remarks: None.

Approving Officer's Remarks: None.

AF FORM 8, 20100913 (REVERSE

G2.4.3. TRAINING RECORDS

Aviation Training Jacket

MB

9 ARS
1310T BBQ

Selected Reports:

Summary Info
Completed Academic Events
Gradesheets
Unaccomplished Tasks
Dotsheet
Full Jacket Summary
Writeups
Pinksheets
TRB Summary
Commander's Awareness Program
Student Grade

KC-10 Boom Operator (Basic) Initial Qualification Course (BBQ)
KC-10 BBQ v. 0.994

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Date Run: Thu, 10-Nov-2016 (15:25)

Summary Record of Training

Page: 1 of 1

Name	SSAN	Grade	Source	Type	Training Organization
MB	***-**-****	SrA	USAF		9 ARS

Nationality	Birthday	Degree	AFSC	Training Base	Class
				Scott AFB	1310T BBQ

Course Title	Course ID	
KC-10 Boom Operator (Basic) Initial Qualification	KC-10 BBQ v. 0.994	

Class Accounting

Action	Class	Date	Reason
Assigned	1310T BBQ	29-Jul-2013	
Complete		18-Oct-2013	
Graduated	1310T BBQ	02-Dec-2013	
Training Day When Eliminated		**N/A**	

Ground Training Record

Subject or Phase Ground Training Record	Presc'd Hours	Grade	Remake Grade
Additional Training	16.0		
Ground Training	24.0	A	
Administrative Requisites	14.0	A	
All Academic Events	120.0	A	
EVAL REQUISITES	18.0	A	
Instructional Review	0.0	A	
Total Hours / Final Grade	**192.0**		

Supplementary Training Record

Subject or Phase Officer Development	Presc'd Hours	Grade	Remake Grade
Total Hours / Final Grade	**0.0**		

Flying Training Record

Subject or Phase	Type Equip	Hours Presc'd	Hours Rec'd	Hours Dual	Hours Solo/Nite/Oth	Grade	Remake Grade
Requal Flight Sorties	KC-10	5.5	0.0	0.0	0.0 / 0.0 / 0.0		
Flight Sorties	KC-10	49.5	35.0	35.0	0.0 / 0.0 / 0.0	G	
EVAL	KC-10	5.5	5.0	5.0	0.0 / 0.0 / 0.0	P	
Total Hours / Final Grade		**60.5**	**40.0**	**40.0**	**0.0 / 0.0 / 0.0**		

Simulator Flying Training Record

Subject or Phase	Type Equip	Hours Presc'd	Hours Rec'd	Grade	Remake Grade
Total Hours / Final Grade		**0.0**	**0.0**		

Other Flying Training Record

Type	Pri Hours	Sec Hours	Night Hours	Other Hours	Total
Totals	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Transferred to:	Authority:	Authentication:

Date Run: 10-Nov-2016

Completed Academic Events

Student Name: SrA MB

Prepared: 10-Nov-2016
Syllabus: KC10
Course: N/A

Base: Travis AFB
Title: KC-10 BBQ v. 0.994

Lesson ID	Lesson Title	Media	Type	Event Date	% Score	Overall Grade	Instructor
AT-01	Academic Training #1	GT	Offline	29-Jul-2013	0.00	A	MSgt
AT-02	Academic Training #2	GT	Offline	29-Jul-2013	0.00	A	SSgt
GT-01	Ground Training #1	GT	Offline	31-Jul-2013	0.00	A	SSgt
PRE REQ FLT	Admin Requisites	ADMIN	Offline	01-Aug-2013	0.00	A	SSgt
AT-03	Academic Training #3	GT	Offline	04-Aug-2013	0.00	A	TSgt
AT-04	Academic Training #4	GT	Offline	05-Aug-2013	0.00	A	SSgt
AT-05	Academic Training #5	GT	Offline	06-Aug-2013	0.00	A	SSgt
AT-06	Academic Training #6	GT	Offline	11-Aug-2013	0.00	A	SSgt
AT-07	Academic Training #7	GT	Offline	18-Aug-2013	0.00	A	SSgt
AT-08	Academic Training #8	GT	Offline	02-Sep-2013	0.00	A	SSgt
PRE REQ EVAL	Eval Requisites	ADMIN	Offline	25-Sep-2013	0.00	A	SSgt
CLOSEOUT	Closeout Review	ADMIN	Offline	16-Oct-2013	0.00	A	Maj

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Date Run: Thu, 10-Nov-2016 (15:25) Page 1 of 1

Individual Mission Gradesheet

AT-01 / Academic Training #1

Msn	Position	Duration	Date
AT-01	of	8.0	29-Jul-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
MSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

▭ - Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	1	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	1		X
4	A017 Regulation/Directive Knowldge & Use	1	1	X	
5	P360 Mission Planning and Briefing	1	1	X	
6	G080 Communication Procedures	1	1	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	1	X	
8	P361 Preflight, Cockpit Prep, and Eng St	1	1	X	
9	P005 Taxi Exercise	1	1	X	
10	N011 Rendezvous and AR EMCON 1	1	1	X	
11	N012 Rendezvous and AR EMCON 2	1	1	X	
12	N013 Rendezvous and AR EMCON 3	1	1	X	
13	N014 Rendezvous and AR EMCON 4	1	1	X	
14	R160 Radio Silent Breakaway	1	1	X	
15	R165 Radio Silent AAR	1	1	X	
16	R180 Radio Silent Visual Signals	1	1	X	
17	R190 Drogue System Operation	1	1	X	
18	R195 WARP System Operation	1	1	X	
19	G190 Aircraft Servicing	1	1		X

GENERAL COMMENTS:

ACADEMIC/GROUND TRAINING: Combined video / classroom training consisting of Aircraft Servicing, Air Force Reserve Command Indoctrination, and Marshalling were completed. Topics were discussed in detail in an open forum classroom setting. Aircraft Servicing was the only training component supported by a video learning aid. A1C MB scored 100% on the Marshalling Examination and the results are on file, available upon request.

STRENGTHS: A1C MB is attentive, participates in classroom discussion, and asks appropriate questions.

WEAKNESSES: None noted during this block of instruction.

RECOMMENDATIONS: A1C MB should continue to study his -1, focusing on systems knowledge.

REVIEW COMMENTS:

MB **Role: Student**

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		MSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Date Run: Thu, 10-Nov-2016 (15:25) Page 1 of 1

Individual Mission Gradesheet

AT-02 / Academic Training #2

Msn	Position	Duration	Date
AT-02	of	8.0	29-Jul-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	2	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	2	X	
4	A017 Regulation/Directive Knowledge & Use	1	2		X
5	P360 Mission Planning and Briefing	1	2	X	
6	G080 Communication Procedures	1	2	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	2		X
8	P361 Preflight, Cockpit Prep, and Enq St	1	2		X
9	P005 Taxi Exercise	1	2	X	
10	N011 Rendezvous and AR EMCON 1	1	2	X	
11	N012 Rendezvous and AR EMCON 2	1	2	X	
12	N013 Rendezvous and AR EMCON 3	1	2	X	
13	N014 Rendezvous and AR EMCON 4	1	2	X	
14	R160 Radio Silent Breakaway	1	2	X	
15	R165 Radio Silent AAR	1	2	X	
16	R180 Radio Silent Visual Signals	1	2	X	
17	R190 Drogue System Operation	1	2	X	
18	R195 WARP System Operation	1	2	X	
19	G190 Aircraft Servicing	1	2	X	

GENERAL COMMENTS:

ACADEMIC/GROUND TRAINING: This was an informal lecture covering the operation of doors, a review of chapter 15 in the Vol 3, and a review of the amplified checklists for both the cabin inspection and the final prep.

A1C MB participated in the classroom discussion with adequate knowledge of the items being covered.

STRENGTHS: A1C MB retains previously instructed material well.

RECOMMENDATIONS: A1C MB should continue to increase his book knowledge through self study.

REVIEW COMMENTS:

MB Role: Student

Role: Next IP

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Date Run: Thu, 10-Nov-2016 (15:26) Page 1 of 1

Individual Mission Gradesheet

GT-01 / Ground Training #1

Msn	Position	Duration	Date
GT-01	of	8.0	31-Jul-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

- Major - Minor

#	Mission Elements	Count	Total Count	N	A
1	GROUND TRAINING EVENTS				
2	Egress Training	1	1		X
3	G025 Aircraft Field Trip	1	1		X

GENERAL COMMENTS:

GROUND TRAINING: This was an Aircraft Field Trip IAW with the FTU Training Guide.

STRENGTHS:A1C MB has a positive attitude and takes instruction well.

WEAKNESSES: None noted at this time.

RECOMMENDATIONS: A1C MB needs a day sortie ASAP.

REVIEW COMMENTS:

MB **Role: Student**

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

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Date Run: Thu, 10-Nov-2016 (15:26) Page 1 of 1

Individual Mission Gradesheet

PRE REQ FLT / Admin Requisites

Msn	Position	Duration	Date
PRE REQ FLT	of	4.0	01-Aug-2013

Platform	Squadron	Class	Status
ADMIN	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

- Major - Minor

#	Mission Elements	Count	Total Count	N	A
1	REQUIRED PRIOR TO FIRST FLIGHT				
2	Inprocessing	1	1		X
3	Flight Physical	1	1		X
4	Physiological Training	1	1		X
5	G002 Acft Marshalling Exam	1	1		X
6	G025 Aircraft Field Trip	1	2		X
7	LL01 Aircrew Flight Equipt Fam	1	1		X
8	LL03 Emergency Egress Training	1	1		X
9	LL06 Aircrew Life Support Eqp	1	1		X
10	SS01 Lcl Area Survival Tng	1	1		X
11	Q005 ADT Evaluation	1	1		X

MANEUVER ITEM COMMENTS:

Inprocessing: 29 July 13
Flight Physical: 31 Aug 13
Physiological Training: 31 Aug 13
G002 Acft Marshalling Exam: 29 July 13
G025 Aircraft Field Trip: 31 July 13
LL01 Aircrew Flight Equipt Fam: 20 May 13
LL03 Emergency Egress Training: 31 July 13
LL06 Aircrew Life Support Eqp: 20 May 13
SS01 Lcl Area Survival Tng: 20 May 13
Q005 ADT Evaluation: 26 July 13

REVIEW COMMENTS:

MB **Role: Student**

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

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Date Run: Thu, 10-Nov-2016 (15:26) Page 1 of 1

Individual Mission Gradesheet

AT-03 / Academic Training #3

Msn	Position	Duration	Date
AT-03	of	8.0	04-Aug-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
TSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

- Major - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	3		X
3	A016 AFRC Assoc Prgm Orient Indoc	1	3	X	
4	A017 Regulation/Directive Knowledge & Use	1	3	X	
5	P360 Mission Planning and Briefing	1	3	X	
6	G080 Communication Procedures	1	3	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	3		X
8	P361 Preflight, Cockpit Prep, and Eng St	1	3		X
9	P005 Taxi Exercise	1	3	X	
10	N011 Rendezvous and AR EMCON 1	1	3	X	
11	N012 Rendezvous and AR EMCON 2	1	3	X	
12	N013 Rendezvous and AR EMCON 3	1	3	X	
13	N014 Rendezvous and AR EMCON 4	1	3	X	
14	R160 Radio Silent Breakaway	1	3	X	
15	R165 Radio Silent AAR	1	3	X	
16	R180 Radio Silent Visual Signals	1	3	X	
17	R190 Drogue System Operation	1	3	X	
18	R195 WARP System Operation	1	3	X	
19	G190 Aircraft Servicing	1	3	X	

GENERAL COMMENTS:

Academic Training: This was a 2 hour classroom discussion involving Door systems and the Boom Operator Preflight. All items and equipment that is required to be checked for preflight was covered as well as technique items.

Strengths: Eagerness to learn and begin hands on training.

Weakness: Lack of experience.

Recommendations: Prepare for first mission.

REVIEW COMMENTS:

MB **Role: Student**

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		TSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Date Run: Thu, 10-Nov-2016 (15:26) Page 1 of 1

Individual Mission Gradesheet

AT-04 / Academic Training #4

Msn	Position	Duration	Date
AT-04	of	8.0	05-Aug-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	4	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	4	X	
4	A017 Regulation/Directive Knowldge & Use	1	4	X	
5	P360 Mission Planning and Briefing	1	4	X	
6	G080 Communication Procedures	1	4	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	4	X	
8	P361 Preflight, Cockpit Prep, and Eng St	1	4	X	
9	P005 Taxi Exercise	1	4	X	
10	N011 Rendezvous and AR EMCON 1	1	4		X
11	N012 Rendezvous and AR EMCON 2	1	4		X
12	N013 Rendezvous and AR EMCON 3	1	4		X
13	N014 Rendezvous and AR EMCON 4	1	4		X
14	R160 Radio Silent Breakaway	1	4	X	
15	R165 Radio Silent AAR	1	4	X	
16	R180 Radio Silent Visual Signals	1	4	X	
17	R190 Drogue System Operation	1	4	X	
18	R195 WARP System Operation	1	4	X	
19	G190 Aircraft Servicing	1	4	X	

GENERAL COMMENTS:

ACADEMIC TRAINING: This was a classroom discussion covering EMCON 1-4.

A1C MB participated well during the class by answering multiple questions and quickly finding references.

STRENGTHS: A1C MB is a quick learner, and participates well in the classroom.

WEAKNESSES: None noted.

RECOMMENDATIONS: A1C MB should continue to study his ATP-56 and practice his EMCON procedures.

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt			

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

AT-05 / Academic Training #5

Msn	Position	Duration	Date
AT-05	of	8.0	06-Aug-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Flying Tasks
KC-10 BBQ Default
- Major - Minor

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	5	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	5	X	
4	A017 Regulation/Directive Knowldge & Use	1	5	X	
5	P360 Mission Planning and Briefing	1	5	X	
6	G080 Communication Procedures	1	5	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	5	X	
8	P361 Preflight, Cockpit Prep, and Eng St	1	5	X	
9	P005 Taxi Exercise	1	5	X	
10	N011 Rendezvous and AR EMCON 1	1	5	X	
11	N012 Rendezvous and AR EMCON 2	1	5	X	
12	N013 Rendezvous and AR EMCON 3	1	5	X	
13	N014 Rendezvous and AR EMCON 4	1	5	X	
14	R160 Radio Silent Breakaway	1	5		X
15	R165 Radio Silent AAR	1	5		X
16	R180 Radio Silent Visual Signals	1	5		X
17	R190 Droque System Operation	1	5	X	
18	R195 WARP System Operation	1	5	X	
19	G190 Aircraft Servicing	1	5	X	

GENERAL COMMENTS:

ACADEMIC TRAINING: This was a classroom discussion covering Radio silent; Breakaway, AAR, and Visual signals.

A1C MB was very attentive during this class. He participates in all classroom discussions.

STRENGTHS: A1C MB retains information very well.

WEAKNESSES: None noted.

RECOMMENDATIONS: A1C MB should perform what he learned in class today on his next available flight.

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt			

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

S-01 / Sortie #1

Msn	Position	Duration	Date
S-01	1 of 1	4.7	08-Aug-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	6						X	
3	P360 Mission Planning and Briefing	1	6						X	
4	*P366 Checklist Procedures	1	1						X	
5	P367 Crew Coordination	1	1						X	
6	*P373 Equipment Operation	1	1						X	
7	*P378 Communications	1	1						X	
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	6						X	
10	*P361 Preflight, Cockpit Prep, Engine St	1	1						X	
11	P005 Taxi Exercise		5	X						
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day	9	9						X	
14	R120 & R130 Heavy Receiver, Night		0	X						
15	R120, R125, R150 Fighter, Day		0	X						
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1		0	X						
18	*N012 Rendezvous and AR EMCON 2		0	X						
19	*R070 Tanker AAR Breakaway or Emer Sep		0	X						
20	R140 Tanker Manual Contacts		0	X						
21	*R160 Radio Silent Breakaway		0	X						
22	R165 Radio Silent AAR		5	X						
23	R180 Radio Silent Visual Signals		5	X						
24	R190 Droque System Operation		5	X						
25	*R195 WARP System Operation		0	X						
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		0	X						
29	Q023 Receptacle Equip'd Night Ftr Cert		0	X						

GENERAL COMMENTS:

MISSION PROFILE: Day heavy C-17 9 contacts

COMMENTS: A1C MB and I pre-briefed the day prior to his first flight. We went over ever step in the -1 using the aircraft diagram on the white board. We also went over what is required to carry for flight. On flight day he showed 15 minutes prior to check his FCIF's. I gave the egress brief and the ATP-56 review. Upon arriving at the aircraft we reviewed the 781's and began the -1 pre-flight. He followed me step by step. We did the Cabin Inspection followed by accomplishing the zero fuel weight and cg % MAC for the flight engineer. He completed his numbers without error. We then moved through the cargo compartment checking the emergency equipment and securing cargo/lose equipment. I had A1C MB complete the ARO Inspection. He completed all steps without error. We then moved to the front of the jet to complete the Form-F. We did our numbers side-by-side. The only issue he had was he forgot to subtract 1500lbs of fuel for the taxi. In-flight we had a day contacts with a

Overall Grade	G	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Flying Tasks KC-10 BBQ Default - Major - Minor	Count	Total Count	NG	F	B	1	U	S	P	Rank A1C Student MB Rank SSgt Instructor Instructor
# Mission Elements										

C-17. A1C MB completed the Prep for Contact checklist without error. I demonstrated the first contact showing him the distances. After my contact I put him in the seat. I only covered the sticks for the first contact. For the remainder of his contacts he required minimal verbal corrections. His AR was incredible for being the first time seeing it. He completed his Post AR Checklist without error. We then spent approx. 60 minutes behind a KC-135. Upon landing he completed his After Landing/Parking checklist without error.

STRENGTHS: A1C MB has an excellent attitude and learns very quickly. He takes his training very seriously.

WEAKNESSES: A1C MB only has minor issues with communicating with the tanker/receiver pilots because he hyper focused on the refueling.

RECOMMENDATIONS: A1C MB needs one more day flight

REVIEW COMMENTS:

Role: IP

MB **Role: Student**

Overall Grade	G	Instructor Signature SSgt	Student's initials MB	Supervisor's Initials	Next Instr Initials

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

AT-06 / Academic Training #6

Msn	Position	Duration	Date
AT-06	of	8.0	11-Aug-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
▬ - Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	6	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	6	X	
4	A017 Regulation/Directive Knowldge & Use	1	7	X	
5	P360 Mission Planning and Briefing	1	7	X	
6	G080 Communication Procedures	1	6	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	7	X	
8	P361 Preflight, Cockpit Prep, and Enq St	1	6	X	
9	P005 Taxi Exercise	1	6	X	
10	N011 Rendezvous and AR EMCON 1	1	6	X	
11	N012 Rendezvous and AR EMCON 2	1	6	X	
12	N013 Rendezvous and AR EMCON 3	1	6	X	
13	N014 Rendezvous and AR EMCON 4	1	6	X	
14	R160 Radio Silent Breakaway	1	6	X	
15	R165 Radio Silent AAR	1	6	X	
16	R180 Radio Silent Visual Signals	1	6	X	
17	R190 Drogue System Operation	1	6		X
18	R195 WARP System Operation	1	6		X
19	G190 Aircraft Servicing	1	6	X	

GENERAL COMMENTS:

ACADEMIC TRAINING: This was a classroom discussion covering both WARP and centerline drogue systems.

A1C MB was well prepared for this class. He was able to answer almost all my questions and participated during the discussions.

STRENGTHS: A1C MB is a quick learner and has excellent study habits.

WEAKNESSES: None noted

RECOMMENDATIONS: A1C MB should trail the WARP's and centerline drogue on his next available flight.

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt			

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

S-02 / Sortie #2

Msn	Position	Duration	Date
S-02	1 of 1	5.1	12-Aug-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank A1C Student MB

Rank MSgt Instructor

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	8						X	
3	P360 Mission Planning and Briefing	1	8						X	
4	*P366 Checklist Procedures		1	X						
5	P367 Crew Coordination		1	X						
6	*P373 Equipment Operation	1	2						X	
7	*P378 Communications	1	2							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	8						X	
10	*P361 Preflight, Cockpit Prep, Engine St	1	2						X	
11	P005 Taxi Exercise		6	X						
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day	1	10							X
14	R120 & R130 Heavy Receiver, Night		0	X						
15	R120, R125, R150 Fighter, Day		0	X						
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1	1	1							X
18	*N012 Rendezvous and AR EMCON 2	1	1							X
19	*R070 Tanker AAR Breakaway or Emer Sep	1	1							X
20	R140 Tanker Manual Contacts		0	X						
21	*R160 Radio Silent Breakaway		0	X						
22	R165 Radio Silent AAR		6	X						
23	R180 Radio Silent Visual Signals		6	X						
24	R190 Drogue System Operation	1	7							X
25	*R195 WARP System Operation	1	1							X
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		0	X						
29	Q023 Receptacle Equip'd Night Ftr Cert		0	X						

GENERAL COMMENTS:

MISSION PROFILE: Quest 72 flew an AM sortie with the following activities:
KC-10 (Toga 22)- Tanker AR - Track 7B/A
C-17 (Tahoe 37)- Tanker AR - Track 7B/A
A1C MB training included three (3) day 10 on 10 contacts - eight (8) C-17 contacts.

COMMENTS:
Mission Planning: A1C MB completed all phases of mission planning without error. His egress brief and ATP-56 review were accomplished without error.

Pre-flight: The pre-flight was conducted in conjunction with A1C and IB switched the two students intermittently. Form F was accomplished with little IB assistance.

In-Flight: A total of 11 day contacts were made. A1C MB displayed remarkable boom control and made several auto pilot on and off contacts. Several limits demonstrations were accomplished and a practice emergency separation was successfully executed as well. A1C MB trailed both the Centerline Drogue and the WARPS in flight. Both of these types of drogue systems were briefed in great detail.

After landing: This CL was completed without error.

STRENGTHS: A1C MB has a strong work ethic and

Overall Grade	G	Instructor Signature MSgt	Student's Initials MB	Supervisor's Initials	Next Instr Initials

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Flying Tasks KC-10 BBQ Default - Major - Minor	Count	Total Count	NG	F	B	1	U	S	P	Rank A1C Student MB Rank MSgt Instructor Instructor
# Mission Elements										

consistently displays a positive attitude. He was receptive to IB instruction. His maturity shines through and he is progressing through his upgrade program in an impressive manner.

WEAKNESSES: A1C MB needs to continue studying his -1 and ATP 56 publications. He also needs to commit the boom limitations to memory.

RECOMMENDATIONS: A1C MB did a fine job overall. IB was impressed with the attention to detail associated with his preflight. His systems knowledge is improving. He is officially signed off on day heavy receivers. Schedule him for the next available night sortie.

REVIEW COMMENTS:

Role: IP

MB **Role: Student**

Overall Grade	G	Instructor Signature MSgt	Student's Initials MB	Supervisor's Initials	Next Instr Initials

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

S-03 / Sortie #3

Msn	Position	Duration	Date
S-03	1 of 1	5.2	13-Aug-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
TSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	9						X	
3	P360 Mission Planning and Briefing	1	9						X	
4	*P366 Checklist Procedures	1	2						X	
5	P367 Crew Coordination	1	2						X	
6	*P373 Equipment Operation	1	3						X	
7	*P378 Communications	1	3							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	9						X	
10	*P361 Preflight, Cockpit Prep, Engine St	1	3						X	
11	P005 Taxi Exercise		6	X						
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day	1	11							X
14	R120 & R130 Heavy Receiver, Night	6	6						X	
15	R120, R125, R150 Fighter, Day		0	X						
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1	1	2							X
18	*N012 Rendezvous and AR EMCON 2	1	2							X
19	*R070 Tanker AAR Breakaway or Emer Sep		1	X						
20	R140 Tanker Manual Contacts		0	X						
21	*R160 Radio Silent Breakaway		0	X						
22	R165 Radio Silent AAR		6	X						
23	R180 Radio Silent Visual Signals		6	X						
24	R190 Drogue System Operation	1	8							X
25	*R195 WARP System Operation		1	X						
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		0	X						
29	Q023 Receptacle Equip'd Night Ftr Cert		0	X						

GENERAL COMMENTS:

Mission Profile: Quest 67 PM sortie 10 on 10 day followed by C-17 night

Mission planning: MB completed the ATP 56 brief without error. He had not done an egress brief before so I demonstrated one for him.

Preflight: We arrived at the jet MB reviewed the aircraft forms then we started the APU using the amplified checklist. It was his first time starting the APU since completing flight safety. He went through the checklist without error and only minor instruction. He completed the cockpit and cabin preflight pointing out the required addenda A items. We got a little behind on time due to the APU start so I stepped in to demo the cargo compartment porting of the preflight. MB completed the ARO preflight without error. He completed the Form F with minor IB assistance.

In-flight: He completed 3 day contacts with a KC-10 and 4 night contacts with a C-17. MB boom control and extension is excellent. His day contacts were made smoothly and precise. IB helped out with when to call distance calls in relation to where the boom is about the receiver. During 10 on 10 refueling we demonstrated the correct radio call for a limits demonstration. After the first demo he did great briefing the receiver what the limits were and

Overall Grade	G	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		TSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Flying Tasks KC-10 BBQ Default - Major - Minor	Count	Total Count	NG	F	B	1	U	S	P
# Mission Elements									

Rank A1C Student MB

Rank TSgt Instructor

Instructor

where they were cleared to.
MB night contacts were good. The first two contacts he tended to over control the boom right before contact was established. Once he was able to see the shadow more he was able to see better and his boom control was much better. The IB instructed him on distance calls into the contact position. He is not afraid to extend out to get a contact with the receiver. He completed an in flight drogue check without error.

After Landing: Complete no errors.

Strengths: willingness to learn is excellent. He takes instruction well and asks questions. Good attitude. He has great boom control.

Weaknesses: He needs to work on his egress brief and communications with the crew during A/R when the receiver is moving into contact and after disconnect.

Recommendation: not sure what you would put here.

REVIEW COMMENTS:

Role: IP

MB Role: Student

Overall Grade	G	Instructor Signature TSgt	Student's Initials MB	Supervisor's Initials	Next Instr Initials

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

AT-07 / Academic Training #7

Msn	Position	Duration	Date
AT-07	of	6.0	18-Aug-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

▭ - Major ▭ - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	7	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	7	X	
4	A017 Regulation/Directive Knowledge & Use	1	10	X	
5	P360 Mission Planning and Briefing	1	10	X	
6	G080 Communication Procedures	1	7	X	
7	P350 Main Cabin Door Procs (Dep & Arr)	1	10	X	
8	P361 Preflight, Cockpit Prep, and Eng St	1	7	X	
9	P005 Taxi Exercise	1	7		X
10	N011 Rendezvous and AR EMCON 1	1	7	X	
11	N012 Rendezvous and AR EMCON 2	1	7	X	
12	N013 Rendezvous and AR EMCON 3	1	7	X	
13	N014 Rendezvous and AR EMCON 4	1	7	X	
14	R160 Radio Silent Breakaway	1	7	X	
15	R165 Radio Silent AAR	1	7	X	
16	R180 Radio Silent Visual Signals	1	7	X	
17	R190 Drogue System Operation	1	9	X	
18	R195 WARP System Operation	1	7	X	
19	G190 Aircraft Servicing	1	7	X	

GENERAL COMMENTS:

ACADEMIC TRAINING: This was a classroom discussion covering the principles of a taxi exercise.

A1C MB listened well during this instruction.

STRENGTHS: A1C MB was able to quickly retain the information given to him.

WEAKNESSES: None noted.

RECOMMENDATIONS: A1C MB should see a taxi exercise in the aircraft.

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt			

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

S-04 / Sortie #4

Msn	Position	Duration	Date
S-04	1 of 1	3.8	21-Aug-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
TSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	11						X	
3	P360 Mission Planning and Briefing	1	11						X	
4	*P366 Checklist Procedures	1	3						X	
5	P367 Crew Coordination	1	3						X	
6	*P373 Equipment Operation	1	4						X	
7	*P378 Communications	1	4							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	11						X	
10	*P361 Preflight, Cockpit Prep, Engine St	1	4						X	
11	P005 Taxi Exercise	1	8							X
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day		11	X						
14	R120 & R130 Heavy Receiver, Night	10	16							X
15	R120, R125, R150 Fighter, Day		0	X						
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1	1	3							X
18	*N012 Rendezvous and AR EMCON 2		2	X						
19	*R070 Tanker AAR Breakaway or Emer Sep	1	2							X
20	R140 Tanker Manual Contacts	1	1							X
21	*R160 Radio Silent Breakaway		0	X						
22	R165 Radio Silent AAR		7	X						
23	R180 Radio Silent Visual Signals		7	X						
24	R190 Drogue System Operation		9	X						
25	*R195 WARP System Operation		1	X						
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		0	X						
29	Q023 Receptacle Equip'd Night Ftr Cert		0	X						

GENERAL COMMENTS:

Overview: Night 10v10.

Pre Brief: A1C MB showed on time and attempted to review the FCIF's on GTIMS. Due to GTIMS being down we discussed signing off the order. During the brief he gave good egress and ATP-56 briefs.

Pre Flight: A1C MB reviewed the forms without error. I did however ask several questions about the ER and how to make sure write ups were closed out. He was able to answer the questions about the write ups but needed instruction on the ER. Weight and balance was accomplished without error. Throughout the rest of his preflight his only error was forgetting to close the ARO window after the inspection. Throughout his preflight he found 4 bad oxygen masks all of which had comm problems. He also seemed to have a good handle on Addenda A items.

Flight: A1C MB accomplished a total of 10 night contacts. All of which were done in a good manner with minimal instruction. He completed several boom limit demo's and gave the wrong limits on a couple occasions. After the last contact he completed a practice emergency separation without error.

After Landing/Parking: Taxi practice was completed with A1C MB giving distance calls from both door 1L and 1R. Accomplished per the -1. We discussed what needs to be checked within the ARO as well

Overall Grade	G	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		TSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Flying Tasks KC-10 BBQ Default - Major - Minor	Count	Total Count	NG	F	B	1	U	S	P	Rank A1C	Student MB
										Rank TSgt	Instructor
# Mission Elements										Instructor	

as selectively disarming doors.

Strengths: A1C MB demonstrates good boom control during AR.

Weaknesses: None noted on this sortie.

Recommendations: A1C MB is now signed off on R130 Night Contacts, P005 Taxi Exercise, and R140 TMO contacts. He should continue working to clean up the remaining open items in his folder.

REVIEW COMMENTS:

Role: Next IP

MB **Role: Student**

Role: Next IP

Overall Grade	G	Instructor Signature TSgt	Student's Initials MB	Supervisor's Initials	Next Instr Initials

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

S-05 / Sortie #5

Msn	Position	Duration	Date
S-05	1 of 1	2.9	29-Aug-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

▬ - Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	12							X
3	P360 Mission Planning and Briefing	1	12							X
4	*P366 Checklist Procedures	1	4							X
5	P367 Crew Coordination	1	4							X
6	*P373 Equipment Operation	1	5							X
7	*P378 Communications	1	5							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	12						X	
10	*P361 Preflight, Cockpit Prep, Engine St	1	5						X	
11	P005 Taxi Exercise	1	9							X
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day	1	12							X
14	R120 & R130 Heavy Receiver, Night	1	17							X
15	R120, R125, R150 Fighter, Day	5	5						X	
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1	1	4							X
18	*N012 Rendezvous and AR EMCON 2	1	3							X
19	*R070 Tanker AAR Breakaway or Emer Sep	1	3							X
20	R140 Tanker Manual Contacts	1	2							X
21	*R160 Radio Silent Breakaway		0	X						
22	R165 Radio Silent AAR		7	X						
23	R180 Radio Silent Visual Signals		7	X						
24	R190 Drogue System Operation	1	10							X
25	*R195 WARP System Operation	1	2							X
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		0	X						
29	Q023 Receptacle Equip'd Night Ftr Cert		0	X						

GENERAL COMMENTS:

MISSION PROFILE:

Day fighters F-16's (Thunderbirds) 5 contacts

A1C MB and I pre-briefed as well as crew briefed the day prior to his this flight. We went over ever step in the -1 using the aircraft diagram on the white board. He also gave a thorough door brief. On flight day he showed 15 minutes prior to check his FCIF's. He gave the egress brief and the ATP-56 review. Upon arriving at the aircraft he reviewed the 781's and began the -1 pre-flight. He accomplished all steps without error. He completed his zero fuel and Form-F without error. A1C MB completed the Prep for Contact checklist without error. Another instructor demonstrated the first describing the distances. After his contact I put him in the seat. I only covered the sticks for the first contact because he over shot the receptacle by a little bit. For the remainder of his contacts he required minimal verbal corrections. He completed his Post AR Checklist without error. We then spent approx. 45 minutes in the pattern. He accomplished his after landing/parking without error.

STRENGTHS:

A1C MB has exceptional boom control. He requires minimal coaching and is able to correct any minor issues very quickly.

WEAKNESSES:

A1C MB only issue was keeping up with the radios between all the fighters and the tanker pilots.

RECOMMENDATIONS:

A1C MB needs one more day fighter flight

Overall Grade	E	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

AT-08 / Academic Training #8

Msn	Position	Duration	Date
AT-08	of	4.0	02-Sep-2013

Platform	Squadron	Class	Status
GT	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

▬ - Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	N	A
1	ACADEMIC TRAINING EVENTS				
2	P373 Equipment Operation	1	8	X	
3	A016 AFRC Assoc Prgm Orient Indoc	1	8	X	
4	A017 Regulation/Directive Knowledge & Use	1	13	X	
5	P360 Mission Planning and Briefing	1	13		X
6	G080 Communication Procedures	1	8		X
7	P350 Main Cabin Door Procs (Dep & Arr)	1	13	X	
8	P361 Preflight, Cockpit Prep, and Eng St	1	8	X	
9	P005 Taxi Exercise	1	10	X	
10	N011 Rendezvous and AR EMCON 1	1	8	X	
11	N012 Rendezvous and AR EMCON 2	1	8	X	
12	N013 Rendezvous and AR EMCON 3	1	8	X	
13	N014 Rendezvous and AR EMCON 4	1	8	X	
14	R160 Radio Silent Breakaway	1	8	X	
15	R165 Radio Silent AAR	1	8	X	
16	R180 Radio Silent Visual Signals	1	8	X	
17	R190 Droque System Operation	1	11	X	
18	R195 WARP System Operation	1	8	X	
19	G190 Aircraft Servicing	1	8	X	

GENERAL COMMENTS:

ACADEMIC TRAINING: This was a classroom discussion covering mission planning/briefing and communication procedures.

A1C MB participated well during this classroom discussion.

STRENGTHS: A1C MB maintains a good attitude toward training. He listens well and retains information fast.

WEAKNESSES: None noted.

RECOMMENDATIONS: A1C MB should continue to study his -1 and Vol 3.

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt			

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

S-06 / Sortie #6

Msn	Position	Duration	Date
S-06	1 of 1	5.2	09-Sep-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
MSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	14							X
3	P360 Mission Planning and Briefing	1	14							X
4	*P366 Checklist Procedures	1	5							X
5	P367 Crew Coordination	1	5							X
6	*P373 Equipment Operation	1	6							X
7	*P378 Communications	1	6							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	14							X
10	*P361 Preflight, Cockpit Prep, Engine St	1	6							X
11	P005 Taxi Exercise	1	11							X
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day		12	X						
14	R120 & R130 Heavy Receiver, Night		17	X						
15	R120, R125, R150 Fighter, Day	16	21							X
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1	1	5							X
18	*N012 Rendezvous and AR EMCON 2	1	4							X
19	*R070 Tanker AAR Breakaway or Emer Sep		3	X						
20	R140 Tanker Manual Contacts		2	X						
21	*R160 Radio Silent Breakaway		0	X						
22	R165 Radio Silent AAR		8	X						
23	R180 Radio Silent Visual Signals	1	9							X
24	R190 Drogue System Operation	1	12							X
25	*R195 WARP System Operation		2	X						
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert	16	16				X			
29	Q023 Receptacle Equip'd Night Ftr Cert		0	X						

GENERAL COMMENTS:

MISSION PROFILE: Gucci 10 flew an AM 9th ARS sortie with the following activities:
F-16C (Thunderbirds and others)
F-15C
F-15E
A1C MB training included sixteen (16) day fighter contacts on Track 625H. This was part of an exercise involving the T-Birds and various aggressors.

COMMENTS:
Mission Planning: A1C MB completed all phases of mission planning without error. His egress brief and ATP-56 review were also accomplished without error. We briefed at the 9th ARS and he arrived fifteen minutes early on the day of the sortie as well as being on time for the day prior briefing.

Pre-flight: The pre-flight was conducted in a proficient manner. He was introduced to the IPAD weight and balance software and is now more familiar with this method of generating a Form F. IB was impressed with A1C MB attention to detail and general knowledge.

In-Flight: A total of 16 day fighter contacts were made. A1C MB displayed remarkable boom control and all were safe and effective contacts. Communications were a serious challenge with a total of twenty fighters entering and exiting the anchor within an hour and a half. His communications skills

Overall Grade	E	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		MSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Flying Tasks KC-10 BBQ Default - Major - Minor	Count	Total Count	NG	F	B	1	U	S	P	Rank A1C Student MB Rank MSgt Instructor Instructor
# Mission Elements										

were impressive. A1C MB conducted a Centerline Drogue check proficently and the system checked good. IB emphasized the importance of triggering a Disconnect with the F-15 receivers every time that it is a receiver initiated disconnect. The tanker system must advance from contact coupled to disconnect and the three beeps must be heard in the headset every time. A1C MB understood and applied the lesson in subsequent contacts.

After landing: This CL was completed without error.

STRENGTHS: A1C MB has a strong work ethic and consistently displays a positive attitude. He was receptive to IB instruction. His training progression to date has been solid and he is receptive to constructive criticism.

WEAKNESSES: A1C MB needs to continue sharpening his systems knowledge in preparation for his check ride.

RECOMMENDATIONS: A1C MB did an excellent job overall. IB was impressed with the performance of this relatively inexperienced airman. He is humble and a pleasure to fly with. A1C MB is officially signed off on day fighters. Schedule him for the next available training sortie which will serve as his recommend ride.

REVIEW COMMENTS:

MB Role: Student

Overall Grade	E	Instructor Signature MSgt	Student's Initials MB	Supervisor's Initials	Next Instr Initials

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Individual Mission Gradesheet

S-07 / Sortie #7

Msn	Position	Duration	Date
S-07	1 of 1	3.6	20-Sep-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

- Major - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	15							X
3	P360 Mission Planning and Briefing	1	15							X
4	*P366 Checklist Procedures	1	6							X
5	P367 Crew Coordination	1	6							X
6	*P373 Equipment Operation	1	7							X
7	*P378 Communications	1	7							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)		14	X						
10	*P361 Preflight, Cockpit Prep, Engine St		6	X						
11	P005 Taxi Exercise		11	X						
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day		12	X						
14	R120 & R130 Heavy Receiver, Night		17	X						
15	R120, R125, R150 Fighter, Day		21	X						
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1	1	6							X
18	*N012 Rendezvous and AR EMCON 2		4	X						
19	*R070 Tanker AAR Breakaway or Emer Sep	1	4							X
20	R140 Tanker Manual Contacts		2	X						
21	*R160 Radio Silent Breakaway	1	1							X
22	R165 Radio Silent AAR	1	9							X
23	R180 Radio Silent Visual Signals	1	10							X
24	R190 Drogue System Operation		12	X						
25	*R195 WARP System Operation		2	X						
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		16	X						
29	Q023 Receptacle Equip'd Night Ftr Cert	1	1		X					

GENERAL COMMENTS:

MISSION PROFILE:

Night Fighters F-15's two contacts

Another Boom completed the -1 preflight and prep for contact checklists. A1C MB watched another Boom make four contacts. The first receiver that came up was very unstable and after approx 7min of attempts. He became fixated on the receiver and dropped his communications. I had to switch seats with him to offload the gas. He got back in the seat immediately following my contact. He was able to make two perfect contacts with the next receivers. His communications were great with the last two receivers. The issue with the first receiver was a mix between inexperience and a very unstable receiver. He completed the Post AR checklist with out error. Another Boom finished the remaining checklists.

STRENGTHS:

A1C MB has exceptional boom control and doesn't allow himself to get easily frustrated.

WEAKNESSES:

A1C MB lack of experience led to him fixating on his receiver after it became unstable and he stopped making distance calls and receiver corrections.

RECOMMENDATIONS:

A1C MB needs one more night fighters flight.

REVIEW COMMENTS:

MB **Role: Student**

Role: Next IP

Overall Grade	E	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

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Individual Mission Gradesheet

PRE REQ EVAL / Eval Requisites

Msn	Position	Duration	Date
PRE REQ EVAL	of	18.0	25-Sep-2013

Platform	Squadron	Class	Status
ADMIN	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

- Major - Minor

#	Mission Elements	Count	Total Count	N	A
1	REQUIRED PRIOR TO EVALUATION				
2	A016 AFRC Assoc Prgm Orient Indoc	1	9		X
3	Q001 Open Book Qual Exam	1	1		X
4	Q002 Closed Book Qual Exam	1	1		X
5	Q090 Pubs Check	1	1		X
6	Ops Record Review	1	1		X

MANEUVER ITEM COMMENTS:

Q001 Open Book Qual Exam: 100% 12 Aug 13
Q002 Closed Book Qual Exam: 100% 05 Sep 13

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt			

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Individual Mission Gradesheet

S-08 / Sortie #8

Msn	Position	Duration	Date
S-08	1 of 1	4.5	26-Sep-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
TSgt	

Instructor

Flying Tasks
KC-10 BBQ Default
- Major - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	A017 Regulation/Directive Knowldge & Use	1	16							X
3	P360 Mission Planning and Briefing	1	16							X
4	*P366 Checklist Procedures	1	7							X
5	P367 Crew Coordination	1	7							X
6	*P373 Equipment Operation	1	8							X
7	*P378 Communications	1	8							X
8	GROUND OPERATIONS/TAXI									
9	P350 Main Cabin Door Procs (Dep & Arr)	1	15							X
10	*P361 Preflight, Cockpit Prep, Engine St	1	7							X
11	P005 Taxi Exercise		11	X						
12	AIR REFUELING									
13	R120 & R125 Heavy Receiver, Day	4	16							X
14	R120 & R130 Heavy Receiver, Night		17	X						
15	R120, R125, R150 Fighter, Day		21	X						
16	R120, R130, R150 Fighter, Night		0	X						
17	*N011 Rendezvous and AR EMCON 1		6	X						
18	*N012 Rendezvous and AR EMCON 2	1	5							X
19	*R070 Tanker AAR Breakaway or Emer Sep		4	X						
20	R140 Tanker Manual Contacts	4	6							X
21	*R160 Radio Silent Breakaway		1	X						
22	R165 Radio Silent AAR		9	X						
23	R180 Radio Silent Visual Signals		10	X						
24	R190 Drogue System Operation		12	X						
25	*R195 WARP System Operation		2	X						
26	PHASE IB OR PHASE II EVENTS									
27	P340 Briefing and Control of Passengers		0	X						
28	Q022 Receptacle Equip'd Day Ftr Cert		16	X						
29	Q023 Receptacle Equip'd Night Ftr Cert		1	X						

GENERAL COMMENTS:

MISSION PROFILE: Scheduled for day heavy contacts with 1 RT-135 as a receiver and tanker.

Mission Brief: Our mission brief was done the day prior to the flight due to an early show time. A1C MB accomplished both the Egress and the ATP-56 briefings with one minor error. He failed to mention the recommended 600 foot egress distance.

Preflight: As this was A1C MB recommend ride, I was very hands off with regards to his preflight. I watched him closely as he accomplished his ZFW, Form F and preflight which he accomplished without error. I occasional asked him questions he may encounter on a check ride all of which he was able to answer and reference.

In flight: During his prep for contact, he skipped the step 12 (flight cont switch....ON) which was self critiquing when he tried to lower the boom. He was able to accomplish 4 contacts with the RT-135. All contacts had excellent control.

STRENGTHS: A1C MB has excellent boom control and communication skills.

WEAKNESSES: None noted at this time.

RECOMMENDATIONS: Recommended evaluation to FB

REVIEW COMMENTS:

MB **Role: Student**

Overall Grade	G	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		TSgt	MB		

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Individual Mission Gradesheet

CHECKRIDE / Evaluation

Msn	Position	Duration	Date
CHECKRIDE	1 of 1	5.0	02-Oct-2013

Platform	Squadron	Class	Status
KC-10	9 ARS	1310T BBQ	CMP

Rank	Student
A1C	MB

Rank	Instructor
SSgt	

Instructor

Flying Tasks

KC-10 BBQ Default

- Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	NG	F	B	1	U	S	P
1	GENERAL									
2	AA01 QUAL EVAL	1	1							X

GENERAL COMMENTS:

Q-1

REVIEW COMMENTS:

MB **Role: Student**

Overall Grade	P	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		SSgt	MB		

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Individual Mission Gradesheet

CLOSEOUT / Closeout Review

Msn	Position	Duration	Date
CLOSEOUT	of	1.0	16-Oct-2013

Platform	Squadron	Class	Status
ADMIN	9 ARS	1310T BBQ	

Rank	Student
A1C	MB

Rank	Instructor
Maj	

Instructor

Flying Tasks

KC-10 BBQ Default

▬ - Major ⊏⊐ - Minor

#	Mission Elements	Count	Total Count	N	A
1	REQUIRED PRIOR TO GRADUATION				
2	FTU Chief Review	1	1		X

GENERAL COMMENTS:

- See individual flight grade sheets for strengths and weaknesses.

- See syllabus attachments for waivers and MFRs

-Overall Performance: A1C MB overall performance was satisfactory.

Overall Grade	A	Instructor Signature	Student's Initials	Supervisor's Initials	Next Instr Initials
		M.j			

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Dotsheet Report

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Name of Student (Rank Last, First, Middle Initial)	*Syllabus*	*Unit*
SrA MB	**KC-10 BBQ v. 0.994**	**9 ARS**

Class	*Decription*
1310T BBQ	**KC-10 Boom Operator (Basic) Initial Qualification Course**

Activity Date Range		Activity	Number Successes
10/2/2013 3:49:26 PM	10/2/2013 3:49:26 PM	AC SYS REF -MR G220C	1
10/2/2013 3:49:26 PM	10/2/2013 3:49:26 PM	CONTACTS R120	4
10/2/2013 3:49:26 PM	10/2/2013 3:49:26 PM	QUAL EVAL AA01J	1
10/2/2013 3:49:26 PM	10/2/2013 3:49:26 PM	REFRESHER BOT G292	1

Produced electronically by TIMS

Unsuccessful Activity

Date Run: Thu, 10-Nov-2016 (15:26)

Full Jacket Summary

Page: 1 of 1

Unit: 9 ARS
Phase: NA\NA
Syllabus: KC10 In Syllabus: KC-10 BBQ 0.994
Class: 1310T BBQ

Student: **SrA** MB

Flight	Status	Date	NG	F	B	1	U	S	P	Instructor	Type
S-01	CMP	Aug 09 2013	16					9			F - KC-10
S-02	CMP	Aug 13 2013	13					5	7		F - KC-10
S-03	CMP	Aug 14 2013	12					8	5		F - KC-10
S-04	CMP	Aug 22 2013	12					7	6		F - KC-10
S-05	CMP	Aug 29 2013	7					3	15		F - KC-10
S-06	CMP	Sep 09 2013	10			1			14		F - KC-10
S-07	CMP	Sep 21 2013	13	1					11		F - KC-10
S-08	CMP	Sep 27 2013	14						11		F - KC-10
CHECKRIDE	CMP	Oct 02 2013							1		F - KC-10
			97	**1**		**1**		**32**	**70**		

Student Grade By Unit

Date Prepared: Nov 10 2016
Unit/Category: 00 / EVAL
Base: Travis AFB
Name: SrA MB
Flight:
Assigned IP:
Media: Flight
TIMS ID:
Course: KC-10 BBQ v. 0.994
Squadron: 9 ARS
Class: 1310T BBQ

		Overall Grade	CHECKRIDE	02-Oct-2013
1	GENERAL			P
2	AA01 QUAL EVAL			P

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Student Grade By Unit

Date Prepared: Nov 10 2016
Unit/Category: 00 / FLY
Base: Travis AFB
Name: SrA MB
Flight:
Assigned IP:
Media: Flight
TIMS ID:
Course: KC-10 BBQ v. 0.994
Squadron: 9 ARS
Class: 1310T BBQ

			S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09
			08-Aug-2013	12-Aug-2013	13-Aug-2013	21-Aug-2013	29-Aug-2013	09-Sep-2013	20-Sep-2013	26-Sep-2013	
		Overall Grade	G	G	G	G	E	E	E	G	
1	GENERAL										
2	A017 Regulation/Directive Knowldge & Use	5	S	S	S	S	P	P	P	P	
3	P360 Mission Planning and Briefing	5	S	S	S	S	P	P	P	P	
4	*P366 Checklist Procedures	5	S	NG	S	S	P	P	P	P	
5	P367 Crew Coordination	5	S	NG	S	S	P	P	P	P	
6	*P373 Equipment Operation	5	S	S	S	S	P	P	P	P	
7	*P378 Communications	5	S	P	P	P	P	P	P	P	
8	GROUND OPERATIONS/TAXI.										
9	P350 Main Cabin Door Procs (Dep & Arr)	5	S	S	S	S	S	P	NG	P	
10	*P361 Preflight, Cockpit Prep, Engine St	5	S	S	S	S	S	P	NG	P	
11	P005 Taxi Exercise	0	NG	NG	NG	P	P	P	NG	NG	
12	AIR REFUELING										
13	R120 & R125 Heavy Receiver, Day	5	S	P	P	NG	P	NG	NG	P	
14	R120 & R130 Heavy Receiver, Night	5	NG	NG	S	P	P	NG	NG	NG	
15	R120, R125, R150 Fighter, Day	5	NG	NG	NG	NG	S	P	NG	NG	
16	R120, R130, R150 Fighter, Night	5	NG	NG	NG	NG	NG	NG	NG	NG	
17	*N011 Rendezvous and AR EMCON 1	5	NG	P	P	P	P	P	P	NG	
18	*N012 Rendezvous and AR EMCON 2	5	NG	P	P	NG	P	P	NG	P	
19	*R070 Tanker AAR Breakaway or Emer Sep	5	NG	P	NG	P	P	NG	P	NG	
20	R140 Tanker Manual Contacts	5	NG	NG	NG	P	P	NG	NG	P	
21	*R160 Radio Silent Breakaway	5	NG	NG	NG	NG	NG	NG	P	NG	
22	R165 Radio Silent AAR	5	NG	NG	NG	NG	NG	NG	P	NG	
23	R180 Radio Silent Visual Signals	5	NG	NG	NG	NG	NG	P	P	NG	
24	R190 Drogue System Operation	5	NG	P	P	NG	P	P	NG	NG	
25	*R195 WARP System Operation	5	NG	P	NG	NG	P	NG	NG	NG	
26	PHASE IB OR PHASE II EVENTS										
27	P340 Briefing and Control of Passengers	5	NG	NG	NG	NG	NG	NG	NG	NG	
28	Q022 Receptacle Equip'd Day Ftr Cert	2	NG	NG	NG	NG	NG	1	NG	NG	
29	Q023 Receptacle Equip'd Night Ftr Cert	2	NG	NG	NG	NG	NG	NG	F	NG	

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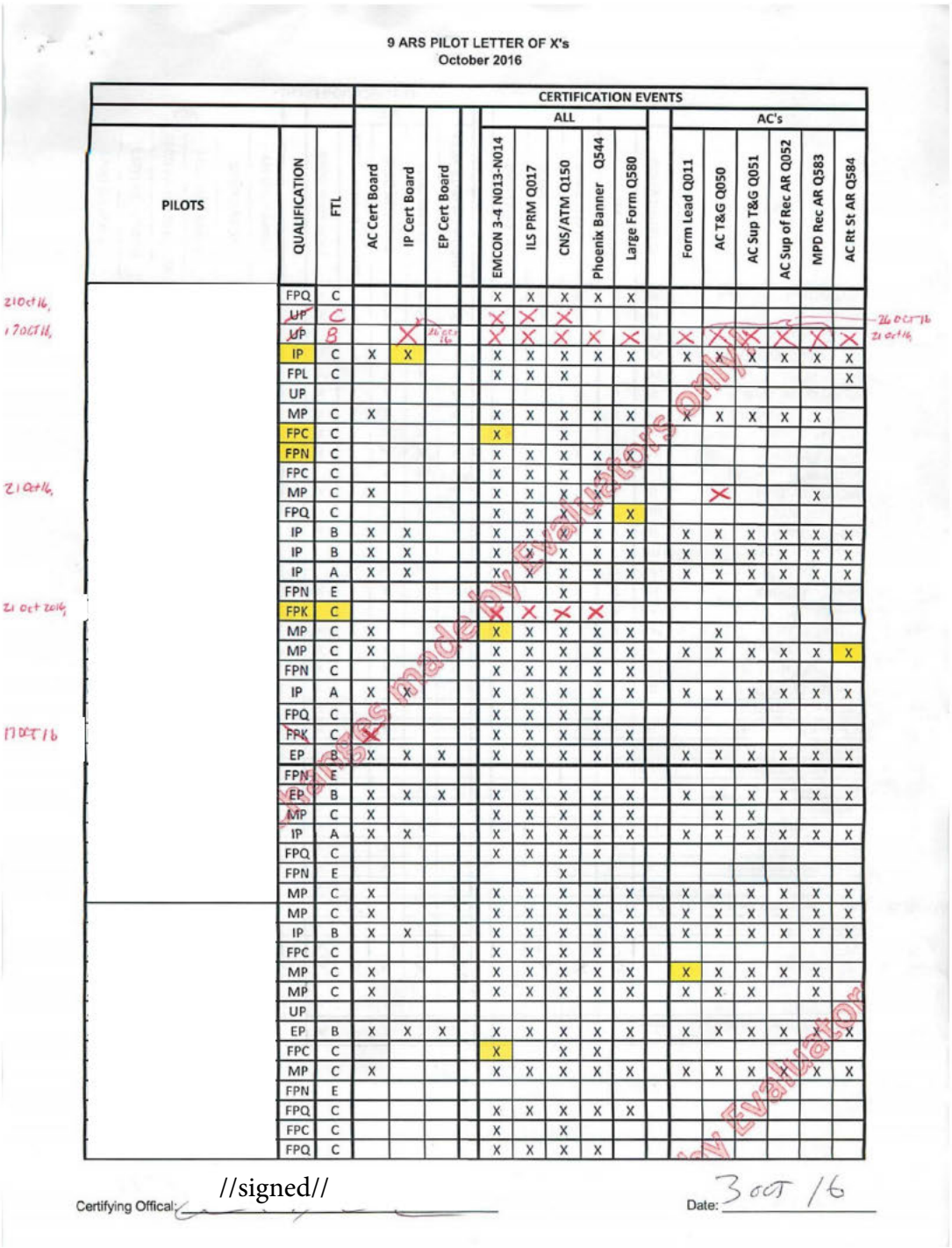
G3. LETTER OF Xs

All annotations on the Letter of Xs were made by the 9 ARS and is presented in the condition received by SIB. The markings do not indicate any analysis by the SIB.



9 ARS PILOT LETTER OF X's
October 2016

PILOTS	QUALIFICATION	FTL	CERTIFICATION EVENTS: AC Cert Board	IP Cert Board	EP Cert Board	ALL: EMCON 3-4 N013-N014	ILS PRM Q017	CNS/ATM Q150	Phoenix Banner Q544	Large Form Q580	AC's: Form Lead Q011	AC T&G Q050	AC Sup T&G Q051	AC Sup of Rec AR Q052	MPD Rec AR Q583	AC Rt St AR Q584
	FPQ	C				X	X	X	X	X						
	~~UP~~	~~C~~				X	X	X								
	~~UP~~	~~B~~		X		X	X	X	X	X	X	X	X	X	X	X
	IP	C	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPL	C				X	X	X								X
	UP															
	MP	C	X			X	X	X	X	X	X	X	X	X	X	
	FPC	C				X		X								
	FPN	C				X	X	X	X	X						
	FPC	C				X	X	X	X							
	MP	C	X			X	X	X	X			X			X	
	FPQ	C				X	X	X	X	X						
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPN	E						X								
	FPK	C				X	X	X	X							
	MP	C	X			X	X	X	X	X		X				
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X
	FPN	C				X	X	X	X	X						
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPQ	C				X	X	X	X							
	~~FPK~~	~~C~~	X			X	X	X	X	X						
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	FPN	E														
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	MP	C	X			X	X	X	X	X		X	X			
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPQ	C				X	X	X	X							
	FPN	E						X								
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPC	C				X	X	X	X							
	MP	C	X			X	X	X	X	X	X	X	X	X	X	
	MP	C	X			X	X	X	X	X	X	X	X		X	
	UP															
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	FPC	C				X		X	X							
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X
	FPN	E														
	FPQ	C				X	X	X	X	X						
	FPC	C				X		X								
	FPQ	C				X	X	X	X							

Certifying Offical: //signed// Date: 30 OCT 16

Remarks made by Evaluators Only

9 ARS PILOT LETTER OF X's
October 2016

PILOTS	QUALIFICATION	FTL	CERTIFICATION EVENTS: AC Cert Board	IP Cert Board	EP Cert Board	ALL: EMCON 3-4 N013-N014	ILS PRM Q017	CNS/ATM Q150	Phoenix Banner Q544	Large Form Q580	AC's: Form Lead Q011	AC T&G Q050	AC Sup T&G Q051	AC Sup of Rec AR Q052	MPD Rec AR Q583	AC Rt St AR Q584
	IP	C	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	UP															
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X
MP	MP	C	X			X	X	X	X	X		X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
10 Oct 16,	~~EP~~ IP	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPC	C				X	X	X	X							
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPQ	C				X	X	X	X							
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	UP															
	FPN	C					X	X	X							
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	FPN	E														
21 Oct 16,	~~FPN~~	C				X	X	X	X	X						
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X		X		X	X	X	X	X	X	X
	UP															
	FPQ	C				X	X	X	X	X						
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X
	EP	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MCP	IP	C	X	X		X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
	FPQ	C				X	X	X	X	X						
17 OCT 16,	~~UP~~	C				X	X	X	X							
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X
now 19/0	IP	C	X	X		X	X		X	X	X	X	X	X	X	X
19 OCT 16,	IP	B	X	X		X	X	X	X	X	X	X		X	X	X
								21 Oct 2016,								
	UP					X	X	X		X						

13 NOV

Changes made 19

Certifying Offical: //signed//

Date: 30 OCT 16

9 ARS FE LETTER OF X's
October 2016

			CERTIFICATION EVENTS				
FLIGHT ENGINEERS	QUAL LVL	FLT TL	IF Cert Board	EF Cert Board	CNS/ATM Q150	EMCON 3/4	PHOENIX BANNER
	UF		X			X	X
	IF	B	X		X	X	X
	EF	B	X	X	X	X	X
	MF	C			X	X	X
MFE	EF	B	X	X	X	X	X
	IF	B	X		X	X	X
	FF	C			X	X	X
	IF	B	X		X	X	X
	IF	A	X		X	X	X
	IF	B	X		X	X	X
	MF	C			X	X	X
	MF	C			X	X	X
	UF						
	MF	C			X	X	X
	MF	C			X	X	X
	IF	B	X		X	X	X
	IF	A	X	X	X	X	X
	EF	A	X	X	X	X	X
	MF	C			X	X	X
	IF	B	X		X	X	X
	IF	B	X		X	X	X
	MF	C			X	X	X
	MF	C			X	X	
	EF	A	X	X	X	X	X
	UF						
	EF	A	X	X	X	X	X
	IF	B	X		X	X	X
	UF	C				X	
	FF	C			X	X	X
	IF	A	X		X	X	X
	UF						
	UF						
	MF	C			X	X	X
	MF	C			X	X	X
	IF	B	X		X	X	X
	MF	C			X	X	X
	MF	C			X	X	X
	MF	C			X	X	X

Made by Evaluators only!

11 Oct 16;

8 Nov 2016

19%

21 Oct 16,

Certifying Official: //signed//

Date: 3 Oct 16

9 ARS BOOM LETTER OF X's
October 2016

BOOMS	QUAL LVL	FLT TL	CERTIFICATION EVENTS: IB Cert Board	EB Cert Board	EMCON 3/4	DAY FIGHTER	NIGHT FIGHTER	PHOENIX BANNER
	MB	C			X	X	X	X
	MB	C			X	X	X	X
	MB	C			X	X	X	
	IB	A	X		X	X	X	X
	MB	C			X	X	X	X
	IB	B	X		X	X	X	X
	MB	C			X	X	X	X
	IB	B	X		X	X	X	X
	IB	A	X		X	X	X	X
	MB	C			X	X	X	X
	MB	C			X	X	X	X
	IB	B	X		X	X	X	X
	IB	B	X		X	X	X	X
	EB	A	X	X	X	X	X	X
	MB	C			X	X	X	X
	MB	C			X	X	X	
	IB	B	X		X	X	X	X
	IB	B	X		X	X	X	X
11 OCT 16	UB	C						
	MB	C			X	X	X	X
	MB	C			X	X	X	X
	IB	A	X		X	X	X	X
	IB	A	X		X	X	X	X
	MB	C			X	X	X	
	MB	C			X	X	X	X
	UB							
	FB	C						
	MB	C			X	X	X	X
MB	MB	C			X	X	X	X
	MB	C			X	X	X	
	IB	B	X		X	X	X	X
	MB	C			X	X	X	X
	IB	C	X		X	X	X	X
	EB	A	X	X	X	X	X	X
	IB	B	X		X	X	X	X
11 OCT 16	MB	C			X	X	X	
	UB				X	X	X	X
	MB	C			X	X	X	X
	MB	C			X	X	X	X
	EB	B	X	X	X	X	X	X
	MB	C			X	X	X	X
11 OCT 16	FB	C			X	X	X	
11 OCT 16	UB							
26 OCT 16	EB	A	X	X	X	X	X	X

Trainees made by evaluators only

Certifying Official: //signed// Date: 3 OCT 16

TAB H

EGRESS, AIRCREW FLIGHT EQUIPMENT (AFE), IMPACT, AND CRASHWORTHINESS ANALYSIS

H1. MEMORANDUM FOR RECORD 2

H1. MEMORANDUM FOR RECORD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

15 December 2016

MEMORANDUM FOR RECORD

FROM: KC-10A Class A SIB/BP

SUBJECT: Tab H, KC-10A Class A, 1 November 2016

No data was available for Tab H; Egress, Aircrew Flight Equipment (AFE), Impact, And Crashworthiness Analysis.

//SIGNED//

Colonel, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB I

DEFICIENCY REPORTS

I1. MEMORANDUM FOR RECORD 2

I1. MEMORANDUM FOR RECORD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

7 December 2016

MEMORANDUM FOR RECORD

FROM: KC-10A Class A SIB/BP

SUBJECT: Tab I, KC-10A Class A, 1 November 2016

No data was available for Tab I; Deficiency Reports.

//SIGNED//

Colonel, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB J

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J1. AFRL INITIAL ACCELEROMETER, WIRING, AND BOLT TEST RESULTS

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

29 Nov 2016
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 01 Nov 16 involving a(n) KC-**10 83-0008**.
(Mishap Date) *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

Signature

DR-IV
Print Full Name and Rank/Grade

Contact Information

[X] Work [ ] Home

Street:

City, State, Zip Code:

Phone Number: DSN:

Email Address:

Non-Disclosure Agreement - Safety Investigation -585987 1/1

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

____15 Dec 2016_____
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

_____
Signature

____ CTR-UDRI_____
Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number: _____ DSN: _____

Email Address:

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

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15 Dec 2016
(Date)

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investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

Signature

GS-04
Print Full Name and Rank/Grade

Contact Information

[X] Work [ ] Home

Street: _____ _____

City, State, Zip Code: _____ _____

Phone Number: _____ _____ DSN: _____ _____

Email Address:

_____ _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

15 Dec 2016
(Date)

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2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

Signature

Print Full Name and Rank/Grade

Contact Information

[X] Work [ ] Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

15 Dec 2016
(Date)

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2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 ***(Mishap Date)*** involving a KC-10A 83-0080 ***(Equipment & Serial Number)***

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth

Signature

Print Full Name and Rank/Grade

Contact Information

[X] Work [ ] Home

Street: _____ _____

City, State, Zip Code: _____ _____

Phone Number: ___ ___ DSN: _____

Email Address: _____ _____

MEMORANDUM FOR

University of Dayton Research Institute
(Non-Air Force technical expert's full name and company/organization)

FROM:
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: _____ January 23, 2017
(SIB President) ***(Date)***

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

_____
(Technical expert's signature block)

Technical Expert's Contact Information

X Work □ Home
Street: _____
City, State, Zip
Phone Number: DSN: N/A
Email Address: _____

MEMORANDUM FOR

AFRL/RXSA

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: _____ 24 Jan 2017
(SIB President) ***(Date)***

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

_____
(Technical expert's signature block)
NDE Program Manager/Senior Analyst
UTC

Technical Expert's Contact Information

□ Work □ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

VDRT

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

_____
(SIB President's signature block)

1st Endorsement

To: _____ 1-24-17
(SIB President) ***(Date)***

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

_____
(Technical expert's signature block)

Technical Expert's Contact Information

□ Work ☑ Home
Street: ___ _____ _____
City, State, Zip Code: _____
Phone Number:_ _____ DSN:_____
Email Address:_ _____

MEMORANDUM FOR

AFRL

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

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(Technical expert's signature block)

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□ Work □ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

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//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

✓ Work □ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

J2. AFRL INITIAL HOIST CABLE ANALYSIS

Analysis of KC-10A Boom Accelerometer and Mounting Structure

Presented to AFSAS 585987
Maintenance Member
CMSgt
14 DEC 2016

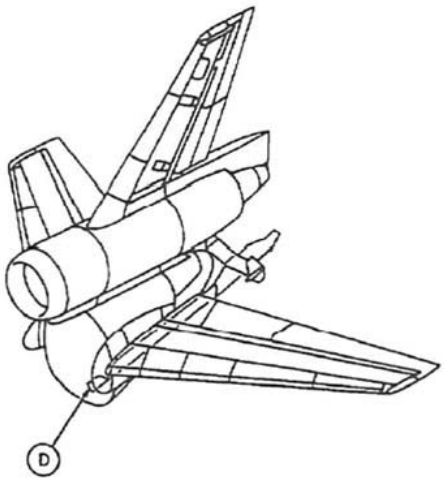
Integrity ★ Service ★ Excellence

AFRL/RXSA

1

Outline

- Components received
- Visual exam of structure
- Aft left bolt, slot, washer
- Preliminary harness & accelerometer examination
- Conclusions
- Recommendations
- *BLUF:*
- *No compelling evidence of primary (causal) damage yet identified.*



2

Components Received

Incident Hardware
- **Boom Structure**
- **Accelerometer (S/N 263)**
- **Attachment Bolts, Washers**
- **Electrical Harness**

Exemplar Hardware
- **Accelerometer (S/N 215)**
- **Unused Bolts**

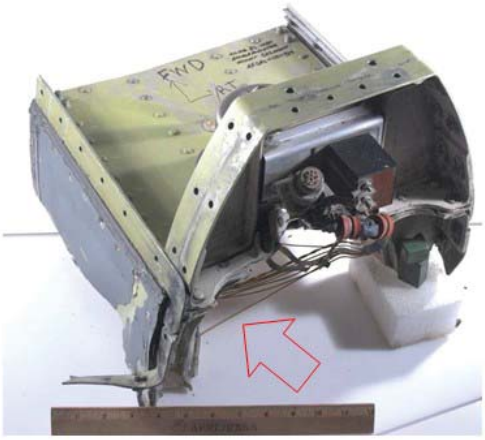
3

Structure Visual Exam

Contact damage noted to the left hand underside near the accelerometer attachment.

Gap in Structure

Left hand nutplates absent.



4

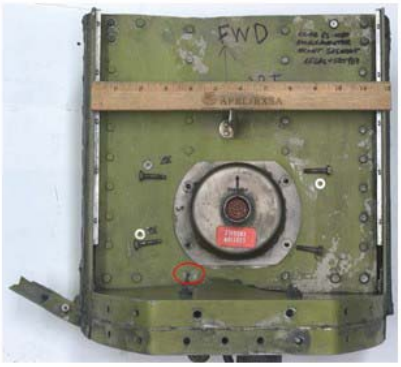
Structure Visual Exam

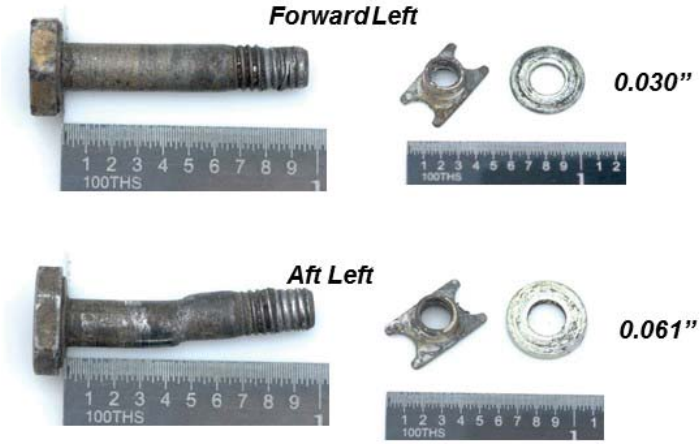
Fastener head missing aft of accelerometer

Left hand bolts threads stripped

Aft left bolt deformed in shear

Inconsistent washer thicknesses

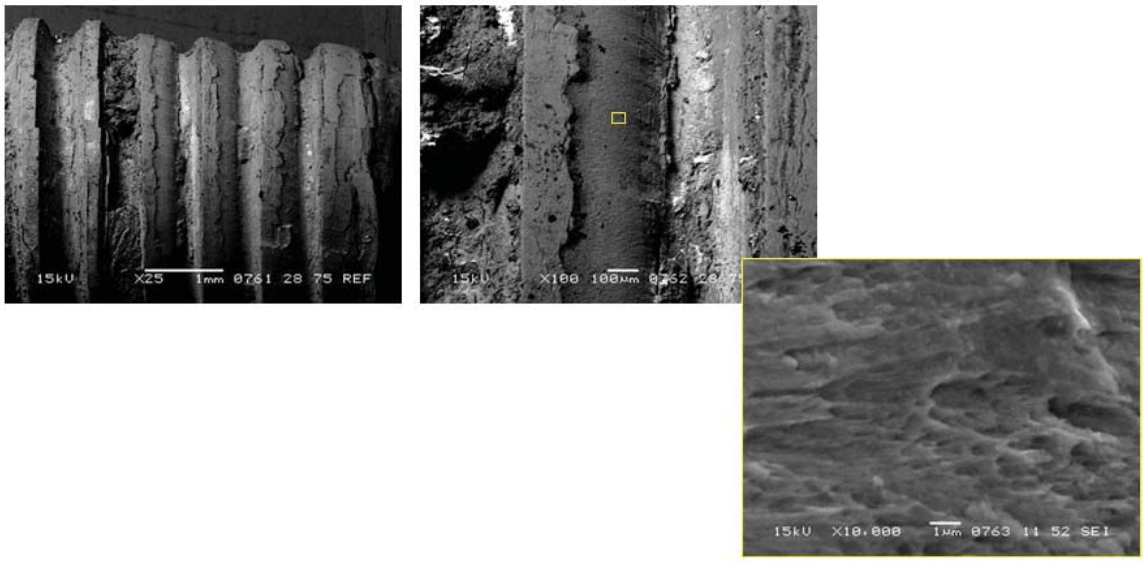




5

Aft Left Bolt

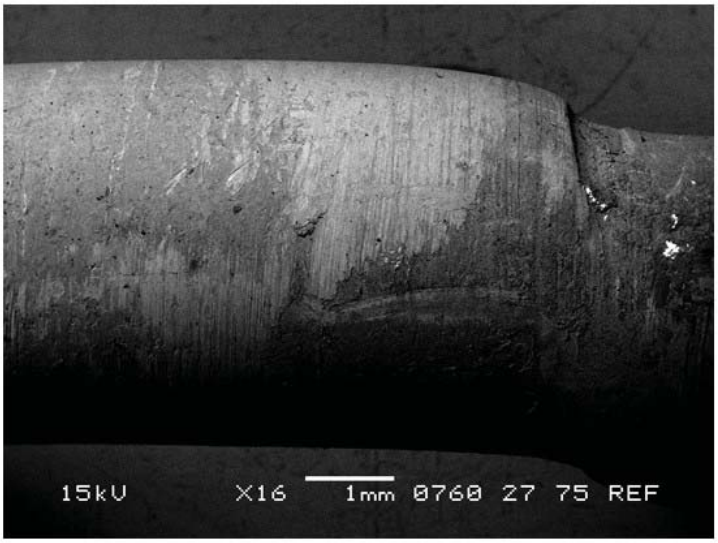
Axial stripping of threads



6

Aft Left Bolt

Shear deformation of shank



7

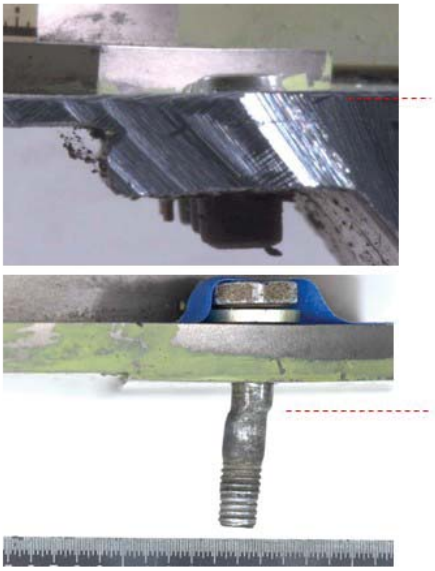
Aft Left Bolt

Shear deformation of shank aligns with gap in aft structure.

Measured hardness (55 HR30N) correlates with 161 ksi UTS.

NAS 1303 bolt requirement is 160 – 180 ksi.

View from Forward looking Aft

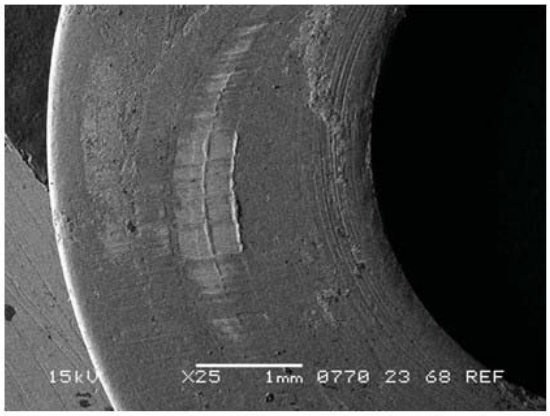


8

Aft Left Washer

Impression on washer matches end of elongated (aft left) slot.

Indicates fastener was torqued at time of lateral impact.



View from Bottom Looking Upward

9

Aft Left Slot Deformation

Deformation noted on upper edges of aft slot.

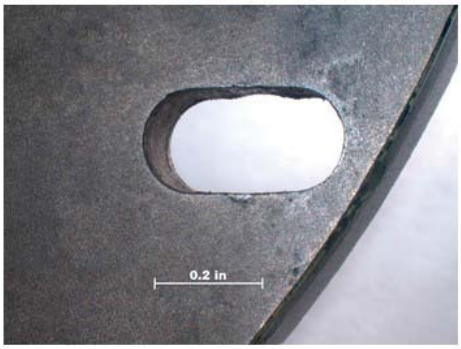
- **both front and aft edges**

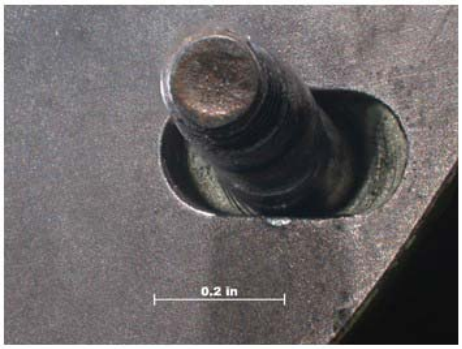
View from Top Looking Downward

10

Aft Left Slot Deformation

Impression on underside of slot are less pronounced.





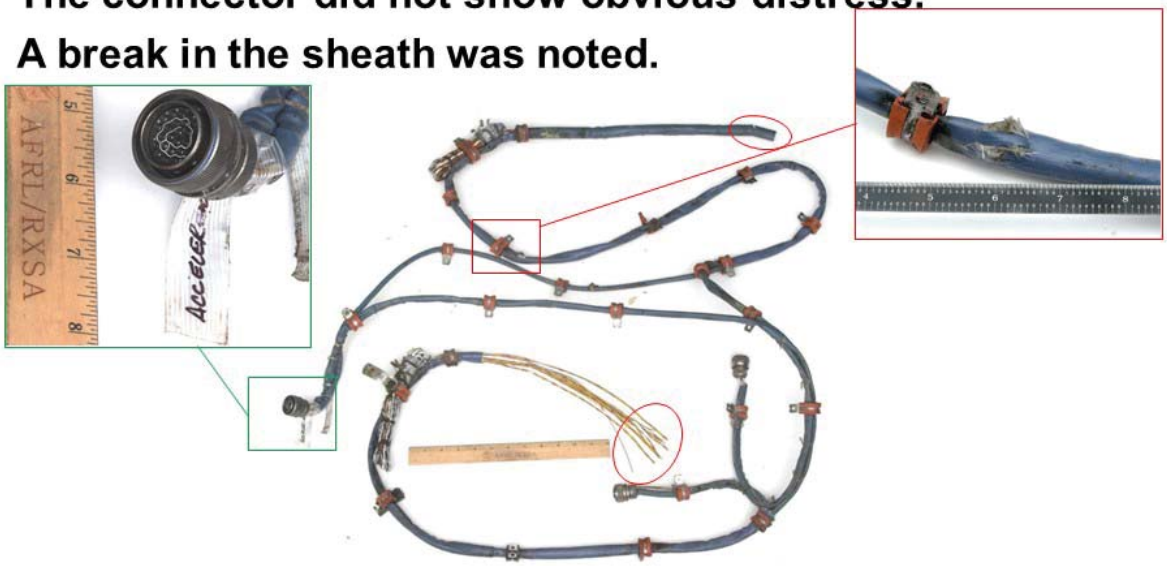
View from Bottom looking Upward

11

Harness Visual Exam

The connector did not show obvious distress.

A break in the sheath was noted.



The cut ends (indicated by the ovals) were stripped to enable electrical testing.

12

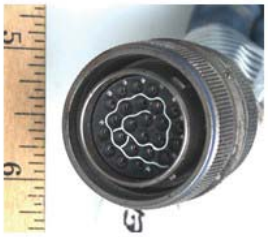
Harness Electrical Testing

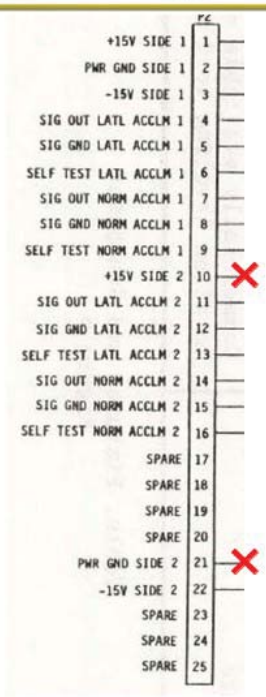
Continuity was measured from each connector socket to the cut end.

- **Pins 10 and 21 showed no continuity.**

Continuity from each connector socket to every other socket (and the housing) was measured.

- **No shorts identified (except intermittent between 10 and 21)**





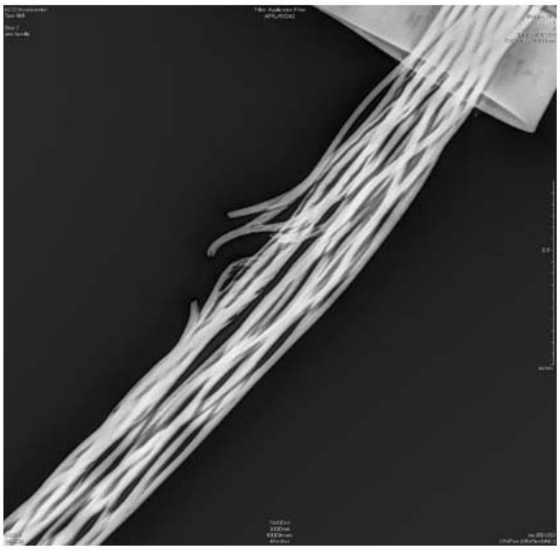
TO 28-72-01 Fig 7.

13

Harness Radiography

Radiographic examination of the wire showed 4 wires broken at the same location.

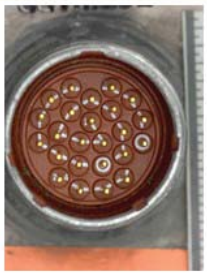
Request permission to disassemble harness at this location to assess whether this damage is primary vs secondary.



14

Accelerometer Electrical Testing

- Resistances were measured across the pins for both accelerometers
  - At two ranges
  - Both forward and reverse bias
- No significant difference between the four channels within each unit yet noted.
- More detailed data review pending.



Incident S/N 263

Exemplar S/N 215

	Pin +	Pin -
R of + 15 VDC to gnd	1	2
R of - 15 VDC to gnd	3	2
R between +15 VDC and -15 VDC	1	3
R of output	4	5
R of positive output to gnd	4	2
R of negative output to gnd	5	2
R of self test to gnd	6	2
R of output	7	8
R of positive output to gnd	7	2
R of negative output to gnd	8	2
R of self test to gnd	9	2
R of + 15 VDC to gnd	10	21
R of - 15 VDC to gnd	22	21
R between +15 VDC and -15 VDC	10	22

	Pin +	Pin -
R of output	11	12
R of positive output to gnd	11	21
R of negative output to gnd	12	21
R of self test to gnd	13	21
R of output	14	15
R of positive output to gnd	14	21
R of negative output to gnd	15	21
R of self test to gnd	16	21
R between Side 1 gnd and Side 2 gnd	2	21
R between Side 1 +15 V and Side 2 +15 V	1	10
R between Side 1 -15 V and Side 2 -15 V	3	22
R between + outputs of Side 1 L&N	4	7
R between + outputs of Side 2 L&N	11	14
R between Side 1 gnd and case	2	case
R between Side 2 gnd and case	21	case

15

Computed Tomography

- **Two loose screws were noted within the sealed incident accelerometer.**
- **Permission received to section into case to examine the screws to determine if damage is primary or secondary.**
- ***Sectioning would compromise ability to measure accelerometer response.***

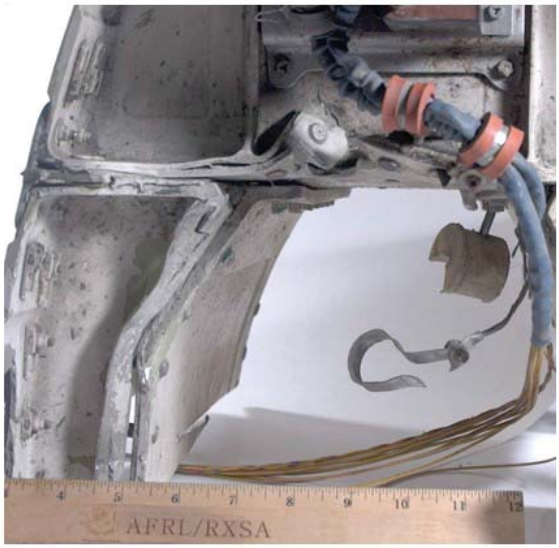
16

Conclusions

Aft Left bolt distress occurred in two modes:

- **Axial stripping of threads**
- **Shear deformation of shank**

The timing of the distress is unclear, but seems related to damage to the aft end of the fixed boom.



View from Aft looking Forward

17

Recommendations

18

MATERIALS & MANUFACTURING DIRECTORATE

J2. AFRL INITIAL HOIST CABLE ANALYSIS

Analysis of

KC-10A Boom Hoist Cable Fracture

Presented to AFSAS 585987
Maintenance Member

CMSgt

01 DEC 2016

AFRL/RXSA

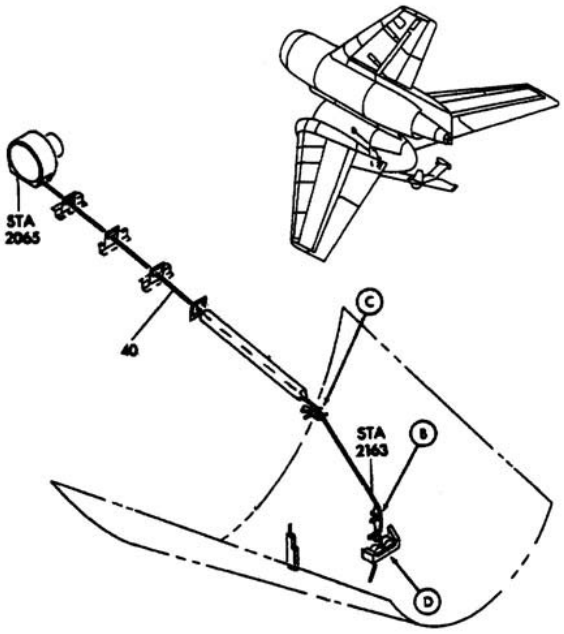
Integrity ★ Service ★ Excellence

1

Outline

- Cable Specification
- Visual Observations
- Fractographic Analysis
- Composition Analysis
- Metallographic Analysis
- Conclusions
- Potential Next Steps

BLUF: All evidence shows failure in overload.



2

Cable Construction Specification

Cable Specification

Email from shows the P/N S4913809KF9313 cable is 3/8 inch flexsteel of 7x31 construction, zinc coated, 93 13/32" long.

Boeing Process Specification (DPS 3.08BJ, Swaged Cable Assemblies) references DMS 2187F Wire Rope, Aircraft, 7 X 31 Warrington-Seale, Independent Wire Rope Center (IWRC)

3.3 Construction – Wire rope shall be 7 X 31 Warrington-Seale construction with a right hand twist, regular lay and preformed with a flexible metallic Independent Wire Rope Core (IWRC) as defined in RR-W-410. The rope shall have seven strands, each strand having 31 wires, making a rope total of 217 wires.

3.3.1 Core Construction - The core shall have seven strands, each strand having seven wires, for a total of 49 wires in the core. The core shall be fabricated from the same material as the rope strands.

3.3.2 Strand Construction - Each of the six strands of the wire rope shall have a one wire center, six wire inner layer, 12 wire intermediate layer and 12 wire outer layer. The wires in the inner layer shall be of one diameter. The wires in the intermediate layer shall be of two diameters, laid alternately. The wires in the outer layer shall be of one diameter. Each strand shall be fabricated in one operation.

There seems to be an internal inconsistency in the cable specification.

3

Cable Proof Test Requirements

The cable specification requires a minimum breaking strength for this construction of 14,800 pounds.

The assembly specification requires proof testing for this construction of at least 8,640 pounds.

All assemblies are to be proof tested and marked accordingly.

4.10 Identification

4.10.1 A cloth or plastic identification tag shall be attached to each cable assembly. The tags shall contain the information required by DPS3.02 or DPS3.02-17, as applicable. There shall be sufficient space for the letters "PL", for necessary inspection stamps, and for the cable run segment number when required by the Engineering drawing.

NOTE: The letters "PL" indicates that the cable assembly has been proof-loaded and prestretched by the cable assembly manufacturer as defined by this DPS.

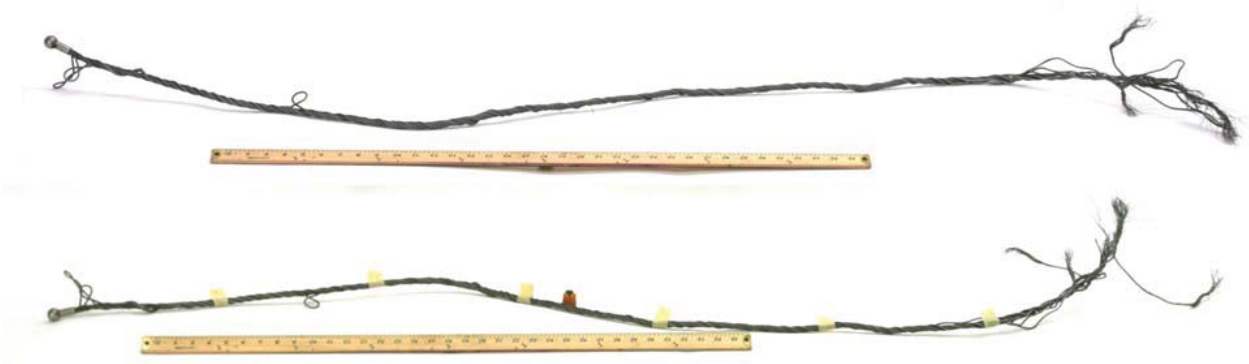
4

Visual Observations

The submitted cable segment showed distortion along it's length.

Distances from the ball end were marked with tape.

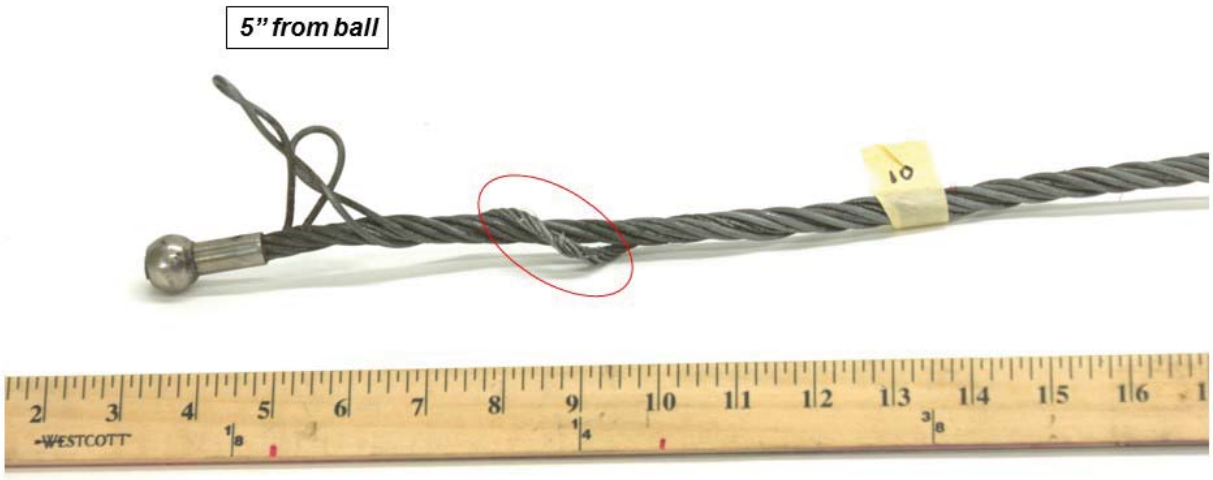
Fracture occurred between 70 and 86 inches from the ball.



5

Visual Observations

In some locations, the core protruded.



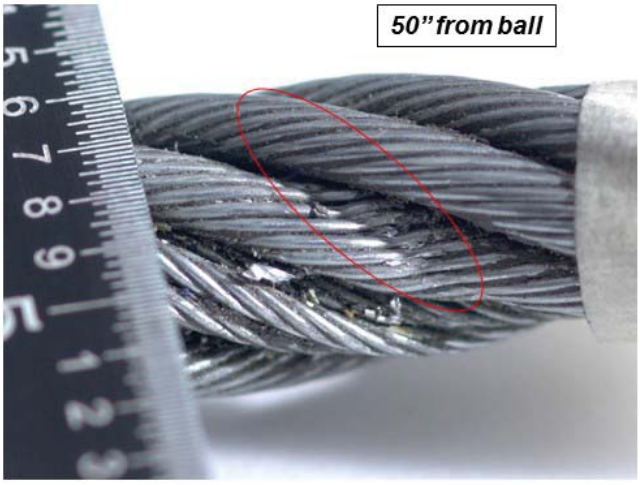
6

Visual Observations

One location had evidence of contact with an edge.

50" from ball

50" from ball

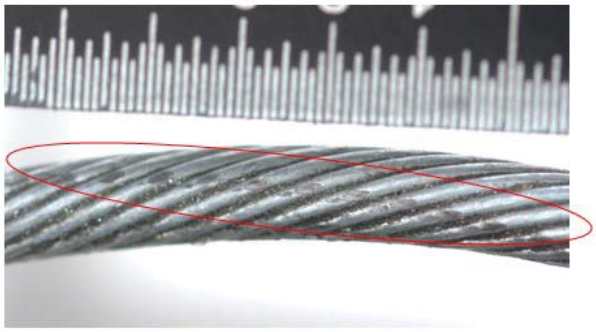


7

Visual Observations

Some 'strand nicking' was noted where the strands contact one another.

This condition may indicate the core failed before the outer strands.

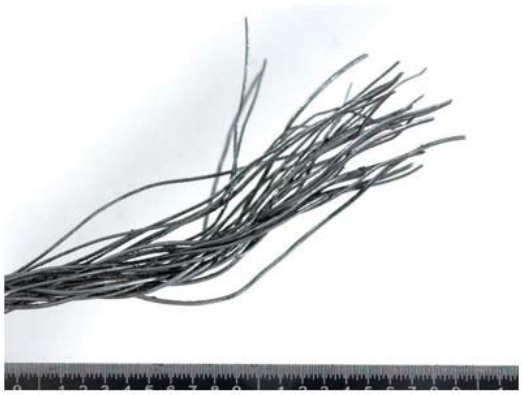


8

Fractographic Analysis

All fracture surfaces were examined using a stereo optical microscope.

All showed either slant (shear) fractures, or cup and cone fracture.

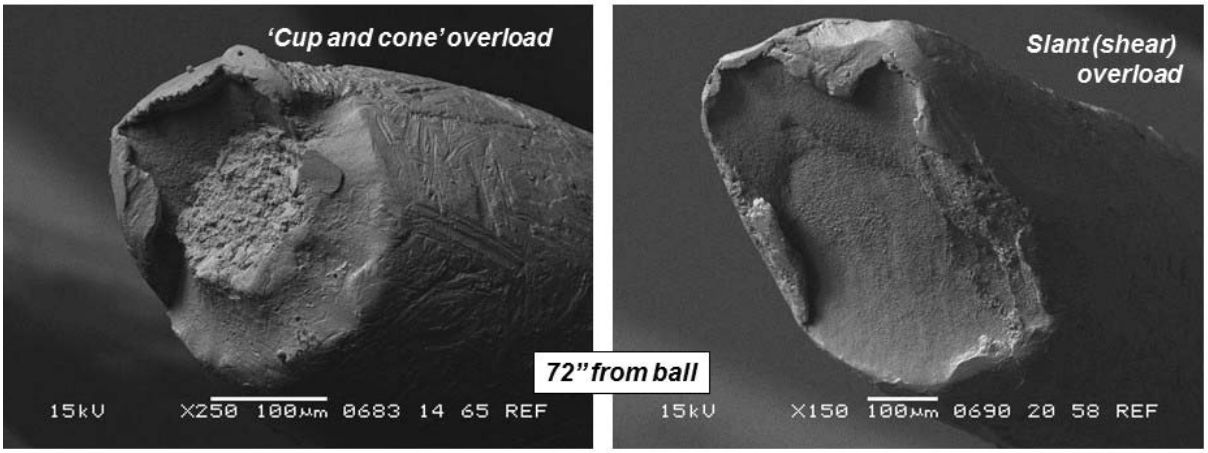


9

Fractographic Analysis

Examination in the SEM confirmed the stereo optical observations.

All fracture surfaces examined showed overload.

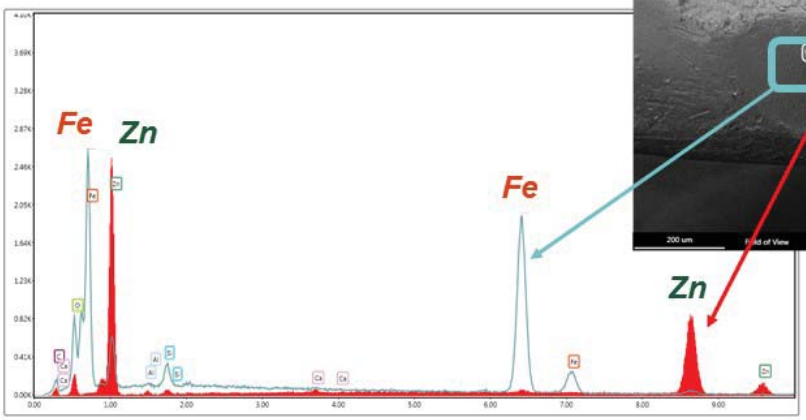


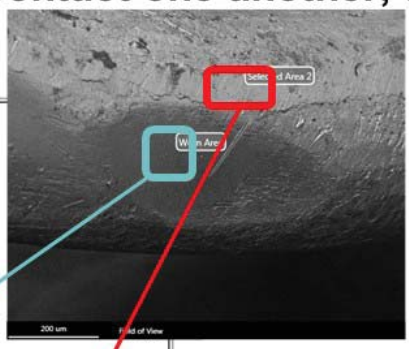
10

Compositional Analysis by Energy Dispersive Spectroscopy

This technique is not the most discriminating, but showed zinc coating applied over iron rich wire.

In some areas where the wires contact one another, the zinc was worn away.



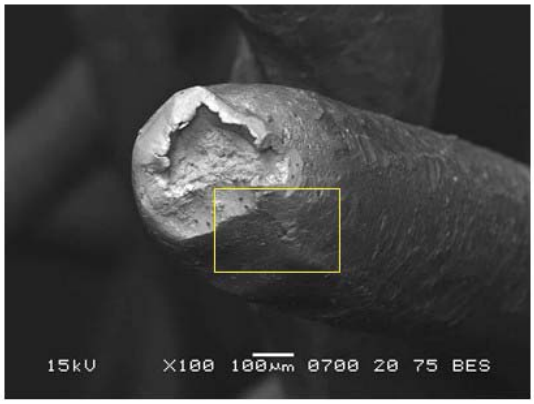


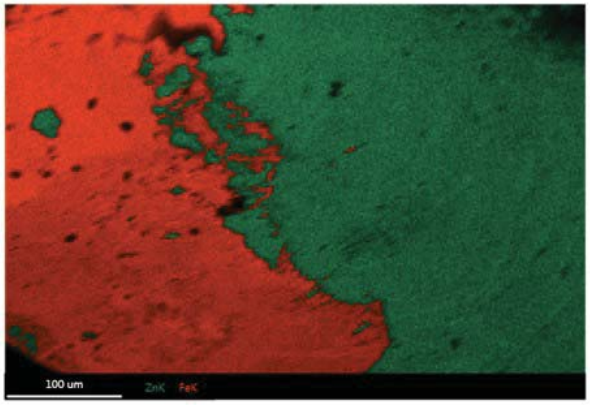
11

Compositional Analysis by Energy Dispersive Spectroscopy

Mapping for these elements showed the worn areas (with reduced cross section) lacked the Zinc coating.

The loss of cross section due to wear / corrosion appeared relatively slight.

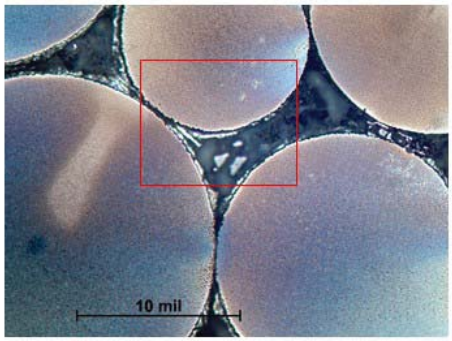


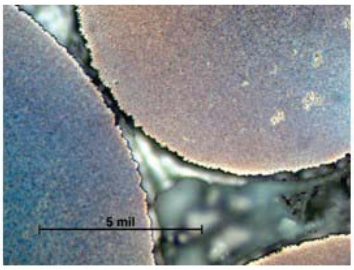


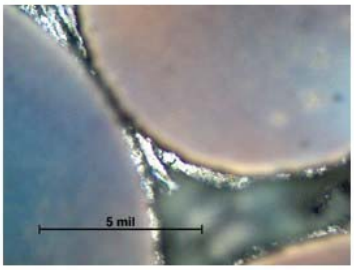
12

Metallographic Analysis

The microstructure was fine grained, consistent with drawn carbon steel wire. A coating was noted.





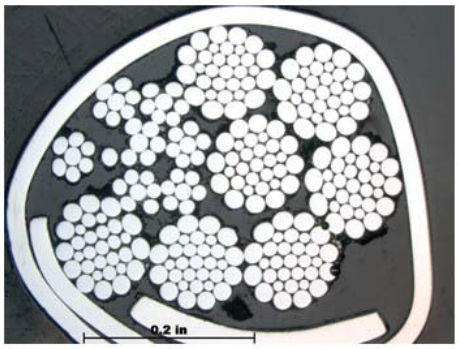


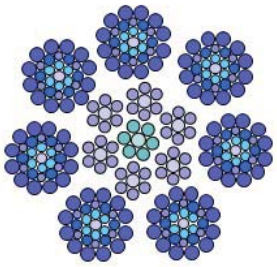
13

Cable Construction Observation

The observed construction was 7 x 31 over an independent 7x 7 wire rope core.

The lay was right regular, (as specified).





The rope spacing was somewhat distorted in the segment provided. The idealized construction is shown colored.

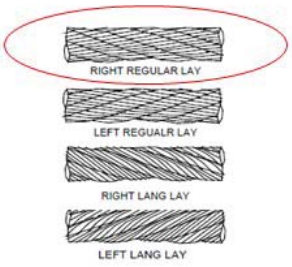


FIGURE 4. Lays in wire rope.

Source: RR-W-410H Wire Rope and Strand, Fig 4

14

Conclusions

The failure mode for the cable is overload.

The cable satisfies the construction requirement.

An assessment of cable strength cannot be provided from the damaged segment.

15

Potential Next Steps

Verify Strength of cable by mechanical testing of an undamaged segment.

Review the proof loading tags, and / or manufacturing records.

In an overload failure such as this, composition, dimensions, and hardness are all of secondary importance to strength.

16

MATERIALS & MANUFACTURING DIRECTORATE

J3. AFRL INITIAL A-FRAME MOUNT ANALYSIS

Analysis of

KC-10A Boom Support Fracture

Presented to AFSAS 585987
Maintenance Member

CMSgt

07 DEC 2016

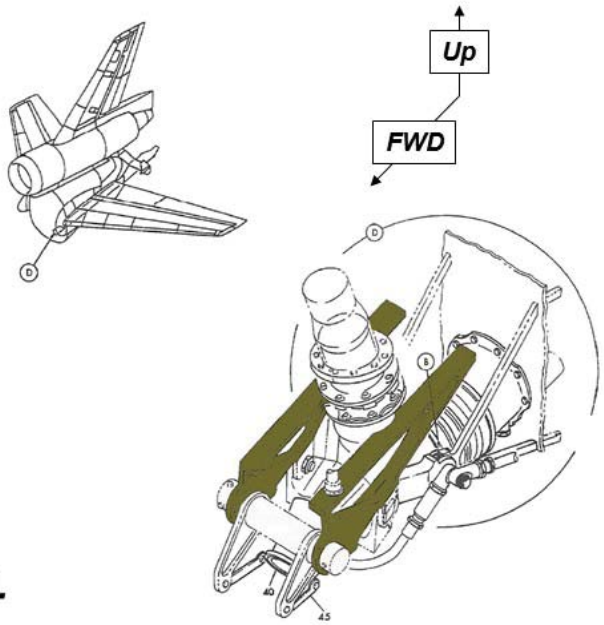
AFRL/RXSA

Integrity ★ Service ★ Excellence

1

Outline

Visual Observations
Fractographic Analysis
Metallographic Analysis
Material Requirements
Hardness & Conductivity
Conclusions
Remaining Activity
BLUF:
All evidence shows A frame failure occurred in overload.
Some slight pitting damage in one location is not significant.



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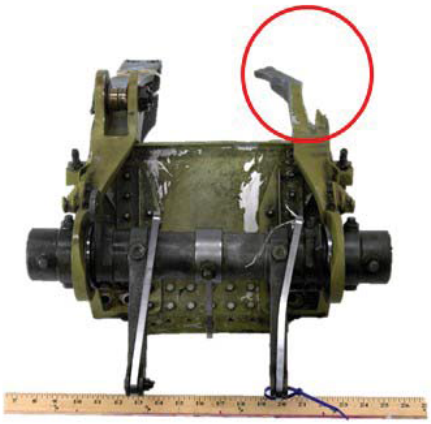
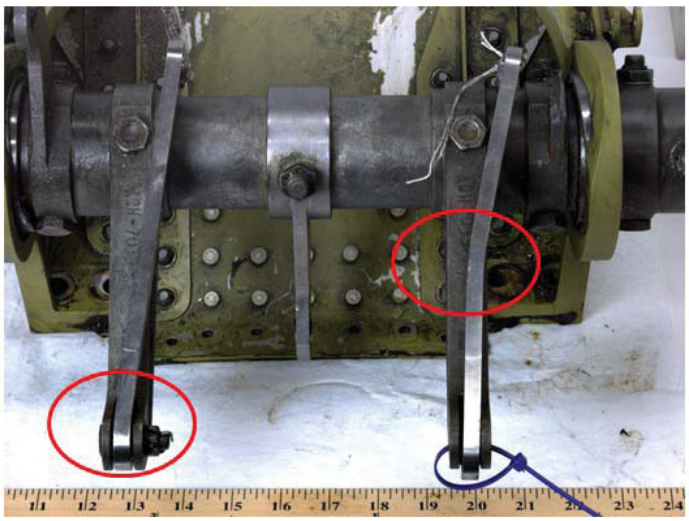
2

Visual Observations

The A frame assembly and links show deformation and fractures.



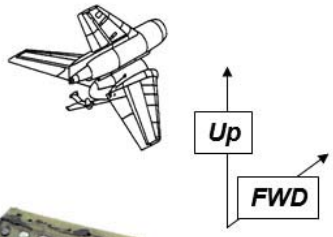


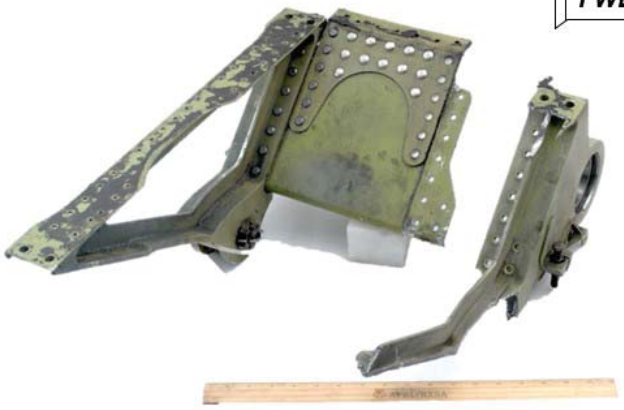
View from forward looking aft.

3

Visual Observations

The right hand support fitting was removed to enable examination of the fracture surfaces.





4

Visual Observations

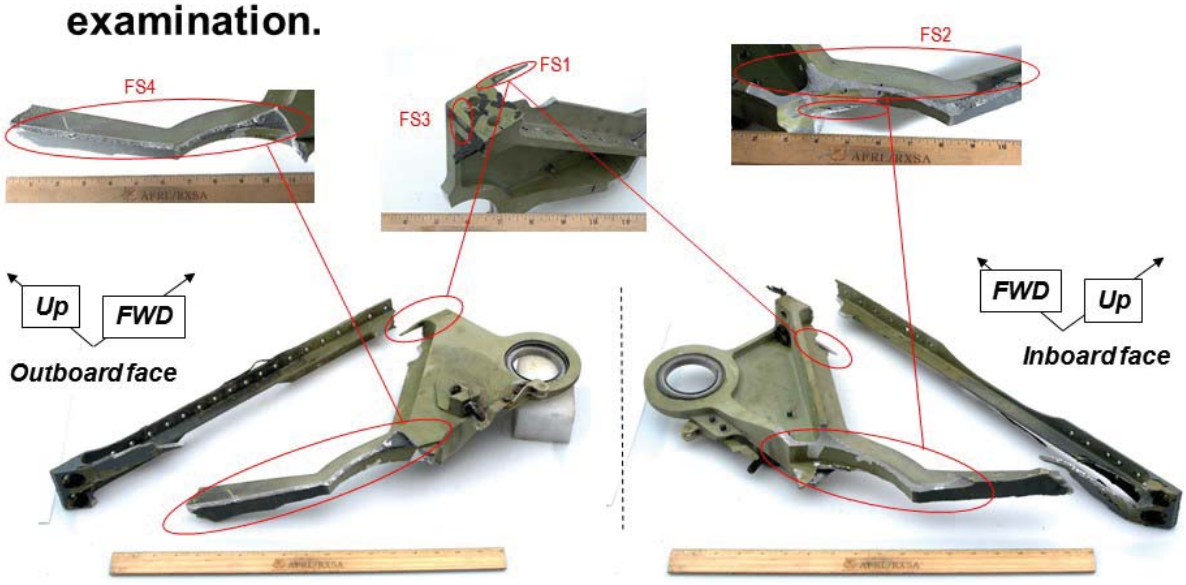
The arc segment enclosing the bearing was excised for hardness and wet chemistry composition testing.

The bearing from the right hand support fitting was found to be canted.

5

Fractographic Analysis
Right-hand Support

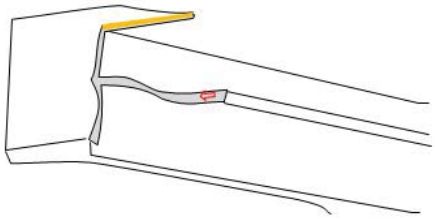
Segments of several fractures were excised for detailed examination.



6

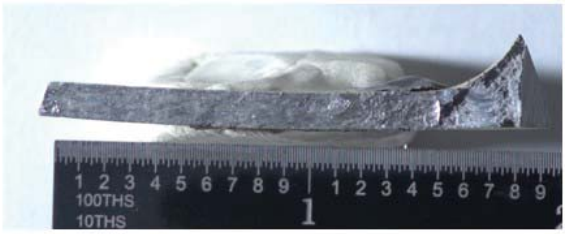
Fractographic Analysis
Fracture Surface (FS) 1

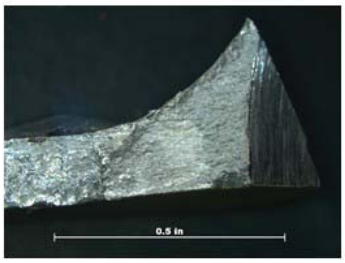
FS1 showed smeared 45° surfaces, and a neighboring flat.

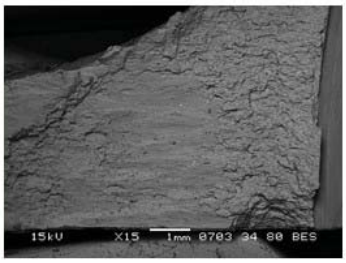


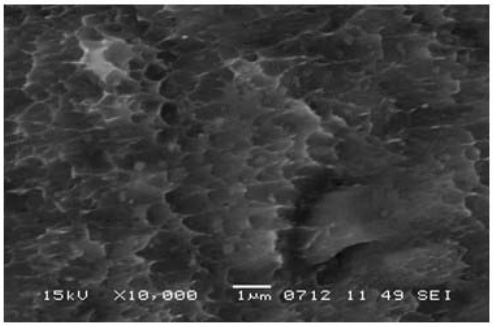
Fractographic Analysis FS1

The planar area from FS1 showed elongated ductile dimples, indicative of overload in shear.







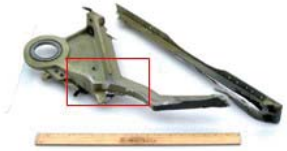


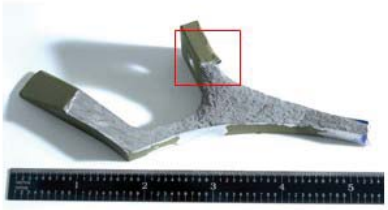
8

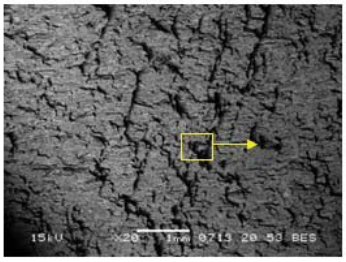
Fractographic Analysis FS2

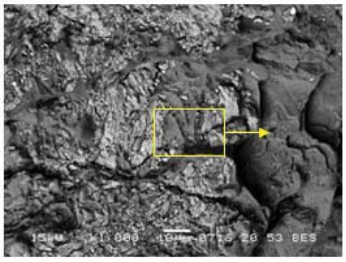
This overload portion of FS2 is representative of all of the non-planar fracture surfaces examined.

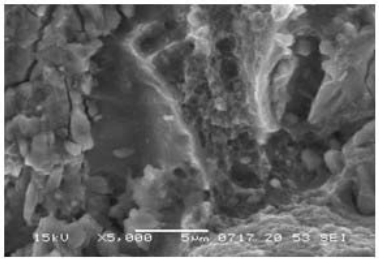
Fracture occurred at coarse precipitates, with ductile dumples noted in the surrounding matrix.







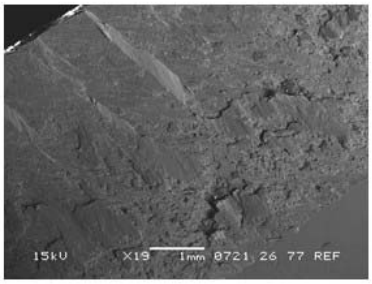


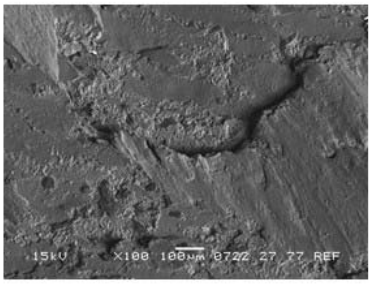


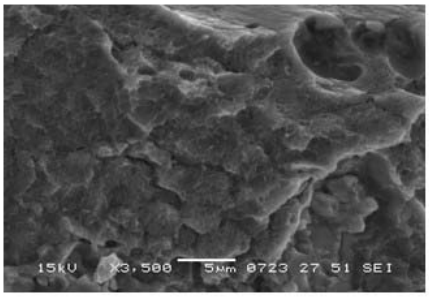
9

Fractographic Analysis
FS2

This planar region of FS2 showed ductile dimples, indicative of overload.





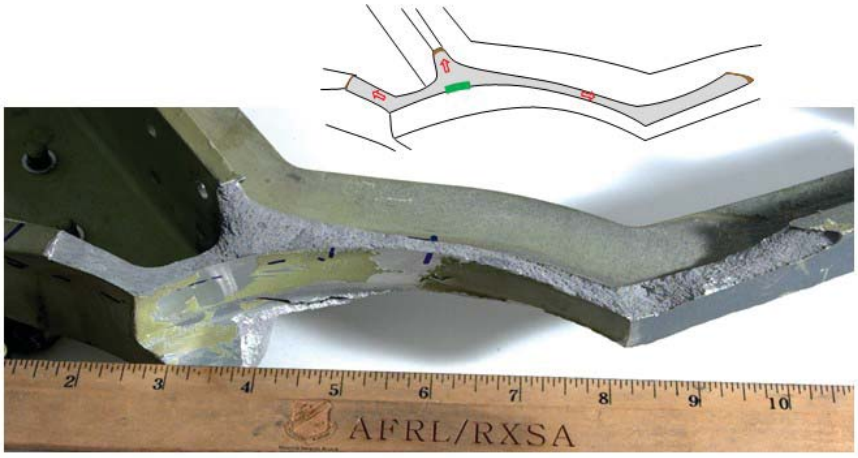


10

Fractographic Analysis FS2

FS2 showed terminal shear lips, and both rough and planar regions.

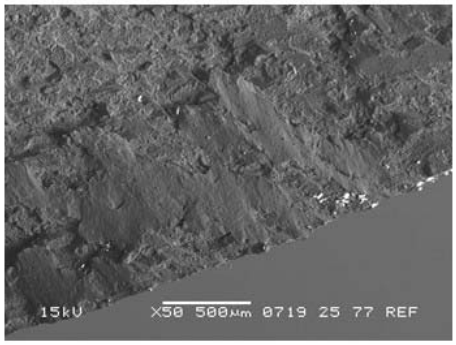
Fracture initiated from a machined radius (green arc).



11

Fractographic Analysis
FS2

The initiation area was examined using the SEM.
Only overload and smear were identified.
No fatigue or corrosion was noted.



12

Fractographic Analysis
FS3

FS3 was broken open.

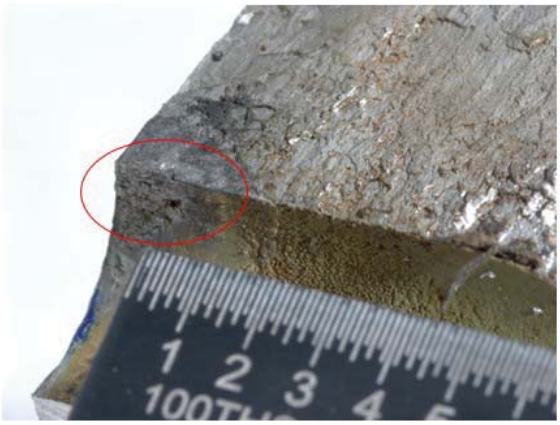
Some degradation of the coatings was noted in the bore.

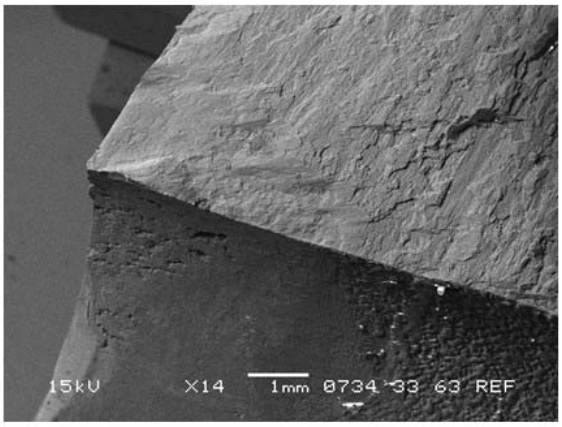
13

Fractographic Analysis
F3

Slight pitting was noted on the bore surface.

Smear was noted at the adjacent corner of the fracture surface.

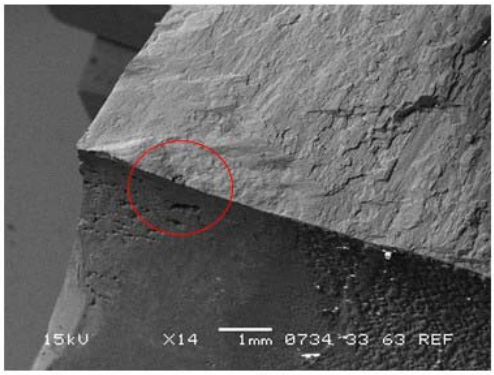


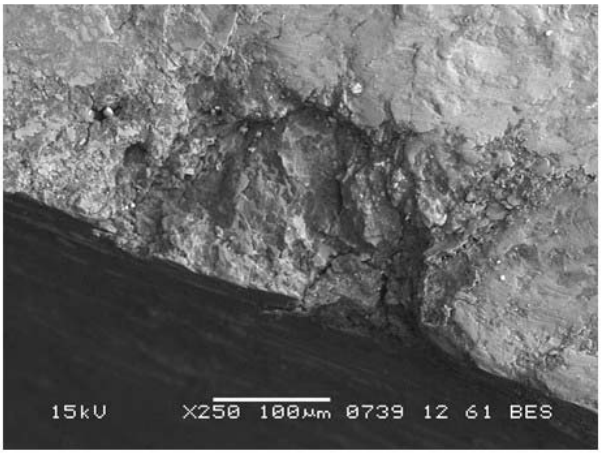


14

Fractographic Analysis
F3

Pitting to a depth < 0.01 inches was noted on the fracture surface.

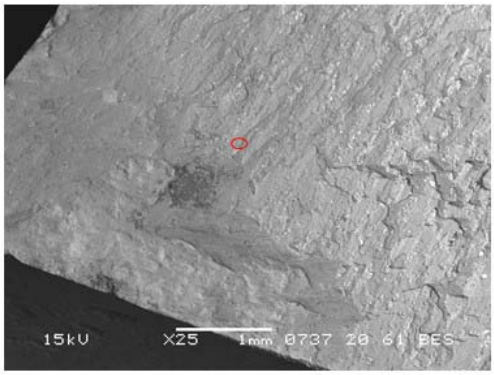


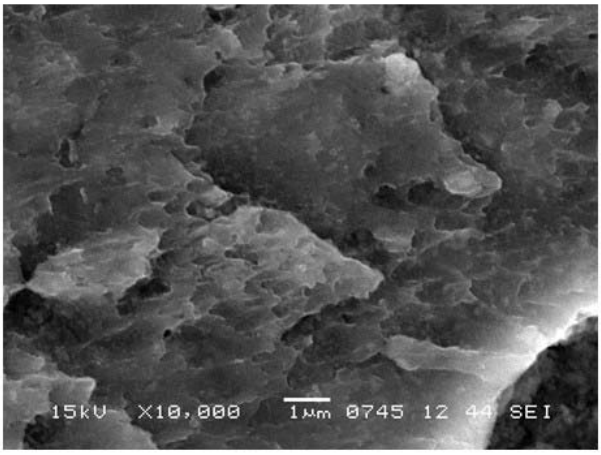


15

Fractographic Analysis
F3

Just beyond the smeared region, elongated ductile dimples were noted, indicating shear overload.



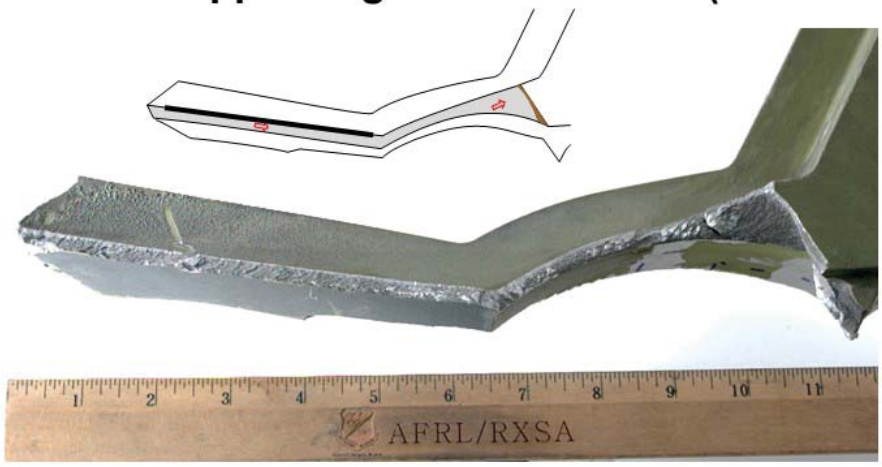


16

Fractographic Analysis
FS4

Stereo optical exam of FS4 revealed overload propagation toward the terminal shear lip (brown).

Some bending was noted, indicated by the compression marks on the upper edge of the surface (thick black).

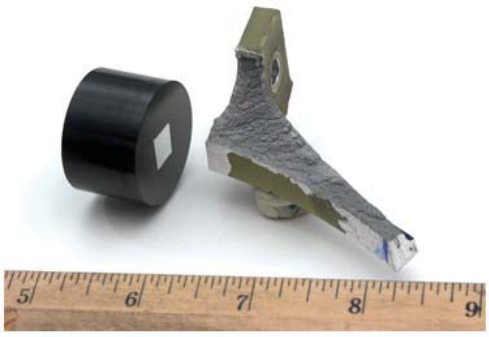


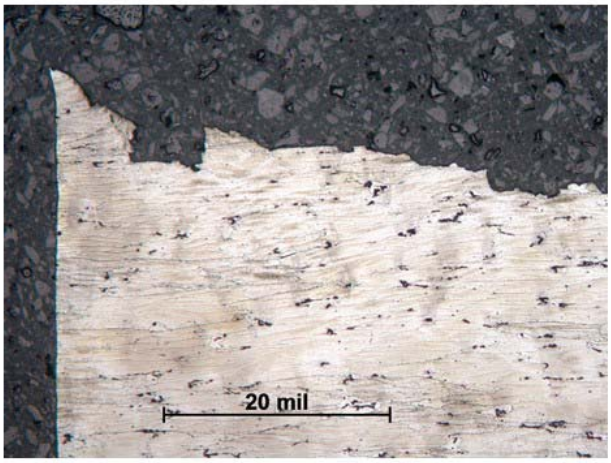
17

Metallographic Examination

A segment from FS2 was mounted and polished and etched.

45 deg shear was noted even on the initiating edge.

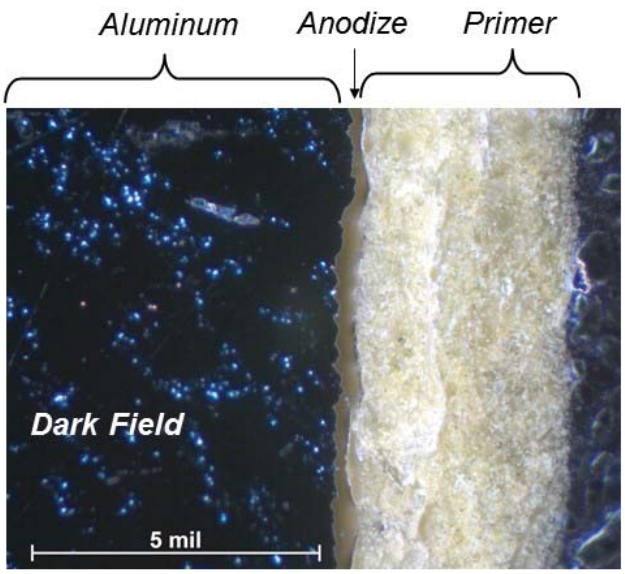


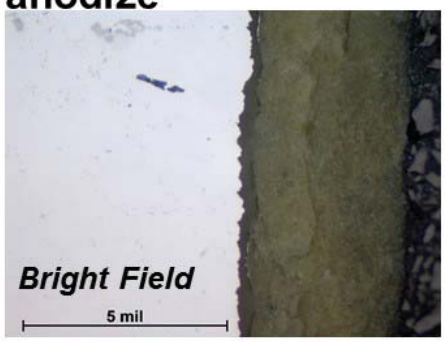


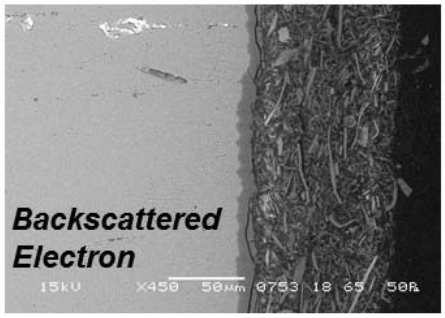
18

Metallographic Examination

Undamaged surfaces showed intact anodize and primer layers.







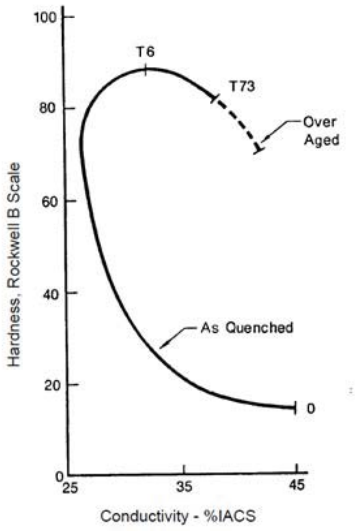
19

Material Requirements

Douglas Drawing PL AGA7588 for the fittings show they are to be fabricated from 7075 –T7351 Aluminum plate per QQ-A-250/12.

The -6 (peak strength condition) for this alloy is known to be susceptible to stress corrosion cracking (SCC).

For this reason, QQ-A-250/12 requires conductivity testing to confirm the –T73 material is not susceptible to SCC.



Source: MIL-STD-1537C

20

Hardness and Conductivity

Conductivity measurements over all faces of the fractured right hand support varied between 40.5 and 41.7 % IACS.

All of these measurements are within the range 40-42 %IACS, which according to QQ-A-250/12 shows the material has satisfactory SCC behavior.

(Values between 38 and 39.9 %IACS may also be acceptable, provided the yield strength is not more than 12 ksi above the required minimum).

Hardness measurements near the bearing varied from 79.7 to 80.0 HRBS. All measurements exceed 78 HRBS, the minimum listed for this alloy and condition by AMS 2658D.

(QQ-A-250/12 does not specify a minimum hardness, but rather minimum tensile properties).

21

Conclusions

All of the fracture surfaces examined show only overload and secondary damage (i.e. smear).

Some pitting < 0.010 inches in depth was noted at one bore, which most likely did not significantly affect the capabilities of the component to resist fracture.

Macroscopic deformations show bending applied at the time of fracture.

The hardness and conductivity measurements of the fractured forging are consistent with the requirements for 7075-T7531 aluminum.

22

Remaining Activity

Wet chemistry compositional analysis is pending.

23

MATERIALS & MANUFACTURING DIRECTORATE

J4. AFRL INITIAL ACCELEROMETER TESTING RESULTS

Analysis of KC-10A Boom Accelerometer

Presented to AFSAS 585987
Maintenance Member

06 Jan 2017

AFRL/RXSA

Integrity ★ Service ★ Excellence

1

Outline

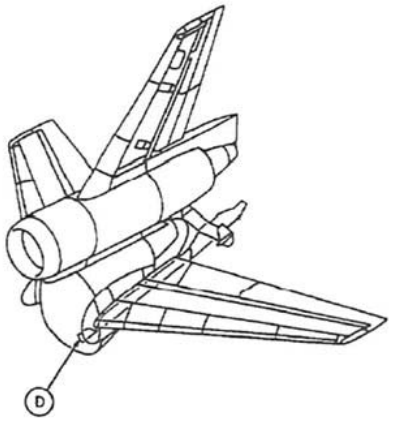
Shaker Testing Results

Loose Screw examination

Accelerometer interior exam

Conclusions

Recommendations



BLUF:

Two internal screws likely came loose and do not affect function

Accelerometer gives nominal performance.

2

Internal Screws

The 2 loose internal screws were removed before shaker testing.

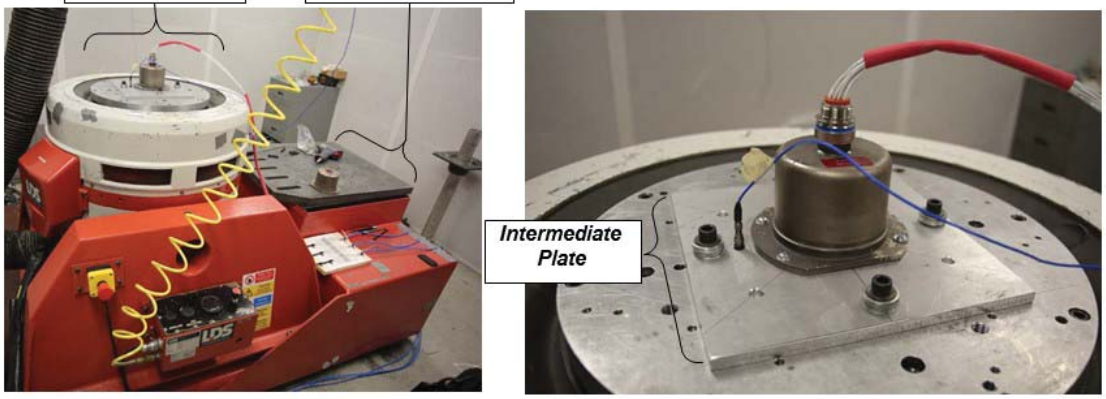
A hole was milled into the top of the incident accelerometer to shake them out.

3

Accelerometer Vibration Testing

Testing of both the indecent and exemplar accelerometers was conducted prior to destructive disassembly.

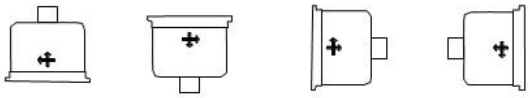
The intermediate plate was transferred to the slip table for horizontal testing.



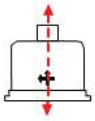
4

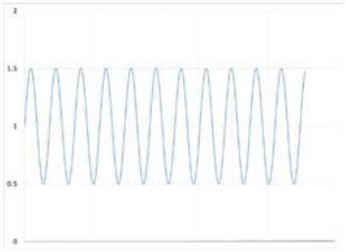
Vibration Testing Parameters

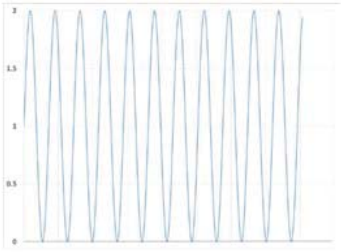
Static (0 Hz) testing was conducted in 4 orientations:



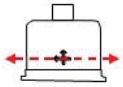
Dynamic (10Hz) testing was conducted vertically, at two g levels, (½ - 1 ½ g) and (0 - 2g).







Horizontal 10 Hz testing was conducted at (+/- ½ g) and (+/- 1 g)



5

Vibration Testing Results

All outputs were 2.5 V / g as specified.

No intermittent faults were noted.

6

Internal Screws

Examination of the screws showed a green adhesive on the heads of each of them, which had disbonded from the substrate.

The screws show no evidence of stripping, shearing, or arcing.

7

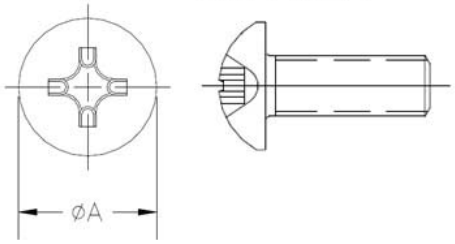
Screw Specification

The loose screws are Find Number 30 on Honeywell drawing 979-0099 (rev H).

The call out is for 0.112 – 40 X 0.187 Pan Head Screws per MS 51957-12.

MS 51957-12 specifies several allowable austenitic stainless steels: Type 302, 304, 304L, 305, 316L, 384, XM-7.

Class 2A UNC thread dimensions are controlled by FED-STD-H28

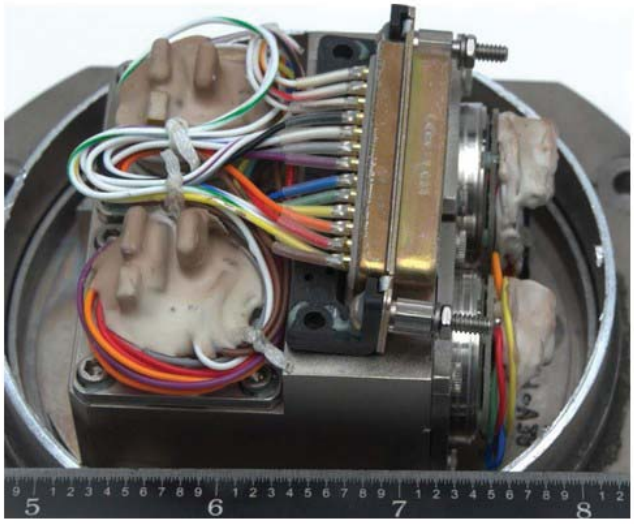


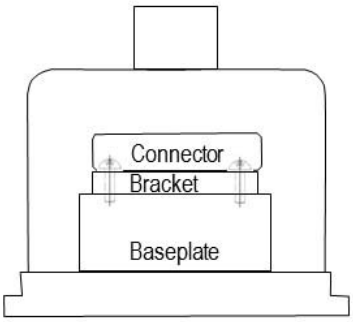
ØD Nominal Size		.0860	.1120
Threads Per Inch UNC-2A		56	40
Ø D_1 Body Diameter	Max	.0860	.1120
	Min	.0717	.0925
ØA Head Diameter	Max	.1670	.2190
	Min	.1550	.2050
H Head Height	Max	.0620	.0800
	Min	.0530	.0700
P Head Radius	Ref	.0100	.0100
R Fillet Radius	Max	.0130	.0170
Driver Size		1	1
Tensile Strength Lbs-Min		300	480
L Length	Tolerance	Dash No.	Dash No.
.125		1	11
.188		2	12
.250		3	13

8

Screw Location

Subsequent sectioning revealed the absent screws secured the connector bracket to the baseplate.





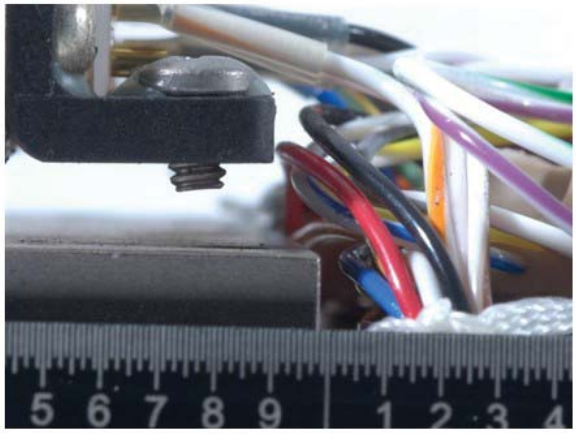
The significance of the potting compound discoloration is unknown.

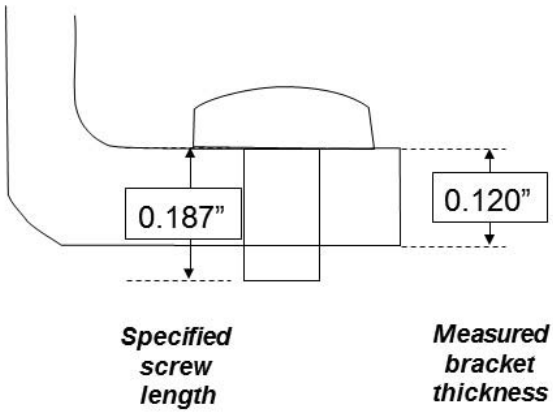
9

Thread Engagement

Very few screw threads emerge from the bracket to engage the tapped hole in the base.

The bracket is unthreaded.



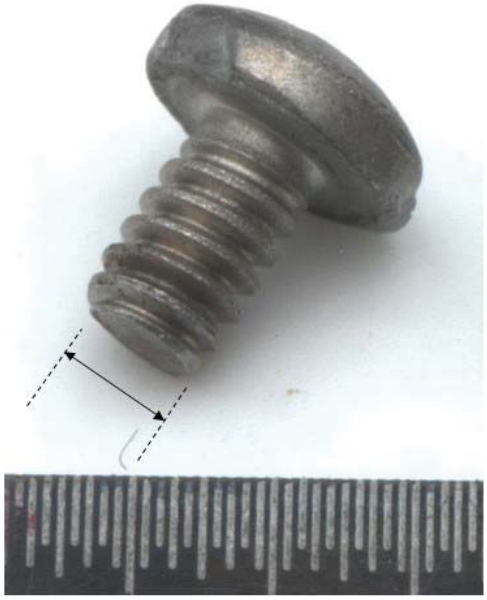


10

Thread Engagement

Partially formed threads at the tip of each screw do not show the full major diameter.

This is typical.



11

Thread Engagement

The tapped hole is chamfered near the surface, reducing the capability for thread engagement.

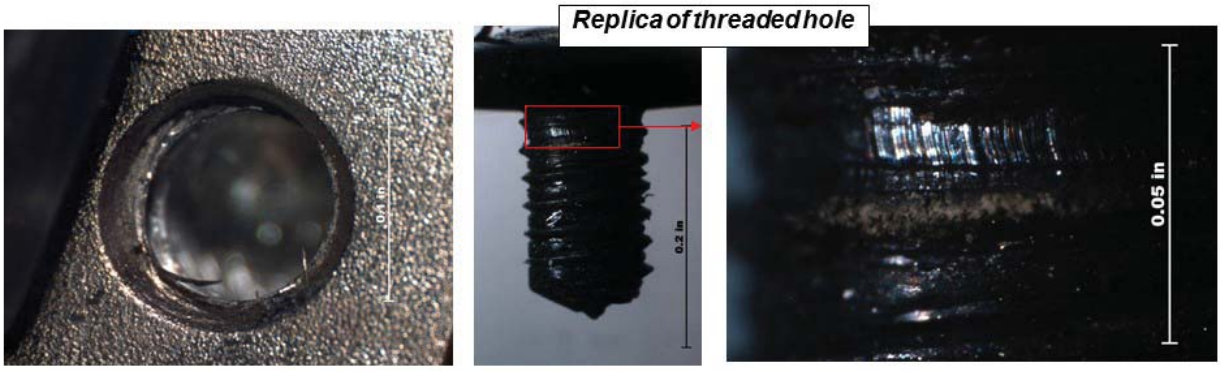
Struers replicating media was used to mold impressions of the of the tapped holes.

12

Thread Shear in Baseplate

The Baseplate (FN 3 in Honeywell drawing 979-0099H) is reported to be electroless nickel plated 6061-T6 aluminum (typical hardness Rockwell B 50).

Some of the top threads show shearing damage.



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Conclusions

The threads in the base plate sheared, allowing the mounting screws to come loose.

- **The timing is unknown, but the damage appears to be consistent with impact. No loose 'rattling' screws were noted by the field or the overhaul facility in 2002.**
- **The primary causal factor is insufficient thread engagement.**

The loose screws do not appear to be significant to the accelerometer function.

- **AFRL shaker table testing without the screws did not show any anomalous responses.**
- **The screws and bracket are not a part of the electrical circuit path.**
- **Internal electrical components are electrically isolated.**

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Recommendations

15

MATERIALS & MANUFACTURING DIRECTORATE

J5. AFRL FINAL HOIST CABLE FAILURE ANALYSIS

KC-10A Boom Hoist Cable Analysis
(Failure Analysis)

11 January 2017

Evaluation Report
(SA103002)

Report No. AFRL/RXS 17-001

AUTHOR(S)

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EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft resulting in damage exceeding Class A thresholds. Examination of the fractured boom hoist cable showed all strands failed in ductile overload. No evidence of corrosion or fatigue was identified. Some slight strand-to-strand wear was noted, but this did not influence the wire fracture locations except in a handful of cases. The cable was found to satisfy the construction requirement.

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ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The author would like to recognize the following individual's contributions to this analysis: (University of Dayton Research Institute) for specimen preparation and metallographic preparation expertise.

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AFRL/RXS 17-001

KC-10A Boom Hoist Cable Analysis

PURPOSE

Determine the failure mode of the boom hoist cable.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight. The resulting damage exceeded Class A thresholds. Further details of the event are contained in AFSAS report number 585987.

Components from the incident aircraft were submitted by the Safety Investigation Board (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the boom hoist cable (Figure 1). Characterization of the fractured support will be addressed in report AFRL/RXS 17-002, characterization of the boom accelerometer, and structure will be addressed in report AFRL/RXS 17-003. Characterization of the electrical harnesses will be addressed in report AFRL/RXS 17-004.

Details of the cable construction were provided. The cable is reported to be part number S4913809KF9313, 3/8 inch diameter, 7x31 construction, 93 and 13/32 inches in length. Boeing process specification DPS 3.08BJ, Swaged Cable Assemblies, references DMS 2187F Wire Rope, Aircraft, 7 X 31 Warrington-Seale, Independent Wire Rope Center (IWRC). Both of these documents were provided. The process specification requires all cable assemblies be proof loaded. Furthermore, proof loaded assemblies must be marked accordingly with a tag including the letters PL.

The wire material is called out by the DMS, which references MIL-DTL-83420 Type 1 Composition A. This document in turn calls out carbon steel per SAE AIR 4127. The wires must be either zinc coated or tin over zinc coated.

FACTUAL DATA

A fractured cable was submitted for analysis (Figure 2). The end terminal was a ball, which was used as a point of reference for measurement. The fractures were at distances between 70 and 86 inches from the ball. In general, fractures of the wires within each of the seven strands and core occurred within a few inches of each other, but the fractures of the strands were somewhat displaced from each other (Figure 3).

The cable was examined using a stereo optical microscope. Distress was noted along the entire submitted length. In some locations along the length of the cable, the 7x7 core protruded. Red and yellow nylon tracer filaments were also found to protrude in a few locations (Figure 4).

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Some slight "strand nicking" was noted (Figure 5). Due to the distortion of the cable and strand positioning along the entire submitted length, precise measurements of the cable diameter were not attempted. An oily substance was noted along the entire cable length, consistent with corrosion preventative compound (CPC). The DPS requires cable assemblies be treated with CPC.

Each of the wire fractures within each of the strands was examined using a stereo optical microscope. All of the wires showed one of two fracture types: cup and cone or slant fracture. Both of these fracture types are indicative of ductile overload. No evidence of fatigue or corrosion was noted on any of the wires examined.

A number of the fracture strands were excised for more detailed examination. Copper wire was wrapped around the strands on either side of the subsequent cutting location to preserve the relative position of the individual wires (Figure 6). These strand fractures were then examined using a scanning electron microscope (SEM).

Examination of the fractured strands in the SEM confirmed observations made using the stereo optical microscope. Each of the wire fractures showed either cup and cone or slant fracture (Figure 7). No evidence of fatigue or corrosion was noted on any of the wires examined.

Areas which had shown strand nicking were examined in the SEM using energy dispersive spectroscopy (EDS). Worn areas showed primarily iron, while intact areas showed primarily zinc. Iron is the primary elemental constituent of carbon steel. Some of the wire fracture occurred at slightly worn locations (Figure 8).

A segment of the cable was excised at a distance of 32 inches from the ball for metallographic examination. The 7 x 31 construction of the cable was verified (Figure 9). Etching of the mounted cross-section revealed a coating on each of the wires (Figure 10). The wires themselves showed a fine-grained microstructure consistent with cold-drawn steel wire.

DISCUSSION

This analysis has shown the failure mode of the cable was ductile overload. Each of the wire factures occurred in either cup and cone or slant fracture. Both of these are indicative of ductile overload failure. Furthermore, the strand protrusions and relative positioning variation along the entire length of the cable indicates high tension was applied along entire length, and suddenly relieved during fracture.

Some slight wear (e.g., strand nicking) was noted. This damage did not significantly reduce the cross-sectional area, and only influenced the fracture location in a handful of wires. No evidence of fatigue or corrosion was noted.

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The condition of the cable prevented a direct assessment of its strength. The distortion in the entire segment submitted prevented precise measurements of the diameter or tension testing. While the hardness of carbon steels correlates with strength, such a measurement to assess the overall strength of the cable is complicated by the small diameter of each strand, and the complex load sharing which may occur between the various elements in the cable. Because this analysis failed to reveal any mechanisms which would significantly reduce the cable strength, the proof-testing required on the assembly required by the specification during manufacture most likely represents the capability of the cable before the event.

CONCLUSIONS

The failure mode for the cable is overload.

The cable satisfies the construction requirement.

An assessment of cable strength cannot be provided from the damaged segment.

RECOMMENDATIONS

- Review sources of excessive load on the cable.
- Review the proof loading tags, and/or manufacturing records.

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AFRL/RXS 17-001

FIGURES

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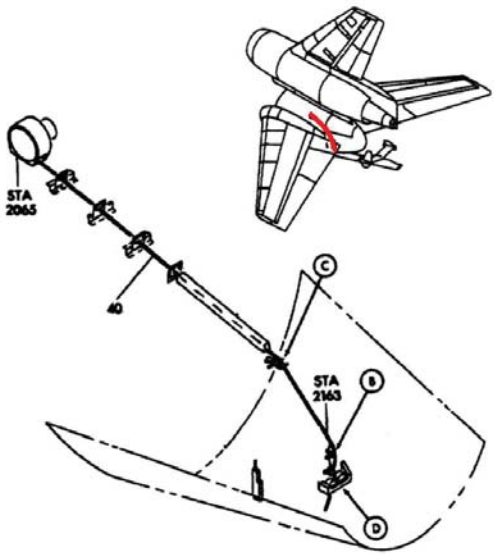

Figure 1. Schematic showing the location of an intact boom hoist cable on aircraft.

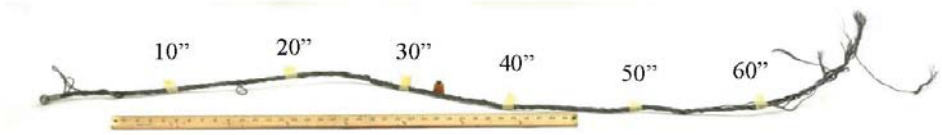

Figure 2. The submitted cable. Strands were broken at distances between 70 and 86 inches from the ball (at left in this image). Masking tape was applied at 10-inch intervals.
Scale is 36 inches in length

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Figure 3. The fractures of each strand were somewhat displaced from one another (upper image), while the fractures within each strand were at approximately the same location (lower image).

All scales are inches
The scale minor division in the lower image is 1/100th inch

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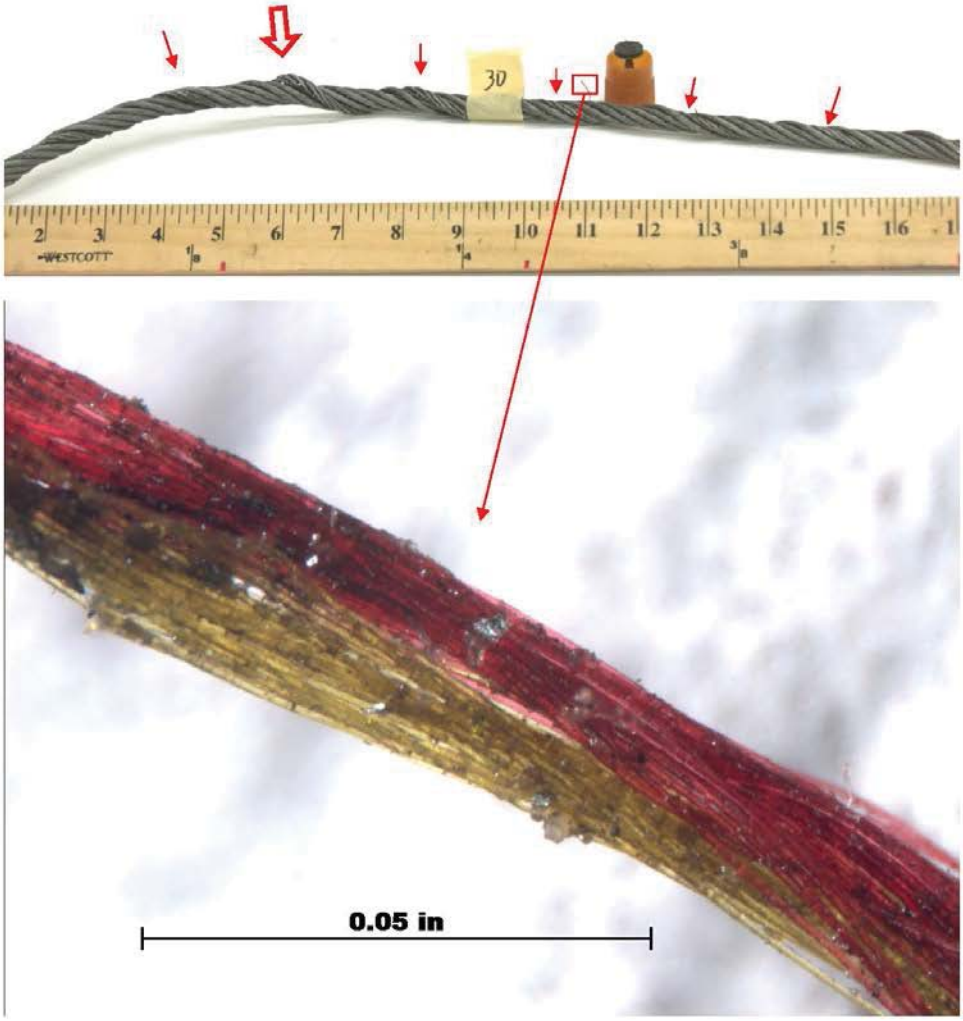

Figure 4. The 7x7 core was found protruding from the cable at locations indicated by the arrows in the upper image. Red and yellow nylon filament tracer fibers were found protruding from the core at some locations. The fibers are somewhat darkened by the presence of a greasy substance, believed to be CPC. Tracer filaments are required by some procurement specifications to indicate manufacturer.

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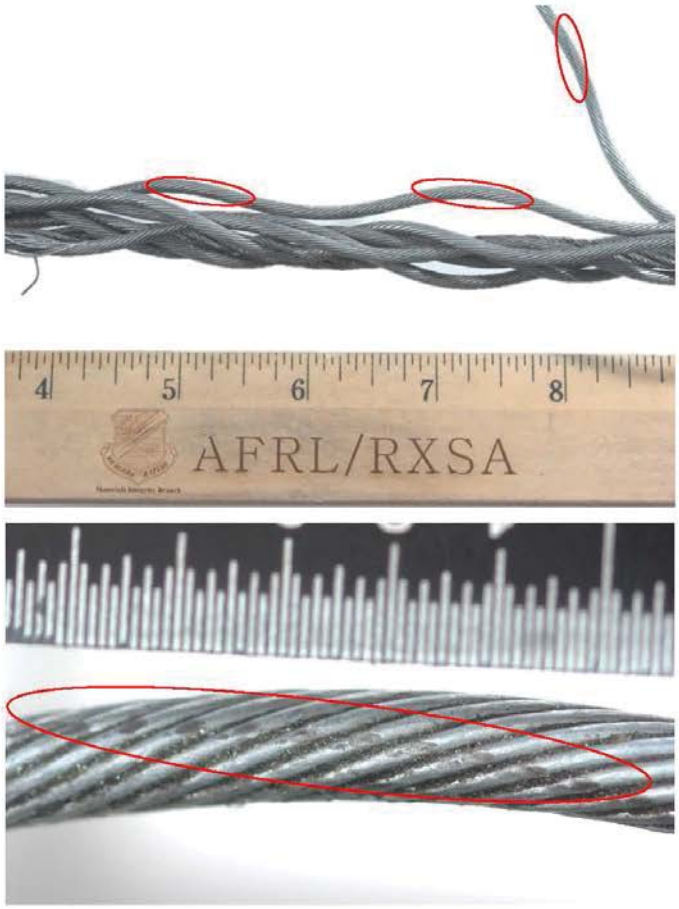

Figure 5. Some slight strand nicking was noted where the outer strands contacted one another.

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Figure 6. Copper wire was used to bind the wires within a strand together to preserve their relative position after sectioning.

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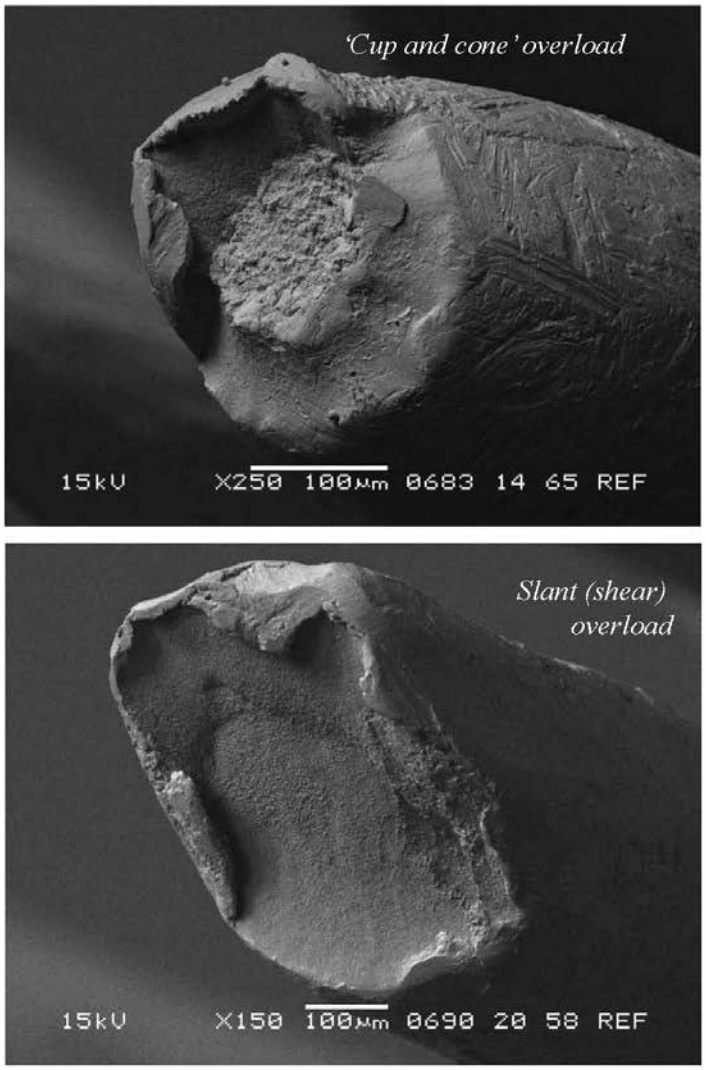

Figure 7. All of the strands' fracture surfaces showed either cup and cone or slant fractures. Both are indicative of overload.

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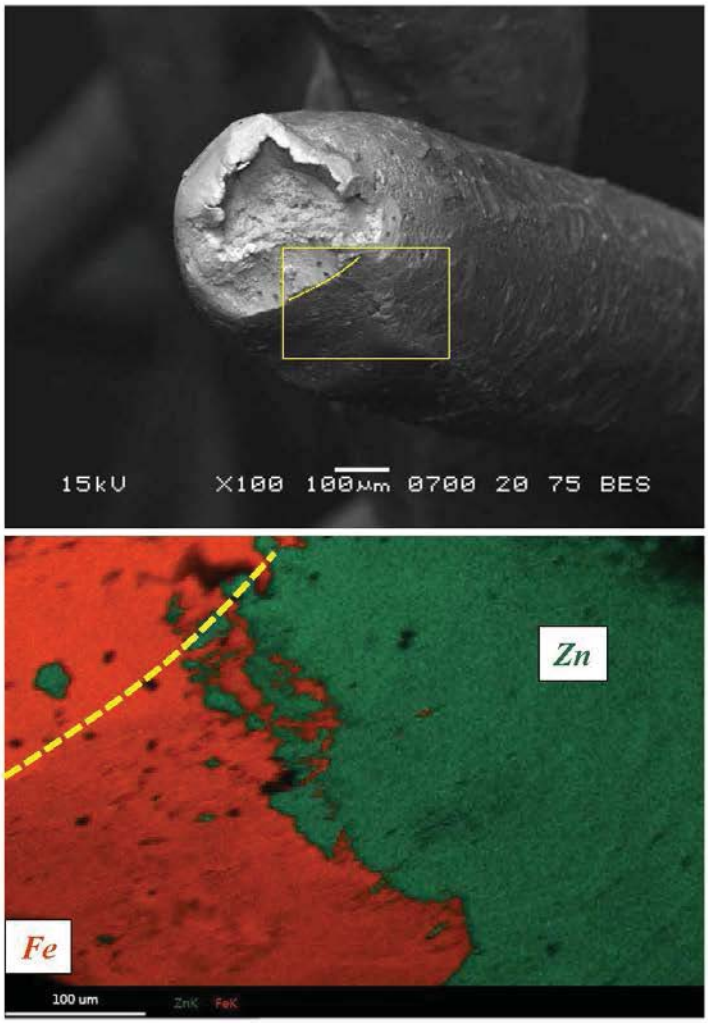

Figure 8. EDS mapping of one worn area adjacent to a wire fracture surface showed exposed iron beneath the zinc layer. The fracture surface also shows iron.

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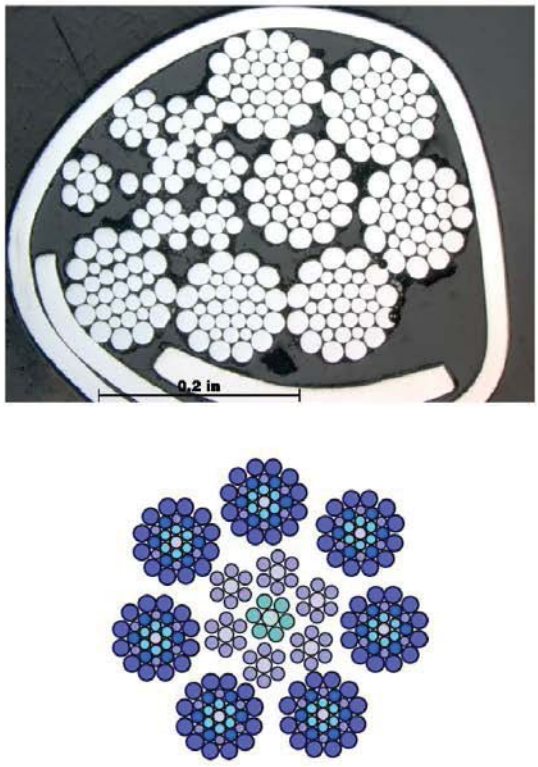

Figure 9. Cross sectioning of the wire rope showed the arrangement of the strands had been distorted, but confirmed the construction is 7 x 31 around a 7x7 core as specified.

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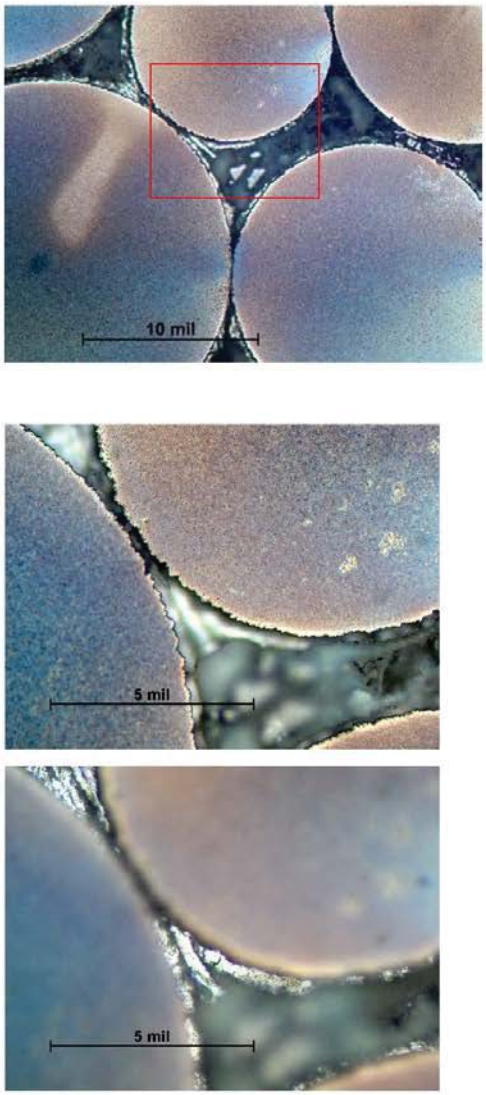

Figure 10. Metallographic examination revealed a fine grained microstructure consistent with cold drawn steel wire. The zinc coating was also noted.
Etchant: Nital

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AFRL/RXS 17-001

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PUBLICATION REVIEW: This report has been reviewed and approved.

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- **Consultations on**
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  - **Physical and Mechanical Metallurgy**
  - **Materials and Component Failure Analysis**
  - **Electronics and Packaging**
  - **Bonded Repair of Metals/Composites**
  - **Nonmetallic Materials**
  - **Welding, Joining and Adhesive Bonding**
  - **Electrostatic Discharge Control and Process Specs/Standards**

- **Nondestructive Inspection**

- **Electrostatic Discharge (ESD) Testing**

- **ESD Material Qualifications/Acceptance Testing**

- **Composites Supportability**

J6. AFRL FINAL A-FRAME STUCRCTURAL FAILURE ANALYSIS

KC-10A A-frame Structure Fracture Analysis
(Material Characterization)

11 January 2017

Evaluation Report
(SA103002)

Report No. AFRL/RXS 17-002

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EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft resulting in damage exceeding Class A thresholds. The fractured A-frame structure which supports the forward boom gimbal was submitted for analysis. Examination revealed all fractures occurred in ductile overload. No evidence of stress corrosion cracking or fatigue was identified. Some slight pitting was noted at one fastener hole where the coatings had broken down, but this pitting was not significant to the fracture. The 7075-T7531 aluminum meets conductivity, hardness, and composition requirements. The recommendation is to review sources of excessive load.

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ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The author would like to recognize the following individuals' contributions to this analysis: Mr. (University of Dayton Research Institute) for specimen preparation and metallographic preparation expertise, Dr. (University of Dayton Research Institute) for compositional analysis, Mr (Universal Technology Corporation) for conductivity measurements.

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AFRL/RXS 17-002

KC-10A A-frame Structure Fracture Analysis

PURPOSE

Determine the failure mode of the A-frame.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight (Figure 1). The resulting damage exceeded Class A thresholds. Further details of the event are contained in AFSAS 585987.

Components from the incident aircraft were submitted
(SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the fractured support. Characterization of the boom hoist cable was addressed in report AFRL/RXS 17-001, and characterization of the boom accelerometer and structure will be addressed in report AFRL/RXS 17-003. Characterization of the electrical harnesses will be addressed in report AFRL/RXS 17-004.

The A-frame supports the gimbal from which the boom extends (Figure 2).

Details of the A-frame support manufacturing requirements were provided. Douglas drawing AGA7588 shows both left- and right-hand supports are to be machined from 7075-T7531 aluminum plate, per QQ-A-250/12.

FACTUAL DATA

A fractured A-frame structure and associated hardware were submitted for analysis (Figure 3). The most pronounced damage was the fracture of the right-hand support, which was submitted in two pieces. A portion of the right-hand support was not among the components submitted to AFRL.

There was considerable deformation noted on the structure. Two linkages both showed deformation in the same direction (Figure 4). The remaining portion of the fractured right-hand support also showed deformation. The left-hand support showed some impact damage, but only slight distortion. Both left and right large bearings were found to be canted in a manner consistent with excessive angular deflection off the axis of rotation.

To better characterize the fracture surfaces of the right-hand support, it was removed from the structure (Figure 5). Fractures were noted at both the inboard and outboard transitions between web and cap. Each of the fracture surfaces was examined using a stereo optical microscope. Most of the surfaces showed fibrous texture, chevron patterns, and shear lips, consistent with overload. In some cases, these features enabled a determination of the

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approximate fracture origin location (Figure 6). There were no beachmarks or other coarse arrest marks noted on any of the surfaces. In several locations, the fracture surfaces were very planar, in the plane of the plate from which the support was machined. There were some areas on the fracture surfaces which suffered secondary damage (i.e., smeared by contact after primary fracture).

Several fracture surfaces were excised for more detailed examination in the scanning electron microscope (SEM). In unsmeared areas all of the fracture surfaces showed failure had occurred in overload. Brittle fracture of the coarse precipitates was noted, surrounded by ductile fracture of the surrounding matrix. In all of the planar surfaces examined, higher magnification revealed the presence of fine ductile dimples, which are indicative of ductile overload (Figure 7). No evidence of fatigue was noted on any of the surfaces.

A cross section was taken through the initiation region of one of the fractures. The section was mounted and polished to enable metallurgical examination. The initiating edge showed 45 degree surfaces, consistent with overload. The grains were elongated, as expected in plate material. These grains had been distorted somewhat in the vicinity of the initiating edge (Figure 8). The condition of the surface coatings far from the fracture surface was examined in the mounted cross section (Figure 9). No cracking was noted in the anodized layer. The primer layer was intact.

A through crack was noted at one of the large bores on the forward end of the right-hand support. The support was sectioned to enable examination of the fracture surface, which was again in the plane of the plate from which the support was machined. Some coating distress was noted at opposite ends of the bore, in a pattern consistent with bending applied to the fastener (Figure 10).

The fracture surface was examined in the SEM. Some pitting on the inner diameter (ID) surface of the bore was noted. One pit was identified on the fracture surface. The depth of this pit was less than 0.01 inches. Examination of the fracture surface surrounding this pit revealed secondary damage (smearing). Just beyond the smeared area and over the entire remaining fracture surface, fine elongated ductile dimples were noted (Figure 11). These features are indicative of overload. All other flat fracture surfaces were excised and examined in the SEM. In every case, fine elongated ductile dimples were noted (Figure 12).

Conductivity and hardness measurements were obtained to assess the thermomechanical processing of the material. Conductivity measurements varied between 40.5 and 41.7 % International Annealed Copper Standard (% IACS). All of these measurements are within the range 40-42 % IACS, which according to QQ-A-250/12, shows the material has satisfactory resistance to stress corrosion cracking (SCC). Hardness measurements near the bearing varied from 79.7 to 80.0 HRBS. These values exceed 78 HRBS, which is the minimum listed for this alloy and condition by AMS 2658D.

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A segment of the right-hand support fitting was submitted for compositional testing using wet chemical techniques. The composition was found to conform to that specified for 7075 Aluminum by QQ-A-250/12. These results are shown in the Table.

DISCUSSION

This analysis has shown that fracture of the right-hand support and deformation of the other A-frame structure are most likely secondary damage. No evidence of improper material processing was identified. No evidence of pre-existing fatigue cracking was noted. All planar fractures were examined, and none were consistent with SCC.

Some corrosion pitting (< 0.01 inches in depth) was noted at the ID of one bore in a region of localized coating distress. This slight corrosion was not significant to the current fracture. Adjacent fracture surfaces showed elongated ductile dimples, which are inconsistent with SCC.

CONCLUSIONS

Fracture of the right-hand support and deformation of associated structure are most likely secondary damage.

All of the fracture surfaces examined show only overload and smear.

Some pitting < 0.010 inches in depth was noted at one bore, which did not significantly affect the capabilities of the component to resist fracture.

Macroscopic deformations show bending applied at the time of fracture.

The hardness and conductivity measurements of the fractured forging are consistent with the requirements for 7075-T7531 aluminum.

The material satisfied applicable composition requirements.

RECOMMENDATION

Review sources of excessive load on the A-frame support.

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FIGURES

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Figure 1. The boom attachment location on the incident aircraft after landing. View is from aft looking forward. Photograph supplied by the SIB.

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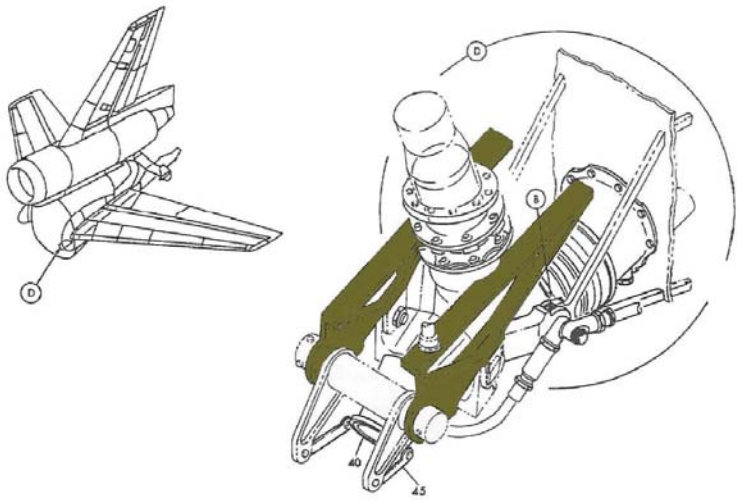

Figure 2. Schematic of the A-frame support and surrounding structure. The green structures are the right- and left-hand supports.

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Figure 3. The submitted A-frame support, as-received. A portion of the fractured right-hand support was not submitted to AFRL.

All scales are in inches

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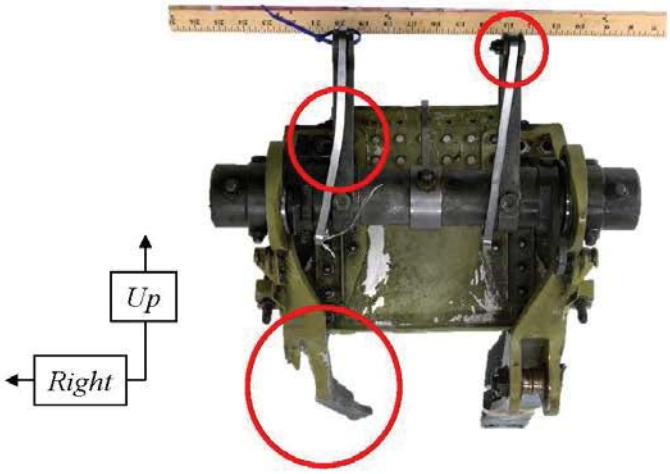

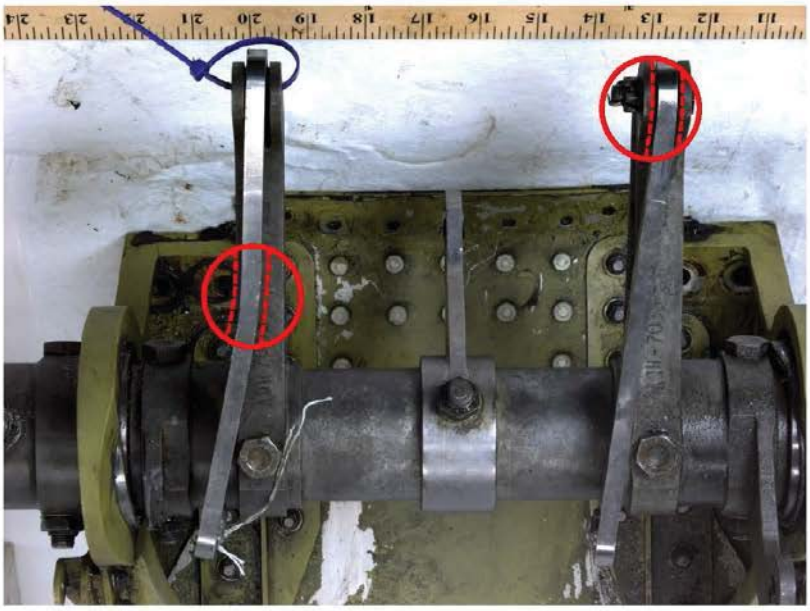

Figure 4. Considerable deformation was noted in the structure, indicated by the ovals. View is from forward looking aft.

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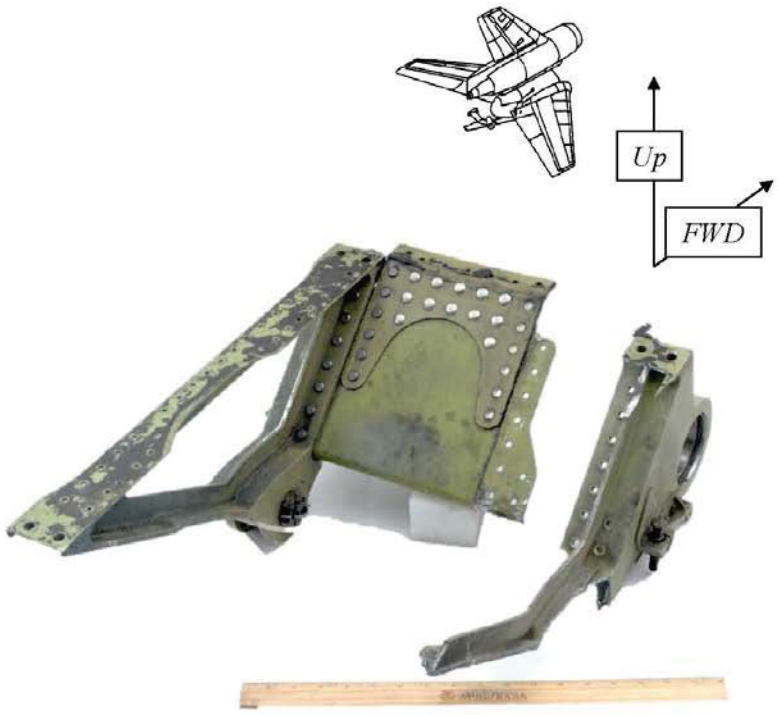

Figure 5. The fractured right-hand support was removed from the associated structure.

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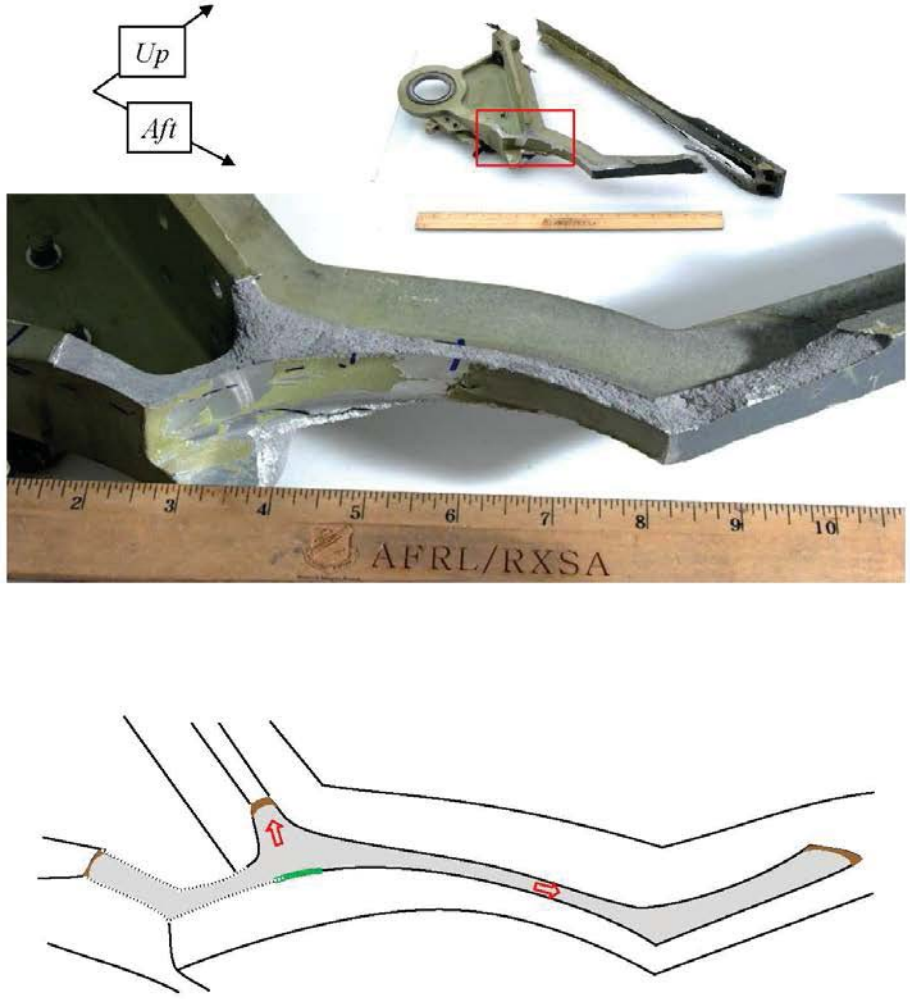

Figure 6. Most of the fracture surfaces showed fibrous surfaces with occasional chevron patterns (red arrows indicate propagation direction) and terminal shear lips (brown). Some areas of the fractures were very planar (dotted perimeter). Interpretation of these features enabled an assessment of the general initiation region (green). Fractures were noted on both inboard and outboard transitions between the web and cap. View is from inboard looking outboard.

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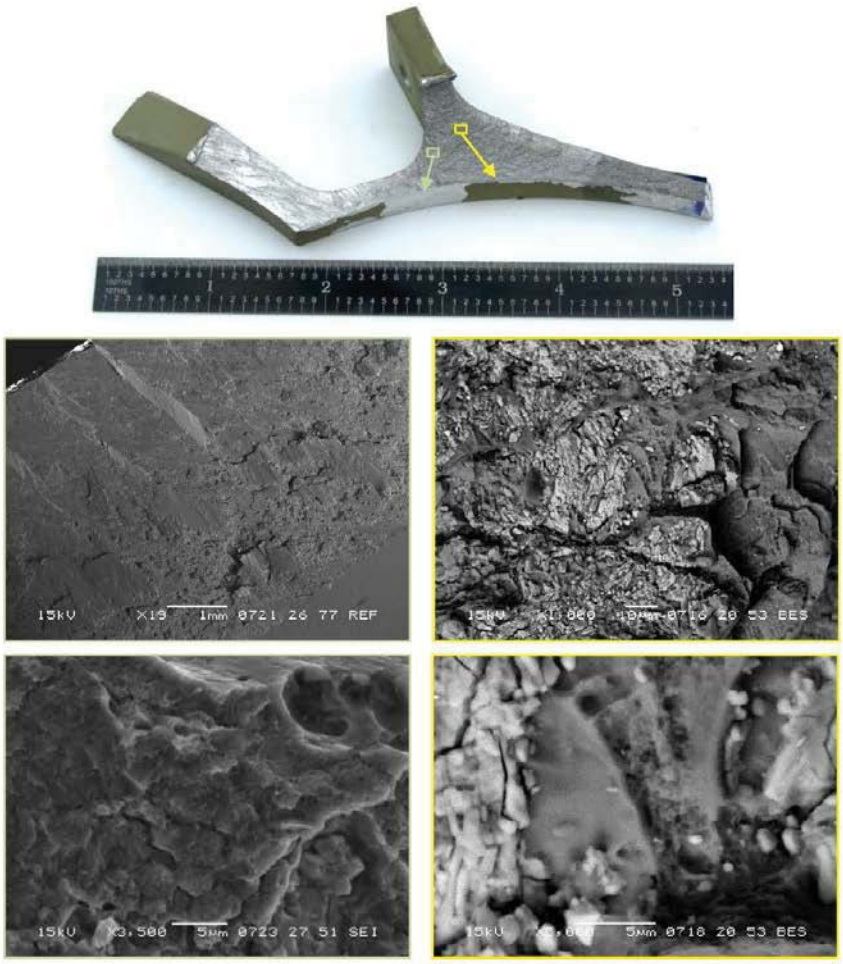

Figure 7. SEM examination showed smear and very fine ductile dimples on the flat portions of the fracture surfaces (lower left-hand image). The more fibrous nonplanar fractures showed fracture at coarse precipitates which appear white in both lower right backscattered electron images. The surrounding ductile matrix showed ductile dimples (lower right-hand image).

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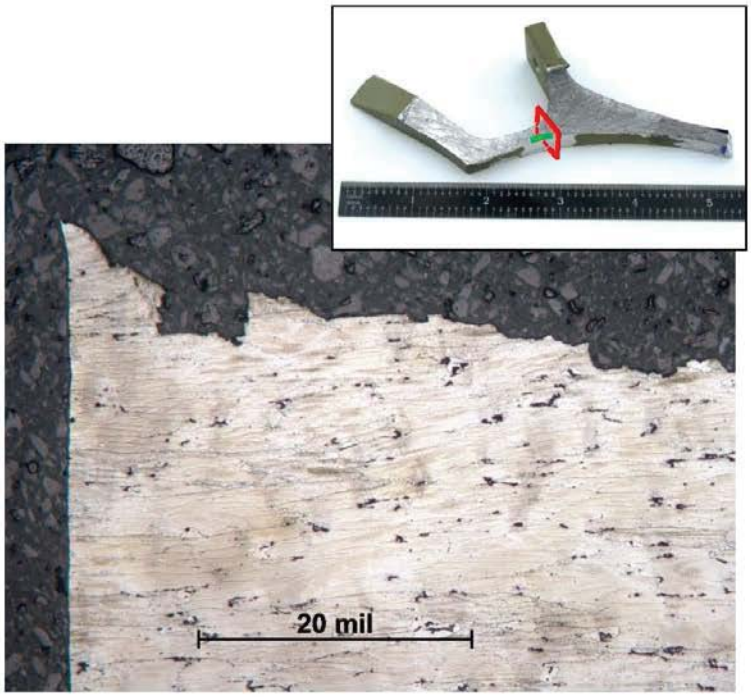

Figure 8. Metallographic examination of the initiation region shows 45-degree features at the initiating edge, consistent with overload. The elongated grain structure is expected for aluminum plate.

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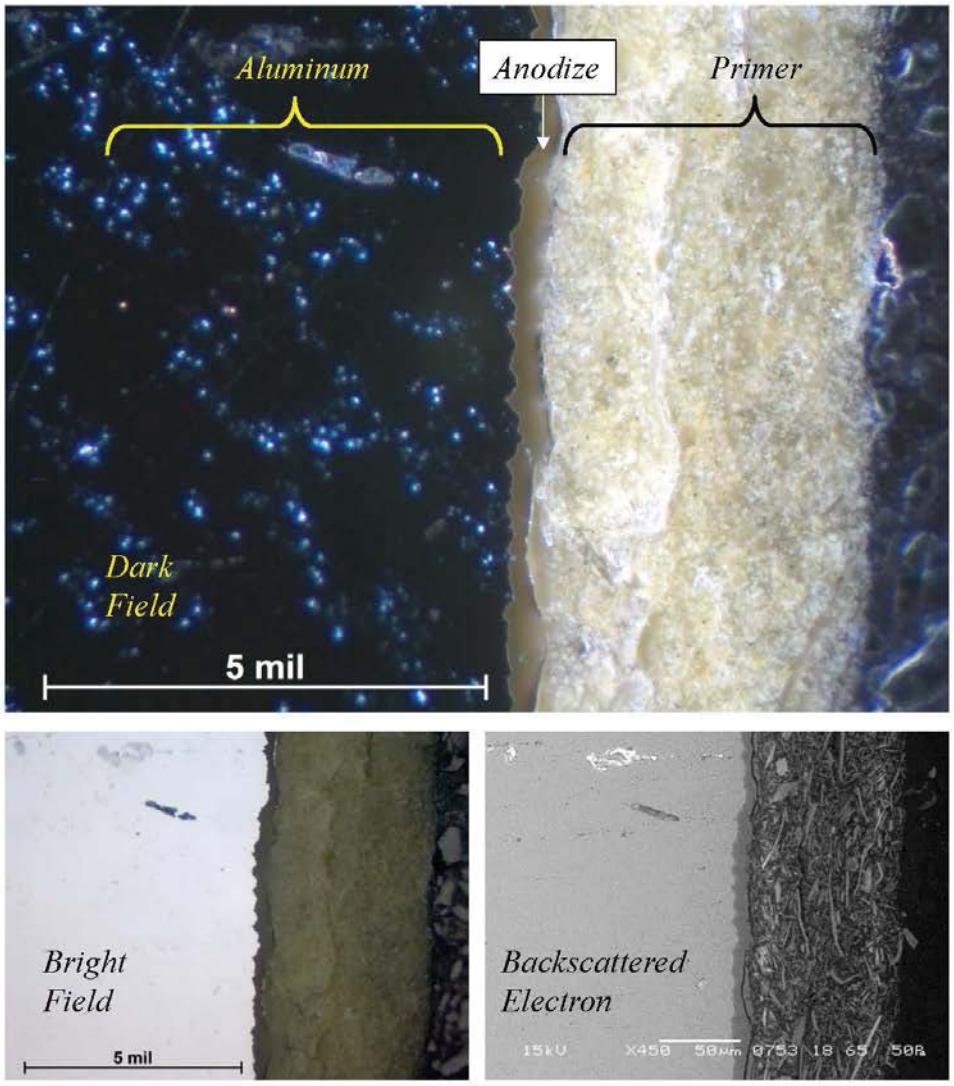

Figure 9. A cross section of undisturbed surface coatings far from the fracture shows they are intact.

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Figure 10. A through crack was noted at one bore (red dotted lines). The red ovals indicate coating distress was noted on opposing ends of the bore (red ovals), which indicates the fastener is loaded in bending. The blue oval indicates the location of the fracture surface shown in Figure 12.

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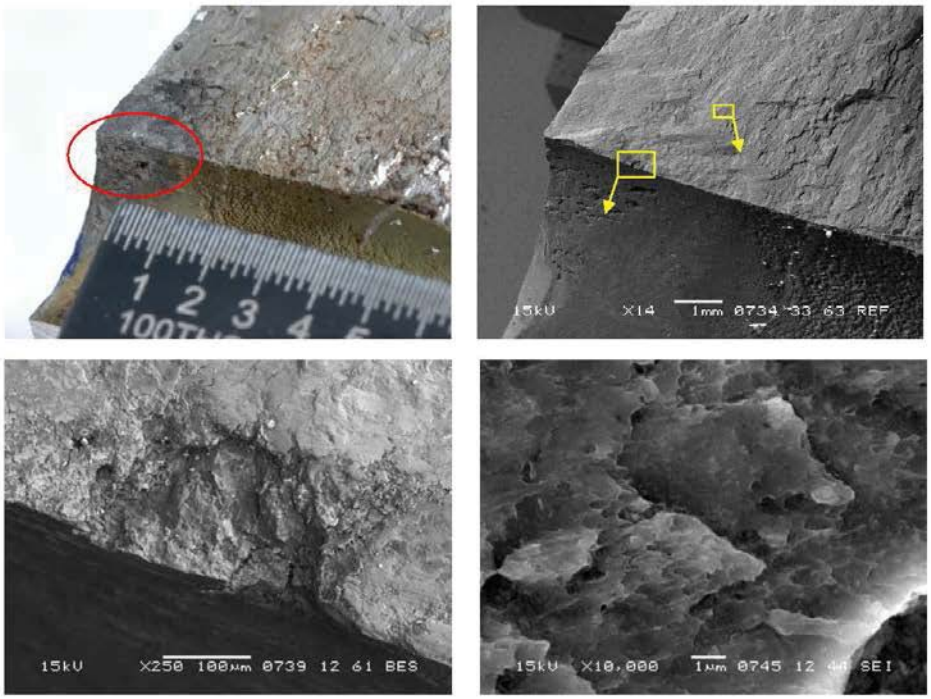

Figure 11. Examination of the bore crack fracture surface in the SEM shows some slight surface pitting (lower left-hand image). The 100 micron scale bar is 0.004 inches in length. Some smear was noted at this corner of the fracture surface. Beyond the smear, fine elongated ductile dimples were identified (lower right-hand image).

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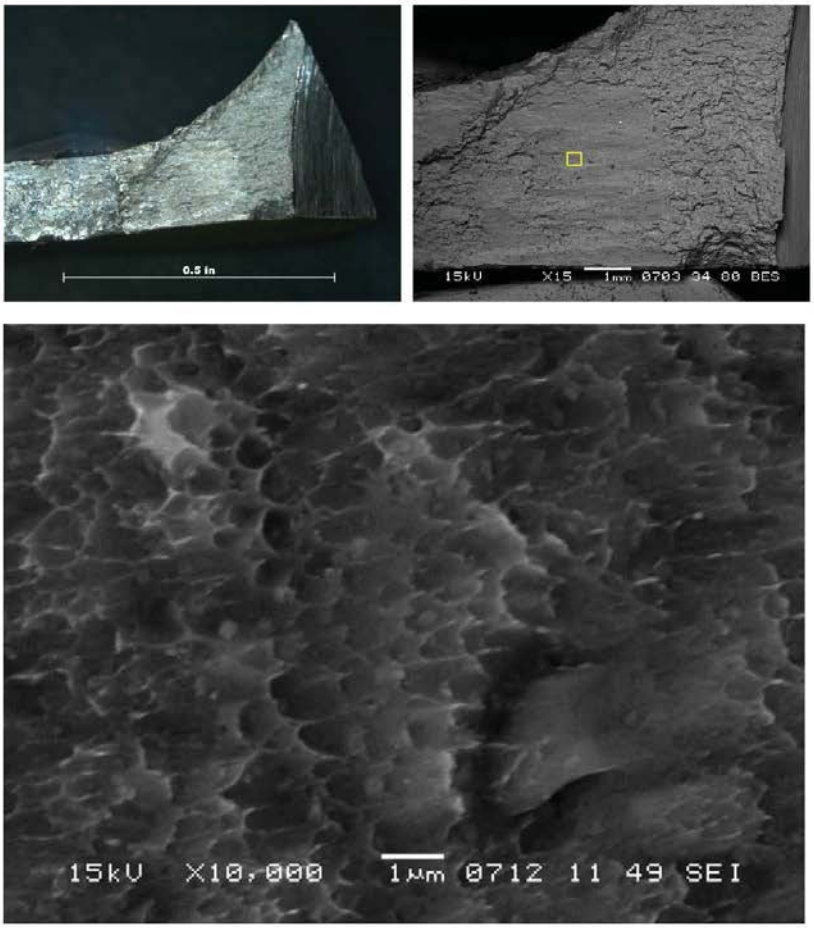

Figure 12. Examination of another flat fracture surface in the SEM revealed fine elongated ductile dimples. These features are indicative of overload, and were found on all planar fracture surfaces. The location of this fracture surface on the component is indicated by the blue oval in Figure 10.

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Table

Composition Analysis Results
Values in Wt%

Element	Right Hand Support Composition	Composition Specified for 7075 Aluminum by QQ-A-250/12F	
		Min	Max
Zinc	5.5	5.1	6.1
Magnesium	2.4	2.1	2.9
Copper	1.7	1.2	2.0
Chromium	0.20	0.18	0.28
Manganese	0.02		0.30
Iron	0.31		0.50
Silicon	0.27		0.40
Titanium	0.04		0.20
Aluminum	Base	Remainder	

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AFRL/RXS 17-002

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  - **Physical and Mechanical Metallurgy**
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- **Nondestructive Inspection**

- **Electrostatic Discharge (ESD) Testing**

- **ESD Material Qualifications/Acceptance Testing**

- **Composites Supportability**

J7. AFRL FINAL ACCELEROMETER & MOUNTING STURCTURE ANALYSIS

KC-10A Boom Accelerometer and Mounting Structure Analysis
(Failure Analysis)

17 January 2017

Evaluation Report
(SA103002)

Report No. AFRL/RXS 17-003

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AFRL/RXS 17-003

EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft, resulting in damage exceeding Class A thresholds. The boom was recovered and the boom accelerometer and associated structure were submitted for analysis. Examination of accelerometer attachment fasteners showed they had been tight before a lateral impact. Deformation of one fastener is consistent with impact damage. Two loose screws were found within the sealed accelerometer, which normally hold an electrical connector bracket. The installation design had a very short thread engagement. Limited static and dynamic testing showed the accelerometer functioned within nominal parameters, despite the loss of the screws. Recommendations include evaluating other aspects of the boom control unit (BCU) and associated logic for the potential to induce uncommanded boom movement.

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ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The authors would like to recognize the following individuals' contributions to this analysis: Messrs. (University of Dayton Research Institute) for component sectioning and test fixture fabrication, (Materials Integrity Branch) for electrical testing assistance, (University of Dayton Research Institute) for vibration testing, and (Universal Technology Corporation) for computed tomography.

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AFRL/RXS 17-003

KC-10A Boom Accelerometer and Mounting Structure Analysis

PURPOSE

Characterize the condition of the accelerometer and structure.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight. The resulting damage exceeded Class A thresholds. Further details of the event are contained in Air Force Safety Automated System (AFSAS) Report 585987.

Components from the incident aircraft were submitted by the Safety Investigation Board (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the boom accelerometer and mounting structure. A schematic showing the location of the accelerometer (near the end of the nonextending portion of the boom) is shown in Figure 1. The condition of the accelerometer and surrounding structure during SIB teardown is shown in Figure 2.

Characterization of the fractured boom hoist cable is addressed in report AFRL/RXS 17-001, characterization of the fractured boom A-frame support structure is addressed in report AFRL/RXS 17-002, and characterization of the electrical harnesses is addressed in report AFRL/RXS 17-004.

Support from Honeywell during the course of the investigation included providing current proprietary manufacturing and design documents, reviewing historical service and overhaul records for information related to the incident accelerometer, as well as supporting a number of telephone discussions. The incident accelerometer assembly (Part No. 979-0099-001, S/N 263) was serviced at Honeywell's facilities in Redmond, Washington in September of 2002. No record of this overhaul was available in the USAF data archives. However, the Honeywell archive contains a data field for reason for return. The reason for return for this accelerometer assembly was reported by Redmond Quality Assurance to be "BOOM HAS UNCONTROLLED MOVEMENT, ACCELERATOR HAS INCORRECT OUTPUT. BENCH CHECK AND EVALUATE FOR REBUILD." Honeywell was unable to duplicate the reported fault, as indicated on an Acceptance Test Data Sheet, dated 9-26-02,
This document is a three page test record which shows all measurements were within the specified ranges, with the exception of the section 8.2.1 negative voltage self-test results. Based on the reported responses for the other axes, the negative self-test entries appear to have been entered with a sign error.

The Sundstrand Component Maintenance Manual (CMM) for Part No. 979-0099-001, dated 14 Mar 1980, shows it is a redundant dual axis system which contains two electrically isolated dual axis accelerometers. Each dual axis set consists of two linear accelerometer elements

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having their sensitive axis aligned at 90 degrees. One accelerometer element is mounted with its sensitive axis vertical and the other with its sensitive axis horizontal. Electrical connections are made through a 24-pin connector to aircraft wiring. The boom accelerometer assembly is composed of four linear accelerometer elements, Model QA1200-AA01. Honeywell Drawing 979-0099 (rev H) for the sealed accelerometer assembly shows it contains a number of screws, including two austenitic stainless steel pan head screws per MS 51957-12.

Discussions were held with the product support engineer at Honeywell's Redmond, Washington facility while he referred to the current subassembly drawings. The baseplate within the accelerometer (to which the four linear accelerometer elements are installed) is to be composed of 6061 Aluminum in the -T6 condition. The baseplate is to be electroless nickel plated.

FACTUAL DATA

A segment of boom structure and the incident accelerometer were submitted for analysis (Figure 3). Also submitted was a similar vintage "exemplar" accelerometer, S/N 215. All four accelerometer attachment bolts had been removed from the structure as well as the nut plates corresponding to the two left-hand fasteners. The incident accelerometer was observed to emit a rattling noise when shaken.

Visual examination of the structure revealed impact damage to the aft left underside of the structure (Figure 4). A slight gap was noted between two layers of structure through which the left attachment bolts pass.

The four attachment fasteners were examined using stereo optical and electron microscopes. The threads on both left-hand fasteners were observed to be stripped (Figure 5). Furthermore, the aft left fastener showed shear deformation in the unthreaded portion of the shank (Figure 6).

To determine the location of the deformed shear plane, the aft left fastener was placed through the corresponding washer and mounting flange of the accelerometer. The location of the shear deformation was approximately 0.1 inches below the lower surface of the accelerometer. The thickness of the structural sheet below the accelerometer is approximately 0.1 inches. The location of the shear deformation in the aft left fastener corresponds to the interface between the structural layers in the boom (Figure 7).

The condition of the aft left accelerometer fastener hole and of the corresponding washer were examined. The aft left fastener hole is unique in that it is an oval, while the other three holes are round. An impression was noted on the washer corresponding to one of the lateral ends of the oval slot. Examination of this impression showed smear marks indicative of lateral motion. In contrast, deformation to the side walls of the slot in the accelerometer base are consistent with forward and aft motion. These observations are shown in Figure 8.

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Electrical resistance measurements were performed on the incident and exemplar accelerometers in their as-received condition. The pin out for the 24-pin connector documented in the CMM was used to determine which internal circuit paths were being interrogated. Measurements were conducted using two scales of a Keithly Model 2010 digital multimeter. Because each scale uses a different applied voltage, this approach effectively interrogates two points of a performance curve. The measurements showed there was a slight difference between the response of the linear accelerometers within the exemplar and incident assemblies. Within each assembly, however, all four channels were very well matched. The complete results of this testing are contained in Appendix 1.

The incident accelerometer was examined nondestructively using computed tomography. Two loose screws were identified within the sealed housing. A hole was milled in the upper surface and the screws were removed (Figure 9). Examination of the screws using stereo optical and electron microscopes showed some light green adhesive on the heads. No thread stripping or evidence of electrical arcing was noted. The lengths of the screws were measured to be 0.169 and 0.172 inches using a machinist's microscope. These lengths fall within the range specified for -12 screws by MS 51957D (0.188 + 0 / - 0.031 inches).

The outputs for the incident and exemplar accelerometer assemblies were measured both statically and dynamically using an LDS V850-440 shaker. Static testing was performed in four different orientations (+elevation, -elevation, +roll, and -roll). For each measurement, the unit under test was aligned so the specified axis was pointed vertically upward, and the resulting output recorded. In all cases, the accelerometer output was consistent with the specified nominal response: 2.5 V/g. No intermittent faults were identified. The complete results of this testing are contained in Appendix 2.

Dynamic testing of the accelerometers was conducted at 10 hertz and at room temperature. For both vertical and horizontal testing, the unit under test was mounted with the +elevation axis upward (Figure 10). Vertical testing was conducted with the shaker table configured for motion in the vertical axis. A reference accelerometer mounted next to the unit under test confirmed the target accelerations were achieved. Two test conditions were selected for vertical testing: ½ g to 1 ½ g, and 0 g to 2 g. During horizontal testing the shaker was configured to drive a slip table with the axis of motion aligned parallel to the roll axis indicated on the component. Two test conditions were selected for horizontal testing: +/- ½ g and +/- 1 g. In all cases, the accelerometer output was consistent with the specified nominal response: 2.5 V/g. No intermittent faults were identified. The complete results of this testing are contained in Appendix 2.

The accelerometer case was sectioned to reveal the interior of the sealed assembly. The unit was mounted on a lathe. Because of some slight out-of-roundness, the cutting tool could not be used effectively, so a hacksaw blade was manually held against the side wall.

The location of the absent screws was found to be the holes in a polymeric "L" bracket which hold a 25-pin receptacle to the top of the base plate. Some light green adhesive was noted

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where the heads had been seated in the bracket (Figure 11). One of the screws was positioned within the unthreaded bracket, and only one fully formed thread protruded. Examination of the assembly's interior showed none of the electrical contacts were exposed. All had either plastic sleeving or polymeric potting compound applied to them. There was some slight brown discoloration noted on the potting compound applied to the higher profile electrical components on the printed circuit boards associated with each of the four linear accelerometer elements.

The condition of the threaded holes in the base plate was examined directly, and by using Struers replicating media. A chamfer was noted at the top of the threaded hole. The crowns of the internal threads closest to the surface were found to be sheared. Replication of the hole revealed smearing indicative of axial stripping of the thread crowns. These observations are shown in Figure 12.

DISCUSSION

This analysis failed to identify pre-existing anomalies within the accelerometer or associated mounting structure which would have affected the accelerometer output. The connector bracket retention design includes very short thread engagement, which makes the joint more susceptible to impact loading. Nevertheless, static and dynamic testing showed the accelerometer functioned within specified parameters, despite the absence of the internal screws. Resistance measurements of the connecter bracket material shows it is nonconductive, so the bracket and screws are not part of an electrical circuit. Distress to the accelerometer's external attachment fasteners is consistent with secondary (versus primary) damage.

It is extremely unlikely the two loose screws rattling within the sealed accelerometer would affect output. The sensing components for each of the four single axis linear accelerometer elements is contained within a sealed well of the base plate, so that foreign objects would not come into contact with them. All electrical elements within the assembly are electrically isolated, either by potting compound or by plastic sleeving.

The inability to recreate the suspected accelerometer output anomalies raises at least two possible explanations. It is possible the accelerometer has an intermittent fault, which did not manifest either during testing at AFRL or during the 2002 service testing at Redmond. Alternatively, it may be that errors in the feedback signals from the accelerometer or control logic are due to other factors elsewhere in the system.

CONCLUSIONS

Two connector bracket screws came loose within the sealed accelerometer due to shearing of the internal threads in the base plate.

The timing of the loosening of the internal screws is unknown, but the damage appears to be consistent with impact. Very short thread engagement made these threads more susceptible to axial stripping.

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Static and dynamic testing showed the accelerometer functioned within specified parameters, despite the absence of the two loosened internal screws.

Distress to the accelerometer's external attachment fasteners is consistent with secondary (versus primary) damage.

RECOMMENDATIONS

- Consider submitting the incident accelerometer assembly to Honeywell for more thorough functional testing of each of four accelerometer elements. The goal of such testing would be to determine if intermittent faults occur.

- Review other aspects of the Boom Control Unit and associated logic for the potential to induce uncommanded boom movement.

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FIGURES

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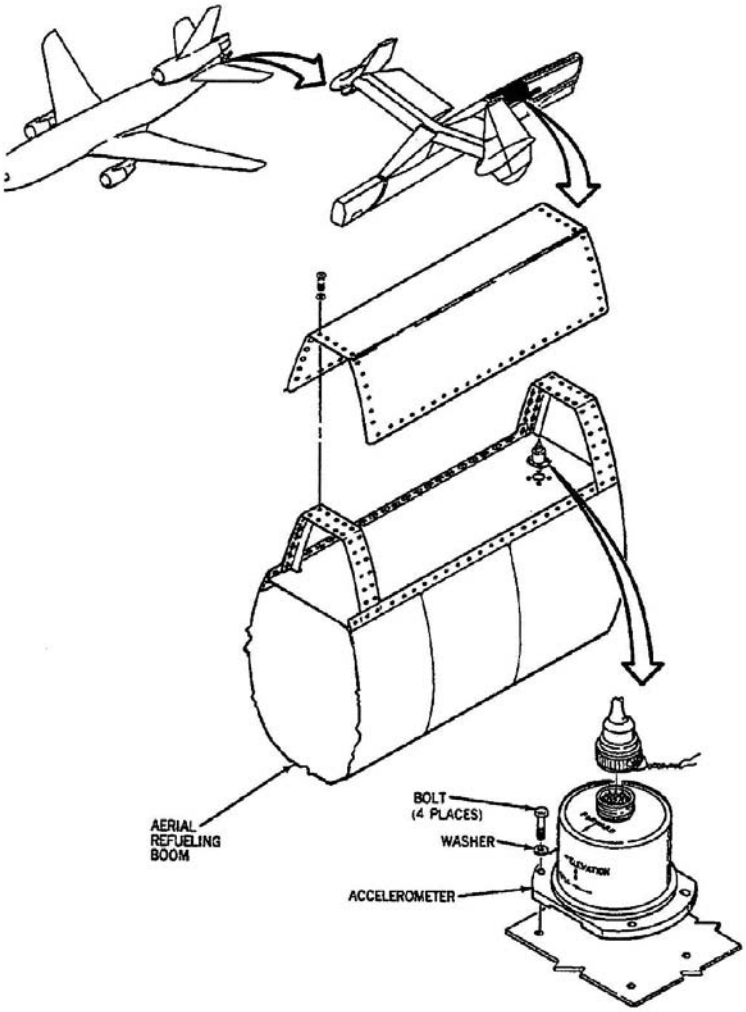

Figure 1. Schematic showing the installation location of the submitted accelerometer, and the aft end of the nonextending portion of the boom.

Source: T.O. 1C-10(K)A-2-28, 28-72-01 Figure 201

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Figure 2. Condition of accelerometer and surrounding structure during SIB teardown.
Image provided by SIB

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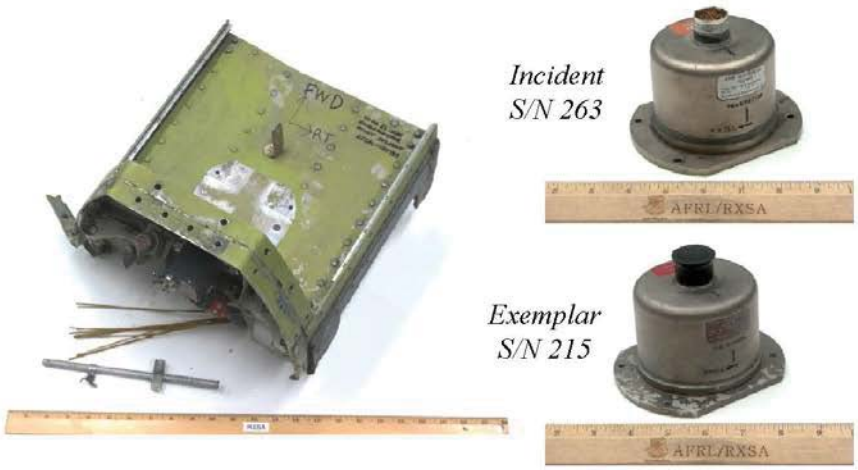

Figure 3. The submitted hardware, as-received.

All scales are in inches

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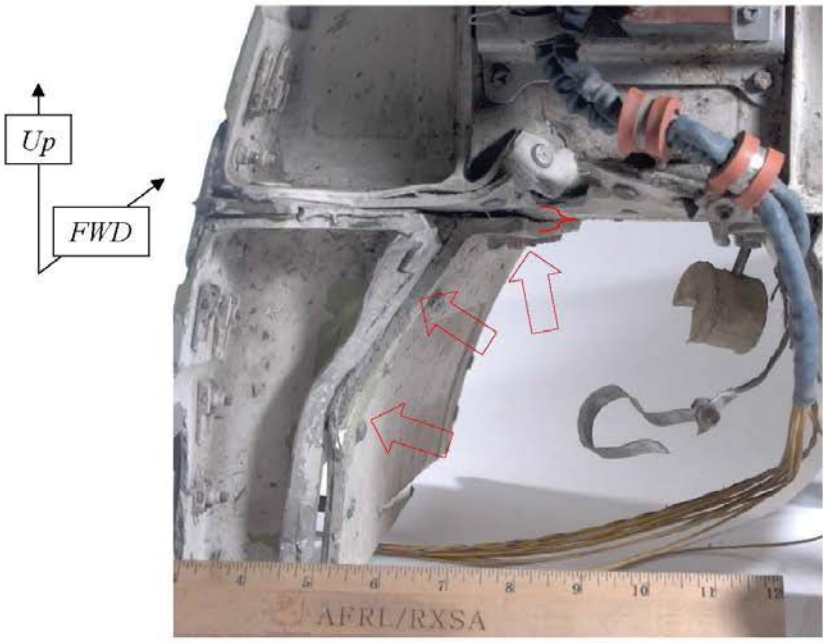

Figure 4. Arrows indicate impact damage to the aft end of the boom structure. The curly bracket indicates a gap between two layers of structure.

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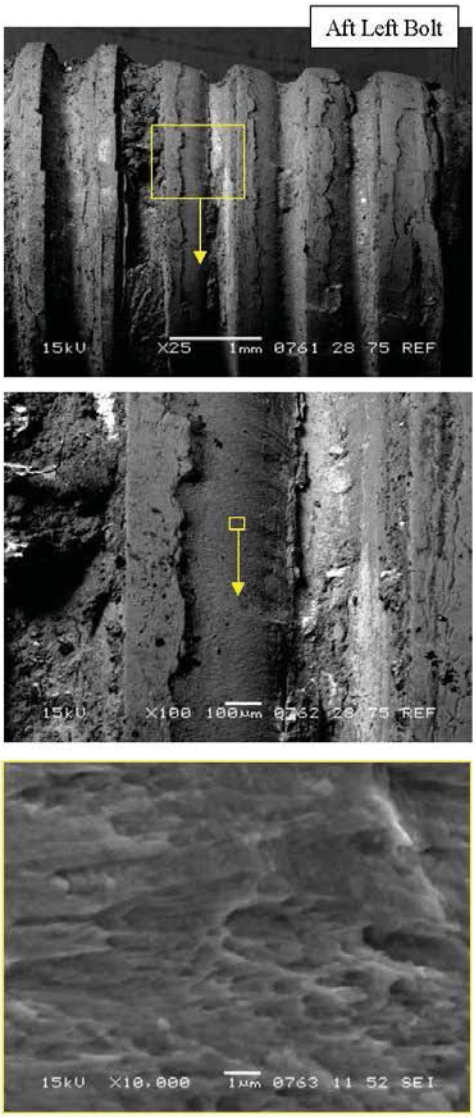

Figure 5. Examination of the aft left accelerometer fastener showed the threads had been stripped in a manner consistent with axial overstress. The forward left fastener showed thread stripping.

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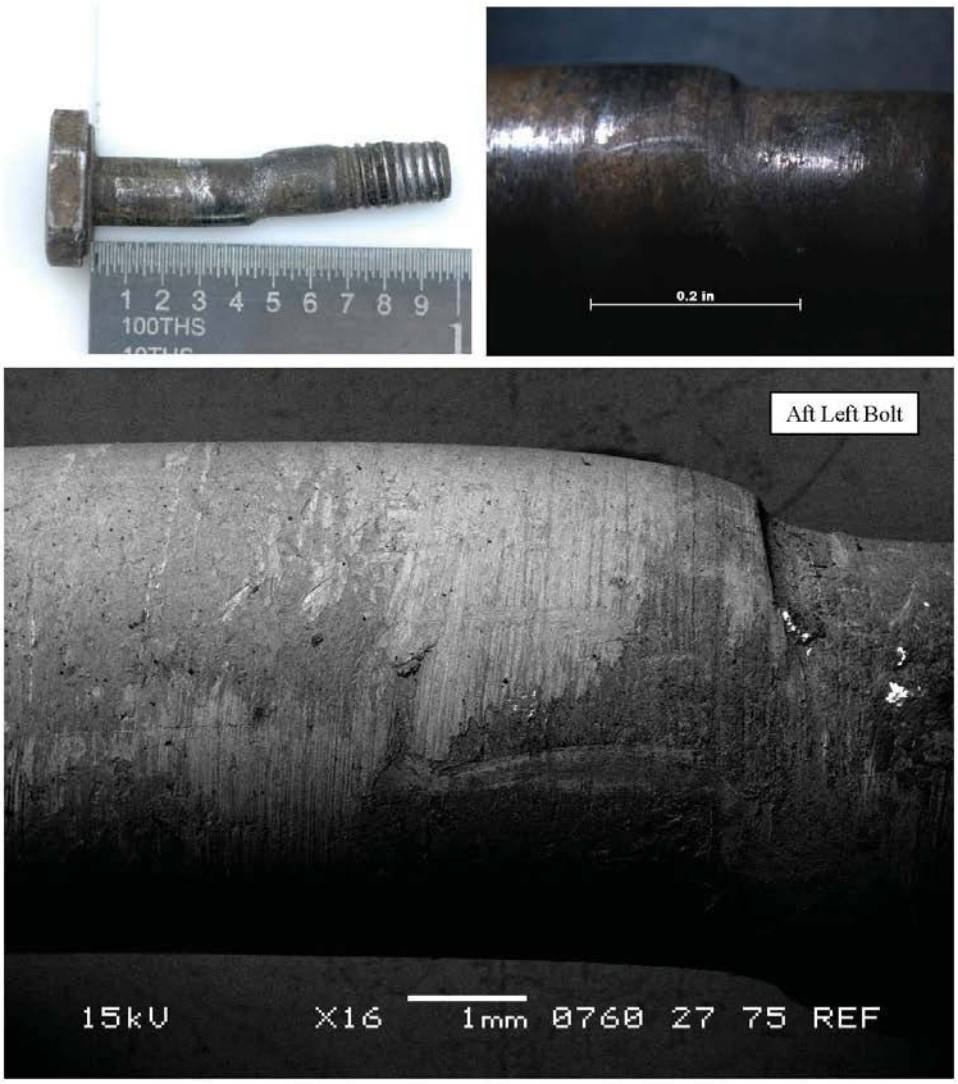

Figure 6. The aft left accelerometer fastener showed deformation indicative of applied shear.

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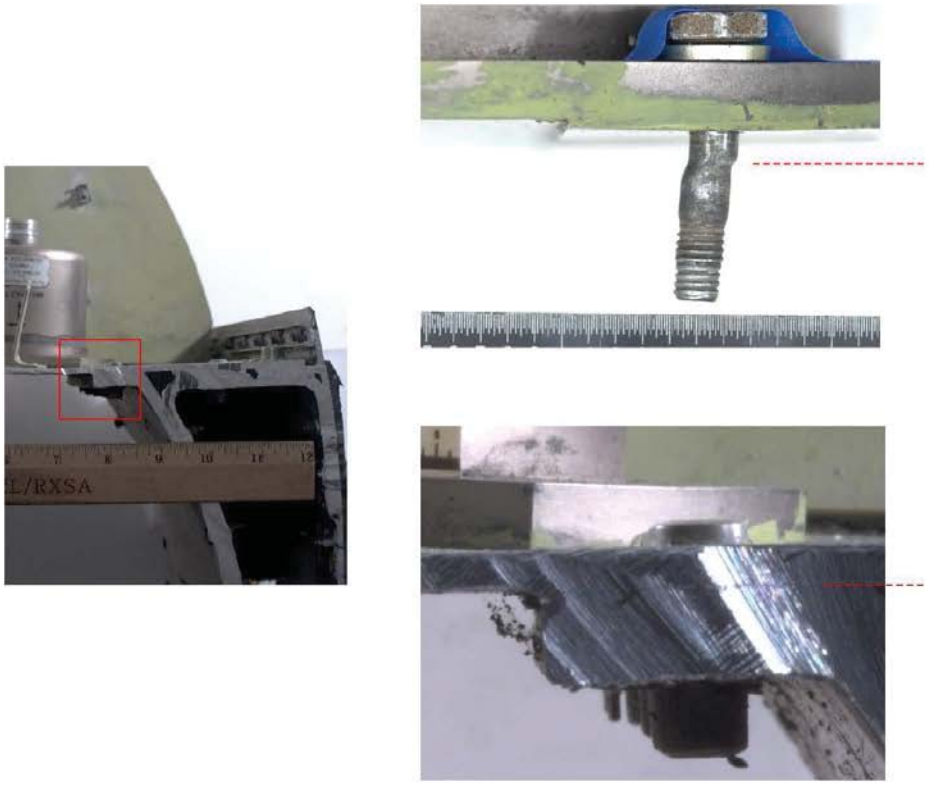

Figure 7. The location of the applied shear in the aft left accelerometer fastener is consistent with the interface between two layers of structure. This is the interface at which the gap, shown in Figure 4, was observed.

Scale minor division in the right hand images is 1/100th inch

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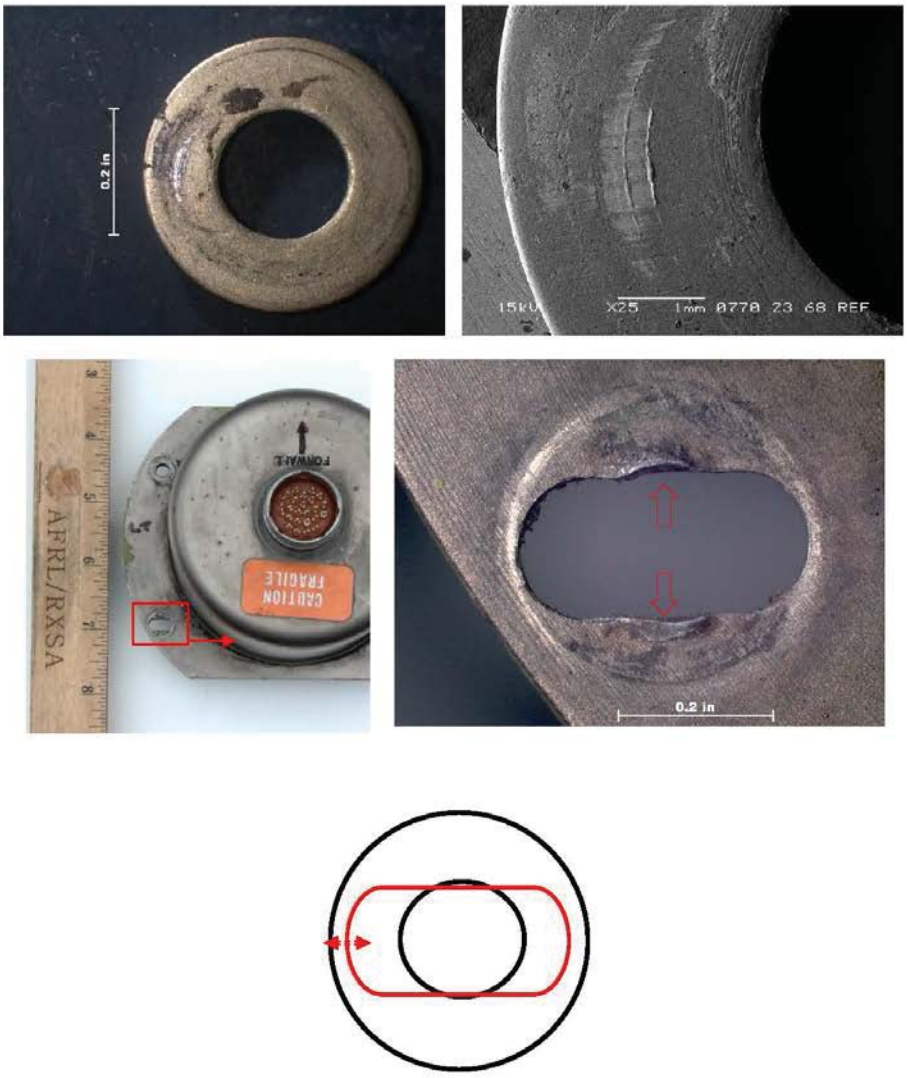

Figure 8. Examination of the aft left fastener washer (upper images) shows impressions of one lateral motion on one side of the oval slot in the accelerometer flange. The oval slot shows evidence of deformation consistent forward and aft motion (middle images).

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Figure 9. Examination using computed tomography revealed two loose screws within the sealed accelerometer. The screws were removed by milling a hole in the upper surface of the case. There was no evidence of arcing or thread stripping on the screws.

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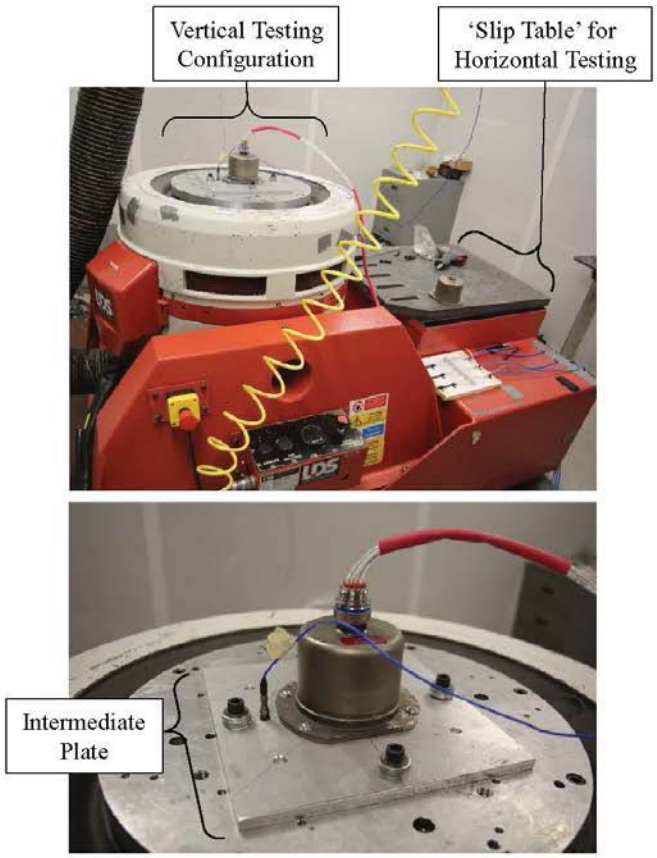

Figure 10. Dynamic testing was accomplished using a shaker table. Vertical testing was performed in the configuration shown. For horizontal testing, the shaker was rotated 90 degrees so the axis of motion was aligned with the horizontal slip table at right.

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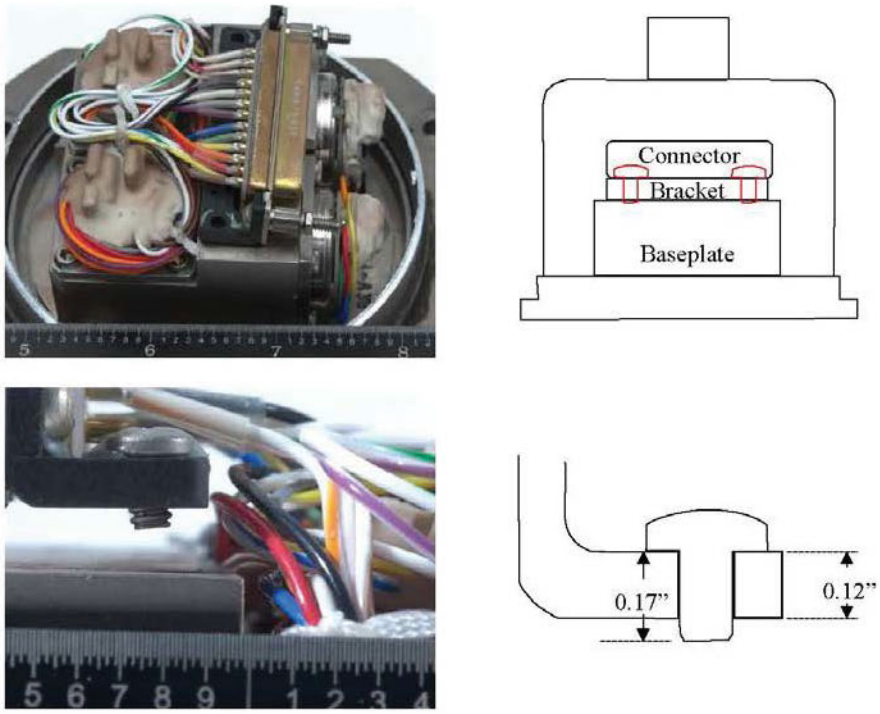

Figure 11. Sectioning of the accelerometer housing revealed the two loose screws had been installed to hold the connector bracket to the base plate. When repositioned in their assembly locations, very little thread length protruded.

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Figure 12. The threaded holes in the base plate were examined directly using stereo optical and electron microscopes, and by extracting Struers repliset black replicas. Curly brackets in the upper right-hand images indicate the chamfer. Sheared threads were observed directly, and smear marks consistent with axial stripping were noted on the replicas.

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AFRL/RXS 17-003

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Materials Integrity Branch
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Materials and Manufacturing Directorate

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AFLCMC/WKDBB
AMC 436 OG/CC (SIB PRESIDENT

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APPENDICES

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APPENDIX 1

Electrical Testing of the Incident and Exemplar Accelerometers

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Nomenclature: Boom Accelerometer
Manufacturer: Sundstrand Data Control, Inc.
Part No.: 979-0099-001 DMM: Keithley 2010
Serial No.: 263 Calibration Control No.: LM900/J265950
Date Code: 8543

As-Received, Low-Level Resistance (R) Measurements

	DMM									
	Pin		Range & current	Forward R	Range & current	Forward R	Range & current	Reverse R	Range & current	Reverse R
	+	-								
Side 1 Power										
R of + 15 VDC to gnd	1	2	100 MΩ (0.64 µA)	3.1 MΩ	1 MΩ (10 µA)	0.183 MΩ	overflow (R > 100 MΩ)			
R of - 15 VDC to gnd	3	2	overflow (R > 100 MΩ)				100 MΩ (0.64 µA)	3.2 MΩ	1 MΩ (10 µA)	0.1883 MΩ
R between +15 VDC and -15 VDC	1	3	100 MΩ (0.64 µA)	4.03 MΩ	1 MΩ (10 µA)	0.2274 MΩ	overflow (R > 100 MΩ)			
Side 1 Lateral (Roll) Accelerometer										
R of output	4	5	1 kΩ (1 mA)	1.0862 kΩ	100 kΩ (10 µA)	2.04 kΩ	1 kΩ (1 mA)	1.0060 kΩ	100 kΩ (10 µA)	2.04 kΩ
R of positive output to gnd	4	2	1 kΩ (1 mA)	1.0862 kΩ	100 kΩ (10 µA)	2.04 kΩ	1 kΩ (1 mA)	1.0060 kΩ	100 kΩ (10 µA)	2.05 kΩ
R of negative output to gnd	5	2	10 Ω (10 mA)	0.234 Ω			10 Ω (10 mA)	0.237 Ω		
R of self test to gnd	6	2	100 MΩ (0.64 µA)	0.92 MΩ	100 kΩ (10 µA)	92.50 kΩ	100 MΩ (0.64 µA)	0.78 MΩ	100 kΩ (10 µA)	90.79 kΩ
Side 1 Normal (Pitch) Accelerometer										
R of output	7	8	1 kΩ (1 mA)	1.0642 kΩ	100 kΩ (10 µA)	2.05 kΩ	1 kΩ (1 mA)	0.9811 kΩ	100 kΩ (10 µA)	2.06 kΩ
R of positive output to gnd	7	2	1 kΩ (1 mA)	1.0640 kΩ	100 kΩ (10 µA)	2.05 kΩ	1 kΩ (1 mA)	0.9810 kΩ	100 kΩ (10 µA)	2.06 kΩ
R of negative output to gnd	8	2	10 Ω (10 mA)	0.192 Ω			10 Ω (10 mA)	0.195 Ω		
R of self test to gnd	9	2	100 MΩ (0.64 µA)	0.92 MΩ	100 kΩ (10 µA)	92.15 kΩ	100 MΩ (0.64 µA)	0.78 MΩ	100 kΩ (10 µA)	90.28 kΩ
Side 2 Power										
R of + 15 VDC to gnd	10	21	100 MΩ (0.64 µA)	2.79 MΩ	1 MΩ (10 µA)	0.1702 MΩ	overflow (R > 100 MΩ)			
R of - 15 VDC to gnd	22	21	overflow (R > 100 MΩ)				100 MΩ (0.64 µA)	3.06 MΩ	1 MΩ (10 µA)	0.1836 MΩ
R between +15 VDC and -15 VDC	10	22	100 MΩ (0.64 µA)	3.93 MΩ	1 MΩ (10 µA)	0.2233 MΩ	overflow (R > 100 MΩ)			

Engineer / Technician _____ 9-Dec-16 Date

Nomenclature: Boom Accelerometer
Manufacturer: Sundstrand Data Control, Inc.
Part No.: 979-0099-001
Serial No.: 263
Date Code: 8543

As-Received, Low-Level Resistance (R) Measurements

	DMM									
	Pin			Forward		Forward		Reverse		
	+	-	Range	R	Range	R	Range	R	Range	Reverse R
Side 2 Lateral (Roll) Accelerometer										
R of output	11	12	1 kΩ (1 mA)	1.0756 kΩ	100 kΩ (10 µA)	2.00 kΩ	1 kΩ (1 mA)	1.00 kΩ	100 kΩ (10 µA)	2.00 kΩ
R of positive output to gnd	11	21	1 kΩ (1 mA)	1.0755 kΩ	100 kΩ (10 µA)	2.00 kΩ	1 kΩ (1 mA)	1.00 kΩ	100 kΩ (10 µA)	2.00 kΩ
R of negative output to gnd	12	21	10 Ω (10 mA)	0.215 Ω			10 Ω (10 mA)	0.215 Ω		
R of self test to gnd	13	21	100 MΩ (0.64 µA)	0.92 MΩ	100 kΩ (10 µA)	92.26 kΩ	100 MΩ (0.64 µA)	0.77 MΩ	100 kΩ (10 µA)	90.53 kΩ
Side 2 Normal (Pitch) Accelerometer										
R of output	14	15	1 kΩ (1 mA)	1.0532 kΩ	100 kΩ (10 µA)	1.95 kΩ	1 kΩ (1 mA)	0.9672 kΩ	100 kΩ (10 µA)	1.95 kΩ
R of positive output to gnd	14	21	1 kΩ (1 mA)	1.0530 kΩ	100 kΩ (10 µA)	1.95 kΩ	1 kΩ (1 mA)	0.9672 kΩ	100 kΩ (10 µA)	1.95 kΩ
R of negative output to gnd	15	21	10 Ω (10 mA)	0.196 Ω			10 Ω (10 mA)	0.194 Ω		
R of self test to gnd	16	21	100 MΩ (0.64 µA)	0.92 MΩ	100 kΩ (10 µA)	92.08 kΩ	100 MΩ (0.64 µA)	0.78 MΩ	100 kΩ (10 µA)	90.35 kΩ
Side Isolation										
R between Side 1 gnd and Side 2 gnd	2	21	overflow (R > 100 MΩ)							
R between Side 1 +15 V and Side 2 +15 V	1	10	overflow (R > 100 MΩ)							
R between Side 1 -15 V and Side 2 -15 V	3	22	overflow (R > 100 MΩ)							
Channel-to-Channel R										
R between + outputs of Side 1 L&N	4	7	10 kΩ (100 µA)	4.101 kΩ	100 kΩ (10 µA)	4.10 kΩ	10 kΩ (100 µA)	4.10 kΩ	100 kΩ (10 µA)	4.10 kΩ
R between + outputs of Side 2 L&N	11	14	10 kΩ (100 µA)	3.954 kΩ	100 kΩ (10 µA)	3.95 kΩ	10 kΩ (100 µA)	3.95 kΩ	100 kΩ (10 µA)	3.95 kΩ
Pin-to-Case R										
R between Side 1 gnd and case	2	case	overflow (R > 100 MΩ)							
R between Side 2 gnd and case	21	case	overflow (R > 100 MΩ)							

Engineer / Technician

9-Dec-16
Date

APPENDIX 2

Vibration Testing of the Incident and Exemplar Accelerometers

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System Testing of Boom Accelerometer Assembly - AFRL/RXSA - January 4, 2017
Static Gravity Tests - Incident Unit

Part No.: 979-0099-001
Serial No.: 263
Manufacturer: Sundstrand Data Control, Inc.

Nominal Sensitivity: 2.5 V/g
Power Supply: ±15.0 VDC

Static Gravity Test						Side 1 - Normal	Side 2 - Normal
		Measured Values	Raw Data	DC Voltage		2.514 VDC	2.482 VDC
			Calculated Data	Static Acceleration		1.006 g	0.993 g
Direction		Error		Static Acceleration		0.006 g	-0.007 g
Normal	Lateral						
a = +1.0 g	a = 0.0 g						

Static Gravity Test						Side 1 - Normal	Side 2 - Normal
		Measured Values	Raw Data	DC Voltage		-2.530 VDC	-2.510 VDC
			Calculated Data	Static Acceleration		-1.012 g	-1.004 g
Direction		Error		Static Acceleration		-0.012 g	-0.004 g
Normal	Lateral						
a = -1.0 g	a = 0.0 g						

Static Gravity Test						Side 1 - Lateral	Side 2 - Lateral
		Measured Values	Raw Data	DC Voltage		2.484 VDC	2.484 VDC
			Calculated Data	Static Acceleration		0.994 g	0.994 g
Direction		Error		Static Acceleration		-0.006 g	-0.006 g
Normal	Lateral						
a = 0.0 g	a = +1.0 g						

Static Gravity Test						Side 1 - Lateral	Side 2 - Lateral
		Measured Values	Raw Data	DC Voltage		-2.512 VDC	-2.510 VDC
			Calculated Data	Static Acceleration		-1.005 g	-1.004 g
Direction		Error		Static Acceleration		-0.005 g	-0.004 g
Normal	Lateral						
a = 0.0 g	a = -1.0 g						

System Testing of Boom Accelerometer Assembly - AFRL/RXSA - January 4, 2017 cont.

Vertical Vibe Table - Incident Unit

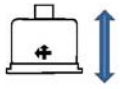
Part No.: 979-0099-001 **Nominal Sensitivity:** 2.5 V/g

Serial No.: 263 **Power Supply:** ±15.0 VDC

Manufacturer: Sundstrand Data Control, Inc.

Vertical Vibe Table					Side 1		Side 2	
baseline					Lateral	Normal	Lateral	Normal
f = 0 Hz	Measured Values	Raw Data	AC Voltage		0.018 V RMS	0.095 V RMS	0.021 V RMS	0.071 V RMS
			DC Voltage		-0.015 VDC	2.515 VDC	-0.014 VDC	2.480 VDC
		Calculated Data	Static Acceleration		-0.006 g	1.006 g	-0.006 g	0.992 g
Direction			Random Acceleration		0.01 g RMS	0.04 g RMS	0.01 g RMS	0.03 g RMS
Normal	Lateral	Error	Static Acceleration		-0.006 g	0.006 g	-0.006 g	-0.008 g
a = +1.0 g ±0.0 g	a = ±0.0 g		Random Acceleration		0.01 g RMS	0.04 g RMS	0.01 g RMS	0.03 g RMS

Vertical Vibe Table					Side 1		Side 2	
					Lateral	Normal	Lateral	Normal
f = 10 Hz	Measured Values	Raw Data	AC Voltage		0.070 V RMS	0.92 V RMS	0.021 V RMS	0.89 V RMS
			DC Voltage		Noise	2.55 VDC	Noise	2.50 VDC
		Calculated Data	Sinusoidal Acceleration		N/A	±0.52 g (peak)	N/A	±0.51 g (peak)
			Static Acceleration		N/A	1.020 g	N/A	1.000 g
Direction			Random Acceleration		0.03 g RMS	N/A	0.01 g RMS	N/A
Normal	Lateral	Error	Sinusoidal Acceleration		N/A	0.019 g	N/A	0.006 g
a = +1.0 g ±0.5 g	a = ±0.0 g		Static Acceleration		N/A	0.020 g	N/A	0.000 g
			Random Acceleration		0.03 g RMS	N/A	0.01 g RMS	N/A

Vertical Vibe Table					Side 1		Side 2	
					Lateral	Normal	Lateral	Normal
f = 10 Hz	Measured Values	Raw Data	AC Voltage		0.102 V RMS	1.83 V RMS	0.102 V RMS	1.77 V RMS
			DC Voltage		Noise	2.55 VDC	Noise	2.50 VDC
		Calculated Data	Sinusoidal Acceleration		N/A	±1.03 g (peak)	N/A	±1.00 g (peak)
			Static Acceleration		N/A	1.020 g	N/A	1.000 g
Direction			Random Acceleration		0.04 g RMS	N/A	0.04 g RMS	N/A
Normal	Lateral	Error	Sinusoidal Acceleration		N/A	0.033 g	N/A	0.001 g
a = +1.0 g ±1.0 g	a = ±0.0 g		Static Acceleration		N/A	0.020 g	N/A	0.000 g
			Random Acceleration		0.04 g RMS	N/A	0.04 g RMS	N/A

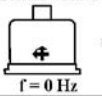
System Testing of Boom Accelerometer Assembly - AFRL/RXSA - January 4, 2017 cont.

Horizontal Vibe Table - Incident Unit

Part No.: 979-0099-001 **Nominal Sensitivity:** 2.5 V/g

Serial No.: 263 **Power Supply:** ±15.0 VDC

Manufacturer: Sundstrand Data Control, Inc.

Horizontal Vibe Table						Side 1		Side 2	
 baseline						Lateral	Normal	Lateral	Normal
f = 0 Hz		Measured Values	Raw Data	AC Voltage		0.018 V RMS	0.028 V RMS	0.020 V RMS	0.021 V RMS
				DC Voltage		-0.011 VDC	2.514 VDC	-0.009 VDC	2.482 VDC
			Calculated Data	Static Acceleration		-0.004 g	1.006 g	-0.004 g	0.993 g
Direction				Random Acceleration		0.01 g RMS	0.01 g RMS	0.01 g RMS	0.01 g RMS
Normal	Lateral	Error		Static Acceleration		-0.004 g	0.006 g	-0.004 g	-0.007 g
a = +1.0 g ±0.0 g	a = ±0.0 g			Random Acceleration		0.01 g RMS	0.01 g RMS	0.01 g RMS	0.01 g RMS

Horizontal Vibe Table						Side 1		Side 2	
						Lateral	Normal	Lateral	Normal
f = 10 Hz		Measured Values	Raw Data	AC Voltage		0.893 V RMS	0.05 V RMS	0.889 V RMS	0.05 V RMS
				DC Voltage		Noise	2.51 VDC	Noise	2.48 VDC
			Calculated Data	Sinusoidal Acceleration		±0.51 g (peak)	N/A	±0.50 g (peak)	N/A
				Static Acceleration		N/A	1.006 g	N/A	0.993 g
Direction				Random Acceleration		N/A	0.02 g RMS	N/A	0.02 g RMS
Normal	Lateral	Error		Sinusoidal Acceleration		0.005 g	N/A	0.003 g	N/A
a = +1.0 g ±0.0 g	a = ±0.5 g			Static Acceleration		N/A	0.006 g	N/A	-0.007 g
				Random Acceleration		N/A	0.02 g RMS	N/A	0.02 g RMS

Horizontal Vibe Table						Side 1		Side 2	
						Lateral	Normal	Lateral	Normal
f = 10 Hz		Measured Values	Raw Data	AC Voltage		1.777 V RMS	0.06 V RMS	1.774 V RMS	0.06 V RMS
				DC Voltage		Noise	2.52 VDC	Noise	2.48 VDC
			Calculated Data	Sinusoidal Acceleration		±1.01 g (peak)	N/A	±1.00 g (peak)	N/A
				Static Acceleration		N/A	1.006 g	N/A	0.992 g
Direction				Random Acceleration		N/A	0.02 g RMS	N/A	0.02 g RMS
Normal	Lateral	Error		Sinusoidal Acceleration		0.005 g	N/A	0.004 g	N/A
a = +1.0 g ±0.0 g	a = ±1.0 g			Static Acceleration		N/A	0.006 g	N/A	-0.008 g
				Random Acceleration		N/A	0.02 g RMS	N/A	0.02 g RMS

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E-mail:

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  - **Structural**
  - **Electronic**
  - **Chemical**

- **Consultations on**
  - **Materials/Process Specifications**
  - **Physical and Mechanical Metallurgy**
  - **Materials and Component Failure Analysis**
  - **Electronics and Packaging**
  - **Bonded Repair of Metals/Composites**
  - **Nonmetallic Materials**
  - **Welding, Joining and Adhesive Bonding**
  - **Electrostatic Discharge Control and Process Specs/Standards**

- **Nondestructive Inspection**

- **Electrostatic Discharge (ESD) Testing**

- **ESD Material Qualifications/Acceptance Testing**

- **Composites Supportability**

J8. AFRL FINAL BOOM ELECTRICAL WIRING HARNESS ANALYSIS

KC-10A Boom Electrical Wiring Harness
(Failure Analysis)

11 January 2017

Evaluation Report
(SA103002)

Report No. AFRL/RXS 17-004

AUTHOR(S)

and
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Materials Integrity Branch (AFRL/RXSA)
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REQUESTER

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Chief Master Sergeant
381 Airlift Drive, C-Wing
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AFRL/RXS 17-004

EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft. Resulting damage classified it as a Class A mishap. The Safety Investigation Board submitted eight electrical harnesses related to the refueling boom for analysis. Visual and electrical analysis provided no evidence to suggest electrical arcing, or any type of high temperature thermal event, had occurred. It was found that the conductors directly from the boom accelerometer were not protected by any type of electrical shielding, leaving them subject to any electromagnetic interference (EMI) that may be present. Recommend consideration of utilizing wire systems which are electrically shielded to prevent EMI from impacting functional performance of accelerometers.

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ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The authors would like to recognize the following individuals' contributions to this analysis: Messrs. and (University of Dayton Research Institute) and (Materials Integrity Branch) for general failure analysis and wire inspection, (Universal Technology Corporation) for radiographic imaging.

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AFRL/RXS 17-004

KC-10A Boom Electrical Wiring Harness Analysis

PURPOSE

Search for evidence of electrical arcing, or any other cause of failure, on electrical wiring harnesses and connectors.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight. The resulting damage classified it as a Class A mishap. Further details of the event are contained in AFSAS 585987.

Components from the incident aircraft were submitted by the Safety Investigation Board (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the electrical harnesses. Characterization of the fractured boom hoist cable is addressed in report AFRL/RXS 17-001, characterization of the fractured boom A-frame support structure is addressed in report AFRL/RXS 17-002, characterization of the boom accelerometer and structure is addressed in report AFRL/RXS 17-003.

Received hardware was from the "R/H ARO to Boom Pivot" location of the aircraft, as noted on the tags attached to the wiring harnesses.

FACTUAL DATA

Eight electrical wiring harnesses related to the boom failure were submitted for analysis (Figure 1). The first harness mated directly to the incident boom accelerometer at one end and was referred to notionally as "accelerometer harness." Condition of this harness was good overall, but tears in a blue protective jacket containing the conductors were noted near a deformed p clamp (Figure 2). Continuity measurements determined that pins 10 (+15V SIDE 2) and 21 (PWR GND SIDE 2) showed intermittent continuity, as well as intermittent shorting between the two. Only two shielded pairs were present within this harness, and neither was running into the accelerometer connector. It should be noted that no conductors, power or signal, running from the accelerometer were electrically shielded in any manner.

Radiography of the accelerometer harness showed that four separate wire conductors were severed at the same location as the tear in the blue protective jacket (Figure 3). Removal of the blue jacket allowed visual inspection of the severed conductor ends (Figure 4). No evidence to suggest electrical arcing was present (charring, molten metal balls, bulbous wire ends). A scanning electron microscope (SEM) equipped with energy dispersive X-ray spectroscopy (EDS) was utilized to gather high magnification images of the conductor ends and determine the material composition. The conductors were a nickel plated copper, with no presence of any

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other metal, further supporting that electrical arcing did not occur (Figure 5). Further examination of the blue jacket revealed a green-yellow colored coating (Figure 6). EDS analysis provided a chemical spectrum consistent with that of typical aircraft primer, specifically by the inclusion of chromium, which is used for preferred corrosion resistance.

The remaining seven harnesses were referred to by the nomenclature found on attached identification tags (Figure 1). Each harness was visually examined and electrically tested for continuity along each conductor. The condition of the wiring insulation and harnesses as a whole was generally good. No signs of electrical flashover, evidence of electrical arcing, or typical age-related problems (annular cracking, brittle or missing insulation) were noted. Mechanical damage, sometimes significant, was noted at the ends of each harness. In some cases conductors were removed, likely from a connector, with the crimped pins or sockets still intact. Broken/deformed pins, severed wires, and damaged wire insulation (cut, scraped, nicked) were all noted (Figure 7). It is most likely this damage was a result of the boom departure or wiring extraction process, and not present before the mishap.

Visual analysis uncovered what appeared to be corrosion at the base of some pins from the P1-4889 connector on harness "Wire harness P1-4889 to R5-5912 4849" (Figure 8). The actual mating surface of the pins that make contact with the socket was visually free of any corrosion. Three pins (Y, Z, and CC) were removed from the connector for further analysis. Using higher magnification inspection, including the SEM, the removed pins did not show the level of corrosion, or such a distinct line which was apparent in the initial analysis (Figure 9). Minute pinholes were observed, up to approximately 50 µm in diameter, exposing the copper base metal of the pin (Figure 10). These pinholes come as a result of porosity in the gold plating. EDS analysis revealed the presence of multiple elements within a deposited material at the base of the pin which sits inside the grommet. These elements are consistent with connector shell and plating materials, grommet insert materials, any grease or corrosion preventative compound that has previously been sprayed inside of the connector, and residues from fuels and fuel vapors. The as-examined pin condition is consistent with typical wear expected over the service life of a connector.

The white wires from "Harness, 4888-4908" exhibited a hot stamp processing issue on the digit "6" in the wire designation markings. Almost all of the "6" digits have a slight charring on the inner part of the "6" (Figure 11). This issue is not suspected to be related to the mishap failure.

Electrical continuity checks on each conductor from all seven harnesses were completed and no open conductor paths were discovered.

DISCUSSION

The four severed wires found within the accelerometer harness were the only significant findings during the wiring evaluation. However, all of the evidence suggested the four wires were broken due to some type of mechanical impact. No evidence consistent with the

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occurrence of electrical arcing was discovered in that area. If the conductors were severed during operation, some type of arcing evidence would be expected. A deformed secondary support P Clamp was in close proximity to where the conductors were broken. Additionally, there was discovery of aircraft primer on the blue jacket covering the harness. The transfer of primer to the jacket likely occurred during an impact event. This collection of evidence suggests the conductors were severed by a high impact event, most likely as the boom hardware made contact with the ground.

One notable finding during the evaluation of the accelerometer harness was that no conductor running into the accelerometer was electrically shielded in any manner. Systems utilizing an accelerometer typically rely on accurate data from the accelerometer. The lack of electrical shielding increases the risk of accelerometer signals being negatively impacted by electromagnetic interference (EMI) that may be present.

With respect to the other seven harnesses which were analyzed, discussions confirmed damage occurred to the wire harnesses during removal from the aircraft after the mishap. Discounting damage that occurred during removal from the aircraft, the remaining seven wire harnesses were in good condition. No evidence of pre-existing defects that could be attributable to the cause of the mishap event were present. In locations where insulation was cut and scraped, any visible conductor appeared to be clean without any type of oxidation products. Fresh, shiny copper is indicative of recent removal of insulation and that no electrical arcing or thermal event has occurred in this area.

The previously discussed pin condition and hot stamp damage were noteworthy, but nothing else suggests their presence was related to the boom departure in any way. The apparent corrosion from initial visual inspection turned out to be insubstantial. Pinholes occur when imperfections are present in the plating. These imperfections can occur from surface defects before plating, contamination during plating, or damage sustained to the plating after manufacturing. The small size and amount of pinholes present did not impact the electrical integrity of the connection. The hot stamp issue, over time, may crack and expose bare conductors. As before, such a hot stamp problem would require evidence found in a wire failure scenario. There was no reason to believe that the as-examined condition of these wire harnesses was suspect to the root cause of failure.

CONCLUSIONS

Electrical wiring harnesses analyzed displayed no evidence of electrical arcing or any other failure type.

Wiring in the accelerometer harness coming directly from the accelerometer had no electrical shielding to protect from any EMI present in the operational area.

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Four individual conductors were found severed within the accelerometer harness. Evidence suggests mechanical impact against a structure with aircraft primer was cause for the severed conductors.

Damage to the electrical wiring harnesses and connectors was determined to be a product of either the boom departure at time of mishap or the removal process from the aircraft after the mishap.

Minor findings such as corrosion at pin bases within a connector and hot stamp marking damage were noted but determined to be unrelated to the mishap.

RECOMMENDATION

Recommend consideration of utilizing wire systems which are electrically shielded to prevent EMI from impacting functional performance of accelerometers.

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FIGURES

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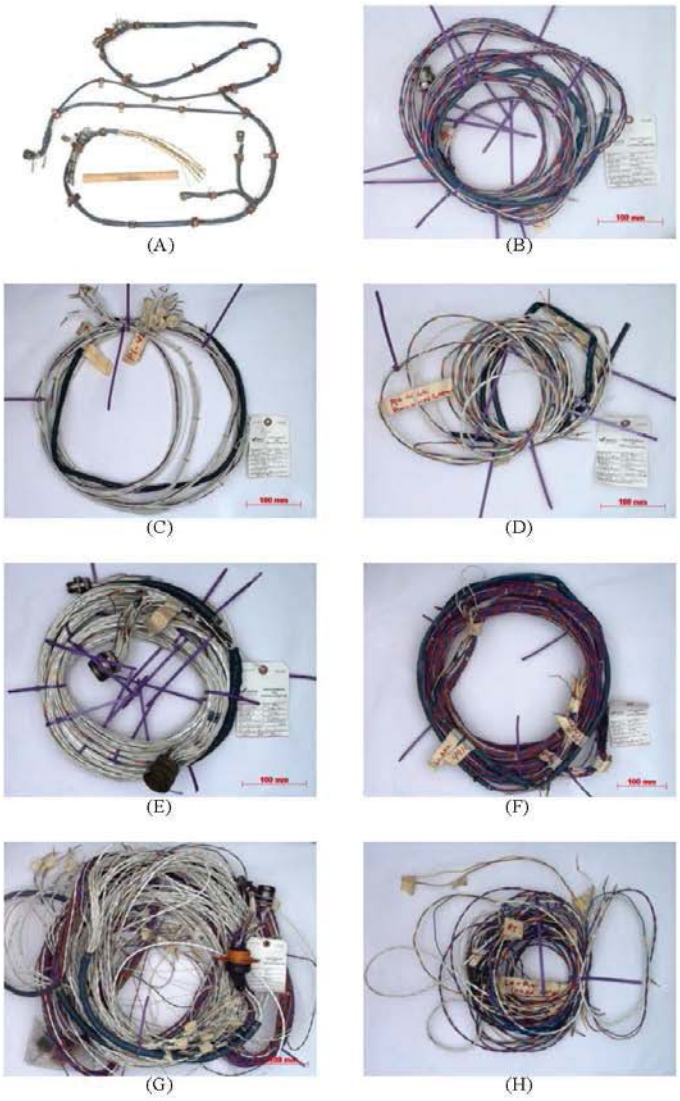

Figure 1. Overall images of the harnesses as received: (A) Accelerometer Harness, (B) Wire harness 4889-4908, (C) Harness, 4888-4908, (D) Wire harness-4889-4910 4915, (E) Wire harness P1-4889 to R5-5912 4849, (F) Wire harness R5-4912 – P14890, (G) HARNESS BOOM, (H) No tag was present, tape at ends read R5-4908 and Lt-Rt cross over.

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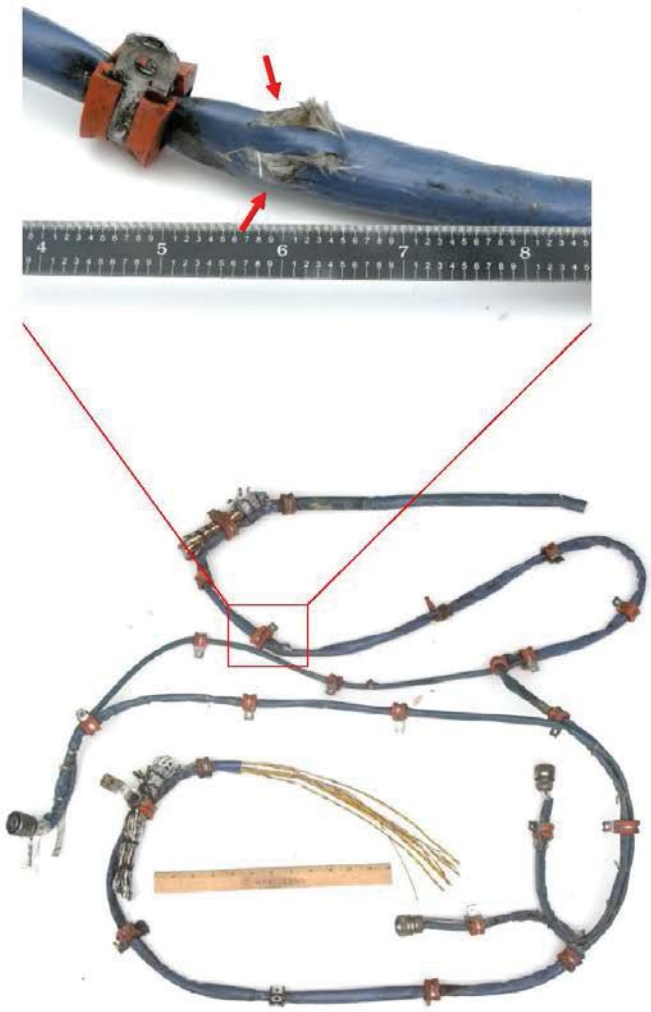

Figure 2. Location and close-up of the tears found on the blue jacket from the accelerometer harness.

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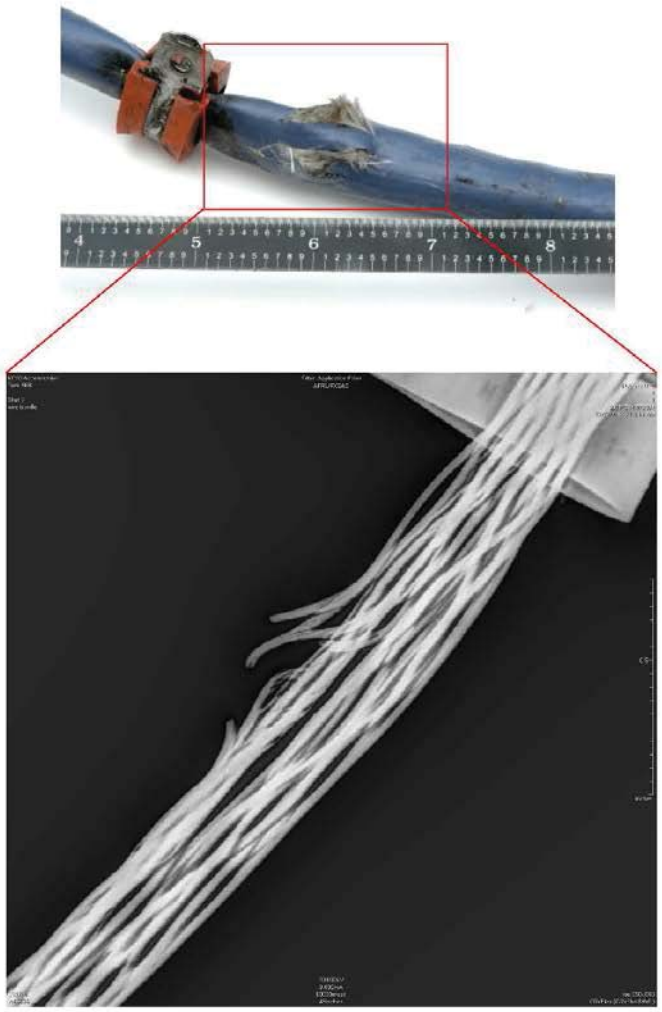

Figure 3. Radiographic image, at location of tears on blue jacket, showing four broken conductors within the accelerometer. Two of the conductors corresponded with pin 10 and pin 21 from the accelerometer connector which were intermittent during electrical testing.

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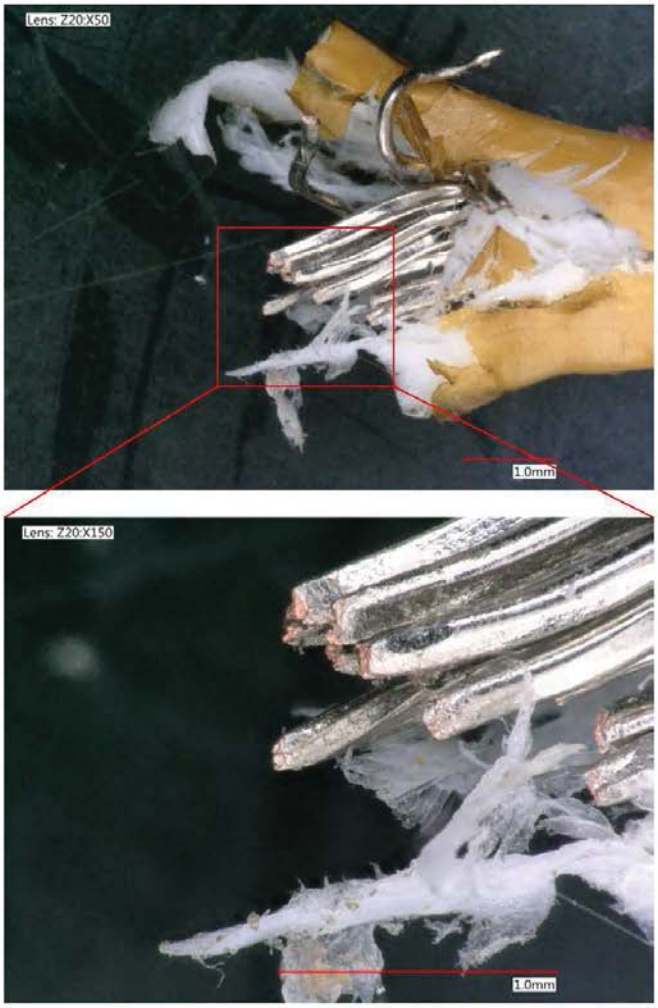

Figure 4. Close-up images of a broken conductor from accelerometer harness showing ends which appear to be cut and/or pinched. Conductor strands are shiny in appearance and free of any evidence suggesting that electrical arcing or a high temperature thermal event had occurred.

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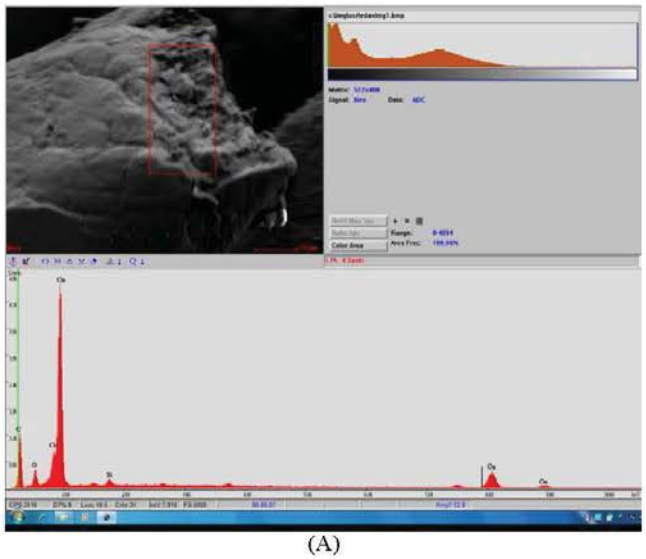
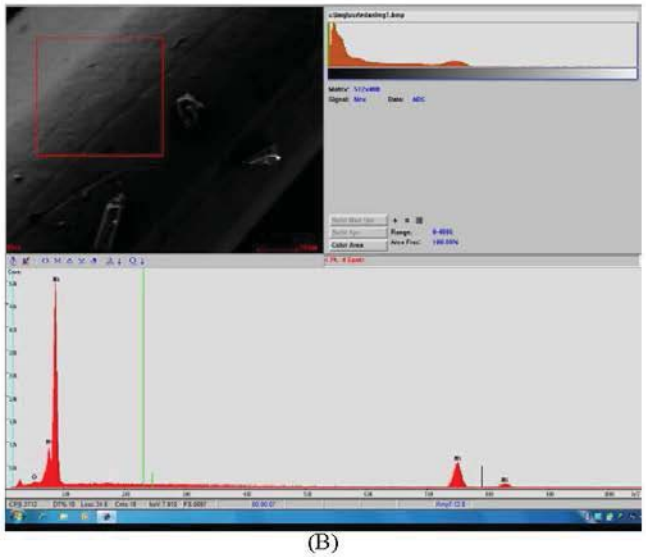


(A)



(B)

Figure 5. Compositional material spectra capture by EDS of a broken conductor from accelerometer harness. (A) Conductor end showing copper, (B) Conductor plating showing nickel. Presence of any other metal was not found.

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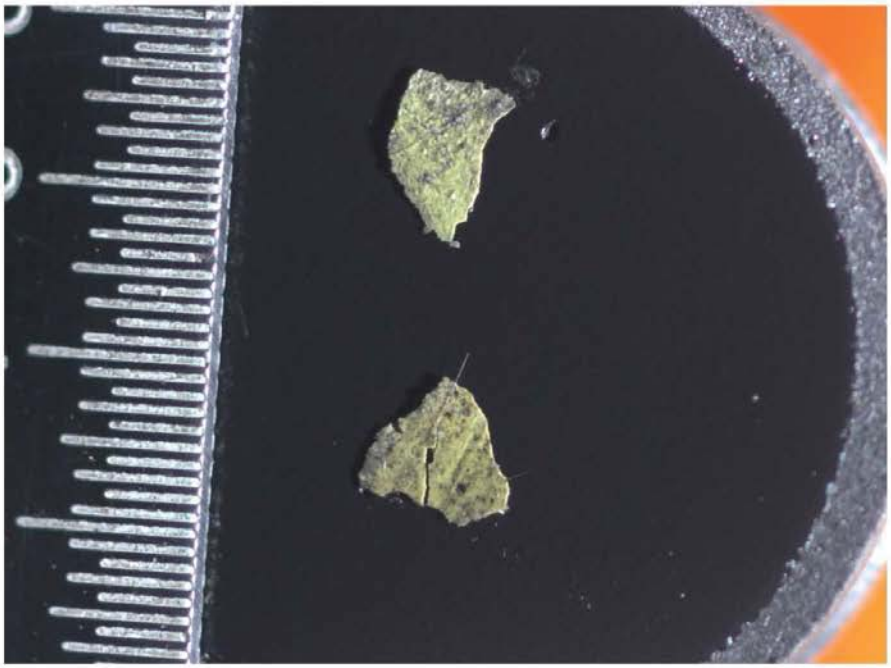

Figure 6. Green-yellow coating-like material found in close proximity to tears in the blue jacket. EDS analysis discovered the presence of chromium, commonly used in aircraft primers. The physical appearance was also consistent with typical aircraft primer.

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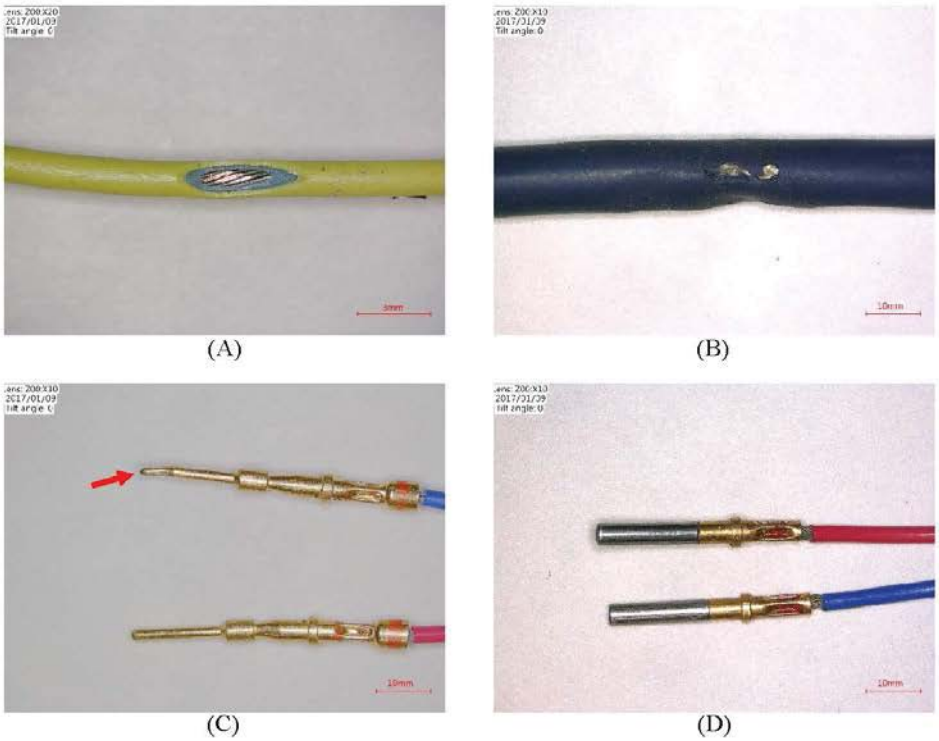

(A) (B)

(C) (D)

Figure 7. Images showing representative condition of wires from the final seven harnesses analyzed. (A) Scraped wire insulation exposing conductor underneath, note the conductor looks shiny and clean. (B) Tearing in protective sleeve. (C) Deformed pin contact. (D) Removed sockets showing numerous conductors were pulled out of a connector insert.

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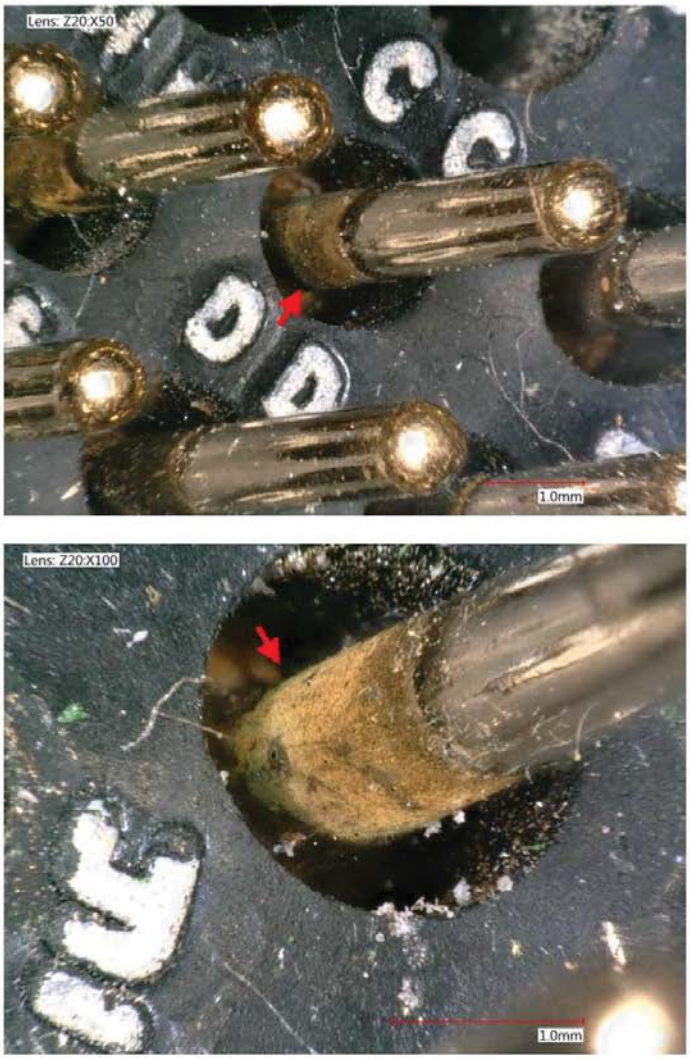

Figure 8. Close-up of apparent corrosion on the base of pins within the P1-4889 connector on harness "Wire harness P1-4889 to R5-5912 4849." Note apparent corrosion is not present on the electrical mating surface of the pin, it appears to begin at the level of the grommet surface and further down into the connector.

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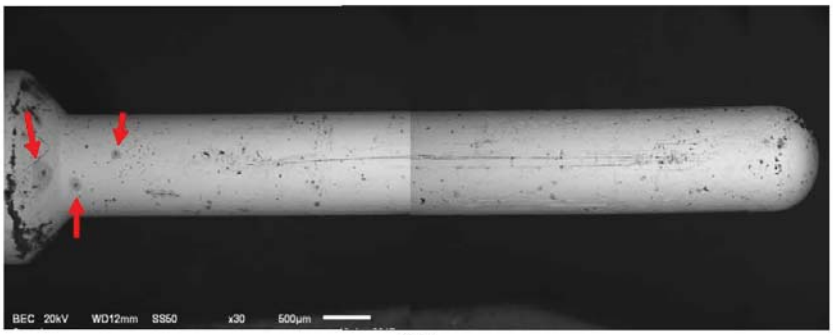
(A)



(B)

Figure 9. Close-up imagery of removed pin Y from the P1-4889 connector on harness "Wire harness P1-4889 to R5-5912 4849." (A) Entirety of removed pin Y. Note the lower half of the mating section of the pin does not appear dull and corroded as the pins looked in Figure 8. The inability to get light into the inside of the grommet leaving less light to be reflected is believed to be the cause of the dull pins from Figure 8. (B) SEM composite image of mating portion of pin Y with pinholes visible (red arrows). Note the two halves look separate in color, this is only a feature of the SEM and how the above image is a composition of three images stitched together.

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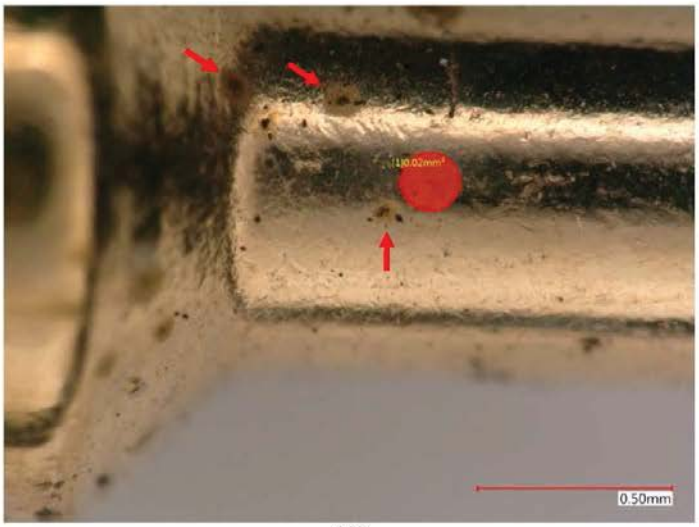
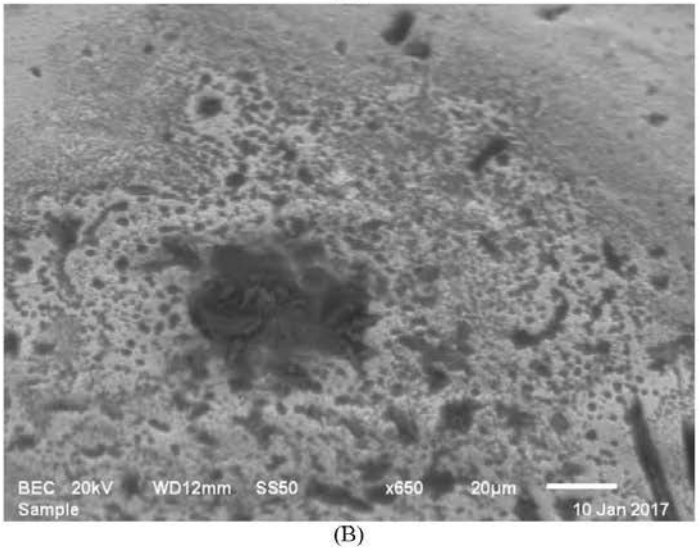


(A)



(B)

Figure 10. High-magnification images of pinholes present on pin Y. (A) Optical image showing multiple pinholes (red arrows). (B) SEM image of pinhole, the larger dark region in the center of the photo is exposed copper. EDS analysis at this location found gold (plating), copper (base metal), and nickel (flash layer between gold and copper).

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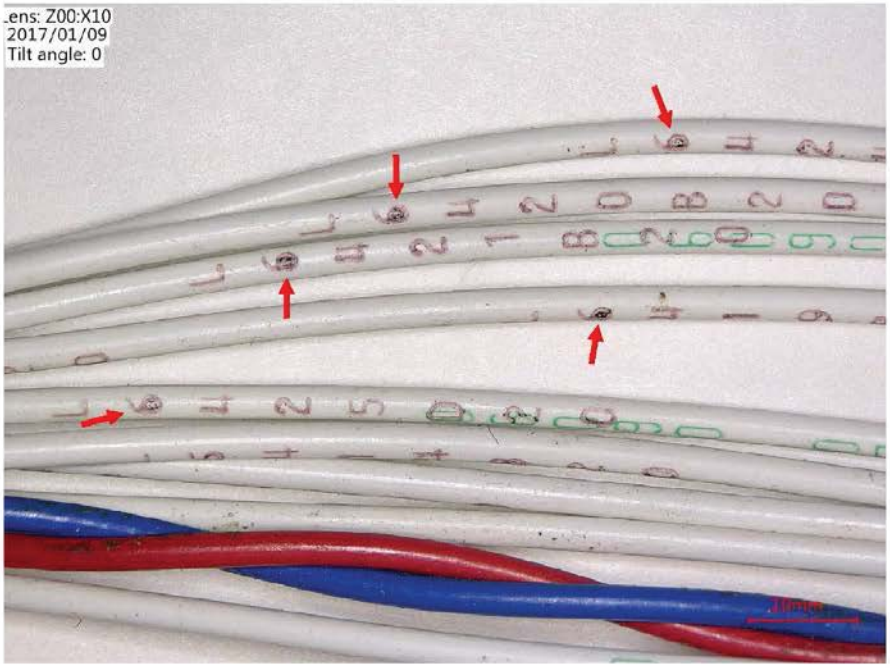

Figure 11. Image showing the hot stamp damage from "Harness, 4888-4908" on each of the "6" digits in the wire identification number. This would indicate a manufacturing process defect.

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AFRL/RXS 17-004

PREPARED BY

//SIGNED//

Electrical and Electronic Evaluation Team
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

REVIEWED BY

//SIGNED//

Team Lead
Electrical and Electronic Evaluation
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

PUBLICATION REVIEW: This report has been reviewed and approved.

//SIGNED//

Branch Chief
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

cc:
AFMC AFLCMC/WKDBB
AMC 436 OG/CC (SIB PRESIDENT

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J9. AERO K ROLL ELEVATION CONTROLLER ANALYSIS

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

20170106
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 *(Mishap Date)* involving a KC-10A 83-0080 *(Equipment & Serial Number)*

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

_____
Signature

GS-11
Print Full Name and Rank/Grade

Contact Information

□ Work □ Home

Street: _____

City, State, Zip Code: ___ _____

Phone Number: _____ DSN: _____

Email Address: _ _____

Non-Disclosure Agreement - Safety Investigation -161101 1/1

Aero-K
Precision Machining and Assemblies
10764 Lower Azusa Rd.
El Monte, Ca 91731
Contact Person:
Phone #:
Fax #:
Email:

Quote

December 14, 2016

1) Evaluation of Mechanical Arm Assembly AGH7033-503
AAR RO 8604199, Aero-K Work Order 7877, Serial No: 48221

Subsequent to test, teardown & evaluation, it is determined that the unit requires replacement of the following items:

Items included in standard pricing $8,000.00
Voltage Testing

Over and Above	
Subtotal	**$ 00.00**
Over and Above – Beyond Functional Wear-and-Tear	
Subtotal	**$ 00.00**
Grand Total	**$ 8,000.00**

Total price for this unit is **$8,000.00** ($8,000.00 standard price, $ 00.00 over-and- above and beyond physical repair, and $0.00 over-and-above and beyond functional wear –and-tear). The item is available immediately.

Quotes for the AGH7033-503 Mechanical Arm Assembly are based on estimates before final testing. If further repair work is discovered after voltage testing, another quote for the related additional costs may be generated for further review and approval.

Please review and amend the purchase order if acceptable.

VP Finance

AERO-K
10764 LOWER AZUSA RD.
EL MONTE, CA 91731
626.350.5125

OVERHAUL AND REPAIR REPORT

☑ OVERHAUL ☐ REPAIR

1) GENERAL INFORMATION

PART NO.:	REV.:	PART NAME:	W.O.#:
AGH7033-503	V	MECHANISM ASSY	7877

CUSTOMER:	CUST. PO#:	S/N:	QTY
AAR CORP.	8604199	48221	1

DATE OF RECEIPT	ESTIMATED DATE OF COMPLETION
12/12/2016	

2)AS RECEIVED

#2 C3850A22RD WIRE IS DISCONNECTED FROM -5 ROLL MOTOR.
GM6819/GM6842 TRANSDUCERS RODS ARE DIRTY AND HAVE CORROSION.
WHEN ELEVATION MOTOR IS ENGAGED UNIT BOTTOMS OUT CAUSING AGH7059 CRANK ASSY TO CONTACT AGH7065 FRAME. THIS CONTACT BINDS UNIT WHICH PREVENTS ROLL MOVEMENT.
EXCESSIVE PLAY IN WRIST CONTROLLER.

3) PROPOSED OVERHAUL/REPAIR ACTION

AERO-K WILL WAIT FOR AAR INSTRUCTIONS BEFORE PROCEEDING TO TESTING AND TEAR DOWN EVALUATION OF UNIT.

4) BPR OR BFWT ASSESSMENT

BPR	BFWT	PART NUMBER/DESCRIPTION	BPR	BFWT	PART NUMBER/DESCRIPTION
—	—	AGH7027-1 / ROLL MOTOR CASING	—	—	AGH7062-1 / STOP ASSY
—	—	AGH7028-1 / ROLL MOTOR CASING	—	—	AGH7063-1 / ROTOR ASSY
—	—	AGH7029-1 / PITCH MOTOR, SHAFT ASSY	—	—	AGH7063-501 / ROTOR ASSY
—	—	AGH7030-1 / PITCH MOTOR, CASING	—	—	AGH7065-1 / FRAME ASSY
X	—	AGH7055-1 / LINK, WRIST CONTROLLER	X	—	AGH7123-1 / YOKE, WRIST CONTROLLER
—	—	AGH7056-1 / CRANK ASSY	2	—	GM6819 / TRANSDUCER ASSY
—	—	AGH7060-1 / HUB, WRIST CONTROLLER	2	—	GM6842 / TRANSDUCER ASSY
—	—	AGH7053-1 / CRANK ASSY, PITCH MOTOR	—	—	KSR110004P / ROD END
		AGH7059-501 CRANK ASSY	X		AGH7061-1/GRIP SUPPORT

5) OVERHAUL AND REPAIR APPROVAL

OVERHAUL AND REPAIR MANAGER:	SIGN	DATE:	STAMP:
		12/14/2016	EM 108

KC-10A/83-008- BOOM SEPARATION MISHAP, 1 NOV 16/FSAS# 585987

Aerial Refueling bOOM Elevation/rOLL Controller:

P/N: AGH7033-501

S/N: 48221

Required testing:

Test elevation/ROLL LVDTs for correct signal outputs. Perform operational check of elevation/ROLL torque/artificial feel motors and any additional test that would identify elevation/roll controller issues that could cause the aerial refueling boom to experience un-commanded flight control movement the nature of which caused the boom to violently separate from the aircraft. Once testing is complete, please return controller assembly to AAR Corp, Attn: Mr. , 640 E. Street, Bldg P-1, Travis AFB, CA 94535

Mishap Maintenance Investigation Member contact information:

CMSgt , ,

SSgt , ,

Frazier AVIATION, INC.

REPAIR ORDER # 45359

P/N: AGH7033-503 S/N: 48221
UNIT IS BEING RETURNED TO AERO K INC. FOR REPAIR WORK AND WILL BE RETURNED TO FRAZIER AVIATION FOR FINAL TEST UNDER THE SAME REPAIR ORDER NUMBER 45359

(Red wire on roll motor not connected)

RETURNED BY: _____

DATE: 1/11/17

AERO K COPY

Precision Manufacturing and Overhaul
Repair Station FAA QN3R795L and EASA 5409
(818) 898-1998 phone (818) 898-1160 fax

Frazier AVIATION, INC.

Frazier Aviation, Inc.
445 N. Fox Street
San Fernando, CA 91340
United States of America

DIMENSION REPORT

CUSTOMER: AERO K INC.	P.O. NUMBER: 45359
PART NUMBER: AGH7033-503	COMPONENT NAME: BOOM CONTROL ASSY
MODEL NUMBER: KC10	WORK ORDER NUMBER: CR82374
S/N: 48221	DATE: 12/20/16

Gages, instruments, personal tools, **used for acceptance data** are National Institute of Standards traceable and calibrated per ISO 10012-1, ANSI Z 540-1.

a) The user has verified that the calibration sticker is valid and not past recall.		*INITIALS*
b) The user has verified that the gages/instruments are in good working order.		*INITIALS*
c) The gages, instruments, personal tools, used were:	STRONG LIGHT & MAGNIFICATION	

(ENTER DETAILS WHERE APPROPRIATE)	ACTUAL	MECH.	INSP.	DATE
VISUALY INSPECT ALL PARTS FOR CRACKS , NICKS , BURRS , WEAR OR ANY OTHER TYPE DAMAGE THAT MAY INTERFEAR WITH THE OPERATION OF THE UNIT.	SOME SRATCHES IN PAINT/WORN PAINT, CORROSION ON HARDWARE. NO OTHER DAMAGE FOUND		FA4	01/11/17
CHECK ALL PARTS FOR CORROSION.	CORROSION FOUND ON BOTH LVDT'S		FA4	01/11/17
CHECK ALL WIRES FOR CRACKS IN THE INSULATION , BREAKS FRAYED ENDS,	RED WIRE ON ROLL MOTOR NOT CONNECTED (MOTOR WILL NOT WORK)		FA4	01/11/17
CHECK ALL CONNECTORS FOR ANY TYPE OF DAMAGE THAT MAY INTERFEAR WITH THE OPERATION OF THE UNIT.	NO DAMAGE FOUND TO CONNECTORS		FA4	01/11/17
CHECK OPERATION OF MOTOR,S PITCH & ROLL	BOTH PITCH AND ROLL LVDT"S ARE OUT OF ADJUSMENT		FA4	01/11/17

CMM 28-72-09 REV. 3, DATED 31 JAN 2008

REPAIR AND OVERHAUL STATION
Phone: (818) 898-1998 Fax: (818) 898-1160

Frazier AVIATION, INC.

Frazier Aviation, Inc.
445 N. Fox Street
San Fernando, CA 91340
United States of America

TEST DATA REPORT

DATE: 01/11/17

JOB NUMBER: CR82374	CUSTOMER: AERO-K INC.	MODEL: KC-10
S/N: 48221	P/N: AGH7033-503	PART NAME: BOOM CONTROL ASSEMBLY

Gages, instruments, personal tools, used for acceptance data are National Institute of Standards traceable and calibrated per ISO 10012-1, ANSI Z 540-1.

a) The user has verified that the calibration sticker is valid and not past recall.	*INITIALS*
b) The user has verified that the gages/instruments are in good working order.	*INITIALS*
c) The gages, instruments, personal tools, used were:	BOOM CONTROL TEST JIG & TEST ASSY P/N: 7258-200 & 7258-300

THIS UNIT HAS BEEN TESTED AS PER: CMM 28-27-09 REV. 3, DATED: 31 JAN 2008

STEP	DESIRED READING	ACTUAL READING	REMARKS
1	PITCH – 1 6.68V +/- .100V	6.36	FAILED TEST
2	PITCH – 2 6.68V +/- .100V	6.23	FAILED TEST
3	PITCH + 1 6.68V +/- .100V	6.50	FAILED TEST
4	PITCH + 2 6.68V +/- .100V	6.51	FAILED TEST
5	ROLL – 1 6.58V +/- .100V	7.65	FAILED TEST
6	ROLL – 2 6.58V +/- .100V	6.88	FAILED TEST
7	ROLL + 1 6.58V +/- .100V	5.50	FAILED TEST
8	ROLL + 2 6.58V +/- .100V	6.21	FAILED TEST

MECHANIC

APPROVED FA4

Overhaul And Repair station
(818) 898-1998 phone (818) 898-1160 fax

J10. BOEING GIMBAL FRACTURE ANALYSIS

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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Non-Disclosure Agreement - Contractor Representatives -160829 1/2

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11/21/2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

■ Work □ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____ 11/18/2016
(SIB President) *(Date)*

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11-18-2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical Expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street:
City, State, Zip Code:
Phone Number:
DSN:
Email Address:

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)
Tech

FROM:
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11-18-2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street:
City, State, Zip Code:
Phone Number: DSN:
Email Address:

MEMORANDUM FOR

_____, The Boeing Company, OKC Serv Eng
(Non-Air Force technical expert's full name and company/organization)
Manager

FROM: _____
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

21 Nov 16
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street:
City, State, Zip Code:
Phone Number: DSN:
Email Address:

MEMORANDUM FOR

The Boeing Company, Fleet Support Management
(Non-Air Force technical expert's full name and company/organization)
Manager

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____ 18 Nov 14
(SIB President) ***(Date)***

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☑ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

MEMORANDUM FOR

THE BOEING CO.

(Non-Air Force technical expert's full name and company/organization)

FROM: COL _____

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____ 2016 11 28
(SIB President) *(Date)*

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home
Street: _____
City, State, Zip Code: _____
Phone Number: _____ DSN: _____
Email Address: _____

Engineering, Operations & Technology
Boeing Research & Technology

Engineering Report No: BLIS 161285

To: **M/C: 110-SE21**

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BOEING

Engineering, Operations & Technology
Boeing Research & Technology

FRACTURE ANALYSIS REPORT

Lab WR Number: BLIS 161285 **Date: 12/05/2016**

Part Information:

Design Drawing Part Names and Numbers:
-Aerial Refueling Boom Gimbal Assembly,
-Yoke Assembly,
-Housing Assembly,
-Yoke Retainer,
-DVRT Support,
-Dual Voltage Rotary Transducer Assembly, P/N not reported
-Support Fitting,

Airplane Information:

A/P Customer:	Air Force	A/P Model:	KC-10
Registry No:	No Info Provided	Air Force S/N:	83-0030
Flight Hours:	No Info Provided	Number of Landings:	No Info Provided

SUBJECT: KC-10 ARB Gimbal Assembly Fracture Investigation

BACKGROUND:

It was reported that a Boom Gimbal assembly separated from an aircraft. No other information was provided. The separated assembly was submitted to the Huntington Beach Metals Lab for evaluation.

EXPERIMENTATION AND RESULTS:

Macroscopic Examination

The submitted Gimbal Assembly consisted of a Yoke Assembly, Housing Assembly, Yoke Retainer, DVRT Support, Bellcrank, ARB Support Fitting, and a Dual Voltage Rotary Transducer [DVRT] Assembly (Figures 1 and 2). The DRVT assembly consisted of a Housing, Stud, and two Transducers.

Complete fractures had occurred through the attachment lug on the L/H side of the Housing Assembly, the forward attachment lugs on the Yoke Retainer, and both clevis lugs of the R/H Support Fitting (Figures 3 and 4). Portions of each fracture surface were obliterated by post-fracture smearing. Undamaged regions either exhibited a rough, grainy texture typical of tensile or bending overload or

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more of a flat, smooth appearance typical of shear or compressive overload. Fracture features and origins areas reveal directions of crack propagation (Figures 5 to 10).

The positioning Stud at the forward end of the assembly had slipped out of the retaining slot in the Yoke and was located to the left hand position (right side of photograph) in the as-received condition (Figure 11). Damage was located along the L/H cutout of the DVRT Support from contact with the Stud (Figure 12). The associated Bellcrank was twisted which had resulted in a deflection of the Stud six degrees to the left (Figure 13). The tube portion of the DVRT housing had separated [pulled away] from the forward flange resulting what was measured to be a 0.16-inch gap at the left side (Figures 11). The DRVT housing was deflected to the left at the forward end and to the right at the aft end inside the Yoke (Figure 13). The forward Transducer was still intact within the housing, hanging by its wires (Figure 14). The aft Transducer was completely separated (Figure 15).

Damage was observed along both retaining tabs at the forward end of the Yoke (Figure 16). The DVRT support and Yoke Retainer were subsequently disassembled for closer inspection (Figure 17). It appeared that the Yoke had been reworked, and an insert had been installed at the forward end (Figure 18). The insert contained retaining tabs which were located in the operational position [top]. These 'newer' tabs were located diametrically opposite the original tabs. Damage [witness marks] along the inner surfaces of the two tabs extended to a depth of 0.09 inch, indicating the depth of the Stud in the slot (Figure 19). Damage along the forward faces of the tabs suggested contact with the end of the Stud as it came out of the slot in both directions (Figures 19 and 20). The damage along the L/H tab consisted of a number of smear marks in both directions, suggesting more than one instance of contact. The L/H tab and associated lockwire hole appeared deformed (Figure 21). A circular band of burnishing/wear was observed along the periphery of the DVRT housing (Figure 22). This damage occurred due to contact with the lockwire along the lower surface of the L/H tab (Figure 23). Evidence of damage was also observed along the inner surface of the Yoke Retainer along the upper, R/H quadrant due to contact with the lockwire at the edge of the Yoke nut (Figures 24 and 25).

The forward end was subsequently reassembled in the lab in order to evaluate the position of the Stud in relation to an undamaged/new DVRT (Figure 26). The twisted Bellcrank remained installed. The Stud was easily rotated outside of the slot by hand in this condition.

Photos taken from the aft area (looking forward) of the Gimbal Assembly were taken for reference (Figures 53 and 54).

Breakaway Torque

An attempt was made to measure the breakaway torque of the Yoke nut during initial disassembly. Measurements were discontinued after a torque of was achieved without movement of the nut.

SEM Analysis

SEM analysis of undamaged portions of each of the fracture surfaces revealed a predominant dimple mode of rupture, typical of ductile overload (Figures 27 to 43). No evidence of a brittle/slow-growth mechanism of fracture was observed. No material anomalies were observed.

EDS Analysis

EDS analysis of the origin areas revealed evidence of carbon and oxygen, along with elements typical of a . (Figures 44 to 46).

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Chemistry
X-Ray Fluorescence Spectroscopy was performed on the base materials of the fractured Housing Assembly, Yoke Retainer, and ARB Support Fitting (Table 1). The results met the requirements for

Hardness & Conductivity
Hardness and conductivity tests were also performed on the three fractured parts (Table 2). These values were within the ranges specified by .

Dimensional Inspection
Measurements showing distances between various components in the as-received condition and dimensions from fractured areas are shown in Figures 47 to 52. The Insert protrusion (Figure 51) looked to be measured to the initial thread yoke thread (original requirement for protrusion is . Part thickness in the fracture areas of the Yoke Retainer and Housing were determined to be within blueprint requirements. Support Fitting thicknesses at the fractures are shown but not compared to the engineering blueprint requirements. The Yoke Retainer Shim was measured to be (Figure 53). It appeared that this shim was not the original laminated shim AQC7006-1.

CONCLUSIONS:
1) Portions of each fracture through the Housing Assembly, Yoke Retainer, and Support Fitting were obliterated due to post-fracture mechanical damage and therefore no meaningful information could be ascertained from those regions. All undamaged regions occurred due to ductile overload.

2) The Bellcrank was twisted which resulted in a deflection of the positioning Stud six degrees, and the Stud had slipped out of the retaining slot in the Yoke.

3) Damage [witness marks] along the inner surfaces of the two retaining tabs at the forward end of the Yoke suggested contact with the end of the Stud as it came out of the slot in both directions. The damage along the L/H tab consisted of a number of smear marks in both directions, suggesting more than one instance of contact (i.e. the locating pin traveled beyond slot retainer several times towards left side). Other than visual observation of the retaining tabs, no additional analysis was performed on the witness marks nor verification of material or condition.

4) It appeared that the Yoke had been reworked (insert installed and new retainer tabs positioned 180 degrees from the previous tabs). No hardness verification or chemical analysis done on the yoke (or the insert) to verify material met the engineering.

5) The tube portion of the DVRT housing had separated [pulled away] from the forward flange resulting in a 0.16-inch gap at the left side, and the DVRT housing was deflected to the left at the forward end and to the right at the aft end inside the Yoke

6) No material anomalies were observed in any of the fractured parts.

Prepared by: Metals Lab/BR&T

Approved by: Socal Commercial Support/Metallurgy/BR&T

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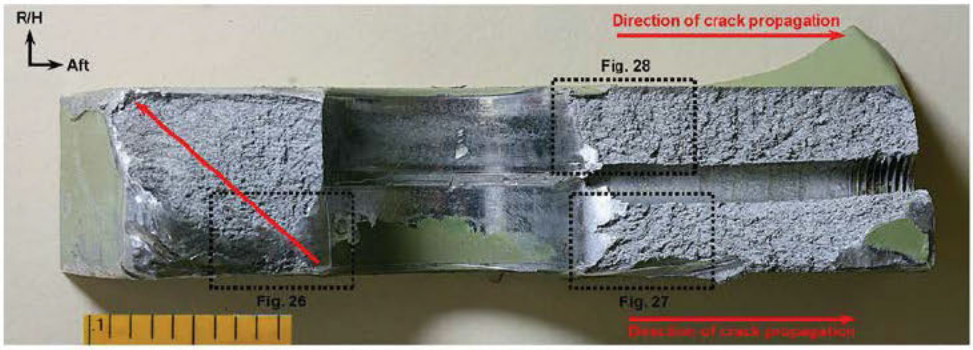
(Figure 1)

(Figure 2)

(Figure 3)

(Figure 4)



Close-up of fracture surfaces from L/H lug of Housing Assembly
(Figure 5)

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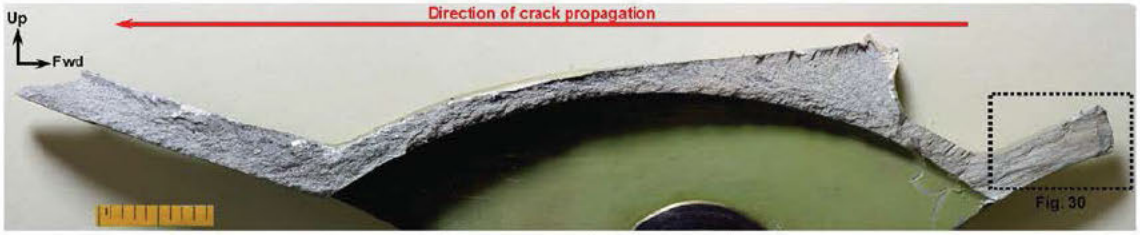

Close-up of fracture surface from L/H lug of Support Fitting clevis
(Figure 6)

Close-up of fracture surface from R/H lug of Support Fitting clevis
(Figure 7)

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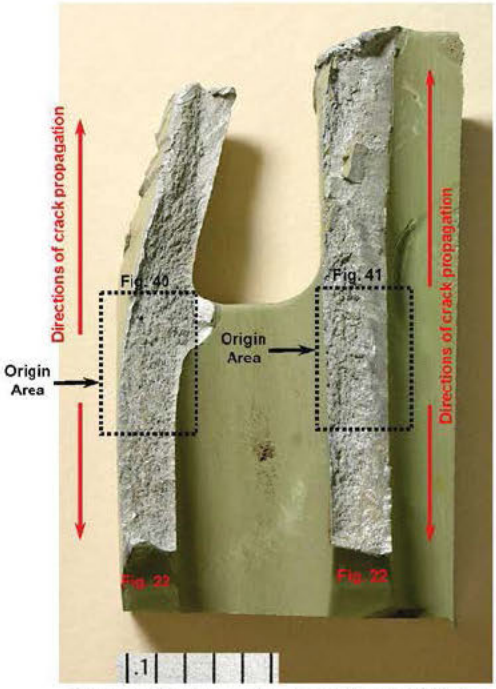
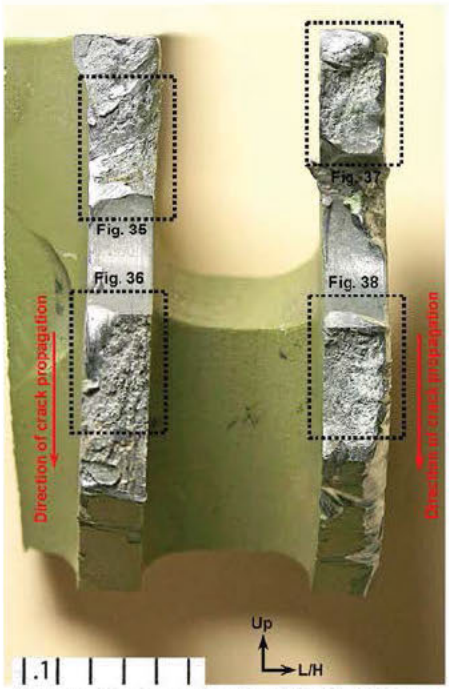
(Figure 8)



Close-up of fracture surfaces from R/H side of Retainer (Figure 9)



Close-up of fracture surfaces from L/H side of Retainer (Figure 10)

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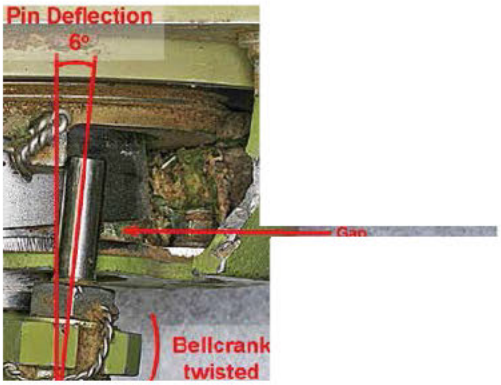
(Figure 11)

(Figure 12)



Close-up showing twisted Bellcrank and measured deflection of Stud
(Figure 13)

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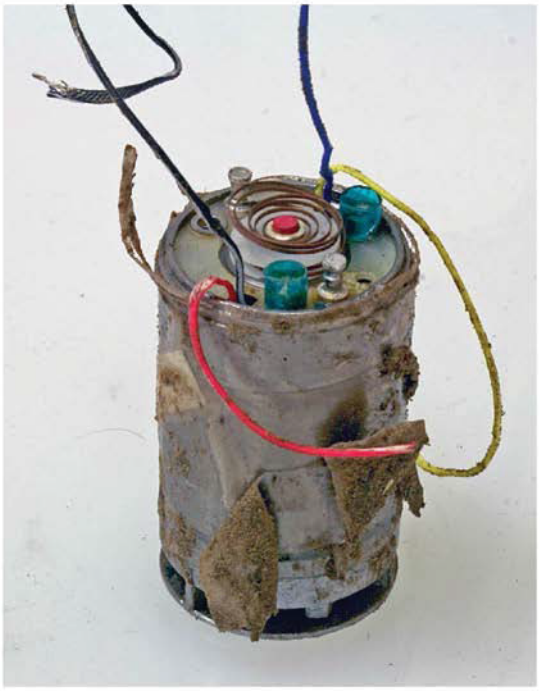
(Figure 14)



Close-up of separated aft transducer
(Figure 15)

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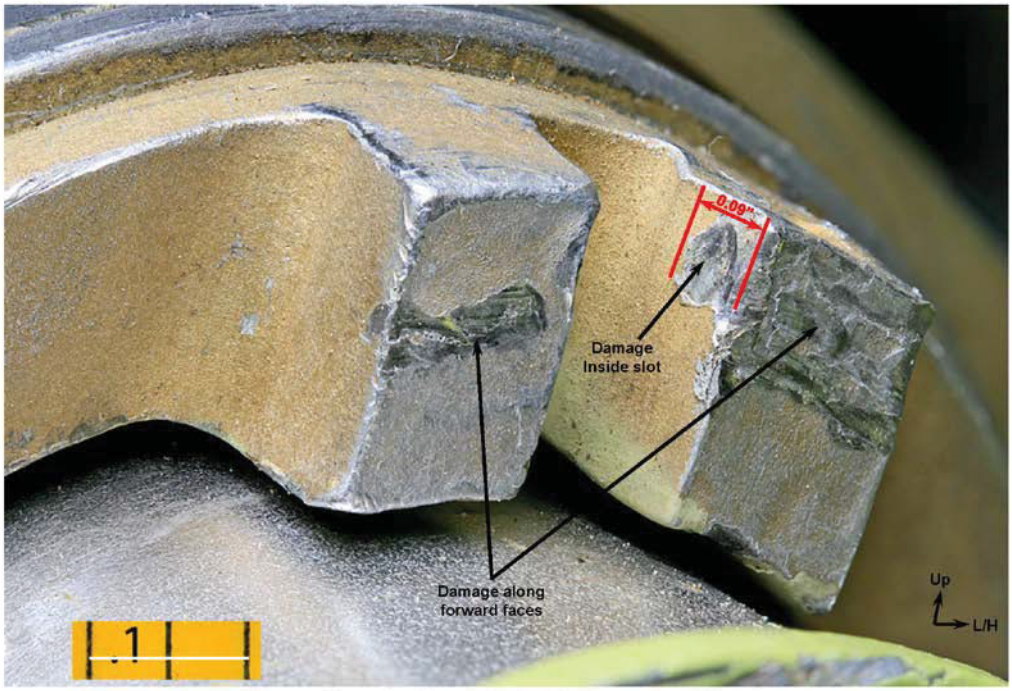
(Figure 16)

(Figure 17)

(Figure 18)



Close-up of forward surface of yoke showing damage to retaining tabs
(Figure 19)

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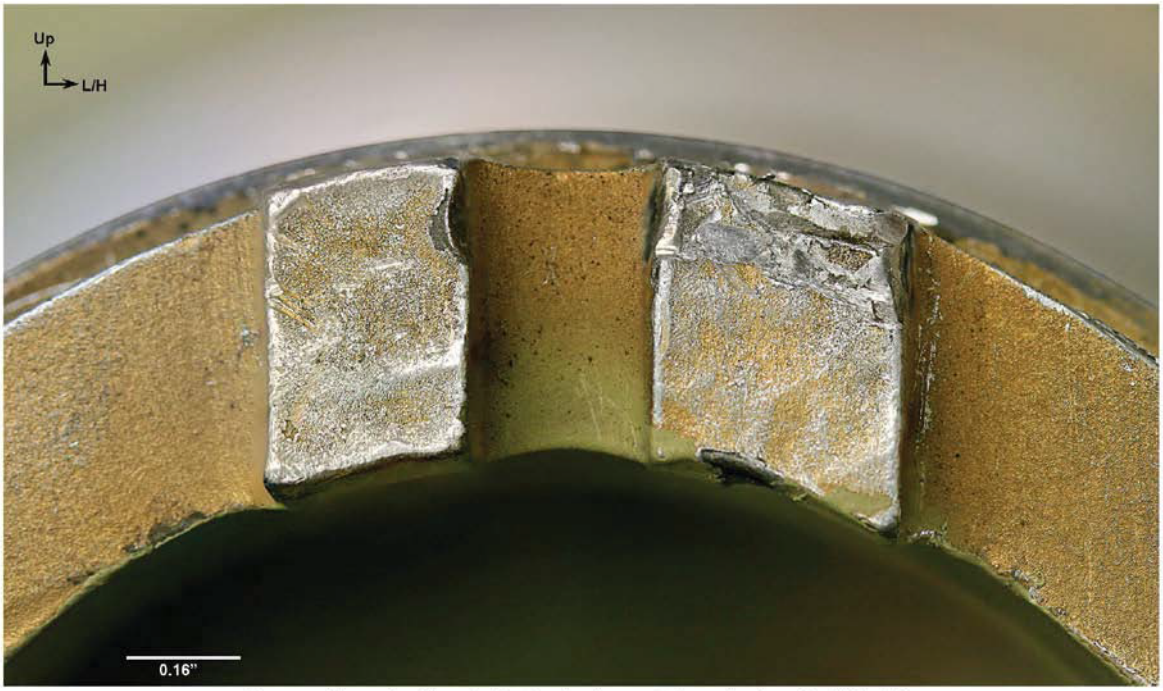

Close-up of forward surface of yoke showing damage to forward surface of retaining tabs (Figure 20)

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(Figure 21)

(Figure 22)

(Figure 23)

(Figure 24)

(Figure 25)

(Figure 26)

(Figure 27)

(Figure 28)

(Figure 29)

(Figure 30)

(Figure 31)

(Figure 32)

(Figure 33)

(Figure 34)

(Figure 35)

(Figure 36)

(Figure 37)

(Figure 38)

(Figure 39)

(Figure 40)

(Figure 41)

(Figure 42)

(Figure 43)

(Figure 44)

(Figure 45)

(Figure 46)

(Figure 47)

(Figure 48)

(Figure 49)

(Figure 50)

(Figure 51)

(Figure 52)

(Figure 53)

(Figure 54)

Table I

Table 2

J11. BOEING BCU HF INTERFERENCE MEMORANDUM

TAB K

MISSION RECORDS AND DATA

K1. FLIGT ORDERS AND FLIGHT PLANNING 2

K1.1. FLIGHT AUTHORIZATION 2

K2. AIRCRAFT WEIGHT AND BALANCE 4

K1. FLIGT ORDERS AND FLIGHT PLANNING

K1.1. FLIGHT AUTHORIZATION

CREW FLIGHT (FA) AUTHORIZATION

1. PREPARED DATE:	2. MISSION NUMBER:	3. DEPARTURE LOCATION:	4. DESTINATION:
20161031	6UN52TC22306	TRAVIS AFB	TRAVIS AFB

5. MISSION SYMBOL AND PURPOSE:	6. SCHEDULED DEP DATE/TIME:	7. SCHEDULED RET DATE/TIME:
T3MA / TRNG	20161101 1535 Z	20161101 2130 Z

8. AERO VEHICLE:	9. ACFT TAIL #:	10. CALL SIGN:
KC010A	~~83-0077~~ 83-0080	GUCCI22

11. CREW INFORMATION:

A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG
MCP	CPT		SEC	IP C	IP	A	0009		
MP	CPT		SEC	MP C	MP		0009		
MFE	SSG		SEC	EF B	MF	Z	0009		
MB	SRA		SEC	MB C	MB		0009		

12. REMARKS: (Variations in Itinerary Authorized)

Itinerary: KSUU KSUU

SEE REVERSE

13. AUTHORIZATION DATE:	14. FA NUMBER:	15. DISTRIBUTION:
20161031	17-0036	DOC 1 EA INDV 1 EA

16. GO/NO-GO VERIFICATION:

I certify go/no-go checks were accomplished for aircrew members listed below. As a minimum, flight physical, physical availability, physiological training, emergency egress, local area survival, current ASC, (AO effective date/term date), ACFT AOs, FCIF card, and any other grounding events were checked. Individuals non-current for aircrew training or aircrew qualification have appropriate remarks codes assigned and an instructor is on-board for their specialty. Reserve personnel not on extended duty are subject to the provisions of the uniform code of military justice, while performing this duty.

1C0X2 Initials: //SIGNED// **Aircraft Commander Review:** //SIGNED//

IF CHANGES TO ORIGINAL CREW MEMBERS: I certify the above go/no-go checks were performed for aircrew member (s) added:

Aircraft Commander Signature:

17. UNIT DESIGNATION AND LOCATION OF AUTHORIZING AGENCY:	18. SIGNATURE ELEMENT OF AUTHENTICATING OFFICIAL:
DEPARTMENT OF THE AIR FORCE 9 AIR REFUELING SQUADRON TRAVIS AFB, CA 94535 DSN:837-7857 FAX:424-7851	//SIGNED// MAJ USAF ASSISTANT OPERATIONS OFFICER

19. ACCOUNTING CITATION:

5753400 306 65TT 33G100 02 40926 41219F 387700 PERSTEMPO CODE: D24

AF Form 4327a, 20031201 (V1) PREVIOUS EDITIONS ARE OBSOLETE Page 1 of 2

20. CREW INFORMATION: (Cont'd)

A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG

21. REMARKS: (Cont'd)

IAW AFI 11-401_AMCSUP_1; Table A5.2, AF 4327a CODE DESCRIPTION- Codes (A-N) are AMC defined, all others are 60 OG authorized/Unit Defined:

A In Command	N Medical Crew Director	M Mission Commander
B Noncurrent	H Instructor or Evaluator Candidate	O Designated to Carry Pubs
C Acting in Higher Qual for Eval	K In Command/Primary During Eval	L Change of Command, Assumes Command
D Reserved for future use	R Individual under 21 years of age	Q Primary Crewmember & NCOIC
I Non-Mission Ready	Z NCOIC	R Under 21 Years Old
G Female Crewmember	J Enplane/Deplane	X Non- GTC Cardholder
Y Passport Applicant	@ Primary Crewmember	$ Dollar Ride
* Less Than 100 Hrs in Command	P Not Phoenix Banner Qual'd	

Reserve Unique 349 AMW Defined:
1 AD Status 22 Dual UTA, inactive duty 33 Dual AFTP, Inactive Duty
2 Single UTA 3 Single AFTP, inactive duty 4 Civilian Status

IAW AFI 11-401_AMCSUP_1; Para 1.8.2.6, Provisions of AFI 65-103, Temporary Duty Orders, apply to temporary duty performed incidental to authorized flights.
AFI 11-401_AMCSUP_1; Table A5.2, "All crew members listed have recieived required "level 1 antiterrorism training" to include AOR specific information as directed by the theater CINC of the intended area of travel."
IAW AFTRANS SPINS CH5, All aircrew members are authorized to arm and carry a concealed weapon for Anti-hijacking and the protection of resources.
Crew compliment exceeded for training and mission requirements.
MEP Emergency Contact Number DSN 837-5108 MEP Emergency Contact Name: Command post duty officer.
MEP's are Active Duty USAF. Weight of each member is 200 lbs. Each MEP has one 20 lb., piece of carry-on baggage.

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K2. AIRCRAFT WEIGHT AND BALANCE (FORM F)

KC-10 WEIGHT/BALANCE

Date: 11/01/2016
Tail: 83-0080
Base: Travis AFB
Time: 10:42 AM

Computed By:
SrA

Pilot:
Capt

Operating Weight

Item	#	Weight	Moment
BASICAC	16	250446	35285
Config	16	0	0
FLT Crew	4	860	30
ADD Crew	0	0	0
A/C STOW		0	0
Water %	0	25	1
Extra		0	0
Operating		251331	35316

Passenger Information

Item	#	Weight	Moment
Pax	0	0	0

Cargo Load

Position	ARM	Weight	Moment
Total		0	0

ZERO Fuel Weight CG

	CG	Weight	Moment
ZFW	31.4%	251331	35316

WITHIN WEIGHT LIMITS
250000 < 251331 < 414000
EXCEEDS: Upper CG LIMIT
18.0% < 31.4% < 24.0%

Takeoff Fuel

Tank	Weight	Moment
1	41300	6171
2	64500	8369
3	41700	6234
FWD	30100	2887
CTR	29100	3727
AFT	40100	6580
Total	246800	33968

Total Aircraft Weight

	Weight	Moment
TAC	498131	69284

Percent MAC

Takeoff

	CG	Weight	Moment
AC	26.6%	498131	69284

WITHIN WEIGHT LIMITS
250000 < 498131 < 590000
WITHIN CG LIMITS
10.3% < 26.6% < 28.2%

TAB L

FACTUAL PARAMETRIC, AUDIO, AND VIDEO DATA FROM ON-BOARD RECORDERS

L1. PARAMETRIC DATA 2

L2. AUDIO RECORDINGS 2

L3. VIDEO RECORDINGS 2

L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA 2

L1. PARAMETRIC DATA

[See Tab Z for parametric data charts.]

L2. AUDIO RECORDINGS

[See Tab N for a transcript of the relevant audio recordings from the Cockpit Voice Recorder.]

L3. VIDEO RECORDINGS

No data available.

L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA

No data available.

TAB M

DATA FROM GROUND RADAR AND OTHER SOURCES

M1. AIR TRAFFIC CONTROL RADAR DATA AND PLOTS 2
M2. MILITARY GROUND RADAR, AWACS, AND TELEMETRY DATA 2

M1. AIR TRAFFIC CONTROL RADAR DATA AND PLOTS

The red line below (Figure 1) shows the MA's ground track beginning at 16:45 Z as captured by Mountain Home Radar Approach Control (RAPCON). The track begins as the MA departed the SADDLE Military Operating Area (MOA) and traveled east towards Mountain Home AFB, ID (KMUO) and Boise, ID. The MA tracked around the city of Boise before heading south towards KMUO and establishing an orbit over KMUO. The red line originating in the north of the image is not a part of the MA's flight path and is an artifact from the ATC software used to capture the image.

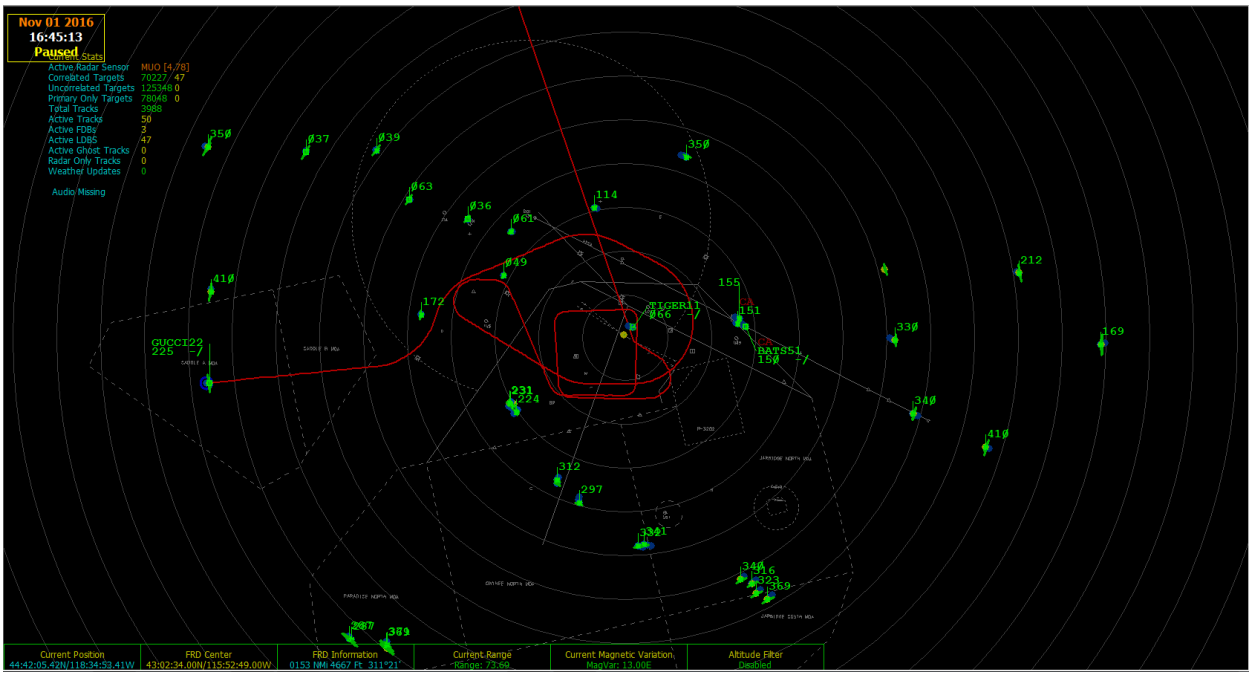

Figure 1: Radar plot of the MA's Flight Path beginning at 1645 Z captured by Mountain Home RAPCON.

M2. MILITARY GROUND RADAR, AWACS, AND TELEMETRY DATA

No data available.

TAB N

TRANSCRIPTS OF VOICE COMMUNICATIONS

N1. COCKPIT VOICE RECORDING TRANSCRIPTS 2

N2. AIR TRAFFIC CONTROL TRANSCRIPTS 30

N2.1. SALT LAKE CITY ARTCC 30

N2.2. MOUNTAIN HOME RAPCON 30

N2.3. MOUNTAIN HOME TOWER 37

N2.4. MOUNTAIN HOME GROUND 39

N3. COMMAND AND CONTROL TRANSCRIPTS 40

N4. OTHER AVAILABLE TRANSCRIPTS 40

N1. COCKPIT VOICE RECORDING TRANSCRIPTS

*__ATC__ – Salt Lake City ARTCC, __E31__ – Eagle 31 Flight (F-15Es), __MP__ – Mishap Pilot, __MCP__ – Mishap Copilot, __MFE__ – Mishap Flight Engineer, __MB__ – Mishap Boom Operator, * annotates commination that was not made on interphone and was recorded via the cockpit area microphone. All times are reported from the beginning of the CVR audio recording, not local time or Zulu time.*

2:33 **MB:** Booms up, oxygen's on and U-1's set.

2:38 **MP**: Roger, sounds good. We're a little fast right now, I'll let you know when I get on speed.

2:42 **MB**: Copy

2:52 **MP**: Okay, so we're going to have four on this first go, the RAGE flight is not with us, it's just EAGLE31 flight.

2:58 **MB**: Copy, EAGLE31 flight.

3:00 ***MP**: Alright, lets run a rendezvous check as tanker please.

3:04 ***MFE**:Rendezvous equipment.

3:07 ***MP**: Set Pilot

3:09 ***MCP**: Set Co

3:10 ***MFE**:Altimeters.

3:13 ***MP**: 2-9-9-2 set pilot

3:14 ***MCP**: Set Co

3:17 ***MFE**:Radios, Interphone

3:19 ***MP**: Set pilot

3:24 ***MCP**: Set Co

3:27 ***MFE**:Set engineer. Anti-ice

3:30 ***MCP**: Not required, off Co

3:31 ***MFE**:Off engineer

3:34 *__MFE__:Tanker separation briefing

3:36 **MP**: Alright for the tanker sep brief you're our eyes and ears back there, let us know if you see anything crazy go ahead and call out our call sign, GUCCI22, followed by the B word three times. We will get positive separation here up front, back me up [MFE] on the throttles and if we need to get the beacon light for the co-pilot. If we need to climb for any reason go ahead and call out cleared to climb and we'll initiate a climb, maintain the original attitude we have, if not. Once they're well clear, call well clear and we'll just terminate from up front and decide what to do from there. If there are no questions, crew briefs complete.

4:11 **MB**: Copy all, no questions.

04:16 *__MCP__: Roger.

04:20 ***MP**: Do you mind building an orbit?

04:25 *__MCP__: I'd love to do that.

04:40 *__MCP__: You got the…

04:43 ***MP**: RCF.

04:44 *__MCP__:RCF. New RCF?

04:47 *__MP__:Yep you just gotta find a (unintelligible).

04:52 *__MCP__: Okay.

05:02 ***MP**: Alright, entering in to SADDLE, 2-4-0 set and armed.

05:20 *__MCP__: There goes the GPS boys!

05:24 *__MP__: Well, we got a map.

05:25 *__MCP__: Yeah, we have a map, that's all we need.

05:27 **MP**: And, EAGLE flight, GUCCI22 is established in Saddle, descending to 2-4-0 at this time.

05:27 *__MCP__: So, they're doing GPS jamming out here today.

05:34 **E31**: EAGLE31's at 2-3-0.

05:39 **E31**: EAGLE31 request rejoin

05:41 **MP**:EAGLE31 you are cleared to rejoin, we're on a 0-2-4 heading in the southeast part of the track.

05:49 **E31**: 3-1

05:54 ***MCP**: Here, I'm going to… open up this thing one second, I'm just going to check the message and make sure that…

06:02 **MB**: Am I cleared to lower?

06:05 **MP**: Yeah, sorry about that man, we are 3-10, on speed, cleared to lower

06:10 **MB**: Copy, lowering

06:11 ***MP**: And, let's go prep for contact check

06:13 ***MFE**:Roger

06:15 ***MFE**:Radios, interphone, iridium phone

06:20 ***MP**: Are set pilot

06:21 ***MCP**: And set co

06:25 ***MFE**:Set engineer

06:26 **E31**: GUCCI22, if you guys wanna reference a 3-0-0 heading (broken) intercept

06:33 **MP**: Alright, turn left 3-0-0

06:33 ***MFE**:Thrust computer

06:37 ***MCP**:MCT

06:42 ***MFE**:IFF, ETCAS

06:47 ***MCP**: I'm TA only

06:49 ***MFE**:TA only engineer

06:51 ***MFE**:Radar

06:53 ***MCP**: Radar is set

06:55 ***MFE**:TACAN

06:55 **MB**: Hey, uhh

06:56 *__MCP__: Set

06:59 *__MFE__:Autopilot, Nav modes

07:00 **MB**: The boom is going crazy right now

07:02 **MP**: Really

07:04 **MB**: It's freaking out on me

07:07 **MP**: Okay

07:08 **MB**: It's moving left to right

07:11 **MB**: Past 30°

07:13 **MP**: Yeah, we can feel it up here

07:16 *__MCP__: Yep, tell him to bring it in

07:17 **MP**: Go ahead and bring it in

07:18 **MB**: Uh, I don't know if it's safe to raise it thought because it won't stay

07:25 **MP**: Okay

07:25 **MB**: It's fluctuating and it's just going nuts right now

07:30 **MP**: EAGLE32 flight, keep your space please. We are having an issue with our boom. Don't come in any closer than a half a mile.

07:39 **E31**: EAGLE31, tally

07:41 **MB**: I don't know what this is cause I don't have any lights it's just freaking out on me.

07:46 **MCP**: Can you bring it up slowly?

07:47 **MB**: Like I started, I started to raise it, right now it's at 10° and it's still fluctuating left to right. It's going 30 to 30 left and right

08:00 **MP**: Is there a computer or anything that we can reset?

08:03 **MB**: Honestly, I'm more scared of, worried right now about it striking the aircraft

08:08 **MP**: Okay

08:12 *__MCP__: We need to, we need to head back then.

08:14 **MB**: It, I completely. The. Uhh. The cable broke.

08:20 **MP**: Okay

08:20 **MB**: This thing is, I don't know what to do honestly.

08:23 *__MCP__: Alright

08:24 **MP**: Alright, so if the cable broke, is it calming down and staying streamline right now?

08:27 **MB**: No, it's still fluctuating left to right

08:30 **TCAS TA alert**

08:31 **MB**: It's

08:32 *__MCP__:(unintelligible) Salt Lake, we need to go in to, what's our fuel at right now?

08:35 *__MFE__:We are at 3-21 on the fuel, 4-73 gross weight

08:39 **MB**: This thing is completely unresponsive, I have no control over this boom

08:41 **MP**: EAGLE3 flight, we have no control over our boom right now. We are hard broke, cable just broke on our boom. We're gonna have to RTB.

08:52 **E31**: EAGLE31 copies, we're going to be flowing to the east here at 2-3-0.

08:57 **MP**: Roger, you're cleared off, sorry about that guys.

08:59 **E31**: No problem

09:00 *__MCP__: Alright, so you want to take us back?

09:00 **MB**: This is really freaking me out. I honestly don't know what to do right now

09:04 **MCP**: Yeah, roger that. Yeah you have no checklist for that, is that correct?

09:06 *__MP__: Can you go back? Yeah, I don't know…

09:09 *__MFE__:I'll take a look at it.
09: 09 __MB__: I do have one for a broken hoist cable but it's the movement of the boom, like it's, I have no control over it.

09:15 __MCP__: Yeah, copy all

09:16 *__MFE__:Yeah, I'll go back and take a look at it.

09:17 *__MCP__: Roger, you going back. Yeah, what do you think, would you like to go down in Boise? Cause I don't like the way the airplane's shifting with this either.

09:26 *__MP__: I think we're going to have to troubleshoot for a while.

09:29 *__MCP__: Okay

09:30 *__MP__: So, I think we can start back to Travis.

09:32 *__MCP__:K

09:33 *__MP__: In my opinion

09:34 *__MCP__:K

09:35 *__MP__: We've got to get control of it or we're going to drag it.

09:38 *__MCP__: Right, that's a whole 'nother issue when we get to that, right?

09:41 *__MP__: We got to trouble shoot, we're going to have to dump. We're at 4-73 right now too.

09:49 *__MCP__: Yep… okay.

09:50 *__MP__: I don't know, what do you think?

09:54 *__MCP__: We're going to have to dump. Let's get, probably to Boise.

09:57 *__MP__: Or Mountain Home?

09:59 *__MCP__: Yeah, where's Mountain Home from here? Can you go to nearest, direct to Mountain Home please.

10:07 __MCP__: Talk to me Goose.

10:09 __MCP__: What's going on [MB]?

10:10 **MB**: It's still doing the same thing. This thing is like going to fly off and I have no idea how to like get it safely…

10:17 **MP**: Can you try and fly it up, is there any control?

10:22 **MB**: No control right now. I have a rudder fail left, dual rudder fail and elevation fail and it's completely stopped moving right now, and I…

10:31 *__MCP__:K, so what I'm going to do, is get a nearest to, it's not going to have any cause I don't have GPS right now, right. So, we're going to get on their vectors alright, with Salt Lake Center. Let's talk about, would you like Boise or Mountain Home? Boise is probably the closest one

10:46 *__MP__: Mountain Home though, we don't want… let's go to an Air Force base.

10:49 *__MCP__: Okay, Mountain Home, alright. I'm going to get Mountain Home setup and I'm going to talk to center and

10:59 *__MCP__: I'm going to declare with him right now [MP]

10:59 **MB**: Alright, so just to recap, so dual rudder fail and elevator fail right now. Boom is stable not moving. I am currently in the AP-10 broken boom hoist cable checklist.

11:01 *__MP__: Yep

11:04 **MCP**: Center, GUCCI22

11:12 **MP**: Okay, we're going to get vectors and start looking around at airports. If you have any control over it right now?

11:19 **MB**: Negative, with the fails, I have no control over it right now but it is / reset the flight control switch to get control back it would just continue doing what it was doing.

11:23 *__MP__: We need to get a vector right now cause we're about to…

11:29 *__MP__: Say emergency.

11:30 **MCP**: Center, GUCCI22 now emergency

11:35 **MP**: Yeah, okay we just got a boom flight control inop

11:39 **ATC**: Other aircraft calling center, say again.

11:40 **MCP**: That's GUCCI22 emergency

11:54 **ATC**: Other aircraft calling center can you say again. Is that GUCCI22?

11:56 **MCP**: That's an affirm, sir. GUCCI22, we are declaring an emergency at this time, sir, for some boom flight control issues. Right now we need a 2-9-5 heading with you right now and we need to be on your vectors, sir, we're going to be talking about going to Mountain Home Air Force base if able.

12:12 **ATC**: GUCCI22, roger, and squawk 3-2-5-4

12:17 **MCP**: 3-2-5-4 with the squawk now, GUCCI22

12:22 *__MCP__: Mountain Home, K-M-U-O

12:25 *__MP__: And can you confirm that we have a 2-9-5 heading.

12:28 **MCP**: And can you confirm for GUCCI22, do you see us in the 2-9-5 heading, sir?

12:32 **ATC**: GUCCI22, affirmative you said that your requested flight level or heading 2-niner-5

12:37 **MCP**: Affirm, we're seeing 2-niner-5 sir and we've got some GPS issues here.

12:42 **ATC**: GUCCI22, roger, standby.

12:44 **MCP**: 22.

12:47 **ATC**: GUCCI22, radar contact is 2-8 miles southeast of the Wildhorse VOR, say altitude

12:55 **MCP**: GUCCI22, copies all and if you can, if you've got any vectors towards the Mountain Home direction, that would be appreciated, sir.

13:02 **ATC**: GUCCI22, turn left heading1-0-5. Left turn, 1-0-5 heading. Maintain flight level 2-5-0

13:08 **MCP**: Left heading 1-0-5 now and we'll maintain 2-5-0 for the time being. We're going to have to work some checklists and a couple issues here, GUCCI22.

13:14 *__MCP__: Keep going left, come back to the right for me

13:17 *__MP__: Copy. Yep. Sorry.

13:20 **MCP**: [MB], talk to me (dude), what's up?

13:23 **MB**: Not a whole lot. Me and [MFE] are just talking over this. So, everything's still the same, right? Boom is at 4° to the left, it is at 14° elevation, and the telescope gauge is at 2 feet.

13:44 **MCP**: Copy that.

13:45 *__MCP__: Alright

13:45 **MB**: I have right rudder fail, left rudder fail, elevation fail lights are on. Boom hoist cable is broken. Boom is currently stable right now.

13:50 **ATC**: GUCCI22, say requested altitude.

13:52 **MCP**: Yes, sir, we'll maintain 2-5-0 for the time being while we work some stuff, or yeah 2-5, or 2-4-0, 2-4-0.

14:00 *__MCP__:We're at 2-4 right now.

14:00 **ATC**: GUCCI22, roger I understand. I'm going to get you back to Mountain Home on a 2-niner-5 heading. Let me know if you need anything else. What's the emergency again?

14:07 **MCP**: Yes, sir, it's a, it's a tanker thing. It's a boom flight control issue, sir, lost control of the boom for GUCCI22 emergency.

14:15 **ATC**: GUCCI22, roger. Standby for some additional headings if I do need it. On the 2-niner-5 heading or 1-0-5 heading right now should get you back and I'll get you maybe a tighter turn if you need it back for Mountain Home.

14:17 *__MP__: Do you want to desc…

14:28 **MCP**: Copy, 1-0-5 for now and then we'll expect the rest of the vectors after that and we'll maintain flight level 2-4-0 as well, GUCCI22 emergency.

14:34 *__MCP__: You want to go down lower?

14:35 **ATC**: GUCCI22, roger. Maintain flight level 2-4-0. Let me know if you need anything else.

14:37 *__MP__: Yeah, why does he (unintelligible) he said 2-5-0.

14:40 *__MCP__: Yeah, I just came back and said 2-4-0 right there. So I'm going to turn [MB] down so I can deal with the ATC guy right now, cause I have a little time, I can start covering some Mountain Home stuff.

14:49 *__MP__: Yep

14:49 *__MCP__: Let them work their thing, right and then from there let's just get set up. Once we get [MFE] back up front, we'll talk checklists and everything. If we can't get control

14:59 **ATC**: And GUCCI22 if I can get you a vector back to Mountain Home Air Force Base, is that where you would like to return?

15:04 **MCP**: That's affirmative, sir. Mountain Home Air Force Base for GUCCI22 emergency.

15:10 *__MCP__: Yep, we'll get [MFE] back up front, we'll get the check…

15:12 **ATC**: GUCCI22, roger. Cleared to the Mountain Home Air Force Base via radar vectors. Fly heading 0-niner-5, 0-niner-5.

15:20 **MCP**: Alright, Mountain Home Air Force Base via radar vectors. We're heading 0-9-5 right now for GUCCI22 heavy emergency.

15:29 *__MCP__: We'll get [MFE] back up. We'll talk about landing with the boom in trail and get into that stuff. We'll look at getting the weight off, cause I'd like to get even lighter.

15:35 *__MP__: Yeah.

15:35: *__MCP__: Right, so we'll talk about going down, we'll talk about that with [MFE] when he gets up here. Okay, so I'm going to get some approach stuff prepped up for Mountain Home.

15:42 *__MP__: So let's see if we can get a holding pattern at 20k.

15:47 *__MCP__: At 20,000?

15:48 *__MP__: Let them search their stuff, basically, where do they want us to fuel dump?

15:53 *__MCP__: Right

15:53 *__MP__: Right, so then we can sit in that holding pattern and we can get all our ducks in a row. Cause right now he's giving us…

15:56 **ATC**: And GUCCI22, just for verification I've got a boom control malfunction. Is that for the navigational purposes?

16:02 **MCP**: Negative, sir, the, I believe the navigation stuff is, involved with just the area we're at right now with the exercise we're a part of. I assume that will go away once we get out of the SADDLE airspace.

16:15 **MCP**: And sir, we will be requesting here just so you know 2-0-0. We're going to have to work some stuff and potentially find a place to adjust gross weight as well.

16:22 **MB**: So, up front right now, AP-3 flight controls do not respond to command inputs or control surfaces are erratic.

16:25 **ATC**: GUCCI22, roger. I understand requesting flight level 2-2-0?

16:28 *__MCP__: You want to go down?

16:30 **MCP**: Affirm, we'll take 2-0-0 now sir for GUCCI22 heavy emergency.

16:32 **MP**: Okay

16:33 **MB**: It's a disconnect. It's a boom retract, it's a flight control switch off, and stowing the boom.

16:36 **ATC**: GUCCI22, roger. Descend and maintain flight level 2-0-0.

16:40 **MCP**: Alright, out of 2-4-0 now for 2-0-0 GUCCI22 emergency

16:41 **MB**: So, right now the flight controls are on and I have the dual rudder fail, the elevator fail. I could turn it off.

16:48 **ATC**: GUCCI22, fly heading 0-8-0, 0-8-0.'

16:49 **MP**: Hold on one second, dude.

16:51 **MCP**: Heading 0-8-0 now GUCCI22 heavy

16:57 *__MP__: Down to 2-0-0, right?

16:59 *__MCP__: Yep, 2-0-0 we're cleared down

17:04 *__MCP__: Affirm. Alright, let's talk about what's going on.

17:07 **MP**: So, we're in a descent. I'm going to take it nice and slow, if that thing freaks out you let me know.

17:11 **MB**: Will do.

17:15 **MP**: Alright dude, sorry man, you're going to have to start over, what page?

17:19 **MB**: Checklist AP-3

17:33 **ATIS playing**

17:40 **MCP**: Center from GUCCI22, also looking to, are you able to get the weather there at Mountain Home.

17:51 **ATC**: And GUCCI22, Mountain Home 1-6-0-niner special. Wind 3-0-0 at 3, visibility 1-0, ceiling 7,000 scattered, temperature 0-niner, and correction, dew point's 0-niner, temperature it say's 0-6, altimeter 2-niner-niner-niner.

18:12 **MCP**: Alright, copy all GUCCI22 emergency. Thanks.

18:16 **ATC**: And 22, still think I said that wrong. The Mountain Home dew point 0-niner and temperature 0-6.

18:25 **MCP**: Alright, copy 9-0-6 for the temp dew point spread there GUCCI22 emergency.

18:30 **MP**: Okay, so you're looking at flight controls do not respond to command inputs, or control surfaces are erratic.

18:34 **ATC**: GUCCI22, I will have to get you a little bit lower here in about 2 minutes. Just expect the descent down to 1-3 thousand, 13,000.

18:35 **MB:** Affirm.

18:37 **MB**: But that is, that is only applicable if we still have the boom hoist cable, the boom hoist cable was the first thing to break. So, it's started to move again. It's starting to freak out. It's getting crazy.

18:42 **MCP**: Copy that down to 1-3 thousand. Confirm that will be an acceptable altitude for gross weight adjustment for GUCCI22 emergency.

18:54 **MP**: I'm going to level off real quick.

18:57 **ATC**: GUCCI22, I'm sorry say again. Just for now, descend and maintain 1-3 thousand. 1-3 thousand.

19:00 **MB**: I swear this thing is going to fall off.

19:03 **MCP**: Alright, so we're going to hold here, 2-2-5, for the time being to work this issue and we'll let you know when we continue to descend if that's okay.

19:09 *__MP__: Make sure just tell him that the boom is, that he can't control it right now in the descent. We need to figure out...

19:14 **ATC**: GUCCI22, rog. Maintain flight level 2-0-0.

19:16 **MB**: [MFE] wants me to turn the flight control switch back on, it's off right now. It's kind of settled down.

19:17 **MCP**: We'll maintain the 2-2-5 here and then just be advised we're unable to maintain control of that boom that we've got there and the descent was not helping. That's why we're holding level right now.

19:23 **MP**: Okay, yeah, do what you need to do.

19:27 **ATC**: GUCCI22, roger. Maintain flight level 2-2-5.

19:29 **MCP**: 2-2-5 now, GUCCI22 emergency.

19:34 ***MCP**: What do you think jefe?

19:37 ***MP**: Yeah, let's find a holding pattern somewhere over Boise.

19:43 ***MCP**:87, so there's… we're 89 away.

19:54 ***MCP**:87x, 87x is in all the way around. We are… okay, we got that in there. 1-1-7, you keep doing that, I'm going to finish the set up for Mountain Home.

20:03 **MB**: It's getting crazy again and we're losing the…

20:09 **MP**: Alright, we're at level.

20:10 **MB**: This is just basically, I don't know whether it's being a… honestly what's holding it on right now. But it's just trailing behind us.

20:17 **MP**: Copy, do you need us to slow down?

20:23 ***MP**: I have no idea. Do you think slowing down's going to do more?

20:26 **MB**: I honestly don't know what's going to help this.

20:26 ***MCP**:Well, just, yet we should try it. He's got no checklist for it?

20:31 **MP**: Alright, I'm slowing down.

20:32 ***MP**: Let's call OGV.

20:33 **ATC**: GUCCI22, just for the time being right now, I'd like to get the number of souls on board and the fuel remaining time in hours and minutes, please.

20:34 ***MCP**: Yep.

20:42 **MCP**: Yes, sir. GUCCI22 we've got four souls on board.

20:45 *__MP__: 12 hours

20:46 **MCP**: And we've got 1-2 hours of fuel on board, 1-2 hours.

20:48 **MB**: This boom is completely detached, it's still connected some way but it's, everything is ruined.

20:51 **ATC**: GUCCI22, roger.

20:55 **MP**: So you mean it's like… so you have zero… you won't be able to get control? It's just barely hanging on by a thread?

21:00 **MB**: That is correct.

21:03 *__MCP__: Like the boom is barely hanging on to the aircraft?

21:05 *__MP__: Yeah

21:06 **MP**: Alright dude, I'm slowing down to hopefully put less pressure on it. We're getting direct Mountain Home at this time and we're going to…

21:16 *__MCP__: Get [MFE] up here.

21:17 **MP**: [MFE] we need you up here man so we can run some checklists.

21:23 *__MCP__: So, here's what I… my thought crew wise. [MFE] up here for the checklist, [MB] back there to keep us up to date for the time being. Working towards slowing down once we break 10 I'm going to bring [MB] back up front again.

21:34 **MB**: [MFE]'s coming up front right now.

21:39 **MB**: Boom is currently stable still attached.

21:42 **MCP**: Copy all. So, we are going to bring [MFE] up front right now, [MB] and then I'm going to have you stay back there for a good portion of the descent to monitor the boom there and then we'll call a hard altitude of 1-0 thousand that we're going to bring you back up front and continue with what we have up here.

22:00 **MB**: Understood.

22:01 **MCP**: Thanks brother.

22:01 **MB**: No problem.

22:02 *__MCP__: Alright, [MFE], talk to me brother.

22:05 *__MCP__: So, basically we just start to, start some dumping stuff, right. So, we are sitting 72 out from Mountain Home right now.

22:13 *__MFE__:Is that where we're going?

22:14 *__MCP__: Yeah, we're going to go to Mountain Home, affirm.

22:19 *__MCP__: Yeah so, what did you load up there bubba?

22:20 *__MP__: I was trying to call them but are SATCOMs jammed because all this.

22:24 *__MCP__: Yeah, bring up that…

22:25 __ATC__: GUCCI22, are you requesting any equipment? If so, what type of equipment request on the ground at Mountain Home?

22:31 __MCP__: That's affirmative, sir. We'll be requesting to roll the trucks please for GUCCI22 heavy emergency. Anticipate an egress by the crew on the runway.

22:42 *__MP__: Mind if I jump on while you're doing that?

22:44 *__MCP__: What's that?

22:44 *__MP__: Mind if I jump on and talk to them.

22:45 *__MCP__: Absolutely, go for it man.

22:46 __MP__: And Seattle, for GUCCI22, just to build your SA a little bit more our boom that we use to refuel it is hanging loose and is about to disconnect from the aircraft. So, we are probably going to have land with it in trail which means we're going to drag it along the runway. Hence, why we're going to need to emergency ground egress.

22:57 **ATIS is turned down**

23:02 __ATC__: GUCCI22, roger.

23:05 *__MCP__: [MFE] I got ATIS for you back there as well.

23:08 *__MFE__:Okay

23:08 *__MCP__: What are you looking at there?

23:10 *__MFE__:There's a write-up that says the SATCOM is inop.

23:12 *__MCP__: Okay, I don't care about SATCOM right now. So let's… let's get the fuel dump and stuff right now.

23:20 *__MP__: You keep running, I'm going to coordinate

23:21 *__MCP__: Yep, sounds good. So, here's what we're going to do, continue fuel dumping. [MB] is going to stay back there until 10,000 feet to monitor it. We're going to dump get ourselves… we got plenty of gas and the weather's great. So I want to go below 4. How about 3-75? Let's go 3-75 to get us light. I want to get [MB] … I don't want to be going super-fast on the runway, so I'm thinking let's dump 3-75, 3-50.

23:23 __MP__: And Salt Lake for GUCCI22, we need to fuel dump. Is there a preferred place you'd like us to do that?

23:32 __ATC__: GUCCI22, roger. We're going to have you with Mountain Home here in about two minutes and they're going to have an idea as far as the fuel dumping.

23:39 __MP__: Roger, thank you.

23:46 *__MP__: Well yeah, I mean we're playing a game of time right now, so…

23:50 *__MCP__: Right

23:50 *__MP__: Cause that thing's barely hanging on.

23:52 *__MCP__: So let's, yeah let's just get, let's get the dumping going right now.

23:54 *__MFE__:Okay, about 3-75

23:55 __MP__: Is it going nuts?

23:56 *__MCP__: Yeah

23:57 __MB__: Not so much. It's still stable. It's just moving slightly, not a whole lot.

24:01 __MP__: Okay, so it sounds like slowing down helped it a little bit.

24:03 __ATC__: GUCCI22, when are you going to be requesting a lower altitude?

24:07 *__MP__: We have to dump above 20

24:08 __MP__: For GUCCI22, we have to dump above 20,000 for our pubs or our T.O.s. We can go lower once we complete that T.O. But we basically like to get set up in a holding pattern to dump up high.

24:27 **ATC**: GUCCI22, roger. Turn left heading 2-7-0, left heading 2-7-0. Get you back in the SADDLE airspace for some dumping.

24:35 **MP**: Left 2-7-0.

24:42 *__MFE__:And…this thing is getting (unintelligible)

24:47 *__MP__: (unintelligible)

24:47 **ATC**: GUCCI22, climb maintain block altitude flight level 2-2-0 through flight level 2-3-0.

24:55 **MP**: Block altitude 2-2-0 to 2-3-0.

25:02 *__MCP__: Alright, [MFE]'s starting to dump. [MFE], just be… take note set up boom/drogue in trail. You got the fuel quantity in the aft body tank 15,000 pounds min if available. So just monitor that as well please, okay? Cool. Landing and then we'll…

25:13 *__MFE__:Okay

25:19 *__MP__: So we're going down right now? Fuel on board?

25:24 *__MFE__:63

25:30 *__MP__: 260 min man.

25:32 *__MCP__:260 min man.

25:33 *__MP__: So he seems to think that slowing down is helping it. So I'm going to kinda…

25:36 *__MCP__:Is he controlling it all or it's just not freaking out?

25:38 *__MP__: It's not freaking out

25:39 *__MCP__: Okay

25:41 *__MP__: [MB] has zero control and he doesn't even think he… like there's nothing attached to the boom

25:46 *__MCP__ :Right. Okay

25:49 *__MP__: We're going to have to land with this in trail

25:50 *__MCP__: Yeah, absolutely. So, 1-11-7, 3-0-2, 1-11-7, 3-0-2, that stuff's set up. He's started on the dump right now.

25:58 **ATC**: GUCCI22, are you in the left hand turn to 2-7-0 heading?

26:01 **MP**: Yes, sir. GUCCI22 is in the left hand turn, we have to shallow our bank out. This boom acts up the steeper the bank we go, the faster we go, and the more we descend.

26:11 **ATC**: GUCCI22, roger. No problem at all, thanks a lot.

26:15 *__MCP__: Also, with all… with all that you know long stable final stuff.

26:20 *__MFE__:Alright.

26:23 *__MFE__:I'm going to step out.

26:24 *__MCP__: Are you dumping right now?

26:25 *__MFE__:Yeah

26:25 *__MCP__: Okay

26:32 *__MCP__: He's dumping? Yeah. You got a mark point, thank you.

26:48 **ATC**: And GUCCI22, just want to see here, is there a possibility that you'd like, at your two to four o'clock… you can hold in the Mountain Home airspace? They said that they would clear it out for you.

27:00 *__MCP__:What'd he say?

27:02 **MP**: Yeah, if we can get into Mountain Home airspace so we can get away from some of the stuff going on in the other airspaces that would help.

27:13 **ATC**: GUCCI22, roger. Turn right heading 2 or correction, 1, 1-0-5, 105 heading.

27:19 **MP**: Right, 1-0-5 for GUCCI22.

27:22 *__MCP__: He said right 1-0-5?

27:27 *__MCP__: Alright, 1-0-5 coming around there.

27:34 **MP**: Alright, [MB], before we land with this thing in trail there, we've gone through every iteration every possibility of checklist. The cable snapped we can't

do… fly it up because we can't control it. It's not the first checklist I read off the inadvertent movement because you don't have control of it.

27:51 **ATC**: GUCCI22, looks like they need to do some clearing out as far as the x-ray airspace. Turn right heading 0-6-5. I'll give you recognition of when we can get you in there. Shouldn't be a couple more minutes.

27:53 **MB**: Affirm. I made sure there's no circuit breakers that are popped. I don't think there's anything I really could have done honestly.

28:00 **MCP**: Copy that, 0-6-5 for the heading now, GUCCI22 emergency thanks.

28:04 **MP**: Okay, and can you see the gimbal?

28:07 **MB**: Affirm

28: 09 **MP**: Does it look like anything separated off the gimbal?

28:12 **MB**: Affirm, the shroud that flexes around the sides, of like the boom, but it wasn't until later. It didn't happen immediately.

28:20 **MP**: Okay so that completely came off?

28:23 **MB**: Affirm. The first thing to go was the boom cable.

28:28 *__MCP__: Heard the snap on that one.

28:33 *__MFE__:I was just looking at my hydraulic panel we lost all the fluid in the number two system that may have been the cause of it, but we should still have control of the boom because we have the 2/3 pump in on. For the number… for the alternate supply system in the center gear landing… center gear wheel well should have kept the boom pressurized.

28:50 *__MP__: Yeah

28:51 *__MFE__:But it…

28:52 *__MP__: And I looked at that when you went back. I checked that and it was full up.

28:56 *__MFE__: Ohh it was?

28:57 *__MP__: It was

28:59 *__MFE__: Okay

29:00 *__MP__: So now, for whatever reason, maybe the gauge lagged or whatever, but now we've lost it.

29:06 *__MCP__: Oh wait did we piss out number 2?

29:09 *__MFE__:Yeah, we don't have number 2 hydraulics

29:12 *__MCP__: Okay, well let's start then, we're going to continue to dump. Talk about… let's see what's up with number 2 out with no hydraulic number 2 system right now.

29:27 *__MP__: It's alright.

29:28 *__MCP__:I got it.

29:29 *__MP__: You still need the landing.

29:31 *__MCP__:I yes, technically I have the landing today, exactly.

29:39 *__MCP__: Alright, so let's go ahead… you're still dumping.

29:41 *__MFE__:Rog

29:41 **ATC**: GUCCI22, previously reported something wrong here just want to verify here, Mountain Home temperature 0-niner, dew point 0-6, altimeter 2-niner-niner-niner. When… I'll give you some additional information when I get you lower here, thanks.

29:51 **MCP**: Alright copy all GUCCI22, 9 and 6 on the temp/dew point there.

29:57 **ATC**: GUCCI22, I have a request here for you, I have some information that I need from you. Mountain Home is just requesting the amount of time that it's going to take to dump the fuel and when you think you're going to land.

30:04 *__MCP__:Hydraulic que

30:11 **MCP**: Standby one for GUCCI22

30:20 *__MFE__:13 minutes to dump to about a 3-75

30:32 *__MCP__:13 minutes?

30:24 *__MFE__:Yeah

30:25 *__MCP__:That's going to take all that time to get checklists done and stuff.

30:27 *__MP__: It'll take us 20 minutes to get checklists done.

30:30 **MCP**: Alright, Sir, from GUCCI22 emergency, we'll still be working checklists up here for the next 10 to 15 minutes before we even start that descent down and get ourselves set up.

30:42 **ATC**: GUCCI22, roger.

30:43 *__MCP__:Alright, so…

30:46 *__MFE__:What's the identifier for Mountain Home?

30:48 *__MP__: M-U-O

30:49 *__MCP__:M-U-O, there you go.

30:51 *__MCP__:So, we need to get the… let's get the hydraulic checklist rolling first.

30:54 *__MFE__:Okay

30:55 *__MCP__:Maintain eyes on the dumping.

30:58 *__MFE__:Yeah.

30:59: *__MCP__:We don't have the boom to back us up on that one. I'll get us a hack here, looking for 13 minutes from now.

31:07 *__MFE__:Hydraulics system quantity leak or loss

31:09 *__MCP__:Yep

31:11 *__MFE__:Number 2 system inop. Associated engine hydraulic pump switches in off. Say's there's a warning, FE notify boom to disconnect and discontinue refueling until hydraulic status is determined and A/R fuel pumps are reselected

31:21 *__MCP__:Turn everything off

31:25 **MCP**: That's us turning the auto-pilot off.

31:26 *__MFE__:Associated engine hydraulic pump switches to off.

31:29 **MB**: Copy

31:29 *__MP__: Hydraulic que

31:31 **MCP**: So, just for your SA [MB]. Looks like we lost the number 2 hydraulics.

31:35 **MB**: Yes, sir. Showing a main hydro pressure low.

31:38 **MCP**: Affirm. So that's the checklist we're working right now.

31:41 **MB**: Copy

31:41 **MCP**: We'll keep you in the loop

31:42 *__MCP__:Go ahead.

31:43 *__MP__: Hydro que.

31:44 *__MFE__:Thank you

31:52 *__MFE__:Okay, appropriate motor pump switches to off.

31:57 **MB**: Do you want me to turn the hydro off the boom.

32:01 *__MFE__:What's that?

32:06 *__MCP__:He want's the…

32:06 **MCP**: Standby one

32:07 *__MCP__:He wanted to know if you want him to turn the.. the hydraulics off to the boom back there.

32:13 **MFE**: Yeah the checklist say's to notify them disconnect and discontinue refueling until hydraulic status is determined.

32:14 **ATC**: GUCCI22, turn heading 1-2-0, 1-20

32:18 **MCP**: 1-2-0 now, GUCCI22

32:20 **MB**: Correct. Yep.

32:22 *__MP__: 1-2-0?

32:22 **MFE**: Yeah, turn it off and just let us know if it results in any changes in the behavior of the boom.

32:22 *__MCP__:No, Yep, 1-2-0. You're fine with taking the radios right? And flying?

32:25 *__MP__: Yeah

32:26 *__MCP__:Okay, so I'll work with [MFE], you keep the flying and the radios.

32:28 **MB**: Okay, I'm turning the boom off.

32:29 *__MP__: Alright, I'm going to turn these guys up.

32:31 *__MCP__:Okay. I've got ATC on quiet, it's all you my brother.

32:32 **MB**: No changes to the boom flying

32:34 **MFE**: Okay

32:35 **MB**: Hydro is off

32:37 *__MCP__:Okay

32:38 **MFE**: Aux pump switches

32:41 *__MFE__:To stop. Auto-pilot levers off. Affected system determine. Number 2

32:44 *__MCP__:They're off, Yep

32:46 *__MP__: Lose 2, use 2

32:49 *__MCP__:Yeah you can.

32:50 *__MFE__:Yeah, auto-pilot 2 use as required

32:57 *__MFE__:Alright, the rudder standby power off light on or hydraulic system 3 elevator off light on… no.

33:11 *__MFE__:Both rudders are operative. The inoperative system may be reinstated for landing if there is quantity. There is no quantity. Land with 35 flaps, that's the end of the checklist.

33:20 *__MCP__:Okay, that's the whole thing. Is it going to be the alternate… is that the end of the checklist?

33:24 *__MFE__:Yeah, that's the end of the checklist.

33:25 *__MP__: Gear's on 3.

33:27 *__MCP__:I thought you lose any hydraulic that you do, you do alternate gear no matter what?

33:32 *__MP__: Gear's on 1 and 3 right?

33:34 *__MCP__:Yes

33:34 *__MFE__:Gear's on number 3 yeah.

33:35 *__MCP__:It's just on 3.

33:36 *__MP__: Gear's not on…

33:38 *__MCP__:But, I thought you always did alternate gear extension with the loss of any hydraulic system. Does, the checklist does not drive you there?

33:43 *__MFE__:No, that's it… (unintelligible)

33:44 *__MCP__:Okay. Alright, never mind, that's my bad. Alright.

33:48 *__MP__: Let's, one question real quick. Are we in a proper nav solution?

33:54 *__MCP__:What do you mean?

33:55 *__MP__: So, it dumped out the FMS so we're still good, so it's just reading off the INUs.

33:59 *__MCP__:Yes. Yeah, we're also on his heading and we're going to be doing the ILS in there. Yeah.

34:06 *__MP__: Just wanted to check. ILS to… 3?

34:09 *__MCP__:It's going to be ILS for 3-0 if he asks.

34:16 *__MCP__:Alright, [MFE] I got ten more minutes on that dump, that sound about right?

34:20 *__MFE__:Yeah.

34:23 __MCP__: [MB], how you doing back there?

34:25 __MB__: I'm fine.

34:27 __MCP__: Alright man, so we ran the checklist there reached the end of the number 2 hydraulic loss checklist. Basically he turned all the switches off, did everything he needed to do. So at this point, we're getting ourselves set up here for the approach and descent and stuff. We're still in the dump, we got about 9 more minutes on the dump on the gas to get us down to 3-75. And then the… we're… we'll be working the landing with boom in trail checklist as well, we'll do a long final for that. Just want to give you the heads up so I can tell once you get up here.

35:00 __MB__: Copy, thanks.

35:01 **MCP**: No worries brother.

35:05 *__MCP__:So…

35:06 **MCP**: Did we ever answer your question about turning off hydraulics back there?

35:09 **MB**: Yes sir, hydro is off.

35:11 **MCP**: It is off?

35:12 **MB**: Yes, sir.

35:13 **MCP**: Roger

35:16 *__MCP__:Okay set up there, set up there, that's you.

35:19 **ATC**: GUCCI22, contact Mountain Home approach on 2-5-niner point 1. Mountain Home approach 2-5-niner point dot 1.

35:29 **MP**: 2-5-9 point 1 for GUCCI22, and do you have a victor frequency?

35:34 **ATC**: GUCCI22, affirmative, Mountain Home approach 1-2-4 point 8, 24-8 and have a good rest of your day.

35:35 **ATIS stops**

35:39 **ACARS message tone**

35:40 **MP**: 1-2-4 point 8, hey thanks a lot for all of your help, GUCCI22.

35:44 *__MCP__:Ready

35:45 *__MP__: Yep

35:46 *__MCP__:Go, you have it.

35:47 **MP**: Approach, GUCCI22 emergency checking in. We're in the block 2-2-0 to 2-3-0 and we have broken ATIS at Mountain Home.

35:59 **ATC**: GUCCI22 heavy, Mountain Home approach. Runway 3-0 in use, wind 2-4-0 at 4, runway surface condition wet, altimeter 3-0-0-1, ten and clear.

36:07 **MP**: Alright, copy. 3-0-0-1 for GUCCI22. And our game plan here, we need to continue to fuel dump and run checklists. Looks like we're pretty much over the airfield, if we can stay high while we dump and then coordinate for lower once we're done.

36:21 **ATC**: GUCCI22 heavy, roger. Turn right heading 1-8-0 vectors for fuel dump. Advise when you're commencing.

36:25 **MP**: 1-8-0, GUCCI22 and commencing fuel dump.

36:29 *__MCP__:This is approach, right? Just let him know that we will be requesting a long… a longer stabilized final as well.

36:35 **MB**: Just a…

36:36 **MP**: And approach, for GUCCI22. Once we are ready for the approach, we're going to request a very long stabilized final. Our boom is in trail, and we have no control over it.

36:37 **MCP**: One sec.

36:45 **ATC**: GUCCI22 heavy, roger. I understand sir and hold off on fuel dumping, we have a wing recovery that we need to get down before we get you in. About an hour if you can.

36:50 *__MP__: Stop dumping?

36:54 **MP**: Confirm hold off dump for an hour?

36:56 **ATC**: Affirmative, sir. Can you accommodate that?

36:58 **MP**: Negative, our boom is about to fall off the airplane.

37:02 **ATC**: GUCCI22 heavy, roger. Turn right heading 1-8-0.

37:05 **MP**: 1-8-0, GUCCI22.

37:08 *__MCP__:Whatever, whatever, whatever.

37:09 *__MP__: I don't think it works…

37:10 *__MCP__:Yeah, don't worry about it. Okay, so…

37:11 **ATC**: GUCCI22 heavy sir, how soon do you need to get down?

37:15 **MP**: We have to complete the fuel dump. We're just playing a matter of time game right now. We can't land until we complete our fuel dump. Anticipating another maybe 10 minutes on dump.

37:24 *__MFE__:Start the fuel dump again?

37:25 *__MCP__:Yes

37:27 **ATC**: GUCCI22 heavy, roger.

37:30 *__MCP__:Um… alright so talk to me here.

37:33 **ATC**: GUCCI22 heavy, sir. Just to confirm, there's no way you can delay?

37:37 **MP**: GUCCI22 is an emergency. There's no way we can delay. If we delay too long our boom is going to fall off into the countryside out here.

37:44 **ATC**: GUCCI22 heavy, sir, roger. Copy.

37:47 *__MCP__:Okay… dump right now. Finish that up.

37:51 **ATC**: GUCCI22 heavy, continue right hand turn heading 1, correction, 2-1-0.

37:56 **MP**: 2-1-0, GUCCI22 heavy.

38:00 *__MP__: 2-1-0?

38:01 *__MCP__:Yep, 2-1-0. Just want to walk through everything more importantly. We're finishing it up right now. We're bringing [MB] back up at 10,000 feet. We worked the 2 hydraulic checklist, right. So that one's done.

38:13 *__MFE__:Yep

38:14 *__MCP__:So, right now we could start with the descent checklist and get that going. Start a descent checklist and then we can do the landing with the boom in trail stuff, right?

38:23 *__MFE__:Yep

38:24 *__MCP__:The landing with the boom in trail's pretty short. I've got it up over here. Start the descent.

38:26 **ATC**: GUCCI22 heavy, sir, if able can you land runway 1-2? Wind 2-4-0, or correction, 2-4-0 at 3. We can give you a much longer final.

38:34 *__MCP__:Sure, whatever.

38:35 **MP**: We can accommodate for GUCCI22.

38:38 **ATC**: GUCCI22 heavy, sir, thanks.

38:43 *__MP__: Alright, okay so they're recovering all the fighters right now. That's why they're so concerned.

38:49 *__MCP__:Yeah, true. The fighters are definitely wanting to get on the ground.

38:53 *__MCP__:Alright, 1-2. 87, 1-10-3 now, and putting in a 1-2-2.

39:16 **ATC**: GUCCI22 heavy, sir, verify you are dumping at this time.

39:19 **MCP**: That's affirmative for GUCCI22 emergency.

39:22 **ATC**: Thanks, sir.

39:25 *__MCP__:Alright, why don't you switch over. The FMS isn't giving us anything…

39:29 **MB**: The, uh, boom is now (unintelligible) and starting to get crazy, again.

39:31 **ATC**: GUCCI22 heavy, turn right heading 2-5-0.

39:33 **MCP**: Right 2-5-0 now for GUCCI22 heavy emergency.

39:38 **MB**: The boom, WE LOST THE BOOM. WE LOST THE BOOM.

39:40 **MCP**: It's off the aircraft?

39:40 **MB**: Yep, it's off the aircraft. I'm not… I lost visual… I got visual now, it's behind us low it's fall…

39:42 *__MP__: The boom fell off?

39:49 *__MCP__: I'm letting ATC know.

39:50 **MB**: We lost the boom.

39:52 **MCP**: Alright, ATC from GUCCI22 emergency, be advised the boom has departed the aircraft. Current position, north 4-2-5-9 decimal 0-7-8 west 1-1-5-3-3 decimal 4-6-7.

40:07 *__MP__: Fuel que.

40:12 **ATC**: GUCCI22 heavy, sir, can you confirm the north coordinate again.

40:15 **MCP**: North coordinate is north 4-2-5-9 decimal 0-7-8.

40:23 **ATC**: GUCCI22 heavy, thanks, sir.

N2. AIR TRAFFIC CONTROL TRANSCRIPTS

N2.1. SALT LAKE CITY ARTCC

All communications between Salt Lake City Air Route Traffic Control Center (ARTCC) and the mishap aircraft were captured on the CVR and have been recorded in the "N1. COCKPIT VOICE RECORDING TRANSCRIPTS" section.

N2.2. MOUNTAIN HOME RAPCON

ACAD *– Mountain Home Approach Control,* ***AR*** *– Mountain Home Arrival,* ***GUCCI22*** *– Mishap Aircraft. All times are reported in Zulu.*

17:01:40 **GUCCI22**: Approach, GUCCI22 emergency checking in we're in the block 2-2-0 to 2-3-0, and we have broken ATIS at Mountain Home.

17:01:55 **ACAD**: GUCCI22 heavy, Mountain Home Approach Runway 3-0 wind 2-4-0 at 4 runway surface condition wet altimeter 3-0-0-1, ten and clear.

17:02:03 **GUCCI22**: Alright copy 3-0-0-1 for GUCCI22, and our game plan here we need to continue to fuel dump and run checklists looks like we are pretty much over the airfield if we could stay high while we dump and then coordinate for lower once we're done.

17:02:17 **ACAD**: GUCCI22 heavy roger turn right heading 1-8-0 vectors for fuel dump advise when you're commencing.

17:02:22 **GUCCI22**: 1-8-0 GUCCI22 and commencing fuel dump.

17:02:32 **GUCCI22**: And Approach for GUCCI22, once we are ready for the approach we're gonna request a very long stabilized final. Our boom is in trail and we have no control over it.

17:02:41 **ACAD**: GUCCI22 heavy, roger understand that sir and hold off on fuel dumping we have a wing recovery that we need to get down before we can get you in. About an hour if you can.

17:02:51 **GUCCI22**: Confirm hold off dump for an hour?

17:02:53 **ACAD**: Affirmative sir, can you accommodate that?

17:02:55 **GUCCI22**: Negative, our boom is about to fall off the airplane.

17:02:59 **ACAD**: GUCCI22 heavy roger turn right heading 1-8-0.
17:03:02 **GUCCI22**: 1-8-0, GUCCI22.

17:03:08 **ACAD**: GUCCI22 heavy, sir how soon do you need to get down?

17:03:11 **GUCCI22**: We have to complete the fuel dump, we're just playing a matter of time game right now. We can't land until we complete our fuel dump anticipating another maybe ten minutes on dump.

17:03:24 **ACAD**: GUCCI22 heavy, roger

17:03:29 **ACAD**: GUCCI22 heavy, sir just to confirm there's no way you can delay?

17:03:33 **GUCCI22**: GUCCI22 is an Emergency. There is no way we can delay if we delay too long our boom is gonna fall off into the countryside out here.

17:03:41 **ACAD**: GUCCI22 heavy, sir roger copy.

17:03:48 **ACAD**: GUCCI22 heavy, continue right hand turn heading 1 or correction 2-1-0.

17:03:52 **GUCCI22**: 2-1-0 GUCCI22 heavy.

17:04:22 **ACAD**: GUCCI22 heavy, sir if able can you land runway 1-2, wind 2-4-0 or correction 2-4-0 at 3 we can give you much longer final?

17:04:32 **GUCCI22**: We can accommodate for GUCCI22.

17:04:35 **ACAD**: GUCCI22 heavy, sir thanks.

17:05:12 **ACAD**: GUCCI22 heavy, sir verify you are dumping at this time?

17:05:16 **GUCCI22**: That's affirmative for GUCCI22 Emergency.

17:05:19 **ACAD**: Thank you, sir.

17:05:27 **ACAD**: GUCCI22 heavy, turn right heading 2-5-0.

17:05:30 **GUCCI22**: Right 2-5-0 now for GUCCI22 Emergency.

17:05:48 **GUCCI22**: Alright, ATC from GUCCI22 emergency be advised the boom has departed the aircraft, current position north 4-2-5-9 decimal 0-7-8 west 1-1-5-3-3 decimal 4-6-7.

17:06:09 **ACAD**: GUCCI22 heavy, sir can you confirm that north coordinate again?

17:06:12 **GUCCI22**: North coordinate is north 4-2-5-9 decimal 0-7-8.
17:06:20 **ACAD**: GUCCI22 heavy, thanks sir.

17:06:31 **ACAD**: GUCCI22 heavy, turn right heading 2-7-0.

17:06:33 **GUCCI22**: Right 2-7-0 now.

17:08:02 **ACAD**: GUCCI22 heavy, sir when do you anticipate descending for your approach?

17:08:07 **GUCCI22**: Give us about four more minutes, sir. Four more minutes for GUCCI22 heavy emergency.

17:08:11 **ACAD**: Thanks Sir.

17:08:14 **ACAD**: GUCCI22 heavy, sir how long of a final would be best for you?

17:08:18 **GUCCI22**: About a 15 mile final sir, GUCCI22 emergency.

17:08:21 **ACAD**: Copy.

17:09:36 **ACAD**: GUCCI22 heavy turn right heading 3-0-0.

17:09:39 **GUCCI22**: Right heading 3-0-0 now, GUCCI22 emergency.

17:09:53 **ACAD**: GUCCI22 heavy, say fuel remaining in time on landing, persons on board and any armament if you have.

17:09:59 **GUCCI22**: Say again for GUCCI22 Emergency.

17:10:02 **ACAD**: Say any fuel, say your fuel remaining in time on landing and your persons on board.

17:10:07 **GUCCI22**: Yeah we're four souls on board fuel remaining upon landing will be about 3-7-0k, 3-7-0k and we'll talk to tower when we get on the ground and to anticipate whether or not we are going to egress on the runway or if we taxi clear, sir.

17:10:23 **ACAD**: GUCCI22 heavy, roger.

17:10:31 **ACAD**: And GUCCI22 heavy sir, are the personnel forward or aft.

17:10:37 **GUCCI22**: That's forward for GUCCI22 emergency.

17:12:39 **ACAD**: GUCCI22 heavy, contact Mountain Home Arrival 2-2-niner decimal 4.

17:12:44 **GUCCI22**: Alright 2-2-9 decimal 4. Do you have a victor for GUCCI22?

17:12:47 **ACAD**: You can stay on 1-2-4 point 8, sir.

17:12:49 **GUCCI22**: Alright 1-2-4 point 8, GUCCI22.

17:12:59 **AR**: GUCCI22, Mountain Home Arrival on 1-24 point 8 how do you hear?

17:13:02 **GUCCI22**: I got you loud and clear we're in the block 2-2-0 to 2-3-0 currently on a heading 3-0-0.

17:13:08 **AR**: GUCCI22 heavy, roger and are you ready for descent sir?

17:13:13 **GUCCI22**: Yeah we can start a slow descent at this time for GUCCI22.

17:13:16 **AR**: GUCCI22 heavy, roger descend and maintain 1-1 thousand.

17:13:20 **GUCCI22**: Descend and maintain 1-1 thousand, GUCCI22.

17:14:47 **AR**: GUCCI22 heavy, turn right heading 0-3-0.

17:14:50 **GUCCI22**: Right 0-3-0, GUCCI22 heavy.

17:15:30 **AR**: And GUCCI22 heavy, go ahead and descend to maintain amended altitude of 1-3 thousand.

17:15:34 **GUCCI22**: 1-3 thousand, GUCCI22.

17:16:04 **AR**: GUCCI22 heavy, turn right heading 0-niner-0.

17:16:07 **GUCCI22**: 0-9-0, GUCCI22.

17:17:30 **AR**: GUCCI22 heavy, turn right heading 1-6-0, thank you for the help.

17:17:33 **GUCCI22**: Right 1-6-0, GUCCI22.

17:17:50 **GUCCI22**: And approach for GUCCI22, can you pass to tower that our boom is separated now so we will not be dragging it down the runway, however, when it separated we lost one of our hydraulic systems so we will be leaking probably a little bit of hydraulic fluid. We can, we're asking them to assess anything leaking out of the airplane when we touchdown and then they can, we can decide from there if we're gonna taxi clear or full stop.

17:18:18 **AR**: GUCCI22, I will sir. We've already told everybody that you lost your boom. We can relay the coordinates to our command post, our AMOPS, and to tower, and I'll relay that with the hydraulic leak.

17:18:25 **GUCCI22**: Roger, thanks a lot.

17:18:53 **AR**: GUCCI22, for planning purposes sir, we're trying to get the rest of the wing down before you land. How much longer do you anticipate until you can come in?

17:19:03 **GUCCI22**: How much longer do you need? Now that our boom's separated we can make up a little bit of time but, we're descending now just trying to take it slow.

17:19:10 **AR**: GUCCI22, roger go ahead and continue descent down to 1-0 thousand and you can expect 30 now. So, I'm gonna flow you all the way back out to the east and then bring you in.

17:19:20 **GUCCI22**: Alright, down to 1-0 thousand. Roger, copy about thirty minutes.

17:19:24 **AR**: GUCCI22 heavy, roger.

17:20:09 **AR**: GUCCI22 heavy, arrival.

17:20:12 **GUCCI22**: Go ahead.

17:20:13 **AR**: GUCCI22 heavy, I relayed your message to tower they wanted to know if you possibly want to do a low approach so they could assess you as you fly over by the tower.

17:20:23 **GUCCI22**: No they're probably not gonna be able to see that much unfortunately. It'll only be really clear once we're on the ground and we can't get close enough to tower.

17:20:30 **AR**: Understood, appreciate the heads up sir, thank you.

17:21:40 **AR**: GUCCI22 heavy, arrival.

17:21:45 **GUCCI22**: Go for GUCCI22.

17:21:46 **AR**: GUCCI22 heavy, I'm sorry I know you're working hard up there sir, but our SOF is trying to get the rest of the wing to recover. Any possibility you'd be able to hold on vectors for about another 20 minutes to 30 minutes?

17:21:56 **GUCCI22**: Yeah at this point we're in a safe configuration. We're not losing anything right now. Our hydraulic system we lost is gone so we can hang out just send us around on vectors wherever you need.

17:22:05 **AR**: GUCCI22 heavy, roger that I really appreciate the help, sir, thank you.

17:22:09 **GUCCI22**: And all thanks to you guys.

17:22:39 **AR**: GUCCI22 heavy, turn left heading 0-niner-0.

17:22:41 **GUCCI22**: Left 0-9-0, GUCCI22 heavy.

17:22:45 **AR**: GUCCI22 heavy, just for your planning purposes sir, with your flight crew you can expect a box pattern I'm going to take you up to the north then bring you back south and I'll put you into the downwind pattern bring you in for the approach to runway 3-0. That'll work best with the flow for the aircraft coming out of the range complex.

17:22:58 **GUCCI22**: OK we can do 3-0. Thanks.

17:23:00 **AR**: GUCCI22 heavy, thanks again appreciate it sir.

17:23:32 **AR**: GUCCI22 heavy, just advise me when you are done dumping fuel sir.

17:23:37 **GUCCI22**: Yeah sorry about that. We were done about fifteen minutes ago.

17:23:40 **AR**: Appreciate it, thank you.

17:24:05 **GUCCI22**: And approach, GUCCI22, do you guys need a mark point for where we stopped?

17:24:10 **AR**: GUCCI22, negative not necessary. Thanks appreciate it.

17:25:39 **AR**: Mountain Home Air Force Base information oscar's now current altimeter 3-0-0-1.

17:26:06 **AR**: GUCCI22 heavy, turn left heading 3-6-0.

17:26:09 **GUCCI22**: Left 3-6-0, GUCCI22 heavy.

17:30:03 **AR**: GUCCI22 heavy, turn left heading 2-7-0.

17:30:07 **GUCCI22**: Left 2-7-0, GUCCI22 heavy.

17:34:05 **AR**: GUCCI22 heavy, turn left heading 1-8-0.

17:34:09 **GUCCI22**: Left 1-8-0, GUCCI22 heavy.

17:36:35 **AR**: GUCCI22 heavy, got a time for a question?

17:36:37 **GUCCI22**: Affirm, go for GUCCI22.

17:36:40 **AR**: GUCCI22 heavy, we were just curious if you knew what instance lead to your boom becoming dislodged?

17:36:45 **GUCCI22**: Yeah, so our boom when we lowered it, it lowered normally and then when we were running tests it became erratic and our boom operator had zero control over it. It was going full deflection right, full deflection left, and it was hitting the side of the airplane. Eventually the cable that holds the boom snapped and then the boom is held on in a spot called the gimbal and I think during that time it was going erratically to its limits it pretty much ripped up everything in there. It hung on, we tried to slow down with some airspeed to make it stick there and then eventually it just was taken off.

17:37:21 **AR**: GUCCI22 heavy, roger thank you sir, I appreciate it.

17:37:33 **GUCCI22**: And approach, GUCCI22, the key to all that is our boom control operator had zero control and any of the systems even in emergency modes and everything like that.

17:37:43 **AR**: Copy that sir, zero control for the boom operator upon lowering and it went erratic. I'll relay all that over to our SOF and to our command post, I appreciate the help. Go ahead at this time go ahead and turn left 0-niner-0.

17:37:55 **GUCCI22**: Left 0-9-0, GUCCI22.

17:37:57 **AR**: And GUCCI22, this should be your downwind we'll bring you in for the approach now, sir**.** Thanks for the patience and appreciate all the help.

17:38:03 **GUCCI22**: Alright, we're ready for the approach thanks for your help.

17:38:33 **AR**: GUCCI22 heavy, from our top three, thank you very much for your patience and helping us out, we prevented us from diverting 23 aircraft.

17:38:43 **GUCCI22**: Yeah no worries. We figured that was the situation initially when we said we had to get in ASAP it was because we were trying to keep our boom on the airplane but yeah we understand.

17:39:26 **AR**: GUCCI22 heavy, descend and maintain 5 thousand, 1 hundred.

17:39:29 **GUCCI22**: Descend and maintain 5 thousand, 1 hundred, GUCCI22 heavy.

17:40:22 **AR**: GUCCI22 heavy, do you want the ILS approach or the Visual sir?

17:40:26 **GUCCI22**: ILS please for GUCCI22.

17:40:28 **AR**: GUCCI22 heavy, roger expect ILS approach.

17:42:27 **AR**: GUCCI22 heavy, turn left heading 0-5-0.

17:42:30 **GUCCI22**: Left 0-5-0, GUCCI22 heavy.

17:43:26 **AR**: GUCCI22 heavy, turn left heading 3-6-0.

17:43:30 **GUCCI22**: Left 3-6-0, GUCCI22 heavy.

17:44:23 **AR**: GUCCI22 heavy, turn left heading 3-3-0.

17:44:26 **GUCCI22**: Left 3-3-0, GUCCI22 heavy.

17:44:32 **AR**: And GUCCI22 heavy, your eight miles from final approach fix. Fly heading 3-3-0, maintain 5 thousand, 1 hundred until established on the localizer. Cleared ILS Zulu runway 3-0 approach.

17:44:41 **GUCCI22**: Alright 3-3-0, 5 thousand, 1 hundred until established cleared the ILS Zulu runway 3-0 approach, GUCCI22 heavy.

17:45:24 **AR**: GUCCI22 heavy, thank you again very much for the help sir, well done, contact Tower 1-3-3 point 8-5.

17:45:29 **GUCCI22**: 3-3, 8-5 thanks for your help guys, GUCCI22, over to tower.

N2.3. MOUNTAIN HOME TOWER

GUCCI22 *– Mishap Aircraft,* ***TOWER*** *– Mountain Home Tower.*
All times are reported in Zulu.

17:45:51 **GUCCI22**: Tower GUCCI22 heavy, emergency is about 8 and a half miles out on the ILS 3-0 full stop.

17:45:58 **TOWER**: GUCCI22 heavy, Mountain Home tower runway 3-0 wind 2-5-0 at 3 cleared to land.

17:46:02 **GUCCI22**: Cleared to land runway 3-0, GUCCI22 heavy, and just for your SA as of right now we don't see a reason to ground egress on the runway however if you see anything, sparks, leaking fluid, anything in excess please let us know.

17:46:15 **TOWER**: Roger thanks.

17:47:37 **GUCCI22**: Tower can you confirm no raised cables.

17:47:41 **TOWER**: And GUCCI22 heavy, there are 2 approach end, or there's an approach end cable 1 thousand, 500 feet from the approach end of the runway it's rubber supported.

17:47:51 **GUCCI22**: Alright copy 1 thousand, 500 feet. Can you say the last part one more time.

17:47:55 **TOWER**: Its rubber supported, sir.

17:47:57 **GUCCI22**: Roger, thank you.

17:48:01 **TOWER**: And GUCCI22, there is also a departure end cable 1 thousand, 500 feet from the end of runway.

17:48:06 **GUCCI22**: Copy all.

17:48:08 **GUCCI22**: We are gear down.

17:48:09 **TOWER**: Roger.

17:49:24 **GUCCI22**: And tower, you see anything on our jet that's concerning?

17:49:26 **TOWER**: GUCCI22, that's a negative. I don't see anything out of the ordinary.

17:49:30 **GUCCI22**: Roger. Where'd you like to exit?

17:49:36 **TOWER**: GUCCI22, if you can make a right 1-80 the last 1,000 feet of the runway and exit at hotel.

17:49:42 **GUCCI22**: **R**ight 1-80 last 1,000 feet of the runway and then exit at hotel.

17:52:14 **TOWER**: GUCCI22 heavy, do you require any further assistance from there?

17:52:17 **GUCCI22**: Standby, for GUCCI22 heavy emergency.

17:53:30 **GUCCI22**: Tower, from GUCCI22 emergency, we'll be off at hotel there. You want us to shut down on hotel, or what would you prefer?

17:53:37 **TOWER**: I'll have you taxiing at your 12 o'clock to the transient ramp with ground.

17:53:41 **GUCCI22**: Copy that. Is that the… that the ramp there to the northwest of the fighters?

17:53:47 **TOWER**: The TA truck's gonna be at your 12 o'clock coming off on hotel and he's going to taxi you to park.

17:53:51 **GUCCI22**: We'll follow the truck, GUCCI22 emergency, thanks.

17:56:21 **TOWER**: And GUCCI22, if I can have you switch over to ground 1-2-0 point 5.

17:56:24 **GUCCI22**: 20 point 5 switching now, GUCCI22 emergency, thank you sir. See ya.

17:56:29 **TOWER**: Thanks, you too.

N2.4. MOUNTAIN HOME GROUND

CHIEF2 *– Mountain Home Air Force Fire Chief 2,* ***GROUND*** *– Mountain Home Ground,* ***GUCCI22*** *– Mishap Aircraft*

17:56:27 **GUCCI22**: Mountain home ground, good morning. GUCCI22 heavy emergency, with you taxing off the active at Hotel.

17:56:38 **GROUND**: GUCCI22 heavy, mountain home ground good morning. Follow TA to park and standby this frequency for CHIEF2.

17:56:44 **GUCCI22**: We'll follow the T to… or TA to park off at hotel, GUCCI22 emergency.

17:57:08 **CHIEF2**: GUCCI22, CHIEF2.

17:57:12 **GUCCI22**: CHIEF2, go for GUCCI22 emergency.

17:57:14 **CHIEF2**: Yes sir, are you having any further problems with the aircraft?

17:57:16 **GUCCI22**: Sir, it looks like we're going to be just fine. We're going to do normal shut down here and I see the stairs out there. We'll just use that for the egress and we'll call everything normal, normal from this point.

17:57:25 **CHIEF2**: Understood, sir. Once we have you in park, we'll make sure our rescue crew is at least outside checking for hazards around the aircraft, hydraulic fluid leaks, anything of that nature and we'll let you know.

17:57:38 **GUCCI22**: Works for us, GUCCI22, we'll stay on the aircraft until we get the all clear from you.

17:57:45 **CHIEF2**: Copy.

18:01:34 **CHIEF2**: GUCCI22, CHIEF2, everything appears normal on the exterior minus the boom. We don't have any hazards identified it is safe for your egress.

18:01:45 **GUCCI22**: Alright, GUCCI22, copies all we're going to be shutting down here and we'll hop off the aircraft. Thanks for the help today, sir.

18:01:51 **CHIEF2**: Copy.

N3. COMMAND AND CONTROL TRANSCRIPTS

No data available.

N4. OTHER AVAILABLE TRANSCRIPTS

No data available.

TAB O

ANY ADDITIONAL SUBSTANTIATING DATA AND REPORTS

O1. DOCUMENTS OR RECORDS REVIEWED BY THE SIB 2

O1. DOCUMENTS OR RECORDS REVIEWED BY THE SIB

T.O. 1C-10(K)A-1	Flight Manual (15 December 2008, Change 6, 1 June 2012, IOS, 11 July 2012, ISS, 9 August 2016)
T.O. 1C-10(K)A-1CL-3	Boom Operator's Emergency and Abnormal Procedures (15 December 2008, Change 2, 1 January 2011)
T.O. 1C-10(K)A-1CL-3-1	Boom Operator's Normal Procedures (15 December 2008, Change 1, 1 January 2011)
T.O. 1C-10(K)A-5	Basic Weight Checklist and Loading Data (30 August 1990, Change 13, 15 January 2015)
AFI 11-2kc-10v1	KC-10 Aircrew Training (1 March 2016)
AFI 11-2kc-10v3	KC-10 Operations Procedures (30 August 2011, Change 1, 9 August 2013)
Larry Lamm	KC-10 Extender System Schematics (8 May 1978, Rev. 1 December 1987)
MQF	HQ AMC/A3VK KC-10 Boom Master Question File 2016 (1 Mar 2016)
AFI 11-202v3	General Flight Rules (10 August 2016)
AFI 11-202v1	Aircrew Training (22 November 2010)
AFI 11-2MDS-V3 TAFB OI	KC-10, C-17 & C-5 Operations Procedures Local Procedures (23 June 2015)
60/349 MXGOI 21-101	Aircraft and Equipment Maintenance Management (3 December 2013)
305/514 MXGOI 21-101	Aircraft and Equipment Maintenance Management (25 June 2013, Guidance memo 17 November 2015)
AFMAN 91-223	Aviation Safety Investigations and Reports (16 May 2013, Change 1, 8 June 2016)
AFMAN 91-223 AMC Sup	Aviation Safety Investigations and Reports (2 September 2014)
AMC Syllabus KC-10 BBQ	KC-10 Boom Operator (Basic) Initial Qualification Course (BBQ) (1 February 2016)
AMC Syllabus KC-10 BIC	KC-10 Boom Operator Instructor Course (BIC) (1 January 2016)
AMC Syllabus KC-10 BRQ	KC-10 Boom Operator Requalification (BRQ) Course (1 January 2016)

	KC-10 Training System Initial Qualification Course. *Boom Operator Basic Initial Qualification* (1 July 2016)
	KC-10 Training System Initial Qualification Course. *Boom Operator Instructor Course* (1 March 2016)
	KC-10 Training System Initial Qualification Course. *Boom Operator Requalification* (1 March 2016)
	KC-10 Training System Initial Qualification Course. FTU Training Guide. *Boom Operator Initial Qualification* (1 March 2016)
	KC-10 Training System Initial Qualification Course. FTU Training Guide. *Instructor Boom Operator Qualification* (1 March 2016)
T.O. 1C-10(K)A-2-28	MAINTENANCE MANUAL ORGANIZATIONAL FUEL USAF SERIES KC-10A AIRCRAFT (01 July 2015, Change 4, 15 October 2016)
T.O. 1C-10(K)A-2-28FI-1	FAULT ISOLATION ORGANIZATIONAL FUEL USAF SERIES KC-10A AIRCRAFT (1 December 2004, Change 13, 15 October 2016)
T.O. 1C-10(K)A-4-24	ILLUSTRATED PARTS BREAKDOWN ORGANIZATIONAL ELECTRICAL POWER USAF SERIES KC-10A AIRCRAFT (15 June 1983, Change 73, 1 MARCH 2016)
T.O. 1C-10(K)A-4-28-2	ILLUSTRATED PARTS BREAKDOWN ORGANIZATIONAL FUEL - PART II (INCOMPLETE WITHOUT PART I) USAF SERIES KC-10A AIRCRAFT(15 June 1983, Change 78, 1 April 2016)
T.O. 1C-10(K)A-4-53	ILLUSTRATED PARTS BREAKDOWN ORGANIZATIONAL FUSELAGE USAF SERIES KC-10A AIRCRAFT (15 June 1983, Change 64, 1 March 2016)
T.O. 00-20-1 AMC SUP	AEROSPACE EQUIPMENT MAINTENANCE INSPECTION, DOCUMENTATION, POLICIES, AND PROCEDURES (11 July 2016)
AFI 21-101 AMC SUP	AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT (21 May 2015,AMC Sup, 9 February 2016)

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TAB P

DAMAGE SUMMARIES

P1. ENVIORNMENTAL CLEAN-UP COSTS 2

P2. NON-DOD PROPERTY DAMAGE COSTS 2

P3. ITEMIZED DOD PROPERTY DAMAGE COSTS 2

P1. ENVIORNMENTAL CLEAN-UP COSTS

P2. NON-DOD PROPERTY DAMAGE COSTS

P3. ITEMIZED DOD PROPERTY DAMAGE COSTS

AIRFRAME DAMAGE COSTS	NSN	SOURCE	UNIT COST	QTY	TOTAL COST
Aerial Refueling Boom	N/A	Boeing	$6,200,000	1	$ 6,200,000.00
Gimbal Assembly	N/A	Boeing	$50,272.62	1	$ 50,272.62
Petal Door Assemblies	N/A	AAR	$13,748.00	1	$ 13,748.00
Boom Support Assembly	N/A	AAR	$159,898.76	1	$ 159,898.76
Fuel Flex Coupling Assembly	N/A	AAR	$34,465.00	1	$ 34,465.00
Steel Braided Hyd Hoses	N/A	AAR	$150.00	2	$ 300.00
Boom Pivot Gland Fittings	N/A	AAR	$13,807.00	2	$ 27,614.00
Linear Transducers	N/A	AAR	$9,004.00	3	$ 27,012.00
Boom Wiring Assemblies	N/A	AAR	$15,842.19	1	$ 15,842.19
Boom Hoist Cable Assembly	N/A	AAR	$693.14	1	$ 693.14
MISHAP TOTAL COST		AAR			$ 6,529,845.71

TAB Q

AIB TRANSFER DOCUMENTS

Q1. AIB TRANSMITTAL LETTER……2

Q2. ATTACHMENT 1: LIST OF WITNESS……4

Q3. ATTACHMENT 2: 24 HOUR CLASS A PRELIMINARY MESSAGE…….…5

Q4. ATTACHMENT 3: FILE INVENTORY……7

Q5. ATTACHMENT 4: AIB TRANSMITTAL LETTER ADDENDUM……..15

Q6. ATTACHMENT 5: AIB TRANSMITTAL LETTER ADDENDUM……..16

Q7. ATTACHMENT 6: AIB TRANSMITTAL LETTER ADDENDUM……..17

Q1. AIB TRANSMITTAL LETTER

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080, 1 Nov 2016

1. The following items are released to KC-10 AIB the Accident Investigation Board:

   A. Part I of the Formal Safety Report of Subject mishap on CD Rom (partial Tab J, see note below).

   B. Aircraft S/N 83-0080 boom wreckage:
      1. Location - Hanger 810, outside of tool crib
      2. POC - Dock Chief,

   C. Aircraft parts sent for Analysis/Disposition/POC:
      1. FDR/CVR
         a. Location: Air Force Safety Center
         b.

      2. (BCU) Boom Control Unit
         a. Location - Honeywell, AZ (awaiting analysis)
         b. POC – , NGC Tech Rep,

      3. Boom Gimbal
         a. Location – Hangar 810 with boom wreckage (awaiting analysis)
         b. POC - Dock Chief,

      4. Hoist Cable
         a. Location - AFRL, Wright Patterson AFB
         b. POC –

      5. A-Frame
         a. Location – AFRL, Wright Patterson AFB
         b. POC –

      6. Elevation/Roll Controller
         a. AERO-K, El Monte, CA (awaiting analysis)
         b.

      7. Accelerometer
         a. Location – AFRL, Wright Patterson AFB
         b. POC –

8. Exemplar Accelerometer
    a. Location – AFRL, Wright Patterson AFB
    b. POC –

9. Wiring Harness (BCU to Boom, Accelerometer)
    a. Location – AFRL, Wright Patterson AFB
    b. POC –

10. Accelerometer & Elevator Actuator Wiring Harness
    a. Location – AFRL, Wright Patterson AFB
    b. POC –

11. Window Heat Controller
    a. Greensboro, NC (awaiting analysis)
    b. , NGC Tech Rep,

D. List of witnesses (Attachment 1)

E. 24-Hour Class A Preliminary Message (Attachment 2)

F. Medical Records (POC Flight Medicine):

1.
    a. 60 AMDS/SGPF
    b.

G. Aircraft Maintenance Records: AIB Transfer Box located in Bldg. 381, SIB Room, Cubicle 1.

H. All Copies of releasable photographs: Restricted access AIB shared rive

I. Training Records MP/MCP/MFE/MB: Restricted access AIB shared rive

J. All Non-privileged documents: AIB Transfer Box located in Bldg. 381, SIB Room, Cubicle 1.

Note: At the time of the Safety Investigation Board/Accident Investigation Board turnover, Part I, Tab J, Releasable Technical Reports and Engineering Evaluations was not finalized due to awaiting the results of parts analysis still outstanding from:

1. AFRL/RXSA (
2. AERO-K ( )
3. Honeywell (

These results will be added to Tab J when complete. A revised Tab J will be forwarded when parts analysis is finalized.

2. Please reply by endorsement below that you are in receipt of these items and take responsibility for their final disposition.

//signed//

, Colonel, USAF
President, Safety Investigation Board

1st Ind, KC-10 AIB

TO: President, Safety Investigation Board

Acknowledge receipt and responsibility for the above listed items.

//signed//

, Colonel, USAF
President, Accident Investigation Board

Q2. ATTACHMENT 1: LIST OF WITNESS

Note: All but one interview are privileged and will not be included in transfer of documents.

Interviewee	Rank	Position During Mishap	Date Interviewed	Work Center	Contact Info (DSN)
	SrA	MFE	10 Nov 16	9 ARS/DOIF	
	MSgt	KC-10 FTU	21 Nov 16	60 OSS/OSF	
	SrA	30 Oct 16 FE	10 Nov 16	9 ARS/DOE	
	Capt	30 Oct 16 Pilot	10 Nov 16	9 ARS/DOP	
	SSgt	30 Oct IBO	9 Nov 16	60 OSS/OSF	
	Capt	MP	1 Nov 16	9 ARS/DOP	
	SrA	MB	1 Nov 16	60 OSS/SAT	
	SSgt	32 ARS Training	13 Dec 16	32 ARS/DOT	
	MSgt	9 ARS Training	10 Nov 16	9 ARS/DOT	
	Capt	MCP	1 Nov 16	9 ARS/DOT	
	Capt	30 Oct 16 Co-Pilot	10 Nov 16	9 ARS/DOT	
	TSgt	30 Oct 16 EBO	15 Nov 16	9 ARS/DOV	
	SrA	30 Oct 16 ARB Mx	19 Nov 16	60 MXS/MXMCP	
	SrA	MM3	14 Nov 16	60 MXS/MXMC	
	SSgt	Debrief	12 Dec 16	660 AMXS/MXAASA	
	1Lt	Access. Flt OIC	11 Nov 16	60 MXS/MXMC	
	A1C	Debrief	14 Dec 16	660 AMXS/MXAASA	
	A1C	30 Oct 16 ARB mx	17 Nov 16	60 MXS/MXMCP	
	MSgt	30 Oct 16 FCC	10 Nov 16	660 AMXS/MXAA	
	SSgt	13 Oct 16 ARB mx	15 Nov 16	60 MXS/MXMCP	
	SrA	12 Oct 16 gimbal chg	16 Nov 16	60 MXS/MXMCP	
	MSgt	31 Oct 16 Pro-Sup	14 Nov 16	349 AMXS/MXAB	
	A1C	13 Oct 16 ARB mx	16 Nov 16	60 MXS/MXMCP	
	TSgt	13 Oct 16 QA Eval	15 Nov 16	60 MXG/MXQ	
	Capt	MXS/MOO	18 Nov 16	60 MXS/MXM	
/MM5	SrA	30 Oct 16 debrief	14 Dec 16	660 AMXS/MXAASA	
	SrA	17-20 Oct 16 A-chk	6 Dec 16	660 AMXS/MXAASA	
	SMSgt	MXG facility	17 Nov 16	60 MXG/MXQ	
MM8	MSgt	30 Oct 16 Pro-Sup	18 Nov 16	60 MXS/MXMCP	
	SSgt	17-20 Oct 16 A-chk	6 Dec 16	60 MXS/MXMTI	
	CMSgt	MXG facility	17 Nov 16	60 MXG/CCC	
/MM2	SSgt	12 Oct 16 gimbal chg	13 Nov 16	60 MXS/MXMCP	
/MM7	MSgt	30 Oct 16 Pro-Sup	15 Nov 16	660 AMXS/MXAASA	
	SrA	30 Oct 16 FCC	10 Nov 16	660 AMXS/MXAAC	
/MM4	SSgt	13 Oct 16 Red X's	16 Nov 16	60 MXS/MXMCP	
	MSgt	QA Chief Inspector	17 Nov 16	60 MXG/MXQ	

	SSgt	13 Oct 16 QA Eval	15 Nov 16	60 MXG/MXQ
	SMSgt	660 AMXS Facility	15 Nov 16	660 AMXS/MXAAP
	Maj	660 AMXS Facility	17 Nov 16	660 AMXS/MXA
/MM1	SSgt	11 Oct 16 ARB mx	14 Nov 16	60 MXS/MXMCP
	MSgt	30 Oct 16 Pro-Sup	14 Nov 16	660 AMXS/MXAA
	SSgt	Met acft on 30 Oct 16	20 Nov 16	60 MXS/MXMCP
	MSgt	30 Oct 16 Pro-Sup	21 Nov 16	60 MXS/MXMM
/MM 6	MSgt	30 Oct 16 Pro-Sup	15 Dec 16	660 AMXS/MXAAP

Q3. ATTACHMENT 2: 24 HOUR CLASS A PRELIMINARY MESSAGE

Message Release Date: 02 NOV 2016 1603(Z)

Classification: Unclassified

From: 366 Fighter Wing (366 FW)
Subject: Preliminary: Class A, 01 NOV 2016, Aviation, Aircraft Flight, Aircraft/KC-10A, Travis AFB, AFSAS Report # 585987

1. General Information:
1.1. AFSAS Report Number: 585987
1.2. Convening Authority: Air Mobility Command
1.3. Accounting MAJCOM, DRU or FOA: Air Mobility Command
1.4. Accounting Base: Travis AFB
1.5. Mishap Duty Status: On-Duty

2. Mishap Date/Time:
2.1. Mishap Date, Local: 01 NOV 2016
2.2. Mishap Time, Local: 0900

3. Mishap Location:
3.1. Mishap Country: United States (USA)
3.2. US State: Idaho
3.3. On Base: No
3.4. Nearest Base: Mountain Home AFB
3.5. Latitude: 42 58.323 N
3.6. Longitude: 115 33.103 W

4. Narrative:
4.1. Narrative:
KC-10 boom separated from aircraft inflight. Aircraft and aircrew landed safely.

5. Personnel Information:
Person Number: 1
5.1.1. Gender: Male
5.1.2. Age: 0
5.1.3. Grade: O3
5.1.4. Employment Status:
5.1.4.1. Tier 1: US Air Force

5.1.4.2. Tier 2: Regular
5.1.5. Assigned MAJCOM: Air Mobility Command
5.1.6. Assigned Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
5.1.7. Assigned Wing: 60 Air Mobility Wing
5.1.8. Assigned Group: 60 Operations Group
5.1.9. Assigned Squadron: 9 Air Refueling Squadron
5.1.10. Assigned Base: Travis AFB

6. Objects Information:
Object Number: 1
6.1.1. Object Type
6.1.1.1. Tier 1: Aircraft
6.1.1.2. Tier 2: KC-10A
6.1.2. Unique Object Identifiers:
6.1.2.1. Tail Number: 83-000080
6.1.3. Damage Description: Repairable
6.1.4. Owning Service: Air Force
6.1.5. Owning MAJCOM: Air Mobility Command
6.1.6. Owning Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
6.1.7. Owning Wing: 60 Air Mobility Wing
6.1.8. Owning Group: 60 Operations Group
6.1.9. Owning Squadron: 9 Air Refueling Squadron
6.1.10. Owning Base: Travis AFB
Object Number: 2
6.2.1. Object Type
6.2.1.1. Tier 1: Aircraft/RPA Component
6.2.1.2. Tier 2: Fuel System
6.2.1.3. Tier 3: Inflight Refueling System
6.2.1.4. Tier 4: In Flight Refueling (IFR) Boom
6.2.2. Damage Description: Destroyed
6.2.3. Owning Service: Air Force
6.2.4. Owning MAJCOM: Air Mobility Command
6.2.5. Owning Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
6.2.6. Owning Wing: 60 Air Mobility Wing
6.2.7. Owning Group: 60 Operations Group
6.2.8. Owning Squadron: 9 Air Refueling Squadron
6.2.9. Owning Base: Travis AFB

7. Interim Safety Board Personnel:
Position: Investigating Officer

7.1.1. Name:
7.1.2. Grade: O4
7.1.3. Organization: 366 FW/IGI
7.1.4 Phone(s):
7.1.4.1. DSN: (
7.1.4.2. Commercial USA: (
7.1.4.3. International:
7.1.5. Email:

8. Releasing Official:
8.1. Name:
8.2. Grade: O4
8.3. Organization: 366 FW/IGI
8.4. Email:
8.5. Phone(s):
8.5.1. DSN: (
8.5.2. Commercial USA: (

Q4. ATTACHMENT 3: FILE INVENTORY

AIB Transfer Documents

MISC

Requisition and Invoice/Shipping Document - Gimbal Assembly
Requisition and Invoice/Shipping Document - Aerial Refueling BCU
AMC Form 97 - 30 Oct 16
IMOPS Production App System - Parts Availability Listing
IFE / Incident Worksheet - 1 Nov 16
60 OSS - Recall Roster (x 2)
Travis AFB Map
Travis AFB - Base Contact Info - Operational Related
Travis AFB - IT Support Info (x 5)
Travis AFB Map - Food & Recreation (x 7)
Media Release - 1 Nov 16
Requisition and Invoice/Shipping Document (x 2) - FDR & CVR

Tab F - Weather/Environmental Records & Data

CD - GUCCI 22 WX (1 Nov 16)

Tab K - Mission Records & Data

AF IMT 4091 - AC 83-0080 (1-30 Oct 16)
AF Form 4327a (21 Oct 16)
KC-10 Yoke Note - AC 83-0080 (1 Nov 16)
KC-10 Weight & Balance Receipt (1 Nov 16)

Tab M - Data From Ground Radar

CD - Radar Program

Tab N - Transcripts of Voice Communications

Transcript Receipts (x3) - NICE / Inform Incident Distribution
CD - ATC Tower Transcript
CD - ATC Audio Files

Tab R - Transcript of Releasable Witness Testimony

72 Hour History - 14 Day History - SSgt MM1
72 Hour History - 14 Day History - A1C
72 Hour History - 14 Day History - TSgt
72 Hour History - 14 Day History - SSgt
72 Hour History - 14 Day History - A1C
72 Hour History - 14 Day History - SSgt

72 Hour History - 14 Day History - SrA
72 Hour History - 14 Day History - MSgt MM8

Tab S - Releasable Photographs, Videos, and Diagrams
CD - Video of Boom
CD - Pictures from MHAFB PA (8 Nov 16)
CD - KC-10 Alert - (1 Nov 16)
CD - Pictures from MHAFB ISB

Tab A - Safety Investigator Information
NDA - / GS-12 - Wright Patterson AFB - AFMC/WFIYC
NDA - MSgt - Mountain Home AFB - 366 EMS/MXM
NDA - TSgt - Travis AFB - 60 AMW/PA
NDA - / WG-10 - Travis AFB - 60 MXS/MXMFB
NDA - TSgt - Travis AFB - 60 MXS/MXMTA
NDA - SSgt - Travis AFB - 60 MXS/MXMTA
NDA - A1C - Travis AFB - 60 MXS/MXMFB
NDA - A1C - Travis AFB - 60 CS/SCOSA
NDA - TSgt - Travis AFB - 60 MXS/MXMCP
NDA - SrA - Travis AFB - 660 AMXS/MXAASA
NDA - SSgt - Travis AFB - 60 MXS/MXMTA
NDA - TSgt - Travis AFB - 60 MXS/MXMTI
NDA - / GS-12 - Travis AFB - 60 AMW/CVA
NDA - / GS-5 - Travis AFB - 60 SFS/S5RT
NDA - SSgt - Travis AFB - 660 AMXS/MXAASA
NDA - Major - Mountain Home AFB - 366 FW/IGI
NDA - SSgt - Travis AFB - 60 CS/SCOSA
NDA - TSgt - Travis AFB - 60 CES/CEX
NDA - A1C - Travis AFB - 60 MXS/MXMTI
NDA - SSgt - Travis AFB - 660 AMXS/MXAASA
NDA - MSgt - Travis AFB - 60 OSS/OSF
NDA - SSgt - Travis AFB - 60 MXS/MXMTA
NDA - A1C - Travis AFB - 60 MXS/MXMTI
NDA - 2LT - Travis AFB - 60 AMW/PA
NDA - TSgt - Travis AFB - AMDS/SGPB
NDA - TSgt - Travis AFB 60/MXS/MXMTA
NDA - MSgt - Travis AFB - 60 MXS/MXMWM
NDA - SSgt - Travis AFB - 60 MXS/MXMFB
NDA - SMSgt - Travis AFB - 349 SFS/S2
NDA - TSgt - Travis AFB - 60 MXS/MXMTC
NDA - SrA - Travis AFB - 660 AMXS/MXAASA
NDA - SSgt - Travis AFB - 660 AMXS/MXAASC
NDA - SSgt - Travis AFB - 60 MXS/MXMCP

NDA - / Contractor - Travis AFB - NGC
NDA - Lt Col - Travis AFB - 60 AMW/SE
NDA - SrA - Travis AFB - 60 MXS/MXMTA
NDA - / Civ - Travis AFB - 60 SFS/S2
NDA - SSgt - Travis AFB - 60 CS/SCOSA
NDA - TSgt - Travis AFB - 60 MXS/MXMFB
NDA - SSgt - Travis AFB - 60 SFS/SFMQ
NDA - Maj - Travis AFB - 60 AMXS/MXA
NDA - MSgt - Travis AFB - 660 AMXS/MXAAP
NDA - SSgt - Travis AFB - 60 CS/SCOSA
NDA - / Contractor - Travis AFB - 660 AMXS/MAAA
NDA - 2LT - Travis AFB - 60 AMDS/SGPB
NDA - / Contractor - Travis AFB - 660 AMXS/COMBS
NDA - - Travis AFB - 60 MXG/COMBS
NDA - SSgt - Travis AFB - 60 MXG/COMBS
NDA - / GS-6 - Travis AFB - AFCED/COMT (CEMIRT)
NDA - SSgt - Travis AFB - 60 SFS/S2
NDA - Lt Col - Mountain Home AFB - 366 FW/XP
NDA - SrA - Travis AFB - 660 AMXS/MXAASG
NDA - TSgt - Travis AFB - 60 CES/CEX
NDA - SrA - Travis AFB - 749 AMXS/MXAB
NDA - / NH-03 - Tinker AFB - AFLCMC/WKK
NDA - SSgt - Travis AFB - 60 MXS/MXMTA
NDA - SrA - Mountain Home AFB - 366 FW/PA
NDA - SrA - 60 CS/SCOI
NDA - Special Agent - Travis AFB - AFOSI
NDA - / GS-11 - Travis AFB - 60 CES/CEF
NDA - SrA - Travis AFB - 60 MXS/MXMTA
NDA - Capt - Travis AFB - 60 SFS/S3
NDA - - Travis AFB - 60 SFS/S5R
NDA - A1C - Travis AFB - 60 CS/SCOI
NDA - TSgt - Mountain Home AFB - 366 FW/PA
NDA - SrA - Travis AFB - 60 MXS/MXMTA
NDA - TSgt - Travis AFB - 60 MXS/MXMTA
NDA - / GS-5 - Travis AFB - 60 SFS/S5R
NDA - SMSgt - Travis AFB - 60 CS/SCO-1
NDA - SrA - Travis AFB - 60 MXS/MXMCP
NDA - SrA - Travis AFB - 60 MXS/MXMTA
NDA - 1LT - Travis AFB - 60 OSS/IN
NDA - TSgt - Travis AFB - 60 SFS/S5X
NDA - Maj - Travis AFB - 349 AMW/SE
NDA - SSgt - Travis AFB - 60 MXS/MXMFB
NDA - TSgt - Travis AFB - 660 AMXS/MXAASA

NDA - A1C - Travis AFB - 660 AMXS/MXAASE
NDA - MSgt - Travis AFB - 60 AMW/SEG
NDA - Lt Col - Pentagon - HQ/AF/SEI
NDA - / Special Agent - Travis AFB - AFOSI
NDA - MSgt - Travis AFB - 60 MXS/MXMC
NDA - TSgt - Travis AFB - 60 AMDS/SGPB
NDA - MSgt - Travis AFB - 60 MXS/MXMTI
NDA - SrA - Travis AFB - 60 MXS/MXMTA
NDA - MSgt - Travis AFB - 60 AMW/SE
NDA - / WG-10 - Travis AFB - 349 AMXS/MXAA
NDA - TSgt - Travis AFB - 60 MXS/MXMTA
NDA - TSgt - Travis AFB - 60 MXS/MXMTA
NDA - MSgt - Travis AFB - 60 OSS/OSTS
NDA - SSgt - Travis AFB - 60 MXS/MXMTA
NDA - SrA - Travis AFB - 60 CS/SCOSA
NDA - Amn - Mountain Home AFB - 366 FW/PA
NDA - SSgt - Travis AFB - 60 MXS/MXMCP
NDA - TSgt - Travis AFB - 60 MXS/MXMFB
NDA - Col - President
NDA - Maj - Investigating Officer
NDA - - Safety Center Rep
NDA - Capt - Pilot Member
NDA - CMSgt - Maintenance Member
NDA - SSgt - Maintenance Member
NDA - MSgt - Boom Operator Member
NDA - Lt Col - Medical Member
NDA - MSgt - SIB Recorder
NDA - - KC-10 Systems Engineer - AFLCMC/WKDBB
NDA - 1LT - Air Force Petroleum Agency Rep
NDA - - Aerospace Fuels Lab
NDA - - Air Force Research Laboratory Rep
NDA - - Boeing Rep
NDA - - KC-10 WSLO/COR - Weapons System Liaison Officer
NDA - - Audio Transcriber - Reporting & Legal Video
NDA - - Boeing Rep
NDA - - Boeing Rep
NDA - - Boeing Rep
NDA - - Boeing Rep
NDA - - Boeing Rep
NDA - - Boeing Rep
NDA - - Boeing Rep
NDA - - Technical Expert (NGC)
NDA - - Technical Expert (NGC)

NDA - - AAR Rep
NDA - - Air Force Research Laboratory Rep
NDA - - Air Force Research Laboratory Rep
NDA - - Air Force Research Laboratory Rep
NDA - - Air Force Research Laboratory Rep
NDA - - AERO-K Rep
NDA - TSgt - 60 AMXS - KC-10 Avionics – Comm/Nav
NDA - Mr. - KC-10 Comm/Nav - Tech Rep
NDA - Mr. - Honeywell - BCU Tech Support
NDA - Mr. - Honeywell - BCU Tech Support
NDA - Mr. - Honeywell - BCU Tech Support
NDA - Mr. - Honeywell – Tech Support

Additional Documentation

1 - Mishap mission paperwork
2 - Copy of original 175
3 - Crew departure paperwork
4 - Pre-mission documents
5 - MCP 6 part SARM folder
6 - MP 6 part SARM folder
7 - MFE 6 part SARM folder
8 - MB 6 part SARM folder
9 - MCP Flight Records Folder
10 - MP Flight Records Folder
11 - MFE Flight Records Folder
12 - MB Flight Records Folder
13 - MCP FEF
14 - MP FEF
15 - MFE FEF
16 - MB FEF
17 - Aircraft Wt & Bal Records
18 - Current Aircraft Forms / Maintenance and Materiel Report
19 - Transcribed Forms 9-14 Oct 16
20 - Transcribed Forms 20-31 Oct 16
21 - Engine Log Book
22 - Fuel Cell Log
23 - C-Check Book
24 - Hyd Log Bk 1
25 - Hyd Log Bk 2
26 - Hyd Log Bk 3
27 - Misc. SIB Support Docs

Q5. ATTACHMENT 4 AIB TRANSMITTAL LETTER ADDENDUM

10 January 2017

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Addendum to Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080, 1 November 16

As noted in the 1 November 16 Transfer Memorandum at the time of the Safety Investigation Board, Part 1 of the Formal Report was not finalized due to awaiting the non-privileged teardown results (Tab J). When completed the missing finalized tabs will be forwarded to the Accident Investigation Board and another transfer memorandum accomplished as an addendum to Tab Q.

1. The following additional items will be released to the KC-10 AIB as they become available:

    a. Tab J - Releasable Tech Reports and Engineering Evaluations

//signed//

, Colonel, USAF
President, Safety Investigation Board

Q6. ATTACHMENT 5 AIB TRANSMITTAL LETTER ADDENDUM

23 January 2017

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Addendum to Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080, 1 November 16

The following additional items will be released immediately to the KC-10 AIB:

a. KC-10 Tail # 83-0080, Location, TIMCO Aviation, Greensboro, NC
POC:

//signed//

, Colonel, USAF
President, Safety Investigation Board

Q7. ATTACHMENT 6 AIB TRANSMITTAL LETTER ADDENDUM

24 January 2017

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Addendum to Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080, 1 November 16

The following additional item is released to the KC-10 AIB:

a. Tab J - Releasable Technical Reports and Engineering Evaluations - Final Version

//signed//

, Colonel, USAF
President, Safety Investigation Board

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TAB R

RELEASABLE WITNESS TESTIMONY

R1. NON-PRIVILEGED INTERVIEWS AND WRITTEN STATEMENTS 2

R2. NON-PRIVLIGED 72 HOUR AND 7 DAY HISTORIES 3

R2.1. CAPT (MP) 3

R2.2. CAPT (MCP) 13

R2.3. TSGT (MFE) 23

R2.4. SRA (MB) 33

R2.5. SSGT (MM1) 43

R2.6. SSGT (MM2) 50

R2.7. SRA (MM3) 50

R2.8. SSGT (MM4) 50

R1.9. SRA (MM5) 50

R2.10. MSGT (MM6) 50

R2.11. MSGT (MM7) 50

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R1. NON-PRIVILEGED INTERVIEWS AND WRITTEN STATEMENTS.

No non-privileged interviews were transcribed by the SIB and no non-privelged written statements were collected by the ISB or SIB.

R2. NON-PRIVLIGED 72 HOUR AND 7 DAY HISTORIES

R2.1. CAPT (MP)

WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY

Source: HQ Air Force Safety Center / AFSAS Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record.** The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA.** As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

☒ **NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

☐ **PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI])

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

Statement Completed By: (Name/rank) MP CAPT (signature) //SIGNED//

Today's Date: 1 Nov 16 Witness Contact Information: ☐ Work ☒ Home

Street: City, State, Zip Code:

Phone: DSN: Email Address:

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____

ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

1 Nov 16
(Date)

1. I, MP 10-319 ARS, have been advised by _____,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 1 Nov 16 involving _____
(Date) *(Equipment & SN)*

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MP
CAPT/O-3
Name (Last, First, MI) and Rank/Grade

B-FLT/CC + KC-10 AcFt CC
Duty Title

//SIGNED//
Signature

72-Hour History – General Information

Today's Date: 1 Nov 16

Date of Mishap: 1 Nov 16

Date and time of YOUR involvement with the MDS, AGE or vehicle 1 Nov 16 1630Z

Work / Rest Data: As of 1535L time known, includes 31 Oct & 1 Nov

1. Hours worked in last: 24 hrs: 15 48 hrs: 21 72 hrs: 21
2. Hours continuously on duty prior to mishap: 4.5
3. Hours continuously awake prior to mishap: 5.5
4. Hours between last meal and mishap: 1

Flying Data (if applicable):

Two most recent flights:
Date: 27 Oct 16 Type aircraft: KC-10 Duration: ~5.8
Date: 28 Sep 16 Type aircraft: KC-10 Duration: 2.3

Mission Times: Local KSun
Brief: ~~0550L~~ Step: ~~0620~~ 0615 Taxi: ~~0825~~ 0750 Takeoff: ~~0835~~ 0830 Land: ~~1145~~
Mission Profile: ~~3-Ship departure, Gunfighter Flag Exercise~~ Form departure, F-15 refuel, C-17, Transition

Mission Times:
Brief: 1700 Step: 1715 Taxi: 1920 Takeoff: 1930 Land: ~2200
Mission Profile:
KC-10 AR, Transition

Day of the Mishap

How many hours did you sleep prior to the mishap: 6

Rate your sleep quality (Circle One): Very Poor / Poor / (Average) / Well / Very Well

Was the sleep continuous or broken?
Describe Broken, Newborn at home

Time departed for work: 0515L Time reported for duty: 0535L

Time of incident (or your involvement): 0930L Time released from duty day: _____

List all food and beverages **1 hour** prior to the time of mishap
Bannana, Carrots, water

List all food and beverages **1-4 hours** prior to the time of mishap
Water, coffee, bannana, bagel

List all food and beverages **4-8 hours** prior to the time of mishap
None

List all food and beverages **8-12 hours** prior to the time of mishap
Water

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)
None
Time taken: _____

Any alcohol in the 24 hrs prior to the mishap? (Yes) / No
Times 1800L (Travis) Amount 1 drink / 1 shot (worth-2oz) Type: Whiskey + coke

Any caffeine and/or energy drink prior to the mishap? (Yes) / No
Time/Amount 0500 / 1 cup Type: Coffee

Any tobacco prior to the mishap? (Yes) / No Time/Amount 0500 / 1 pouch Type: chewing

Exertion within 12 hours of mishap: Very Light / (Light) / Strenuous / Very Strenuous/ Extremely Strenuous

Additional Info/Comments: N/A

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Newborn

Time departed for work: 0710 Time reported for duty: 0730

Breakfast: (Yes) / No Time: 0700 Meal: Banana, bagel

Morning activities: Mission planning

Lunch: (Yes) / No Time: 1330 Meal: Chicken pasta

Afternoon activities: office work, mission planning

Dinner: (Yes) / No Time: 1800 Meal: Mexican casserole

Evening activities: Handing out candy, Family time

Medications/supplements used today (to include over the counter (OTC)? Yes / (No) Time taken: _____
Medications and/or supplements - names and amounts taken: None

Any alcohol this day/night? Yes / (No) Times/Amount 1800L / 2oz Type: whiskey (on 31 Oct)

Caffeine and/or energy drinks? Yes / (No) Times/Amount _____ / _____ Type: _____

Exertion this day (circle): Very Light / (Light) / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: Walking, cleaning house

Mission Times (for flyers): Brief: None Step: _____ Taxi: _____ Takeoff: _____ Land: _____
Mission Profile:

Additional Info/Comments: N/A

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain New born

Time departed for work: N/A Time reported for duty: N/A - Sunday

Breakfast: Yes / No Time: 0830 Meal: Cereal

Morning activities: Walked dog, Football (watched), family time

Lunch: Yes / No Time: 1300 Meal: enchilladas

Afternoon activities: Cleaned house, grocery shopping

Dinner: Yes / No Time: 1830 Meal: POT PIE

Evening activities: relaxing w/family

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:
Medications and/or supplements - names and amounts taken: None

Any alcohol this day/night? Yes / No Times/Amount 2000 / 12 oz Type: whiskey

Caffeine and/or energy drinks? Yes / No Times/Amount / Type:

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: Dog walks, cleaning house

Mission Times (for flyers): None Brief: Step: Taxi: Takeoff: Land:
Mission Profile:

Additional Info/Comments: N/A

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Newborn

Time departed for work: N/A Time reported for duty: N/A - saturday

Breakfast: Yes / No Time: 0900 Meal: Egg sandwich

Morning activities: Football, taking care of kids

Lunch: Yes / No Time: 1300 Meal: Mexican food leftovers

Afternoon activities: Dog walk, reading, studying

Dinner: Yes / No Time: 1830 Meal: Enchiladas, fruit

Evening activities: Movie, time with kid

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:
Medications and/or supplements - names and amounts taken: None

Any alcohol this day/night? Yes / No Times/Amount / Type:

Caffeine and/or energy drinks? Yes / No Times/Amount 0900 / 1 cup Type: Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: Walks, house work

Mission Times (for flyers): Brief: None Step: Taxi: Takeoff: Land:
Mission Profile:

Additional Info/Comments: N/A

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day: 1 Nov
Date/Notes: 1 cup of coffee, no meds, ~6 hrs sleep, Tobacco in morning, chewing pouch

1 day prior to mishap: 31 Nov
Date/Notes: ~10 hr work day, 1 coffee, ~6 hrs sleep, Tobacco in morning

2 days prior to mishap: 30 Oct
Date/Notes: Relaxing at home, 1 cup of coffee, ~6 hrs sleep, Walking, light workout

3 days prior to mishap: 29 OCT
Date/Notes: At home, coffee in morning, 7 hrs sleep, light workout Newborn

4 days prior to mishap: 28 OCT
Date/Notes: 9 hr work day, coffee throughout day (3), 1 beer ~1700,

5 days prior to mishap: 27 OCT
Date/Notes: 11 hr work day, Flew ~5.8 sortie, 3 coffees, 1 beer @ 1700

6 days prior to mishap: 26 OCT
Date/Notes: Anniversary Mission planning, 9 hr work day, 2-3 coffees, light exercise, 1 glass wine

7 days prior to mishap: 25 OCT
Date/Notes: 11 hour work day, 1 coffee, light exercise

During the 7 days prior to the mishap:
Where had you traveled? Local area

Duty schedule: light / (normal) / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / (No) If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap. 6 hours

Extra duties and any education programs you may have participated in (describe): None

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? (Yes) / No If No, explain_____

Were you on a special diet? Yes / (No) If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? (Yes) / No If so, what types? chewing How much daily? 1 occassionally

How long have you used tobacco? 1 year Have your tobacco use habits changed recently? Cut back

Alcohol Consumption: What are your normal drinking habits?

Beers per week 1-2 Glasses of wine per week 1-2 Hard drinks per week 1-2

Had your drinking habits changed recently? Yes / (No)

If yes, how? _____

Other significant lifestyle issues or comments:
Newborn at home 3 weeks old, less sleep than normal but still feel safe.

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization
Other personal health problems/concerns
Death of spouse or close family member
Serious illness of spouse or close family member
Divorce
Promotion
Demotion
Pregnant OR pregnant spouse
New child
Family problems/concerns
PCS
New job/new job responsibilities
New (or changed) diet plan
Legal problems
Money/financial problems or stresses
Start/stop school

Any other life stressors prior to the mishap or your involvement?

No

Other comments:

Normal flow of life, no unusual circumstances beyond having a newborn. wife cares for newborn on nights prior to flights. I help on other nights.

R2.2. CAPT (MCP)

WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY

Source: HQ Air Force Safety Center / AFSAS Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record.** The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA.** As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

☒ **NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

☐ **PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI])

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

Statement Completed By: (Name/rank) MCP ___ (signature) //SIGNED//

Today's Date: 1 Nov 16 Witness Contact Information: ☒ Work ☐ Home

Street: _ City, State, Zip Code: ___

Phone: DSN: _____ Email Address: _ ___

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____

ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

1 Nov 16
(Date)

1. I, MCP O-3 USAFR, have been advised by _____,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 1 Nov 16 involving KC-10
(Date) *(Equipment & SN)*

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MCP Capt/O-3
Name (Last, First, MI) and Rank/Grade

Instructor Aircraft Commander
Duty Title

//SIGNED//
Signature

72-Hour History – General Information

Today's Date: 1 Nov 16

Date of Mishap: 1 Nov 16

Date and time of YOUR involvement with the MDS, AGE or vehicle 1 Nov 16, 1630Z

Work / Rest Data:

1. Hours worked in last: 24 hrs: 9 48 hrs: 9 72 hrs: 9
2. Hours continuously on duty prior to mishap: 3.5
3. Hours continuously awake prior to mishap: 4.5
4. Hours between last meal and mishap: 5

Flying Data (if applicable):

Two most recent flights:
Date: 24 Oct 16 Type aircraft: KC-10 Duration: ~4.0
Date: 10-11 Sep 16 Type aircraft: KC-10 Duration: ~20 hr mission

Mission Times:
Brief: 0550L Step: 0620L Taxi: 0825L Takeoff: 0835L Land: 1235L
Mission Profile:
Formation 10 V 10, Tanker AR for KC-10, Tanker AR for C-17, Transition at KSUU

Mission Times: Can't remember times
Brief:_____ Step: _____ Taxi: _____ Takeoff:_____ Land:_____
Mission Profile:
Flew passengers to Japan and returned the next day

Day of the Mishap

How many hours did you sleep prior to the mishap: 6.5

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / (Very Well)

Was the sleep continuous or broken?
Describe Continuous

Time departed for work: 0510L

Time reported for duty: 0535L

Time of incident (or your involvement): 0930L

Time released from duty day: Still going on

List all food and beverages **1 hour** prior to the time of mishap
2 bananas and a couple drinks of coffee

List all food and beverages **1-4 hours** prior to the time of mishap
Bowl of cheerios, 3 eggs, 1 espresso

List all food and beverages **4-8 hours** prior to the time of mishap
None

List all food and beverages **8-12 hours** prior to the time of mishap
Bowl of Tomato Soup, crackers, 1 glass chocolate milk

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)
None
Time taken:_____

Any alcohol in the 24 hrs prior to the mishap? Yes / (No)
Times_____ Amount_____ Type:_____

Any caffeine and/or energy drink prior to the mishap? (Yes) / No
Time/Amount 0500L / 1 Type: Espresso

Any tobacco prior to the mishap? Yes / (No) Time/Amount_____/_____Type: _____

Exertion within 12 hours of mishap: Very Light / (Light) / Strenuous / Very Strenuous/ Extremely Strenuous

Additional Info/Comments: Went for a 4 mile run the night before

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: 0710L Time reported for duty: 0740L

Breakfast: Yes / No Time: 0652 Meal: Cheerios, 3 eggs, 1 espresso

Morning activities: Flight planning activities, simmed for 1 hour to stay recurrent, office work

Lunch: Yes / No Time: 1330L Meal: Peanut Butter Sandwich, Veggies & Hummus, Apple

Afternoon activities: Flight planning activities

Dinner: Yes / No Time: 1900L Meal: Tomato Sup

Evening activities: 4 mile run, dinner, bed

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:_____
Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / No Times/Amount_____/_____Type:_____

Caffeine and/or energy drinks? Yes / No Times/Amount Morning / 3 Type: Espresso/Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: _____

Mission Times (for flyers): Brief:_____ Step: _____ Taxi: _____ Takeoff:_____ Land:_____
Mission Profile: Nine

Additional Info/Comments: _____

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 7.5

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: Weekend Time reported for duty: Weekend

Breakfast: (Yes) / No Time: 1030L Meal: Veggie Omelette, Toast, Hash Browns, Coffee

Morning activities: Went out to breakfast with friends

Lunch: (Yes) / No Time: 1200L Meal: Sandwich

Afternoon activities: Rode on an airplane from TN to CA

Dinner: (Yes) / No Time: 2000L Meal: Chipotle Burrito

Evening activities: Drove home from airport, unpacked

Medications/supplements used today (to include over the counter (OTC)? Yes / (No) Time taken:_____
Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / (No) Times/Amount_____/_____Type:_____

Caffeine and/or energy drinks? (Yes) / No Times/Amount All Day / 4 Type: Coffee

Exertion this day (circle): Very Light / (Light) / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: Walked around airport

Mission Times (for flyers): Brief:_____ Step: _____ Taxi: _____ Takeoff:_____ Land:_____
Mission Profile: None

Additional Info/Comments: _____

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: Weekend Time reported for duty: Weekend

Breakfast: Yes / No Time: 0730L Meal: Bagel, Fruit, Coffee

Morning activities: Attended a Conference

Lunch: Yes / No Time: 1200L Meal: Salad

Afternoon activities: Attended a conference.

Dinner: Yes / No Time: 1900L Meal: Potato, Shrimp, Chicken, Dessert, Wine

Evening activities: Attended a banquet, visited with friends

Medications/supplements used today (to include over the counter (OTC))? Yes / No Time taken:

Medications and/or supplements - names and amounts taken:

Any alcohol this day/night? Yes / No Times/Amount 1 / 3 Type: Beer/Wine

Caffeine and/or energy drinks? Yes / No Times/Amount 1 / 1 Type: Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Walked around conference.

Mission Times (for flyers): Brief: Step: Taxi: Takeoff: Land:

Mission Profile: None

Additional Info/Comments:

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:
Date/Notes: Nothing significant

1 day prior to mishap:
Date/Notes: Normal work day

2 days prior to mishap:
Date/Notes: Traveled home from a conference

3 days prior to mishap:
Date/Notes: Attended a conference

4 days prior to mishap:
Date/Notes: Attended a conference

5 days prior to mishap:
Date/Notes: Attended a conference

6 days prior to mishap:
Date/Notes: Traveled to conference

7 days prior to mishap:
Date/Notes: Normal work day

During the 7 days prior to the mishap:
Where had you traveled? Tennessee

Duty schedule: light / (normal) / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / (No) If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap. 6.5

Extra duties and any education programs you may have participated in (describe): None

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? (Yes) / No If No, explain_____

_____

_____

_____

Were you on a special diet? Yes / (No) If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

_____

Do you use tobacco? Yes / (No) If so, what types?_____ How much daily? _____

How long have you used tobacco? _____ Have your tobacco use habits changed recently? _____

_____

_____

Alcohol Consumption: What are your normal drinking habits?

Beers per week ___1___ Glasses of wine per week _____ Hard drinks per week _____

Had your drinking habits changed recently? Yes / (No)

If yes, how? _____

_____

Other significant lifestyle issues or comments:

_____

_____

_____

_____

_____

_____

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization
Other personal health problems/concerns
Death of spouse or close family member
Serious illness of spouse or close family member
Divorce
Promotion
Demotion
Pregnant OR pregnant spouse
New child
Family problems/concerns
PCS
New job/new job responsibilities
New (or changed) diet plan
Legal problems
Money/financial problems or stresses
Start/stop school

Any other life stressors prior to the mishap or your involvement?

_____
_____
_____

Other comments:

_____
_____
_____
_____
_____
_____

R2.3. TSGT (MFE)

WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY

Source: HQ Air Force Safety Center / AFSAS Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record.** The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA.** As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

☒ **NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

☐ **PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI])

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

Statement Completed By: (Name/rank) MFE (signature) //SIGNED//

Today's Date: 2016 11 01 Witness Contact Information: ☑ Work ☐ Home

Street: _ City, State, Zip Code:

Phone: DSN: __ Email Address:

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____

ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

MFE

20161101
(Date)

1. I, E-5, 9 AAS, have been advised by MSGT _____,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 20161101 involving KC-10
(Date) *(Equipment & SN)*

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MFE

E-5/SSGT
Name (Last, First, MI) and Rank/Grade

KC-10 Flight Engineer
Duty Title

//SIGNED//
Signature

72-Hour History – General Information

Today's Date: 20161101

Date of Mishap: 20161101

Date and time of YOUR involvement with the MDS, AGE or vehicle 20161101 approx 1300

Work / Rest Data:

1. Hours worked in last: 24 hrs: 8 48 hrs: 16 72 hrs: 24
2. Hours continuously on duty prior to mishap: 8
3. Hours continuously awake prior to mishap: 8
4. Hours between last meal and mishap: 1

Flying Data (if applicable):

Two most recent flights:
Date: 20161101 Type aircraft: KC-10 Duration: 5.5
Date: 20161027 Type aircraft: KC-10 Duration: 2.2

Mission Times:
Brief: 0550 Step: 0610 Taxi: 0810 Takeoff: 0820 Land: approx 1400 local
Mission Profile: Cruise - Tanker AAR with F-15's, descend & land

Mission Times: Approx Times
Brief: 0600 Step: 0615 Taxi: 0800 Takeoff: 0820 Land: 1400
Mission Profile: Cruise - Tanker AAR with F-15's, descend & land

Day of the Mishap

How many hours did you sleep prior to the mishap: 8

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?
Describe Continuous

Time departed for work: 0530 Time reported for duty: 0540

Time of incident (or your involvement): 1306 MDT Time released from duty day: 1400 local

List all food and beverages **1 hour** prior to the time of mishap
yogurt

List all food and beverages **1-4 hours** prior to the time of mishap

List all food and beverages **4-8 hours** prior to the time of mishap
breakfast burrito, OJ

List all food and beverages **8-12 hours** prior to the time of mishap
Dinner-

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)
protein drink
Time taken: 1900

Any alcohol in the 24 hrs prior to the mishap? Yes / No
Times — Amount — Type:

Any caffeine and/or energy drink prior to the mishap? Yes / No
Time/Amount — / — Type: —

Any tobacco prior to the mishap? Yes / No Time/Amount — / — Type: —

Exertion within 12 hours of mishap: Very Light / Light / Strenuous / Very Strenuous/ Extremely Strenuous

Additional Info/Comments: None

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Contractions

Time departed for work: 0810 Time reported for duty: 0815

Breakfast: Yes / No Time: 0745 Meal: breakfast burrito

Morning activities: work

Lunch: Yes / No Time: 1200 Meal: chicken sandwich

Afternoon activities: work

Dinner: Yes / No Time: 1800 Meal: grilled chicken breast, rice, veggies

Evening activities: Gym & sleep

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: 1806
Medications and/or supplements - names and amounts taken: protein drink 1 cup

Any alcohol this day/night? Yes / No Times/Amount ___/___ Type: ___

Caffeine and/or energy drinks? Yes / No Times/Amount ___/___ Type: ___

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: Cardio + weights @ Gym

Mission Times (for flyers): Brief:___ Step: ___ Taxi: ___ Takeoff:___ Land:___
Mission Profile:

Additional Info/Comments: N/A

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 7

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: N/A Time reported for duty: —

Breakfast: Yes / No Time: Sunday Meal: breakfast burrito

Morning activities: Gym

Lunch: Yes / No Time: 1200 Meal: Subway Turkey Sandwich

Afternoon activities: relaxed

Dinner: Yes / No Time: 1700 Meal: grilled chicken & rice + salad

Evening activities: relaxed

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:

Medications and/or supplements - names and amounts taken: protein drink

Any alcohol this day/night? Yes / No Times/Amount / Type:

Caffeine and/or energy drinks? Yes / No Times/Amount / Type:

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Gym - Cardio + weights

Mission Times (for flyers): Brief: ~~Step:~~ Taxi: ~~Takeoff:~~ Land:

Mission Profile:

Additional Info/Comments: N/A

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Controls

Time departed for work: N/A Time reported for duty: N/A

Breakfast: Yes / No Time: 0900 Meal: breakfast burrito

Morning activities: relaxed

Lunch: Yes / No Time: 1200 Meal: Turkey Sandwich

Afternoon activities: relaxed

Dinner: Yes / No Time: 1730 Meal: pasta with chicken

Evening activities: relaxed

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:

Medications and/or supplements - names and amounts taken: proton Pump

Any alcohol this day/night? Yes / No Times/Amount / Type:

Caffeine and/or energy drinks? Yes / No Times/Amount / Type:

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise:

Mission Times (for flyers): Brief: N/A Step: Taxi: Takeoff: Land:

Mission Profile:

Additional Info/Comments:

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:
Date/Notes: 8hours of sleep

1 day prior to mishap:
Date/Notes: 8 hours of sleep

2 days prior to mishap:
Date/Notes: 8 hours of sleep

3 days prior to mishap:
Date/Notes: 7 hours of sleep

4 days prior to mishap:
Date/Notes: 7 hours of sleep

5 days prior to mishap:
Date/Notes: 8 hours of sleep

6 days prior to mishap:
Date/Notes: 8 hours of sleep

7 days prior to mishap:
Date/Notes: 8 hours of sleep

During the 7 days prior to the mishap:
Where had you traveled? No where

Duty schedule: light / (normal) / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / (No) If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap. 7-8

Extra duties and any education programs you may have participated in (describe): None

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? Yes / No If No, explain_____

Were you on a special diet? Yes / No If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? Yes / No If so, what types?_____ How much daily? _____

How long have you used tobacco? _____ Have your tobacco use habits changed recently? _____

Alcohol Consumption: What are your normal drinking habits?

Beers per week _____ Glasses of wine per week _____ Hard drinks per week _____

Had your drinking habits changed recently? Yes / No

If yes, how? _____

Other significant lifestyle issues or comments: N/A

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization
Other personal health problems/concerns
Death of spouse or close family member
Serious illness of spouse or close family member
Divorce
Promotion
Demotion
Pregnant OR pregnant spouse
New child
Family problems/concerns
PCS
New job/new job responsibilities
New (or changed) diet plan
Legal problems
Money/financial problems or stresses
Start/stop school

N/A

Any other life stressors prior to the mishap or your involvement? N/A

Other comments: N/A

R2.4. SRA (MB)

WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY

Source: HQ Air Force Safety Center / AFSAS Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record.** The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA.** As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

☒ **NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

☐ **PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI])

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

Statement Completed By: (Name/rank) MB MB SrA (signature)

Today's Date: 1 Nov 16 Witness Contact Information: ☐ Work ☒ Home

Street: _ City, State, Zip Code:

Phone: DSN: _____ Email Address:

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____

ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

1 NOV 16
(Date)

1. I, MB 9 ARS, E-4, have been advised by _____,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on _____ involving _____
(Date) *(Equipment & SN)*

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MB SrA/E4
Name (Last, First, MI) and Rank/Grade

lr flight refueler
Duty Title

//SIGNED//
Signature

72-Hour History – General Information

Today's Date: 1 NOV 16

Date of Mishap: 1 NOV 16

Date and time of YOUR involvement with the MDS, AGE or vehicle 1 NOV 16 1635Z

Work / Rest Data:

1. Hours worked in last: 24 hrs: 7 48 hrs: 15 72 hrs: 15
2. Hours continuously on duty prior to mishap: 7
3. Hours continuously awake prior to mishap: 7
4. Hours between last meal and mishap: 3

Flying Data (if applicable):

Two most recent flights:
Date: 29 SEP 16 Type aircraft: KC-10 Duration: 12
Date: 28 SEP 16 Type aircraft: KC-10 Duration: 8

Mission Times:
Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A
Mission Profile:
Returning from deployment

Mission Times:
Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A
Mission Profile:
Returning from deployment

Day of the Mishap

How many hours did you sleep prior to the mishap: 5

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?
Describe _____

Time departed for work: 0510 LNaik Time reported for duty: 0531

Time of incident (or your involvement): 1630Z Time released from duty day: N/A

List all food and beverages **1 hour** prior to the time of mishap
Fiji bottled water and snap peas

List all food and beverages **1-4 hours** prior to the time of mishap
Fiji water snap peas, cheese & ham, 2 bananas

List all food and beverages **4-8 hours** prior to the time of mishap
fiji water, snap peas, cheese & ham, 2 Bananas

List all food and beverages **8-12 hours** prior to the time of mishap
fiji water, snap peas, cheese ham, 2 bananas, cheeseburger & french fries

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)
N/A
Time taken: N/A

Any alcohol in the 24 hrs prior to the mishap? Yes / No
Times _____ Amount _____ Type: _____

Any caffeine and/or energy drink prior to the mishap? Yes / No
Time/Amount _____/_____ Type: _____

Any tobacco prior to the mishap? Yes / No Time/Amount _____/_____ Type: _____

Exertion within 12 hours of mishap: Very Light / Light / Strenuous / Very Strenuous/ Extremely Strenuous

Additional Info/Comments: _____

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 5

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain _____

Time departed for work: 0510 Time reported for duty: 0531

Breakfast: Yes / No Time: ~~0535~~ N/A Meal: ~~Banana~~ N/A

Morning activities: Drive to work

Lunch: Yes / No Time: ~~N/A~~ 1300 Meal: ~~N/A~~ Chick-fil-a

Afternoon activities: Was at work

Dinner: Yes / No Time: ~~N/A~~ 2030 Meal: ~~Chick-fil-a~~ In n Out burger

Evening activities: Took a nap for a few hours

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____
Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount 2 / 12oz Type: Coke

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise: _____

Mission Times (for flyers): Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A
Mission Profile:

Additional Info/Comments: N/A

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain N/A

Time departed for work: N/A Time reported for duty: N/A

Breakfast: Yes / No Time: N/A Meal: N/A

Morning activities: lounge in bed

Lunch: Yes / No Time: 1200 Meal: Mexican

Afternoon activities: lounge in bed

Dinner: Yes / No Time: 2000 Meal: in n out burger

Evening activities: lounge in bed, then drove a friend to the airport

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:
Medications and/or supplements - names and amounts taken: N/A

Any alcohol this day/night? Yes / No Times/Amount ___/___ Type:

Caffeine and/or energy drinks? Yes / No Times/Amount 2 / 12oz Type: Coke

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise:

Mission Times (for flyers): Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A
Mission Profile:

Additional Info/Comments:

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain_____

Time departed for work: NA Time reported for duty: N/A

Breakfast: Yes / No Time: 1000 Meal: Mexican

Morning activities: lounged in bed

Lunch: Yes / No Time: N/A Meal: N/A

Afternoon activities: Drove to San Fran, went to the beach

Dinner: Yes / No Time: 2000 Meal: Fried chicken,

Evening activities: went to dinner in San Fran then drove home

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken:_____
Medications and/or supplements - names and amounts taken: N/A

Any alcohol this day/night? Yes / No Times/Amount_____/_____Type:_____

Caffeine and/or energy drinks? Yes / No Times/Amount 2 / 12oz Type: Coke

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous
Type of exertion/exercise:_____

Mission Times (for flyers): Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A
Mission Profile:

Additional Info/Comments:_____

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:
Date/Notes: No caffeine Slept 5 hours 1 NOV 16

1 day prior to mishap:
Date/Notes: Some caffeine Slept 8 hours 31 OCT 16

2 days prior to mishap:
Date/Notes: Slept 8 hours, went for a nice 30 OCT 16 drive on the Pacific Coast Hwy

3 days prior to mishap:
Date/Notes: 29 OCT 16 Slept 8+ hours, relaxed at home

4 days prior to mishap:
Date/Notes: 28 OCT 16 was on leave, at the house relaxing

5 days prior to mishap:
Date/Notes: 27 OCT 16 On leave, traveling back home

6 days prior to mishap:
Date/Notes: 26 OCT 16 On leave back home, seeing family and friends

7 days prior to mishap:
Date/Notes: 25 OCT 16 On leave back home, seeing family and friends

During the 7 days prior to the mishap:
Where had you traveled? On leave in Mobile, AL, flew through Charlotte, NC, then to Sac, CA

Duty schedule: (light) / normal / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / (No) If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap. 8+

Extra duties and any education programs you may have participated in (describe): N/A

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? (Yes) No If No, explain_____

Were you on a special diet? Yes (No) If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? Yes (No) If so, what types?_____ How much daily? _____

How long have you used tobacco? _____ Have your tobacco use habits changed recently? _____

Alcohol Consumption: What are your normal drinking habits? A few liquor drinks a month maybe, if that

Beers per week 0 Glasses of wine per week 0 Hard drinks per week 0

Had your drinking habits changed recently? Yes (No)

If yes, how? _____

Other significant lifestyle issues or comments:

No

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization
Other personal health problems/concerns
Death of spouse or close family member
Serious illness of spouse or close family member
Divorce
Promotion
Demotion
Pregnant OR pregnant spouse
New child
Family problems/concerns
PCS
New job/new job responsibilities
New (or changed) diet plan
Legal problems
Money/financial problems or stresses
Start/stop school

Any other life stressors prior to the mishap or your involvement?

NO

Other comments:

NONE

R2.5. SSGT (MM1)

NOTE: THIS HISTORY WAS OBTAINED BY TRAVIS AFB SAFETY IMMEDIATELY FOLLOWING THE MISHAP USING THE OLDER FORMAT.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM1
Last 4 of SSN:
Rank: SSgt
Date/Time of Completion of this Form: 11/01/16

(Instructions: Please fill out this form to the best of your ability. If you don't know the answer to a question, you may write "unknown". If you don't recall, you can write "don't remember." If something is not applicable, you may write "not applicable." Thank you.)

DESCRIBE YOUR ROLE IN THE MAINTENANCE OF THE MISHAP AIRCRAFT:

On Sunday when the aircraft landed we were dispatched to acft to debrief a boom write-up. The debrief aircrew report some uncommanded roll movement of boom. ~~Had~~ this time we did a quick look over, because they thought the boom may have hit the aircraft. I checked the fuselage, the boom gimbals the boom roll drive, and the stops. During the check nothing obvious was found. We also ran a preflight check to check the validity of the boom, and it passed. We then turned over further T/S to the next shift

ANY ABNORMALITIES NOTED PRIOR TO THE MISHAP?
(discuss any equipment malfunction or irregularities about the mishap aircraft)

No abnormalities were found

//INITIALS//

Privilege granted - Yes___ No✓___

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

Page 1 of 7

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

BRIEFLY describe the sequence of events of the mishap (if known). (The Safety office will ask for more details, if necessary.) (Indicate any difficulty with equipment, unusual measurements, paperwork irregularities, similar trends from this or other aircraft, and estimated time spans, etc, if applicable) :

From what I've heard the Boom detached from the aircraft in flight. I did not witness the mishap

ANY OTHER RELEVANT COMMENTS (CONSIDER ALL PHASES OF YOUR CAREER FIELD DUTIES)

N/A

Privilege granted - Yes___ No___

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM1
Rank: SSgt

DATE (Today): 1 NOV 16
Awoke (TIME): 0530 ~~not A~~ after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)
Purium shake - organic

Time reported for duty: 0700
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.
0500 - Woke up, showered
0630 - Drove to work
0700 - 1030 - worked the Flight line

Lunch: (as above, please be very specific) Purium shake - organic
1030 - 1130 - At hospital for Doc appointment
1130 - 1830 - Worked

Afternoon activities: (as above, please list time periods for each):

Time left work for the day: N/A

Dinner: (as above, please be very specific)

Evening activities: (as above, please list time periods for each):

Any medications used today? Y / (N) If so, list medication name, amount and time:

Any alcohol in the last 24 hours? Y / (N) If so, list type alcohol, amount, and time:

Did you exercise any today? (specify weight training, cardio, other)

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) today?
NO

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (Yesterday): 31 OCT 16
Awoke (TIME): 0430 after 5 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

purium shake organic

Time reported for duty: 0700
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

0500 - 0530 - Gym
0700 - 1030 - work, at shop whole time

Lunch: (as above, please be very specific)

purium organic shake

Afternoon activities: (as above, please list time periods for each):

1030 - 1700 - work (watched tv, did some jobs)

Time left work for the day: 1900

Dinner: (as above, please be very specific)

purium organic shake

Evening activities: (as above, please list time periods for each):

1930-2100 - watched tv

Any medications used on this day? (Y)/N If so, list medication name, amount and time: prilosec

Any alcohol used on this day? Y / (N) If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) cardio

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day?

NO

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (2 days ago): 30 OCT 16
Awoke (TIME): 0530 after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

water
purium shake

Time reported for duty: 0700
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

0700 - 1200 - worked, watched football

Lunch: (as above, please be very specific)

ARBYS beef n cheddar

Afternoon activities: (as above, please list time periods for each):

1400 - 1700 - watched TV
1700 - 1800 - debriefed acft

Time left work for the day: 1900

Dinner: (as above, please be very specific)

wendys cheeseburger

Evening activities: (as above, please list time periods for each):

1900 - 1130 watched TV

Any medications used on this day? (Y) / N If so, list medication name, amount and time: prilose

Any alcohol used on this day? Y / (N) If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) NO

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day?

NO

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (3 Days ago): 29 OCT 16
Awoke (TIME): 0900 after 5 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

Sandwich

Time reported for duty: off
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

0900 - 1200 - Cleaned house / went to the store

Lunch: (as above, please be very specific)

Nothing

Afternoon activities: (as above, please list time periods for each):

1200 - 1600 - watched football

Time left work for the day: off

Dinner: (as above, please be very specific)

pizza

Evening activities: (as above, please list time periods for each):

1700 - 1100 - watched movies

Any medications used on this day?: Y / (N) If so, list medication name, amount and time:

Any alcohol used on this day?: (Y) / N If so, list type alcohol, amount, and time: beers 1500 3

Did you exercise any on this day? (specify weight training, cardio, other) NO

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day?

NO

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM1
Rank: SSgt

14 DAY HISTORY

Please describe your sleep routine during the past 14 days. Please specify the general time frame you went to bed and woke up each day over the last 2 weeks:

Bed 2200
woke 0430 - 0700

Please describe any sleep difficulty over the past 14 days (difficulty going to sleep, waking earlier than planned, and interrupted sleep):

NONE

Please describe any changes in work routine during past 14 days (typical workday length and activity):

work schedule
4 days on 3 days off

Have you had any significant work related additional duties or deadlines in the last 14 days?
NO

Please describe any illnesses, injuries, or medications taken during the past 14 days:

medications-prilosec

Please describe your exercise routine during the last 14 days (what activities, what time, and duration):

Cardio - 0500 am 4 days a week

Have you smoked cigarettes in the last month? NO

Have you had any leave / trips / travel during the last 14 days? NO

Leave taken in the last 6 months: Dates June Type: (regular) emergency other

Last Alcohol intake: Date/time 1500 29OCT14 Amount 3 beers

Squadron Assigned: 60 MXS Base Assigned: Travis AFB Date Assigned: 12MAR08

Please describe any other general information during the past 14 days not covered above that you think may be important for the safety investigation:

Privilege granted - Yes___ No___

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

R2.6. SSGT (MM2)

SSgt MM2 's 72-hour and 7 day medical histories were privileged for this mishap.

R2.7. SRA (MM3)

SrA MM3 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.8. SSGT (MM4)

SSgt MM4 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.9. SRA (MM5)

SrA MM5 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.10. MSGT (MM6)

MSgt MM6 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.11. MSGT (MM7)

MSgt MM7 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.12. MSGT (MM8)

NOTE: THIS HISTORY WAS OBTAINED BY TRAVIS AFB SAFETY IMMEDIATELY FOLLOWING THE MISHAP USING THE OLDER FORMAT.

72 HOUR HISTORY - 14 DAY HISTORY

MM8

Last Name, First Name MI:
Last 4 of SSN:
Rank: MSgt
Date/Time of Completion of this Form: 1 Nov 16 / 1930

(Instructions: Please fill out this form to the best of your ability. If you don't know the answer to a question, you may write "unknown". If you don't recall, you can write "don't remember." If something is not applicable, you may write "not applicable." Thank you.)

DESCRIBE YOUR ROLE IN THE MAINTENANCE OF THE MISHAP AIRCRAFT: I am on GOWNS production super. My job is to oversee maintenance of all sections in my squadron. On the night of 30 Oct 2016, I was the pro super on shift. Hydro had a job on ACFT 3080 so I stopped by to oversee the maintenance on the acft.

ANY ABNORMALITIES NOTED PRIOR TO THE MISHAP?
(discuss any equipment malfunction or irregularities about the mishap aircraft)

I believe on 10 Oct the acft had a boom flight control issue and hydraulics reset a boom control unit. On 11 Oct it had another flight control issue and they changed the gimble. This was the third incident.

Privilege granted - Yes___ No_/_ //INITIALS//

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

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72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM8

BRIEFLY describe the sequence of events of the mishap (if known). (The Safety office will ask for more details, if necessary.) (Indicate any difficulty with equipment, unusual measurements, paperwork irregularities, similar trends from this or other aircraft, and estimated time spans, etc, if applicable) :

On 30 Oct I went out to acft 3080 to check on the hydro guys. Before I arrived they had already completed a boom pre flight & checked the STP with no findings. They then installed the boom tester and ran through all checks with no findings. They lowered the boom & I personally checked the boom flight control surfaces with no findings. I visually inspected the boom gimble area and only found a loose LVDT cannon plug & DRVT cannon plug in which I tightened a little over one turn and asked Amn MM9 to re safety wire them.

ANY OTHER RELEVANT COMMENTS (CONSIDER ALL PHASES OF YOUR CAREER FIELD DUTIES)

I feel like I was going above and beyond my pro super duties to help hydro look at the acft. I also feel the the hydro shop exhausted all possibilities to trouble shoot the acft.

Privilege granted - Yes___ No___

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (Today): 1 Nov 16
Awoke (TIME): 0600 after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)
@ 700 Coffee
1200 lunch tacos

Time reported for duty: off today
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

Lunch: (as above, please be very specific)
tacos, coke

Afternoon activities: (as above, please list time periods for each):
~~time at~~ went to goodwill around noon, then paint ball afare, then lunch at metro plaza, then home @ 1630

Time left work for the day: n/a

Dinner: (as above, please be very specific)
haven't eaten yet

Evening activities: (as above, please list time periods for each):
n/a

Any medications used today? (Y) / N If so, list medication name, amount and time: cozaar

Any alcohol in the last 24 hours? (Y) N If so, list type alcohol, amount, and time: 1 beer

Did you exercise any today? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) today? no

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (Yesterday): 31 Oct 16
Awoke (TIME): 0600 after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

n/a

Time reported for duty: off
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

n/a

Lunch: (as above, please be very specific)

n/a

Afternoon activities: (as above, please list time periods for each):

n/a

Time left work for the day: off

Dinner: (as above, please be very specific)

n/a

Evening activities: (as above, please list time periods for each):

trickier treating

Any medications used on this day? (Y) / N If so, list medication name, amount and time: Ozoar

Any alcohol used on this day? (Y) / N If so, list type alcohol, amount, and time: one beer

Did you exercise any on this day? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day? no

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (2 days ago): 30 Oct 16
Awoke (TIME): 1600 after 6-7 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)
Coffee at work

Time reported for duty: 2215
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.
n/a

Lunch: (as above, please be very specific)
n/a

Afternoon activities: (as above, please list time periods for each):
work

Time left work for the day: 0800

Dinner: (as above, please be very specific)
n/a

Evening activities: (as above, please list time periods for each):
n/a

Any medications used on this day? (Y) N If so, list medication name, amount and time: Cozaar

Any alcohol used on this day? Y / (N) If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day? no

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

DATE (3 Days ago): ~~30~~ 29 Oct 16
Awoke (TIME): 1700 after 7 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

Coffee

Time reported for duty: 2245
Morning activities:
Please list time periods for each – for example: 0600-0730 worked out, weight training 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

n/a

Lunch: (as above, please be very specific)

n/a

Afternoon activities: (as above, please list time periods for each):

n/a

Time left work for the day: 0800

Dinner: (as above, please be very specific)

n/a

Evening activities: (as above, please list time periods for each):

n/a

Any medications used on this day?: (Y) / N If so, list medication name, amount and time: Ozaar

Any alcohol used on this day?: Y / (N) If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) yes weights

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day? no

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:
Rank:

14 DAY HISTORY

Please describe your sleep routine during the past 14 days. Please specify the general time frame you went to bed and woke up each day over the last 2 weeks:
normally try to sleep from 0900 - 1700 or so. Being on panama night shift it doesn't always happen

Please describe any sleep difficulty over the past 14 days (difficulty going to sleep, waking earlier than planned, and interrupted sleep):
panama nights

Please describe any changes in work routine during past 14 days (typical workday length and activity):
panama shift

Have you had any significant work related additional duties or deadlines in the last 14 days?
NO

Please describe any illnesses, injuries, or medications taken during the past 14 days:
Cozaar

Please describe your exercise routine during the last 14 days (what activities, what time, and duration):
try to weight train and cardio 4-5 times a week

Have you smoked cigarettes in the last month? NO

Have you had any leave / trips / travel during the last 14 days? NO

Leave taken in the last 6 months: Dates n/a Type: regular emergency other

Last Alcohol intake: Date/time 31 Oct 2100 Amount 1 beer

Squadron Assigned: 60 MXS Base Assigned: Travis AFB Date Assigned: March 2010

Please describe any other general information during the past 14 days not covered above that you think may be important for the safety investigation:
n/a

Privilege granted - Yes___ No___
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never been entered into electronic medical records since others may have access to it.

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TAB S

RELEASABLE PHOTOGRAPHS, VIDEOS, DIAGRAMS, AND ANIMATIONS

S1. RELEASABLE PHOTOS 2

S2. RELEASABLE VIDEOS 8

S3. RELEASABLE DIAGRAMS 8

S4. RELEASABLE ANIMATION 12

S1. RELEASABLE PHOTOS

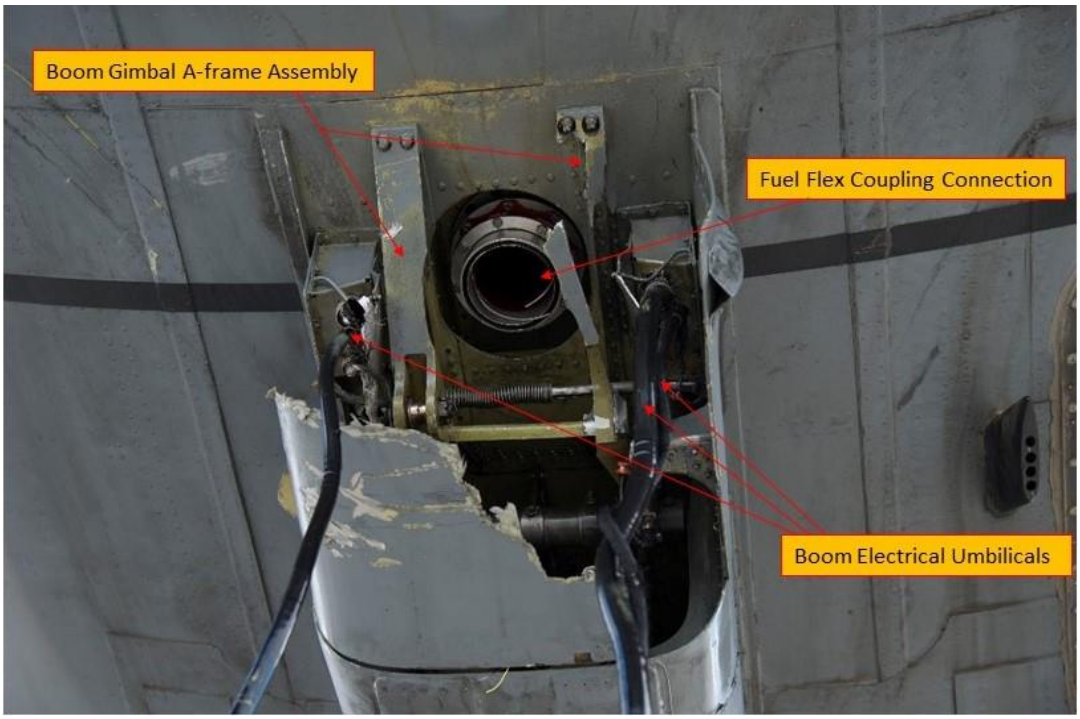


Figure 1 – Aircraft Minus Boom

Figure 2 - Aircraft Minus Boom

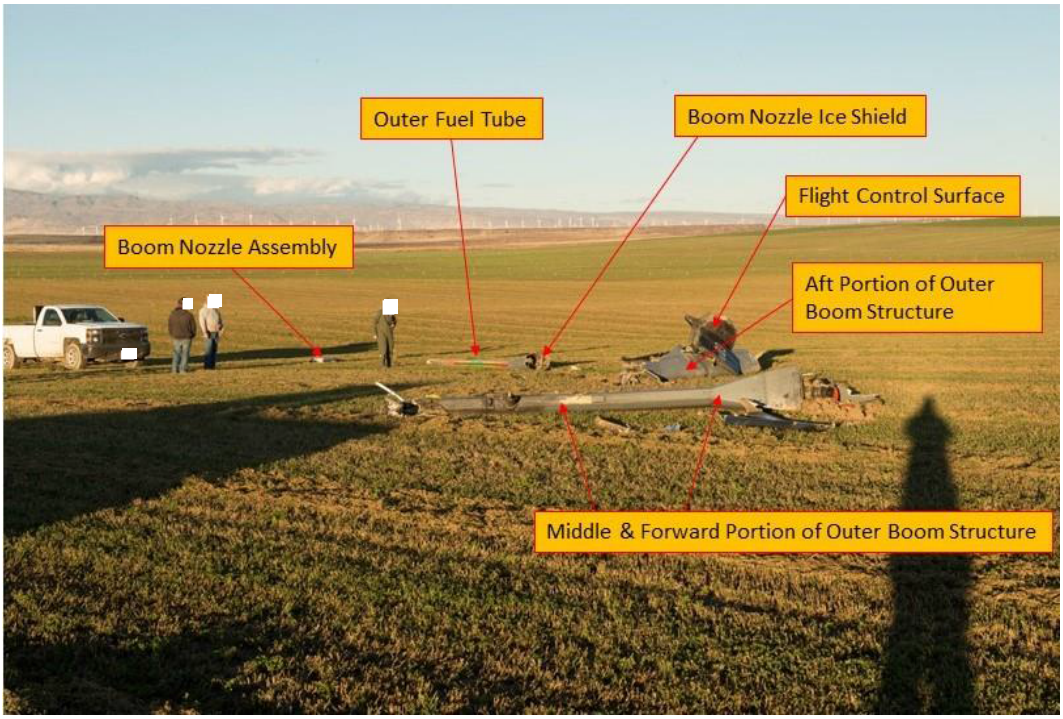


Figure 3 – Boom as found in field

Figure 4 - Boom as found in field

Figure 5 - Boom as found in field

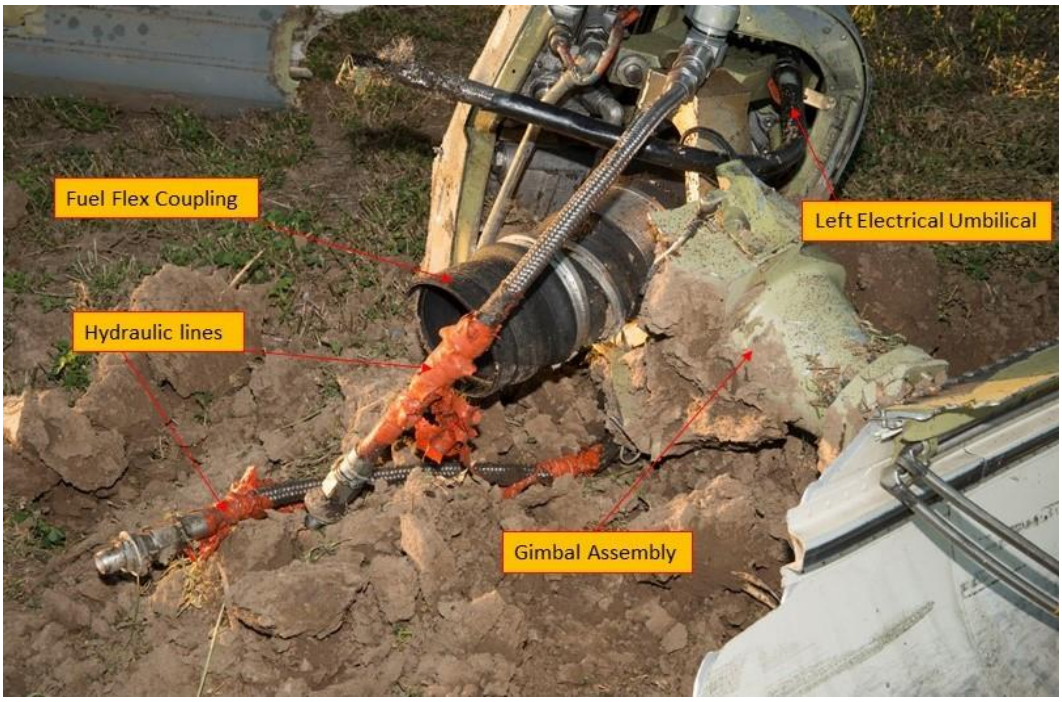


Figure 6 - Boom as found in field

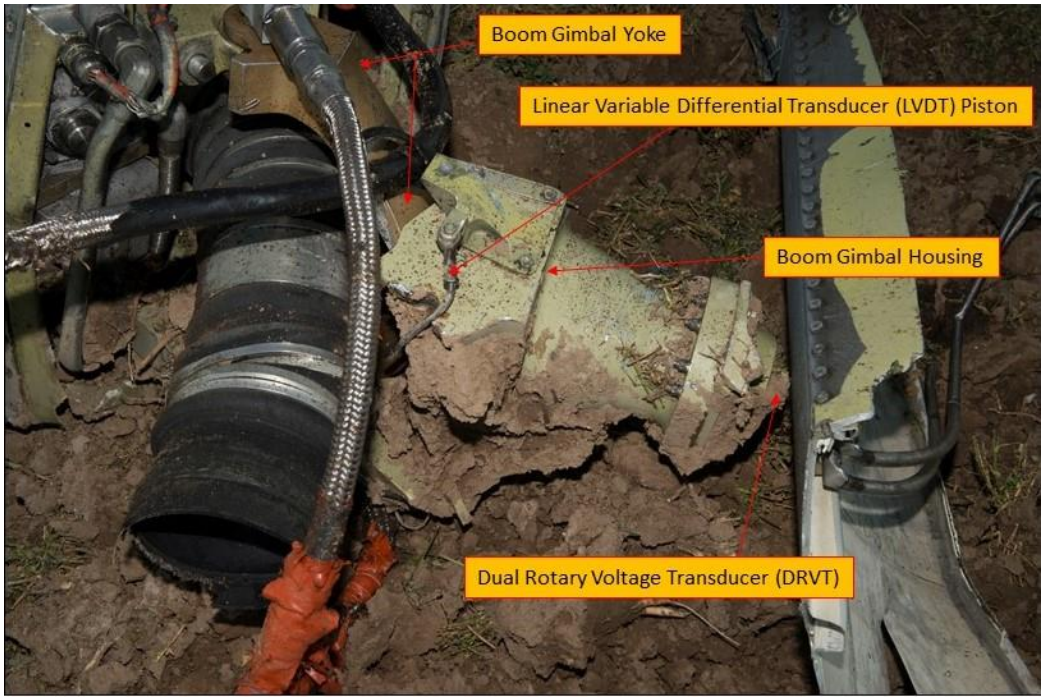


Figure 7 - Boom as found in field

Figure 8 - Boom as found in field

Figure 9 - Boom as found in field

Figure 10 - Boom as found in field

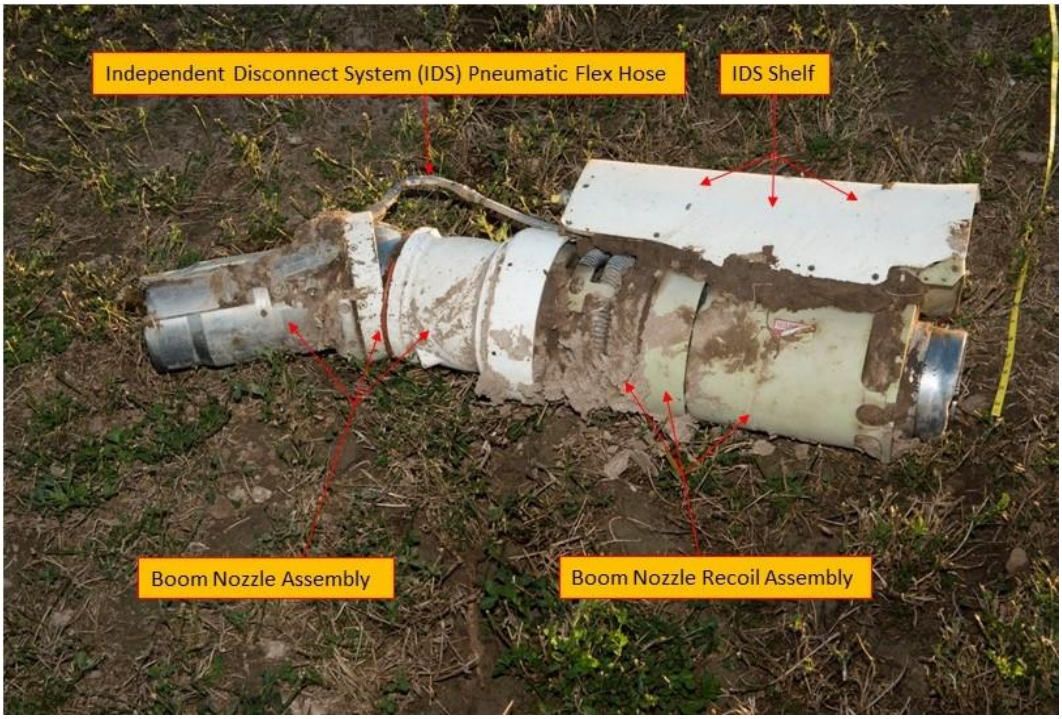
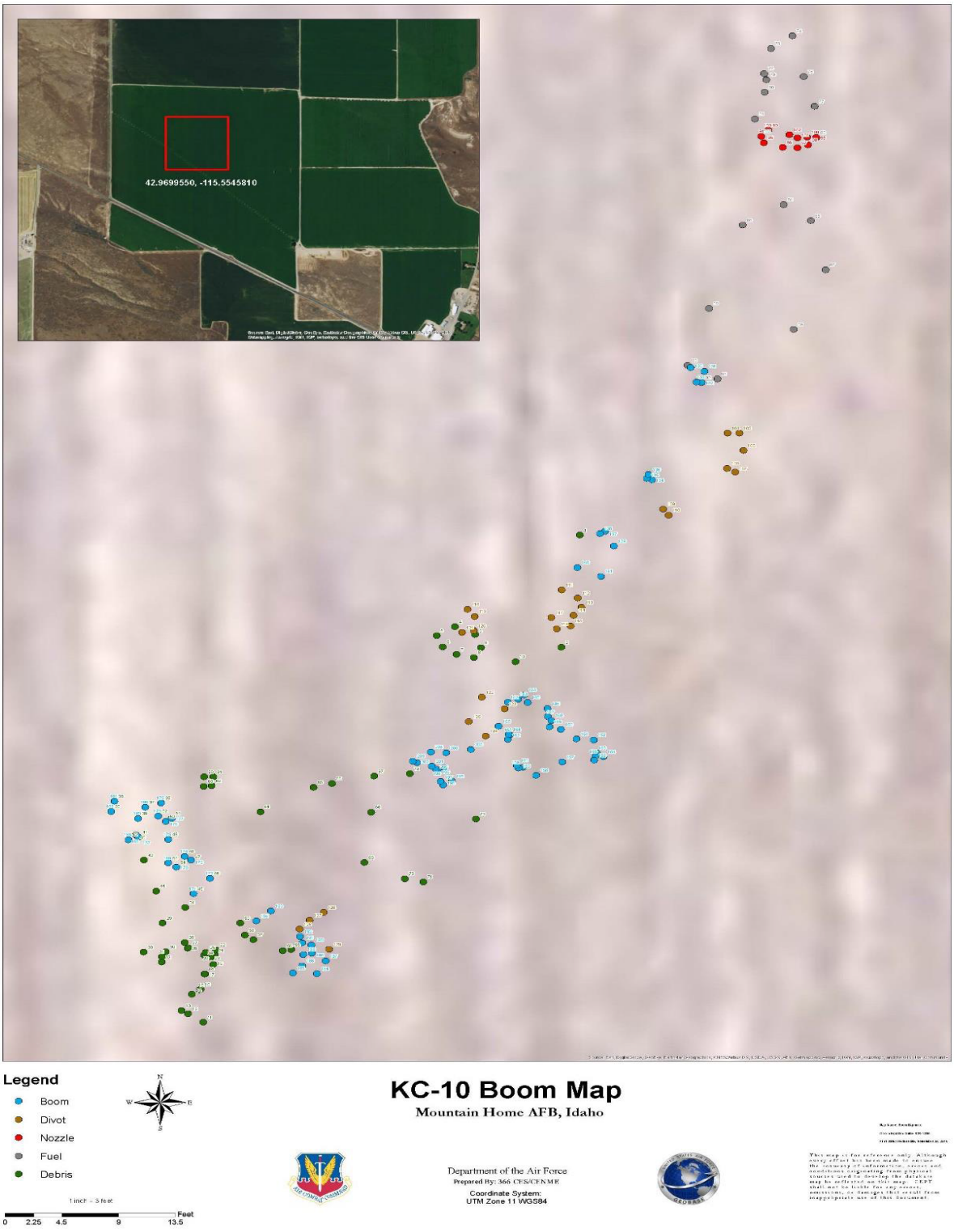


Figure 11 - Boom as found in field

S2. RELEASABLE VIDEOS

See Attached file named “KC-10_Footage_WMV”

S3. RELEASABLE DIAGRAMS



Point Number	UTM X	UTM Y	Description	Point Number	UTM X	UTM Y	Description
1	618111.7475	4758897.491	Debris	51	618101.8939	4758889.364	Debris
2	618111.3017	4758894.27	Debris	52	618101.5698	4758889.43	Debris
3	618109.2187	4758894.639	Debris	53	618101.8094	4758888.088	Debris
4	618108.7289	4758894.862	Debris	54	618102.0063	4758887.962	Debris
5	618108.2912	4758894.606	Debris	55	618104.7751	4758885.598	Debris
6	618108.4414	4758894.287	Debris	56	618104.5805	4758885.564	Debris
7	618108.7703	4758894.071	Debris	57	618103.865	4758885.888	Debris
8	618109.1884	4758893.983	Debris	58	618103.6654	4758886.015	Debris
9	618109.3565	4758894.261	Debris	59	618103.5498	4758886.356	Debris
10	618110.1951	4758893.862	Debris	60	618102.6775	4758890.556	Debris
11	618102.6519	4758883.511	Debris	61	618102.895	4758890.557	Debris
12	618102.2877	4758883.761	Debris	62	618102.8608	4758890.298	Debris
13	618102.1299	4758883.847	Debris	63	618102.6704	4758890.286	Debris
14	618102.3825	4758884.318	Debris	64	618104.0334	4758889.553	Debris
15	618102.5613	4758884.436	Debris	65	618105.32	4758890.254	Debris
16	618102.5969	4758884.459	Debris	66	618105.767	4758890.365	Debris
17	618102.6939	4758884.894	Debris	67	618106.7809	4758890.573	Debris
18	618102.6882	4758884.901	Debris	68	618106.7081	4758889.545	Debris
19	618102.8964	4758885.172	Debris	69	618106.5455	4758888.097	Debris
20	618102.8829	4758885.394	Debris	70	618107.5185	4758887.634	Debris
21	618102.93	4758885.458	Debris	71	618107.9714	4758887.544	Debris
22	618102.9605	4758885.592	Debris	72	618107.6482	4758890.646	Debris
23	618102.8257	4758885.391	Debris	73	618109.2377	4758889.346	Debris
24	618102.6721	4758885.433	Debris	74	618116.8783	4758911.816	Fuel
25	618102.7198	4758885.517	Debris	75	618116.3602	4758911.458	Fuel
26	618102.2852	4758885.635	Debris	76	618117.1584	4758910.648	Fuel
27	618102.2869	4758885.65	Debris	77	618117.4151	4758909.795	Fuel
28	618102.2063	4758885.806	Debris	78	618116.201	4758910.736	Fuel
29	618101.6719	4758886.358	Debris	79	618116.248	4758910.562	Fuel
30	618101.7568	4758885.533	Debris	80	618116.2095	4758910.202	Fuel
31	618101.6647	4758885.397	Debris	81	618115.9795	4758909.436	Fuel
32	618101.6463	4758885.244	Debris	82	618116.1296	4758908.939	Fuel
33	618101.2131	4758885.526	Debris	83	618117.4579	4758908.902	Fuel
34	618102.2213	4758886.803	Debris	84	618116.6693	4758906.977	Fuel
35	618100.514	4758889.86	Debris	85	618117.3259	4758906.516	Fuel
36	618100.4264	4758889.563	Debris	86	618115.6817	4758906.394	Fuel
37	618101.2541	4758889.685	Debris	87	618117.6854	4758905.108	Fuel
38	618101.6387	4758889.809	Debris	88	618114.8724	4758904.001	Fuel
39	618101.0808	4758889.36	Debris	89	618116.9083	4758903.396	Fuel
40	618101.0356	4758888.886	Debris	90	618114.3505	4758902.361	Fuel
41	618101.0956	4758888.828	Debris	91	618115.0749	4758901.975	Fuel
42	618100.8471	4758888.752	Debris	92	618114.6856	4758901.875	Fuel
43	618101.2205	4758888.168	Debris	93	618116.3	4758909.117	Nozzle
44	618101.5135	4758887.279	Debris	94	618116.1296	4758908.939	Nozzle
45	618102.4217	4758887.204	Debris	95	618116.1895	4758908.757	Nozzle
46	618102.8237	4758887.645	Debris	96	618116.6497	4758908.617	Nozzle
47	618102.3609	4758888.165	Debris	97	618116.9984	4758908.61	Nozzle
48	618102.21	4758888.274	Debris	98	618117.2533	4758908.686	Nozzle
49	618101.8109	4758888.763	Debris	99	618117.4579	4758908.902	Nozzle
50	618101.7547	4758889.277	Debris	100	618117.2393	4758908.914	Nozzle

Point Number	UTM X	UTM Y	Description	Point Number	UTM X	UTM Y	Description
101	618116.9986	4758908.896	Nozzle	151	618111.664	4758891.644	Boom
102	618116.8065	4758908.986	Nozzle	152	618112.0854	4758891.617	Boom
103	618116.3	4758909.117	Nozzle	153	618112.1534	4758891.248	Boom
104	618115.3173	4758900.416	Divot	154	618112.3152	4758891.132	Boom
105	618115.5962	4758900.42	Divot	155	618112.1213	4758891.143	Boom
106	618115.7031	4758899.918	Divot	156	618112.095	4758891.032	Boom
107	618115.5004	4758899.306	Divot	157	618111.3254	4758890.981	Boom
108	618115.3044	4758899.41	Divot	158	618110.6907	4758890.601	Boom
109	618113.7554	4758898.241	Divot	159	618110.376	4758890.83	Boom
110	618113.89	4758898.066	Divot	160	618110.2639	4758890.815	Boom
111	618111.3116	4758895.917	Divot	161	618110.2202	4758890.883	Boom
112	618111.702	4758895.682	Divot	162	618110.0067	4758891.631	Boom
113	618111.7871	4758895.42	Divot	163	618110.0593	4758891.766	Boom
114	618111.5988	4758895.194	Divot	164	618110.0341	4758891.777	Boom
115	618111.5234	4758894.889	Divot	165	618109.7849	4758892.006	Boom
116	618111.185	4758894.8	Divot	166	618101.0356	4758888.886	Boom
117	618111.0622	4758895.123	Divot	167	618101.0956	4758888.828	Boom
118	618109.0386	4758895.365	Divot	168	618100.8471	4758888.752	Boom
119	618109.2062	4758895.161	Divot	169	618101.8094	4758888.088	Boom
120	618109.186	4758894.753	Divot	170	618102.0063	4758887.962	Boom
121	618108.9076	4758894.698	Divot	171	618102.4217	4758887.204	Boom
122	618109.3804	4758892.838	Divot	172	618102.8237	4758887.645	Boom
123	618109.9263	4758892.504	Divot	173	618102.3609	4758888.165	Boom
124	618109.4711	4758891.729	Divot	174	618102.21	4758888.274	Boom
125	618109.07	4758892.143	Divot	175	618101.8109	4758888.763	Boom
126	618104.9819	4758886.183	Divot	176	618101.7547	4758889.277	Boom
127	618105.2289	4758886.438	Divot	177	618101.8939	4758889.364	Boom
128	618105.5578	4758886.663	Divot	178	618101.5698	4758889.43	Boom
129	618105.6941	4758885.61	Divot	179	618101.6387	4758889.809	Boom
130	618114.4186	4758902.301	Boom	180	618101.2541	4758889.685	Boom
131	618114.757	4758902.192	Boom	181	618100.514	4758889.86	Boom
132	618114.6856	4758901.875	Boom	182	618100.4264	4758889.563	Boom
133	618114.564	4758901.888	Boom	183	618101.0808	4758889.36	Boom
134	618113.4811	4758899.076	Boom	184	618105.3958	4758884.904	Boom
135	618113.3625	4758899.122	Boom	185	618104.8227	4758884.928	Boom
136	618113.4002	4758899.232	Boom	186	618105.0457	4758885.136	Boom
137	618112.3606	4758897.603	Boom	187	618105.6098	4758885.271	Boom
138	618112.2332	4758897.539	Boom	188	618105.2756	4758885.497	Boom
139	618112.5763	4758897.176	Boom	189	618105.0692	4758885.458	Boom
140	618111.6927	4758896.565	Boom	190	618105.265	4758885.735	Boom
141	618112.2571	4758896.31	Boom	191	618105.0386	4758885.794	Boom
142	618110.0133	4758892.697	Boom	192	618104.9964	4758885.973	Boom
143	618110.253	4758892.784	Boom	193	618104.2922	4758886.705	Boom
144	618110.4091	4758892.905	Boom	194	618103.9359	4758886.42	Boom
145	618110.4875	4758892.692	Boom	195	618108.6623	4758890.433	Boom
146	618110.9679	4758892.519	Boom	196	618108.4504	4758890.324	Boom
147	618110.9805	4758892.284	Boom	197	618108.383	4758890.421	Boom
148	618111.0611	4758892.175	Boom	198	618108.467	4758890.831	Boom
149	618111.0147	4758891.991	Boom	199	618108.3166	4758890.76	Boom
150	618111.2928	4758891.918	Boom	200	618108.2738	4758890.781	Boom

Point Number	UTM X	UTM Y	Description
201	618108.1754	4758890.859	Boom
202	618107.8152	4758890.968	Boom
203	618107.7142	4758891.006	Boom
204	618108.1564	4758891.269	Boom
205	618108.5231	4758891.248	Boom
206	618109.1213	4758891.341	Boom

S4. RELEASABLE ANIMATION

No files available.

TAB T

PERSONNEL RECORDS NOT INCLUDED IN TAB G

T1. MM3 Individual Training Record..... T-2

T2. MM8 Individual Training Record..... T-16

T3. MM2 Individual Training Record..... T-54

T4. MM4 Individual Training Record..... T-86

T5. MM1 Individual Training Record..... T-106

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
MM3	Senior Airman	2A655

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2016-11-01

Individual Training Record

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X1-006 001 A RCRAFT GENERAL, C-5M													
2A5X1-006 001.001 Safety precautions pertaining to: TR: AFI 32-2001; TOs 00-20-1, 00-25-172, and 1C-5M-2-1													
2A5X1-006 001.001.003 Danger Areas		2016-08-10	2016-08-12				B	-	-	-	-	-	-
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.001 Definition of OPSEC		2014-05-09	2014-10-09				A	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2014-10-19	2014-10-19				A	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2014-05-09	2014-10-09				A	-	B	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2014-05-09	2014-10-09				A	-	B	-	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2014-05-09	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.002 On flightline		2014-09-24	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2014-09-24	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2013-05-22	2014-05-08				b	-	-	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2013-05-22	2014-05-08				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2013-05-22	2014-05-08				A	-	B	-	-	-	-
2A6X5-000 003.004 Proper disposal		2013-05-22	2014-05-08				A	-	B	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2015-07-01	2015-07-06				A	-	B	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2014-06-16	2014-06-27				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2014-06-16	2014-06-27				B	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2016-09-14	2016-09-19				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2014-06-16	2014-06-27				b	-	-	-	-	-	-
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2013-05-22	2014-05-08				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2013-05-22	2014-05-08				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2013-05-22	2014-05-08				2b	-	-	-	-	-	-	
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2013-05-22	2014-05-08				2b	-	-	-	-	-	-	
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556,TO 00-25-195, AFMAN 23-110, TO 00-35D-54,TO 00-20 series														
2A6X5-000 009.004 Processing and controlling material														
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-	
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2015-07-01	2015-07-06				A	-	B	-	-	-	-	
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101														
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2014-06-16	2014-06-27				A	-	B	-	-	-	-	
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs														
2A6X5-000 010.002.001 Use Tools														
2A6X5-000 010.002.001 001 Handtools		2014-06-16	2014-06-27				2b	-	b	-	-	-	-	
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2014-06-16	2014-06-27				2b	-	b	-	-	-	-	
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691														
2A6X5-000 010.003.001 Use Common hardware	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-	
2A6X5-000 010.003.002 Use safetying hardware	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-	
2A6X5-000 010.003.003 Use Sealing devices		2014-09-24	2014-10-09				2b	-	b	-	-	-	-	
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2014-09-24	2014-10-09				B	-	B	-	-	-	-	
2A6X5-000 010.003.005 Cleaning agents		2014-10-01	2014-10-21				-	-	B	-	-	-	-	
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs														
2A6X5-000 010.004.001 Component identification/serviceability		2014-06-16	2014-06-27				A	-	A	-	-	-	-	
2A6X5-000 010.004.002 Determine serviceability	5	2014-06-16	2014-06-27				-	-	b	-	-	-	-	
2A6X5-000 010.004.003 Remove/Install		2014-09-24	2014-10-09				-	-	-	-	-	-	-	
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs														
2A6X5-000 010.005.001 Component Identification		2014-06-16	2014-06-27				-	-	B	-	-	-	-	
2A6X5-000 010.005.002 Determine Serviceability	5	2014-06-16	2014-06-27				-	-	b	-	-	-	-	
2A6X5-000 010.005.006 Remove/Install		2014-09-24	2014-10-09				2b	-	-	-	-	-	-	
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs														
2A6X5-000 010.006.001 Remove/reseal/install		2014-09-24	2014-10-09				-	-	-	-	-	-	-	
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs														
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2014-09-24	2014-10-09				B	-	B	-	-	-	-	
2A6X5-000 013.002 Use Schematics and Diagrams	5	2014-06-16	2014-06-27				1b	-	b	-	-	-	-	
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQU PMENT Applicable Equipment TOs														
2A6X5-000 014.002 Operate Ground Support Equipment														
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2014-06-23	2014-06-27				2b	-	b	-	-	-	-	
2A6X5-000 014.002.002 External power units		2013-05-22	2014-05-08				b	-	b	-	-	-	-	
2A6X5-000 014.002.003 Nitrogen servicing carts		2014-05-19	2014-05-29				-	-	-	-	-	-	-	
2A6X5-000 014.002.005		2014-06-23	2014-06-27				2b	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Hydraulic servicing carts													
2A6X5-000 014.002.006 Maintenance stands	5	2014-05-19	2014-05-29				-	-	b	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart		2016-06-16	2016-06-24				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2013-05-22	2014-05-08				2b	-	b	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.019 Apply / Disconnect External Legacy Electrical Power	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-005 002 HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													
2A6X5-005 002.011.001 Engine Driven Pumps	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.002 Accumulators	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/linflex fitting	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2016-04-26	2016-04-26				-	-	-	-	-	-	-
2A6X5-005 002.011.014 Power Generation System Line Replaceable Units		2016-03-16	2016-03-24				-	-	-	-	-	-	-
2A6X5-005 003 RAM A R TURB NE SYSTEM TOs 1C-5A-2 series, 1C-5A-2-3, 1C-5M-2-3													
2A6X5-005 003.007 Remove / Install Components													
2A6X5-005 003.007.004 Ram Air Turbine Line Replaceable Units		2016-04-26	2016-04-26				-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.003 Perform Operational Check	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 004.005 Remove / Install Components													
2A6X5-005 004.005.004 Line Replaceable Units (Check Valves, Filters, Pressure Switches)		2016-04-26	2016-04-26				-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.018 Service MLG Strut	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 005.019	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
Service NLG Strut														
2A6X5-005 005.020 Hot brakes inspection		2016-04-26	2016-04-26				-	-	-	-	-	-	-	
2A6X5-005 005.021 Remove / Install Components														
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 005.021.020 Line Replaceable Units		2016-04-26	2016-04-26				-	-	-	-	-	-	-	
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series														
2A6X5-005 006.003 Perform Operational Check of NLG Steering Components	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series														
2A6X5-005 007.003 Perform Operational Check of Kneeling System	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 007.005 Remove / Install Components														
2A6X5-005 007.005.002 MLG Kneel Motor	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10														
2A6X5-005 008.002 Perform operational check and brake/anti-skid bite Check	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 008.005 Bleed Brake System (normal / alternate / emergency)	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 008.006 Remove / Install Components														
2A6X5-005 008.006.001 Seven Port Brake Valve		2016-04-26	2016-04-26				-	-	-	-	-	-	-	
2A6X5-005 008.006.008 Line Replaceable Components (Fuses, Swivels, pressure switches, Hoses)		2016-04-26	2016-04-26				-	-	-	-	-	-	-	
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series														
2A6X5-005 009.005 Operate Fwd Visor and Ramp System														
2A6X5-005 009.005.002 Auto Mode	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 009.006 Remove / Install Components														
2A6X5-005 009.006.004 Visor Lock Actuator	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2016-04-26	2016-04-26				-	-	-	-	-	-	-	
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series														
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems														
2A6X5-005 010.006.002 Auto Mode	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 010.007 Remove / Install Components														
2A6X5-005 010.007.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, Cartridge Valves, Swivels)		2016-04-26	2016-04-26				-	-	-	-	-	-	-	
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9														
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 011.005 Remove / Install Components														
2A6X5-005 011.005.001 Aileron Manifold	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 011.005.002 Rudder Manifold		2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 011.005.003 Elevator Manifold		2016-04-07	2016-04-12				-	-	-	-	-	-	-	
2A6X5-005 011.005.004 Aileron Actuator	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 011.005.006 Elevator Actuator		2016-06-16	2016-06-24				-	-	-	-	-	-	-
2A6X5-005 011.005.009 Primary Flight Control Gust Locks	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2016-03-16	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.002 Perform Operational Check	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 013.005 Remove / Install Components													
2A6X5-005 013.005.001 Crew Entry Door/Stair Ladder Flight Station Ladder Line Replaceable Units		2016-06-16	2016-06-24				-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series,TO 54 JG-10 Series, TO 23JG-40 Series,TO 10JG-60 Series, TO 40JG-20 Series,TO 34JG-60 Series, TO 31JG-50 Series,TO 00JG-00 Series													
2A6X5-006 001.002 Ground Aircraft or Equipment	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.004 Open/Close Engine Accessory Compartment Doors		2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.006 Operate Interphone System	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.007 Perform Aircraft Egress	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.008 Foreign object damage (FOD)/dropped object prevention program (DOPP) in and around aircraft		2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.009 Connect / Disconnect External Electrical Power	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.004 Service Hydraulic Reservoir Primary Method	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.005 Service Hydraulic Reservoir Alternate Method	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.006 Bleed Hydraulic Reservoir	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.007 Drain Hydraulic Reservoir	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.008 Operational Check Main Hydraulic Power System	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.009 Operational Check Auxiliary Hydraulic Power System	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.010 Operate Hydraulic System Controller	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015 Remove / Install Components													
2A6X5-006 002.015.001 Engine Driven Hydraulic Pump	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.015 Filter Elements	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.026 Auxiliary Hydraulic Pump	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.027 Trans/Rev Motor Pump	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.028 Trans/Rev Motor Pump Shutoff Valve	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.051 System Line Replaceable Units (hoses, fittings, tubing)		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 003 LAND NG GEAR SYSTEMS TOs 1C-17A-2-32JG series, 1C-17A-12JG-32 series													
2A6X5-006 003.002													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
Remove / Install Components														
2A6X5-006 003.002.014 System Line Replaceable Units (hoses, fittings, tubing)		2016-04-26	2016-05-15				-	-	-	-	-	-	-	
2A6X5-006 004 BRAKE / ANTI-SK D SYSTEM TOs 1C-17A-2-32 series, 1C-17A-2-12JG-32 series														
2A6X5-006 004.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 004.005 Service Emergency Brake Accumulator	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-	
2A6X5-006 004.006 Bleed Brakes	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-	
2A6X5-006 004.008 Remove / Install Components														
2A6X5-006 004.008.013 System Line Replaceable Units (hoses, fittings, tubing)		2016-04-06	2016-04-26				-	-	-	-	-	-	-	
2A6X5-006 005 NOSEWHEEL STEER NG SYSTEM TO 1C-17A-2-32 series														
2A6X5-006 005.001 Operational Fundamentals		2016-04-06	2016-05-15				-	-	-	-	-	-	-	
2A6X5-006 006 FLIGHT CONTROL SYSTEMS TO 1C-17A-2-27 series														
2A6X5-006 006.001 Primary Flight Control Systems														
2A6X5-006 006.001.001 Aileron System Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 006.003 Secondary Flight Control Systems TO 1C-17A-2-27 series														
2A6X5-006 006.003.001 Pitch Trim System Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 007 CARGO RAMP/DOOR SYSTEM TO 1C-17A-2-52 Series														
2A6X5-006 007.001 Operational fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 008 CARGO HANDL NG / MISSION SYSTEMS TOs 1C-17A-2-41 series, 1C-17A-2-12JG-41 series														
2A6X5-006 008.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 010 CREW ESCAPE & SAFETY SYSTEM TO 1C-17A-2-95 Series														
2A6X5-006 010.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 010.005 Perform operational check of ramp escape blow down system	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-	
2A6X5-006 012 FIRE PROTECTION SYSTEM TO 1C-17A-2-26 series														
2A6X5-006 012.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-	
2A6X5-006 012.004 Ops Check Engine Hydraulic Shutoff Ball Valve		2016-04-06	2016-05-15				-	-	-	-	-	-	-	
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20														
2A6X5-012 001.001 Ground aircraft or equipment	5	2013-05-22	2014-05-08				-	-	-	-	-	-	-	
2A6X5-012 001.002 Lubricate aircraft components		2014-09-24	2014-10-09				-	-	-	-	-	-	-	
2A6X5-012 001.005 Install and remove ground safety devices	5	2013-05-22	2014-05-08				-	-	-	-	-	-	-	
2A6X5-012 001.007 Open and close engine cowling	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-	
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-	
2A6X5-012 001.009 Use Interphone	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-	
2A6X5-012 001.011 Perform Aircraft Egress	5	2013-05-22	2014-05-08				-	-	-	-	-	-	-	
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-	
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-	
2A6X5-012 002 HYDRAULIC POWER SYSTEMS														

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2014-10-19	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2014-06-30	2014-06-30				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2014-06-25	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32													
2A6X5-012 005.001 Operational fundamentals		2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components													
2A6X5-012 005.007.005 Main gear retract cylinder		2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 005.007.011		2015-01-08	2015-01-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Trim cylinder													
2A6X5-012 005.007.012 Trim cylinder relief valve		2014-10-19	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2015-03-19	2015-03-19				-	-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 006.001 Operational fundamentals		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 006.007 Remove / Install Components													
2A6X5-012 006.007.002 Brake valve actuator		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 007.001 Operational fundamentals		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 008 STEER NG SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009.001.005 001 Aileron actuators		2015-02-25	2015-02-25				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009.002.005 003 Non-reversible motor pump		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.003.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 003 Flap lock valve		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													
2A6X5-012 009.008.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2016-04-21	2016-04-26				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2014-12-03	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.003.011 Lower boom for maintenance	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2014-12-03	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2014-12-12	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2014-11-09	2014-12-03				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVT)		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2014-12-03	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2014-12-12	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2014-12-03	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2014-12-03	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2015-02-25	2015-02-25				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
Recoil														
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2014-10-19	2014-10-19				-	-	-	-	-	-	-	
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2014-11-09	2014-12-03				-	-	-	-	-	-	-	
2A6X5-012 010.003.014 034 Inner fuel tube		2016-04-21	2016-04-26				-	-	-	-	-	-	-	
2A6X5-012 010.004 Hose and Drogue System														
2A6X5-012 010.004.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 010.004.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 010.004.005 Trail Drogue	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 010.004.006 Rewind Drogue	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 010.004.007 Drain drogue		2014-10-09	2014-10-19				-	-	-	-	-	-	-	
2A6X5-012 010.004.008 Remove / Install Components														
2A6X5-012 010.004.008 001 Hose		2014-10-09	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 010.004.008 002 Hose Reel	7	2016-04-21	2016-04-26				-	-	-	-	-	-	-	
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28														
2A6X5-012 011.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 011.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 011.005 Built In Test (BITE) Check		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 011.006 Pod Draining		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 011.007 Deploy/Stow Hose		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC														
2A6X5-012 012.004 Remove / Install Components														
2A6X5-012 012.004.001 Refueling Pod		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 012.004.002 Pylon		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 012.004.003 Rear Fairing		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 012.004.004 Nose Fairing		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 012.004.005 Hose		2015-07-01	2015-07-06				-	-	-	-	-	-	-	
2A6X5-012 012.004.008 Drogue		2015-07-01	2015-07-06				-	-	-	-	-	-	-	
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2016-04-21	2016-04-26				-	-	-	-	-	-	-	
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012.004.012 Power Supply		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012.004.013 Motor Drive Unit		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012.004.015 DC Motor		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 012.004.020 Tensator Drive	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012.004.021 Fuel Pump		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 012.004.022 Vane Pump		2014-10-01	2014-10-21				-	-	-	-	-	-	-	
2A6X5-012 012.004.023 Control Valve		2016-08-10	2016-08-12				-	-	-	-	-	-	-	
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28														
2A6X5-012 013.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 013.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-	
2A6X5-012 013.005 Remove / Install Components														
2A6X5-012 013.005.001 UARRSI		2015-07-01	2015-07-06				-	-	-	-	-	-	-	
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52														

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 014.001 Operational fundamentals		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2015-03-19	2015-03-19				-	-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2015-03-19	2015-03-19				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2015-03-19	2015-03-19				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32797 003	Disconnect/Reconnect AIrcraft Batteries 1C-10(K)A-2-24	2015-03-19	2015-03-19			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2014-12-12	2015-01-22			
	32797 007	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2015-01-08	2015-01-22			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2014-10-19	2014-10-21			
	32797 010.002	Perform Pre-use Inspection and Operate	2014-10-19	2014-10-21			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2014-10-01	2014-10-21			
	32797 011.002	Perform Pre-use Inspection and Operate	2014-10-01	2014-10-21			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2015-02-25	2015-03-03			
	32797 012.002	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2015-07-01	2015-07-06			
	32797 012.003	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2015-07-01	2015-07-06			
	32923 022	Disconnect/Reconnect AIrcraft Batteries 1C-10(K)A-2-24	2016-03-09	2016-03-15			
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2016-03-09	2016-03-15			
	32923 026	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2016-03-09	2016-03-15			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2016-03-09	2016-03-15			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2016-03-09	2016-03-15			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2016-03-09	2016-03-15			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2016-03-09	2016-03-15			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2016-03-09	2016-03-15			
	32923 031 001.001	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2016-03-09	2016-03-15			
	32923 031 001.002	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2016-03-09	2016-03-15			
	32923 054	ADDITIONAL TASKS (797) SPECIAL EQUIPMENT					
	32923 054.001	Operate Calavar/Condor/ High Reach Basket and Ground Scanner (Drivers License required) AFM 24306, T.O. 1255-USAF, Applicable Owners Manual	2016-03-16	2016-03-24			
	32923 070	OPERATE					
	32923 070 001.001	Condor Highreach AFOSH 91-66	2016-03-16	2016-04-26			

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
MSgt MM8	Master Sergeant	2A675

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2016-11-07

Individual Training Record

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X4-005 001 A RCRAFT GENERAL													
2A5X4-005 001.001 Inspection concept and inspections TR: TOs 00-20-1, 1C-10(K)A-6, AMCI 21-101													
2A5X4-005 001.001.003 Perform inspections													
2A5X4-005 001.001.003 001 Preflight	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 001.001.003 002 Thruflight	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 001.001.003 003 Basic post-flight	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 001.001.003 004 Park and receive	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 001.001.003 005 Quick turn	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 001.001.003 007 Preflight/post-flight	5	2014-01-01	2014-05-13				-	-	-	-	-	-	-
2A5X4-005 001.005 Perform ground handling TR: AFI 11-218, applicable AFI 91 series, TO 00-25-172, and 1C-10(K)A-2-9, 1C- 10(K)A-2-7, and 1C-10(K)A-2- 25 TOs													
2A5X4-005 001.005.001 Launch aircraft	5	2014-01-01	2014-05-13				b	-	-	-	-	-	-
2A5X4-005 001.005.002 Recover aircraft	5	2014-01-01	2014-05-13				b	-	-	-	-	-	-
2A5X4-005 003 LAND NG GEAR SYSTEMS TR: TO 1C-10(K)A-2-32													
2A5X4-005 003.008 Remove/install													
2A5X4-005 003.008.001 MLG wheel and tire assembly	5	2014-01-01	2014-05-13				1b	-	-	-	-	-	-
2A5X4-005 003.008.002 CLG wheel and tire assembly	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 003.008.003 NLG wheel and tire assembly	5	2014-01-01	2014-05-13				1b	-	-	-	-	-	-
2A5X4-005 003.011 Determine serviceability of tires TR: TO 4T-1-3, Applicable Acft -2 TOs	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 007 ENG NES AND AUXILIARY POWER UNIT (APU) TR: TOs 1C-10(K)A-2-71 and 1C-10(K)A-2-49													
2A5X4-005 007.008 Service													
2A5X4-005 007.008.001 Oil system	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 007.008.002 Constant speed drive	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 007.008.003 APU	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008 A RCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFI 91 series and TOs 1C-10(K)A-2-28 and 1C-10(K)A-2-12CL-1													
2A5X4-005 008.003 Perform fuel servicing operations													
2A5X4-005 008.003.002 Refuel aircraft													
2A5X4-005 008.003.002 001 Team member	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008.003.002 002 Team panel operator	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008.003.003 Defuel aircraft													
2A5X4-005 008.003.003 001 Team member	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008.003.003 002 Team panel operator	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A6X1-005 004 A RCRAFT INSTALLED ENG NE TESTING TR: Applicable Aircraft/ Engine TOs													
2A6X1-005 004.001 Perform Engine Run		2014-07-08	2014-07-22				-	-	-	-	-	-	-
2A6X1-008H 001 KC-10/E-4B SMALL GAS TURBINE (SGT) ENG NES TR: T.O. 1C-10(K)A-4-49 1E-4B-2-49													
2A6X1-008H 001 001 Auxiliary Power Units (APU), Operating Principles													
2A6X1-008H 001 001.0.2015321.210316 Service/Adjust		2014-07-08	2014-07-22				-	-	-	-	-	-	-
2A6X1-008H 001 001.008		2014-07-08	2014-07-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform APU/QSAS Checks (Including Pre-ISO)													
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)													
2A6X5-000 001.001 Definition of OPSEC		2010-10-16	2010-10-16				A	-	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211													
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2012-04-02	2012-04-23				-	-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2010-10-16	2010-10-16				A	-	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-04-02	2012-04-23				-	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 002.004 Nuclear Safety / Nuclear Surety							A	-	B	-	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 002.006 Confined Spaces		2012-04-02	2012-04-23				-	-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.001 In shop		2007-12-07	2007-12-07				2b	-	b	-	-	-	-
2A6X5-000 002.007.002 On flightline		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2010-10-16	2010-10-16				b	-	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2007-12-07	2007-12-07				-	-	a	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2007-12-07	2007-12-07				-	-	B	-	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2010-04-01	2010-04-30				-	-	A	-	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 003.003 Storage and labeling		2007-12-07	2007-12-07				A	-	A	-	-	-	-
2A6X5-000 003.004 Proper disposal		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives													
2A6X5-000 004.001 Maintenance Group Organizational Structure		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 004.004 Principles of Risk Management (RM)		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 004.005 Familiar with federal/local Precious Metal Program		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 005.004 Perform other scheduled maintenance inspections (e g. Home Station Check (HSC), refurb, HPO, Letter Checks, etc.)							-	-	-	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2010-10-16	2010-10-16				B	-	-	-	-	-	-
2A6X5-000 006.003 Use maintenance data collection forms		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1													
2A6X5-000 006.005.001 Use GO81	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006 006.001.0.2014153.160606 Use GO81	5	2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 002 Use AFTO Form 781H	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 004 Use AFTO Form 95		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2010-04-01	2010-04-30				b	-	-	-	-	-	-
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000	5	2010-10-16	2010-10-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)													
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.0.2014153.182713 SUPERVISION (FUNDAMENTALS)													
2A6X5-000 007.001 Maintenance training principles		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 007.001.0.2014153.182713 Orient New Personnel AFI 36-2201		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.002.0.2014153.182713 Assign Personnel to Work Crews AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.003 Plan and supervise OJT		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 007.003.0.2014153.182713 Plan Work Assignments and Priorities AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.0.2014153.182713 Schedule Work Assignments AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.004.001 Upgrade		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.005.0.2014153.182713 Establish													
2A6X5-000 007 005.001.0.2014153.182713 Work methods		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007 005.002.0.2014153.182713 Controls		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 007 005.003.0.2014153.182712 Performance Standards AFI 21-101		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 007.006.0.2014153.182712 Evaluate Work Performance of Subordinate Personnel AFI 36-2403		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.007.0.2014153.182712 Resolve Technical Problems for Subordinate Personnel AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.008.0.2014153.182712 Counsel personnel and resolve individual problems		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.009.0.2014153.182712 Initiate Action to Correct Substandard Performance by Personnel AFI 36-2908 / AFI 36-2503		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.010.0.2014153.182712 Inspect Maintenance Actions (IPI / Red X) TO 00-20-1		2010-10-16	2010-10-16				-	-	-	-	-	b	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 008.005	7	2007-12-07	2007-12-07				b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Comply with Time Compliance TOs													
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2010-10-16	2010-10-16				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2012-04-02	2012-04-23				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556,TO 00-25-195, AFMAN 23-110, TO 00-35D-54,TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2007-12-07	2007-12-07				A	-	B	-	-	-	-
2A6X5-000 009.002 Initiate Deficiency Report	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2010-10-16	2010-10-16				2b	-	a	-	-	-	-
2A6X5-000 009.004.003 Process repairable assets due-in from maintenance (DIFM)	7	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.004.004 Determine asset repairability (SMR) TO 00-25-19	7	2015-11-13	2015-11-16				-	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 009.005 Materiel management fundamentals		2007-12-07	2007-12-07				-	-	A	-	-	-	-
2A6X5-000 009.006 Standard base supply system (SBSS)		2007-12-07	2007-12-07				A	-	B	-	-	-	-
2A6X5-000 009.007 Fed log/webFLIS		2007-12-07	2007-12-07				-	-	A	-	-	-	-
2A6X5-000 009.008 Depot level repairable							-	-	B	-	-	-	-
2A6X5-000 009.009 Maintain supply records (D04, D23, D19, D18, M04,Q04)	7	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.009.0.2014153.190156 Funds management		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.010 Equipment Management		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2007-12-07	2007-12-07				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2010-10-16	2010-10-16				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2010-10-16	2010-10-16				A	-	B	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs														
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2010-10-16	2010-10-16				A	-	B	-	-	-	-	
2A6X5-000 010.004.001 Component identification/serviceability		2010-10-16	2010-10-16				A	-	A	-	-	-	-	
2A6X5-000 010.004.002 Determine serviceability	5	2010-10-16	2010-10-16				-	-	b	-	-	-	-	
2A6X5-000 010.004.003 Remove/Install		2010-10-16	2010-10-16				-	-	-	-	-	-	-	
2A6X5-000 010.004.004 Fabricate														
2A6X5-000 010.004.004 001 Machine		2007-12-07	2007-12-07				b	-	b	-	-	-	-	
2A6X5-000 010.004.004 002 Hand	5	2007-12-07	2007-12-07				b	-	b	-	-	-	-	
2A6X5-000 010.004.005 Test	5	2007-12-07	2007-12-07				1b	-	-	-	-	-	-	
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs														
2A6X5-000 010.005.001 Component Identification		2010-10-16	2010-10-16				-	-	B	-	-	-	-	
2A6X5-000 010.005.002 Determine Serviceability	5	2010-10-16	2010-10-16				-	-	b	-	-	-	-	
2A6X5-000 010.005.005 Test	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-000 010.005.006 Remove/Install		2010-10-16	2010-10-16				2b	-	-	-	-	-	-	
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs														
2A6X5-000 010.006.001 Remove/reseal/install		2010-10-16	2010-10-16				-	-	-	-	-	-	-	
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs														
2A6X5-000 011.001 Principles of flight		2010-10-16	2010-10-16				B	-	B	-	-	-	-	
2A6X5-000 011.002 Aircraft designation system		2010-10-16	2010-10-16				B	-	-	-	-	-	-	
2A6X5-000 011.003 Major aircraft systems		2010-10-16	2010-10-16				B	-	-	-	-	-	-	
2A6X5-000 011.004 Location of structural components		2010-10-16	2010-10-16				B	-	-	-	-	-	-	
2A6X5-000 011.005 Corrosion Control		2015-11-13	2015-11-16				A	-	B	-	-	-	-	
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs														
2A6X5-000 012.001 DC fundamentals		2010-10-16	2010-10-16				A	-	B	-	-	-	-	
2A6X5-000 012.002 AC fundamentals		2010-10-16	2010-10-16				A	-	B	-	-	-	-	
2A6X5-000 012.003 Operational fundamentals of basic circuits		2010-10-16	2010-10-16				A	-	B	-	-	-	-	
2A6X5-000 012.004 Use Schematics and Diagrams	7	2010-10-16	2010-10-16				1b	-	b	-	-	-	-	
2A6X5-000 012.005 Troubleshoot circuits		2010-10-16	2010-10-16				1b	-	b	-	-	-	-	
2A6X5-000 012.006 Aircraft guarded switches		2010-10-16	2010-10-16				-	-	-	-	-	-	-	
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs														
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2010-10-16	2010-10-16				B	-	B	-	-	-	-	
2A6X5-000 013.002 Use Schematics and Diagrams	5	2010-10-16	2010-10-16				1b	-	b	-	-	-	-	
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2010-10-16	2010-10-16				B	-	B	-	-	-	-	
2A6X5-000 013.003 Logical Troubleshooting Method		2007-12-07	2007-12-07				A	-	A	-	-	-	-	
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQU PMENT Applicable Equipment TOs														
2A6X5-000 014.001 Shop Equipment														
2A6X5-000 014.001.001 Hose Cutoff Machine														
2A6X5-000 014.001.001 001		2007-12-07	2007-12-07				b	-	b	-	-	-	-	

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1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Operate													
2A6X5-000 014.001.001 002 Maintain		2007-12-07	2007-12-07				-	-	b	-	-	-	-
2A6X5-000 014.001.002 Hose Assembly Machine													
2A6X5-000 014.001.002 001 Operate		2007-12-07	2007-12-07				b	-	b	-	-	-	-
2A6X5-000 014.001.002 002 Maintain		2007-12-07	2007-12-07				-	-	b	-	-	-	-
2A6X5-000 014.001.003 Hydraulic Component Test Stand													
2A6X5-000 014.001.003 001 Operate		2007-12-07	2007-12-07				2b	-	b	-	-	-	-
2A6X5-000 014.001.003 003 Maintain		2007-12-07	2007-12-07				-	-	b	-	-	-	-
2A6X5-000 014.001.003 004 Connect to components		2007-12-07	2007-12-07				2b	-	-	-	-	-	-
2A6X5-000 014.001.003 005 Troubleshoot		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 014.001.003 006 Repair		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2010-10-16	2010-10-16				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 014.002.004 Air compressor units		2010-10-16	2010-10-16				-	-	b	-	-	-	-
2A6X5-000 014.002.005 Hydraulic servicing carts		2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 014.002.006 Maintenance stands	5	2010-10-16	2010-10-16				-	-	b	-	-	-	-
2A6X5-000 014.002.007 Air conditioner		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-000 014.002.008 Hydromite		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 014.002.009 Ground Heater		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 014.002.010 Light Carts		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart							-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-001 001 COMMON FLIGHTLINE MAINTENANCE PRACTICES 00-25-172, applicable abbreviated equipment and aircraft TOs													
2A6X5-001 001.002 Ground aircraft or equipment	5						1b	-	-	-	-	-	-
2A6X5-001 001.003 Tow Team Member							-	-	-	-	-	-	-
2A6X5-001 001.004 Install and remove ground safety devices							-	-	-	-	-	-	-
2A6X5-001 001.005 Refuel/defuel Team Member							-	-	-	-	-	-	-
2A6X5-001 001.006 Open and close engine cowling							-	-	-	-	-	-	-
2A6X5-001 001.007 Remove/install aircraft access panels	5						-	-	-	-	-	-	-
2A6X5-001 001.008 Use interphone							-	-	-	-	-	-	-
2A6X5-001 001.009 Marshall aircraft							-	-	-	-	-	-	-
2A6X5-001 001.010 Apply / Disconnect External Hydraulic Power	5						2b	-	-	-	-	-	-
2A6X5-001 001.011 Apply / Disconnect External Electrical Power	5						2b	-	-	-	-	-	-
2A6X5-001 001.012 Jack Aircraft													
2A6X5-001 001.012.001 Safety							b	-	b	-	-	-	-
2A6X5-001 001.012.004 Jack Team Member							b	-	b	-	-	-	-
2A6X5-001 002 HYDRAULIC POWER SYSTEMS Aircraft TOs													
2A6X5-001 002.001 Operational fundamentals							B	-	B	-	-	-	-
2A6X5-001 002.002	5						2b	-	b	-	-	-	-

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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Operational Check													
2A6X5-001 002.003 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 002.004 Troubleshoot Malfunctions	7						1b	-	b	-	-	-	-
2A6X5-001 002.005 Drain hydraulic system							a	-	b	-	-	-	-
2A6X5-001 002.006 Flush hydraulic system							a	-	b	-	-	-	-
2A6X5-001 002.007 Service Accumulator							2b	-	b	-	-	-	-
2A6X5-001 002.008 Service Reservoir							1b	-	b	-	-	-	-
2A6X5-001 002.009 Bleed Hydraulic System							-	-	b	-	-	-	-
2A6X5-001 002.010 Remove / Install Components													
2A6X5-001 002.010.001 Pumps							2b	-	-	-	-	-	-
2A6X5-001 002.010.002 Motors							-	-	-	-	-	-	-
2A6X5-001 002.010.003 Valves							-	-	-	-	-	-	-
2A6X5-001 002.010.004 Filters							-	-	-	-	-	-	-
2A6X5-001 002.010.005 Reservoirs							2b	-	-	-	-	-	-
2A6X5-001 002.010.007 Accumulators							-	-	-	-	-	-	-
2A6X5-001 002.010.008 Indicating Devices							-	-	-	-	-	-	-
2A6X5-001 003 LAND NG GEAR SYSTEMS Applicable aircraft TOs													
2A6X5-001 003.001 Operational fundamentals							B	-	B	-	-	-	-
2A6X5-001 003.002 Perform operational check of normal system							1b	-	-	-	-	-	-
2A6X5-001 003.003 Perform operational check of emergency system							1b	-	-	-	-	-	-
2A6X5-001 003.004 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 003.005 Troubleshoot Malfunctions	7						1b	-	b	-	-	-	-
2A6X5-001 003.006 Service Struts							1b	-	b	-	-	-	-
2A6X5-001 003.007 Bleed landing gear system							-	-	b	-	-	-	-
2A6X5-001 003.008 Perform adjustments							-	-	-	-	-	-	-
2A6X5-001 003.009 Remove / Install Components													
2A6X5-001 003.009.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 003.009.002 Motors							-	-	-	-	-	-	-
2A6X5-001 003.009.004 Valves							-	-	-	-	-	-	-
2A6X5-001 003.009.005 Swivels							-	-	-	-	-	-	-
2A6X5-001 003.010 Repair / Overhaul Components													
2A6X5-001 003.010.004 Swivels							-	-	-	-	-	-	-
2A6X5-001 003.010.005 Main Strut							-	-	-	-	-	-	-
2A6X5-001 004 NOSE WHEEL STEERING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 004.001 Operational Fundamentals							B	-	B	-	-	-	-
2A6X5-001 004.002 Perform Operational Check	5						1b	-	-	-	-	-	-
2A6X5-001 004.003 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 004.004 Troubleshoot Malfunctions	7						1b	-	-	-	-	-	-
2A6X5-001 004.005 Bleed system							-	-	-	-	-	-	-
2A6X5-001 004.007 Remove / Install Components													
2A6X5-001 004.007.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 004.007.003 Valves							-	-	-	-	-	-	-
2A6X5-001 004.007.004 Swivels							-	-	-	-	-	-	-
2A6X5-001 004.008 Repair / Overhaul Components													
2A6X5-001 004.008.001							-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Actuators													
2A6X5-001 004.008.004 Swivels							-	-	-	-	-	-	-
2A6X5-001 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-001 005.001 Operational fundamentals							B	-	B	-	-	-	-
2A6X5-001 005.002 Perform Operational Check	5						-	-	-	-	-	-	-
2A6X5-001 005.003 Inspect System Components	7						-	-	-	-	-	-	-
2A6X5-001 005.004 Troubleshoot Malfunctions	7						1b	-	b	-	-	-	-
2A6X5-001 005.005 Bleed brake system							-	-	b	-	-	-	-
2A6X5-001 005.006 Perform adjustments							-	-	-	-	-	-	-
2A6X5-001 005.007 Remove / Install Components													
2A6X5-001 005.007.001 Swivels							-	-	-	-	-	-	-
2A6X5-001 005.007.003 Accumulators							-	-	-	-	-	-	-
2A6X5-001 005.007.004 Valves							-	-	-	-	-	-	-
2A6X5-001 005.008 Repair / Overhaul Components													
2A6X5-001 005.008.001 Swivels							-	-	-	-	-	-	-
2A6X5-001 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-001 006.001 Operational fundamentals							B	-	B	-	-	-	-
2A6X5-001 006.002 Perform Operational Check	5						1b	-	-	-	-	-	-
2A6X5-001 006.003 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 006.004 Troubleshoot Malfunctions	7						2b	-	b	-	-	-	-
2A6X5-001 006.005 Bleed flight control system							-	-	b	-	-	-	-
2A6X5-001 006.006 Perform adjustments							-	-	-	-	-	-	-
2A6X5-001 006.007 Remove / Install Components													
2A6X5-001 006.007.001 Actuators							2b	-	-	-	-	-	-
2A6X5-001 006.007.003 Valves							-	-	-	-	-	-	-
2A6X5-001 006.007.005 Swivels							-	-	-	-	-	-	-
2A6X5-001 006.008 Repair / Overhaul Components													
2A6X5-001 006.008.004 Swivels							-	-	-	-	-	-	-
2A6X5-001 007 WEAPONS/CARGO DOOR SYSTEMS Applicable Aircraft TOs													
2A6X5-001 007.001 Operational fundamentals							A	-	B	-	-	-	-
2A6X5-001 007.002 Perform Operational Check	5						1b	-	-	-	-	-	-
2A6X5-001 007.003 Inspect System Components	7						-	-	-	-	-	-	-
2A6X5-001 007.004 Troubleshoot Malfunctions	7						-	-	b	-	-	-	-
2A6X5-001 007.005 Bleed system							-	-	-	-	-	-	-
2A6X5-001 007.006 Perform adjustments							-	-	-	-	-	-	-
2A6X5-001 007.007 Remove / Install Components													
2A6X5-001 007.007.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 007.007.003 Valves							-	-	-	-	-	-	-
2A6X5-001 007.007.006 Pumps							-	-	-	-	-	-	-
2A6X5-001 007.008 Repair / Overhaul Components													
2A6X5-001 007.008.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 007.008.003 Valves							-	-	-	-	-	-	-
2A6X5-001 007.008.006 Pumps							-	-	-	-	-	-	-
2A6X5-001 008 A R REFUELING RECEIVER SYSTEM Applicable Aircraft TOs													
2A6X5-001 008.001							A	-	B	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Operational fundamentals													
2A6X5-001 008.002 Perform operational check							-	-	-	-	-	-	-
2A6X5-001 008.003 Inspect System Components							-	-	-	-	-	-	-
2A6X5-001 008.004 Troubleshoot malfunctions							-	-	-	-	-	-	-
2A6X5-001 008.005 Bleed system							-	-	-	-	-	-	-
2A6X5-001 008.007 Remove / Install Components													
2A6X5-001 008.007.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 008.007.002 Valves							-	-	-	-	-	-	-
2A6X5-001 008.007.003 Manifolds							-	-	-	-	-	-	-
2A6X5-004 002 HYDRAULIC POWER SYSTEMS Applicable Aircraft TOs													
2A6X5-004 002.002 Perform Operational Check	5						-	-	-	-	-	-	-
2A6X5-004 002.007 Service Components	5						-	-	-	-	-	-	-
2A6X5-004 002.008 Remove Components													
2A6X5-004 002.008.001 Pumps	5						-	-	-	-	-	-	-
2A6X5-004 002.008.002 Valves							-	-	-	-	-	-	-
2A6X5-004 002.008.003 Filters	5						-	-	-	-	-	-	-
2A6X5-004 002.008.004 Accumulators							-	-	-	-	-	-	-
2A6X5-004 002.009 Install Components													
2A6X5-004 002.009.001 Pumps	5						-	-	-	-	-	-	-
2A6X5-004 002.009.002 Valves							-	-	-	-	-	-	-
2A6X5-004 002.009.003 Filters	5						-	-	-	-	-	-	-
2A6X5-004 002.009.004 Accumulators							-	-	-	-	-	-	-
2A6X5-004 003 LAND NG GEAR SYSTEMS Applicable Aircraft TOs													
2A6X5-004 003.005 Remove Components													
2A6X5-004 003.005.001 Actuators	5						-	-	-	-	-	-	-
2A6X5-004 003.005.002 Valves							-	-	-	-	-	-	-
2A6X5-004 003.006 Install Components													
2A6X5-004 003.006.001 Actuators	5						-	-	-	-	-	-	-
2A6X5-004 003.006.002 Valves							-	-	-	-	-	-	-
2A6X5-004 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-004 005.006 Remove Components													
2A6X5-004 005.006.001 Swivels	5						-	-	-	-	-	-	-
2A6X5-004 005.007 Install Components													
2A6X5-004 005.007.001 Swivels	5						-	-	-	-	-	-	-
2A6X5-004 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-004 006.005 Remove Components													
2A6X5-004 006.005.001 Actuators	5						-	-	-	-	-	-	-
2A6X5-004 006.005.002 Rudder Elevator Transformer							-	-	-	-	-	-	-
2A6X5-004 006.005.003 Rudder Elevator Pump							-	-	-	-	-	-	-
2A6X5-004 006.005.004 Rudder Elevator Reservoir							-	-	-	-	-	-	-
2A6X5-004 006.005.005 Swivels							-	-	-	-	-	-	-
2A6X5-004 006.006 Install Components													
2A6X5-004 006.006.001 Actuators	5						-	-	-	-	-	-	-
2A6X5-004 006.006.002 Rudder Elevator Transformer							-	-	-	-	-	-	-
2A6X5-004 006.006.003							-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Rudder Elevator Pump													
2A6X5-004 006.006.004 Rudder Elevator Reservoir							-	-	-	-	-	-	-
2A6X5-004 006.006.005 Swivels							-	-	-	-	-	-	-
2A6X5-004 007 WEAPONS / CARGO DOOR SYSTEMS Applicable Aircraft TOs													
2A6X5-004 007.005 Remove Components													
2A6X5-004 007.005.001 Hydraulic Actuators	5						-	-	-	-	-	-	-
2A6X5-004 007.005.002 Hydraulic Valves							-	-	-	-	-	-	-
2A6X5-004 007.006 Install Components													
2A6X5-004 007.006.001 Hydraulic Actuators	5						-	-	-	-	-	-	-
2A6X5-004 007.006.002 Hydraulic Valves							-	-	-	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.005 Tow aircraft													
2A6X5-005 001.005.001 Wing/Tail Walker Duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.005.002 Tow Brake operator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.005.003 Tow Panel operator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.005.004 Tow Vehicle Operator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.005.005 Tow Team Supervisor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.006 Install and Remove Ground Safety Devices		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.008 Open and Close Engine Cowling		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.012 Foreign Object Damage (FOD)/Dropped Object Prevention Program (DOPP) In and Around Aircraft		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.018 Perform Isochronal Inspection		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.019 Apply / Disconnect External Legacy Electrical Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.023 Operate malfunction detection, analysis, andrecording system (MADARS)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.024 Aircraft Defensive System Familiarization/ Deactivation		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.025 Operate embedded diagnostic system (EDS)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.027 Deactivate/Reactivate FSS		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.028 Confined Space Access Procedures		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.030 Perform Kneel Team Member Duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 001.032 Servicing													
2A6X5-005 001.032.003 Service C-5 A/B/M APU/ATM Oil		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.003 Operate APU/ATM		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.004 Operate PTU		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.006 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.007 Drain Hydraulic System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.008 Flush Hydraulic System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													
2A6X5-005 002.011.001 Engine Driven Pumps	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.002 Accumulators	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.003 Case Drain Flow Monitors (Engine, ATM, PTU)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/linflex fitting	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.006 Engine Dual Filter Pack		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.007 Suction Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.008 Hydraulic Driven Suction Boost Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.009 Electric Driven Suction Boost Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.010 Power Transfer Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.011 Power Transfer Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.014 Power Generation System Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003 RAM A R TURB NE SYSTEM TOs 1C-5A-2 series, 1C-5A-2-3, 1C-5M-2-3													
2A6X5-005 003.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.003 Perform Operational Check (Manual)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.004 Perform Operational Check (Auto-on jacks)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.005 Perform Operational Check (Auto-on ground)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.006 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007 Remove / Install Components													
2A6X5-005 003.007.001 Extend/Retract Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007.002 Pressure Regulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007.003 Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007.004 Ram Air Turbine Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005 Remove / Install Components													

1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 004.005.001 Start Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005.002 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005.003 Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005.004 Line Replaceable Units (Check Valves, Filters, Pressure Switches)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.001 Operational Fundamentals NLG Extension and Retraction System (Normal/Emergency)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.002 Operational Fundamentals MLG Extension and Retraction System (Normal/Emergency)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.003 Inspect NLG Strut and Hydraulic Actuating Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.004 Inspect MLG Strut and Hydraulic Actuating Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.005 Perform Operational Check of Normal System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.007 Assist on Operational Check of Normal System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.008 Assist on Operational Check of Emergency System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.009 Assist on Rig Verification Check of NLG System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.010 Assist on Rig Verification Check of MLG System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.011 Reseal NLG Shock Strut Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.012 Reseal MLG Shock Strut Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.013 Disassemble MLG crosshead		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.014 Assemble MLG crosshead		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.015 Adjust 90 Degree Switch On MLG Normal Rotation Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.016 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.017 Bleed And Service MLG Pitch Position System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.018 Service MLG Strut	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.019 Service NLG Strut	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.020 Hot brakes inspection		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021 Remove / Install Components													
2A6X5-005 005.021.001 NLG Door Hydraulic Brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.002 Clutch (NLG, MLG)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.004 MLG Collar Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.005 MLG rotation actuator (normal/emergency)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.006 MLG Downlock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.007 NLG Downlock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.008 MLG Normal Door Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.009 MLG Rotation Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.010 Emergency Door Unlock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.011 MLG Interlock Sequence Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.012 MLG Collar Lock Sequence Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.013 MLG Emergency Intercollar Lock Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 005.021.014 Motors		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.015 Snubber Valves		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.016 MLG Pitch Position Master Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.017 MLG Emergency Pitch Stop Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.018 MLG Pitch Position Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.019 NLG Normal Door Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.020 Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 006.001 Operational Fundamentals NLG Steering System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.002 Operational Fundamentals MLG Castor and Emergency Positioning System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.003 Perform Operational Check of NLG Steering Components	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.004 Perform Caster Bite Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.005 Inspect NLG Steering Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.006 Inspect Caster and Emergency Positioning Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.007 Perform Caster and Emergency Positioning Operational Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.008 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.009 Remove / Install Components													
2A6X5-005 006.009.001 NLG Steering Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.009.002 NLG Steering Shuttle Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.009.003 NLG Steering Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 007.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.002 Inspect NLG / MLG Kneeling System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.003 Perform Operational Check of Kneeling System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.004 Troubleshoot Kneeling System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005 Remove / Install Components													
2A6X5-005 007.005.001 MLG Kneel Brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005.002 MLG Kneel Motor	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005.003 NLG Shift Clutch Pilot Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005.004 Line Replaceable Components (Flow Regulators, Control Valves)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 008.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.002 Perform operational check and brake/anti-skid bite Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.003 Inspect Brake Anti-Skid Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.004 Troubleshoot Brake / Anti-Skid System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.005 Bleed Brake System (normal / alternate / emergency)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006 Remove / Install Components													
2A6X5-005 008.006.001 Seven Port Brake Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.002		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Ballscrew Brake Fluid Transfer Housing													
2A6X5-005 008.006.003 Brake Piston Cap Assemblies		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.004 MLG Brake Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.005 Anti-skid manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.006 Brake system control valves		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.007 Brake metering valves		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.008 Line Replaceable Components (Fuses, Swivels, pressure switches, Hoses)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 009.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.002 Inspect Fwd Visor and Ramp System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.003 Perform Operational Check Fwd Visor and Ramp System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.004 Troubleshoot Fwd Visor and Ramp System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.005 Operate Fwd Visor and Ramp System													
2A6X5-005 009.005.001 Manual Mode		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.005.002 Auto Mode	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components													
2A6X5-005 009.006.001 Cargo Door Control Manifold (Aft Cargo Doors and Ramp or Fwd Cargo Door and Ramp)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.002 Ramp Bypass Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.003 Fwd Ramp Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.004 Visor Lock Actuator	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.005 Visor Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.006 Fwd Ramp Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.007 Fwd Ramp Extension Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.008 Fwd Ramp Extension Toe Plate Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 010.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.002 Inspect Aft Cargo Doors and Ramp System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.003 Perform Operational Checks of aft cargo doors and ramp system		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.004 Troubleshoot Aft Cargo Doors and Ramp System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.005 RIG Aft Ramp Asymmetry Servo valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems													
2A6X5-005 010.006.001 Manual Mode		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.006.002 Auto Mode	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007 Remove / Install Components													
2A6X5-005 010.007.001 Aft Ramp Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.002 Ramp to press door actuator B/L 84		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.003 Aft ramp lock actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.004		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Pressure Door Actuator													
2A6X5-005 010.007.005 Hinge Select Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.006 Side Door Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.007 Aft Ramp Asymmetry Servo valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.008 Aft Center Door Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, Cartridge Valves, Swivels)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9													
2A6X5-005 011.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.002 Inspect Primary Flight Control System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.004 Troubleshoot Primary Flight Controls	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005 Remove / Install Components													
2A6X5-005 011.005.001 Aileron Manifold	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.002 Rudder Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.003 Elevator Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.004 Aileron Actuator	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.005 Rudder Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.006 Elevator Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.007 Elevator Variable Feel Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.008 Primary Flight Control Manifold Components (pressure switch, SOV, SOV motor)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.009 Primary Flight Control Gust Locks	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.002 Inspect Secondary Flight Control System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.004 Troubleshoot Secondary Flight Controls	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.005 Null Flap Pack Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													
2A6X5-005 012.006.001 Flap Pack		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.002 Slat Clutch/Brake Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.004 Normal/Alternate pitch trim motor/brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.005 Flight Spoiler Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.006 Ground Spoiler Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.002 Perform Operational Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.004 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 013.005 Remove / Install Components													
2A6X5-005 013.005.001 Crew Entry Door/Stair Ladder Flight Station Ladder Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.002 Crew Entry Door Manifolds		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.003 Crew Entry Door Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.004 Crew Entry Door Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.005 Crew Entry Door Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014 AFT TROOP COMPARTMENT STAIR LADDER SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 014.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014.002 Perform Operational Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014.003 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014.004 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 015 REMOVE / NSTALL COMPONENTS													
2A6X5-005 015.001 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 015.002 Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 015.003 Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 016 A R REFUELING RECEIVER SYSTEM TOs 1C-5A-2-5, 1C-5M-2-5													
2A6X5-005 016.003 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017 A RCRAFT CARGO W NCH SYSTEM TOs 1C-5A-2-2, 1C-5M-2-2 (B/M Model Only)													
2A6X5-005 017.001 Operational Fundamentals (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.002 Perform Operational Check (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.003 Inspect System (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.004 Remove fwd/aft winch selector valves (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.005 Install fwd/aft winch selector valves (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.006 Troubleshoot System (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018 EMERGENCY GENERATOR SYSTEM TOs 1C-5A-2-7, 1C-5M-2-7													
2A6X5-005 018.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.002 Perform Operational Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.003 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.004 Troubleshoot System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.005 Remove Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.006 Install Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.007 Remove Generator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.008 Install Generator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series,TO 54 JG-10 Series, TO 23JG-40 Series,TO 10JG-60 Series, TO 40JG-20 Series,TO 34JG-60 Series, TO 31JG-50 Series,TO 00JG-00 Series													
2A6X5-006 001.002 Ground Aircraft or Equipment	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.004 Open/Close Engine Accessory Compartment Doors		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.006 Operate Interphone System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.007	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Aircraft Egress													
2A6X5-006 001.008 Foreign object damage (FOD)/dropped object prevention program (DOPP) in and around aircraft		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.009 Connect / Disconnect External Electrical Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.010 Connect/Disconnect Ground A/C Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.011 Connect / Disconnect External Hydraulic Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.012 Operate MMP using Maintenance Monitor Mode to Erase Faults	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.013 Operate Mission Computing System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.014 Operate Visual Warning & Caution System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.015 Operate Multifunction Display System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.016 Fuselage/Wing Access Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.017 Vertical Stabilizer Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.018 Horizontal Stabilizer Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.019 Power Off Under Floor Maintenance Tunnel Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.020 Power On Under Floor Maintenance Tunnel Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.021 Cargo Ramp Maintenance Tunnel Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022 Remove and Install Ground Safety Devices TO 05 JG-10 Series													
2A6X5-006 001.022.001 Aileron Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.002 Aileron Control Surface Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.003 Elevator Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.004 Elevator Control Surface Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.005 Rudder Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.006 Rudder Control External Surface Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.007 Rudder Control Surface Actuator Collar		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.008 Rudder Control Surface Actuator Brace		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.009 Spoiler Positioning Support Assembly.		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.010 Flap Control Handle Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.011 Cargo Ramp/Door Safeing and Restoration	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023 Jack Aircraft TO 1C-17A-2-07JG-10 series													
2A6X5-006 001.023.001 Safety		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.002 Manual		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.003 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.004 Perform Fuselage Jacking Team Member Duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.005 Perform Integral Jacking Team Member Duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.006 Plumb bob monitor duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.002	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Inspect System													
2A6X5-006 002.003 Troubleshoot Hydraulic Power System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.004 Service Hydraulic Reservoir Primary Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.005 Service Hydraulic Reservoir Alternate Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.006 Bleed Hydraulic Reservoir	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.007 Drain Hydraulic Reservoir	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.008 Operational Check Main Hydraulic Power System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.009 Operational Check Auxiliary Hydraulic Power System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.010 Operate Hydraulic System Controller	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.011 Operational check RAT system		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.012 RAT System Adjustment Input		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.013 Stow/deploy RAT assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.014 Service Bootstrap Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015 Remove / Install Components													
2A6X5-006 002.015.001 Engine Driven Hydraulic Pump	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.002 Pump Depressurization Solenoid Coil		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.003 Pylon Press Ck Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.004 Pylon Case Drain Ck Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.005 Hydraulic System Panel Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.006 Hydraulic System Control Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.007 Filter Bowl Ratchet Lever		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.008 Eng Filter Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.009 Eng Filter Manifold Bleed Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.010 Hydraulic Sys Reservoir Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.011 Hydraulic Reservoir Drain Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.012 Hydraulic Reservoir Depress Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.013 Hydraulic Return System Manifolds		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.014 Return System Manifold Ck Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.015 Filter Elements	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.016 Hydraulic Servicing Reservoir Fill Container		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.017 Reservoir Bleed Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.018 Hydraulic Servicing Rotary Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.019 Reservoir Fill Filter Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.020 Reservoir Fill Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.021 Reservoir Fill Filter Manifold Element		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.022 Reservoir Over Board Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.023 Emergency Power Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.024 Hydraulic Fluid Sump Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.025 Hydraulic Fuse Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.026 Auxiliary Hydraulic Pump	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.027 Trans/Rev Motor Pump	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.028 Trans/Rev Motor Pump Shutoff Valve	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.029 Auxiliary Hydraulic Pump Filter Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.030 Reservoir Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-006 002.015.031 Trans/Rev Motor Pump Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.032 Auxiliary Hydraulic Pump Selector Valve Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.033 RAT Electro Mechanical Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.034 RAT Ejection Jack Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.035 RAT Power Unit Mechanical Up Lock Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.036 ADS Manifold Cargo Press Switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.037 Trans/Rev Motor Pump Manifold Cargo Press Switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.038 Filter Manifold Diff Press Indicators		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.039 Return Filter Manifold Press Transducers		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.040 Reservoir Low Quantity Sensor Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.041 Reservoir Liquid Quantity Transducers		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.042 Reservoir Fill Selector Valve Rotary Quantity Switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.043 Temperature Switches		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.044 Reservoir Temp Transducer		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.045 Filter Manifold Press Switches		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.046 MLG Shock Strut Jacking Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.047 Gust Damper Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.048 Gust Damper Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.049 Gust Damper Accum Service Gage/Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.050 Isolation Selector Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.051 System Line Replaceable Units (hoses, fittings, tubing)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.052 Hydraulic Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.016 Rosan Fittings T.O. 44H1-1-13, Applicable Aircraft T.O s													
2A6X5-006 002.016.001 Remove/Install		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003 LAND NG GEAR SYSTEMS TOs 1C-17A-2-32JG series, 1C-17A-12JG-32 series													
2A6X5-006 003.001 MLG / NLG Struts / Actuation													
2A6X5-006 003.001.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.003 Troubleshoot Landing Gear Actuation System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.004 Perform MLG Normal System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.005 Perform MLG Emergency System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.006 Perform NLG Normal System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.007 Perform NLG Emergency System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.008 Assist MLG Normal System Operational Ckeck (person B)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.009 Assist MLG Emergency System Operational Ckeck (person B)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.010 Assist NLG Normal System Operational	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Ckeck (person B)													
2A6X5-006 003.001.011 Assist NLG Emergency System Operational Ckeck (person B)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.012 Service NLG Strut with Hydraulic Fluid	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.013 Service NLG Strut with Nitrogen	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.014 Service MLG Strut with Hydraulic Fluid	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.015 Service MLG Strut with Nitrogen	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.016 Service NLG Strut With OBIGGS Nitrogen		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.017 Service MLG Strut With OBIGGS Nitrogen		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.018 Service MLG Shimmy Damper		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004 BRAKE / ANTI-SK D SYSTEM TOs 1C-17A-2-32 series, 1C-17A-2-12JG-32 series													
2A6X5-006 004.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.003 Troubleshoot Brake System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.004 Brake System Operational Checkout	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.005 Service Emergency Brake Accumulator	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.006 Bleed Brakes	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008 Remove / Install Components													
2A6X5-006 004.008.001 MLG Brake Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.002 MLG Brake Assembly Bleed Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.003 Parking Brake Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.004 Parking brake accumulator service gage/valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.005 Dual Brake Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.006 Hydraulic Switching Brake Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.007 Anti-Skid Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.008 Anti-Skid Manifold Hydraulic Fuse		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.009 Anti-Skid Servo Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.010 Anti-skid Return Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.011 Brake Shuttle Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.012 Brake Pressure Transducer		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.013 System Line Replaceable Units (hoses, fittings, tubing)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005 NOSEWHEEL STEER NG SYSTEM TO 1C-17A-2-32 series													
2A6X5-006 005.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.003 Troubleshoot Nose Wheel Steering System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.004 Nose Wheel Steering System Operational Checkout	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005 Remove / Install Components													
2A6X5-006 005.005.001 Nose Wheel Steering Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.002 Upper Swivel Gland		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.003 Lower Swivel Gland		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.004 Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.005 Nose Wheel Steering Tandem Hydraulic Bypass Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.006		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Nose Wheel Steering Tandem Hydraulic Control Valve													
2A6X5-006 006 FLIGHT CONTROL SYSTEMS TO 1C-17A-2-27 series													
2A6X5-006 006.001 Primary Flight Control Systems													
2A6X5-006 006.001.001 Aileron System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.002 Inspect Aileron System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.003 Troubleshoot Aileron System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.004 Perform Operational Check of Aileron Mechanical Controls & Surfaces	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.005 Rudder System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.006 Inspect Rudder System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.007 Troubleshoot Rudder System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.008 Perform Operational Check of Rudder Mechanical Controls & Surfaces	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.009 Elevator System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.010 Inspect Elevator System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.011 Troubleshoot Elevator System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.001.012 Perform Operational Check of Elevator Mechanical Controls & Surfaces	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002 Remove / Install Components													
2A6X5-006 006.002.001 Aileron Actuator	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.002 Aileron IFCM	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.003 Aileron IFCM quad contact switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.004 Rudder Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.005 Rudder IFCM quad contact switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.006 Rudder IFCM		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.007 Elevator Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.008 Elevator IFCM quad contact switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.002.009 Elevator IFCM		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003 Secondary Flight Control Systems TO 1C-17A-2-27 series													
2A6X5-006 006.003.001 Pitch Trim System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.002 Inspect Pitch Trim System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.003 Troubleshoot Pitch Trim System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.004 Perform Operational Check of Horizontal Stab System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.005 Flap system Operational fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.006 Inspect Flap System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.007 Troubleshoot Flap System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.008 Perform Flap System Operational Check Primary Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.009 Perform Flap System Operational Check Alternate Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.010 Slat system Operational fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.011 Inspect Slat System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.012 Troubleshoot Slat System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.013 Perform Operational Check of Slat System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.003.014 Perform Operational Check of Spoilers	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
System														
2A6X5-006 006.004 Remove / Install Components														
2A6X5-006 006.004.001 Pitch Trim Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.002 Pitch Trim Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.003 Pitch Trim Brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.004 Flap Tandem Control Valve Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.005 Flap Actuating Cylinder Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.006 Spoiler Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.007 Slat Tandem Directional Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.008 Slat Actuator Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 006.004.009 Slat Lock Valve Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007 CARGO RAMP/DOOR SYSTEM TO 1C-17A-2-52 Series														
2A6X5-006 007.001 Operational fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.003 Troubleshoot Cargo Ramp / Door System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.004 Perform Cargo Ramp / Door Operational Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.005 Open/Close Troop Door Air Deflector		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006 Remove / Install Components														
2A6X5-006 007.006.001 Troop Door Air Deflector Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.002 Troop Door Air Deflector Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.003 Troop Door Clearance Fairing Assembly Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.004 Cargo Door Up Lock Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.005 Cargo Door Up Lock Actuator Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.006 Cargo Door Down Lock Actuator Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.007 Cargo Door Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.008 Cargo Door Up Lock Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.009 Cargo Ramp Latch Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.010 Cargo Ramp Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.011 Hydraulic Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.012 Hand Pump Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.013 Hand Pump Pressure Gage		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.014 Ramp Toe Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.015 CDS/ADS Isolation Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.016 CDS/ADS Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.017 CDS / ADS Manifold Repairs														
2A6X5-006 007.006.017 001 Solenoid Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.017 002 Solenoid Cover		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 007.006.017 003 Solenoid Valve Coil		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 008 CARGO HANDL NG / MISSION SYSTEMS TOs 1C-17A-2-41 series, 1C-17A-2-12JG-41 series														
2A6X5-006 008.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 008.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-006 008.003 Troubleshoot Cargo Handling / Mission System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-006 008.004 Perform Operational Check of Support / Stab Strut System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.005 Perform CDS System Ops Ck		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.006 Perform Ops Check of Tow Release Mechanism		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.007 Perform Ops Check of Parachute Deployment Mechanism		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.008 Service Cargo Winch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.009 Service Load Equalization Reservoir		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009 Remove / Install Components													
2A6X5-006 009.001 Load Equalization Reservoir Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.002 Load Equalization Cylinder Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.003 Stab Strut Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.004 Reaction Cylinder Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.005 Stab Strut Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.006 Stab Strut Door Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010 CREW ESCAPE & SAFETY SYSTEM TO 1C-17A-2-95 Series													
2A6X5-006 010.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.003 Troubleshoot crew escape & safety system	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.004 Service Ramp Emergency Egress Hydraulic Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.005 Perform operational check of ramp escape blow down system	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 011 Remove / Install Components													
2A6X5-006 011.001 Emergency Ramp Bypass Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 011.002 Ramp Emergency Egress Hydraulic Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 011.003 Ramp emergency egress accumulator service gauge/valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 012 FIRE PROTECTION SYSTEM TO 1C-17A-2-26 series													
2A6X5-006 012.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 012.004 Ops Check Engine Hydraulic Shutoff Ball Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 012.005 Remove / Install Components													
2A6X5-006 012.005.001 Engine Hydraulic Shutoff Ball Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-011 001 HYDRAULIC POWER SYSTEMS Applicable Aircraft TOs													
2A6X5-011 001.001 Repair / Overhaul Components													
2A6X5-011 001.001.001 Valves		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.001.003 Reservoirs	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.001.004 Accumulators	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.002 Bench Check Components													
2A6X5-011 001.002.001 Valves		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.002.003 Reservoirs	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.002.004 Accumulators	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002 LAND NG GEAR SYSTEMS Applicable Aircraft TOs													
2A6X5-011 002.001 Repair / Overhaul Components													
2A6X5-011 002.001.001 NLG retract actuator	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A6X5-011 002.001.007 Swivels	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 002.001.008 NLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 002.001.009 MLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 002.002 Bench Check Components														
2A6X5-011 002.002.001 NLG retract actuator	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 002.002.007 Swivels	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 002.002.008 NLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 002.002.009 MLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 004 WHEEL BRAKE SYSTEM Applicable Aircraft TOs														
2A6X5-011 004.001 Repair / overhaul components														
2A6X5-011 004.001.001 Brake assemblies	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 004.001.002 Shuttle valve		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 004.001.003 Swivel		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 004.001.004 Brake control valve		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 005 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs														
2A6X5-011 005.001 Repair / Overhaul Components														
2A6X5-011 005.001.001 Actuators		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 005.001.003 Manifolds		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 005.001.004 PRCA/PDU		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 005.002 Bench Check Components														
2A6X5-011 005.002.001 Actuators		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 005.002.003 Manifolds		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-011 005.002.004 PRCA/PDU		2007-12-07	2007-12-07				-	-	-	-	-	-	-	
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20														
2A6X5-012 001.001 Ground aircraft or equipment	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.002 Lubricate aircraft components		2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.003 Tow Aircraft		2010-09-15	2010-10-14				-	-	-	-	-	-	-	
2A6X5-012 001.004 Perform Wing/Tail Walker Duties IAW Applicable TO/Checklist		2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.005 Install and remove ground safety devices	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.006 Perform refuel/defuel team member duties IAW TO/checklist		2010-09-15	2010-10-14				-	-	-	-	-	-	-	
2A6X5-012 001.007 Open and close engine cowling	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-	
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.009 Use Interphone	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.010 Marshall Aircraft		2010-07-01	2010-08-06				-	-	-	-	-	-	-	
2A6X5-012 001.011 Perform Aircraft Egress	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.012 Foreign Object Damage (FOD)/Dropped Object Program (DOPP) In and Around Aircraft		2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-	
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-	
2A6X5-012 001.015 Jack and Level Aircraft														
2A6X5-012 001.015.001 Safety		2015-11-13	2015-11-16				-	-	-	-	-	-	-	
2A6X5-012 001.015.002 Manual		2015-11-13	2015-11-16				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 001.015.003 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 001.015.004 Perform Jacking Team Member Duties		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002 HYDRAULIC POWER SYSTEMS TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.002 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.005 Troubleshoot Main Hydraulic System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.006 Flush hydraulic system		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2010-04-01	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 008 Case drain bleed and check valves		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 009 Flight control by-pass valves		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 010 Hydraulic fire shutoff valves		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 011 Maintenance isolation valves		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 012 Pump bleed and auto prime valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 014 System relief valve		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.002 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 004 Auxiliary pump manifold		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 005 Reversible pump manifold		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.003.002 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.004 Troubleshoot system	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.005 002		2010-07-01	2010-08-06				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Case drain high temperature switch													
2A6X5-012 002.003.005 003 Hydraulic quantity indicator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 002.003.005 004 Hydraulic quantity transmitter		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 003.004 Repack / Reseal Components													
2A6X5-012 003.004.001 Main gear shock strut		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 003.004.002 Centerline gear shock strut		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32													
2A6X5-012 005.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.002 Perform operational check		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.005 Simulated Extension / Retraction	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.006 Ground sensing		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components													
2A6X5-012 005.007.001 Main Gear Hydraulic Interlock Cylinder	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.002 Centerline gear control valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.003 Landing gear selector valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.004 Main Gear Down Lock Cylinder	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.005 Main gear retract cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.008 Main gear door latch cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.011 Trim cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.012 Trim cylinder relief valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.014 Centerline gear unlock cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.015 Centerline gear door links		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 006.001 Operational fundamentals		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 006.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 006.005 Break wear check		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2010-09-15	2010-10-14				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 006.007 Remove / Install Components													
2A6X5-012 006.007.001 Main wheel brakes		2011-04-21	2011-07-12				-	-	-	-	-	-	-
2A6X5-012 006.007.002 Brake valve actuator		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 007.001 Operational fundamentals		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 008 STEER NG SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 008.002 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 008.003 Troubleshoot System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.006 Steering gland	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009 001.005.0.2014176.125852 Operate aileron system		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.005 001 Aileron actuators		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 001 Rudder actuators		2010-09-15	2010-10-14				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.002.005 003 Non-reversible motor pump		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 001 Flap actuating cylinder		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.005.005 002 Flap control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.005.005 003 Flap lock valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.005 Remove / Install Components													
2A6X5-012 009.006.005 001 Spoiler drive servo		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.005 Remove / Install Components													
2A6X5-012 009.007.005 001 Slat actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 002 Outboard slat balance relief valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 003 Slat control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 004 Slat two speed valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.008.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.001.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.001.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 001 Auxiliary reservoir		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.004 Troubleshoot System using Fuel Pressure Control System Test Set	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.004 Troubleshoot System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.003.011 Lower boom for maintenance	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVT)		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 015 Annunciator lights		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2010-04-01	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2010-04-12	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031 Recoil	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 034 Inner fuel tube		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Drogue System													
2A6X5-012 010.004.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2010-04-01	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 010.004.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.004.004 Troubleshoot System using Drogue Coupling Tester	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Drogue	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.004.006	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Rewind Drogue													
2A6X5-012 010.004.007 Drain drogue		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components													
2A6X5-012 010.004.008 001 Hose		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.004.008 002 Hose Reel	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28													
2A6X5-012 011.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 011.007 Deploy/Stow Hose		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC													
2A6X5-012 012.001 Cyclic		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.002 Home Station Check (HSC)		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.003 Pod Fault Diagnosis	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 012.004 Remove / Install Components													
2A6X5-012 012.004.001 Refueling Pod		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.006 Hose Jettison Unit		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.007 Coupling		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.014 Hose Position Sensor		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.016 Parking Brake (Linear Actuator)		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.017 Pawl Assembly (Parking Brake)		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.018 Hose Drum Drive Unit		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.019 Gear Box Assembly		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28													
2A6X5-012 013.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 013.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 013.004 Troubleshoot System using UARRSI Tester	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 013.005 Remove / Install Components													
2A6X5-012 013.005.001 UARRSI		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 013.005.002 Door control cable		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52													
2A6X5-012 014.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 014.003 Inspect	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 014.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.003 Cargo door hand pump		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.005 Cargo door reservoir		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	23837 001	Engine Electric Cooling Line Maintenance T.O. 44H1-1-153	2007-12-07	2008-03-27			
	23837 002	Operate and Maintain Solvent Tank Operational and Maintenance Instruction	2007-12-07	2008-03-19			
	23837 002 0 2012080 06 5913	Accumulator Bench Check Applicable Aircraft T.O.	2007-12-07	2008-03-27			
	23837 003	Operate and Maintain Dust Collector Operational and Maintenance Instruction	2007-12-07	2008-03-19			
	23837 004	Service Munitions Proofloader Tester T.O. 33D5-53-13-1	2007-12-07	2008-03-27			
	23837 005	Repair Munitions Proofloader Tester T.O. 33D5-53-13-1	2007-12-07	2008-03-27			
	23837 006	Service Munitions Detent Tester T.O. 33D9-54-7-42	2007-12-07	2008-03-27			
	23837 007	Repair Munitions Detent Tester T.O. 33D9-54-7-42	2007-12-07	2008-03-27			
	23837 008	Operate and Maintain Eyewash Station AFI 91-203	2007-12-07	2008-03-19			
	23837 009	Operation of Hangar Doors AFI 91-203	2007-12-07	2008-03-19			
	23837 010	Remove and Install Helicoil Inserts T.O. 44H1-1-117	2007-12-07	2008-03-19			
	32784 001	660th KC-10 PRODUCTION (GENERAL)					
	32784 001.001	Review Production Master Training Plan 660th Production Master Training Plan	2014-06-02	2014-06-24			
	32784 001.002	Land Mobile Radio (LMR) Familiarization	2014-06-02	2014-06-24			
	32784 001.003	Understand / Interpret / Implement Aircraft Configuration Changes	2014-06-02	2014-06-24			
	32784 001.004	Understand / Interpret / Implement Specific Disaster Control Duties	2014-06-02	2014-06-24			
	32784 001.005	Utilize / Implement On-Base Disaster Map with Cordon Overlay	2014-06-02	2014-06-24			
	32784 001.006	Understand Aircraft Movement Codes	2014-06-02	2014-06-24			
	32784 001.007	Understand QA Inspection Process; UCR, DSV, PE, SI, TDV	2014-06-02	2014-06-24			
	32784 001.008	Review Operating Instructions (OI) https //60mxg travis af.mil/mi/ TAFB / 60 MXG / Squadron (OI)	2014-06-02	2014-06-24			
	32784 001.009	Review 60 AMW OPLAN	2014-06-02	2014-06-24			
	32784 001.010	Review Local In-Progress-Inspection (IPI) Listing	2014-06-02	2014-06-24			
	32784 001.011	Review Quick Reaction Checklist (QRC)	2014-06-02	2014-06-24			
	32784 001.012	Review Local Security Procedures	2014-06-02	2014-06-24			
	32784 001.013	Review Crash Damage or Disabled Aircraft Recovery (CDDAR) Procedures and Local Procedures AFI21-101, AMCSUP 1	2014-06-02	2014-06-24			
	32784 001.014	Review Local Debrief Procedures	2014-06-02	2014-06-24			
	32784 001.015	Review Lost Tool Procedures	2014-06-02	2014-06-24			
	32784 001.016	Review Special Certification Roster (SCR) Requirements	2014-06-02	2014-06-24			
	32784 001.017	Review Single Oil Analysis Program (SOAP) Procedures	2014-06-02	2014-06-24			
	32784 001.018	Review Risk Assemsment Management (RAM) Procedures	2014-06-02	2014-06-24			
	32784 001.019	Operate Turbo Style Wind Meter	2014-06-02	2014-06-24			
	32784 002	MAINTENANCE MANAGEMENT (FUNDAMENTAL)					
	32784 002.001	Maintenance Group Organizational Structure	2014-06-02	2014-06-24			
	32784 002.002	Basic Functuions Within Maintenance Complex	2014-06-02	2014-06-24			
	32784 002.003	Tour base facilities: Supply, Command Post, Base Operations, PAX Terminal, Fleet Service, P and S, Operations, MOCC, MXS, NDI shop, AMUs, Fire Department , etc.	2014-06-02	2014-06-24			
	32784 002.004	Status Reporting / ETIC	2014-06-02	2014-06-24			
	32784 002.005	Mission Essential System List (MESL)	2014-06-02	2014-06-24			
	32784 002.006	Minimum Equipment List (MEL)	2014-06-02	2014-06-24			
	32784 003	MAINTENANCE / INSPECTION (FUNDAMENTAL)					
	32784 003.001	Maintenance Systems	2014-06-02	2014-06-24			
	32784 003.002	Inspection Systems	2014-06-02	2014-06-24			
	32784 003.003	Understand Acceptance / Transfer Inspection of Aircraft	2014-06-02	2014-06-24			
	32784 003.004	Understand Isochronal Phase (A / C checks)	2014-06-02	2014-06-24			
	32784 003.005	Understand Other Scheduled Maintenance Inpsections (HSC / Refurb / etc)	2014-06-02	2014-06-24			
	32784 003.006	Perform Aircraft / Equipment Forms Reviews T.O. 00-20-1	2014-06-02	2014-06-24			
	32784 004.001	GO81					
	32784 004 001.001	Use GO81	2014-06-02	2014-06-24			
	32784 005	SUPERVISION (FUNDAMENTAL)					
	32784 005.001	Orient New Personnel	2014-06-02	2014-06-24			
	32784 005.002	Assign Personnel to Work Crews	2014-06-02	2014-06-24			
	32784 005.003	Plan Work Assignments and Priorities	2014-06-02	2014-06-24			
	32784 005.004	Schedule Work Assignments	2014-06-02	2014-06-24			
	32784 005.005	Aircraft Generation	2014-06-02	2014-06-24			
	32784 005.006	Establish					
	32784 005 006.001	Work Methods	2014-06-02	2014-06-24			
	32784 005 006.002	Controls	2014-06-02	2014-06-24			
	32784 005 006.003	Performance Standards	2014-06-02	2014-06-24			
	32784 005 006.004	Personal Accountability	2014-06-02	2014-06-24			
	32784 005 006.005	Evaluate Work Performance of Subordinate Personnel	2014-06-02	2014-06-24			
	32784 005 006.006	Resolve Technical Problems of Subordinate Personnel	2014-06-02	2014-06-24			
	32784 005 006.007	Initiate Action to Correct Substandard Performance by Personnel	2014-06-02	2014-06-24			
	32784 006	TRAINING (FUNDAMENTAL)					
	32784 006.002	Maintain	2014-06-02	2014-06-24			
	32784 006.003	Interpret	2014-06-02	2014-06-24			
	32784 007	AF SUPPLY DISC PL NE (FUNDAMENTAL)					

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32784 007.001	Research Parts	2014-06-02	2014-06-24			
	32784 007.002	Property Accountabliity	2014-06-02	2014-06-24			
	32784 007.003	Principles of Supply	2014-06-02	2014-06-24			
	32784 007.004	Issue and Turn-In Procedures	2014-06-02	2014-06-24			
	32784 007.005	Use Issue and Turn-In Forms	2014-06-02	2014-06-24			
	32784 007.006	Tail and Bin Number (TNB)	2014-06-02	2014-06-24			
	32784 008	FLIGHT LINE EXPEDITOR					
	32784 008.001	Participate in a Week Long Ride-Along with Flight Line Expeditor	2014-06-02	2014-06-24			
	32784 008.002	Aircraft Inspections Concept	2014-06-02	2014-06-24			
	32784 009	PRODUCTION SUPERINTENDANT					
	32784 009.001	Participate in a Week Long Ride-Along with Production Superintendant	2015-04-13	2015-04-20			
	32784 009.002	Coordinate Aircraft / Equipment Flying Schedule	2015-04-13	2015-04-20			
	32784 009.003	Understand Deviation Codes	2015-04-06	2015-04-12			
	32784 009.004	Mission Capable (MICAP) Requirments	2015-04-06	2015-04-12			
	32784 009.005	Maintenance Repair Team (MRT) Tasking Process	2015-04-06	2015-04-12			
	32784 009.006	Cannibaliztion (CANN) Reporting	2015-04-06	2015-04-12			
	32784 009.007	Perform Exceptional Release (ER)	2015-04-13	2015-04-20			
	32784 009.008	107 Database (eDARS)	2015-07-27	2015-08-14			
	32784 009.009	Aircraft Impoundment AFI21-101, AMCSUP 1	2015-04-06	2015-04-12			
	32784 009.010	Utilize / Explain Maint. Management Metrics to Include: AATTs, Break Rate, CANN Rate, Deferred / Delayed Discrep Rate, Departure (Logistics) Reliability Rate, Fix Rate, Mission Capable Rate, Repeat / Recurring Rate Maintenance Metrics Handbook, AFI 21-101 Chpt 7	2015-04-06	2015-04-12			
	32784 010	Primary AFSC Red X					
	32784 010.001	Clear Red X (Primary AFSC) AFI 21-101, Applicable 00-20 series TOs	2015-01-01	2015-01-07			
	32784 010.002	Perform In-Progress-Inspections (PI) (Primary AFSC)AFI 21-101, Applicable 00-20 series TOs, Local Operating Instructions (OIs)	2015-01-01	2015-01-07			
	32797 001	Team Communication AMCI21-104 Attachment 5 task A5.17	2013-02-10	2014-01-30			
	32797 003	Disconnect/Reconnect AIrcraft Batteries 1C-10(K)A-2-24	2010-09-15	2010-10-14			
	32797 004	Install/Remove Brake Inoperative Jumper Kit 1C-10(K)A-2-32	2011-02-23	2011-07-12			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2010-04-01	2010-04-30			
	32797 007	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2009-10-27	2010-10-15			
	32797 008	Engine Operation 1C-10(K)A-2-71	2011-09-22	2011-09-22			
	32797 009	Tail Cone Work Platform 1C-10(K)A-2-53	2013-02-10	2014-01-30			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2010-04-01	2010-04-30			
	32797 010.002	Perform Pre-use Inspection and Operate	2010-04-01	2010-04-30			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2010-04-01	2010-04-30			
	32797 011.002	Perform Pre-use Inspection and Operate	2010-04-01	2010-04-30			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2011-08-01	2011-09-01			
	32797 012.002	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2010-09-15	2010-10-14			
	32797 012.003	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2010-09-15	2010-10-14			
	32797 014	Hydraulic 7 Level SCR 660th AMXS					
	32797 014.002	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2010-09-06	2010-10-04			
	32797 014.003	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2010-09-06	2010-10-04			
	32797 014.004	Perform PI (Primary AFSC) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2010-09-06	2010-10-04			
	32797 014.005	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2010-09-06	2010-10-04			
	32797 014.006	Landing Gear Retraction Supervisor AFI 21-101	2012-11-01	2012-12-12			
	32797 015	Tow Team Assistant 1C-10(K)A-2-9-10-00					
	32797 015.003	Perform as brake operator 1C-10(K)A-2-9-10-00	2014-01-01	2014-01-30			
	32797 015.004	Perform as wing/tail walker 1C-10(K)A-2-9-10-00	2013-02-10	2014-01-30			
	32923 001	Review Production Master Training Plan 660th Production Master Training Plan	2015-10-01	2015-10-13			
	32923 002	Land Mobile Radio (LMR) Familiarization	2015-10-01	2015-10-13			
	32923 003	Understand / Interpret / Implement Aircraft Configuration Changes	2015-10-01	2015-10-13			
	32923 004	Understand / Interpret / Implement Specific Disaster Control Duties	2015-10-01	2015-10-13			
	32923 005	Utilize / Implement On-Base Disaster Map with Cordon Overlay	2015-10-01	2015-10-13			
	32923 006	Understand Aircraft Movement Codes	2015-10-01	2015-10-13			
	32923 007	Understand QA Inspection Process; UCR, DSV, PE, SI, TDV	2015-10-01	2015-10-13			
	32923 008	Review Operating Instructions (OI) https //60mxg travis af.mil/mi/ TAFB / 60 MXG / Squadron (OI)	2015-10-01	2015-10-13			
	32923 009	Review 60 AMW OPLAN	2015-10-01	2015-10-13			
	32923 010	Review Local In-Progress-Inspection (IPI) Listing	2015-10-01	2015-10-13			
	32923 011	Review Quick Reaction Checklist (QRC)	2015-10-01	2015-10-13			
	32923 012	Review Local Security Procedures	2015-10-01	2015-10-13			
	32923 013	Review Crash Damage or Disabled Aircraft Recovery (CDDAR) Procedures and Local Procedures AFI21-101, AMCSUP 1	2015-10-01	2015-10-13			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32923 014	Review Local Debrief Procedures	2015-10-01	2015-10-13			
	32923 015	Review Lost Tool Procedures	2015-10-01	2015-10-13			
	32923 016	Review Special Certification Roster (SCR) Requirements	2015-10-01	2015-10-13			
	32923 017	Review Single Oil Analysis Program (SOAP) Procedures	2015-10-01	2015-10-13			
	32923 018	Review Risk Assemsment Management (RAM) Procedures	2015-10-01	2015-10-13			
	32923 019	Operate Turbo Style Wind Meter	2015-10-01	2015-10-13			
	32923 020	Team Communication AMCI21-104 Attachment 5 task A5.17	2015-11-13	2015-11-16			
	32923 022	Disconnect/Reconnect AIrcraft Batteries 1C-10(K)A-2-24	2015-11-13	2015-11-16			
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-11-13	2015-11-16			
	32923 028	Tail Cone Work Platform 1C-10(K)A-2-53	2015-11-13	2015-11-16			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2015-11-13	2015-11-16			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2015-11-13	2015-11-16			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2015-11-13	2015-11-16			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2015-11-13	2015-11-16			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2015-11-13	2015-11-16			
	32923 031 001.001	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2015-11-13	2015-11-16			
	32923 031 001.002	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2015-11-13	2015-11-16			
	32923 033	Hydraulic 7 Level SCR 660th AMXS					
	32923 033.001	Sign/Clear Red X (Primary AFSC)(KC-10) AFI 21-101 IAW T 0. 00-20-1	2015-11-13	2015-11-16			
	32923 033 001.001	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2015-11-13	2015-11-16			
	32923 033 001.002	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2015-11-13	2015-11-16			
	32923 033 001.003	Perform PI (Primary AFSC)(KC-10) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2015-11-13	2015-11-16			
	32923 033 001.004	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2015-11-13	2015-11-16			
	32923 033 001.005	Landing Gear Retraction Supervisor AFI 21-101	2015-11-13	2015-11-16			
	32923 057	SPECIAL CERTIFICATION TASKS (797) RED-X QUALIFICATIONS					
	32923 057 001.001	AUTHORIZE NOT REPA RABLE THIS STATION (NSP 000050) AMCI 21-101	2015-11-13	2015-11-16			
	32923 057 001.002	CLEAR REPEAT / RECUR DISCREPANC ES (INSP 000090) AMCI 21-101	2015-11-13	2015-11-16			
	32923 057 001.003	CLEAR COULD NOT DUPLICATE (CND) DISCREPANC ES (INSP 000095) AMCI 21-101	2015-11-13	2015-11-16			
	32923 057 001.005	CLEAR RED X (PR MARY AFSC) (C5 000708) AMCI 21-101, -104, T.O. 00-20 SERIES	2015-11-13	2015-11-16			
	32923 057 001.006	PERFORM IPI (PR MARY AFSC) (C5 000715) AMCI 21-101, 104, T.O. 00-20 SERIES	2015-11-13	2015-11-16			
	32923 073	SPECIAL CERTIFICATION ROSTER ITEMS					
	32923 073 001.005	SIGN CONDITION TAGS (C-17) (7-Level or civilian equivalent)(5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-125 and AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.006	NRTS (C-17) (7-skill level or civilian equivalent) AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.007	CLEAR REPEAT RECURR NG DISC (C-17) (7-Level or civilian equivalent (5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-122 and AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.008	COULD NOT DUPLICATE (C-17) (CND) (7-Level or civilian equivalent w/12 mths on MDS)(5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-122 and AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.009	CLEAR RED X (C-17) (Pri AFSC) (7-Level or civilian equivalent (5-Level Waiver MUST BE APPROVED BY GP/CC) AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.010	10.13 IPI RED X (C-17) (Pri AFSC) (7-Level or civilian equivalent (5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-114 and AFI 21-101	2015-11-13	2015-11-16			
	32923 094	MAINTENANCE MANAGEMENT (FUNDAMENTAL)					
	32923 094.001	Maintenance Group Organizational Structure	2015-10-01	2015-10-13			
	32923 094 001.001	Basic Functuions Within Maintenance Complex	2015-10-01	2015-10-13			
	32923 094 001.002	Tour base facilities: Supply, Command Post, Base Operations, PAX Terminal, Fleet Service, P and S, Operations, MOCC, MXS, NDI shop, AMUs, Fire Department , etc.	2015-10-01	2015-10-13			
	32923 094 001.003	Status Reporting / ETIC	2015-10-01	2015-10-13			
	32923 094 001.004	Mission Essential System List (MESL)	2015-10-01	2015-10-13			
	32923 094 001.005	Minimum Equipment List (MEL)	2015-10-01	2015-10-13			
	32923 095	MAINTENANCE / INSPECTION (FUNDAMENTAL)					
	32923 095.001	Maintenance Systems	2015-10-01	2015-10-13			
	32923 095 001.001	Inspection Systems	2015-10-01	2015-10-13			
	32923 095 001.002	Understand Acceptance / Transfer Inspection of Aircraft	2015-10-01	2015-10-13			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32923 095 001.003	Understand Isochronal Phase (A / C checks)	2015-10-01	2015-10-13			
	32923 095 001.004	Understand Other Scheduled Maintenance Inpsections (HSC / Refurb / etc)	2015-10-01	2015-10-13			
	32923 095 001.005	Perform Aircraft / Equipment Forms Reviews T.O. 00-20-1	2015-10-01	2015-10-13			
	32923 096	AUTOMATED MAINTENANCE SYSTEM (FUNDAMENTAL)					
	32923 097	GO81					
	32923 097.001	Use GO81	2015-10-01	2015-10-13			
	32923 098	SUPERVISION (FUNDAMENTAL)					
	32923 098.001	Orient New Personnel	2015-10-01	2015-10-13			
	32923 098 001.001	Assign Personnel to Work Crews	2015-10-01	2015-10-13			
	32923 098 001.002	Plan Work Assignments and Priorities	2015-10-01	2015-10-13			
	32923 098 001.003	Schedule Work Assignments	2015-10-01	2015-10-13			
	32923 098 001.004	Aircraft Generation	2015-10-01	2015-10-13			
	32923 099	Establish					
	32923 099.001	Work Methods	2015-10-01	2015-10-13			
	32923 099 001.001	Controls	2015-10-01	2015-10-13			
	32923 099 001.002	Performance Standards	2015-10-01	2015-10-13			
	32923 099 001.003	Personal Accountability	2015-10-01	2015-10-13			
	32923 099 001.004	Evaluate Work Performance of Subordinate Personnel	2015-10-01	2015-10-13			
	32923 099 001.005	Resolve Technical Problems of Subordinate Personnel	2015-10-01	2015-10-13			
	32923 099 001.006	Initiate Action to Correct Substandard Performance by Personnel	2015-10-01	2015-10-13			
	32923 103	FCC - HYD CUT Special Certifications 2A6X5					
	32923 103.001	Maintain	2015-10-01	2015-10-13			
	32923 104	FCC - HYD CUT Tasks 2A6X5					
	32923 104.001	Interpret	2015-10-01	2015-10-13			
	32923 106	FCC - ELEN CROSS UT LIZATION TRAINING 2A6X6					
	32923 106.001	Research Parts	2015-10-01	2015-10-13			
	32923 107	FCC - ELEN CUT Special Certifications 2A6X6					
	32923 107.001	Property Accountabliity	2015-10-01	2015-10-13			
	32923 108	FCC - ELEN CUT Tasks 2A6X6					
	32923 108.001	Principles of Supply	2015-10-01	2015-10-13			
	32923 108 001.001	Issue and Turn-In Procedures	2015-10-01	2015-10-13			
	32923 108 001.002	Use Issue and Turn-In Forms	2015-10-01	2015-10-13			
	32923 108 001.003	Tail and Bin Number (TNB)	2015-10-01	2015-10-13			
	32923 109	FLIGHT LINE EXPEDITOR					
	32923 109.001	Participate in a Week Long Ride-Along with Flight Line Expeditor	2015-10-01	2015-10-13			
	32923 109 001.001	Aircraft Inspections Concept	2015-10-01	2015-10-13			
	32923 110	PRODUCTION SUPERINTENDANT					
	32923 110.001	Participate in a Week Long Ride-Along with Production Superintendant	2015-11-10	2015-11-10			
	32923 110 001.001	Coordinate Aircraft / Equipment Flying Schedule	2015-11-10	2015-11-10			
	32923 110 001.002	Understand Deviation Codes	2015-11-10	2015-11-10			
	32923 110 001.003	Mission Capable (MICAP) Requirments	2015-11-10	2015-11-10			
	32923 110 001.004	Maintenance Repair Team (MRT) Tasking Process	2015-11-10	2015-11-10			
	32923 110 001.005	Cannibaliztion (CANN) Reporting	2015-11-10	2015-11-10			
	32923 110 001.006	Perform Exceptional Release (ER)	2015-11-10	2015-11-10			
	32923 110 001.007	107 Database (eDARS)	2015-11-10	2015-11-10			
	32923 110 001.008	Aircraft Impoundment AFI21-101, AMCSUP 1	2015-11-10	2015-11-10			
	32923 110 001.009	Utilize / Explain Maint. Management Metrics to Include: AATTs, Break Rate, CANN Rate, Deferred / Delayed Discrep Rate, Departure (Logistics) Reliability Rate, Fix Rate, Mission Capable Rate, Repeat / Recurring Rate Maintenance Metrics Handbook, AFI 21-101 Chpt 7	2015-11-10	2015-11-10			
	32923 111	Primary AFSC Red X					
	32923 111.001	Clear Red X (Primary AFSC) AFI 21-101, Applicable 00-20 series TOs	2015-11-10	2015-11-10			
	32923 111 001.001	Perform In-Progress-Inspections (PI) (Primary AFSC)AFI 21-101, Applicable 00-20 series TOs, Local Operating Instructions (OIs)	2015-11-10	2015-11-10			

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
SSgt MM2	Staff Sergeant	2A655

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2016-11-01

Individual Training Record

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A5X1 AND 2A5X4-000 001 Career Ladder Progression- 1 Oct 2016 TR: Air Force Enlisted Classification Directory (AFECD)														
2A5X1 AND 2A5X4-000 001.002 Duties of AFSC		2013-03-04	2013-04-25				A	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003 AF CONSOLIDATED OCCUPATIONAL SAFETY NSTRUCTION TR: AFIs 11-218, 21-101 and 91-203; and applicable aircraft TOs														
2A5X1 AND 2A5X4-000 003.002 Safety precautions pertaining to aircraft maintenance														
2A5X1 AND 2A5X4-000 003.002.005 Ground handling of aircraft		2013-03-04	2013-04-25				A	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.006 Hot brakes		2013-03-04	2013-04-25				A	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 008 MAINTENANCE DATA DOCUMENTATION (MDD) TR: AFI 21-101; TO 00-20 Series; applicable aircraft -06 Work Unit Code Manuals; Integrated Maintenance Data System (IMDS) on-line help screens; G0-81 on-line help screens														
2A5X1 AND 2A5X4-000 008.002 Aircraft and supporting maintenance records														
2A5X1 AND 2A5X4-000 008.002.003 Document AFTO Form 781H		2013-03-04	2013-04-25				1b	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.004 Document AFTO Form 781A		2013-03-04	2013-04-25				1b	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.005 Document AFTO Form 781J		2013-03-04	2013-04-25				1b	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.006 Document AFTO Form 781K		2013-03-04	2013-04-25				1b	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 020 SUPPORT EQUIPMENT TR: Applicable AFOSH STDs and TO 35A4 series as applicable														
2A5X1 AND 2A5X4-000 020.005 Oxygen servicing equipment TR: TO 15X-1-1, 37C2-8- as applicable														
2A5X1 AND 2A5X4-000 020.005.002 Gaseous oxygen (GOX)														
2A5X1 AND 2A5X4-000 020 005.002.001 Purpose and description		2013-03-04	2013-04-25				A	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020 005.002.002 Perform pre-use inspection and operate		2013-03-04	2013-04-25				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 020.015 Gaseous nitrogen servicing equipment TR: TO 35D3- series as applicable														
2A5X1 AND 2A5X4-000 020.015.001 Purpose and description		2013-12-10	2014-01-10				A	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020.015.002 Perform pre-use inspection and operate		2013-12-10	2014-01-10				-	-	-	-	-	-	-	
2A5X4-003 001 A RCRAFT GENERAL TR: TO 1C-135-2-2-2														
2A5X4-003 001.002 Periodic/isochronal inspection concepts and inspections TR: TO 00-20 series and applicable 1C-135-6 TOs														
2A5X4-003 001.002.002 Perform inspections														
2A5X4-003 001.002.002 001 Preflight	5	2013-02-18	2013-07-16				2b	-	-	-	-	-	-	
2A5X4-003 001.002.002 003 Thruflight	5	2013-02-18	2013-07-16				2b	-	-	-	-	-	-	
2A5X4-003 001.002.002 004 Hourly post-flight	5	2013-02-18	2013-07-16				2b	-	-	-	-	-	-	
2A5X4-003 001.003 Aircraft communications equipment TR: TOs 1C-135-2-11-40 and 1C-135-2-11-40-1														
2A5X4-003 001.003.001 Operate radio	5	2014-02-01	2014-03-03				-	-	-	-	-	-	-	
2A5X4-003 001.003.002 Use interphone	5	2014-02-01	2014-03-03				2b	-	-	-	-	-	-	
2A5X4-003 001.004 Perform ground handling TR: AFI 11-218, applicable AFI 91 series, and TOs 00-25-172, 1C-135-1, and 1C-135-2														
2A5X4-003 001.004.001 Launch aircraft	5	2013-03-04	2013-04-25				a	-	-	-	-	-	-	
2A5X4-003 001.004.002 Call flight controls	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-	
2A5X4-003 001.004.003 Recover aircraft	5	2013-03-04	2013-04-25				a	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X4-003 001.004.005 Tow aircraft													
2A5X4-003 001.004.005 004 Tow team supervisor	7	2013-12-10	2014-01-10				-	-	-	-	-	-	-
2A5X4-003 001.004.006 Jack and level aircraft													
2A5X4-003 001.004.006 001 Jacking team member		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X4-003 001.004.006 002 Leveling scale (plumb bob) operator		2014-03-12	2014-04-01				-	-	-	-	-	-	-
2A5X4-003 001.004.006 005 Axle jacking	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 001.005 Compute center of gravity TR: Applicable aircraft 1C-135-2, 1C-135-5, and 1C-135-21 series TOs	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 001.007 Configure/reconfigure aircraft TR: Applicable 1C-135-2 and 1C-135-21 series TOs													
2A5X4-003 001.007.001 Rolling stock/palletized cargo		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.007.002 Passenger/personnel		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.007.003 Distinguished Visitor (DV)		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.009 Cargo roller system TR: Applicable 1C-135-2 and 1C-135-21 series TOs													
2A5X4-003 001.009.001 Remove/install		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.009.002 Troubleshoot/repair		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.011 Use aircraft TOs TR: TO 00-5-1	5	2013-03-04	2013-04-25				3c	-	-	-	-	-	-
2A5X4-003 002 A RFRAME TR: Applicable 1C-135-2 and 1C-135-3 series TOs													
2A5X4-003 002 001.001.002 0 2016228.181306 Alert 5A		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X4-003 002 001.001.003 0 2016228.181306 Alert 5B		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X4-003 002 001.001.004 0 2016228.181457 Quick Turn		2013-02-18	2013-07-16				-	-	-	-	-	-	-
2A5X4-003 002.003 Operate													
2A5X4-003 002.003.001 Crew entry door	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 002.003.002 Cargo door	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 002.003.003 Emergency exit hatch	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 002.003.004 Wheel well doors	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003 LAND NG GEAR SYSTEMS TR: Applicable 1C-135-2 series and 1C-135-2-7-1-2 TOs													
2A5X4-003 003.004 Service													
2A5X4-003 003.004.001 Snubber	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.004.002 Centering cylinder	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.004.003 Landing gear struts													
2A5X4-003 003.004.003 004 Inflate	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.004.004 Tires	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.006 Remove/install													
2A5X4-003 003.006.003 Wheel and tire assemblies TR: 1C-135-2-7-1, 4W-1-61, and 4T-1-3 TOs													
2A5X4-003 003.006.003 001 Nose	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.006.003 002 Main	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.006.004 Anti-skid transducer	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.006.005 Carbon brake assemblies	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.007 Bleed brake assembly (carbon)	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.008	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Determine serviceability of aircraft tires TR: TO 4T-1-3													
2A5X4-003 004 UTILITY SYSTEMS TR: TO 00-25-172 and applicable 1C-135-2 and 1C-135-6 series TOs													
2A5X4-003 004.004 Service oxygen system													
2A5X4-003 004.004.001 Gaseous oxygen (if equipped)	5	2013-07-01	2013-08-01				2b	-	-	-	-	-	-
2A5X4-003 007 ENG NES AND AUXILIARY POWER UNIT (APU) TR: AFI 11-218, applicable AFI 91 series, 1C-135-2 series and engine related TOs													
2A5X4-003 007.001 Components and system operation		2012-05-21	2012-05-21				A	-	-	-	-	-	-
2A5X4-003 007.004 Operate													
2A5X4-003 007.004.002 APU (if equipped)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A5X4-003 007.005 Service													
2A5X4-003 007.005.001 Oil system	5	2013-07-01	2013-08-01				a	-	-	-	-	-	-
2A5X4-003 007.005.002 Constant Speed Drive (CSD)/Integrated Drive Generator (IDG)		2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 007.005.004 APU (if equipped)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A5X4-003 007.010 Inspect APU TR: Applicable -6 TOs		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A5X4-003 008 A RCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFI 91 series and 1C-135-2 series TOs													
2A5X4-003 008.003 Perform ground fuel transfer													
2A5X4-003 008.003.001 Wing tank transfer	5	2013-12-10	2014-01-10				a	-	-	-	-	-	-
2A5X4-003 008.003.002 Body tank transfer	5*R	2013-12-10	2014-01-10				-	-	-	-	-	-	-
2A5X4-003 008.004 Refuel aircraft													
2A5X4-003 008.004.001 Team panel operator	5	2013-03-04	2013-04-25				a	-	-	-	-	-	-
2A5X4-003 008.004.002 Team supervisor	7	2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 008.005 Defuel aircraft													
2A5X4-003 008.005.001 Team panel operator	5*R	2013-03-04	2013-04-25				a	-	-	-	-	-	-
2A5X4-003 008.005.002 Team supervisor	7*R	2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 008.007 Prepare aircraft for fuel cell maintenance		2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 008.008 In-Flight Refueling (IFR) system TR: Applicable 1C-135-2 series TOs													
2A5X4-003 008.008.002 Boom TR: TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1 TOs													
2A5X4-003 008.008.002 004 Service shock absorber		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A5X4-003 008.008.002 006 Service surge boots		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A5X4-003 008.008.002 007 Remove/install ruddevators		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A5X4-003 009 ELECTRICAL SYSTEMS TR: Applicable 1C-135A-2 and 1C-135(K)R-2 seriesTOs													
2A5X4-003 009 001.003.001 0 2016228 215557 Team member	5	2013-03-04	2013-04-25				b	-	-	-	-	-	-
2A5X4-003 009 001.004.001 0 2016228 215557 Team member	5	2013-03-04	2013-04-25				b	-	-	-	-	-	-
2A5X4-003 009.004 Remove/install													
2A5X4-003 009.004.003 Batteries	5	2013-02-18	2013-02-21				2b	-	-	-	-	-	-
2A6X2 013 TOWING VEHICLES AFI 13-213 / AFI 91-207 / Applicable TOs													
2A6X2 013.006 Follow Pintle Hook Procedures		2012-08-01	2012-08-10				2b	-	-	-	-	-	-
2A6X5-000 001													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)													
2A6X5-000 001.001 Definition of OPSEC		2012-05-21	2012-05-21				A	-	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211													
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.004.0.2014153.134750 Use MAJCOM/FOA EEFIs		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2012-05-21	2012-05-21				A	-	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 002.006 Confined Spaces		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.001 In shop		2012-10-25	2012-10-25				2b	-	b	-	-	-	-
2A6X5-000 002.007.002 On flightline		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2012-05-21	2012-05-21				b	-	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2012-10-25	2012-10-25				-	-	a	-	-	-	-
2A6X5-000 002.007.006 Mishap Prevention Tags		2016-04-27	2016-05-04				-	-	a	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2012-10-25	2012-10-25				-	-	B	-	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2012-05-21	2012-05-21				-	-	A	-	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 003.003 Storage and labeling		2012-10-25	2012-10-25				A	-	A	-	-	-	-
2A6X5-000 003.004 Proper disposal		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 003.005 Section fluid spill response procedures		2016-04-27	2016-05-04				-	-	-	-	-	-	-
2A6X5-000 003.006 Personnel contamination response		2016-04-27	2016-05-04				-	-	-	-	-	-	-
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives													
2A6X5-000 004.001 Maintenance Group Organizational Structure		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 004.004 Principles of Risk Management (RM)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 004.005 Familiar with federal/local Precious Metal Program		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 005.004 Perform other scheduled maintenance inspections (e g. Home Station Check (HSC), refurb, HPO, Letter Checks, etc.)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2012-05-21	2012-05-21				B	-	-	-	-	-	-
2A6X5-000 006.003 Use maintenance data collection forms		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2016-01-12	2016-01-15				-	-	-	-	-	-	-
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1													
2A6X5-000 006.005.001 Use GO81	5	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006 006.001.0.2014153.160606 Use GO81	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 002 Use AFTO Form 781H	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 004 Use AFTO Form 95		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2012-05-21	2012-05-21				b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.001 Maintenance training principles		2015-12-08	2015-12-14				A	-	B	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.003 Plan and supervise OJT		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.001 Upgrade		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 008.005 Comply with Time Compliance TOs	7	2012-05-21	2012-05-21				b	-	-	-	-	-	-
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2016-03-24	2016-03-24				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556,TO 00-25-195, AFMAN 23-110, TO 00-35D-54,TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 009.002 Initiate Deficiency Report	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2012-05-21	2012-05-21				2b	-	a	-	-	-	-
2A6X5-000 009.004.003 Process repairable assets due-in from maintenance (DIFM)	7	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 009.004.004 Determine asset repairability (SMR) TO 00-25-19	7	2015-12-08	2015-12-14				-	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 009.005 Materiel management fundamentals		2012-05-21	2012-05-21				-	-	A	-	-	-	-
2A6X5-000 009.006 Standard base supply system (SBSS)		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 009.007 Fed log/webFLIS		2012-05-21	2012-05-21				-	-	A	-	-	-	-
2A6X5-000 009.008 Depot level repairable		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 009.009	7	2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Maintain supply records (D04, D23, D19, D18, M04,Q04)													
2A6X5-000 009.009.0.2014153.190156 Funds management		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 009.010 Equipment Management		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 004 Electronic measuring devices		2016-04-27	2016-05-04				-	-	-	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 010.004.001 Component identification/serviceability		2012-05-21	2012-05-21				A	-	A	-	-	-	-
2A6X5-000 010.004.002 Determine serviceability	5	2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-000 010.004.003 Remove/Install		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 010.004.004 Fabricate													
2A6X5-000 010.004.004 001 Machine		2012-10-25	2012-10-25				b	-	b	-	-	-	-
2A6X5-000 010.004.004 002 Hand	5	2012-05-21	2012-05-21				b	-	b	-	-	-	-
2A6X5-000 010.004.005 Test	5	2012-05-21	2012-05-21				1b	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-000 010.005.005 Test	5	2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 010.005.006 Remove/Install		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
Remove/reseal/install														
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs														
2A6X5-000 011.001 Principles of flight		2012-05-21	2012-05-21				B	-	B	-	-	-	-	
2A6X5-000 011.002 Aircraft designation system		2012-10-02	2012-10-23				B	-	-	-	-	-	-	
2A6X5-000 011.003 Major aircraft systems		2012-05-21	2012-05-21				B	-	-	-	-	-	-	
2A6X5-000 011.004 Location of structural components		2012-05-21	2012-05-21				B	-	-	-	-	-	-	
2A6X5-000 011.005 Corrosion Control		2015-12-08	2015-12-14				A	-	B	-	-	-	-	
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs														
2A6X5-000 012.001 DC fundamentals		2012-05-21	2012-05-21				A	-	B	-	-	-	-	
2A6X5-000 012.002 AC fundamentals		2012-05-21	2012-05-21				A	-	B	-	-	-	-	
2A6X5-000 012.003 Operational fundamentals of basic circuits		2012-05-21	2012-05-21				A	-	B	-	-	-	-	
2A6X5-000 012.004 Use Schematics and Diagrams	7	2015-12-08	2015-12-14				1b	-	b	-	-	-	-	
2A6X5-000 012.005 Troubleshoot circuits		2016-04-27	2016-05-04				1b	-	b	-	-	-	-	
2A6X5-000 012.006 Aircraft guarded switches		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs														
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2012-05-21	2012-05-21				B	-	B	-	-	-	-	
2A6X5-000 013.002 Use Schematics and Diagrams	5	2012-05-21	2012-05-21				1b	-	b	-	-	-	-	
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2012-05-21	2012-05-21				B	-	B	-	-	-	-	
2A6X5-000 013.003 Logical Troubleshooting Method		2012-10-25	2012-10-25				A	-	A	-	-	-	-	
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQU PMENT Applicable Equipment TOs														
2A6X5-000 014.001 Shop Equipment														
2A6X5-000 014.001.001 Hose Cutoff Machine														
2A6X5-000 014.001.001 001 Operate		2012-05-21	2012-05-21				b	-	b	-	-	-	-	
2A6X5-000 014.001.001 002 Maintain		2012-10-25	2012-10-25				-	-	b	-	-	-	-	
2A6X5-000 014.001.002 Hose Assembly Machine														
2A6X5-000 014.001.002 001 Operate		2012-05-21	2012-05-21				b	-	b	-	-	-	-	
2A6X5-000 014.001.002 002 Maintain		2012-10-25	2012-10-25				-	-	b	-	-	-	-	
2A6X5-000 014.001.003 Hydraulic Component Test Stand														
2A6X5-000 014.001.003 001 Operate		2012-10-25	2012-10-25				2b	-	b	-	-	-	-	
2A6X5-000 014.001.003 003 Maintain		2012-10-25	2012-10-25				-	-	b	-	-	-	-	
2A6X5-000 014.001.003 004 Connect to components		2012-10-25	2012-10-25				2b	-	-	-	-	-	-	
2A6X5-000 014.001.003 005 Troubleshoot		2012-10-25	2012-10-25				-	-	-	-	-	-	-	
2A6X5-000 014.001.003 006 Repair		2012-10-25	2012-10-25				-	-	-	-	-	-	-	
2A6X5-000 014.002 Operate Ground Support Equipment														
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-	
2A6X5-000 014.002.002 External power units		2012-05-21	2012-05-21				b	-	b	-	-	-	-	
2A6X5-000 014.002.003 Nitrogen servicing carts		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-000 014.002.004 Air compressor units		2012-05-21	2012-05-21				-	-	b	-	-	-	-	
2A6X5-000 014.002.005 Hydraulic servicing carts		2012-05-21	2012-05-21				2b	-	-	-	-	-	-	
2A6X5-000 014.002.006 Maintenance stands	5	2012-05-21	2012-05-21				-	-	b	-	-	-	-	
2A6X5-000 014.002.007 Air conditioner		2012-10-25	2012-10-25				-	-	-	-	-	-	-	
2A6X5-000 014.002.009		2012-05-21	2012-05-21				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Ground Heater													
2A6X5-000 014.002.010 Light Carts		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.015 Portable hydraulic fluid purifier		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-001 001 COMMON FLIGHTLINE MAINTENANCE PRACTICES 00-25-172, applicable abbreviated equipment and aircraft TOs													
2A6X5-001 001.001 Perform aircraft safe for maintenance	5	2012-05-21	2012-05-21				1b	-	-	-	-	-	-
2A6X5-001 001.002 Ground aircraft or equipment	5	2016-04-27	2016-05-04				1b	-	-	-	-	-	-
2A6X5-001 001.004 Install and remove ground safety devices		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-001 001.005 Refuel/defuel Team Member		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 001.006 Open and close engine cowling		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 001.007 Remove/install aircraft access panels	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 001.008 Use interphone		2016-07-06	2016-07-11				-	-	-	-	-	-	-
2A6X5-001 001.009 Marshall aircraft		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 001.010 Apply / Disconnect External Hydraulic Power	5	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 001.011 Apply / Disconnect External Electrical Power	5	2016-07-07	2016-07-11				2b	-	-	-	-	-	-
2A6X5-001 002 HYDRAULIC POWER SYSTEMS Aircraft TOs													
2A6X5-001 002.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 002.002 Perform Operational Check	5	2016-07-20	2016-07-29				2b	-	b	-	-	-	-
2A6X5-001 002.003 Inspect System Components	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 002.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 002.007 Service Accumulator		2016-07-20	2016-07-29				2b	-	b	-	-	-	-
2A6X5-001 002.008 Service Reservoir		2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 002.009 Bleed Hydraulic System		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-001 002.010 Remove / Install Components													
2A6X5-001 002.010.001 Pumps		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-001 002.010.002 Motors		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.003 Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.004 Filters		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.005 Reservoirs		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-001 002.010.006 Manifolds		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.007 Accumulators		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.008 Indicating Devices		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.011 Repair / Overhaul Components													
2A6X5-001 002.011.002 Filter Assemblies		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 003 LAND NG GEAR SYSTEMS Applicable aircraft TOs													
2A6X5-001 003.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 003.002 Perform operational check of normal system		2012-05-21	2012-05-21				1b	-	-	-	-	-	-
2A6X5-001 003.003 Perform operational check of emergency system		2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 003.004	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Inspect System Components													
2A6X5-001 003.005 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 003.006 Service Struts		2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 003.007 Bleed landing gear system		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-001 004 NOSE WHEEL STEERING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 004.001 Operational Fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 004.002 Perform Operational Check	5	2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 004.003 Inspect System Components	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 004.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 004.005 Bleed system		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 004.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007 Remove / Install Components													
2A6X5-001 004.007.001 Actuators		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007.002 Manifolds		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007.003 Valves		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007.004 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-001 005.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 005.002 Perform Operational Check	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.003 Inspect System Components	7	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 005.005 Bleed brake system		2016-07-20	2016-07-29				-	-	b	-	-	-	-
2A6X5-001 005.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.007 Remove / Install Components													
2A6X5-001 005.007.001 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.007.002 Manifolds		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 005.007.003 Accumulators		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.007.004 Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 005.007.005 Brake Assemblies		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-001 006.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 006.002 Perform Operational Check	5	2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 006.003 Inspect System Components	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 006.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				2b	-	b	-	-	-	-
2A6X5-001 006.005 Bleed flight control system		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-001 006.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007 Remove / Install Components													
2A6X5-001 006.007.001 Actuators		2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 006.007.002 Motors		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007.003 Valves		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007.004 Manifolds		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007.005 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007 WEAPONS/CARGO DOOR SYSTEMS Applicable Aircraft TOs													
2A6X5-001 007.001 Operational fundamentals		2016-07-20	2016-07-29				A	-	B	-	-	-	-
2A6X5-001 007.002	5	2016-07-20	2016-07-29				1b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Operational Check													
2A6X5-001 007.003 Inspect System Components	7	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				-	-	b	-	-	-	-
2A6X5-001 007.005 Bleed system		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 007.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007 Remove / Install Components													
2A6X5-001 007.007.001 Actuators		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.002 Motors		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.003 Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 007.007.004 Manifolds		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.005 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.006 Pumps		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 008 A R REFUELING RECEIVER SYSTEM Applicable Aircraft TOs													
2A6X5-001 008.001 Operational fundamentals		2016-10-02	2016-10-05				A	-	B	-	-	-	-
2A6X5-001 009 NFLIGHT REFUELING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 009.001 Operational fundamentals		2016-10-02	2016-10-05				A	-	B	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.005 Tow aircraft													
2A6X5-005 001.005.001 Wing/Tail Walker Duties		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.008 Open and Close Engine Cowling		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.012 Foreign Object Damage (FOD)/Dropped Object Prevention Program (DOPP) In and Around Aircraft		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.027 Deactivate/Reactivate FSS		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.028 Confined Space Access Procedures		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.030 Perform Kneel Team Member Duties		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002 HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 002.003 Operate APU/ATM		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.004 Operate PTU		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													

1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 002.011.001 Engine Driven Pumps	5	2016-03-03	2016-03-03				-	-	-	-	-	-	-
2A6X5-005 002.011.003 Case Drain Flow Monitors (Engine, ATM, PTU)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/linflex fitting	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.010 Power Transfer Unit		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.011 Power Transfer Manifold		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.014 Power Generation System Line Replaceable Units		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 003 RAM A R TURB NE SYSTEM TOs 1C-5A-2 series, 1C-5A-2-3, 1C-5M-2-3													
2A6X5-005 003.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 004.005 Remove / Install Components													
2A6X5-005 004.005.004 Line Replaceable Units (Check Valves, Filters, Pressure Switches)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.001 Operational Fundamentals NLG Extension and Retraction System (Normal/Emergency)							-	-	-	-	-	-	-
2A6X5-005 005.002 Operational Fundamentals MLG Extension and Retraction System (Normal/Emergency)							-	-	-	-	-	-	-
2A6X5-005 005.003 Inspect NLG Strut and Hydraulic Actuating Components	7	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.018 Service MLG Strut	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.019 Service NLG Strut	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021 Remove / Install Components													
2A6X5-005 005.021.001 NLG Door Hydraulic Brake		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.002 Clutch (NLG, MLG)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.014 Motors		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.015 Snubber Valves		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.020 Line Replaceable Units		2016-03-25	2016-03-25				-	-	-	-	-	-	-
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 006.001 Operational Fundamentals NLG Steering System							-	-	-	-	-	-	-
2A6X5-005 006.002 Operational Fundamentals MLG Castor and Emergency Positioning System							-	-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 007.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 007.005 Remove / Install Components													
2A6X5-005 007.005.001 MLG Kneel Brake		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 007.005.002	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
MLG Kneel Motor													
2A6X5-005 007.005.004 Line Replaceable Components (Flow Regulators, Control Valves)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 008.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 008.005 Bleed Brake System (normal / alternate / emergency)	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 008.006 Remove / Install Components													
2A6X5-005 008.006.008 Line Replaceable Components (Fuses, Swivels, pressure switches, Hoses)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 009.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 009.005 Operate Fwd Visor and Ramp System													
2A6X5-005 009.005.002 Auto Mode	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components													
2A6X5-005 009.006.001 Cargo Door Control Manifold (Aft Cargo Doors and Ramp or Fwd Cargo Door and Ramp)		2016-03-16	2016-03-17				-	-	-	-	-	-	-
2A6X5-005 009.006.004 Visor Lock Actuator	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006.005 Visor Motor		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006.006 Fwd Ramp Actuator		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 010.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems													
2A6X5-005 010.006.002 Auto Mode	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010.007 Remove / Install Components													
2A6X5-005 010.007.001 Aft Ramp Actuator		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010.007.002 Ramp to press door actuator B/L 84		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010.007.005 Hinge Select Actuator		2016-07-10	2016-07-11				-	-	-	-	-	-	-
2A6X5-005 010.007.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, Cartridge Valves, Swivels)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9													
2A6X5-005 011.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 011.005 Remove / Install Components													
2A6X5-005 011.005.008 Primary Flight Control Manifold Components (pressure switch, SOV, SOV motor)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 012.006.004 Normal/Alternate pitch trim motor/brake		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 013.002 Perform Operational Check	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 013.005 Remove / Install Components													
2A6X5-005 013.005.001 Crew Entry Door/Stair Ladder Flight Station Ladder Line Replaceable Units		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 014 AFT TROOP COMPARTMENT STAIR LADDER SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 014.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 016 A R REFUELING RECEIVER SYSTEM TOs 1C-5A-2-5, 1C-5M-2-5													
2A6X5-005 016.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 017 A RCRAFT CARGO W NCH SYSTEM TOs 1C-5A-2-2, 1C-5M-2-2 (B/M Model Only)													
2A6X5-005 017.001 Operational Fundamentals (B/M Model Only)							-	-	-	-	-	-	-
2A6X5-005 018 EMERGENCY GENERATOR SYSTEM TOs 1C-5A-2-7, 1C-5M-2-7													
2A6X5-005 018.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 019 NSPECT / OVERHAUL / BENCH CHECK EQUIPMENT 9H2-5-247-3, TO 9H2-5-221-3, TO 9H2-5-210-3,TO 9H2-4-186-3, TO H8-5-213-3, TO 19H8-14-99-3,TO 9H8-30-93-3													
2A6X5-005 019.003 Aft Doors TO 9H2-5-232-3, TO 9H2-5-214-3, TO 9H2-5-212-3,TO 9H2-5-216-3, TO 11HCC-9H2-5-192-3,TO 9H2-5-192-3, TO 9H2-5-211-3, TO 9H2-4-188-3,TO 9H2-4-187-3, TO 9H2-4-190-3, TO 13Cl-35-3-2,TO 9H8-15-35-3, TO 9H8-5-215-3, TO 9H2-5-248-3,TO 9H8-30-94-3													
2A6X5-005 019.003.021 Bench Check Hydraulic Cargo Winch		2016-07-20					-	-	-	-	-	-	-
2A6X5-005 019.003.022 Repair/Overhaul Hydraulic Cargo Winch		2016-07-20					-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series,TO 54 JG-10 Series, TO 23JG-40 Series,TO 10JG-60 Series, TO 40JG-20 Series,TO 34JG-60 Series, TO 31JG-50 Series,TO 00JG-00 Series													
2A6X5-006 001.001 Perform aircraft safe for maintenance	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.002 Ground Aircraft or Equipment	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.005 Remove/install aircraft panels		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.006 Operate Interphone System	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.007 Perform Aircraft Egress	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.008 Foreign object damage (FOD)/dropped object prevention program (DOPP) in and around aircraft		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-
2A6X5-006 003 LAND NG GEAR SYSTEMS TOs 1C-17A-2-32JG series, 1C-17A-12JG-32 series													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A6X5-006 003.001 MLG / NLG Struts / Actuation														
2A6X5-006 003.001.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 004 BRAKE / ANTI-SK D SYSTEM TOs 1C-17A-2-32 series, 1C-17A-2-12JG-32 series														
2A6X5-006 004.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 005 NOSEWHEEL STEER NG SYSTEM TO 1C-17A-2-32 series														
2A6X5-006 005.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 006 FLIGHT CONTROL SYSTEMS TO 1C-17A-2-27 series														
2A6X5-006 006.001 Primary Flight Control Systems														
2A6X5-006 006.001.001 Aileron System Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 006.003 Secondary Flight Control Systems TO 1C-17A-2-27 series														
2A6X5-006 006.003.001 Pitch Trim System Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 007 CARGO RAMP/DOOR SYSTEM TO 1C-17A-2-52 Series														
2A6X5-006 007.001 Operational fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 008 CARGO HANDL NG / MISSION SYSTEMS TOs 1C-17A-2-41 series, 1C-17A-2-12JG-41 series														
2A6X5-006 008.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 010 CREW ESCAPE & SAFETY SYSTEM TO 1C-17A-2-95 Series														
2A6X5-006 010.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-006 012 FIRE PROTECTION SYSTEM TO 1C-17A-2-26 series														
2A6X5-006 012.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-	
2A6X5-009 001 A RCRAFT GROUND HANDLING TOs 1C-135(K)R-2-2JG series, 1C-135(K)R-2-6JG-1														
2A6X5-009 001.001 Ground aircraft or equipment	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.002 Install/Remove boom sling		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.003 Tow or move aircraft														
2A6X5-009 001.003.001 Tow brake operator		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.004 Perform Wing/Tail Walker Duties IAW Applicable To/Checklist		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.005 Install and remove ground safety devices	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.006 Perform refuel/defuel team member duties IAW applicable TOs /checklist														
2A6X5-009 001.006.001 Panel operator		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.007 Open And Close Engine Cowling	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.008 Remove/Install Aircraft Access Panels	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.009 Use Interphone		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.010 Marshall Aircraft		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.011 Perform Aircraft Egress		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.012 Foreign Object Damage (FOD)/Dropped Object Prevention Program (DOPP) In And Around Aircraft		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.013 Apply / Disconnect External Electrical Power	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 001.013.0.2014162.175106 Inspect/Use Ground Maintenance		2012-05-21	2012-05-21				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Stands													
2A6X5-009 001.014 Apply / Disconnect External Hydraulic Power	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 001.015 Jack and Level Aircraft													
2A6X5-009 001.015.001 Safety		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 001.015.002 Manual		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 001.015.003 Manifold		2013-03-25	2013-05-16				-	-	-	-	-	-	-
2A6X5-009 001.015.004 Perform Jacking Team Member Duties		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002 HYDRAULIC POWER SYSTEMS TOs 1C-135(K)R-2-13 series, 1C-135(K)R-2-13GA-1													
2A6X5-009 002.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.003 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.005 Drain Hydraulic System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.006 Flush Hydraulic System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.007 Service Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.008 Service Reservoir		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.009 Reservoir Pressurization System Checkout		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.010 Pressurize / Depressurize Left and Right Hydraulic Systems	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011 Remove / Install Components													
2A6X5-009 002.011.001 Auxiliary Hydraulic Pump	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.002 Engine Driven Hydraulic Pump	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.003 Auxiliary Hydraulic Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.004 Supply Shutoff Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.005 Filters	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.006 Reservoirs		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.007 Reservoir Air Pressure Regulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.008 Bleed Air Check Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.009 Reservoir Quantity Transmitter		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.010 Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003 LAND NG GEAR SYSTEM AND COMPONENTS TOs 1C-135(K)R-2-7JG series, 1C-135(K)R-2-2JG-2, 1C-135(K)R-2-7GA-1													
2A6X5-009 003.001 Operational fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.002 Perform Operational Check Of Emergency System		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 003.004 Landing Gear Retraction (position B)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.005.0.2014162.175942 Landing Gear Safety Lock Installation TR: TO 2-2 Series		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.006 Landing Gear Simulated Retraction (Position B)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.007.0.2014162.180607 Landing Gear Simulated Retraction (Position C)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.009 Service Struts		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.010 Shock Strut Seal Replacement	7	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.011 Reseal Nose Gear Trunion Swivel		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 003.012 Remove / Install Components													
2A6X5-009 003.012.001 Main Gear Actuator		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 003.012.002 Main Gear Side Strut Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.012.003		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Main Gear Door Actuator													
2A6X5-009 003.012.006 Nose Gear Actuator		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 003.012.007 Nose Gear Lock Actuator		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 003.012.008 Nose Gear Lock Retention Actuator		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 003.012.009 Gear Selector Valve		2012-05-21	2012-05-2				-	-	-	-	-	-	-
2A6X5-009 003.012.010 Gear Sequence Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.012.011 Nose Gear Door Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.012.012 Nose gear shock strut inner cylinder		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 004 NOSE WHEEL STEERING SYSTEM TO 1C-135(K)R-2-7JG series, 1C-135(K)R-2-7GA-1													
2A6X5-009 004.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.004 Steering System Checkout and Bleeding		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.006 Remove / Install Components													
2A6X5-009 004.006.001 Steering Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.006.002 Steering Actuator Seal		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.006.003 Steering Metering Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005 WHEEL BRAKE SYSTEM and COMPONENTS TO 1C-135(K)R-2-7JG series, 1C-135(K)R-2-7GA-1													
2A6X5-009 005.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.005 Break Wear Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.006 Bleed Brake System	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.007 Service Reserve Brake Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008 Remove / Install Components													
2A6X5-009 005.008.001 Brake Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.002 Reserve Brake Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.003 Anti-Skid Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005 008.003.0.2014170.134500 Brake Deboost Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.004 Brake Metering Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006 FLIGHT CONTROL SYSTEMS and COMPONENTS TO 1C-135(K)R-2-8JG series, 1C-135(K)R-2-8GA-1													
2A6X5-009 006.001 Spoiler System													
2A6X5-009 006.001.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 Remove / Install Components													
2A6X5-009 006.001.005 001 Spoiler Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 002 Spoiler Swivel Joints		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 003 Spoiler Bypass Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 004 Spoiler Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 005 Spoiler control valve filter element		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002 Wing Flap System													
2A6X5-009 006.002.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 006.002.005 001 Leading Edge Flap Hydraulic Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 002 Leading Edge Flap Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 003 Wing Flap Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 004 Main Wing Flap Control Valve Filter Element		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003 Rudder Control System													
2A6X5-009 006.003.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.005 Service Rudder Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 Remove / Install Components													
2A6X5-009 006.003.006 001 Power Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 002 Rudder Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 003 Rudder Pressure Transmitter		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 004 Rudder Compensator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 005 Rudder Shutoff Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 006 Rudder Pressure Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 007 Rudder Pressure Reducer		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 008 Rudder Pressure Relief Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007 CO-PILOT NSTRUMENT POWER SYSTEM TOs 1C-135(K)R-2-10JG series, 1C-135(K)R-2-10GA-1													
2A6X5-009 007.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007.005 Remove / Install Components													
2A6X5-009 007.005.001 Power Generator Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007.005.002 Power Generator Motor/Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008 N-FLIGHT REFUELING SYSTEM and COMPONENTS TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1													
2A6X5-009 008.001 Air Refueling Boom													
2A6X5-009 008.001.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.004 Air Refueling Boom Nozzle Assembly Checkout		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.005 Adjust Boom Cable Tension		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 Remove / Install Components													
2A6X5-009 008.001.008 001 Boom Fork Assembly	7	2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.001.008 002 Boom Surge Boot		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 003 Boom Sliding Gland Seal Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 004 Boom Hoist Cable		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 005 Boom Recoil Assembly		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.001.008 006 Boom Brushes		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.001.008 007 Boom Chain And Cable Assembly		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.001.008 008 Ring Spring Assembly		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.001.008 009 Disassemble/reassemble boom fork assembly		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-009 008.001.008 010 Boom Assembly		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.001.008 011 Boom Nozzle Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002 Ruddervator Control and Lock System													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 008.002.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.005 Rig Ruddervator Control System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.006 Rig Ruddervator Lock System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.007 Remove / Install Components													
2A6X5-009 008.002.007 001 Ruddervator Torque Tube Bearings		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.007 002 Ruddervator Quadrant		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.003 Boom Stowage Latch Control System													
2A6X5-009 008.003.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004 Boom Indicating System													
2A6X5-009 008.004.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.004 Indicating System Adjustment (elevation / telescope / azimuth)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 Remove / Install Components													
2A6X5-009 008.004.005 001 Position Transmitters		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 002 Elevation Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 003 Telescope Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 004 Azimuth Control Units		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005 Air Refueling Electrical System													
2A6X5-009 008.005.001 Signal System Checkout	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005.002 Signal Coil Resistance Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005.003 Receiver Pilot Director Light System Checkout	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005.004 Fuel Bypass Control Valve Switch Adjustment		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-009 008.005.006 Remove / Install Component													
2A6X5-009 008.005.006 001 Fuel Dump Limit Switch		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.006 Air Refueling Hydraulic System													
2A6X5-009 008.006.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.004 Emergency Hoist System Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 Remove / Install Components													
2A6X5-009 008.006.005 001 Sighting Door Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 002 Boom Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 003 Fuel Bypass Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 004 Fuel Dump Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 005 Sighting Door Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 006 Telescope Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 007 Ruddervator Power Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 008 Ruddervator Power Unit Filter Element		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 009 Hoist Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 010 Hoist Tension Motor/Hoist Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 011 Telescope Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 012 Hoist Drum Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.007 Air Refueling Supply and Fuel Dumping System													
2A6X5-009 008.007.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.007.002 Boom Fuel Flowmeter System Checkout		2012-10-25	2012-12-13				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 008.007.005 Air refueling pump checkout		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.007.006 Remove / Install Components													
2A6X5-009 008.007.006 001 Boom Fuel Flowmeter Transmitter		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.007.006 002 Flowmeter Power Supply		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.007.006 003 Boom Fuel Pressure Regulator		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.007.006 004 Boom Fuel Bypass Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009 CARGO DOOR SYSTEM and COMPONENTS TOs 1C-135(K)R-2-2JG series, 1C-135(K)R-2-2GA-1													
2A6X5-009 009.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009.005 Remove / Install Components													
2A6X5-009 009.005.001 Cargo Door Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009.005.002 Cargo Door Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010 QUICK START APU SYSTEM TOs 1C-135(K)R-2-16JG series, 1C-135(K)R-2-16GA-1													
2A6X5-009 010.001 Perform Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.003 Bleed System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004 Remove / Install Components													
2A6X5-009 010.004.001 Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004.002 Isolation Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004.003 APU Hydraulic Manifold		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004.004 APU door actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011 MULTI-POINT REFUELING SYSTEM TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1, 6A3-4-12N													
2A6X5-009 011.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.002 Perform Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.005 Built-In Test (Bite) Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.006 Pod Draining		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.007 Trailing And Retracting Supervisor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.008 Trailing And Retracting Team Member		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009 POD Scheduled Inspections TO 28-87 Series													
2A6X5-009 011.009.001 Cyclic		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.002 Before Flight (Preflight, 2B)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.003 After Flight (2A)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.004 Home Station Check (HSC)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.005 Pod Fault Diagnosis		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010 Remove / Install Components													
2A6X5-009 011.010.001 Refueling Pod		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.002 Pylon		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.003 Rear Fairing		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.004 Hinged Nose Fairing		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.005 Hose		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.006 Hose Jettison Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.007 Coupling		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.008 Drogue		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A6X5-009 011.010.009 Intercostal		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.010 Ram Air Turbine (RAT)		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.011 Dummy Spinner Cone		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.012 Digital Refueling Control Unit (DRCU)		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.013 Power Supply		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.014 Motor Drive Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.015 Hose Position Sensor		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.016 DC Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.017 Parking Brake (Linear Actuator)		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.018 Pawl Assembly (Parking Brake)		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.019 Hose Drum Drive Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.020 Gear Box Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.021 Tensator Drive		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.022 Fuel Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.023 Vane Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 011.010.024 Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 012 BOOM DROGUE ADAPTER (BDA) TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1														
2A6X5-009 012.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 012.002 Perform Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-009 012.005 Remove / Install Components														
2A6X5-009 012.005.001 Drogue Adapter		2012-05-21	2012-05-21				-	-	-	-	-	-	-	
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20														
2A6X5-012 001.001 Ground aircraft or equipment	5	2015-01-25	2015-02-05				-	-	-	-	-	-	-	
2A6X5-012 001.002 Lubricate aircraft components		2015-01-25	2015-02-05				-	-	-	-	-	-	-	
2A6X5-012 001.003 Tow Aircraft		2015-09-01	2015-10-01				-	-	-	-	-	-	-	
2A6X5-012 001.004 Perform Wing/Tail Walker Duties IAW Applicable TO/Checklist		2015-01-25	2015-02-05				-	-	-	-	-	-	-	
2A6X5-012 001.005 Install and remove ground safety devices	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-	
2A6X5-012 001.006 Perform refuel/defuel team member duties IAW TO/checklist		2015-08-01	2015-08-24				-	-	-	-	-	-	-	
2A6X5-012 001.007 Open and close engine cowling	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-	
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2015-01-25	2015-02-05				-	-	-	-	-	-	-	
2A6X5-012 001.009 Use Interphone	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-	
2A6X5-012 001.010 Marshall Aircraft		2015-01-25	2015-02-05				-	-	-	-	-	-	-	
2A6X5-012 001.011 Perform Aircraft Egress	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-	
2A6X5-012 001.012 Foreign Object Damage (FOD)/Dropped Object Program (DOPP) In and Around Aircraft		2015-01-25	2015-02-05				-	-	-	-	-	-	-	
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-	
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-	
2A6X5-012 001.015 Jack and Level Aircraft														
2A6X5-012 001.015.001 Safety							-	-	-	-	-	-	-	
2A6X5-012 001.015.002 Manual							-	-	-	-	-	-	-	
2A6X5-012 001.015.003 Manifold							-	-	-	-	-	-	-	
2A6X5-012 001.015.004 Perform Jacking Team Member Duties		2015-08-01	2015-08-24				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 002 HYDRAULIC POWER SYSTEMS TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 002.001.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 002.001.005 Troubleshoot Main Hydraulic System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.006 Flush hydraulic system		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 002.001.009 008 Case drain bleed and check valves		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 009 Flight control by-pass valves		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 002.001.009 010 Hydraulic fire shutoff valves		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 011 Maintenance isolation valves		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 012 Pump bleed and auto prime valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.001.009 014 System relief valve		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 002.002.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 002.002.005 004 Auxiliary pump manifold		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002.005 005 Reversible pump manifold		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.003.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 002.003.004 Troubleshoot system	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.003.005 002 Case drain high temperature switch		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.003.005 003 Hydraulic quantity indicator		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.003.005 004		2015-12-08	2015-12-14				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Hydraulic quantity transmitter													
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 003.004 Repack / Reseal Components													
2A6X5-012 003.004.001 Main gear shock strut		2016-03-16	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 003.004.002 Centerline gear shock strut		2016-03-16	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32													
2A6X5-012 005.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 005.002 Perform operational check		2016-02-25	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 005.003 Inspect System	7	2016-02-25	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 005.004 Troubleshoot System	7	2016-02-25	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 005.005 Simulated Extension / Retraction	7	2016-02-25	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 005.006 Ground sensing		2016-02-25	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components													
2A6X5-012 005.007.001 Main Gear Hydraulic Interlock Cylinder	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-012 005.007.002 Centerline gear control valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 005.007.003 Landing gear selector valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 005.007.004 Main Gear Down Lock Cylinder	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-012 005.007.005 Main gear retract cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland							-	-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 005.007.008 Main gear door latch cylinder		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 005.007.011 Trim cylinder		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 005.007.012 Trim cylinder relief valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 005.007.014 Centerline gear unlock cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 005.007.015 Centerline gear door links		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 006.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 006.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 006.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 006.005 Break wear check		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 006.007 Remove / Install Components													
2A6X5-012 006.007.001 Main wheel brakes		2015-04-15	2015-04-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 006.007.002 Brake valve actuator		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 007.001 Operational fundamentals		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 007.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 008 STEER NG SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 008.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 008.003 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2015-03-09	2015-03-16				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.006 Steering gland	5	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.001.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.001.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009.001.005 001 Aileron actuators		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.002.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 009.002.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 001 Rudder actuators							-	-	-	-	-	-	-
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 009.002.005 003 Non-reversible motor pump		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2015-07-08	2015-07-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.003.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.003.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.003.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator							-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.004.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.004.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake							-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.005.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.005.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 001 Flap actuating cylinder							-	-	-	-	-	-	-
2A6X5-012 009.005.005 002 Flap control valve							-	-	-	-	-	-	-
2A6X5-012 009.005.005 003 Flap lock valve		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.006.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.006.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.006.005 Remove / Install Components													
2A6X5-012 009.006.005 001 Spoiler drive servo							-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.007.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.007.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.007.005 Remove / Install Components													
2A6X5-012 009.007.005 001 Slat actuator							-	-	-	-	-	-	-
2A6X5-012 009.007.005 002 Outboard slat balance relief valve							-	-	-	-	-	-	-
2A6X5-012 009.007.005 003 Slat control valve							-	-	-	-	-	-	-
2A6X5-012 009.007.005 004 Slat two speed valve							-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													
2A6X5-012 009.008.001 Operational fundamentals		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.008.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.008.004	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Troubleshoot System													
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.001.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.001.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 001 Auxiliary reservoir		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 010.002.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.002.004 Troubleshoot System using Fuel Pressure Control System Test Set	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve							-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2015-03-09	2015-03-16				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2015-03-09	2015-03-16				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.011 Lower boom for maintenance	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.014													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVT)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 015 Annunciator lights		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031 Recoil	5	2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 034 Inner fuel tube		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Drogue System													
2A6X5-012 010.004.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004.004 Troubleshoot System using Drogue Coupling Tester	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Drogue	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.006 Rewind Drogue	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.007 Drain drogue		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components													
2A6X5-012 010.004.008 001 Hose		2015-08-01	2015-08-24				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.004.008 002 Hose Reel	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2015-02-24	2015-03-03				-	-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28													
2A6X5-012 011.001 Operational fundamentals		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 011.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 011.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 011.007 Deploy/Stow Hose		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC													
2A6X5-012 012.001 Cyclic		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.002 Home Station Check (HSC)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.003 Pod Fault Diagnosis	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004 Remove / Install Components													
2A6X5-012 012.004.001 Refueling Pod		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.006 Hose Jettison Unit		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.007 Coupling		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.014 Hose Position Sensor		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.016 Parking Brake (Linear Actuator)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.017 Pawl Assembly (Parking Brake)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.018 Hose Drum Drive Unit		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.019 Gear Box Assembly		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28													
2A6X5-012 013.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 013.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 013.004 Troubleshoot System using UARRSI Tester	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 013.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 013.005.001 UARRSI		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 013.005.002 Door control cable		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52													
2A6X5-012 014.001 Operational fundamentals		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 014.003 Inspect	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 014.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.003 Cargo door hand pump		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.005 Cargo door reservoir		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	202519 001 0 2015044.14 0134	Production Team Maintenance IAW AFI 36-2232 AMC SUP 1 Para 8.3.3.3.2					
	202519 001 0 2015044.14 0139	KC-135R Technical order familiarization 00-5-1	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0150	RAF Mildenhall Flightline safety/precautions/security AFI 21-101 / AFI 32-2001 / TO 32-1-2 / TO 32-1-101 / AFOSH 91-203	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0155	Introduction to aircraft/airframe familiarization/egress IAW applicable TOs /checklist	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0200	Inspect/operate portable external electrical power unit Applicable Equipment TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0204	Inspect/use ground maintenance stands Applicable AFOSH STDs and TO 35A4 series as applicable	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0208	Dropped Object Prevention Program AFI 32-2001; TO 00-25-172	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0212	Statically ground aircraft TO 2-1 Series	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0216	Apply/disconnect external electrical power unit Applicable -2 Tos/ 2JG-2	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0222	Perform wing/tail walker duties AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0227	Perform jacking team member AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0231	Open and close engine cowling 1C-135R-2-2JG-7	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0236	Refuel team supervisor 1C-135(K)R-2-2JG-3	2014-03-26	2014-03-26			
	202519 001 0 2015044.14 0243	Perform refuel/defuel team member duties 1C-135R-2-2JG-3/TO 00-25-172	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0248	Remove/install aircraft maintenance access panels Applicable -2 TOs/ 1-1A-8	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0253	Use aircraft interphone system Applicable -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0258	Perform aircraft marshaling procedures AFI 11-218,TOs 00-20-1, 00-25-172, 1-1-691, 1-1B-50, applicable AFOSH STDs and aircraft TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0302	Team communications Applicable KC-135 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0307	Tow brake operator AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0312	Aircraft deicing TO 42C-1-2S-2; 14CFR121.629 section 121.629	2013-10-17	2013-10-17			
	202519 001 0 2015044.14 0318	$ Thru Flights TOs 00-20 series, Applicable -6 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0323	Aircraft Recovery AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0327	Call Flight Controls IAW -1 Aircrew checklist	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0331	Aircraft Launch IAW -1 Aircrew checklist	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0336	-21 inventory inspection	2014-05-21	2014-06-25			
	202519 001 0 2015044.14 0950	Fuel Slip Joint Assembly Removal/Installation 1C-135(K)R-2-6JG-1 task 2-17/2-18	2014-03-26	2014-03-26			
	202519 001 021.0.2014057.092826	APU operation AFI 11-218, applicable AFOSH STDs and -2 TOs	2013-08-19	2013-08-21			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-03-09	2015-03-21			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2015-03-09	2015-03-21			
	32797 010.002	Perform Pre-use Inspection and Operate	2015-03-09	2015-03-21			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2015-03-09	2015-03-21			
	32797 011.002	Perform Pre-use Inspection and Operate	2015-03-09	2015-03-21			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2015-03-09	2015-03-21			
	32923 020	Team Communication	2015-10-23	2015-10-23			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
		AMCI21-104 Attachment 5 task A5.17					
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-10-23	2015-10-23			
	32923 028	Tail Cone Work Platform 1C-10(K)A-2-53	2015-10-23	2015-10-23			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2015-10-23	2015-10-23			
	32923 033	Hydraulic 7 Level SCR 660th AMXS					
	32923 033.001	Sign/Clear Red X (Primary AFSC)(KC-10) AFI 21-101 IAW T 0. 00-20-1	2016-08-01	2016-08-29			
	32923 033 001.001	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2016-08-01	2016-08-29			
	32923 033 001.002	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2016-08-01	2016-08-29			
	32923 033 001.003	Perform PI (Primary AFSC)(KC-10) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2016-08-01	2016-08-29			
	32923 033 001.004	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2016-08-01	2016-08-29			
	32923 033 001.005	Landing Gear Retraction Supervisor AFI 21-101	2016-08-01	2016-08-29			
	32923 112	Shop Crane 1 5 Ton					
	32923 112.001	Inspect/Maintain/Operate Owners Manual	2016-09-19	2016-09-21			
	32923 112 001.002	Remove/Install Drogue stop/stow switch harness 1C-10(K)A-2-28-83-01	2016-09-19	2016-09-21			
	35817 005 0 2016243.14 5139	HANGAR DOOR QUALIFICATIONS (For RAF Mildenhall only)					
	35817 005 0 2016243.14 5216	MISC TASKS					
	35817 013 001.0.201624 3.144404	Open / Close Nose Dock Hangar 774 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144417	Open Close Nose Dock Hangar 775 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144424	Open / Close Nose Dock Hangar 769 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144430	Open / Close Nose Dock Hangar 711 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144436	Open / Close Nose Dock Hangar 715 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144443	Open / Close Nose Dock Hangar 772 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144450	Open / Close Nose Dock Hangar 803 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144456	Open / Close Nose Dock Hangar 814 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 019 001.0.201624 3.144719	Understands and Operates the Pintle Hook 24-301,par 4 5.10; TO: 1-1A-15, par 25.1.1, 25.1 2, 25.1 3, 25.1.4, 25.1 5, 25 2; TO: 36-1-191, para 2.78; AFOSH 91-501,para 4.6,4.9, 4.10.	2011-03-30	2012-02-22			

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
SSgt MM4	Staff Sergeant	2A655

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2016-11-01

Individual Training Record

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)													
2A6X5-000 001.001 Definition of OPSEC		2011-08-01	2011-09-15				A	-	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211													
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001 001.004.0.2014153.134750 Use MAJCOM/FOA EEFIs		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2011-08-01	2011-09-15				A	-	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-05-01	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 002.004 Nuclear Safety / Nuclear Surety		2011-08-01	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 002.006 Confined Spaces		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.001 In shop		2016-01-11	2016-01-13				2b	-	b	-	-	-	-
2A6X5-000 002.007.002 On flightline		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2011-08-01	2011-09-15				b	-	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2011-08-01	2011-09-15				-	-	a	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2016-01-11	2016-01-13				-	-	B	-	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2011-08-01	2011-09-15				-	-	A	-	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 003													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
HAZARDOUS MATERIALS and WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)														
2A6X5-000 003.001 Types of hazardous materials/fluids		2011-08-01	2011-09-15				A	-	B	-	-	-	-	
2A6X5-000 003.002 Handling procedures		2011-08-01	2011-09-15				A	-	B	-	-	-	-	
2A6X5-000 003.003 Storage and labeling		2011-08-01	2011-09-15				A	-	A	-	-	-	-	
2A6X5-000 003.004 Proper disposal		2011-08-01	2011-09-15				A	-	B	-	-	-	-	
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives														
2A6X5-000 004.001 Maintenance Group Organizational Structure		2011-08-01	2011-09-15				A	-	B	-	-	-	-	
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2011-08-01	2011-09-15				A	-	B	-	-	-	-	
2A6X5-000 004.004 Principles of Risk Management (RM)		2011-08-01	2011-09-15				-	-	-	-	-	-	-	
2A6X5-000 004.005 Familiar with federal/local Precious Metal Program		2011-08-01	2011-09-01				-	-	-	-	-	-	-	
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series														
2A6X5-000 005.001 Inspection concepts		2011-08-01	2011-11-01				A	-	B	-	-	-	-	
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2011-08-01	2011-09-15				-	-	-	-	-	-	-	
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2011-08-01	2011-11-01				A	-	B	-	-	-	-	
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2011-08-01	2011-11-01				-	-	-	-	-	-	-	
2A6X5-000 005.004 Perform other scheduled maintenance inspections (e g. Home Station Check (HSC), refurb, HPO, Letter Checks, etc.)		2011-08-01	2012-02-16				-	-	-	-	-	-	-	
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579														
2A6X5-000 006.001 Principles		2011-08-01	2011-09-15				B	-	B	-	-	-	-	
2A6X5-000 006.002 Data Integrity		2011-08-01	2011-09-15				B	-	-	-	-	-	-	
2A6X5-000 006.003 Use maintenance data collection forms		2011-08-01	2011-09-15				-	-	-	-	-	-	-	
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2016-01-11	2016-01-13				-	-	-	-	-	-	-	
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1														
2A6X5-000 006.005.001 Use GO81	5	2011-08-01	2011-09-01				-	-	-	-	-	-	-	
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2011-08-01	2011-09-01				-	-	-	-	-	-	-	
2A6X5-000 006.006 Forms Documentation TO 00-20 series														
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1														
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms														
2A6X5-000 006 006.001.0.2014153.160606 Use GO81	5	2011-08-01	2011-11-01				-	-	-	-	-	-	-	
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-	
2A6X5-000 006.006.001 002 Use AFTO Form 781H	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-	
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-	
2A6X5-000 006.006.001 004 Use AFTO Form 95		2011-08-01	2011-11-01				-	-	-	-	-	-	-	
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2011-08-01	2011-09-15				b	-	-	-	-	-	-	
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2011-08-01	2011-09-15				2b	-	b	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)	5	2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.0.2014153.182713 SUPERVISION (FUNDAMENTALS)													
2A6X5-000 007.001 Maintenance training principles		2012-11-26	2012-12-03				A	-	B	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 007.003 Plan and supervise OJT		2016-01-11	2016-01-13				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.001 Upgrade		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2013-09-02	2013-09-07				-	-	-	-	-	-	-
2A6X5-000 007.005.0.2014153.182713 Establish													
2A6X5-000 007 005.001.0.2014153.182713 Work methods		2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 007 005.002.0.2014153.182713 Controls		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 007 005.003.0.2014153.182712 Performance Standards AFI 21-101		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2012-01-02	2012-01-05				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2013-10-08	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 008.005 Comply with Time Compliance TOs	7	2012-01-09	2012-02-16				b	-	-	-	-	-	-
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2012-01-09	2012-02-16				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556,TO 00-25-195, AFMAN 23-110, TO 00-35D-54,TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2013-08-01	2013-08-08				A	-	B	-	-	-	-
2A6X5-000 009.002 Initiate Deficiency Report	7	2016-01-11	2016-01-13				-	-	-	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2012-01-09	2012-02-16				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2011-08-01	2011-09-15				2b	-	a	-	-	-	-
2A6X5-000 009.004.003 Process repairable assets due-in from maintenance (DIFM)	7	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 009.004.004 Determine asset repairability (SMR) TO 00-25-19	7	2016-01-11	2016-01-13				-	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection		2011-08-01	2011-09-15				A	-	B	-	-	-	-

1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
voucher, report of survey, etc.)													
2A6X5-000 009.005 Materiel management fundamentals		2011-08-01	2011-09-01				-	-	A	-	-	-	-
2A6X5-000 009.006 Standard base supply system (SBSS)		2016-01-11	2016-01-13				A	-	B	-	-	-	-
2A6X5-000 009.007 Fed log/webFLIS		2016-01-11	2016-01-13				-	-	A	-	-	-	-
2A6X5-000 009.009 Maintain supply records (D04, D23, D19, D18, M04,Q04)	7	2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 009.010 Equipment Management		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2012-01-09	2012-02-16				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2013-05-20	2013-08-08				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 004 Electronic measuring devices		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.002 Automated Tool Accountability System(s)		2016-07-11	2016-07-19				A	-	B	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2012-01-09	2012-02-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2012-01-09	2012-02-16				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2012-01-09	2012-02-16				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2012-01-09	2012-02-16				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 010.004.001 Component identification/serviceability		2012-01-09	2012-02-16				A	-	A	-	-	-	-
2A6X5-000 010.004.002 Determine serviceability	5	2012-01-09	2012-02-16				-	-	b	-	-	-	-
2A6X5-000 010.004.003 Remove/Install		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 010.004.004 Fabricate													
2A6X5-000 010.004.004 002 Hand	5	2012-03-01	2012-03-21				b	-	b	-	-	-	-
2A6X5-000 010.004.005 Test	5	2012-01-09	2012-02-16				1b	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2012-01-09	2012-02-16				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2012-01-09	2012-02-16				-	-	b	-	-	-	-
2A6X5-000 010.005.005 Test	5	2012-05-01	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 010.005.006 Remove/Install		2012-01-09	2012-02-16				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001 Remove/reseal/install		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs													
2A6X5-000 011.001 Principles of flight		2011-08-01	2011-09-15				B	-	B	-	-	-	-
2A6X5-000 011.002 Aircraft designation system		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 011.003 Major aircraft systems		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 011.004 Location of structural components		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 011.005 Corrosion Control		2016-01-11	2016-01-13				A	-	B	-	-	-	-
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs													
2A6X5-000 012.001 DC fundamentals		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 012.002 AC fundamentals		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 012.003 Operational fundamentals of basic circuits		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 012.004 Use Schematics and Diagrams	7	2015-12-02	2015-12-03				1b	-	b	-	-	-	-
2A6X5-000 012.005 Troubleshoot circuits		2012-11-12	2012-11-29				1b	-	b	-	-	-	-
2A6X5-000 012.006 Aircraft guarded switches		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2012-01-02	2012-01-05				B	-	B	-	-	-	-
2A6X5-000 013.002 Use Schematics and Diagrams	5	2012-01-09	2012-02-16				1b	-	b	-	-	-	-
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2012-01-09	2012-02-16				B	-	B	-	-	-	-
2A6X5-000 013.003 Logical Troubleshooting Method		2012-01-09	2012-02-16				A	-	A	-	-	-	-
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQU PMENT Applicable Equipment TOs													
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2012-01-09	2012-03-21				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2012-01-02	2012-01-05				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-000 014.002.004 Air compressor units		2012-01-09	2012-02-16				-	-	b	-	-	-	-
2A6X5-000 014.002.005 Hydraulic servicing carts		2012-01-09	2012-02-16				2b	-	-	-	-	-	-
2A6X5-000 014.002.006 Maintenance stands	5	2012-01-02	2012-01-05				-	-	b	-	-	-	-
2A6X5-000 014.002.007 Air conditioner		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.008 Hydromite		2012-01-09	2012-03-21				-	-	-	-	-	-	-
2A6X5-000 014.002.009 Ground Heater		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.010 Light Carts		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2012-01-02	2012-01-05				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-001 001 COMMON FLIGHTLINE MAINTENANCE PRACTICES 00-25-172, applicable abbreviated equipment and aircraft TOs													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-001 001.001 Perform aircraft safe for maintenance	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 001.002 Ground aircraft or equipment	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 001.006 Open and close engine cowling		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 001.007 Remove/install aircraft access panels	5	2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 001.008 Use interphone		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 001.010 Apply / Disconnect External Hydraulic Power	5	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 001.011 Apply / Disconnect External Electrical Power	5	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002 HYDRAULIC POWER SYSTEMS Aircraft TOs													
2A6X5-001 002.001 Operational fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 002.002 Perform Operational Check	5	2016-07-11	2016-07-19				2b	-	b	-	-	-	-
2A6X5-001 002.003 Inspect System Components	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002.004 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 002.007 Service Accumulator		2016-07-11	2016-07-19				2b	-	b	-	-	-	-
2A6X5-001 002.008 Service Reservoir		2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 002.009 Bleed Hydraulic System		2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 002.010 Remove / Install Components													
2A6X5-001 002.010.001 Pumps		2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002.010.002 Motors		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.003 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.004 Filters		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.005 Reservoirs		2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002.010.006 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.007 Accumulators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.008 Indicating Devices		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003 LAND NG GEAR SYSTEMS Applicable aircraft TOs													
2A6X5-001 003.001 Operational fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 003.002 Perform operational check of normal system		2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 003.003 Perform operational check of emergency system		2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 003.004 Inspect System Components	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 003.005 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 003.006 Service Struts		2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 003.007 Bleed landing gear system		2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 003.008 Perform adjustments		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009 Remove / Install Components													
2A6X5-001 003.009.001 Actuators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.002 Motors		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.003 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.004 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.005 Swivels		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004 NOSE WHEEL STEERING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 004.001 Operational Fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 004.002 Perform Operational Check	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 004.003	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Inspect System Components													
2A6X5-001 004.004 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 004.005 Bleed system		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004.006 Perform adjustments		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004.007 Remove / Install Components													
2A6X5-001 004.007.001 Actuators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004.007.002 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004.007.003 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004.007.004 Swivels		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-001 005.001 Operational fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 005.002 Perform Operational Check	5	2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.003 Inspect System Components	7	2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.004 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 005.005 Bleed brake system		2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 005.006 Perform adjustments		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.007 Remove / Install Components													
2A6X5-001 005.007.001 Swivels		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.007.002 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.007.003 Accumulators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.007.004 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 005.007.005 Brake Assemblies		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-001 006.001 Operational fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 006.002 Perform Operational Check	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 006.003 Inspect System Components	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 006.004 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				2b	-	b	-	-	-	-
2A6X5-001 006.005 Bleed flight control system		2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 006.006 Perform adjustments		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 006.007 Remove / Install Components													
2A6X5-001 006.007.001 Actuators		2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 006.007.002 Motors		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 006.007.003 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 006.007.004 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 006.007.005 Swivels		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007 WEAPONS/CARGO DOOR SYSTEMS Applicable Aircraft TOs													
2A6X5-001 007.001 Operational fundamentals		2016-07-11	2016-07-19				A	-	B	-	-	-	-
2A6X5-001 007.002 Perform Operational Check	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 007.003 Inspect System Components	7	2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.004 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 007.005 Bleed system		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.006 Perform adjustments		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.007 Remove / Install Components													
2A6X5-001 007.007.001 Actuators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.007.002 Motors		2016-07-11	2016-07-19				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-001 007.007.003 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.007.004 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.007.005 Swivels		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 007.007.006 Pumps		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.019 Apply / Disconnect External Legacy Electrical Power	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 002 HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.005 Perform Operational Check	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													
2A6X5-005 002.011.001 Engine Driven Pumps	5	2016-05-09	2016-07-28				-	-	-	-	-	-	-
2A6X5-005 002.011.002 Accumulators	5	2016-05-09	2016-07-28				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/linflex fitting	5	2016-05-09	2016-07-28				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2016-05-09	2016-07-28				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2016-05-09	2016-07-28				-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.003 Perform Operational Check	5	2016-06-08					-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.018 Service MLG Strut	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 005.019 Service NLG Strut	5	2016-04-13	2016-04-13				-	-	-	-	-	-	-
2A6X5-005 005.021 Remove / Install Components													
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2016-05-09					-	-	-	-	-	-	-
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 006.003 Perform Operational Check of NLG Steering Components	5						-	-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 007.003 Perform Operational Check of Kneeling System	5						-	-	-	-	-	-	-
2A6X5-005 007.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 007.005.002 MLG Kneel Motor	5	2016-05-09	2016-08-01				-	-	-	-	-	-	-
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 008.002 Perform operational check and brake/anti-skid bite Check	5						-	-	-	-	-	-	-
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 009.005 Operate Fwd Visor and Ramp System													
2A6X5-005 009.005.002 Auto Mode	5						-	-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components													
2A6X5-005 009.006.004 Visor Lock Actuator	5	2016-05-09	2016-08-01				-	-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems													
2A6X5-005 010.006.002 Auto Mode	5						-	-	-	-	-	-	-
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9													
2A6X5-005 011.001 Operational Fundamentals		2016-09-28					-	-	-	-	-	-	-
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5						-	-	-	-	-	-	-
2A6X5-005 011.005 Remove / Install Components													
2A6X5-005 011.005.001 Aileron Manifold	5	2016-05-09					-	-	-	-	-	-	-
2A6X5-005 011.005.004 Aileron Actuator	5	2016-05-09					-	-	-	-	-	-	-
2A6X5-005 011.005.009 Primary Flight Control Gust Locks	5	2016-05-09					-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5						-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2016-06-14	2016-06-16				-	-	-	-	-	-	-
2A6X5-005 012.006.004 Normal/Alternate pitch trim motor/brake		2016-06-14	2016-06-16				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.002 Perform Operational Check	5						-	-	-	-	-	-	-
2A6X5-005 019 NSPECT / OVERHAUL / BENCH CHECK EQUIPMENT 9H2-5-247-3, TO 9H2-5-221-3, TO 9H2-5-210-3,TO 9H2-4-186-3, TO H8-5-213-3, TO 19H8-14-99-3,TO 9H8-30-93-3													
2A6X5-005 019.001 FWD Doors													
2A6X5-005 019.001.001 Bench Check Visor Lock Cylinder	5						-	-	-	-	-	-	-
2A6X5-005 019.001.002 Repair/Overhaul Visor Lock Cylinder	5						-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.001 Operational Fundamentals		2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.002 Inspect System	7	2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.008 Operational Check Main Hydraulic	5	2016-09-25	2016-09-27				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Power System													
2A6X5-006 002.009 Operational Check Auxiliary Hydraulic Power System	5	2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.010 Operate Hydraulic System Controller	5	2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.015 Remove / Install Components													
2A6X5-006 002.015.007 Filter Bowl Ratchet Lever		2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.015.008 Eng Filter Manifold Assembly		2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.015.009 Eng Filter Manifold Bleed Valve		2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.015.015 Filter Elements	5	2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.015.038 Filter Manifold Diff Press Indicators		2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-006 002.015.039 Return Filter Manifold Press Transducers		2016-09-25	2016-09-27				-	-	-	-	-	-	-
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20													
2A6X5-012 001.001 Ground aircraft or equipment	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.002 Lubricate aircraft components		2012-05-01	2012-05-21				-	-	-	-	-	-	-
2A6X5-012 001.003 Tow Aircraft		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 001.004 Perform Wing/Tail Walker Duties IAW Applicable TO/Checklist		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.005 Install and remove ground safety devices	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.006 Perform refuel/defuel team member duties IAW TO/checklist		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 001.007 Open and close engine cowling	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.009 Use Interphone	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.010 Marshall Aircraft		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.011 Perform Aircraft Egress	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.012 Foreign Object Damage (FOD)/Dropped Object Program (DOPP) In and Around Aircraft		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-012 001.015 Jack and Level Aircraft													
2A6X5-012 001.015.001 Safety		2012-05-28	2014-10-23				-	-	-	-	-	-	-
2A6X5-012 001.015.002 Manual		2012-05-28	2014-10-23				-	-	-	-	-	-	-
2A6X5-012 001.015.003 Manifold		2012-05-28	2014-10-23				-	-	-	-	-	-	-
2A6X5-012 001.015.004 Perform Jacking Team Member Duties		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 002 HYDRAULIC POWER SYSTEMS TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 002.001.002 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 002.001.005 Troubleshoot Main Hydraulic System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 002.001.006 Flush hydraulic system		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 002.001.009 008 Case drain bleed and check valves		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 009 Flight control by-pass valves		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 010 Hydraulic fire shutoff valves		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 011 Maintenance isolation valves		2012-05-01	2012-05-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 012 Pump bleed and auto prime valve		2012-09-17	2012-09-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 002.001.009 014 System relief valve		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.002.002 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.002.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2011-09-14	2011-11-01				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2012-04-23	2012-05-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 004 Auxiliary pump manifold		2012-04-23	2012-05-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 005 Reversible pump manifold		2012-04-23	2012-05-21				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.003.002 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.003.004 Troubleshoot system	7	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.003.005 002 Case drain high temperature switch		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 002.003.005 003 Hydraulic quantity indicator		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 002.003.005 004 Hydraulic quantity transmitter		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2012-06-01	2012-06-26				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2012-06-01	2012-06-26				-	-	-	-	-	-	-
2A6X5-012 003.004 Repack / Reseal Components													
2A6X5-012 003.004.001 Main gear shock strut		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 003.004.002 Centerline gear shock strut		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2012-06-01	2012-06-26				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC	
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2012-06-01	2012-06-26				-	-	-	-	-	-	-	
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32														
2A6X5-012 005.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-	
2A6X5-012 005.002 Perform operational check		2012-11-12	2012-11-29				-	-	-	-	-	-	-	
2A6X5-012 005.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 005.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 005.005 Simulated Extension / Retraction	7	2016-01-11	2016-01-13				-	-	-	-	-	-	-	
2A6X5-012 005.006 Ground sensing		2012-01-09	2012-02-16				-	-	-	-	-	-	-	
2A6X5-012 005.007 Remove / Install Components														
2A6X5-012 005.007.001 Main Gear Hydraulic Interlock Cylinder	5	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 005.007.002 Centerline gear control valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.003 Landing gear selector valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.004 Main Gear Down Lock Cylinder	5	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 005.007.005 Main gear retract cylinder		2012-05-01	2012-05-21				-	-	-	-	-	-	-	
2A6X5-012 005.007.006 Main gear gland		2012-07-02	2012-07-20				-	-	-	-	-	-	-	
2A6X5-012 005.007.007 Main gear door cylinder		2012-11-26	2012-11-29				-	-	-	-	-	-	-	
2A6X5-012 005.007.008 Main gear door latch cylinder		2013-02-06	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.009 Nose gear retract cylinder		2012-07-02	2012-07-20				-	-	-	-	-	-	-	
2A6X5-012 005.007.010 Nose gear unlock cylinder		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.011 Trim cylinder		2012-11-26	2012-11-29				-	-	-	-	-	-	-	
2A6X5-012 005.007.012 Trim cylinder relief valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.013 Centerline gear retract cylinder		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.014 Centerline gear unlock cylinder		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 005.007.015 Centerline gear door links		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32														
2A6X5-012 006.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-	
2A6X5-012 006.002 Perform operational checkout		2012-01-09	2012-02-16				-	-	-	-	-	-	-	
2A6X5-012 006.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 006.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 006.005 Break wear check		2012-01-09	2012-03-21				-	-	-	-	-	-	-	
2A6X5-012 006.006 Bleed brake system		2012-08-22	2012-08-29				-	-	-	-	-	-	-	
2A6X5-012 006.007 Remove / Install Components														
2A6X5-012 006.007.001 Main wheel brakes		2013-02-22	2013-04-26				-	-	-	-	-	-	-	
2A6X5-012 006.007.002 Brake valve actuator		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 006.007.003 Brake system manifold and manifold check		2013-02-22	2013-04-26				-	-	-	-	-	-	-	
2A6X5-012 006.007.004 Dual brake control valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32														
2A6X5-012 007.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-	
2A6X5-012 007.002 Perform operational check		2012-03-01	2012-03-21				-	-	-	-	-	-	-	
2A6X5-012 007.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 007.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-	
2A6X5-012 007.005 Perform maintenance practices		2013-02-22	2013-03-08				-	-	-	-	-	-	-	
2A6X5-012 007.006 Remove / Install Components														
2A6X5-012 007.006.001		2013-02-22	2013-03-08				-	-	-	-	-	-	-	

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Skid control manifold													
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 008 STEER NG SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 008.002 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 008.003 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.006 Steering gland	5	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.001.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.001.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009 001.005.0.2014176.125852 Operate aileron system		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.001.005 001 Aileron actuators		2013-02-22	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.002.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.002.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 001 Rudder actuators		2013-02-22	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.002.005 003 Non-reversible motor pump		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.003.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.003.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.003.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator		2013-02-22	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.004.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.004.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2013-02-22	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.005.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.005.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 001 Flap actuating cylinder		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.005.005 002 Flap control valve		2012-12-03	2012-12-07				-	-	-	-	-	-	-
2A6X5-012 009.005.005 003 Flap lock valve		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.006.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.006.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.006.005 Remove / Install Components													
2A6X5-012 009.006.005 001 Spoiler drive servo		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 009.007.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.007.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.007.005 Remove / Install Components													
2A6X5-012 009.007.005 001 Slat actuator		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.007.005 002 Outboard slat balance relief valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.007.005 003 Slat control valve		2012-12-06	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.007.005 004 Slat two speed valve		2012-12-06	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													
2A6X5-012 009.008.001 Operational fundamentals		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-012 009.008.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.008.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.001.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.001.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 001 Auxiliary reservoir		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.002.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.002.004 Troubleshoot System using Fuel Pressure Control System Test Set	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2012-03-01	2012-03-27				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2012-03-01	2012-03-27				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2012-05-28	2012-05-31				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2012-03-01	2012-03-27				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2012-03-01	2012-03-27				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2012-03-01	2012-03-27				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2012-03-01	2012-03-27				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.003.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 010.003.011 Lower boom for maintenance	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-012 010.003.014 Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010		2012-03-01	2012-03-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Nozzle Load Sensor													
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVT)		2013-02-22	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 015 Annunciator lights		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2013-02-22	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2012-07-02	2012-07-20				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031 Recoil	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2013-02-22	2013-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 034 Inner fuel tube		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Drogue System													
2A6X5-012 010.004.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.003 Inspect System	7	2012-02-14	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.004 Troubleshoot System using Drogue Coupling Tester	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Drogue	5	2012-02-14	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.006 Rewind Drogue	5	2012-02-14	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.007 Drain drogue		2012-02-14	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components													
2A6X5-012 010.004.008 001 Hose		2012-02-14	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.008 002 Hose Reel	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28													
2A6X5-012 011.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 011.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 011.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2013-04-26	2013-06-17				-	-	-	-	-	-	-
2A6X5-012 011.007		2012-03-01	2012-03-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Deploy/Stow Hose													
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC													
2A6X5-012 012.001 Cyclic		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.002 Home Station Check (HSC)		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.003 Pod Fault Diagnosis	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 012.004 Remove / Install Components													
2A6X5-012 012.004.001 Refueling Pod		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2012-11-26	2012-11-29				-	-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2012-12-03	2012-12-07				-	-	-	-	-	-	-
2A6X5-012 012.004.006 Hose Jettison Unit		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.007 Coupling		2012-12-03	2012-12-07				-	-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2012-12-03	2012-12-07				-	-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2013-04-26	2013-06-17				-	-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2013-04-26	2013-06-17				-	-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2013-04-26	2013-06-17				-	-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.014 Hose Position Sensor		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2013-04-26	2013-06-17				-	-	-	-	-	-	-
2A6X5-012 012.004.016 Parking Brake (Linear Actuator)		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.017 Pawl Assembly (Parking Brake)		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.018 Hose Drum Drive Unit		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.019 Gear Box Assembly		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2013-04-26	2013-08-08				-	-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28													
2A6X5-012 013.001 Operational fundamentals		2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 013.003 Inspect System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 013.004 Troubleshoot System using UARRSI Tester	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 013.005 Remove / Install Components													
2A6X5-012 013.005.001 UARRSI		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 013.005.002 Door control cable		2012-08-22	2012-08-29				-	-	-	-	-	-	-
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52													
2A6X5-012 014.001 Operational fundamentals		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2012-03-01	2012-03-21				-	-	-	-	-	-	-
2A6X5-012 014.003 Inspect	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 014.004 Troubleshoot System	7	2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2013-03-07	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 014.005.002		2013-03-07	2013-04-26				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Cargo door latch actuator													
2A6X5-012 014.005.003 Cargo door hand pump		2013-03-07	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2013-03-07	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 014.005.005 Cargo door reservoir		2013-03-07	2013-04-26				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2013-03-07	2013-04-26				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32797 001	Team Communication AMCI21-104 Attachment 5 task A5.17	2013-01-08	2014-01-20			
	32797 003	Disconnect/Reconnect AIrcraft Batteries 1C-10(K)A-2-24	2015-01-21	2015-01-28			
	32797 004	Install/Remove Brake Inoperative Jumper Kit 1C-10(K)A-2-32	2013-01-08	2013-08-14			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2013-01-08	2013-08-14			
	32797 007	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2014-01-13	2014-01-20			
	32797 009	Tail Cone Work Platform 1C-10(K)A-2-53	2013-01-08	2014-01-20			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2011-08-01	2011-09-15			
	32797 010.002	Perform Pre-use Inspection and Operate	2011-08-01	2011-09-15			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2012-08-22	2012-08-29			
	32797 011.002	Perform Pre-use Inspection and Operate	2012-08-22	2012-08-29			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2013-04-26	2013-06-17			
	32797 012.002	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2013-04-26	2013-08-08			
	32797 012.003	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2013-04-26	2013-08-08			
	32797 015	Tow Team Assistant 1C-10(K)A-2-9-10-00					
	32797 015.003	Perform as brake operator 1C-10(K)A-2-9-10-00	2013-01-08	2014-01-20			
	32797 015.004	Perform as wing/tail walker 1C-10(K)A-2-9-10-00	2013-12-10	2014-01-20			
	32923 020	Team Communication AMCI21-104 Attachment 5 task A5.17	2015-10-23	2015-10-23			
	32923 021	Disconnect/Reconnect AIrcraft Batteries	2015-10-23	2015-10-23			
	32923 023	Install/Remove Brake Inoperative Jumper Kit 1C-10(K)A-2-32	2015-10-23	2015-10-23			
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-10-23	2015-10-23			
	32923 026	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2015-10-23	2015-10-23			
	32923 028	Tail Cone Work Platform 1C-10(K)A-2-53	2015-10-23	2015-10-23			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2015-10-23	2015-10-23			
	32923 031 001.001	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2015-10-23	2015-10-23			
	32923 031 001.002	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2015-10-23	2015-10-23			
	32923 033	Hydraulic 7 Level SCR 660th AMXS					
	32923 033.001	Sign/Clear Red X (Primary AFSC)(KC-10) AFI 21-101 IAW T 0. 00-20-1	2016-08-01	2016-08-29			
	32923 033 001.001	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2016-08-01	2016-08-29			
	32923 033 001.002	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2016-08-01	2016-08-29			
	32923 033 001.003	Perform PI (Primary AFSC)(KC-10) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2016-08-01	2016-08-29			
	32923 033 001.004	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2016-08-01	2016-08-29			
	32923 033 001.005	Landing Gear Retraction Supervisor AFI 21-101	2016-08-01	2016-08-29			
	32923 034	Tow Team Assistant 1C-10(K)A-2-9-10-00					
	32923 034 001.002	Perform as brake operator 1C-10(K)A-2-9-10-00	2015-10-23	2015-10-23			
	32923 034 001.003	Perform as wing/tail walker 1C-10(K)A-2-9-10-00	2015-10-23	2015-10-23			
	32923 054	ADDITIONAL TASKS (797) SPECIAL EQUIPMENT					
	32923 054.001	Operate Calavar/Condor/ High Reach Basket and Ground Scanner (Drivers License required) AFM 24306, T.O. 1255-USAF, Applicable Owners Manual	2016-06-14	2016-06-16			
	32923 070	OPERATE					
	32923 070 001.001	Condor Highreach AFOSH 91-66	2016-06-14				

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
SSgt MM1	Staff Sergeant	2A675

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2016-11-01

Individual Training Record

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X1-006 001 A RCRAFT GENERAL, C-5M													
2A5X1-006 001.001 Safety precautions pertaining to: TR: AFI 32-2001; TOs 00-20-1, 00-25-172, and 1C-5M-2-1													
2A5X1-006 001.001.001 High intensity sound		2016-08-18	2016-08-25				B	-	-	-	-	-	-
2A5X1-006 001.001.003 Danger Areas		2016-08-18	2016-08-25				B	-	-	-	-	-	-
2A5X1-006 001.005 Communications systems TR: TO 1C-5M-2 Series													
2A5X1-006 001.005.001 Operate VHF, UHF and HF TR: 1C-5M-2-8-1	5	2016-07-01	2016-07-06				2b	-	-	-	-	-	-
2A5X1-006 002 A RFRAME TR: TO 1C-5M-2-2													
2A5X1-006 002.004 Remove /install TR: TOs 1C-5M-2-2 and 1C-5M-2-12													
2A5X1-006 002.004.002 Pylon fairing panel assemblies		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A5X1-006 002.004.003 Pylon access panel assemblies		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A5X1-006 002.004.004 Mid panel assemblies		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A5X1-006 002.004.005 Mid sail panel assemblies		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A5X1-006 002.004.006 Pre-cooler panel assemblies		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)													
2A6X5-000 001.001 Definition of OPSEC		2008-04-07	2008-07-30				A	-	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211													
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2012-09-17	2012-09-21				-	-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001 001.004.0.2014153.134750 Use MAJCOM/FOA EEFIs		2012-10-01	2013-02-06				-	-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2008-04-07	2008-07-30				A	-	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2008-04-07	2008-07-30				A	-	B	-	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2008-04-07	2008-07-30				A	-	B	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 002.005 Maintain Safe Work Area		2008-04-07	2008-06-27				2b	-	b	-	-	-	-
2A6X5-000 002.006 Confined Spaces		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.001 In shop		2016-10-05	2016-10-05				2b	-	b	-	-	-	-
2A6X5-000 002.007.002 On flightline		2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2008-04-07	2008-06-27				b	-	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2012-10-01	2012-10-05				-	-	a	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2008-04-07	2008-06-27				-	-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2008-05-27	2008-06-27				-	-	B	-	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2008-04-07	2008-06-27				-	-	A	-	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2008-04-07	2008-06-27				-	-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2008-04-07	2008-06-27				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2008-04-07	2008-06-27				A	-	B	-	-	-	-
2A6X5-000 003.003 Storage and labeling		2012-10-01	2012-10-18				A	-	A	-	-	-	-
2A6X5-000 003.004 Proper disposal		2008-04-07	2008-06-27				A	-	B	-	-	-	-
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives													
2A6X5-000 004.001 Maintenance Group Organizational Structure		2009-03-08	2009-03-08				A	-	B	-	-	-	-
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2009-03-08	2009-03-08				A	-	B	-	-	-	-
2A6X5-000 004.004 Principles of Risk Management (RM)		2008-04-07	2008-07-30				-	-	-	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2009-03-08	2009-03-08				A	-	B	-	-	-	-
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2009-03-27	2009-04-11				A	-	B	-	-	-	-
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2008-04-07	2008-06-27				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2008-04-07	2008-06-27				B	-	-	-	-	-	-
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1													
2A6X5-000 006.005.001 Use GO81	5	2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 006 006.001.0.2014153.160606 Use GO81	5	2008-04-07	2008-06-27				-	-	-	-	-	-	-
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2008-04-07	2008-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 002 Use AFTO Form 781H	5	2008-04-07	2008-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2008-04-07	2008-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 004 Use AFTO Form 95		2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2008-04-07	2008-06-27				b	-	-	-	-	-	-
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)	5	2008-04-07	2008-06-27				-	-	-	-	-	-	-
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.0.2014153.182713 SUPERVISION (FUNDAMENTALS)													
2A6X5-000 007.001 Maintenance training principles		2012-10-01	2012-10-18				A	-	B	-	-	-	-
2A6X5-000 007.001.0.2014153.182713 Orient New Personnel AFI 36-2201		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 007.002.0.2014153.182713 Assign Personnel to Work Crews AFI 21-101		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.003.0.2014153.182713 Plan Work Assignments and Priorities AFI 21-101		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.0.2014153.182713 Schedule Work Assignments AFI 21-101		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.004.001 Upgrade		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-000 007.005.0.2014153.182713 Establish													
2A6X5-000 007 005.001.0.2014153.182713 Work methods		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-000 007.006.0.2014153.182712 Evaluate Work Performance of Subordinate Personnel AFI 36-2403		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.007.0.2014153.182712 Resolve Technical Problems for Subordinate Personnel AFI 21-101		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.008.0.2014153.182712 Counsel personnel and resolve individual problems		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.009.0.2014153.182712 Initiate Action to Correct Substandard Performance by Personnel AFI 36-2908 / AFI 36-2503		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-000 007.010.0.2014153.182712 Inspect Maintenance Actions (IPI / Red X) TO 00-20-1		2012-10-01	2012-10-29				-	-	-	-	-	b	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2008-04-07	2008-06-27				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2008-04-07	2008-06-27				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2008-04-07	2008-06-27				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2012-10-01	2012-10-18				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2008-04-07	2008-06-27				2b	-	-	-	-	-	-
2A6X5-000 008.005 Comply with Time Compliance TOs	7	2012-10-01	2012-10-18				b	-	-	-	-	-	-
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2012-10-01	2012-10-29				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2012-10-01	2012-10-18				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556,TO 00-25-195, AFMAN 23-110, TO 00-35D-54,TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2012-10-01	2012-10-18				A	-	B	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2008-05-27	2008-06-27				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2012-10-01	2012-10-18				2b	-	a	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2008-05-27	2008-07-30				A	-	B	-	-	-	-
2A6X5-000 009.010 Equipment Management		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2012-10-01	2012-10-18				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2008-04-07	2008-04-09				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2008-04-07	2008-04-09				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 004 Electronic measuring devices		2016-07-01	2016-09-21				-	-	-	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2008-04-07	2008-07-30				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2008-04-07	2008-06-27				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2008-04-07	2008-07-30				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2008-04-07	2008-06-27				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2008-04-07	2008-07-30				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2008-04-07	2008-06-27				A	-	B	-	-	-	-
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2008-04-07	2008-06-27				A	-	B	-	-	-	-
2A6X5-000 010.004.001 Component identification/serviceability		2008-07-07	2008-09-18				A	-	A	-	-	-	-
2A6X5-000 010.004.002	5	2008-07-07	2008-09-18				-	-	b	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Determine serviceability													
2A6X5-000 010.004.003 Remove/Install		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-000 010.004.004 Fabricate													
2A6X5-000 010.004.004 002 Hand	5	2012-10-01	2012-10-18				b	-	b	-	-	-	-
2A6X5-000 010.004.005 Test	5	2012-10-01	2012-10-18				1b	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2008-07-07	2008-09-18				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2008-07-07	2008-09-18				-	-	b	-	-	-	-
2A6X5-000 010.005.005 Test	5	2016-10-05	2016-10-05				-	-	-	-	-	-	-
2A6X5-000 010.005.006 Remove/Install		2008-07-07	2008-09-18				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001 Remove/reseal/install		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs													
2A6X5-000 011.001 Principles of flight		2008-07-07	2008-09-18				B	-	B	-	-	-	-
2A6X5-000 011.002 Aircraft designation system		2009-03-27	2009-04-11				B	-	-	-	-	-	-
2A6X5-000 011.003 Major aircraft systems		2008-07-07	2008-09-18				B	-	-	-	-	-	-
2A6X5-000 011.004 Location of structural components		2008-07-07	2008-09-18				B	-	-	-	-	-	-
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs													
2A6X5-000 012.001 DC fundamentals		2008-07-07	2008-09-18				A	-	B	-	-	-	-
2A6X5-000 012.002 AC fundamentals		2008-07-07	2008-09-18				A	-	B	-	-	-	-
2A6X5-000 012.003 Operational fundamentals of basic circuits		2008-07-07	2008-09-18				A	-	B	-	-	-	-
2A6X5-000 012.004 Use Schematics and Diagrams	7	2012-10-01	2012-10-29				1b	-	b	-	-	-	-
2A6X5-000 012.005 Troubleshoot circuits		2012-10-01	2012-10-29				1b	-	b	-	-	-	-
2A6X5-000 012.006 Aircraft guarded switches		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2008-07-07	2008-09-18				B	-	B	-	-	-	-
2A6X5-000 013.002 Use Schematics and Diagrams	5	2008-07-07	2008-09-18				1b	-	b	-	-	-	-
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2009-03-08	2009-03-08				B	-	B	-	-	-	-
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQU PMENT Applicable Equipment TOs													
2A6X5-000 014.001 Shop Equipment													
2A6X5-000 014.001.003 Hydraulic Component Test Stand													
2A6X5-000 014.001.003 001 Operate		2016-10-05	2016-10-05				2b	-	b	-	-	-	-
2A6X5-000 014.001.003 003 Maintain		2016-10-05	2016-10-05				-	-	b	-	-	-	-
2A6X5-000 014.001.003 004 Connect to components		2016-10-05	2016-10-05				2b	-	-	-	-	-	-
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2009-03-27	2009-05-29				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2008-04-07	2008-04-09				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-000 014.002.004 Air compressor units		2009-03-27	2009-05-29				-	-	b	-	-	-	-
2A6X5-000 014.002.005		2009-03-08	2009-03-08				2b	-	-	-	-	-	-

1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Hydraulic servicing carts													
2A6X5-000 014.002.006 Maintenance stands	5	2008-04-07	2008-06-27				-	-	b	-	-	-	-
2A6X5-000 014.002.007 Air conditioner		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-000 014.002.008 Hydromite		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-000 014.002.009 Ground Heater		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-000 014.002.010 Light Carts		2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2009-03-08	2009-03-08				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2016-07-01	2016-07-28				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 001.025 Operate embedded diagnostic system (EDS)		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 001.027 Deactivate/Reactivate FSS		2015-10-21	2015-11-04				-	-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002 HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals		2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 002.003 Operate APU/ATM		2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 002.004 Operate PTU		2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													
2A6X5-005 002.011.001 Engine Driven Pumps	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011.003 Case Drain Flow Monitors (Engine, ATM, PTU)		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/linflex fitting	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011.006 Engine Dual Filter Pack		2015-10-21	2015-11-04				-	-	-	-	-	-	-
2A6X5-005 002.011.010 Power Transfer Unit		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.001 Operational Fundamentals		2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 004.002 Inspect System	7	2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 004.003 Perform Operational Check	5	2016-08-18	2016-08-25				-	-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 007.005 Remove / Install Components													
2A6X5-005 007.005.002 MLG Kneel Motor	5	2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 009													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 009.005 Operate Fwd Visor and Ramp System													
2A6X5-005 009.005.001 Manual Mode		2015-10-21	2015-11-04				-	-	-	-	-	-	-
2A6X5-005 009.005.002 Auto Mode	5	2015-10-21	2015-11-04				-	-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components													
2A6X5-005 009.006.001 Cargo Door Control Manifold (Aft Cargo Doors and Ramp or Fwd Cargo Door and Ramp)		2016-03-16	2016-03-17				-	-	-	-	-	-	-
2A6X5-005 009.006.004 Visor Lock Actuator	5	2015-10-21	2015-11-04				-	-	-	-	-	-	-
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 010.007 Remove / Install Components													
2A6X5-005 010.007.003 Aft ramp lock actuator		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-005 010.007.006 Side Door Actuator		2016-07-01	2016-07-06				-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series,TO 54 JG-10 Series, TO 23JG-40 Series,TO 10JG-60 Series, TO 40JG-20 Series,TO 34JG-60 Series, TO 31JG-50 Series,TO 00JG-00 Series													
2A6X5-006 001.001 Perform aircraft safe for maintenance	5	2016-10-05	2016-10-11				-	-	-	-	-	-	-
2A6X5-006 001.009 Connect / Disconnect External Electrical Power	5	2016-10-05	2016-10-11				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.001 Operational Fundamentals		2016-10-05	2016-10-11				-	-	-	-	-	-	-
2A6X5-006 002.013 Stow/deploy RAT assembly		2016-07-01	2016-07-28				-	-	-	-	-	-	-
2A6X5-006 002.015 Remove / Install Components													
2A6X5-006 002.015.001 Engine Driven Hydraulic Pump	5	2015-10-21	2015-11-04				-	-	-	-	-	-	-
2A6X5-006 002.015.015 Filter Elements	5	2016-07-01	2016-07-28				-	-	-	-	-	-	-
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20													
2A6X5-012 001.001 Ground aircraft or equipment	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.002 Lubricate aircraft components		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 001.003 Tow Aircraft		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 001.004 Perform Wing/Tail Walker Duties IAW Applicable TO/Checklist		2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.005 Install and remove ground safety devices	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 001.006 Perform refuel/defuel team member duties IAW TO/checklist		2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.007 Open and close engine cowling	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 001.009 Use Interphone	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.010 Marshall Aircraft		2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.011 Perform Aircraft Egress	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.012 Foreign Object Damage (FOD)/Dropped Object Program (DOPP) In and Around Aircraft		2008-04-07	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2008-04-07	2008-04-09				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2009-01-05	2009-01-09				-	-	-	-	-	-	-
2A6X5-012 001.015 Jack and Level Aircraft													
2A6X5-012 001.015.004 Perform Jacking Team Member Duties		2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 002 HYDRAULIC POWER SYSTEMS TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.001.002 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.001.005 Troubleshoot Main Hydraulic System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 002.001.006 Flush hydraulic system		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2008-10-21	2008-11-12				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 002.001.009 008 Case drain bleed and check valves		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 002.001.009 009 Flight control by-pass valves		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.001.009 010 Hydraulic fire shutoff valves		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-012 002.001.009 011 Maintenance isolation valves		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 002.001.009 012 Pump bleed and auto prime valve		2009-03-27	2009-05-29				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.001.009 014 System relief valve		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2008-04-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.002.002 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.002.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.002.005 004 Auxiliary pump manifold		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.002.005 005 Reversible pump manifold		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.003.002 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 002.003.004 Troubleshoot system	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 002.003.005 002 Case drain high temperature switch		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2009-01-05	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2009-01-05	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 003.004 Repack / Reseal Components													
2A6X5-012 003.004.001 Main gear shock strut		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-012 003.004.002 Centerline gear shock strut		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2009-01-05	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2009-01-05	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2009-01-05	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32													
2A6X5-012 005.001 Operational fundamentals		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 005.002 Perform operational check		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.005 Simulated Extension / Retraction	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.006 Ground sensing		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components													
2A6X5-012 005.007.001 Main Gear Hydraulic Interlock Cylinder	5	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.007.002 Centerline gear control valve		2012-06-08	2012-06-22				-	-	-	-	-	-	-
2A6X5-012 005.007.003 Landing gear selector valve		2009-10-22	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 005.007.004 Main Gear Down Lock Cylinder	5	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 005.007.005 Main gear retract cylinder		2012-04-09	2012-05-14				-	-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 005.007.008 Main gear door latch cylinder		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 005.007.011 Trim cylinder		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 005.007.012 Trim cylinder relief valve		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2009-04-01	2009-05-29				-	-	-	-	-	-	-
2A6X5-012 005.007.014 Centerline gear unlock cylinder		2012-10-01	2012-10-18				-	-	-	-	-	-	-
2A6X5-012 005.007.015 Centerline gear door links		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 006.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 006.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 006.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 006.005 Break wear check		2008-07-07	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 006.007													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Remove / Install Components													
2A6X5-012 006.007.001 Main wheel brakes		2011-04-21	2011-07-12				-	-	-	-	-	-	-
2A6X5-012 006.007.002 Brake valve actuator		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 007.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2009-05-29	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 007.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 007.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2009-05-29	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2012-04-09	2012-05-14				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2009-10-22	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2012-04-09	2012-05-14				-	-	-	-	-	-	-
2A6X5-012 008 STEER NG SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 008.002 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 008.003 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.001.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.001.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009 001.005.0.2014176.125852 Operate aileron system		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.001.005 001 Aileron actuators		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.002.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.002.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 001 Rudder actuators		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2009-03-08	2009-03-08				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.002.005 003 Non-reversible motor pump		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2008-10-21	2009-01-09				-	-	-	-	-	-	-
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.003.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.003.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.003.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator		2009-05-29	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.004.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.004.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2009-10-22	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.005.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.005.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 001 Flap actuating cylinder		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 009.005.005 002 Flap control valve		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 009.005.005 003 Flap lock valve		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.006.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.006.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.006.005 Remove / Install Components													
2A6X5-012 009.006.005 001 Spoiler drive servo		2009-05-29	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.007.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.007.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.007.005 Remove / Install Components													
2A6X5-012 009.007.005 001 Slat actuator		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 002 Outboard slat balance relief valve		2009-04-01	2009-05-29				-	-	-	-	-	-	-
2A6X5-012 009.007.005 003 Slat control valve		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 004 Slat two speed valve		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													
2A6X5-012 009.008.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 009.008.002	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training							
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Operational Check													
2A6X5-012 009.008.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.008.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.001.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.001.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 001 Auxiliary reservoir		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2008-04-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.002.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.002.004 Troubleshoot System using Fuel Pressure Control System Test Set	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2008-04-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.003.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 010.003.011 Lower boom for maintenance	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 010.003.012	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Raise boom after maintenance													
2A6X5-012 010.003.013 Retract boom	5	2008-05-27	2008-06-27				-	-	-	-	-	-	-
2A6X5-012 010.003.014 Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2008-10-21	2009-01-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2009-04-01	2009-04-11				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2008-10-21	2008-12-05				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVT)		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 015 Annunciator lights		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2009-05-29	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2009-04-01	2009-04-11				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031 Recoil	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Drogue System													
2A6X5-012 010.004.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 010.004.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.004.004 Troubleshoot System using Drogue Coupling Tester	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Drogue	5	2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.004.006 Rewind Drogue	5	2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.004.007 Drain drogue		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components													

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.004.008 001 Hose		2008-10-21	2009-01-09				-	-	-	-	-	-	-
2A6X5-012 010.004.008 002 Hose Reel	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28													
2A6X5-012 011.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 011.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 011.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2009-10-22	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 011.007 Deploy/Stow Hose		2008-10-21	2008-10-21				-	-	-	-	-	-	-
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC													
2A6X5-012 012.001 Cyclic		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.002 Home Station Check (HSC)		2011-01-12	2011-07-12				-	-	-	-	-	-	-
2A6X5-012 012.003 Pod Fault Diagnosis	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 012.004 Remove / Install Components													
2A6X5-012 012.004.001 Refueling Pod		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2009-05-29	2010-08-02				-	-	-	-	-	-	-
2A6X5-012 012.004.006 Hose Jettison Unit		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.007 Coupling		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.014 Hose Position Sensor		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 012.004.016 Parking Brake (Linear Actuator)		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.017 Pawl Assembly (Parking Brake)		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.018 Hose Drum Drive Unit		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.019 Gear Box Assembly		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2009-01-05	2009-01-09				-	-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2011-11-01	2012-04-23				-	-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28													
2A6X5-012 013.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 013.003 Inspect System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 013.004 Troubleshoot System using UARRSI Tester	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)														
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 013.005 Remove / Install Components													
2A6X5-012 013.005.001 UARRSI		2009-04-01	2009-05-29				-	-	-	-	-	-	-
2A6X5-012 013.005.002 Door control cable		2011-07-12	2011-09-14				-	-	-	-	-	-	-
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52													
2A6X5-012 014.001 Operational fundamentals		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 014.003 Inspect	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 014.004 Troubleshoot System	7	2012-10-01	2012-10-29				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 014.005.003 Cargo door hand pump		2009-03-08	2009-03-08				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 014.005.005 Cargo door reservoir		2008-07-07	2008-09-18				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2009-05-29	2010-08-02				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32797 001	Team Communication AMCI21-104 Attachment 5 task A5.17	2013-03-11	2014-01-20			
	32797 003	Disconnect/Reconnect AIrcraft Batteries 1C-10(K)A-2-24	2008-10-21	2009-03-08			
	32797 004	Install/Remove Brake Inoperative Jumper Kit 1C-10(K)A-2-32	2009-05-29	2010-08-02			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2009-03-08	2009-03-08			
	32797 007	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2008-06-20	2008-07-15			
	32797 008	Engine Operation 1C-10(K)A-2-71	2014-06-18	2014-07-23			
	32797 009	Tail Cone Work Platform 1C-10(K)A-2-53	2013-03-11	2014-01-20			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2008-07-07	2008-07-15			
	32797 010.002	Perform Pre-use Inspection and Operate	2008-07-07	2008-07-15			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2009-03-08	2009-03-08			
	32797 011.002	Perform Pre-use Inspection and Operate	2009-03-08	2009-03-08			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2009-03-08	2009-03-08			
	32797 012.002	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2009-04-01	2009-04-11			
	32797 012.003	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2009-04-01	2009-04-11			
	32797 014	Hydraulic 7 Level SCR 660th AMXS					
	32797 014.001	Sign/Clear Red X (Primary AFSC) AFI 21-101 IAW T 0. 00-20-1	2013-09-02	2013-10-22			
	32797 014.002	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2013-09-02	2013-10-22			
	32797 014.003	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2013-09-02	2013-10-22			
	32797 014.004	Perform PI (Primary AFSC) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2013-09-02	2013-10-22			
	32797 014.005	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2013-09-02	2013-10-22			
	32797 014.006	Landing Gear Retraction Supervisor AFI 21-101	2013-09-02	2013-10-22			
	32797 015	Tow Team Assistant 1C-10(K)A-2-9-10-00					
	32797 015.003	Perform as brake operator 1C-10(K)A-2-9-10-00	2013-03-11	2014-01-20			
	32797 015.004	Perform as wing/tail walker 1C-10(K)A-2-9-10-00	2013-03-11	2014-01-20			
	32923 020	Team Communication AMCI21-104 Attachment 5 task A5.17	2015-10-23	2015-10-23			
	32923 021	Disconnect/Reconnect AIrcraft Batteries	2015-10-23	2015-10-23			
	32923 023	Install/Remove Brake Inoperative Jumper Kit 1C-10(K)A-2-32	2015-10-23	2015-10-23			
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-10-23	2015-10-23			
	32923 026	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2015-10-23	2015-10-23			
	32923 027	Engine Operation 1C-10(K)A-2-71	2015-10-23	2015-10-23			
	32923 028	Tail Cone Work Platform 1C-10(K)A-2-53	2015-10-23	2015-10-23			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2015-10-23	2015-10-23			
	32923 031 001.001	Air Refueling Operators Control Panel (AROCP) (Remive,Inspect,Install)	2015-10-23	2015-10-23			
	32923 031 001.002	Flight Engineers Control Panel (FECP) (Remive,Inspect,Install)	2015-10-23	2015-10-23			
	32923 033	Hydraulic 7 Level SCR 660th AMXS					
	32923 033.001	Sign/Clear Red X (Primary AFSC)(KC-10) AFI 21-101 IAW T 0. 00-20-1	2015-10-23	2015-10-23			
	32923 033 001.001	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2015-10-23	2015-10-23			
	32923 033 001.002	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2015-10-23	2015-10-23			
	32923 033 001.003	Perform PI (Primary AFSC)(KC-10) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2015-10-23	2015-10-23			
	32923 033 001.004	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2015-10-23	2015-10-23			
	32923 033 001.005	Landing Gear Retraction Supervisor AFI 21-101	2015-10-23	2015-10-23			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S NITIALS	TRA NER'S NITIALS	CERTIFIER'S NITIALS
	32923 034	Tow Team Assistant 1C-10(K)A-2-9-10-00					
	32923 034 001.002	Perform as brake operator 1C-10(K)A-2-9-10-00	2015-10-23	2015-10-23			
	32923 034 001.003	Perform as wing/tail walker 1C-10(K)A-2-9-10-00	2015-10-23	2015-10-23			
	32923 054	ADDITIONAL TASKS (797) SPECIAL EQUIPMENT					
	32923 054.001	Operate Calavar/Condor/ High Reach Basket and Ground Scanner (Drivers License required) AFM 24306, T.O. 1255-USAF, Applicable Owners Manual	2016-03-27	2016-03-27			
	32923 059	SPECIAL CERTIFICATION TASKS (797) (ADDITIONAL QUALIFICATIONS)					
	32923 059 001.001	APU OPERATOR (C5 000307) T.O. 1C-5M-2-4, 2-4CL-2	2016-08-21	2016-09-21			
	32923 070	OPERATE					
	32923 070 001.001	Condor Highreach AFOSH 91-66	2016-03-27				

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TAB U

TECHNICAL CONTENT RELEASE AUTHORIZATIONS

U1. Tab J Boeing Initial Proprietary Information Release Authorization, 21 Mar 17 ..... U-2

U2. Tab J Boeing Second Review of Proprietary Photographs, 7 Apr 17 ..... U-4

U3. Redacted J-223 Attached to Boeing's 7 Apr 17 E-mail U-6

U4. Tab BB Technical Content Release Request Sent From AIB Legal Advisor to Legacy Tanker Division (AFLCMC/WKD) Technical Order Management Agent (TOMA), 2 Feb 17 ..... U-7

U5. Updated Tab BB Technical Content Release Request sent from AIB Legal Advisor to AFLCMC/WKD TOMA, 7 Feb 17 ..... U-8

U6. Tab BB Technical Content Release Memo from AFLCMC/WKD, 4 May 17 ..... U-10

U7. Memorandum for Record from AIB Legal Advisor re: Tab BB Technical Content Release Follow-up with 72 ABW/JAQ, 19 Jun 17 ..... U-11

U8. Tab BB Boeing Initial Release of Propreitary Technical Content, 12 May 17 ..... U-12

U9. Tab BB Boeing Follow-up Release of Proprietary Technical Content, 7 Jun 17 ..... U-14

U10. Correspondence from AIB Legal Advisor and Boeing re: Technical Content Release Clarification, dated 19 and 22 Jun 17 ..... U-24

U11. Attchment to 22 Jun 17 E-mail from Boeing re: Technical Content Release Clarification.. ..... U-25

U1. Tab J Boeing Initial Proprietary Information Release Authorization, dated 21 Mar 17

From:
Sent: Tuesday, March 21, 2017 5:27 PM
To: Capt USAF AFLOA (US)
Cc:
Subject: RE: Boeing Proprietary Info Release Request

Capt ,

Thanks again for your patience as we prepared our response. We've worked through the documents. It looks like we can agree to release a great deal of the content. Some of the content, however, is simply too sensitive for public dissemination. In addition, some of the content appears to be the proprietary information of a different contractor. We're not in a position to authorize public release of that information. To best explain our position, I'll FedEx a disk with redacted versions of the PDF's that reflect what we can and can't agree to release. At your earliest convenience, please respond your preferred mailing address and name to address the package to.

To ease your review of the disk, I've provided a description of the basis of each of these redactions here:

Redaction Guide to Tab J

This document is actually two separate reports, with the second report beginning at J249. Within this PDF, we're including three different markings: 1) regular redaction; 2) a "Do Not Release" stamp where Boeing wishes to withhold an entire page; and 3) yellow highlighting for FOUO material. W/respect to the actual document, the specific marks to the sections are as follows:

Part Information – This section is redacted because the information would provide key design information that makes the boom controller unique and distinguishes it from the competitors.

Pictures & Charts (J213 – J248) – The photographs in this page range are marked "Do Not Release" because it provides gimbal assembly information that is critical to the boom design that sets it apart from the competitors. The information contained in the charts at the end of the report would allow engineers for Boeing's competitors to determine the materials used that make Boeing's gimbal design unique.

Boeing BCU HF Interference Memorandum (J249 – J252) – This is the beginning of the second, older document. It discusses the internal design of the boom controller in detail, and it contains that is critical to the boom design that sets it apart from the competitors. In addition, it contains information that is proprietary to Honeywell. Finally, and possibly most significantly, the report is marked ITAR-controlled. In my with other AIBs, they've shied away from going through the painful process to get approval from the necessary government entities to release ITAR materials publicly.

Of course, this email and the forthcoming PDFs only reflect Boeing's view of this data. As you know, much of the data may be controlled by other Government groups. Boeing's review and response does not reflect consultation with nor concurrence by those groups. Most notably, Boeing highlighted FOUO data in yellow for ease of your review. Boeing doesn't wish to withhold that information, but presumes the AIB will want to clear it's release with the appropriate equity-holder. Similarly, I note the presence of the ITAR stamp on one of the reports. I'm unsure whether other material is similarly controlled or controlled in some other similar manner.

If the AIB believes it needs to release discrete pieces of information Boeing has redacted or sought to withhold, we're happy to discuss further. Please don't hesitate to contact me if you have any questions.

Best,

U2. Tab J Boeing Second Review of Proprietary Photographs, dated 7 Apr 17

From:
Sent: Friday, April 07, 2017 4:05 PM
To: Capt USAF AFLOA (US)
Cc:
Subject: KC-10 AIB - Second review of proprietary photographs
Attachments: J-223 Redacted Picture_Redacted.pdf

Capt ,

As promised, we've reviewed the photographs you asked us to take another look at. I believe we can accommodate some of your request, but probably can't for others. Specifically, our position is as follows:

J-215 = We cannot agree to public release of this picture for the reasons we discussed by phone. This same is true for each of the pictures below that we can't agree to release.

J-217 = Release

J-218 = Release

J-219 = No release

J-220 = Release

J-221 = No release

J-222 = No release

J-223 = This was a difficult picture for us, but given the emphasis you placed on using this picture, we're able allow its public release as redacted in the attachment to this email.

J-224 = No release

J-225 = Release

J-228 = No release

J-229 = Release

J-230 = Release

J-232 = No release

J-234 = No release

J-235 = No release

J-244 = No release

As before, this email only reflects Boeing's view of the photographs. They may be controlled by other Government groups in some manner. Boeing's review and response does not reflect consultation with nor concurrence by those groups.

I hope this helps.

Best,

Senior Counsel

Boeing Oklahoma

City

Oklahoma City, OK

(phone)

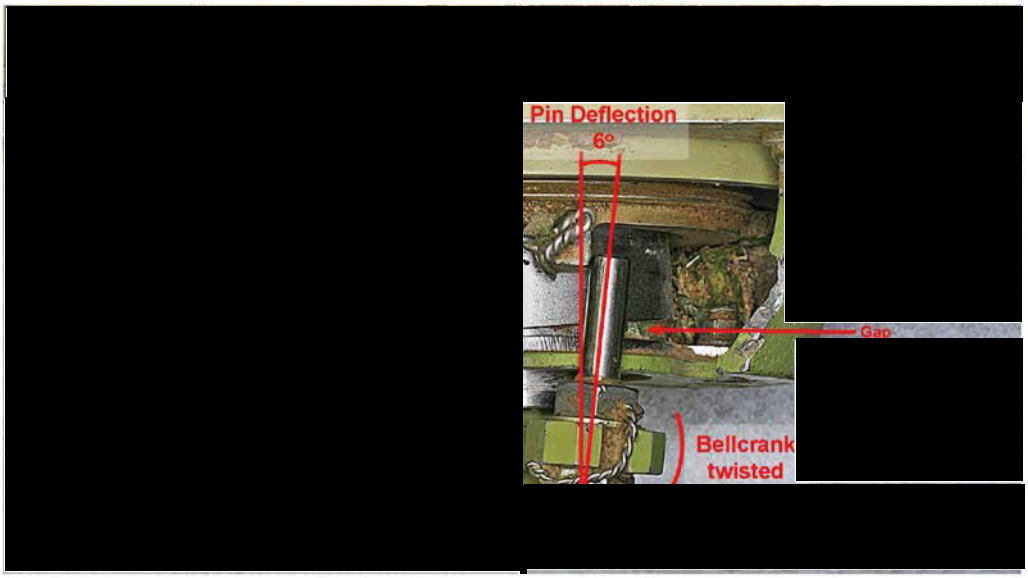
(cell)

Paralegal: ;

NOTICE: This communication may contain privileged or other confidential information. If you are not the intended recipient, or believe that you have received this communication in error, please do not print, copy, retransmit, disseminate, or otherwise use this information. Also, please indicate to the sender that you have received this e-mail in error, and delete the copy you have received. Thank you.

U3. Redacted J-223 Attached to Boeing's 7 Apr 17 E-mail

KC-10A, 83-0080, Class A, 1 November 2016, AFSAS #585987



Close-up showing twisted Bellcrank and measured deflection of Stud
(Figure 13)

U4. Tab BB Technical Content Release Request Sent From AIB Legal Advisor to Legacy Tanker Division (AFLCMC/WKD) Technical Order Management Agent (TOMA), dated 2 Feb 17

From: Capt USAF AFLOA (US)
Sent: Thursday, February 02, 2017 1:10 PM
To: GS-12 USAF AFMC AFLCMC/WKDMA
Cc: NH-04 USAF AFMC AFLCMC/WKDB; SrA USAF AMC 60 AMW/JA; Col USAF AMC 375 OG/OG/CC
Subject: Request for use of KC-10 TO
Attachments: Tech Manual References_Redacted.pdf
Signed By:

Mr. ,

I am the legal advisor assigned to the AFI-503 Accident Investigation Board (AIB) for the KC-10 mishap, T/N 83-0080, that occurred near Mountain Home AFB on 1 Nov 2016. The statutorily mandated purpose of the AIB is to produce a publicly releasable report of the facts and circumstances surrounding the mishap. AFI 51-503, Aerospace Accident Investigations, requires the AIB to support the facts asserted in the AIB report with interview testimony and documents. To this end, I have identified the following technical orders that are critical to buttressing our explanation of the cause of the mishap and the factors that substantially contributed to it. IAW AFI 51-503 paragraph 5.4.2, I am contacting you as the Technical Orders Manager of the following technical orders to seek your permission to include them in our AIB report. The AIB is requesting permission to include the attached portion of these pages in the AIB report. Thank you.

T.O. 1C-10(K)A-1
1) Cover page
2) Redacted pages 3-19, 1.15-35, 2A-154, 3-12, 2-69, 2A-103, 4-157 to 4-159

V/r,
, Capt, USAF
Legal Advisor, Accident Investigation Board

This email contains information related to an ongoing Accident Investigation Board (AIB). In accordance with AFI 51-503, para 7.1.3, prior to the official public release of the AIB report, board members, SMEs, contractors, and federal government employees who have been given or have obtained access to accident investigation information or documents shall not disclose that information or the contents of the report for other than official and authorized purposes. The only authorized disclosures of accident information or the contents of the report shall be for the purpose of facilitating the accident investigation.

U5. Updated Tab BB Technical Content Release Request Sent From AIB Legal Advisor to AFLCMC/WKD TOMA, dated 7 Feb 17

From: Capt USAF AFLOA (US)
Sent: Tuesday, February 07, 2017 3:18 PM
To: GS-12 USAF AFMC AFLCMC/WKDMA
Cc: SrA USAF AMC 60 AMW/JA; Col USAF AMC 375 OG/OG/CC; NH-03 USAF AFMC AFLCMC/WKDAB; CMSgt USAF AMC 735 AMS/CCC
Subject: RE: Request for use of KC-10 TO
Signed By:

Mr. ,

Below is a list of the updated T.O. pages that we are requesting to utilize as part of our publicly releasable report. The sections that we request are as follows:

T.O. 1C-10(K)A-1 Volume 1
1) Cover page
2) Redacted pages 1.15-35, 2A-103, 2A-152 to 2A-154, 2A-160, 2-69, 3-12, 3-19,
4-157 to 4-159

T.O. 1C-10(K)A-2-28
1) Cover page
2) Task 28-70-00 Page 3 3)
Task 28-71-00 Page 3, 6
4) Task 28-71-04 Page 201 to 206
5) Task 28-71-06 Page 206 and 213 (Step 3b)
6) Task 28-72-00 Pages 1 to 3 7)
Task 28-72-05 Pages 201-205 8)
Task 28-72-10 Page 1
9) Task 28-72-11 Page 622 Table 605

T.O. 1C-10(K)A-28FI-1
1) Cover page
2) Task 28-70-00 pg 116

T.O. 1C-10(K)A-6WC-1
1) Cover page
2) Card 10LM-004.4 pg 37
3) Card 10LM-005.4 pg 85

V/r,
, Capt, USAF
Legal Advisor, Accident Investigation Board

**This email contains information related to an ongoing Accident

Investigation
Board (AIB). In accordance with AFI 51-503, para 7.1.3, prior to the official
public release of the AIB report, board members, SMEs, contractors, and federal government employees who have been given or have obtained access to accident investigation information or documents shall not disclose that information or the contents of the report for other than official and authorized purposes. The only authorized disclosures of accident information
or the contents of the report shall be for the purpose of facilitating the accident investigation.**

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON DC 20330

MEMORANDUM FOR 72 ABW/PA

FROM: AFLCMC/WKD

SUBJECT: Security and Policy Review

1. The attached material, described below, is forwarded for security and policy review in accordance with AFI 35-102

TITLE: T.O. 1C-10(K)A-1, Flight Manual USAF series KC-10 aircraft, 1C-10(K)A-6WC-1, Preflight Basic Post and thru flight inspection work cards, 1C-10(K)A-2-28, Maintenance Manual Organizational Fuel USAF Series KC-10 aircraft 1C-10(K)A-2-28FI-1, Fault Isolation Fuel USAF Series KC-10 aircraft. Redacted technical order in support of Accident Investigation Board. Page count approximately 34

AUTHOR/ORGANIZATION: AFLCMC/WKD

PRESENTATION TO: General public

DATE: Upon Accident Investigation Board completion

LOCATION: N/A

PUBLICATION IN: Publicly releasable accident investigation report

SUBMITTAL DEADLINE: N/A

REQUEST REPLY BY: 5 May 2017

2. This request for release is made on behalf of the Accident Investigation Board KC-10 mishap, 1 November 2016. The technical orders and/or specific sections will be released in the publicly releasable accident investigation report. Coordination of each individual technical orders and/or specific sections was accomplished, approved and/or disapproved by the following. Technical Content Managers: Flight Manuals, Mr. , DSN . Mr. , DSN , Mr. , DSN and Controlling DoD Office, Mr. , DSN .

3. The material is unclassified, technically accurate, an open publication and does not appear to violate contractor's proprietary rights. I have determined that the material is suitable for public release, provided your review and Boeing's review supports this determination.

NH-04, DAF
Chief Engineer, Legacy Tanker Division

19 June 2017

MEMORANDUM FOR RECORD

FROM: Legal Advisor, Accident Investigation Board, KC-10A, T/N 83-0080, 1 Nov 16

SUBJECT: Technical Content Release Follow-up

1. On 4 May 2017 members of the AIB received a memorandum from the Legacy Tanker Division (AFLCMC/WKD) indicating that the technical content the AIB had requested on 2 and 7 February 2017 was suitable for public release.

2. In the 4 May 2017 email to which the memorandum was attached, the Legacy Tanker Division Chief Engineer recommended that we consult with both The Boeing Company and the acquisitions attorneys assigned to the 72nd Air Base Wing (72 ABW/JAQ). The correspondence between AIB personnel and Boeing's legal counsel are included within Tab U. I also followed up with the two individual points of contact at 72 ABW/JAQ who were included in the "Cc:" block of the 4 May 2017 email.

3. On 19 June 2017 I received a phone call response from one of those individuals indicating that 72 ABW/JAQ did not intend to conduct a technical content review in addition to those already performed by AFLCMC/WKD and Boeing, nor did they intend to provide any input in addition to the memorandum that the AIB had already received from AFLCMC/WKD.

Very respectfully,

//SIGNED//

[AIB LA] , Capt, USAF
Legal Advisor

U8. Tab BB Boeing Initial Release of Proprietary Technical Content, dated 12 May 17

From:
Sent: Friday, May 12, 2017 9:18 AM
To: Capt USAF AFLOA (US)
Cc: ( )
Subject: KC-10 AIB - Proprietary documents submitted for review on 4 May 2017

Capt ,

The Boeing Company ("Boeing") has reviewed the proprietary documents that sent to us on 4 May 2017 for potential public release. Upon review, it appears that Boeing can agree to release some of the content. Some of the content, however, is too sensitive for public dissemination. I've attached the documents Boeing agrees to release here.

For your records, the following reflects Boeing's position on each of the documents Mr. sent over on 4 May:

Documents	Position on Public Release
1C-10(K)A-6WC-1_Cards 10LM-004.4 & 005.4 and cover pages-	These cards contain significant technical content throughout. As such, we cannot agree to release this data.
2-28 cover, task 28-71-04, 28-72-05, Table 605 -	Same
28FI-1 cover and pg. 116 -	Same
1C-10(K)A-1_2A-152 to 154 -	Boeing agrees to release this data
KC-10(K)A-1_4-166 -	Boeing agrees to release this data.
KC-10(K)A-1 -	Page 2 of this document (Air Refueling Limitations) reveals significant boom design information. We can agree to release the this data so long as page 2 is redacted consistent with the attached PDF.

Please do not hesitate to contact me with any questions.

Best regards,

Senior Counsel

Boeing Oklahoma City

Oklahoma City, OK

(phone)

(cell)

Paralegal: ; ;

NOTICE: This communication may contain privileged or other confidential information. If you are not the intended recipient, or believe that you have received this communication in error, please do not print, copy, retransmit, disseminate, or otherwise use this information. Also, please indicate to the sender that you have received this e-mail in error, and delete the copy you have received. Thank you.

U9. Tab BB Boeing Follow-up Release of Proprietary Technical Content, 7 Jun 17

From: ,
Sent: Wednesday, June 07, 2017 9:02 AM
To: Col USAF AMC 375 OG/OG/CC
Cc: Maj USAF AMC JA/JA; Capt USAF AFSPC AF LEGAL OP AGENCY FO/JA; Capt USAF AFSPC AF LEGAL OP AGENCY FO/JA; GS-09 USAF AMC JA/JAA; CMSgt USAF AMC 735 AMS/CCC; NH-03 USAF AFMC AFLCMC/WKD, C/KC-135 Mechanical Systems and Tech Support;
Subject: [Non-DoD Source] RE: Boeing Proprietary Info Release Request

Col ,

Boeing has reviewed the attached PDFs. We agree to their release as you've redacted in the above.

As always, Boeing's review and response does not reflect consultation with nor concurrence by any other relevant Government organizations who may hold interest in this data.

Best,

-----Original Message-----
From: Col USAF AMC 375 OG/OG/CC
Sent: Sunday, June 04, 2017 8:01 PM
To:
Cc: Maj USAF AMC JA/JA < >; Capt USAF AFSPC AF LEGAL OP AGENCY FO/JA < >; Capt USAF AFSPC AF LEGAL OP AGENCY FO/JA < >; GS-09 USAF AMC JA/JAA < >; CMSgt USAF AMC 735 AMS/CCC < >; NH-03 USAF AFMC AFLCMC/WKD, C/KC-135 Mechanical Systems and Tech Support < >
Subject: Boeing Proprietary Info Release Request

Mr. ,

Thank you for your continued help with our KC-10 investigation.

After reviewing the last set of technical order redactions, we are requesting reconsideration on the following (attached):

1) Redacted 1C-10(K)A-2-28 cover, heavily redacted task 28-71-04 pgs 201-204, showing step 17.
- We request use of step 17.

2) Redacted 1C-10(K)A-6WC-1 cover, redacted card 10LM-004.4 pg 37, and

redacted card 10LM-004.4 pg 85 showing Postflight & Combined Preflight/Postflight Gimbal Yoke nut inspection requirements.
- We request use of Postflight & Combined Preflight/Postflight Gimbal Yoke Nut inspection requirements.

We believe we will be able to submit our report to our Convening Authority as written with approval of those two items and are attempting to do so by the end of this week to finalize this process.

Thank you again and we look forward to your response.

v/r

Col

, Colonel, USAF
President, Accident Investigation Board
Commander, 375th Operations Group
Comm: ; DSN
Cell:

TO 1C-10(K)A-2-28

FORMERLY 1C-10(K)A-2-28-1
FORMERLY 1C-10(K)A-2-28-2
FORMERLY 1C-10(K)A-2-28-3

TECHNICAL MANUAL

MAINTENANCE MANUAL ORGANIZATIONAL

FUEL

USAF SERIES KC-10A AIRCRAFT

THE BOEING COMPANY
F34601-93-C-0448
Prepared Under Contract FA8222-12-D-0011
Prepared by OC-ALC/AFLCMC KC10 Weapon System Program Office

THIS CHANGE INCORPORATES URGENT PCRS 21LAMCA4QF7006U, 21LAMCA4QF7007U, AND 21LAMCA4QF7008U

BASIC AND ALL CHANGES HAVE BEEN MERGED TO MAKE THIS A COMPLETE PUBLICATION

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

01 JULY 2015

KC-10A, T/N 83-0080, 1 November 2016
U-16 CHANGE 7 15 FEBRUARY 2017

GIMBAL - MAINTENANCE PRACTICES

1. General

A. This maintenance practice provides instructions for removal/installation of the Aerial Refueling Boom (ARB) gimbal mechanism installed on the ARB support fitting located on the lower aft fuselage ARB support structure, and connected to the boom at the boom-gimbal pivot point by the hydraulic glands.

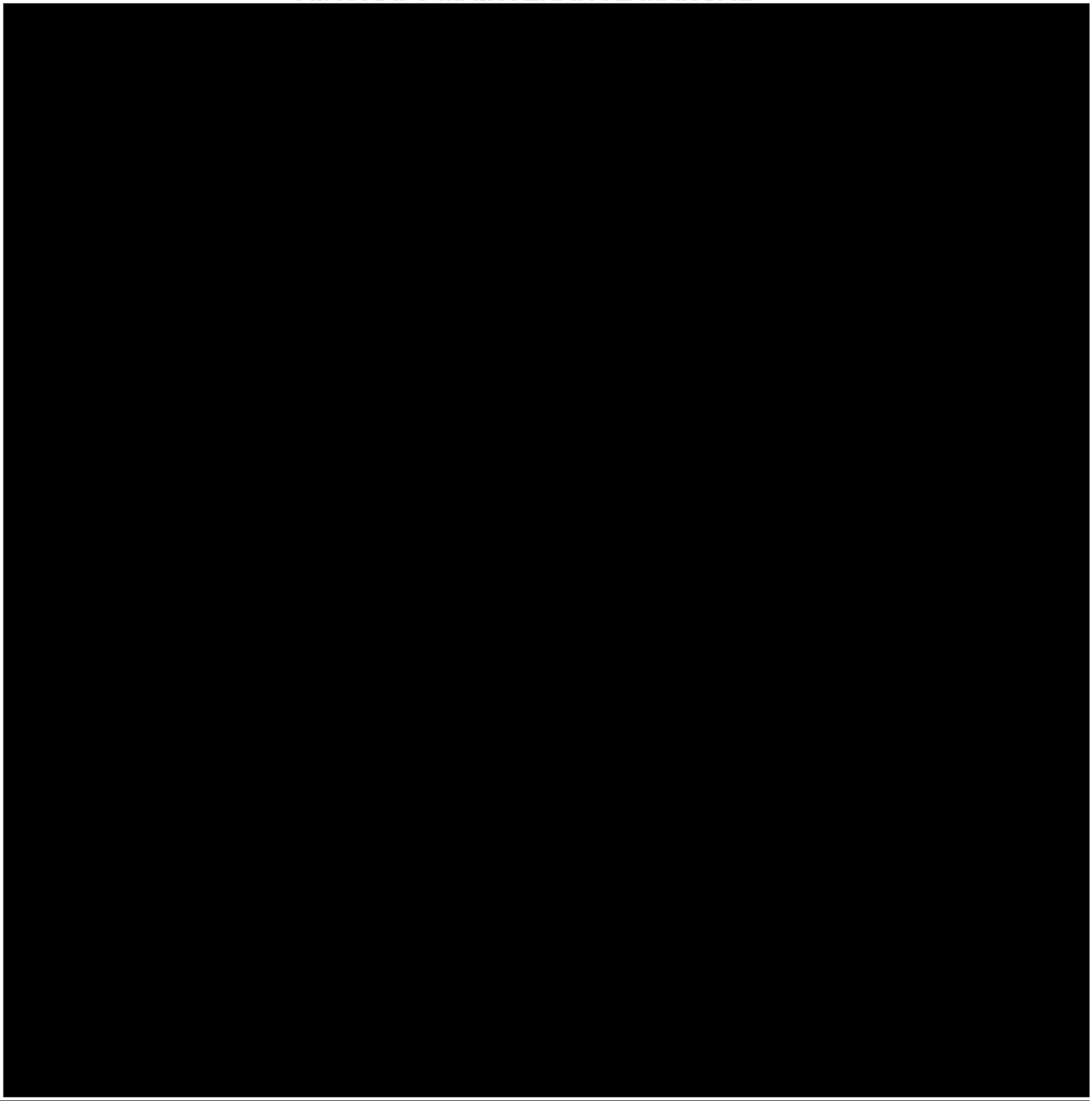
[redacted]

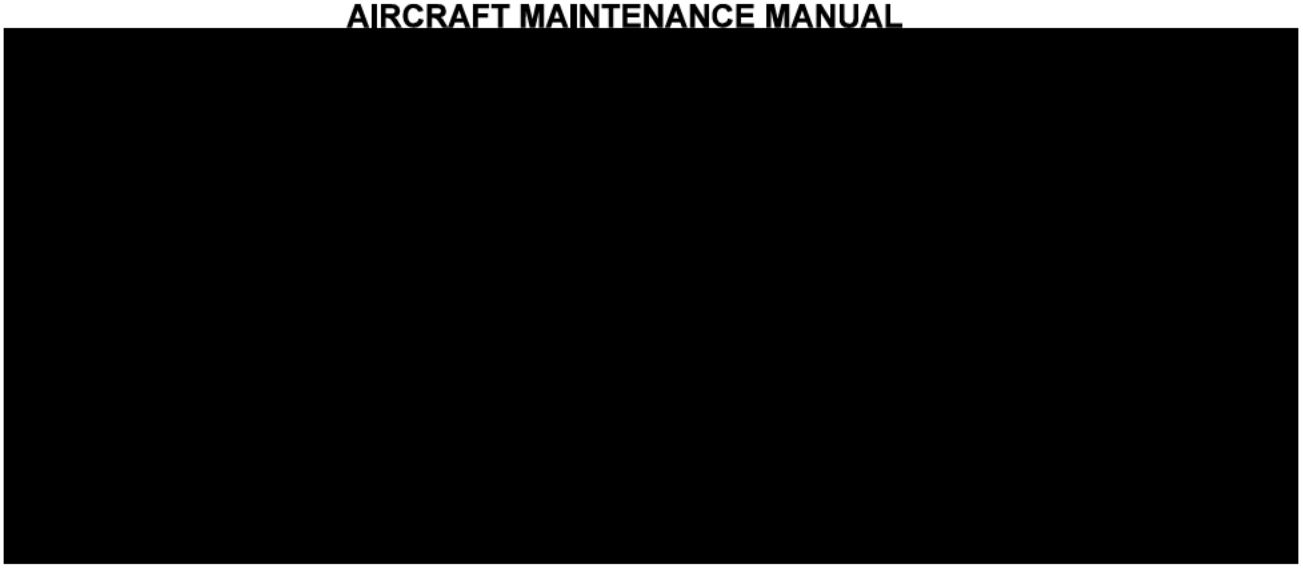
3. Removal/Installation - Gimbal

A. Remove Gimbal [redacted]

[redacted]

B. Install Gimbal





(17) Verify that roll position DRVT polarity is correct by lowering boom on to dolly and moving to aircraft left. Verify that boom roll indicator indicates boom left.

TO 1C-10(K)A-6WC-1

ONE SET
USAF KC-10A AIRCRAFT
PREFLIGHT-BASIC POST AND THRUFLIGHT INSPECTION WORK CARDS

F34601-95-C-0945
Prepared Under Contract FA8222-12-D-0011
Prepared by OC-ALC/AFLCMC KC10 Weapon System Program Office

BASIC AND ALL CHANGES HAVE BEEN MERGED TO MAKE THIS A COMLETE PUBLICATION

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

15 NOVEMBER 2003
CHANGE 39 1 MARCH 2017

PUBLICATION	CHANGE NO.	CHANGE DATE	PAGE NO.	INSP CHK	CARD NO.
TO 1C-10(K)A-6WC-1	39	1 MAR 17	37	POSTFLIGHT	10LM-004.4
	ATA CHAP	AREA ZONE 4		INSP DATE	A/C NO.

INSTRUCTION	SIGN OFF	
AREA 4 (EXTERIOR) (CONTINUED)	MECH	INSP
[redacted]		
&11. ACCESS GIMBAL YOKE NUT BY OPENING PETAL DOORS.		
A. USING MIRROR CHECK GIMBAL YOKE NUT FOR SECURITY (SAFETY WIRE INTACT WITH 2-3 THREADS VISIBLE FORWARD OF THE YOKE NUT).		
$12. CHECK AERIAL REFUELING BOOM NOZZLE CONTACT COIL (REF. MM 28-76-01) FOR CORROSION AND IMPACT DAMAGE. TREAT IF REQUIRED. 941-N001 (28-76-01)		
[redacted]		

MDC data subject to restrictive legend(s) on title page

PUBLICATION	CHANGE NO.	CHANGE DATE	PAGE NO.	INSP CHK	CARD NO.
TO 1C-10(K)A-6WC-1	39	1 MAR 17	85	COMB PRE/POST	10LM-005.4
	ATA CHAP	AREA ZONE 4		INSP DATE	A/C NO.

INSTRUCTION	SIGN OFF	
AREA 4 (EXTERIOR) (CONTINUED)	MECH	INSP
[redacted]		
&13. ACCESS GIMBAL YOKE NUT BY OPENING PETAL DOORS.		
A. USING MIRROR CHECK GIMBAL YOKE NUT FOR SECURITY (SAFETY WIRE INTACT WITH 2-3 THREADS VISIBLE FORWARD OF THE YOKE NUT).		
14. CHECK AERIAL REFUELING BOOM FLIGHT CONTROLS (REF. MM 28-73-00) FOR FOREIGN OBJECT OR IMPACT DAMAGE. 900-J005 (28-73-00)		

MDC data subject to restrictive legend(s) on title page

U10. Correspondence from AIB Legal Advisor and Boeing re: Technical Content Release Clarification, dated 19 and 22 Jun 17

From:
To: Capt USAF AFLOA (US)
Cc: Col USAF 375 OG (US);
Subject: RE: Technical Content Release Clarification
Date: Thursday, June 22, 2017 11:42:24 AM
Attachments: Redact Attch to 19 Jun 17 email from Capt to Mr. _Redacted....pdf

---

Capt. :

We have addressed your request regarding the pdf you sent on 19 June. We've attached a redacted version here that deletes some proprietary descriptions of our technology on p.5 that we can't agree to release. In addition, we request that p. 6 of the PDF not be released.

Also, thank you for sending over the TOMA with the list of TO's. We have reviewed our records, and it doesn't appear that there's anything on that list that we haven't previously reviewed.

As before, our review does not reflect consultation with, or the views of, any government entity that may hold an interest in this data.

Please let me know if you have any questions.

Thanks in advance,

-----Original Message-----
From: Capt USAF AFLOA (US)
Sent: Monday, June 19, 2017 2:09 PM
To:
Cc: Col USAF 375 OG (US)
Subject: Technical Content Release Clarification

Mr. ,

Per our phone conversation attached are a few pages from our draft report that contain technical content excerpts that do not appear to be specifically addressed in your prior responses to our release requests. Please advise on Boeing's position regarding each item.

In addition, to ensure that nothing has been missed I have attached my email to our Technical Order Management Agent (TOMA) with the complete list of TO's that the AIB had initially requested. Many of those requested items were either addressed by your prior responses or rendered moot during the editing process, but I do not want anything in our report that you have not previously been asked to review.

V/r,

, Capt, USAF
Attorney, Aviation & Admiralty Law Branch
Air Force Claims & Tort Litigation Division

Joint Base Andrews, MD

BROKEN BOOM HOIST CABLE

Disconnect . . . . . INITIATE (If Applicable)

WILL BROKEN CABLE DAMAGE BOOM OR RECEIVER AIRCRAFT

YES → Discontinue boom air refueling except in an emergency.

NO → Continue mission as dictated by operational necessity.

Stow the boom using the following procedures.

Inform the pilot when ready to stow the boom and coordinate the following prior to attempting boom stowage procedures.

NOTE

- *Increase airspeed as required (300 KIAS or higher) to stow the boom.*
- *The boom may not fly to stowed position above 20,000 feet or while the aircraft is in a turn.*

ELEVATION POSN Sw . . . . . STOW

Fly the boom to the stowed position and hold it in the stowed position until latched.

CAUTION

Avoid applying abrupt up commands after placing the ELEVATION POSN switch in STOW.

Flight Control Stick . . . . . NEUTRAL

BOOM LATCHED

YES → ***NOTE*** *Repeated attempts may be required.*

Complete the Boom Post AR Checklist.

END

NO → Refer to LANDING WITH BOOM IN TRAIL Checklist.

END

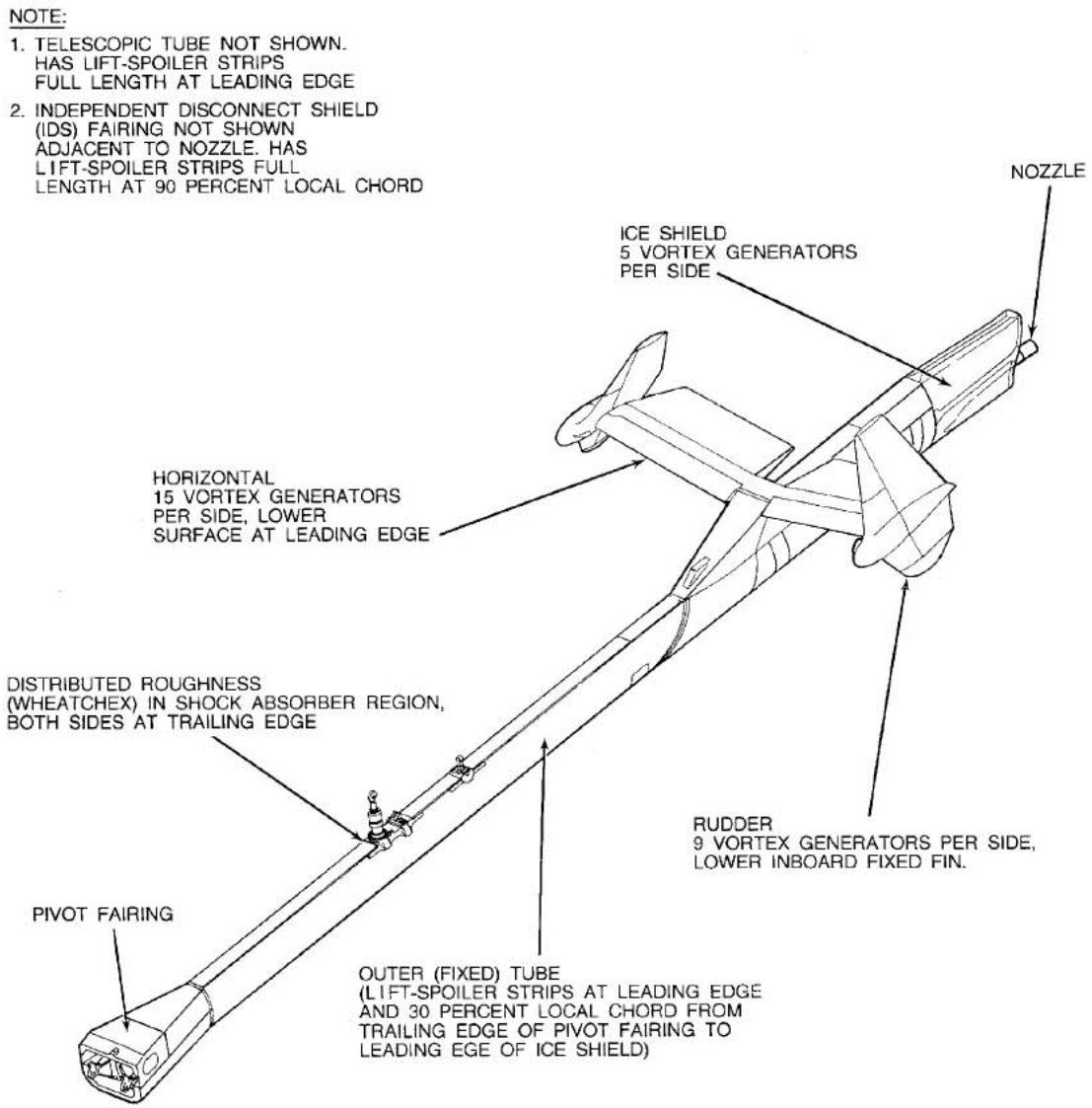


Figure 1. Boom Aerodynamic "Add-On" Fixes

28-71-00-990-801 (Sheet 1 of 1)

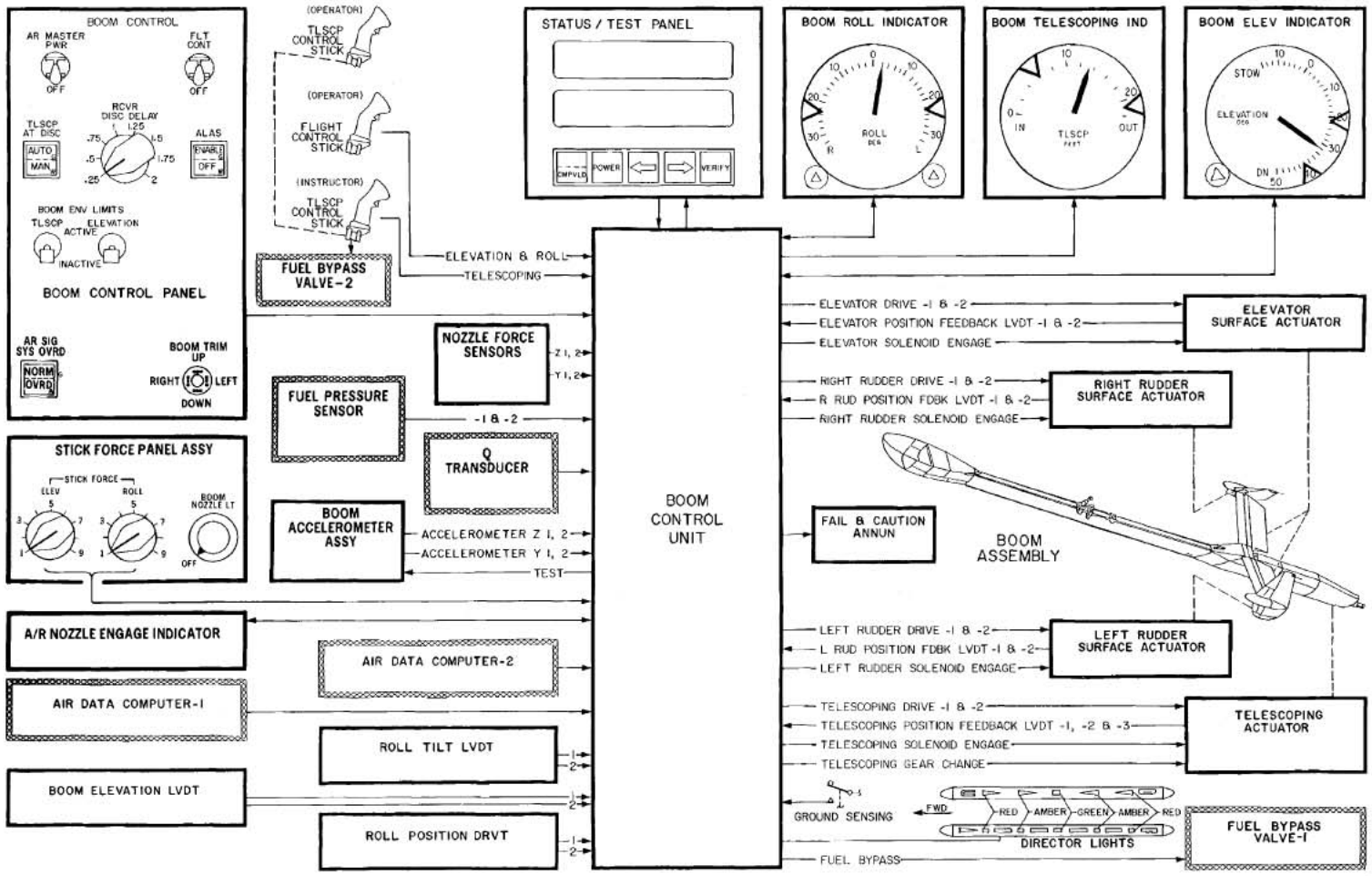
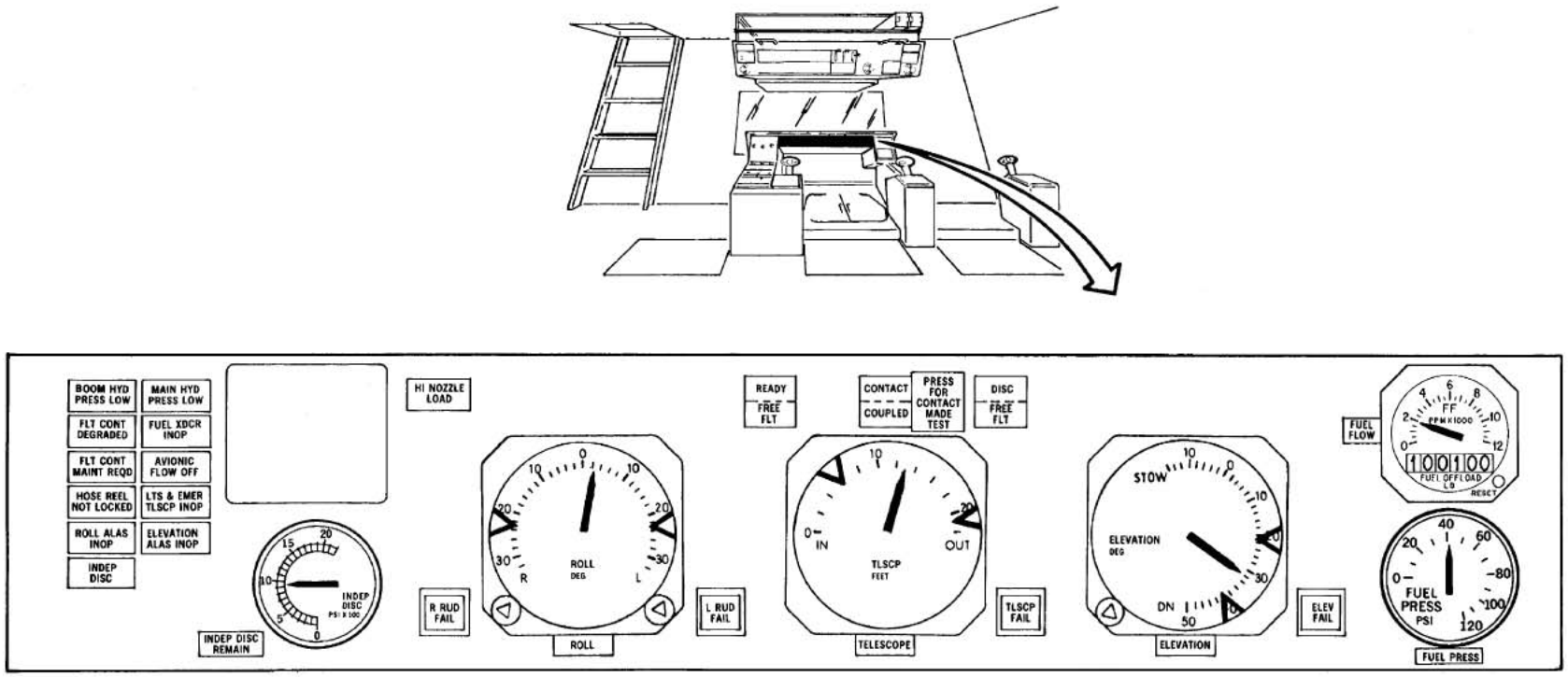


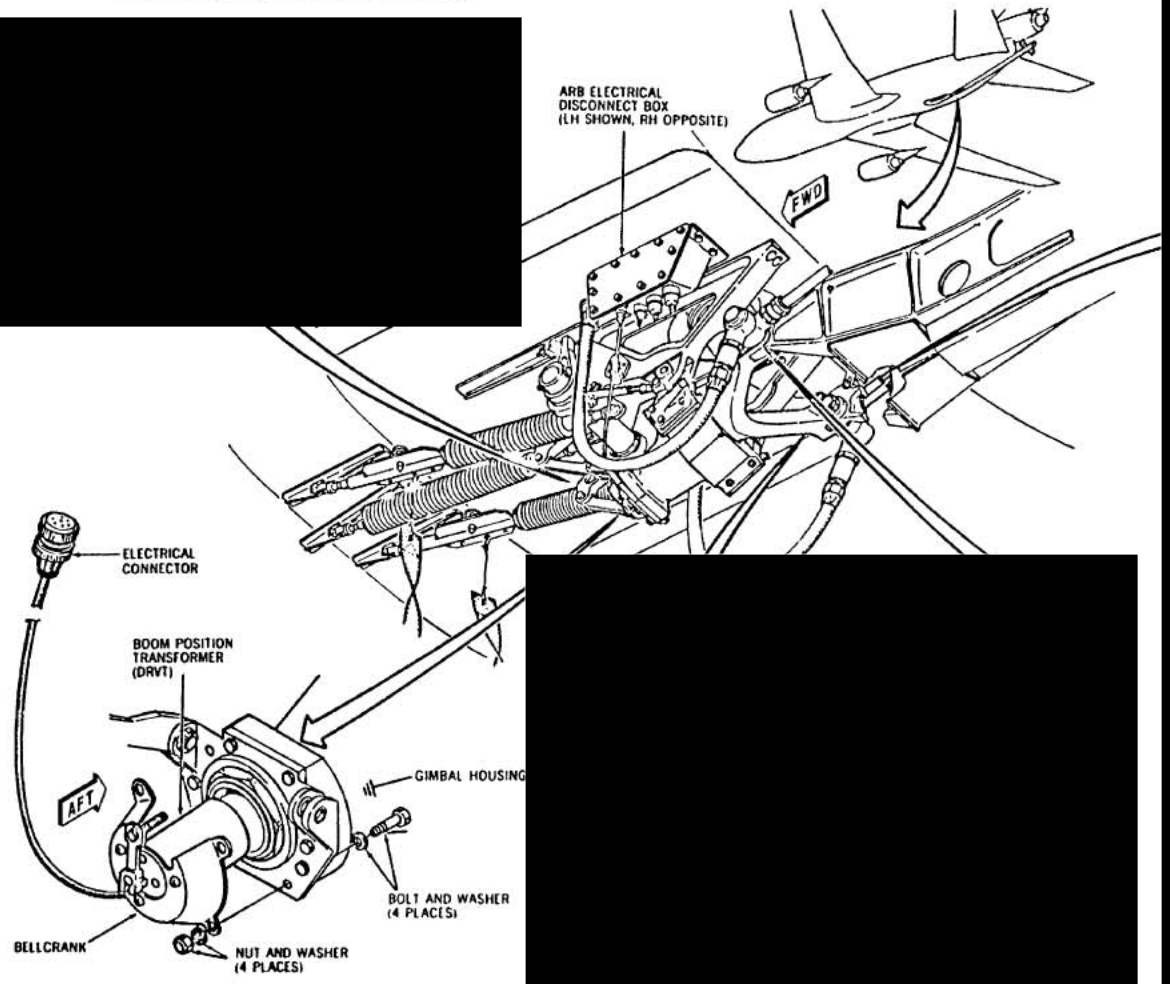
Figure 4. Boom Control System - Schematic
28-70-00-990-804 (Sheet 1 of 1)



S100459548V2

Figure 1. ARO Instrument Panels
28-70-00-990-801 (Sheet 1 of 1)

[redacted]



[redacted]

Figure 201. ARB Gimbal - Removal/Installation
28-71-04-990-801 (Sheet 1 of 1)

[redacted]

TAB V

WITNESS TESTIMONY AND STATEMENTS

V1. VERBATIM TESTIMONY OF MP V-1.1

V2. VERBATIM TESTIMONY OF MCP V-2.1

V3. VERBATIM TESTIMONY OF MFE V-3.1

V4. VERBATIM TESTIMONY OF MB V-4.1

V5. VERBATIM TESTIMONY OF EBO V-5.1

V6. SUMMARIZED TESTIMONY OF IBO V-6.1

V7. SUMMARIZED TESTIMONY OF IBO 2nd INTERVIEW V-7.1

V8. VERBATIM TESTIMONY OF IP V-8.1

V9. VERBATIM TESTIMONY OF IBO2 ..... V-9.1

V10. VERBATIM TESTIMONY OF MM1 ..... V-10.1

V11. VERBATIM TESTIMONY OF MM2 ..... V-11.1

V12. SUMMARIZED TESTIMONY OF MM2 2nd INTERVIEW V-12.1

V13. VERBATIM TESTIMONY OF MM3 ..... V-13.1

V14. VERBATIM TESTIMONY OF MM3 2nd INTERVIEW V-14.1

V15. VERBATIM TESTIMONY OF MM4 ..... V-15.1

V16. VERBATIM TESTIMONY OF MM8 ..... V-16.1

V17. SUMMARIZED TESTIMONY OF MM9 ..... V-17.1

V18. SUMMARIZED TESTIMONY OF MM9 2nd INTERVIEW V-18.1

V19. VERBATIM TESTIMONY OF MM10 ..... V-19.1

V20. SUMMARIZED TESTIMONY OF MM11 ..... V-20.1

V21. SUMMARIZED TESTIMONY OF MM12 ..... V-21.1

V22. SUMMARIZED TESTIMONY OF MM13 ..... V-22.1

V23. SUMMARIZED TESTIMONY OF MM14 ..... V-23.1

V24. SUMMARIZED TESTIMONY OF MM15 ..... V-24.1

VERBATIM TESTIMONY OF CAPTAIN MP

My name is Colonel [BP], we are investigating the accident involving a KC-10, tail number 83-0080, that occurred on 1 November 2016, near Mountain Home Air Force Base, Idaho. This investigation conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

A safety investigation was previously conducted on this accident. Any testimony you gave before the Safety Investigation Board will be kept confidential, if you were so advised, it can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between your testimony before the Safety Board and this Accident Board?

WITNESS: Yes.

PRESIDENT: Thank you. I must inform you that the interview is being recorded and that you may not use your own recording devices during the interview.

Do you consent to this interview being recorded?

WITNESS: Yes.

PRESIDENT: Your testimony in this investigation will be under oath, at this time, I will administer the oath, please raise your right hand:

PRESIDENT: Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, nothing but the truth, so help you God?

WITNESS: I do.

PRESIDENT: Thank you. Today's date is 24 January 2017, the time is now 0905 local Pacific time. This interview is being conducted in building 31, room 55, on Travis Air Force Base. The persons present are the witness, Captain [MP], the legal advisor, the pilot advisor, the medical advisor, the weather advisor, the boom advisor, the recorder, and via telephone, Capt [MP]'s Area Defense Counsel, Captain [Mountain Home ADC]. I am Colonel [BP], the Board President.

The witness has been sworn.

As we previously discussed, you previously made an unprivileged statement -- any previous unprivileged statement you made to the Safety Board, so for instance your 72 hour, 14 day history. Do you wish to adopt that is part of your sworn testimony today?

WITNESS: Yes, sir.

PRESIDENT: Okay.

QUESTIONS BY BOARD PRESIDENT:

Q1. Please state your first and last name.

A1. [MP].

Q2. What unit are you assigned to and what is your duty title?

A2. The 9th ARS, I'm the Bravo Flight Commander and KC-10 Aircraft Commander.

Q3. How long have you been a KC-10 pilot?

A3. I've been a KC-10 pilot, mission ready, since December 2015.

QUESTIONS BY LEGAL ADVISOR:

Q4. Just briefly. You said your unit is the 9 ARS, what does ARS stand for?

A4. Air Refueling Squadron.

LEGAL ADVISOR: Thank you.

QUESTIONS BY BOARD PRESIDENT:

Q5. Okay. So we will start questions. How this will go, is I will ask some questions from a sheet here. Anything you answer may spark another question, and anybody here at the table with us, can answer -- or can ask questions as well. And obviously, your Area Defense Counsel can chime in anytime that she feels that she needs to.

All right. Were you on the mishap aircraft on the sortie that flew on 1 November 2016?

A5. I was.

Q6. What was your crew position, and primary focus during the sortie?

A6. My crew position was as a mission pilot. I was getting an upgrade, qualification for large formation lead, so I was flying with another instructor pilot who was supervising that.

Q7. Okay. Was 83-0080 your original aircraft, that day?

A7. Uh, when we alerted that morning, that was the aircraft that we had, yes, sir.

Q8. Okay. Were you aware of any issues with 83-0080 from a mission the day prior? That could be Ops, maintenance, safety?

A8. I was not.

Q9. Okay. Who on the flight crew checked the maintenance forms and was anyone on the flight crew aware of any boom control issues prior to the mishap?

A9. Captain [MCP], the Aircraft Commander for the mission checked the forms. He did not tell me about anything -- any issues with the boom. He debriefed me on what he saw, but there was nothing related to the boom.

Q10. Okay. Are you aware or do you know if a maintainer crew chief informed the crew -- anybody on the crew of any issues with the boom?

A10. No. During our galley rally when we asked the engineer, our flight engineer, what is going on with the jet, and asked the boom what was going on with the jet, there were no glaring issues.

Q11. Do you know, were there any issues just in general with the aircraft during preflight?

A11. During the preflight we had a -- I think, one navigation instrument out. The ADF was out, but our MEL allowed us to take it. I can't remember anything else. MEL is Minimum Equipment List.

QUESTIONS BY LEGAL ADVISOR:

Q12. You said ADF as well, what is that referring to?

A12. Uh, what does ADF stand for?

PILOT MEMBER: Auto Direction Finder, I can't remember exactly.

BOARD PRESIDENT: It's a navigational reading, ground navigational reading. That's the receiver on the aircraft.

QUESTIONS BY BOARD PRESIDENT:

Q13. All right. Can you describe the weather during the flight?

A13. Uh, we had wet runways getting out of there, and winds were calm, like 210 at 6, I believe, so nothing crazy. The skies were clear for the most part, scattered clouds.

Q14. And then during the uh -- as you were setting up from pre-contact, any turbulence, or any clouds, or anything significant?

A14. There were some low-level clouds, but the area we were operating in to give gas to the F-15s was clear, no turbulence.

Q15. What were your immediate actions after you heard the boom was acting erratically?

A15. After we initially asked him if he could get it under control, if he could stow it, and then the airplane up front, we kind of started doing a yawing motion, about plus or minus 100 to 200 feet, I'd say 5 to 10 degrees heading change. So, I was focused on making -- I was flying at the time. We were about to kick off the autopilot to just hand fly it, but it kind of calmed down upfront, and then we -- once our boom told us he could not get the boom under control -- our boom operator told us he couldn't get the boom under control, I cleared off the fighters and told them we were hard broke. And then, the cable snapped in there as well sometime, so we knew we cannot give them gas.

Q16. Okay. So, so when you noticed that yawing and the heading changes, can you remember about how long that was before, down? Did it --and, so second to that, did it do that calm, do that calm, or was it consistent calm and it was over?

A16. It was pretty consistent until the cable snapped. Once the cable snapped it calm down, and then we didn't really have those issues for the rest of the flight.

Q17. Okay. Do you know about how long that was? It would be a guess, but…

A17. Like 50 seconds, a minute somewhere in that range, it was pretty quick.

QUESTIONS BY BOOM ADVISOR:

Q18. So, the whole time on autopilot you remained -- you kept the autopilot on during the whole situation?

A18. Yes.

BOOM ADVISOR: Roger.

QUESTIONS BY BOARD PRESIDENT:

Q19. Any special maneuvering of the aircraft once the boom issues were identified? You said you left it on autopilot.

A19. Yeah. We left it on the autopilot, we got feedback from the boom that anytime we turned or descended, the boom was erratic again. So, we slowed to our min maneuvering

airspeed, we were very heavy that day because the fighters I think wanted 130,000 pounds or something like that, so our weight was like in the four hundreds, low fours. Uh, so we -- our min maneuver, I believe, was like 270 knots, somewhere in there. He said anytime we sped up it got worse, so we tried to slow down to reduce any aerodynamic forces over it. We kept turns to about 5 to 10 degrees of bank to -- we had to turn for vectors to get over to Mountain Home, so we tried to mitigate the forces there by turning very slowly. We did initiate a descent to try and get down, because we were very close to Mountain home, and I think we only made it 1500 feet into the descent before the boom told us he thought the boom was going to hit the airplane again. So, we leveled off, we still had to fuel dump quite a bit. And then tried to figure out a way to step it down, but by the time we were done fuel dumping, the boom had separated. We didn't step it down anymore.

Q20. Okay. Any changes in configuration prior to, you know, providing sequence but nothing on top?

A20. No.

Q21. So, the investigation board, we have reviewed a video that was taken by the flight engineer, of a segment of the boom back there. Are you aware of any other pictures or was there any other videos exists, aside from that that you are aware of?

A21. Not that I'm aware of.

Q22. Okay. Have you seen the boom act in this manner before, on any aircraft?

A22. I have not. I have never seen the boom do this.

Q23. Okay. Was the HF radio used at any time prior to -- prior to during pre-contact?

A23. No.

BOARD PRESIDENT: Those were my questions. We'll go around the table now. Any medical specifics, or…

QUESTIONS BY BOOM ADVISOR:

Q24. When you felt, I think you said 5 to 10 degrees, and then also you lost altitude? Or did you gain or lose altitude, you said 100 to 200 feet?

A24. We gained about 200 feet, and then we leveled -- the autopilot brought us back down, but the nose was doing like a sine wave kind of, it was just -- it was going up and down, and left to right. I don't -- almost like a figure 8, I guess, kind of thing.

Q25. Did you hear anything as far as audibly, even with your -- you know, one ear out, one headset ear on? Did you hear any banging noise, or anything of that nature?

A25. Uh, no we didn't hear any banging, just when the cable broke. We definitely heard the cable snap.

Q26. You actually heard the cable snap?

A26. Yes. Yes I felt it.

Q27. Could you describe the noise?

A27. It was more like a -- like a shudder of the airplane, I guess. I don't know if it was the actual cable, maybe, or it was just the airplane reacting to the cable. But, we felt it and definitely heard a noise from the tail of the airplane. I don't know how to necessarily describe it, sorry.

Q28. So, normally sitting up front, in the cockpit, if there is a hard contact in the back of the air refueling operator's position, you can feel that? Did you feel anything similar to that degree of impact, if you will, when the contact was made with the receiver, did you feel any of that at all? Just by comparison of -- just seat feeling as a pilot?

A28. Uh, when the cable snapped? Yeah, it was similar. I guess I could say it was similar to that.

Q29. And, when the boom was moving erratically based off of what the boom operator told you via the radio interphone, did you feel anything in that movement when he said it was

going 30 degrees from center, left to right, did you feel anything comparable to what you had felt the past?

A29. No.

QUESTIONS BY PILOT ADVISOR:

Q30. When exactly did you lose hydraulics?

A30. We had hydraulics -- so, while he was -- the boom operator was trying to figure out what was going on, we send the engineer back to assist him because he wasn't quite sure what checklists he needed to get into now because he had multiple issues. And, I think we also upfront didn't quite have the full SA -- situational awareness on what was going on. We felt it obviously, but the difference between what was happening and the definition of erratic kind of seemed -- we didn't think it was moving as abruptly as what he was saying, and then when he was trying to describe to us how it was still attached to the airplane, that was hard to conceptualize over an interphone. So, when the engineer went back to help him, I checked the panel to make sure that we still had hydraulics, and we did have hydraulics in system two at that time. We lost hydraulics very closely to when -- we lost hydraulics system two very closely to when the boom separated from the airplane. So, we had it for most of the time.

Q31. Okay. On the order of like 5 to 10 minutes, do you have any sort of time?

A31. Uh, yeah I think probably at least 10 to 15 minutes we probably had hydraulics still.

BOARD PRESIDENT: Any other questions? Okay

Are there any matters we've addressed so far that you wish to clarify?

WITNESS: No.

BOARD PRESIDENT: Are there any additional matters that we have not addressed that you think are important?

WITNESS: No.

BOARD PRESIDENT: Is there anything else that you wish to add to your testimony?

WITNESS: Not at this time

BOOM ADVISOR: I think I have one add-on question, sorry.

BOARD PRESIDENT: Okay. Sorry, the boom advisor has one more question.

QUESTIONS BY BOOM ADVISOR:

Q32. How many crewmembers were on the airplane at that point in time? And maybe it has been clarified, but you were getting your certification as a lead for large ship formation and there was an instructor pilot on board as well?

A32. Yes.

Q33. So, it was five crew members on board at the time?

A33. There was four total crew members. So, --

Q34. He was in the right seat acting as a --

A34. He was in the right seat and I was in the left seat. So the instructor pilot was in the right seat, I was in the left seat, and then we had an evaluator engineer, and a mission boom.

BOOM ADVISOR: Roger.

BOARD PRESIDENT: Captain [Mountain Home ADC], do you have any questions?

MOUNTAIN HOME ADC: No, sir.

BOARD PRESIDENT: That concludes the interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this accident investigation board prior to public release of the final report. Thank you for your time and cooperation, you are dismissed.

WITNESS: Thank you, sir.

VERBATIM TESTIMONY OF CAPTAIN MCP

My name is Colonel [BP]. We're investigating an accident involving a KC-10, tail number 83-0080 that occurred on 1 November 2016 near Mountain Home Air Force Base, Idaho. This investigation, conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This Accident Investigation Board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you may have given before the Safety Investigation Board will kept confidential, if you were so advised, and can only be used for accident prevention purposes. This Board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the Safety Board and this Accident Board?

WITNESS: Yes, sir.

BOARD PRESIDENT: Okay. I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent with this interview being recorded?

WITNESS: Yes, sir.

BOARD PRESIDENT: Your testimony in this investigation will be under oath, and at this time I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony that you are about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth so help you God?

WITNESS: Yes, sir.

BOARD PRESIDENT: All right. Thank you. You can lower your hand.

Today's date is the 27th of January, 2017. The time now is 0803 local Pacific. This interview is being conducted in Building 31, Room 55 on Travis Air Force Base. The persons present are the witness, Captain [MCP], his area defense counsel Captain [Travis ADC], the legal advisor, the pilot advisor, the recorder and the boom advisor.

I'm Colonel [BP], the Board president. The witness has been sworn.

You previously gave 72-hour 14-day reports to the Safety Board. Do you wish to adopt that as part of this testimony?

WITNESS: How is it for you?

BOARD PRESIDENT: Well, I'm asking because you guys just had the conversation, and I was only half listening.

WITNESS: Yes, sir. That's fine. It's adopted, yes.

BOARD PRESIDENT: Okay. Thanks.

Q1: Please state your first and last name.

A1: [MCP].

Q2: What unit are you assigned to, and what's your duty title?

A2: 9th Air Refueling Squadron, Flight Commander Instructor, Aircraft Commander.

Q3: And are you willing to answer any questions today?

A3: No, sir.

BOARD PRESIDENT: So, that will conclude this interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this Accident Investigation Board prior to public release of the final report.

Thank you for your time and cooperation. You're dismissed.

VERBATIM TESTIMONY OF STAFF SERGEANT MFE

My name is Colonel [BP], we are investigating the accident involved being a KC-10, tail number 83-0080, that occurred 1 November 2016, near Mountain Home Air Force Base, Idaho. This investigation conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for the purposes.

A safety investigation was previously conducted on this accident. Any testimony you gave before the Safety Investigation Board will be kept confidential, if you were so advised, and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between your testimony before the Safety Board and this Accident Board?

WITNESS: Yes.

PRESIDENT: I must inform you that the interview is being recorded and that you may not use your own recording device during the interview.

Do you consent to this interview being recorded?

WITNESS: Yes.

PRESIDENT: Your testimony in this investigation will be under oath, at this time, I will administer the oath, please raise your right hand:

PRESIDENT: Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, nothing but the truth, so help you God?

WITNESS: Yes.

PRESIDENT: Okay. Good, thanks, you can lower hand. Today's date is 23 January, the time now is 1303 local Pacific, this interview is being conducted in building 31, room 55, on Travis Air Force Base. The persons present are the witness, Technical Sergeant [MFE].

WITNESS: Staff Sergeant.

PRESIDENT: Staff Sergeant, all right, sorry, I tried to promote you. The legal advisor, the pilot advisor, the medical advisor, the maintenance advisor is not here, the engineering advisor, the recorder and the boom advisor. I am Colonel [BP], the Board President.

The witness has been sworn.

You previously made a 72 hour statement -- 72 hour report, to the medical advisor on the Safety Investigation Board, do you wish to adopt that is part of your sworn testimony today? That is the report that he was talking about.

WITNESS: Sure. If I don't, am I going to have to fill out a new one?

MEDICAL ADVISOR: It is not necessary.

WITNESS: Sure, why not?

PRESIDENT: Okay.

QUESTIONS BY BOARD PRESIDENT:

Q1. Please state your first and last name.

A1. [MFE].

Q2. What unit are you assigned to?

A2. The 9th Air Refueling Squadron.

Q3. What is your duty title?

A3. KC-10 Flight Engineer.

Q4. How long have you been a Flight Engineer?

A4. About seven years.

Q5. Okay. I will go through a series of questions regarding the mishap. These are not necessarily in order so they might jump around a little bit, and then just be aware that throughout this process if somebody thinks of something that they want to ask that sparks your response, or the question itself sparks something in them, they will just kind of jump in. Just please identify yourself as you do so.

Were you on the mishap aircraft on a sortie that flew on 1 November 2016?

A5. If that was the date, yes. I don't remember the date.

Q6. Okay. So that's the date that the boom mishap occurred?

A6. Yes.

Q7. Okay. You were the flight engineer and your primary focus would have been just primary flight engineer responsibilities?

A7. Yes.

Q8. Okay. During the incident with the boom, were you the individual that took the video?

A8. Um, yes.

Q9. There was a video taken that -- and we probably could have pulled that up. But, did you take a video that day?

A9. Yeah.

Q10. Okay. So we will assume that that is the same video that we have referenced in the files. Where did that video fit into the timeline of the sortie?

A10. Um, of the sortie, I can't remember. I know it was -- the video was take right -- um, I would say, about the time that the boom actually started to stabilize before it fell off the jet.

Q11. Okay. So, towards the end of the --

A11. The malfunction, before it fell off the jet.

Q12. -- Malfunction, okay.

QUESTIONS BY THE BOOM ADVISOR:

Q13. So, you say it fell off the jet, had it already separated? Or did it separate from the gimbal and hanging or was it still connected, but it had stabilized?

A13. It looks like it was separated from the gimbal, but it might've been connected by a couple of cables, maybe a hydraulic line or something like that. But, it looks like it was separated from the gimbal.

Q14. Alright. So, it separated but stable, but not connected to the airplane from what you could tell from your vantage point?

A14. Well, it was still connected --

Q15. But not by the gimbal itself. But just by the wires, or hoses --

A15. Yes, that is what I -- that is what it looked like.

Q16. Like some string basically?

A16. Yes, that's what it looked like.

Q17. Do you know, as far as you can remember or recall, was the flight control switch on or off when it had stabilized? If you can't remember, you can't remember.

A17. Yeah, honestly I don't know I wasn't looking at that, I want to say that it was on.

Q18. Any surface indication lights, like red lights, any amber lights, nothing, or was it all black, on the panel -- on his panel?

A18. I think there were lights. Yeah, and I remember him saying -- talking to the pilots that there were a bunch of lights and that he was running some checklists. There were some lights.

Q19. This is -- were you back there when the lights were on? Did you go back there and lights come on in that process? Or as go down there in the ARO and you look down, oh man the lights are on, this is crazy?

A19. No, I went down there and I remember seeing some lights. That was it.

Q20. All right.

QUESTIONS BY LEGAL ADVISOR:

Q21. This is the legal advisor, jumping in just to clarify, our boom advisor referenced the ARO. What is that position on the aircraft?

A21. Air Refueling Operator. It's where the boom operator controls the boom, it's his station on the airplane.

Q22. All right. So you went from the front of the aircraft.

A22. The flight deck to the ARO, yeah.

QUESTIONS BY ENGINEERING ADVISOR:

Q23. When you said that the -- separated from the gimbal, the gimbal was still attached to the boom, but the gimbal separated from the aircraft, correct?

A23. I don't know if it had separated -- I don't know if it was still attached to the aircraft, or if it was attached to the boom, or if it had separated. I couldn't see it that good enough.

Q24. Okay.

A24. I just knew that it was still attached to the plane from some lines it looked like.

QUESTIONS BY BOARD PRESIDENT:

Q25. But not physically, beyond those lines?

A25. It was an inside -- it didn't look like it was inside the gimbal.

Q26. Okay. Are you aware when the boom separated from the aircraft, um, prior to that did anybody indicate anything else coming off aircraft?

A26. No.

Q27. Okay. What were your immediate actions after you heard the boom was acting erratically?

A27. Um, I can't remember exactly. Like, I was just -- I wasn't exactly sure what the boom operator meant by that. Um, so the pilots asked me to go back and take a look at it, and so I went down there and it look like it was just uncontrollable. It was flying all over the place, and making these loud banging sounds. I thought it was actually hitting the side of the empennage, but it wasn't because after we landed I did my inspection and there wasn't any damage to the side of the plane. But, it was just making these really loud banging sounds each time it was swing left to right.

Q28. Okay. When you first arrived at the ARO, which was previously identified, what did you first see?

A28. Well I looked out the sighting window and I saw the boom just flying left and right uncontrollably and there were a couple of lights on the boom operator's panel. He had some checklists open and he was talking to the pilots.

QUESTIONS BY BOOM ADVISOR:

Q29. This is the boom advisor real quick. Do you remember was it visible through the window as far as elevation, or was it up, as when you depicted it in the video that was referenced earlier?

A29. No, it was making this U, this swinging shape like this, so it was coming into the window in going out like this. On either side of the plane, just going left and right. Making a U-shape.

QUESTIONS BY LEGAL ADVISOR:

And this is the legal advisor, just to clarify, the witness was using his right hand sort of swinging it up and down to form a shape of a U.

QUESTIONS BY BOARD PRESIDENT:

Q30. Other than the video, are you aware of any other pictures of the boom action that might be out there?

A30. No.

Q31. During the flight?

A31. No, not during the flight. Just stuff that that farmer posted on Facebook.

QUESTIONS BY ENGINEERING ADVISOR:

Q32. This is the engineering advisor. When you went down there, did you and the boom operator discuss about what he saw happen?

A33. Um, not really. I mean, we were talking about what was going on, what the boom was doing, if that's what you mean. Like what happened before?

Q34. Correct. What -- did he say anything to you that once you put the -- once the boom started to go down after the -- to lower the boom, did he start to hear any breaking, did he allude to -- how did things begin to go bad?

A34. If I remember correctly, I think, he said that it came down normally, and then it just started swinging. It just became uncontrollable. So, came down normally and then it just got out of control.

QUESTIONS BY LEGAL ADVISOR:

Q35. This is the legal advisor, as a follow-up. When he said it just became uncontrollable, was he attempting to make any inputs, as far as controlling the boom, or prior to him ever making any stick inputs did it just start acting erratically?

A35. Yes. And I think both. I think it just started acting erratically before he made any inputs. And I'm not sure if you is trying to control it or not. I wasn't looking at his hand position. I am assuming he was trying to control it because he said he didn't have any control over the boom.

Q36. Okay. But it sounds like -- where you -- do you know if he, you know, first noticed it acting erratically when he started making inputs, or was before that time?

A36. I don't know, I can't say for sure.

LA: Okay. Thank you.

QUESTIONS BY ENGINEERING ADVISOR:

Q37. Was he making -- trying to make inputs while you were down there?

A37. I'm not sure. I want to assume that he was, because you would think that somebody would do that to try to get control of the boom. I am assuming he was trying to get control of it.

Q38. From the boom video that you took, I don't recall -- I don't know if you remember what you took, but was it free flying like that the whole time you were down there?

A38. Like just swinging?

Q39. Yeah.

A39. Yes. Until towards the end of the video when it started to stabilize.

Q40. In the airstream?

A40. Right.

QUESTIONS BY BOOM ADVISOR:

Q41. So, you started out with a U shape movement when you first go down to the air refueling operators position, then in the video it goes up to a higher elevation point?

A41. Right, and then it becomes stable.

Q42. What -- do you know how long it was doing this comparable -- I know time and space can be hard at that point. So you go back there and it's making this U shape, and then it somehow transitions from a U shape to being up at a higher elevation point, degree wise off the airplane, do you know -- do you -- do you recall what happened in between being down and doing a U to being up in that format?

A42. The time?

Q42. The time or what actually transpired between those two. Because in the video its up and high, but before that it was down and low just doing the U. It went from low to left and right to the boom being all the way up and being unstable and swinging back and forth in a smaller area of movement, if you will. Does that make sense?

A43. Kind of.

Q44. So, it was low making a U.

A44. In the beginning it was low? Or…

Q45. Yeah, when you saw it, when you let down there it was low making the U-shaped, but in the video it was high, it's not making any kind of U-shaped. It's high.

A45. Towards the end of the video it was higher and stabilized.

Q46. Okay.

A46. But in the beginning it was making that U-shaped, swinging left and right.

QUESTIONS BY ENGINEERING ADVISOR:

Q47. But your -- this is engineering advisor, your video didn't capture the U movements that you are talking about.

A47. Oh, it didn't?

Q48. Unless -- do you have another video?

A48. No. Just that one.

QUESTIONS BY BOOM ADVISOR:

Q49. Does the video that you have, you know, tape the U shape that you are speaking of? Did you record the U-shape as far as you remember?

A49. Um, I think I got like the last part of the U-shaped and then it became stabilized.

QUESTIONS BY ENGINEERING ADVISOR:

Q50. And that was all -- this is engineering advisor -- the video that we saw is all from the mirrors, that you are taking, and you noted earlier that when you went down there you saw that the boom was going into the boom window and then going -- and then disappearing. So, --

A50. Right.

Q51. -- that would indicate much exaggerated U-shaped, uncontrollable movement that the boom was doing.

A51. Okay, maybe I'm just telling you like, what I -- what I was seeing in the window compared to what was actually captured in the video.

QUESTIONS BY LEGAL ADVISOR:

Q52. This is a quick question from the legal advisor, that video that you took, did you captured on a cell phone, or how did you?

A52. Yes, my phone.

Q52. Do you still have that?

A52. Not now.

QUESTIONS BY MEDICAL ADVISOR:

Q53. This is a medical advisor, at any point during the mishap incident, did you make suggestion to the mishap boom operator as to how to, or to like, mitigate what was going on with the boom? Did you make any verbal suggestions?

A53. Yes. I told him to bring -- when I first went down there and I saw what it was doing, if I remember correctly, I'm not saying I said this or not, if I remember correctly I told him to bring the boom back up -- or bring the boom up.

Q54. How so?

A54. What's that?

Q55. How so?

A55. What do you mean, how so?

Q56. How would he have operated the boom back up?

A56. Oh, um, I'm not sure. Maybe I said, can you bring the boom back up, or bring the boom back up.

Q57. For the record, I am referencing the, I guess transcript recording, because I have -- I'm just try to get the timeline straight. At 16:41 the mishap boom states "so right now the flight controls are on and I have the dual rudder fail, the elevator fail. I could turn it off." After that statement, did you advised him to turn the flight control switch on, or off, or -- was that -- as he was going through his checklist, did he come to that on his own conclusion or did you make that suggestion to either turn it on or off?

A57. Let's see. I don't -- I can't remember whether or not I told him to turn on or off.

LEGAL ADVISOR: This is the legal advisor. What page did you just read off of?

MEDICAL ADVISOR: Oh sorry, that is, uh, N as in November, 12.

LEGAL ADVISOR: If it would refresh the witnesses memory, we can let him reference that.

MEDICAL ADVISOR: Oh sure.

QUESTIONS BY MEDICAL ADVISOR:

Q58. I guess what I'm getting to is that, so at 16:41 the mishap boom makes the statement, and then it's at 19:16 on page November 14, where the mishap boom operator states -- excuse me, if the mishap flight engineer wants me to turn the flight control switch back on, it's off right now. It's kind of settled down. Did you make that suggestion to turn it off, because what I'm inferring is that in the time that he makes the radio call to the pilot, the control seems to be on. During his checklist, did he turn it off, and then at this point did you suggest maybe to turn it back on to fly it back up to stow?

A58. I might have. I honestly don't remember.

QUESTIONS BY ENGINEERING ADVISOR:

Q59. In reference to your -- the video that you took, when you stopped recording, was that because you were being called back up to the front of the aircraft?

A59. Um-hm, yes.

QUESTIONS BY BOARD PRESIDENT:

Q60. Have you ever seen a boom act in this manner before?

A60. No.

Q61. Do you know if there HF radio was used at any time during pre-contact?

A61. No, we didn't need the HFs on that flight.

Q62. Do you recall how the boom reacted as the aircraft turned, descended, slowed down, etc., as you are heading back towards Boise, and if so where those reactions consistent or would it react differently at different times?

A62. Um, what I was in the flight deck at that time so I wouldn't have been able to see what the boom was doing.

QUESTIONS BY ENGINEERING ADVISOR:

Q63. When you saw it -- when you saw the U-shaped movement of the boom, until it was starting to level off, do you recall what the aircraft was doing at the time? Was it coming from a turn, or was it in a turn?

A63. I don't recall.

QUESTIONS BY BOOM ADVISOR:

Q64. Do you remember the transition from -- or did you visually see the transition from when the gimbal and the boom were attached to it actually detaching only being held as was referenced earlier by some lines? Did you actually witness that? The detached point or the point when it did detach?

A64. Yeah, I think I did witness.

Q65. Would you mind describing that to the best of your ability?

A65. Um, sure. It looked like the boom when it first started making that U-shaped it look like it was still attached to the gimbal, the gimbal was still attached to the plane. And, after a couple of cycles, of it just making that big U-shaped left and right and it just like ripped itself from the gimbal.

Q66. And then it was a trail as was depicted in your video?

A66. Yeah.

Q67. Would you uh -- if you could think of a time, would it be about a minute, 30 seconds, quicker than that?

A67. Honestly, I don't know. I would say maybe a couple of minutes. Yeah, it's hard to gauge the time when something like that is happening.

Q68. Definitely, definitely.

QUESTIONS BY BOARD PRESIDENT:

Q69. All right. Do you know -- do you remember who on the crew checked the maintenance forms before departure?

A69. I did and I'm pretty sure one or both of the pilots did.

Q70. Was anybody on the flight crew aware of any boom issues before departure?

A70. Um…

Q71. Any write-ups in the forms or…

A71. If I remember correctly, I want to say that there was a previous write-up in the forms, but I'm not sure if I'm getting that confused with, um, after the fact somebody said that they flew the same jet and that they had previous boom issues. So I'm not sure if I'm confusing those two. I don't know if there was that write-up, that previous write-up with the boom issue having been in there. I can't remember whether or not it was.

Q72. Okay. Did any of the maintenance team, to your knowledge, inform the crew of any issues with the boom prior to departure?

A72. No

QUESTIONS BY ENGINEERING ADVISOR:

Q73. Is that a no that they didn't or no that you don't recall?

A73. No, they didn't inform the crew about any boom issues.

BOARD PRESIDENT: any additional questions?

QUESTIONS BY PILOT ADVISOR:

Q74. What was the demeanor of the boom operator whenever you went down to his station? Was he kind of freaking out, or was he trying to -- trying to fight it, how was he acting?

A74. Um, he looked really worried, and he was just in his checklists, looking through his training checklists. He just looked really worried.

QUESTIONS BY LEGAL ADVISOR:

Q75. I know we talked about that point in the transcript where there is some discussion, turn the flight controls on or off. At any time before that, did you see the boom operator turn the flight controls off or on, or make any change to, you know, them being activated?

A75. Um, I'm not -- I can't recall, to be honest. And, I'm not sure if his -- if one of the checklists that he was running drove him to turn it on or off. But, yeah, I can't recall whether or not he did or not.

Q76. The other thing is you mentioned at the beginning of the interview that you heard, it sounded like some banging noises --

A76. Right.

Q77. -- That you thought was the boom impacting the aircraft.

A77. Right.

Q78. Um, did those banging noise correspond -- like with the boom be in any sort of position, or…

A78. Yes. Like whenever it swung left and then right, every time it swung left and right it would make this banging sound.

Q79. Okay, so --

A79. I thought it was hitting the empennage, like the side of the plane.

Q80. So, when it swung like far-off to the side, however far it would go, at the extreme sides is where you were hearing these bangs?

A80. Yes. But, it would also go up, when just go left and right it would like go up.

QUESTIONS BY BOOM ADVISOR:

Q81. Do you remember how far up -- just looking out the window, was at the height of the window when you saw it, like out visual --

A81. It would go out of view.

Q82. Out of view?

A82. It went out of view, yes.

Q83. So, just -- if I'm looking back out of the window --

A83. I would it would go as far up as possible, [inaudible] exceeding the limits.

QUESTIONS BY ENGINEERING ADVISOR:

Q84. And that was going on when you were back there?

A84. When I first went down there, yes.

QUESTIONS BY LEGAL ADVISOR:

Q85. Kind of looping back to those questions, about how many of those bangs did you hear? If you can recall.

A85. I can't recall, honestly.

Q86. Can you give me a rough estimate of how many times it swung wildly like that back and forth?

A86. Uh, maybe eight or ten times.

QUESTIONS BY BOARD PRESIDENT:

Q87. Could you hear those bangs from the flight deck?

A87. Yes, I think so.

Q88. Okay. So, do you know from the time he called its acting up, and/or you heard those bangs, to the time you got back there, do you have it estimate of how much time that would have been?

A88. From the time I left the flight deck to go to the ARO?

Q89. Well, from the time you heard those bangs -- when he was saying hey I got an issue, or whatever he said, I assume you are hearing some bangs early on after he identified it?

A90. The uh, um --

Q91. To the time you finally went back there when the pilot said why don't you go back there?

A91. Um, I can't remember it was -- it was probably really -- like maybe a minute.

Q92. Oh, so it was pretty quick? Okay.

A93. Yeah. I mean, the plane was oscillating a little bit, it was moving around abnormally and, I mean, we were all worried about it because the boom never does that, it never makes the plane move in such way, so the pilots asked me to go back there in look at it.

QUESTIONS BY BOOM ADVISOR:

Q94. Before you left your panel, did you have any lights as far as adjoining lights concerning as far as hydraulic pressure loss, or anything of that nature?

A94. Not --

Q95. From system two, or anything -- hydraulic system two on the airplane. You had no lights on your actual flight engineer's panel, upper or lower, any amber lights?

A96. No. Everything was normal, I'm sure the pilots told you about the number two system we lost fluid in there.

Q97. When you lost fluid in system two -- hydraulic system two and the two reversible motor pump picked up, I would assume. Or…

A97. Well, it's supposed to, I'm not sure if it did or not.

Q98. Because you were in the back? When you lost pressure in quantity, at that point was that due to the separation from the airplane, when they separated, as far as you can remember and recollect.

A98. I think that's what happened. Because before I went back there, everything was normal on my panel. Then when I came back, the pilot, [MP], said he looked at my hydraulic panel and everything was normal, but then after I came back up to the flight deck the number two system didn't have any pressure or fluid. And, I assume that was because the boom just ripped itself from the gimbal and severed a hydraulic line or something. That is why we lost the fluid in that system. But, there is a backup reservoir that is supposed to provide backup fluid.

Q99. The accumulator? What the accumulator gives you a little bit of --

A99. No, not the accumulator, there is a separate reservoir in the center landing gear wheel well.

Q100. Oh yeah, yeah, yeah. Did you notice any spikes in your hydraulic system and it may not be something that you looked at on your gauges, but any spikes in system two while --

A100. Pressure?

Q101. Yeah pressure spikes as the boom was swaying back and forth?

A101. I don't recall. I don't think so.

QUESTIONS BY LEGAL ADVISOR:

Q102. This is the legal advisor, I did have a question, were you able to see what the – basically what the control surfaces were doing as the boom was swinging?

A102. On the boom?

Q103. Yeah.

A103. No.

Q104. Just to cover bases, I mean, was there any extreme weather, or anything like that that you are flying through at the time?

A104. Nope, there wasn't.

QUESTIONS BY ENGINEERING ADVISOR:

Q105. Did the boom operator or yourself take any pictures other than the video that you took?

A105. No, just the video. And actually, I took some pictures after we landed of what the back look like, the gimbal and stuff like that.

Q106. Do you have those pictures?

A106. Um, not -- not now.

QUESTIONS BY BOARD PRESIDENT:

Q107. Did you give them to the safety board?

A107. Honestly, I can't remember. I know they have the video, but I don't think I gave them the pictures. But, they took pictures. Their safety -- Safety took pictures of what it looked like after we landed.

QUESTIONS BY BOOM ADVISOR:

Q108. Were you guys at flight level 240, 24,000 feet or …

A108. See, I don't remember. I think it was somewhere around mid twenties. 24 maybe, 25, that the normal altitude that we usually refuel at. Somewhere around there.

QUESTIONS BY BOARD PRESIDENT:

Any more questions?

QUESTIONS BY ENGINEERING ADVISOR:

Q109. So just to -- just to be clear, when you went down there, you believe that the boom was -- boom, gimbal was still attached to the aircraft?

A109. I think so, yes.

Q110. And, you witnessed it separate to where it was just being trailed, hung by hydraulic lines or something?

A110. Right. Yes, I think that is what happened.

LEGAL ADVISOR: If there are no other questions, Sir, I think before we close, would you like to give him a brief opportunity to try and review Tab N, and just see if there is anything else that he wants to add before we end?

BOARD PRESIDENT: Sure.

LEGAL ADVISOR: Are there any other questions from any other advisors. All right. So at this time, let's go ahead and just take a brief break.

LEGAL ADVISOR: After a brief break, all parties who were present before the break are again present. The witness had an opportunity to review the cockpit voice recorder transcript which is in Tab N, as well as a video that was referenced earlier in the interview. That will be placed into the tabs later on [Tab Z]. So at this time, we will just pick up and proceed with the final few questions.

QUESTIONS BY BOARD PRESIDENT:

Q111. All right. Are there any matters that we have address so for that you wish to clarify?

A111. No.

Q112. Are there any additional matters we have not addressed that you think are important for investigation?

A112. No.

Q113. Is anything else you wish to add to your testimony?

A113. No.

BOARD PRESIDENT: That concludes the interview. You are reminded of the official nature of this investigation, that you are not to discuss your testimony with anyone outside of this accident investigation board prior to public release of the final report. Thank you for your time and cooperation, you are dismissed. Thank you very much.

VERBATIM TESTIMONY OF SENIOR AIRMAN MB

My name is Colonel [BP], we are investigating the accident involving a KC-10, tail number 83-0080, that occurred 1 November 2016, near Mountain Home Air Force Base, Idaho. This investigation conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

A safety investigation was previously conducted on this accident. Any testimony you gave before the Safety Investigation Board will be kept confidential if you were so advised, and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between your testimony before the Safety Board and this Accident Board?

MB: Yes, sir.

BOARD PRESIDENT: I must inform you that the interview is being recorded and that you may not use your own recording device during the interview.

Do you consent to this interview being recorded?

MB: Yes, sir.

BOARD PRESIDENT: Your testimony in this investigation will be under oath, at this time, I will administer the oath, please raise your right hand:

BOARD PRESIDENT: Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, nothing but the truth, so help you God?

MB: I do.

BOARD PRESIDENT: Okay. Thank you. Today's date is 23 January 2017, the time now is 1746 local Pacific, this interview is being conducted in building 31, room 77, on Travis Air Force Base. The persons present are the witness, via telephone, Senior Airman [MB], the legal advisor, the pilot advisor, the boom advisor, the medical advisor, the maintenance advisor, the engineering advisor, the weather advisor, and the recorder. I am Colonel [BP], the Board President.

The witness has been sworn.

You previously provided an unprivileged personal history to the Safety Board. That was your 72 hour report, do you wish to adopt that is part of your sworn testimony today?

MB: Yes, that is fine.

BOARD PRESIDENT: Okay.

QUESTIONS BY BOARD PRESIDENT:

Q1. Please state your first and last name.

A1. [MB].

Q2. What unit are you assigned to?

A2. The 9th Air Refueling Squadron.

Q3. What is your duty title?

A3. In Flight Refueler.

Q4. Okay. Thank you. So, just confirm for me, that you were the Boom Operator on KC-10, tail number 83-0080, on a mission on the first of November 2016?

A4. Yes, sir.

Q5. Okay. Personally, did you have any medical concerns prior to the incident that you feel are pertinent to our investigation at this time?

A5. No, sir.

Q6. Okay. Were you on any prior flights on this aircraft that you recall?

A6. No, sir.

Q7. Okay. Prior to this sortie, were you aware of any boom control issues on this aircraft?

A7. No, sir. I was not.

Q8. Did you personally review any maintenance forms prior to the mishap sortie?

A8. Yes, sir. I did.

Q9. During the review of those forms, you did not -- you did not see any write-ups or any prior boom write-ups when you reviewed them?

A9. That is correct, Sir, I did not.

Q10. Okay. Did any maintenance personnel discuss or inform you of any issues with the boom on this aircraft prior to this sortie?

A10. No, sir.

Q11. Did you perform any boom preflight checks?

A11. Yes, sir. I did.

Q12. Okay. Did these checks indicate any abnormal readings or abnormal system operation?

A12. No, sir, they did not.

Q13. Okay. All right. We will fast-forward to the actual flight now. And, if you could just describe to me as you were preparing pre-contact, just kind of go through the -- what you were doing in the back, how the boom responded, and then we will likely open up for some questions from the rest of the board members. But, go ahead.

A13. Yes, sir. So, five minutes prior to fighters joining on us, I went to the back to run my prep for contact checklist. And, I guess I can skip forward to step 19, in between steps 19 and 20 which are lower the boom and then perform, and then perform a boom flight control check. I had lowered the boom with no indications of anything. It was pretty much centered zero and 30 degrees elevation. And then before I was able to extend the boom 12 feet to trim it and then perform a boom flight control check, the boom took off on its own to the aircraft's right, beyond 30 degrees very rapidly. Um, the -- uh, it just went so quick. It just happened so fast, the movement of the boom was probably what seemed like faster that you could fly it physically with the flight control stick, but it didn't stop. It just went to beyond the full 30 degrees right, and then shot back to the full beyond 30 degrees left, and continued this repeatedly nonstop very rapidly. Like I said, the needle -- the indication roll gauge was -- the needle was just like a -- it was like a blur. It was just bouncing off either end of the instrument. And then, initially after it started to do this, I tried to take control with the flight control stick, and fly the boom to prevent it from what seemed like it was striking the aircraft. And, nothing, like nothing seemed to work as far as the input to the flight control stick. And then the boom hoist cable snapped shortly after that, and then it seemed to get more violent, I guess, without the boom hoist cable attached. And then, it just kept doing this motion to the left and right degrees beyond 30. And it was more like a U-shaped motion so when it would come towards the center zero degrees, it was around 30 degrees, but when it would fly up it would fly towards, maybe 20 degrees or so when it was full left or right. So, it was like a giant U-shaped swing, I guess you -- you could describe it as.

Um, so this caused the boom hoist cable to snap. At this time, I'm letting my crew know that the boom is uncontrollable and flying, I use the word crazy, the boom is acting crazy. And then when the boom hoist cable snapped, I notified the crew that the boom hoist

cable snapped and then they were asking me if I could raise the boom somehow. I told them it was not possible with the boom not being in control.

A13 (cont). And then, shortly after that, the shroud for the gimbal, started to break apart, crack I guess you could say. It hadn't actually departed from the aircraft yet. And then, after that the -- I guess the gimbal was breaking at this point when the shroud was cracking, and then, um, like I said, the gimbal dislodged from its joint on the aircraft. And it didn't necessarily stop moving until the dual rudder fail and elevator fail lights came on, it kind of slowed down but it didn't, like I said that didn't stop moving.

At this point, I was, turned the flight control switch off and it, I guess the gimbal had come undone, so it was kind of just free-floating behind us attached by the, what I couldn't see at the time, but after it actually departed the aircraft, it turned out to be the hydraulic line and other electrical lines that run to the boom itself. Um, so it's kind of just trailing behind the aircraft, and it really at this point, it just out of my control. It's kind of just hanging behind the aircraft flying behind us. Just more like dragging -- I mean, dragging behind us.

And then after a while the, uh, main hydro light came on, and then I confirmed with the FE, and he said yes he issuing the same up front. Then I asked him if he wanted me to kill hydro and he confirmed yes. Then I killed the hydraulics. And, the boom is still just floating behind us attached by the hydro line.

And after a while the boom -- after the hydro light came on and I -- I'm sorry, after the hydro light came on when the boom telescope extended to full 21, or uh, like full extension. And, it's not what caused the boom to depart from the aircraft, but after I guess, the hydro pressure released the telescope and it extended all the way, is when the line severed I guess, and the boom departed the aircraft at that point.

Q14. Okay. Thank you very much for that. I'm going to ask you a couple of questions and then I will open it up here. During the, as you described the U-shaped movements left to

right of the boom, what were your -- what were your actions on the stick during that -- what were your -- were you trying to correct it using the stick?

A14. Yes, sir. Absolutely. So, when I took control of the flight control stick, I was trying to input opposite inputs that the boom was doing itself. But, it didn't -- like it was so fast that it wasn't -- it wasn't doing anything as far as like slowing it down or controlling it at all.

Q15. Okay. How about up and down? Did you attempt to raise or lower it during these U-shaped?

A15. With the flight control stick, no, sir. Like it -- um, I really -- really it was the left and right motion more than anything, even though was moving in elevation up and down, it was, I would say, more violent left and right movements. When it would get down, I wasn't looking at the gauge per say, but I wouldn't say that it was -- it was not -- it did not look to be lower than 40 degrees elevation when it would dip down. It just -- when it came to the center, it would, I would say, it was only a little bit more than 30 degrees. It looked pretty normal, I guess in the center for the short period of time that it was there.

Q16. Okay. How much travel time between left and right? How much -- how quickly do you estimate that was happening? Full left, full right?

A16. Yes, sir. It was less than half a second. Um, when I looked at the um, roll gauge, the needle was just dumping so quickly back and forth between the left and right movement. It was, honestly shorter than the less than half a second.

Q17. Okay. And then during these U-shaped movements, there were no fault lights indicated on your system, is that correct?

A17. No, Sir -- Yes, sir. That is correct. No fault lights came on at all during this movement.

Q18. Okay. And then the last question I'll have, is when was -- well I guess two-part question. When was the first time you turn the flight controls off?

A18. When I got the -- when I got the dual rudder fail and elevator fail is when I turned the flight control switch off.

Q19. Okay. Is that the only time that you turned it off, or did you turn it off, turn it on, turn it off any other point after that?

A19. No, sir. Um, at that -- after that point my -- they sent my flight engineer back to take a look at was happening and he asked me if to turn it back on, but I didn't feel comfortable as far as like turning it back on at that point just because of what it had been doing before. Um, so I didn't turn it off and turn it on, I just turned it off and left it off.

Q20. Okay. And then one more question. Let's go back to the beginning of when you started to lower it. So, it lowered normally down to normal elevation, zero zero thirty, and then started --

A20. Yes, yes, sir. So, when I lowered the boom it was -- you can get very -- it's pretty easy to eyeball when it's not at 0 and 30 just without looking at the gauges, you know what it looks like because you are center of the aircraft. And, so before I even -- before I was able to put it extend pressure on the telescope an extended 12 feet, it just took off to the right of the aircraft before I even extending it at all.

BOARD PRESIDENT: Okay. Thank you. I am going to open it up now for anybody.

QUESTIONS BY BOOM ADVISOR:

Q21. Airman [MB], this is Boom Advisor. So, how did the stick feel in your hand when you brought it down to 0 and 30? Did you put any trim and it when you first did that? Kind of a two-part question. Did you put any trim in when it first came down to zero and 30, or did it come all the way down to zero and 30 no problem, you didn't need to any trim?

A21. Right. So, I, before I even -- uh, I didn't even get to put any trim in. It came down like pretty -- it came down normal and looked to be zero and 30. And that I was going to extend

to the 12 feet and then put the -- and then trim the boom, but extending it and trimming it didn't even happen. It just took off.

Q22. Now, when you say it took off, it started swinging to the right side, boom operator's right -- boom operator's left, aircraft's right. When it that direction -- you know in a BOT they give you a stick failure, they do a hard rollover and the boom slaps your hand?

A22. Right. It did not, Sir.

Q23. You didn't. So it basically, it stayed center in your hand and no movement when the boom was flying back-and-forth?

A23. That is correct, Sir. Yes, sir. So, the stick was not moving on its own, just the boom was. So the flight control stick did not hit my hand, or put pressure against my leg, or anything like that. It was just completely normal.

QUESTIONS BY LEGAL ADVISOR:

Q24. Airman [MB], this is the legal advisor. Just a follow-up to that last question. I think Sergeant [boom advisor] referred to a BOT, is that just basically the boom operator trainer, or a simulator?

A24. That is correct, Sir. A boom operator trainer, or the BOT.

LEGAL ADVISOR: thanks. I just wanted to clarify that, I appreciate it.

WITNESS: Yes, sir.

QUESTIONS BY ENGINEERING ADVISOR:

Q25. Um, what -- if you had no feel in the stick, or no command of the stick, do you know why you waited so long to turn the flight control switch off?

A25. Uh, why I waited so long?

Q26. Yes.

A26. I just didn't have any malfunction indication. Like, the stick wasn't dead, and so it still had like the -- it's normal , I guess, feedback pressure. Uh, so like when I was trying to put

the opposite input into the stick, it just seemed like I wasn't able to keep up with actually making an impact as far as affecting the movement of the boom itself.

Q27. Correct, but when you noticed it rapidly moved to one side, and it was not following your commands, would you not have considered that an erratic boom movement, and just turned the flight control switch off than in there so that it doesn't cause any more damage?

A27. Uh, no, I would -- like I have never seen anything -- I have never seen anything like this since I've been doing this. And, uh --

Q28. So -- right, and -- and that is understandable. Do you know -- so the only time you would try to turn the flight control switch on is if only you were -- you got a fail light of some sort that illuminated?

A28. Yes, sir. Like a flight control malfunction.

Q29. Right. So you were just waiting for that, for something to come on to tell you that this is unresponsive, therefore turn off flight control switch?

A29. Um, not necessarily waiting for it, but while I was -- like while this was happening, like so quickly when the boom hoist cable snapped, it kind of sent me down, like broken boom hoist cable checklists, even though that wasn't like, um, the immediate -- the immediate factor. And that is why the following, I guess actions that I performed was turning the flight control switch off.

QUESTIONS BY MAINTENANCE ADVISOR:

Q30. Did you happen to notice what the rudders were doing while it was flying back and forth? I mean, where the rudders ever coinciding with your stick movement?

A30. No, sir. it was very hard to -- like I tried looking, I guess, at that, like the rudders, but it didn't seem like, uh, very noticeable as far as like the inputs from the flight control switch -- or stick, and what the boom was like actually doing. Like it didn't -- it was kind of hard to notice, to be honest, just because of the speed that the boom was flying.

Q31. Did you ever -- did that stick ever go limp, even after, you know, you turned the flight control off, did it lay down at all, or did it -- did it ever go where there was no feeling on it at all?

A31. No, sir. It never went limp at all.

QUESTIONS BY BOOM ADVISOR:

Q32. How long, in your recollection, from lowering the boom to getting a dual rudder failure, do you think that was?

A32. Um, really I have no idea. Uh, like I said, the boom taking off and then the boom hoist cable breaking, and then the dual rudder fail with the elevator fail lights coming on, um, if I had to guess, it would be a couple of minutes.

Q33. Also, a secondary question with that, when the lights came on had the -- had the boom and the gimbal separated from the airplane and being held, as you said earlier, by electronic -- electrical as well as hydraulic lines, did those seem to coincide with you from what you remember? Such as, when they separated did the lights come on, you got the wooper, that the audible tone in your headset, or did those things happen and then you got a separation being held on by the hydraulic line and electrical system?

A33. No, sir. I don't recall ever getting a wooper in the headset. When the dual rudder fail in the elevator fail lights came on the lights just came on and then I turned the flight control switch off.

Q34. Okay. So I just want to make sure, you got no audible tone as you would normally get with the rudder failure, or elevator failure, or telescope failure, you just got the lights by themselves, without --

A34. Yes, sir.

Q35. -- Without an adjoining audible tone?

A35. Yes, sir. There was no audible tone with the boom flight control malfunctions that were being displayed by the lights, sir.

QUESTIONS BY BOARD PRESIDENT:

Q36. We'll go backwards a little bit. When it was rapidly moving left right in that you shape, did you hear it contacting the aircraft? Or was it making a contact sound as it went back and forth?

A36. Uh, yes, sir. It -- from what it sounded like, it was striking the aircraft. And, I guess, like I didn't notice from being in the back, but probably at the same time, or not directly after that I -- the pilots upfront were asking me like what was happening because they, I guess, later told me that the, like, nose of the aircraft was pitching due to the -- due to the boom movement.

Q37. Okay.

BOARD PRESIDENT: Do you have a question? Any more questions? Give us just a second here. Go ahead legal advisor.

A37. Yes, sir.

QUESTIONS BY LEGAL ADVISOR:

Q38. Yeah. Airman [MB], this is the legal advisor, so I wanted to focus on when you actually brought the boom to that lowered position. You said it was centered and about 30 degrees down.

A38. Yes, sir.

Q39. Did you do any control inputs, press any buttons, do anything before the boom just took off?

A39. No, sir. I did not. Um, when you lower the boom, you just need to guard that flight control stick, not actually put any inputs into the flight control stick. Um, the flight control stick

was guarded, but I did not put any inputs into the flight control stick after -- or during the boom being lowered.

Q40. Okay. And when you say you are guarding the flight control stick, as that just sort of having your hand hovering nearby it, but not pressing it in any direction?

A40. Correct. Basically just having your hand around the flight control stick, but not giving it any pressure in any direction.

Q41. But -- so once it got to that roughly 30 degrees down position, that is when the boom just, without you changing any kind of, um, I guess, configuration, the boom just began that rapid movement you described to the aircraft's right?

A41. Yes, correct. So, like I said, like I said, I guess it's multiple steps when lowering the boom and then part of the next step after lowering the boom is the flight control check which is where you will fly the boom to its max roll limits, and elevation limit to make sure that it is flying properly, but that was never, um, that was never done just because before I even got the chance to extend the boom and put trim into it to possibly correct, um, anything it just took off on its own.

LEGAL ADVISOR: All right. Thank you.

QUESTIONS BY ENGINEER ADVISOR:

Q42. Once it kicked to the aircraft right, did it immediately start the U-shape pendulum effect going left to right, left to right?

A42. Yes, sir. That is correct. So, once it went -- when it went to the, uh, aircraft right the first time it did -- it did half of that U-shape, so it flew up and beyond the 30 degrees to the right, and then just came back down toward the center, zero, and then flew back up to the aircraft's left.

QUESTIONS BY MAINTENANCE ADVISOR:

Q43. How fast did you touch the stick after you saw it shooting out to the aircraft's right?

A43. So -- I mean there was a -- it was immediate before it even came back to go to the right, I mean I was already trying to put input into the flight control stick, uh, to get it back to center, but it was already going to center on its own.

QUESTIONS BY ENGINEERING ADVISOR:

Q44. When you tried -- when you tried to correct, did you um, slap the stick all the way right, or did you try go -- or did you move the stick a little bit? Um, would you say you went full travel right?

A44. Um, when it went to the --

Q45. Yeah, when it went to your left, Boomer left, which is aircraft right --

A45. Yes.

Q46. -- To try to correct it, bring it back, did you go full Boomer right, aircraft left, to try to bring it back?

A46. No -- no I did not.

Q47. And, what about when it went full air -- full Boomer right, aircraft left, what did you try to do? Did you try to go full left to bring it back?

A47. Yeah. So, at that point, yes, I was trying to get it to come back and, um, to be honest, with the gauge corresponding with what like the boom was doing, I can't tell you if I tried to like give it max left or right, but I was trying to give it opposite inputs.

QUESTIONS BY PILOT ADVISOR:

Q48. When the boom was oscillating back and forth, did it slow down toward the top of the travel, or did it just slam straight in, and then have a constant speed all the way through the rest of the arch on the other -- opposite side?

A48. So, when you say slam, do you mean like hit the aircraft to stop it, and then come back?

Q49. Yes. Or was there any time for the boom to slow down at all, or was it full speed the entire time?

A49. Yes. Right. It was full speed the entire time that's why like I think it was striking the aircraft and it sounded like it was striking the aircraft, but I -- I mean, when it flies up, uh, like beyond the maybe 20 degrees elevation, it was kind of difficult to see because it would go out of view at the height of it's travel.

QUESTIONS BY MAINTENANCE ADVISOR:

Q50. No HF radio as far as you know?

A50. Uh, yes. There are no -- no HF radios. We -- like I said, going -- I went back five minutes prior to the fighters being relatively close to us and as far as I know we were not making any HF radio calls at all.

QUESTIONS BY LEGAL ADVISOR:

Q51. Real quick, what does HF stand for?

A51. High-frequency, sir.

LEGAL ADVISOR: Thank you.

BOARD PRESIDENT: Give us just a minute here to just think for a second.

WITNESS: Yes, sir.

BOARD PRESIDENT: All right, Colonel BP , again. We have no further questions on this end. So, let me wrap it up here, so you can get back into the mission here.

So, are there any matters we've addressed so far that you wish to clarify?

WITNESS: No, sir.

BOARD PRESIDENT: Are there any additional matters that we have not addressed that you think are important?

WITNESS: No, sir.

BOARD PRESIDENT: Is there anything else that you wish to add to your testimony?

WITNESS: No, sir.

QUESTIONS BY BOARD PRESIDENT:

Q52. Okay. Two additional questions that just came up. To your knowledge are there any pictures, or video out there that might exist that might capture this event?

A52. No, sir. Not before the gimbal itself coming undone. Um -- when the uh -- when my flight engineer came back, he started to record a video, uh, but I believe his video was after the gimbal had come undone from the aircraft. So, it shows the boom trailing behind us uncontrolled -- uncontrolled. But not -- there is no video or pictures of the boom flying on its own.

BOARD PRESIDENT: All right. That concludes the interview. You are reminded of the official nature of this investigation, that you are not to discuss your testimony with anyone outside of this accident investigation board prior to public release of the final report. Thank you for your time and cooperation, and you are dismissed.

VERBATIM TESTIMONY OF TECHNICAL SERGEANT EBO

PRESIDENT: Welcome. My name is Colonel [BP]. We're investigating the accident involving a KC-10, Tail Number 83-0080 that occurred on 1 November 2016 near Mountain Home Air Force Base, Idaho. This investigation conducted under AFI 51-503 is separate and apart from the safety investigation conducted under AFI 91-204. This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential, if you were so advised, and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between your testimony before the safety board at this accident board?

WITNESS: Yes, Sir.

PRESIDENT: I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent to this interview being recorded?

WITNESS: Yes, Sir.

PRESIDENT: Your testimony in this investigation will be under oath. At this time, I will administer that oath. Please raise your right hand.

Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: Yes, Sir.

PRESIDENT: Today is 17 January 2017. The time is now 1405 Local. This interview is being conducted in Building 31, Room 55 on Travis Air Force Base. The persons present are the witness, Technical Sergeant [EBO]; the legal advisor, the pilot advisor, the medical advisor, the maintenance advisor, the engineer advisor, the weather advisor, and the recorder. I'm Colonel [BP], the board president. The witness has been sworn.

You previously made a statement to the safety investigation board. Do you wish to adopt this as part of your sworn testimony today?

WITNESS: What does that mean?

LEGAL ADVISOR: Did you give a 72-hour or 14-day history to the...

WITNESS: I did a phone interview.

LEGAL ADVISOR: Okay.

PRESIDENT: Yeah, he wouldn't have because he was the day prior.

WITNESS: It was the day prior?

LEGAL ADVISOR: All right. So that's not applicable because we're not going to have access to any of that other stuff.

WITNESS: Okay.

Q1 (PRESIDENT): Please state and spell your first and last name.
A1 (WITNESS): [EBO].

Q2 (PRESIDENT): What unit are you assigned to?
A2 (WITNESS): 9th Air Refueling Squadron.

Q3 (PRESIDENT): What's your duty title?
A3 (WITNESS): Evaluator Boom Operator.

Q4 (PRESIDENT): How long have you been a boom operator?
A4 (WITNESS): Since 2002.

Q5 (PRESIDENT): All right, questions regarding the mishap. Were you on the mishap aircraft on a sortie that flew on 30 October 2016?
A5 (WITNESS): Yes, Sir.

Q6 (PRESIDENT): What was your crew position and/or primary focus during the sortie?
A6 (WITNESS): I was acting as a LOSA observer.

Q7 (LEGAL ADVISOR): What does LOSA mean? That's from the legal advisor.
A7 (WITNESS): The Line Operations Safety Audit from AMC.

Q8 (LEGAL ADVISOR): Okay and AMC is?
A8 (WITNESS): Air Mobility Command.

Q9 (PRESIDENT): And so in that role, just for the recording, what are you observing? What's your purpose?

A9 (WITNESS): So the purpose is just to observe crews in their normal habit patterns, in their normal duties and to report back. It's not necessarily just safety things. It's looking at the whole day, what might've happened to put the crew in a bad position or how can we do things better, so.

Q10 (PRESIDENT): Okay. Prior to the flight on 30 October, were you aware of any boom control issues with this particular aircraft?
A10 (WITNESS): No, Sir.

Q11 (PRESIDENT): Prior to the flight, did you review any maintenance forms that addressed any boom control issues?
A11 (WITNESS): No, Sir.

Q12 (PRESIDENT): Do you know if anyone else on the flight crew checked the maintenance forms and was anyone else on the flight crew aware of any boom control issues prior to the sortie?
A12 (WITNESS): They did check the maintenance forms on the jet, but I don't think they were aware, that I know of. No discussion was had about boom control issues.

Q13 (PRESIDENT): Okay. Did you operate the boom during the sortie on 30 October?
A13 (WITNESS): No, Sir.

Q14 (PRESIDENT): Did you observe anyone else operate the boom on 30 October?
A14 (WITNESS): Yes.

Q15 (PRESIDENT): And who was that?
A15 (WITNESS): Staff Sergeant [IBO].

Q16 (PRESIDENT): Describe the actions of the boom during pre-contact checks.
A16 (WITNESS): So he ran all the checklist items appropriately, got to the point of lowering the boom. So once the boom started down just pass 0 degrees, probably at roughly 15 degrees or so, the boom started to drift to the aircraft-left. At which point he recognized it and started to correct back to center with the flight control stick. Then it continued to go the opposite direction of his input. So it continued to go left, aircraft-left, as he was directing it back to the aircraft-right. And then it increased it's speed to the left at which point he put more input in. And then the boom, I don't know how to describe it, but there's no way you can duplicate how fast that boom went from left to right all the way maxed out past 32 degrees.

Q17 (PRESIDENT): So the opposite direction?
A17 (WITNESS): In the opposite direction, aircraft-right, at which point he is trying to correct to get control but had no control with the flight control stick whatsoever. None of the inputs he was putting in was doing anything.

Q18 (PRESIDENT): Okay. What steps did you observe that were taken upon noticing the boom moving to and past 30 degrees, approximately 30 degrees?

A18 (WITNESS): I think at that point the boomer was just trying to figure out what was happening because it's not we never see that at that level in any scenarios -- in our BOT scenarios. So he was trying to figure out why the boom was doing that, one, and then why the stick wasn't responding. No abnormal lights came on during the event; no warning cautions, flight control, maintenance required, like, nothing triggered. No wooper. Nothing triggered that there was an abnormal even happening back there. It just kind of got a mind of its own and went. And then I think at about the same time we both came to the conclusion, kill the flight control switch. And at which point, he reached over, killed it, and then that created a limp boom at that point, which is what it's supposed to do.

Q19 (ENGINEERING MEMBER): This is engineering advisor. At the time that you noticed that the boom was drifting to the aircraft-left to the time you killed the flight control switch, about how long?
A19 (WITNESS): It only made one full swing and by that time he started seeing it coming back into view is when he killed the flight control switch. So timewise, probably 30 seconds, 40 seconds maybe from the time that it started and he killed it.

Q20 (ENGINEERING MEMBER): And just for clarification, after the boom reached about a 15 to 20 degrees elevation, he noticed that the boom was drifting to the aircraft-left.
A20 (WITNESS): Correct.

Q21 (ENGINEERING MEMBER): He tried to correct. Was the boom unresponsive?
A21 (WITNESS): Yes. When he put input in, it didn't correct back.

Q22 (ENGINEERING MEMBER): And about how many degrees to the left did it go?
A22 (WITNESS): From what I observed 10 to 15 degrees is where it went to, at which point it kept traveling down during the time so it didn't just stop at that 15 degree elevation. It continued to travel down like it's supposed to, but it was drifting off and there's a structural limit there that we have to be careful of. So that's why he corrected. And then so I think by the time it started swinging full aircraft-right side, it was probably at 0 maybe 5 degrees.
Q22 (ENGINEERING MEMBER): Elevation?
A22 (WITNESS): So it wouldn't be -- yeah, elevation would be down. So it would have been -- I'm saying that wrong. It would have been at 30 degrees elevation and then that's when it started to swing over but it was completely unresponsive the whole time.

Q23 (ENGINEERING MEMBER): Would you ascern [sic] that the boomer never had control?
A23 (WITNESS): Yes, for sure.

Q24 (ENGINEERING MEMBER): So the swing to the aircraft-right was not because of the input that the boomer made to try to correct?
A24 (WITNESS): No.

Q25 (PRESIDENT): Okay. So after he killed the flight control switch, how did the boom react?

A25 (WITNESS): It just hung limp off to the aircraft-right, probably... might've been 10, 12 degrees aircraft-right and just kind of stopped as it was swinging down and then just sat there and then it eventually just kind of self-corrected back to center and then got into his checklists.

Q26 (PRESIDENT): Did you hear anything on the boom or any other noise during the flight when it was swinging right or left?
A26 (WITNESS): When it went full deflection to the aircraft-right, we thought we heard what sounded like a thud, like it might've hit the aircraft when it went full deflection. So after flight control switch was killed and he started working through his checklists, we had -- and actually this was after we cleaned up and got the boom stowed, we had the F-15s come up and do a visual check just to make sure on both sides -- we knew the left side wasn't necessarily what we were concerned in but we had them just go ahead and check out the whole aft end of the airplane just to make sure we didn't have any dents or, I don't know. We could see the boom. So there didn't appear to be any damage on the boom itself but we were concerned there might've been some damage somewhere else we couldn't see.

Q27 (PRESIDENT): And what did the F-15s...
A27 (WITNESS): They said everything looked clean.

Q28 (PRESIDENT): After the flight on 30 October, do you know if anything was written up or verbally conveyed to maintenance personnel regarding the boom actions?
A28 (WITNESS): Yes. So he filled out a form 97. I did review that just to make sure we had the correct information in and then he also input, into the 781s, a write-up. Took two blocks. I did not read that, specifically read that write-up, but he essentially shortened and transcribed what he had experienced on it but I didn't visually read it. So I can't say what was actually in the 781 write-up.

Q29 (PRESIDENT): Was maintenance debriefed?
A29 (WITNESS): Yes. So when we landed, maintenance showed up. I think there must've been six or seven hydro troops who came out to the airplane because we ended up doing an air divert and they directed us to go back to Travis once we were airborne. So sent the fighters back to Eielson and then we pressed direct to Travis. So once we got -- we relayed with comms that we had this issue with the boom. And so we landed, there was at least seven hydro troops showed up. So we verbally debrief them thoroughly; "Hey, this is what happened. Probably want to check the boom out, possibly the BCU. There's something wrong". And the maintenance guys that were on board did the same thing because there was one maintenance guy back there with us as well.

Q30 (LEGAL ADVISOR): And this is the legal advisor. Can you just say what a BCU is?
A30 (WITNESS): Boom Control Unit.

Q31 (PRESIDENT): Back to board president. So the maintenance on board, were they ever in the back with you observing while the boom was acting erratic?
A31 (WITNESS): Yes. Senior Airman , I believe is his name. I'm drawing a blank on the first name. He was one of the maintenance guys that were on our temporary duty. So he observed the whole thing happen from the observer seat in the back which is the far left seat.

Q32 (PRESIDENT): And do you know, did Senior Airman debrief -- was he present during the maintenance debrief?
A32 (WITNESS): Not when we were there, but I'm -- so I don't know. I can't speak to that.

Q33 (PRESIDENT): Back to the post-flight maintenance debrief. Did you personally debrief maintenance?
A33 (WITNESS): Yes.

Q34 (PRESIDENT): And if you could, describe how you described, how you remember describing this incident.
A34 (WITNESS): So Sergeant [IBO] gave his debrief and the one individual that he was talking to kind of gave him a look like, are you sure it went 32 degrees? I don't think that's possible. And then he looked at me. So I gave him the same debrief. I said, "yep, this is exactly what happened". And I told them I said, "There's definitely something wrong with this boom. It probably needs to be taken off. I don't know what your maintenance procedure is. That's not my lane". But I said that there's probably something you might want to look at. There's definitely something wrong with this thing.

Q35 (MAINTENANCE MEMBER): This is the maintenance member. Do you happen to remember any names of any of the maintainers out there?
A35 (WITNESS): No, Sir; unfortunately. We don't get to see the hydro troops a lot because they're not on the line, so.

MAINTENANCE MEMBER: I understand. I totally understand.

PRESIDENT: Okay any other questions?

MAINTENANCE MEMBER: He can look at these forms, right? I just want -- these looks like it's a fair assessment of the write-up because this is what maintenance would've been working off of. I'm showing him the aircraft forms dated the 20th through the 31st.

[Witness reviewing documents (see attachment).]

WITNESS: Yep.

MAINTENANCE MEMBER: Thank you.

Q36 (PRESIDENT): Back to the -- we'll go backward just a little bit. When you and Sergeant [IBO] decided to kill the flight control switch, what led you to think that action needed to occur?
A36 (WITNESS): I've been doing this for a long time and that was something that was drilled into us as a young boom operator back starting from 2002. So in the BOT, when we see this scenario, the boom -- so the BOT's the Boom Operator Trainer that we do for our simulated abnormals and emergency. So the scenario they give us is the boom will be sitting there and it will just kind of move slightly. I wouldn't even say maybe 2 to 3 degrees, at the most. It's just a real slight movement. You kind of see the surfaces flutter and you're not putting any input. You

run through the checklist. There is never scenario presented where that thing's coming across the window on you. So that was always drilled into us as a young boom operator that this checklist, it's not a boldfaced item, but you need to remember it as a boldfaced item. If you have any issues at any point, just remember flight control switch is what kills the brains to the boom. So just kill it and then work through your checklist.

Q37 (PILOT MEMBER): From the pilot member, a follow up question. Is there a possibility or have you noticed in the -- you know -- in your time is a boom operator how that I guess non-boldface, boldface, if you will, has left the training as far as an emphasis item?
A37 (WITNESS): Yes. I think they're still training it. I don't -- I can't speak to how often they see it now but after discussing it, as far as our event and what happened with people in the squadron, there's definitely -- you can definitely tell that some of the newer booms are not really aware of that being like a boldfaced, non-boldface item for sure.

Q38 (LEGAL ADVISOR): This is the legal advisor. So you mentioned that you and Sergeant [IBO] kind of came to the conclusion to turn off the boom control unit about the same time. Was there any communication, like, did you say anything to him or him to you about taking that action to turn it off?
A38 (WITNESS): Yes. So I basically was screaming turn the flight control switch off. And like I said, his hand was going that way. He wasn't communicating back the same thing but that's why I said I think we came to the conclusion at the same time but at that point, I was just trying to prevent the boom from doing more damage than what it possibly already did.

Q39 (ENGINEERING MEMBER): This is the engineering advisor. You were the one that verbally said -- commanded to turn off the flight control switch?
A39 (WITNESS): Yes.

Q40 (ENGINEERING MEMBER): And you mentioned earlier in the Boom Operator Training that the training engrained in the boomers that they're supposed to know that if it's not responding to stick movement, stick inputs, that means it's being unresponsive and you are to turn off the flight control switch?
A40 (WITNESS): So it's more of when it's an erratic because we have a...

Q41 (ENGINEERING MEMBER): What's deemed erratic? If it's not being responsive...
A41 (WITNESS): Right. If it's not being responsive, you have the time, if the boom -- so I guess what I'm getting at is if the boom is just sitting there at 0, 30 and 12 and you go to put input and nothing happens, more than likely the boom's just going to grab his checklist. He's got all the time in the world. It's not a time critical situation were something has to happen immediately. So I think that scenario isn't really taught; hey, if this happens, immediately turn the flight control. It's always the scenario of the erratic boom where it's moving without any command input on its own. That's where the scenario was taught; hey, kill the flight control switch. Just remember that first. But unfortunately, as an evaluator, I have to look at it on a standpoint that it's not in our checklist as a boldfaced item. So it was just an additional, hey, keep this in mind. And I don't think it's -- and I can't speak on it but it's not a requirement for that to be taught. I spent two years at the FTU --at the Flight Training Unit -- and it was never

something that was required to be taught or in the syllabus about this boldface, non-boldface item.

Q42 (LEGAL ADVISOR): And this is the legal advisor. I just wanted to circle back. I think you referred to the boom being in a 0, 30, 12 position. Could you just explain, for the recording, what that means?
A42 (WITNESS): So that's basically the prep for contact, pre-contact position that the boom's in prior to receive or closing into contact. So 0 degrees is centered up on the aircraft. 30 degrees is the elevation it sits at, elevation up and down, is where it is. And that's where we're required -- when we trim, as part of our checklist, the trim is to make sure it centered up 0 and 30 degrees on the elevation. 12 feet is the extension of the telescope which is our visual signal that were ready for air refueling.

Q43 (LEGAL ADVISOR): All right, thank you. One other thing I wanted to clarify. You referred to the boom running his checklist. Is boom just shorthand for boom operator?
A43 (WITNESS): Correct, boom operator.

LEGAL ADVISOR: Okay, thank you.

PRESIDENT: Any other questions?

Q44 (LEGAL ADVISOR): This is the legal advisor again, just while we got a little bit of dead air. I think you referred to the engineer's question you were saying about the timeline for how long it took on the 30th of October for the boom to swing all the way off to, I believe it was aircraft-right; when you're saying it took I think 20 to 30 seconds was what you estimated, is that from -- is that for it to start drifting off to the left and then complete the swing, you know, like, so where does that 20 to 30 seconds cover?
A44 (WITNESS): Yes. That would be about right. When it started to do its drift and then it increased in speed in the same direction while he was putting the opposite command into the stick. So at that point, that's when I think he realized, initially, I probably don't have control of this thing but he wasn't sure. So yes, definitely 20 to 30 seconds from that time.

LEGAL ADVISOR: Okay.

Q45 (ENGINEERING MEMBER): From engineering advisor. At that point, if it was being unresponsive and still kept on drifting and increasing in speed, why wasn’t the decision made to kill the flight control switch at that time?
A45 (WITNESS): I think it just happened so fast. In that, I mean, even -- you know -- when I looked over at the maintenance guy, his face was white. And he literally looked to me said, "Did we just lose the boom". That's how fast it happened. You can't duplicate this in the airplane. The only way you could come close to duplicating what happened is if you went coupled mode and then put full force on the stick because that's when it's most sensitive, right? So if you go to contact coupled and then went full movement, you may be able to duplicate how fast that moved. But you can't, in our normal free flight mode, you can't put -- there's always a lag. So even if you take the stick and hard over, there's a delay, it takes a while, and then it starts to catch up.

You literally have to hold it there for a while for that thing to actually -- and it won't move that fast, no way.

PRESIDENT: Any other questions?

[Negative response from the board members.]

Q46 (PRESIDENT): In concluding, are there any matters that we've addressed so far that you wish to clarify?
A46 (WITNESS): No, Sir.

Q47 (PRESIDENT): Are they any additional matters that we've not address that you think are important for our investigation?
A47 (WITNESS): No, Sir.

Q48 (PRESIDENT): Is there anything else you wish to add to your testimony?
A48 (WITNESS): No, Sir.

PRESIDENT: Any other questions from the board?

[Negative response from the board members.]

PRESIDENT: This concludes the interview. You're reminded of the official nature of this investigation and that you are not to discuss your testimony with anyone else outside of the accident investigation board prior to public release of the final report. Thank you for your time and your cooperation. You're dismissed.

[Initial interview was terminated.]

PRESIDENT: All right, this is Colonel [BP], again, the board president. Today is still 17 January 2017. The time is now 1430 Local. And upon stopping the interview, Sergeant [EBO] brought up the fact that he had one more point to add. So he's still under testimony, all the members of the board are still present, and so we'll begin the recording again at this time. Continue.

WITNESS: Okay. So at the time of the event when we were lowering the boom, after the event happened the pilots had informed us -- asked us if it was possibly because they were doing an HF, high-frequency, radio call. And at which point we were not aware that there was an HF frequency call being made. The receivers were not joined on us at that time. So there wasn't an issue there with the receivers being in close proximity of the boom. I have been on plenty of HF radio call airplanes with the boom down when we do some of our air refueling tracks out here, and have never seen anything abnormal on the boom happen when it's down. But, so, that's essentially all we know as far as what was happening up front when that event happened.

PRESIDENT: Any questions from anyone based off of that information?

Q1 (MEDICAL MEMBER): This is the medical component. Of what significance would a high-frequency radio call concomitantly being made during air refueling pose?
A1 (WITNESS): So the book does talk about -- in the Dash-1, -- it talks about the possibility of it causing erratic boom movement on the boom if you're making HF calls. So that's why we have to keep receivers away from the aircraft, away from the vicinity of the boom while we're doing that.

Q2 (LEGAL ADVISOR): This is the legal advisor again. You were referring to the Dash-1.
A2 (WITNESS): Correct.
Q2 (LEGAL ADVISOR): What's that's shorthand for?
A2 (WITNESS): It's the Dash-1. It's our operating procedures for the aircraft. Flight manual.

LEGAL ADVISOR: Thanks for clarifying.

PRESIDENT: Any additional questions?

[Negative response from the board members.]

PRESIDENT: Okay. This concludes the interview. You're reminded of the official nature of this investigation. You're not to discuss your testimony with anyone outside of this accident investigation board prior to public release of the final report. Thank you for your time and cooperation. Now you're dismissed, thank you.

DATE FROM: 20161026 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 27 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1258	20161030				20161031

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
71BBA			Located IAS Switching Unit O/C/G.

DISCREPANCY: KC-Pilot EHSI did not display True Heading During pilot pre-Flight* see pg 32 it 1,2,3 + Pg 33 it 1&3 pg 34 it 1.

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO: 00009 | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1259	20161030				2016 10 31

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46GBØ			see pg 34 it 2,3, 35 it 1,2,3 pg 36 it 1 Lowered Boom clockwisely, all flight control surfaces. Dial sensor read axis on stp all within limits. Hook up ARB Tester ran test and sensor read out Ran Preflight & My Test on boom. Found Cannon plug DRVT & R/L LVDT on visual inspection Retorq Cannon Plugs DRVT/LVDT

DISCREPANCY: During boom lowering, the boom flew to 5 degrees UP no input by the operator. Small corrections were made to align the boom. The boom

ZONE: CARD: | CORRECTED BY: \\signed\\ | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: then flew/ uncommanded to 32 degrees or greater, Right structural limit broken W/ no command inputs made.

ZONE: CARD: see pg 34 it 2,3 35 it 1,2,3 36 it 1 | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO: 00009 | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

SUMMARIZED TESTIMONY OF SSGT IBO

SSgt IBO appeared at the investigation, was sworn, and testified substantially as follows:

I am Staff Sergeant IBO . I am stationed here at Travis Air Force Base with the 60th Operation Support Squadron. I am an Instructor Boom Operator.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

In response to Col BP 's questions I told him that I was the boom operator for a 30 October 2016 sortie flown by the mishap aircraft, KC-10 tail number 83-0080. I stated that I could not recall being aware of any boom control issues prior to the flight on 30 October 2016. I know that the entire flight crew reviews the maintenance forms, but I do not recall seeing any maintenance forms regarding existing boom control issues. I also do not recall having any discussions among the flight crew regarding any existing any problems with the boom on that aircraft. During the sortie on 30 October 2016, I operated the boom on the aircraft, and was the only person to do so. as we were lowering the boom in preparation to refuel, everything appeared standard up to the point that the boom lowered to approximately 20 degrees. As the boom lowered to approximately 20 degrees it began drifting to about 3 to 5 degrees to the aircraft's left even though I was not making any control inputs at that time. I attempted to use the flight controls to move the boom back to center. Then in approximately 1 to 2 seconds the boom swung rapidly to the right. The boom roll gauge only goes to 32 degrees, and the boom swung well past that. When the boom swung far out to the aircraft's right I heard a loud, audible bang. As the boom was moving rapidly to the right I attempted to use the flight controls to countersteer in order to keep the boom from breaking our right structural limit, but my control inputs did not do anything. TSgt EBO , a Line Operations Safety Auditor, was in the back with me and told me to turn off the flight controls, which I did. That stopped the boom from moving further, and with the flight controls off the boom slowly drifted back toward aircraft center. At that point I went to our abnormal procedure #3 checklist, which is for erratic boom controls and erratic boom movement. I ran that checklist, which involved utilizing the boom hoist cable to bring the boom up and lock it into the stowed position. I did not visually see any damage to the aircraft or boom while were in flight. We then discontinued refueling and returned to Travis Air Force Base.

After the flight on 30 October 2016, I wrote up the boom incident, including completing a Form 97. I also verbally debriefed the maintenance troops that came to meet the jet. TSgt EBO also gave the maintenance troops a virtually identical verbal debrief to the one that I had provided. When I debriefed the maintenance personnel, I told them what we had observed, but I did not request that any specific maintenance actions take place. TSgt EBO and I both performed a post-flight walkaround to visually inspected the back of the aircraft for damage. I did not see any apparent damage to the aircraft or boom during that walkaround.

I also operated the boom on the mishap aircraft during a flight on 11 October 2016. During the 11 October 2016 flight, I was instructing a trainee boom operator through their initial qualification. We used the boom for approximately an hour to perform multiple refueling

contacts. The boom responded properly to control inputs during that flight and was very stable. After about an hour of use I noticed that while the boom appeared visually centered the boom roll gauge was indicating that the boom was 8 to 10 degress to the aircraft's right. We could not get the discrepancy to cycle out so we discontinued air refueling and returned to base. I did not realize that this flight was on the same aircraft involved in the 1 November 2016 mishap until I was debriefed on it later.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 25 January 2017.

//SIGNED//

IBO , SSgt, USAF
Instructor Boom Operator

Signed and sworn before me this 25 day of January 2017.

//SIGNED//

BP , Col, USAF
Board President

SUMMARIZED TESTIMONY OF SSGT IBO

On 25 January 2017, SSgt IBO appeared at the investigation for a second interview.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me and reminded me that I was still under oath from the previous interview. He also reminded me that I should not disclose or discuss any privileged information that I had provided to the Safety Investigation Board.

In response to the boom advisors questions, I informed him that during the 11 October 2016 flight aboard KC-10, tail number 83-0080, I was instructing a trainee boom operator through their initial qualification. We used the boom for approximately an hour to perform multiple refueling contacts. The boom responded properly to control inputs during that flight, moved smoothly, and was very stable. After about an hour of use I switched seats with my student to get a couple of currency contacts. After a couple of contacts I noticed that while the boom appeared visually centered, the boom roll gauge was indicating that the boom was 8 to 10 degrees to the aircraft's right. The boom's elevation guage showed that the boom was at 30 degrees elevation, which matched what I could observe through my window. I flew the boom to where the gauge indicated zero degrees of roll, and I would estimate the boom was actually 8 to 10 degrees to the left. The boom movement was proportional to the gauge movement, however it was out of phase by 8 to 10 degrees. During that time we did not experience any surface indications, failures, surface flutter, or flight stick abnormalities. The stick also felt normal and moved smoothly when I made inputs. Once we saw the roll gauge failure, we stopped the air refueling operation. The boom was stowed using standard stowing procedures by moving the elevation position switch to stow and using the hoist cable to bring it up once it got to zero. I did not have make any stick inputs to manually center the boom, it centered itself while it was being raised. Once we were on the ground after the flight on 11 October 2016, I noted that the boom roll gauge indicated 5 degrees to the right with the boom centered and stowed. I also wrote the issue up, spoke with the crew chiefs, and spoke to Debrief. I believe we spoke with the production superintendent as well.

I was also the boom operator on KC-10, Tail number 83-0080, on a sortie out of Eielson Air Force Base on 30 October 2016. Due to the cold weather at Eielson Air Force Base, I ran the cold weather operations checklist. During the checks I had to perform a few stepback and retests to get the preflight test to pass the Status Test Panel. I can't remember what components failed during the test. I notified maintenance and they came back and did a few retests, but whichever component failed ultimately passed the test.

During the sortie on 30 October 2016, I operated the boom on the aircraft, and was the only person to do so. Approximately 15 minutes after takeoff we prepared to briefly refuel the fighters that we were flying with in order to ensure everything was functioning properly before we got too far from base. I ran the prepare for contact checklist and experienced no abnormalities as I prepared to lower the boom. As the boom lowered to approximately 20 degrees in elevation, it began drifting to about 3 to 5 degrees to the aircraft's left, even though I was not making any control inputs at that time. I thought that this may have been attributable to the plane being on the ground for several days and the trim possibily needing adjustment. I attempted to use the flight controls to move the boom back to center. Then in approximately 1 to 2 seconds the boom

swung rapidly to the aircraft's right. The boom roll gauge only goes to 32 degrees, and the boom swung well past that. When the boom swung far out to the aircraft's right I heard a loud, audible bang. As the boom was moving rapidly to the aircraft's right I attempted to counter the movement by commanding full aircraft left on the flight controls, but my control inputs did not do anything. TSgt EBO , a Line Operations Safety Audit (LOSA) observer, was in the back with me and told me to turn off the flight controls, which I did immediately. That stopped the boom from moving further, and with the flight controls off the boom slowly drifted back toward aircraft center. At that point I went to our abnormal procedure #3 checklist, which is for erratic boom controls and erratic boom movement. I ran that checklist, which involved utilizing the boom hoist cable to bring the boom up and lock it into the stowed position. I did not receive any warning lights during the incident. I also did not visually see any damage to the aircraft or boom while we were in flight. We then discontinued refueling and returned to Travis Air Force Base. After the flight on 30 October 2016, I verbally debriefed the hydraulics troops that came to meet the jet, and I believe I informed Debrief of the incident as well. On that day I was not aware of any previous writeups or the fact that this was the same aircraft that gave me issues on the 11th of October 2016.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 07 February 2017.

//SIGNED//

IBO , SSgt, USAF
Instructor Boom Operator

Signed and sworn before me this 07 day of February 2017.

//SIGNED//

BP , Col, USAF
Board President

VERBATIM TESTIMONY OF CAPTAIN IP

My name is Colonel [BP], we are investigating the accident involving a KC-10, tail number 83-0080, that occurred on 1 November 2016, near Mountain Home Air Force Base, Idaho. This investigation conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

A safety investigation was previously conducted on this accident. Any testimony you gave before the Safety Investigation Board will be kept confidential, if you were so advised, it can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between your testimony before the Safety Board and this Accident Board?

WITNESS: Yes.

BOARD PRESIDENT: I must inform you that the interview is being recorded and that you may not use your own recording devices during the interview.

Do you consent to this interview being recorded?

WITNESS: Yes.

BOARD PRESIDENT: Your testimony in this investigation will be under oath, at this time, I will administer the oath, please raise your right hand:

BOARD PRESIDENT: Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, nothing but the truth, so help you God?

WITNESS: I do.

BOARD PRESIDENT: Thank you, you may lower your hand. Today's date is 31 January 2017, the time is now 0900 local Pacific time. This interview is being conducted in building 31, room 55, on Travis Air Force Base. The persons present are the witness, Captain [IP], the legal advisor, the pilot advisor, the weather advisor, and the recorder. I am Colonel [BP], the Board President.

The witness has been sworn.

QUESTIONS BY BOARD PRESIDENT:

Q1. Please state your first and last name.

A1. [IP].

Q2. What unit are you assigned to?

A2. 9th Air Refueling Squadron

Q3. What is your duty title?

A3. I am the Chief of Tactics Development

Q4. Ok, and how long have you been a KC-10 Instructor? Is that right?

A4. Since September 2015.

Q5. Ok, and a KC-10 pilot the whole time?

A5. My first assignment was C-12's.

Q6. Alright. So, questions regarding the mishap. Were you on a sortie on the mishap aircraft on the 30th of October 2016?

A6. I believe that's the date, yes Sir.

Q7. And, what was your crew position during the sortie?

A7. Instructor Pilot

Q8. Do you recall either before or… do you recall any issues with the… were there any issues identified by maintenance prior to departure for the aircraft, do you remember? Specifically with the boom?

A8. I don't remember anything prior to departure from Travis. We had a few other maintenance issues that were not boom related while we were up in Eielson

Q9. Okay. Do you recall any boom related issues during your flight?

A9. Yes

Q10. Okay. Can you give us a discussion on what occurred and what you witnessed up front?

A10. Sure. When we were climbing out we noted that the boom slash drogue not stowed light came on, so I sent my boom operator back to take a look. One of the levers that stows the boom, I can't remember which one, was out of the detent position, and as soon as he placed it back in the up position the light went out. Since he was back there and since we were rejoining with our receivers after departure from Eielson, we… I just left him back there to do an ops check of the boom and they were going to get a quick plug just to confirm that everything was working with our receivers before we coasted out to Japan. He notified me that there was some kind of flight control issue with the boom. He was not very specific at first when he told me. We were pretty busy up front so, communication was kind of what I needed to know at the moment, which he told me the boom was moving erratically and he wasn't comfortable doing AR.

Q11. Do you recall during the period that he said that it was moving erratically, were there were any indications up front?

A11. No, we wouldn't have any indication of that up front. At one point we did feel a… it was kind of a bang in the aircraft. And I wasn't sure what it was, sometimes that

happens when they are stowing the boom. If it's not completely centered it will bang into the aircraft, you can feel it. We did feel some kind of a mechanical banging back there, but it didn't raise any flags to me until the boom operator came up front and told me what he saw.

Q12. Okay, and that was during the time where he said it was behaving erratically… that bang?

A12. I think so.

Q13. Do you recall during the time that he was checking out the boom, were you all communicating on HF, during any of that period that you coasted out?

A13. I did make an HF call and I asked him if he thought it was related. He said "No, this is not what that would look like." HF radio calls can sometimes make the flight controls flutter and he was aware that I was making an HF call, I told him to keep the receivers away from us, which is a dash one procedure. He said "No, it was not just fluttering", it was a rapid flight control movement that was not like anything he'd before when an HF call is being made.

QUESTIONS BY PILOT ADVISOR:

Q14. From the pilot advisor, do you recall about what frequency you were using on HF?

A14. I have no idea.

Q15. Give or take? Like was it in the twelves or the fives or the sixes?

A15. I couldn't tell you. It was afternoon in Eielson. So whatever would be appropriate for there. So, probably in the one thousands range…or I guess the tens. Um, yeah the boom operator came up front and elaborated with what had happened to me and he told me that as he was lowering the boom, it slowly drifted five degrees to aircraft left, which is his right. And he said as he was trying to correct that and bring it back to center for his flight control check, it rapidly, and not in accordance with his inputs, went out of sight to

his left, aircraft right. At which point the other boom operator that was back there told him to turn the flight control stick off, and he did. They were concerned initially that it had departed the aircraft because it went out of view. Once they turned the flight control switch off, it slowly drifted to center and they hoisted it and stowed it. We coordinated a divert back to Travis.

BOARD PRESIDENT: Okay

QUESTIONS BY BOARD PRESIDENT:

Q16. Any abnormal weather during that period?

A16. Other than it being outrageously cold and causing a lot of other maintenance issues on the plane, no.

QUESTIONS BY LEGAL ADVISOR:

Q17. This is the legal advisor, were you guys using autopilot at the time he was doing that flight control check?

A17. Yes.

Q18. Ok, did anything about the booms movements or anything like that, did that cause the autopilot to deactivate or anything along those lines?

A18. [Witness provided "negative" non-verbal response]

BOARD PRESIDENT: Last chance.

QUESTIONS BY THE RECORDER:

Q19. This is the recorder, what is HF radio?

Q20. High Frequency radio, it's used for long range communications when you are not with the range of normal communications receivers.

BOARD PRESIDENT: Okay, is that it? Alright, are there any matters we've addressed so far you wish to clarify, or… discuss again?

WITNESS: No, Sir.

BOARD PRESIDENT: Any additional matters that we have not addressed, that you think are important for this investigation?

WITNESS: No Sir.

BOARD PRESIDENT: Anything else you wish to add?

WITNESS: No Sir.

BOARD PRESIDENT: Alright. That concludes the interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this accident investigation board prior to the public release of the final report. Thank you for your time and cooperation, you are dismissed.

WITNESS: Thank you, sir.

VERBATIM TESTIMONY OF STAFF SERGEANT IBO2

My name is Colonel [BP], we are investigating the accident involving a KC-10, tail number 83-0080, that occurred 1 November 2016, near Mountain Home Air Force Base, Idaho. This investigation conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

A safety investigation was previously conducted on this accident. Any testimony you might have given before the Safety Investigation Board will be kept confidential, if you were so advise, and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you might have given before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between the testimony you may have given to the Safety Board and this Accident Board?

Witness: Yes, sir.

BP: I must inform you that the interview is being recorded and that you may not use your own recording devices during the interview.

Do you consent to this interview being recorded?

Witness: Yes.

BP: Your testimony in this investigation will be under oath, at this time, I will administer the oath, please raise your right hand: Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, nothing but the truth, so help you God?

Witness: I do.

BP: Thank you. Today's date is 24 January 2017, the time now is 1403 local Pacific, this interview is being conducted in building 31, room 55, on Travis Air Force Base. The persons present are the witness, Staff Sergeant [IBO2], the legal advisor, the pilot advisor, the boom advisor, the medical advisor, the maintenance advisor, the engineering advisor, the weather advisor, and the recorder. I am Colonel [BP], the Board President.

The witness has been sworn.

QUESTIONS BY BOARD PRESIDENT:

Q1. Please state your first and last name.

A1. [IBO2].

Q2. Thanks. What unit are you assigned to and what is your duty title?

A2. The 9th Air Refueling Squadron. I am an Instructor Boom Operator.

Q3. How long have you been an Instructor Boom Operator?

A3. Approximately a year.

Q4. Okay. So, we will start questions now. So regarding tail number 83-0080, were you on a sortie on this aircraft on 12 October 2016?

A4. Yes, sir.

Q5. What was your crew position during that?

A5. Instructor Boom Operator

Q6. Okay. Were you actually in the seat during that sortie?

A6. Uh --

Q7. Controlling, or were you instructing?

A7. I was instructing. There was an airman there who was trying to get a proficiency sortie, which requires instructor supervision, I was providing that supervision so he could accomplish a proficiency sortie.

Q8. Okay. And, during that flight, did you recognize any issues with the boom?

A8. Yes, sir.

Q9. Okay. Can you describe those?

A9. When lowering the boom prior to accomplishing a flight controls check of the boom, which we do prior to any air refueling contacts that we make in flight, we lowered the boom and we observed that once the boom was lowered, it was at approximately 30 degrees elevation, the boom without any input whatsoever swung out to about 18 degrees aircraft left. It wasn't erratic, it wasn't fast, it was very, very gradual, and at the same time it did that the role indicator went to about 10 degrees aircraft right. So, so the role indicator was indicating the opposite of the position of the boom. Again, 18 degrees to the aircraft left is an assumption based on me flying at their previous flight control checks, the gauge wasn't corresponding, so I can't tell you it was exactly 18, but just based on the position that's what it appeared to be.

Q10. Okay. And then, what actions did you or the boom in the seat take at the time?

A10. So, was in the actual boom seat, I was in the instructor seat. We saw what it did and we thought about it for a second, it wasn't moving erratically, it was very stable, it was just very off-center. So what we decided to do was we flew the boom back to center to see if we could control it, and it was flying normal with the flight control stick, it was responding to inputs. We stowed the boom, we lowered it again to see if maybe there was an issue with the BCU, some logic was faulty, and it did the same thing again. It was at this point that we spoke with Lieutenant Colonel upfront, we told him what happened, what was going on and what we were seeing in the back. There is no checklist that we could have ran, the only guidance

that we have regarding flight position instruments not working correctly, is in the prep for contact checklists which would say we would have to discontinue AR unless there's a fuel emergency. We were on a training sortie, so we elected to stow the boom and discontinue air refueling -- or rather we didn't even begin air refueling.

Q11. Okay. On either of those attempts after it lowered and it started to drift, then you brought it back to center, did you -- did you see again if it drifted off by itself, or did you just raise it at that point?

A11. It drifted both times that we lowered it. And it was at that point that we, we had exhausted what we were attempting to do. Again, we weren't running any specific checklists that we had, we were just trying to use our systems knowledge to kind of make the system work.

Q12. Okay. After you landed, I know it was written up in the books, but did you talk to maintenance personnel specifically about anything?

A12. We had -- when we went to debrief, went in there -- him and Lieutenant Colonel , kind of debriefed maintenance, and I was taking care of all the other post mission stuff. Putting our trip kits away, and kind of getting all our stuff ready.

Q13. Okay. Do you know, during that sortie was the HF radio used it all?

A13. I -- I don't believe so, I couldn't comment yes or no. I wouldn't believe so based on us being on a local sortie training, I don't think that we would have used it.

BOARD PRESIDENT Okay. That is the last of my questions.

QUESTIONS BY BOOM ADVISOR:

Q14. Boom advisor. So, when it came down, and when you say it stabilized at 30, and you know what you're looking for -- you are in the instructor seat that's right of the center seat, so we know what you're looking for in your window when you're looking out, so when it dropped down, you did a gauge check to see that it was at 30? Or just your normal looking at it with the student in the seat?

A14. Looking at it with a student in the seat. The boom came down, it came down very smoothly nice and centerline, and it was right as it would have stabilize normally prior to where you would have trimmed the boom, it was then that it made a gradual move out to 18, very, very slowly.

Q15. How long do you think before it got to 18?

A15. Maybe, approximately four or five seconds. It's not as if the boom swung out to 18 violently. It was very slow, moved out to 18 and just hung there.

Q16. And, as it is moving to the aircraft's left the gauge is showing going to the aircraft's right?

A16. Yes.

Q17. As they were moving -- were they moving in unison, or did it go and then a gauge went, do you remember?

A17. It was -- it was at about the same time. But, it was odd because there was a write-up in the forms that the gauge was off by approximately 8 degrees. So, initially --

Q18. When you say off, are you saying the gauges reading eight degrees off from where it should be centerline?

A18. When we showed up to the jet, in the 781s there was a write-up which stated gauge reading eight degrees to the right, from the right of what it should.

QUESTIONS BY BOARD PRESIDENT:

Q19. From the previous sortie?

A19. From the previous sortie. And, it showed, uh -- it showed that it had been corrected. So, when it came down and it started swinging out, we were like okay it looks like they didn't correct it. But, what was odd is, you are at a point when you are controlling the boom, you can kind of tell -- when it's at 10 degrees without even looking, right? When you are

making a contact, we shouldn't attempt contacts outside of 10 degrees, right, per -- that's what the book says --

BOOM ADVISOR:

Q20. The Dash One, yes.

A20. The – one says. And you can know when the boom is at 10 degrees and you can know when it's at 15 degrees. You can tell you are a little too far out.

BOOM ADVISOR:

Q21. Visually.

Q21. Visually. But what was odd to me is, is it's not as if the gauge was reading 10 degrees to the right in the boom was 10 degrees to the left. The boom was much further to the left than 10 degrees. So, it was moving in unison but it was almost exponential. For example, for every one degree the gauge was showing to the right, it was two degrees to the left.

Q22. Disproportionate?

A22. Yes very disproportionate.

QUESTIONS BY ENGINEERING ADVISOR:

Q23. Two questions. Did you -- when you notice that the boom was not going to stabilize with your commands, did you turn the flight control switch off both times to stow it??

A23. Prior to raise?

Q24. Yes.

A24. We didn't turn the flight control switch off because the boom was responding to our commands. When we flew the boom to centerline, it was responding to our commands. It wasn't as if we could feel that the boom was fighting us in any way. It almost felt as if the boom was trimmed to that position. That's truly what it felt like. When you were there, you could fly the boom and it was behaving just like a normal boom but it's as soon as you released the stick it would just move over to that position.

Q25. Um, so the second question. Did you see what the rudders were doing, each time? Did you see them, that they were turned each time when you saw the boom drifting to the side?

A25. It was a night sortie, and to be honest with you I couldn't look at the rudders and tell you if they were in a position that would normally be in with the boom there.

QUESTIONS BY BOOM ADVISOR:

Q26. Any -- any stick failure -- did you feel -- because he's flying the boom at this point, did you -- you didn't take him out of the seat? Out of center seat? You stayed in the instructor seat the whole time?

A26. I stayed in the instructor seat.

Q27. Looking at his hand, and you being in the instructor seat, did you see anything in his hand that showed that he may have had any kind of stick -- you didn't have a lights or anything on your panels, but he didn't have a hard stick over or anything -- you know in a BOT when you do a [demonstrates control stick slapping boom operator's hand], you didn't feel or see anything when you're looking at this whole process?

A27. There was none of that. And even from the instructor seat, using my left hand, I wanted to feel how the boom felt. I wanted to feel if it was fighting him, if I would try and fly to the right, if the boom was fighting to the left, and it wasn't. There was no stick shaker, there was no limp stick, the boom flight control stick felt like it does any normal day.

Q28. How long -- when you released your hand and let him release his hand, and he guarded the stick, at this point in time I suspect he was guarding the flight control stick, how long before you let it go did it start to move over to the aircraft's left, you're right?

A28. Instantly.

Q29. Instantly. So, soon as you let it go of your counterforce to keep it center. So to keep it center, you had to put forced to your left, aircraft right to keep it in the center position?

A29. Yes, sir.

Q30. But when you let it go -- did you try using trim at any point in time to turn it back to center?

A30. We did, and I trimmed it all the way to the aircraft right to see what would happen. And, you could tell that the boom was trimming minutely, but it wasn't going to trim it the entire way over.

Q31. What was the max that you witnessed on your gauge as well as in which you see visually out of your window, you suspect to be degrees first in the gauge and in degrees next in the actual boom?

A31. Degrees was 10. That's where when it initially went out to about 18 degrees to answer your second question. 18 to 20 degrees is what it looked to be at in the gauge was staying at 10. It never went past 10, it was always right at about 10.

Q32. So during your stowage -- our storage procedures you gotta come to zero to stow it because you got a fit it into the, um, into the gimbal hole on the empennage of the airplane and tail cone. Did you have to center it or did you -- when you went to your boom position indicator, from refuel to stow, did it -- did every -- and it's dark outside, did it fly up center or did you have to keep it in the center?

A32. We manually flew the boom to centerline and kept it in centerline as we initiated the stowage procedures, because we didn't want -- we didn't know at which point if we had turned the flight control switch off, we didn't know what was going to happen. Right? We didn't know if the boom was going to stay at that position and possibly not stow in centerline so we maintained a positive stick pressure to hold the boom in centerline as we raised it up.

Q33. As an instructor, had you thought at any point in time when the movement of the boom was not in conjunction or corresponding with your stick position, hand position for the flight control stick, to think to run the erratic boom movement checklists?

A33. I did not think to run that checklist due to the boom not in my opinion making erratic movements. It was very, very predictable and we were able to control the position of the boom. If at any point the boom had made quick movements in any direction, or had not corresponded with what we were intending the boom to do I would have ran that checklist. But, because we were able to control it I didn't feel like that checklist would have benefited us in this situation.

Q34. Have you ever seen, outside of the boom operator trainer during training with Flight Safety, or Pinnacle now, have you ever seen erratic boom movement in the airplane?

A34. Negative.

Q35. So you're basing that knowledge of erratic boom movement is based off of what you've see within the control environment of the boom operator training?

A35. Yes, sir.

QUESTIONS BY PILOT ADVISOR:

Q36. After you brought the switch to refuel, came down to 30 degrees was it after that point that it started drifting or did it drift during the descending sequence?

A36. It was right at 30 degrees. The boom came down centered, and then right when it got to about 30 degrees elevation is when it started its movement out to the aircraft left.

QUESTIONS BY LEGAL ADVISOR:

Q38. You mentioned that you attempted that sort of boom cycle, you know, raising and lowering it twice. Did it perform the same way both times?

A39. The same exact way both times.

QUESTIONS BY ENGINEERING ADVISOR:

Q39. At no time you turned off the flight control switch?

A39. Uh, when we stowed the boom, I believe, you would have to talk to as well, I believe we -- when we flew it to center, we cycled the flight control switch once in the

duration of us doing this. I believe we might have, you would have to talk with him to have him back me up on that, but I think, I think we did.

Q40. What was the reason for doing that?

A40. Uh, well we have multiple checklists. Every flight control position failure checklist that we have, step one is cycling the flight control switch. That is step one. So just using our knowledge of, hey if this can clear out these malfunctions maybe somehow it will clear out this. Through my experience in the jet, there are a lot of things that the jet does that are kind of unexplainable that fix themselves, and we were trying to fix this problem just based on the parameters that we were seeing.

QUESTIONS BY BOOM ADVISOR:

Q41. When you were in the process of stowing the boom, you went from refuel to stow on the boom position indicator, and as it is flying up did you notice your role indication gauge, if it was now corresponding at all, or was it still off as you're going to the corrective action to bring it to center and you are stowing it, do you remember your gauge reading for role?

A41. It was zero. When it was in the stowed position, when the boom is raised and it is out of sight, the role gauge remained at zero for the duration of the stowing procedure.

Q42. Even from the beginning at 30 as you rose it up and you are putting the counterforce in to your left, aircraft right, it came back to center?

A42. Yes.

Q43. It moved as it --

A43. Yes. It was completely opposite.

Q44. So, it just -- okay. It was inverted to what it did at first?

A44. Exactly.

Q45. Okay.

A45. It was inverted throughout the duration of the flight. The gauge was inverted flying to the aircraft right about 10 degrees, and the boom was aircraft left around 18 to 20 degrees.

BOOM ADVISOR: And let it be noted that the boom advisor was showing two hands of hands coming back in unison to be in sync with the zero of the airplane.

QUESTIONS BY PILOT ADVISOR:

Q46. Did you all take any pictures or any video to show to maintenance?

A46. We did not. It would have been so hard to see. I have tried so many times to take pictures back there at night to show maintenance issues, and every picture or video that I have ever taken, it just doesn't, it doesn't do it justice. We were hoping that maintenance would take our word for it on what it was doing, especially based on the prior write-up that it had experienced.

QUESTIONS BY ENGINEERING ADVISOR:

Q47. The boom, the boomer and the pilot are the ones that debriefed maintenance?

A47. Yeah, and I believe the flight engineer as well.

Q48. Flight engineer? Do you recall if they told you how that interaction went?

A48. I do not recall.

QUESTIONS BY LEGAL ADVISOR:

Q49. You mentioned that the boom moved pretty slowly when it went out to that deviation. I mean, did you hear any sort of audible noises that indicated, you know, like clinking, clanking, anything like that?

A49. No noises whatsoever. No abnormal noises at all.

QUESTIONS BY ENGINEERING ADVISOR:

Q50. When you were helping the boom with the flight control stick, you didn't feel as if the boom was trying to fight you to go to either side?

A50. Not at all. Not at all. It was, it was very -- it was very, very controllable. Like I said, it was as if the boom was trimmed to that position. It was very odd.

QUESTIONS BY MAINTENANCE ADVISOR:

Q51. Did you -- did you hear later at all that the gimbal nut had spun? Did you hear that from anyone afterwards?

A51. We had heard -- there was -- the rumor mill was spinning up when, when everything happened. So, we had heard with the gimbal fitting, that something had gone wrong with the gimbal fitting and there was an inspection that was being conducted here on all of them. But, I wasn't honestly holding too much stock on anything I was hearing because I have experienced this before where something happens everybody points fingers, and everybody is an expert. So, I --

MAINTENANCE ADVISOR:

Q52. On this one here, I will say that the safety wire was broken, is what the form kept saying after the flight. So…

A52. Um-hm.

QUESTIONS BY ENGINEERING ADVISOR:

Q53. Not in reference to the incident sortie, but after your, um, after your sortie on the twelfth, was it? Did you hear that the boom gimbal assembly had problems with it?

A53. None. None. We don't typically receive any kind of back brief on a jet that we flown on. If it has a maintenance issue that we write up we are not really in the loop at all regarding the corrective action, unless we happen to fly that tail again.

QUESTIONS BY MAINTENANCE ADVISOR:

Q54. So, if you were going to fly that airplane again, like two and a half weeks later, would you remember that tail, do you think? From that being such an odd situation?

A54. I don't, I don't think so. Uh, we fly on so many different aircraft, and I'm not the type of person to keep -- I know some boom operators do and I know a lot of -- majority of pilots do, keep a log on exactly which tails they fly on for hours purposes, or for logging, but I am…

Q55. But you had seen the eight degree write up in the forms prior to going back there to operate the boom, this time?

A55. Initially, when we stepped to the jet and we checked the forms.

QUESTIONS BY BOOM ADVISOR:

Q56. At no point from your instructor seat did you see any indications on your panel of a malfunction? Whether it be in roll, elevation, surface failure, no checklist other than the one checklist, I think you ran-- did you -- did you end up running a checklist for something, I believe you said earlier?

A56. We didn't end up running --

Q57. You just cycled the flight control switch?

A57. We cycled the flight control switch, just using basic knowledge. To answer your though, we did not see anything, no audible tones, no lights that would've indicated any sort of position failure or failure on our enunciator panel that we have, there was zero indication.

Q58. In all -- boom advisor -- and everything done on your status test panel check prior to take off --

A58. Yes.

Q59. You did that, or Airman did that?

A59. Me and Airman did it together in the back.

Q60. Together. And all of the lights tested, when you tested, everything was fine?

A60. Everything tested normal, normal. And, we even -- when we were -- the reason that I especially went back there with him to run that test was due to us seeing the write up in the 781s about the roll gauge being off. We both saw that and that's a big, that's a big red flag to us.

You know, were seeing one of our gauges is reading incorrectly, we want to make sure that it is working right.

Q61. And was current and qualified? At that point he was going along an M10, or proficiency sortie only? Or was he non-current on contacts?

A61. Um, I -- he was going to get a proficiency sortie, I believe, was the goal of this. Um, it might have been contacts and a proficiency sortie. Uh, but my role was just to facilitate him getting either one of those. I can't speak exactly accurately on what it was exactly that he needed that day.

QUESTIONS BY ENGINEERING ADVISOR:

Q62. You said this is the first time you ever experienced the boom behave that way?

A63. Yes, sir.

Q64. At any time in your past sorties or experience, have you ever notice the boom, um, drift off un-commanded, but you still regain control and continued with the sortie?

A64. No, never. This was my first time ever experiencing the boom not working as advertised.

Q65. So, what drove you to go ahead and knock it off if you felt that you had control of the boom when you were on the stick?

A65. Uh, a couple things. One, our role gauge wasn't working effectively which our checklist would cause us to knock it off at that point, being that our gauge doesn't work. And two, we felt as if we had enough control over the boom to stow it, but we did not feel comfortable with a boom that when -- without input was flying to 18 degrees, to make a contact.

Q66. You said you were -- you had been in the instructor role for a year now?

A66. Uh, at this -- right -- currently, a year. At that point, eight months, nine months.

Q67. What has been taught about -- what is considered erratic?

A67. To be honest with you, not really much. I don't think much -- a lot of our training has talked about much about erratic boom movement and what exactly erratic would be. I think it's just assumed in our community, erratic would be the boom moving quickly in an axis that you didn't input a command in.

Q68. What is taught about being un-commanded? Is there -- is there a clear understanding about what un-commanded, or not responding type verbiage? Does everybody have the same understanding on that when people are being trained on the boom?

A68. I believe so. If you are not making a command to the boom, and the boom is moving in a direction other than what is desired, then I believe that would be deemed un-commanded.

Q69. And, are you guys taught to go ahead and knock it off? So if, for example, if role gauge was reading correctly, but your -- the boom was still drifting off un-commanded, would you have continued with the sortie --

A70. No.

Q71. -- Or would you have called it off?

A71. I would have called it off. I wouldn't have felt comfortable in a sortie trying to make contact with another aircraft in any environment, night or day, when the boom wasn't working exactly as it's supposed to be working. Because, in my head what I'm thinking is, okay now it's stable, right, like it's moving with my control inputs. But, what if the receiver is five feet from the contact position, and it decides not to behave stably, that's not a position I want to put myself in.

BOARD PRESIDENT: Any more questions?

QUESTIONS BY BOARD PRESIDENT:

Q72. Okay, the last one. You may have answered this, had -- did you either before, or after this sortie, talk to any of the previous -- the crew from the day prior that flew this plane, about the write up and what they experienced?

A72. I did not. I spoke with, um, [EBO], in my squadron, he said that he had spoke with, I believe it was [IBO] that had wrote it up initially, that the eight degrees off write up. And I was talking to the guys in the squadron about it, and what we experienced and how odd it was and [EBO] heard it and was like, oh [IBO] over at the FTU, was the one that flew the jet previously and experienced and eight degrees off. But, I never spoke with [IBO] about it.

BOARD PRESIDENT: Okay, okay.

QUESTIONS BY LEGAL ADVISOR:

Q73. Sergeant [IBO2], what's the FTU?

A73. The formal training unit. KC-10 formal training unit.

BOARD PRESIDENT: Any other questions? All right, thank you..

Are there any matters we've addressed, or any additional matters that we have not addressed, that you think are - that you would like to clarify, or any additional information that you want to bring up that you think is important to us?

WITNESS: No, I think that is all of it.

BOARD PRESIDENT: All right. That concludes the interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this accident investigation board prior to the public release of the final report. Thank you for your time and cooperation, you are dismissed.

VERBATIM TESTIMONY OF STAFF SERGEANT MM1

PRESIDENT: My name is Colonel [BP]. We're investigating the accident involving a KC-10, Tail Number 83-0080, that occurred on 1 November 2016 near Mountain Home Air Force Base, Idaho. This investigation conducted under Air Force Instruction 51-503 is separate and apart from the safety investigation conducted under Air Force Instruction 91-204. This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential, if you were so advised, and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between your testimony before the safety board and this accident board?

WITNESS: Yes.

PRESIDENT: I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent to this interview being recorded?

WITNESS: Yes.

PRESIDENT: Your testimony in this investigation will be under oath. At this time, I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: I do.

PRESIDENT: Okay, thank you. Today's date is 20 January. The time is now is 1402 Local. The interview is being conducted in Building 31, Room 55 on Travis Air Force Base. The persons present are the witness, [MM1]; the legal advisor, the pilot advisor, the medical advisor, the maintenance advisor, the engineering advisor, the weather advisor, and the recorder. I am Colonel [BP], the board president. The witness has been sworn.

PRESIDENT: Did he give a previous medical?

MEDICAL MEMBER: Yes.

PRESIDENT: Okay. So you previously made a statement to the safety investigation board via the -- what is that?

MEDICAL MEMBER: The 72-hour, 14-day history.

PRESIDENT: Yeah, the 72-hour, 14-hour history. Do you wish to adopt that as part of your testimony today?

WITNESS: Yes.

Q1 (PRESIDENT): Okay. Please state your first and last name.
A1 (WITNESS): [MM1].

Q2 (PRESIDENT): What unit are you assigned to?
A2 (WITNESS): 60th MXS.

Q3 (PRESIDENT): And what's your duty title?
A3 (WITNESS): Hydraulics Craftsman.

PRESIDENT: Okay. At this point I'm going to turn the interview over to [MM] who will conduct the questions.

Q4 (MAINTENANCE MEMBER): Good afternoon. I'm going to start off with just the first write-up. So I've got this very first write-up. It says…do you recall working a write-up on aircraft 3080 for a roll gauge showing 8 degrees when the boom is centered at 0 degrees? Do you remember working that write-up on the 11th?
A4 (WITNESS): On the 11th of October?
Q4 (MAINTENANCE MEMBER): Yes, Sir.
A4 (WITNESS): Yes.

Q5 (MAINTENANCE MEMBER): Do you remember what turn around fault isolation or "Taffy" or system knowledge you used to determine the Dual Rotary Voltage Transducer or Transformer -- the DRVT -- needed adjusting. Do you remember what you use to...
A5 (WITNESS): The Taffy, 28 Taffy, and the sensor readouts.

Q6 (MAINTENANCE MEMBER): Would this be the Taffy -- again this is Taffy 28-70. Would this be the Taffy you would've utilized to get to that point, I guess, for adjustment or do you know which number?
A6 (WITNESS): It would be -- I used the sensor readouts itself. That's another page.
Q7 (MAINTENANCE MEMBER): Okay. I'll find it. Okay and what method or Tech Data did you utilize to adjust the DRVT or Dual Rotary Voltage Transducer and can you walk us through how that is done?
A7 (WITNESS): The Taffy, basically, it says you can use -- I forget the wording exactly -- but it says you can adjust it to whatever parameters, basically, that it gives you and you check it with a preflight.

Q8 (MAINTENANCE MEMBER): So what equipment would you have used? So you're saying -- would you have used the...
A8 (WITNESS): What tools exactly?
Q8 (MAINTENANCE MEMBER): Like an ARB. So did you use the STP, ARB; what'd you use --
A8 (WITNESS): We used the STP.

Q9 (LEGAL ADVISOR): And can you just tell us just real briefly, what's an STP?
A9 (WITNESS): Status test panel.

Q10 (MAINTENANCE MEMBER): So a 28-72-05, would this be the one, the maintenance manual you used for adjusting the roll position or you would use the one for that?
A10 (WITNESS): The sensory, that's the taffy. That's what we use.

Q11 (MAINTENANCE MEMBER): Okay. We're going to need to get that. So again, I just want to walk through. At that point, did you lower -- this is maintenance member still -- did you lower the boom to do all that?
A11 (WITNESS): No.

Q12 (MAINTENANCE MEMBER): So it's up and stowed?
A12 (WITNESS): Yes.

Q13 (MAINTENANCE MEMBER): Using the STP?
A13 (WITNESS): Correct.

Q14 (MAINTENANCE MEMBER): To get voltage reading off the DRVT?
A14 (WITNESS): Correct because it says it has to be stowed and retracted to make any adjustments.

Q15 (ENGINEERING MEMBER): This is the engineering advisor. About how many inches or feet of gap do you have to make that adjustment?
A15 (WITNESS): What do you mean?
Q15 (ENGINEERING MEMBER): When you go to make an adjustment on the DRVT.
A15 (WITNESS): How much to get my hands in there?
Q15 (ENGINEERING MEMBER): How much room?
A15 (WITNESS): Probably a good foot. It's enough space. You just lower the petal door and make your adjustments from there.

Q16 (MAINTENANCE MEMBER): On this arm [indicating DRVT bell crank arm], is that correct? This is maintenance member again. On the arm of this DRVT, so you would be adjusting the internal?
A16 (WITNESS): Yeah, the center portion.

Q17 (MAINTENANCE MEMBER): So we're showing just the center shaft of the DRVT is what you'd be rotating while this [indicating DRVT bell crank arm] stays in place?
A17 (WITNESS): Correct.

Q18 (MAINTENANCE MEMBER): Okay. Were you able to see -- this is still maintenance member. Were you able to see if this pin [indicating DRVT roll indicator pin] was actually in the tangs up there? Were you able to see that from that gap that you had?
A18 (WITNESS): Yes.

Q19 (MAINTENANCE MEMBER): Did you happen to run any sort of aircraft history prior to working this write-up or during working this write-up?
A19 (WITNESS): No, I did not.

Q20 (MAINTENANCE MEMBER): Okay. The same aircraft flew that next day, on October 12th, and had a similar write-up. Are you aware that it had a similar write-up the next day?
A20 (WITNESS): Yes.

Q21 (MAINTENANCE MEMBER): Did you work that write-up or were you at the debrief once it came down or did you get turnover from someone else on the same aircraft?
A21 (WITNESS): No, Sir; I got turnover.
Q21 (MAINTENANCE MEMBER): Turnover?
A21 (WITNESS): Yes.

Q22 (MAINTENANCE MEMBER): The turnover people that gave it to you, did they know that it was a repeat type write-up, that it was the day before?
A22 (WITNESS): Yes.

Q23 (MAINTENANCE MEMBER): Okay. The hydraulic turnover log, which I have here, big green book; does show that you worked it again and stated, "Dropped boom. Gimbal still requires R-square roll tilt. Linear Variable Differential Transducer -- LVDT -- brackets already moved". Can you tell us what Taffy they used or if you know what they used to lead to the replacement of the gimbal at that point?
A23 (WITNESS): Well, it's my knowledge, prior experience, whenever the safety wire is broken, like, we can't repair that on the gimbal itself. So we replace the gimbal.

Q24 (MAINTENANCE MEMBER): So the safety wire -- we're talking the safety wire from the gimbal nut to the yoke, was broken?
A24 (WITNESS): Yes.

Q25 (ENGINEERING MEMBER): This is engineering advisor. Did you yourself visually inspect it and verify that the safety wire was broken or were you told that it was broken?
A25 (WITNESS): They told me, and once I got to the actual job site, I verified.
Q26 (ENGINEERING MEMBER): And can you clarify, who is "they" that told you it was broken?
A26 (WITNESS): It would have to be our prior shift. I believe it was [MM2]'s shift. I don't know exactly everyone on there but that was the turnover.

Q27 (MAINTENANCE MEMBER): And you feel you would have seen that safety wire broke the day before if that safety wire was broke when you were adjusting the DRVT?

A27 (WITNESS): Correct. Any time I, you know, inspect the DRVT I always check that.

Q28 (MAINTENANCE MEMBER): What steps of the gimbal replacement were you part of? It's hard to read in these turnover logs. This is maintenance member again. I'm just trying to figure out which parts you were a part of.
A28 (WITNESS): It's kind of foggy but unless the roll tilt, removing the roll tilt LVDTs is part of it, that would be about it. But other than that, I didn't have any part of it. I just removed the boom; our shift just removed the boom.

Q29 (MAINTENANCE MEMBER): So you guys did -- you dropped it. You dropped the boom?
A29 (WITNESS): Correct.

Q30 (MAINTENANCE MEMBER): And what form of dropping the boom did you use? Did you use -- could you tell me what equipment was used to drop the boom?
A30 (WITNESS): The trailer, the bullets for removing the pins, AR nozzle tester, SPR adapter, petal doorkeepers.

Q31 (MAINTENANCE MEMBER): Was there a cable used? I guess which cable was used? was it on a cable?
A31 (WITNESS): Yes.

Q32 (MAINTENANCE MEMBER): Which one? Do you know? I mean, you're talking the one for the stand itself?
A32 (WITNESS): Well, the cable is connected to the boom itself when you lower it. So you're not actually -- it's not connected to a cable. It's connected to the trailer itself.

Q33 (MAINTENANCE MEMBER): But from the aircraft to the boom, did you use your own cable or you didn't use the aircraft cable or what did you use to lower it on to the stand?
A33 (WITNESS): It lowers on its own cable.

Q34 (ENGINEERING MEMBER): The hoist cable?

Q34 (MAINTENANCE MEMBER): You're talking the hoist cable itself?
A34 (WITNESS): Yes.

Q35 (ENGINEERING MEMBER): Or not the winch cable?
A35 (WITNESS): Yes, the one that's connected to the winch itself.

Q36 (MAINTENANCE MEMBER): So did you ever swap cables out to the one that is this particular length for the stand?
A36 (WITNESS): No, well it connects to the stand itself. You put the turn arms connected to that end and then it just lowers down with the cable itself. You don't use a boom cable or anything like that unless you draining it. We did use a boom cable when we drained it but when we were lowering it, it's lowered by its cable.

Q37 (ENGINEERING MEMBER): Its own boom hoist cable.
A37 (WITNESS): The boom hoist cable, yes.

Q38 (MAINTENANCE MEMBER): So you weren't part of putting it back up?
A38 (WITNESS): No, Sir.

Q39 (MAINTENANCE MEMBER): And then later on, on 17 October, in the turnover log -- this is maintenance member again -- it does state that you wrote up that the A-check work cards were complied with. Did you accomplish those work cards yourself while it was in A-check?
A39 (WITNESS): No.

Q40 (MAINTENANCE MEMBER): If you wrote complied with?
A40 (WITNESS): No, my Airmen.

Q41 (MAINTENANCE MEMBER): And was there any findings or discrepancies during that A check for boom findings?
A41 (WITNESS): No.

Q42 (MAINTENANCE MEMBER): What Airmen would that have been that actually did the inspection?
A42 (WITNESS): I really don't recall. I mean, I could tell you who was on my shift but it could be either , could be Sergeant .

Q43 (MAINTENANCE MEMBER): Okay. Do you recall working on aircraft 3080's boom area any time after 17 October; that you remember?
A43 (WITNESS): No. I believe it was the 30th when they had the write-up where it was uncontrolled flight controls. We did the debrief. I just did a quick walk around because it was the end of shift to see if there was any damage or anything like that.

Q44 (ENGINEERING MEMBER): This is the engineering advisor. Can you detail that walk around that you did?
A44 (WITNESS): I inspected the preload bungies, the side of the aircraft, basically, the skin. It's a visual inspection. I looked at the DRVT, checked the sensor readouts, made sure nothing flagged or anything like that on the STP, the status test panel.

Q45 (ENGINEERING MEMBER): So you had the panels open, you inspected the bungies forward of the gimbal assembly?
A45 (WITNESS): Correct.

Q46 (ENGINEERING MEMBER): And you saw no issues there. You stated that you checked out -- you did a reading of the DRVT at that time?
A46 (WITNESS): Yes.

Q47 (ENGINEERING MEMBER): Did you visually inspect pin placement?
A47 (WITNESS): Yes.

Q48 (ENGINEERING MEMBER): And was it...
A48 (WITNESS): Everything was intact.
Q48 (ENGINEERING MEMBER): Everything was intact?
A48 (WITNESS): Yes.

Q49 (MAINTENANCE MEMBER): And still -- this is maintenance member -- still the safety wire from the nut to the yoke as far as you can see too?
A49 (WITNESS): Yes.

Q50 (MAINTENANCE MEMBER): Who else might've been looking at that? You said there's a lot of people. I mean, your whole team was out there. Who else was doing that inspection?
A50 (WITNESS): I was mainly looking at the DRVT itself. Everyone else was looking around the aircraft seeing if they could find anything. And that would be Sergeant was there, Airman was there, I believe Sergeant was on our shift.

Q51 (MAINTENANCE MEMBER): But you yourself saw the pin still engaged in the -- this maintenance member again -- saw the pin still engaged in those two tangs?
A51 (WITNESS): Yes.

Q52 (MAINTENANCE MEMBER): And the safety wire not broke?
A52 (WITNESS): Correct.

Q53 (ENGINEERING MEMBER): This is engineering advisor. Did you do your inspection when it was daytime or nighttime?
A53 (WITNESS): It was during the day.

Q54 (ENGINEERING MEMBER): During the day. And do you know who would've inspected the A-frame, the part of the aircraft structure that hangs down where the gimbal torque tube and fittings -- you know -- the gimbal fittings attach to; do you know who inspected that area?
A54 (WITNESS): No.

Q55 (MAINTENANCE MEMBER): Have you ever had problems -- this is maintenance member again. Have you ever had problems adjusting this -- just trying to get a good feel of how hard that is to adjust.
A55 (WITNESS): It's pretty sensitive but not really like impossible to figure out, you know?

LEGAL ADVISOR: And this is the legal advisor. When the maintenance member is referring to "this"...

MAINTENANCE MEMBER: I'm sorry.

LEGAL ADVISOR: If you could just specify.

Q56 (MAINTENANCE MEMBER): The DRVT or Dual Rotary Transducer -- Voltage Transducer again. So because we've just been trying to do this ourselves as far as putting an internal hex-head wrench on the shaft. And as long as this is staying in its place like it's supposed to, it's pretty easy to turn once you loosen this nut, once you loosen the lower nut on the bell crank arm?
A56 (WITNESS): Correct.

Q57 (ENGINEERING MEMBER): This is engineering advisor once you have it at the proper reading, do you keep the Allen wrench engaged while you tighten that bolt, the bottom bolt so that it --
A57 (WITNESS): Typically I don't.

Q58 (ENGINEERING MEMBER): So you take out the --
A58 (WITNESS): Remove it and then torque it down.

Q59 (ENGINEERING MEMBER): Then you torque it down, the bottom bolt?
A59 (WITNESS): Correct.

Q60 (ENGINEERING MEMBER): Do you check out the reading again to make sure that it wasn't displaced?
A60 (WITNESS): That it didn't move? Yes.

Q61 (MAINTENANCE MEMBER): On the ARB, which is the Air Refueling Boom Tester?
A61 (WITNESS): On the status test panel.
Q61 (MAINTENANCE MEMBER): On the status test panel?
A61 (WITNESS): Yes.

Q62 (ENGINEERING MEMBER): This is engineering advisor. In the checkout and adjustment of the DRVT, does the Tech Data state to use the air refueling boom box or the status test panel?
A62 (WITNESS): It does, but it also says you could use the sensor readouts as an alternative.

Q63 (MAINTENANCE MEMBER): Can you show me that in this Tech Data? I'm just trying to find it in this Tech Data and this is the adjust...
A63 (WITNESS): I want to say it's in the Taffy itself.

Q64 (MAINTENANCE MEMBER): The Taffy for?
A64 (WITNESS): The 28 Taffy.

MAINTENANCE MEMBER: If you can get that to us, that would be...

WITNESS: Yes, I can look for it.

Q65 (MAINTENANCE MEMBER): So I just want to restate. So you knew it was a repeat -- or the second write-up was very similar to the first one. So probably the hydraulic shop knew at that point that that was a similar write-up, I'm guessing?

A65 (WITNESS): Yes.

Q66 (MAINTENANCE MEMBER): And then once you -- you say the third time we've had a boom write-up on the 30th when you were out there -- maintenance member again -- you would know that it's had this issue two times before?
A66 (WITNESS): Right. I didn't know at that point when we had the debrief but once we went in and ran the history, I figured that out.

Q67 (MAINTENANCE MEMBER): So the oncoming shift, whoever you were turning that over to probably should've known that it had been happening.
A67 (WITNESS): Right.

MAINTENANCE MEMBER: You have anything else?

Q68 (ENGINEERING MEMBER): Yes, this is engineering advisor. You said you were not part of the gimbal installation?
A68 (WITNESS): Yes, I wasn't.

Q69 (MAINTENANCE MEMBER): You weren't. Do you know who installed the DRVT?
A69 (WITNESS): I'm not sure. It would have to be our -- because I worked with one day shift, we have four different team. So it would have to be the second day shift, but I'm not too sure who was on that team exactly or who was out installing the gimbal in the boom.

Q70 (PILOT MEMBER): From the pilot member. Whenever you're doing the inspection of the DRVT after that initial debrief with the crew on the 30th, what did you use to actually look back there? Did you pull the panels down or did you use a mirror? How did you do it?
A70 (WITNESS): A mirror. I use my phone as well. I actually have a picture of the DRVT itself.

PILOT MEMBER: You think there's a possibility --

Q71 (MAINTENANCE MEMBER): On which night?
A71 (WITNESS): On the 30th.

Q72 (MAINTENANCE MEMBER): On the 30th. You have a picture of the pin?
A72 (WITNESS): Yes.

MAINTENANCE MEMBER: Yeah, we definitely need that.

PILOT MEMBER: Can we get that?

Q73 (ENGINEERING MEMBER): This is engineering advisor. What drove you to take that picture?
A73 (WITNESS): Well, it's hard to see with a mirror itself, you know what I mean, so.

ENGINEERING MEMBER: No, we can relate.

PRESIDENT: Who did the work the night, and said it was difficult?

MAINTENANCE MEMBER: That was the next shift. That was Sergeant [MM2].

PRESIDENT: Yeah, primarily.

Q74 (MAINTENANCE MEMBER): You said that's the night of the 30th?
A74 (WITNESS): Yes.

Q75 (MAINTENANCE MEMBER): Before any work?
A75 (WITNESS): Correct.

Q76 (LEGAL ADVISOR): And this is the legal advisor. So as far as those photos, did you personally take the photographs that you're referring to?
A76 (WITNESS): I did.

Q77 (LEGAL ADVISOR): Okay. At the conclusion of the interview, can we get copies of those for possible inclusion in the report?
A77 (WITNESS): Yes.

LEGAL ADVISOR: All right, thank you

Q78 (ENGINEERING MEMBER): Is it just one picture?
A78 (WITNESS): It's three.

MAINTENANCE MEMBER: Yeah, we'll get these pictures from you. That'll be helpful. Any other questions? I don't have any more right this minute.

Q79 (PRESIDENT): Are there any matters that we've addressed so far that you wish to clarify?
A79 (WITNESS): No

Q80 (PRESIDENT): Are they any additional matters that we've not address that you think are important for this investigation?
A80 (WITNESS): No.

Q81 (PRESIDENT): Is there anything you wish to add to your testimony?
A81 (WITNESS): No.

PRESIDENT: Okay. That concludes the interview. You're reminded of the official nature of this investigation and that you are not to discuss your testimony with anyone else outside of this accident investigation board prior to public release of the final report. Thank you for your time and cooperation. You are dismissed.

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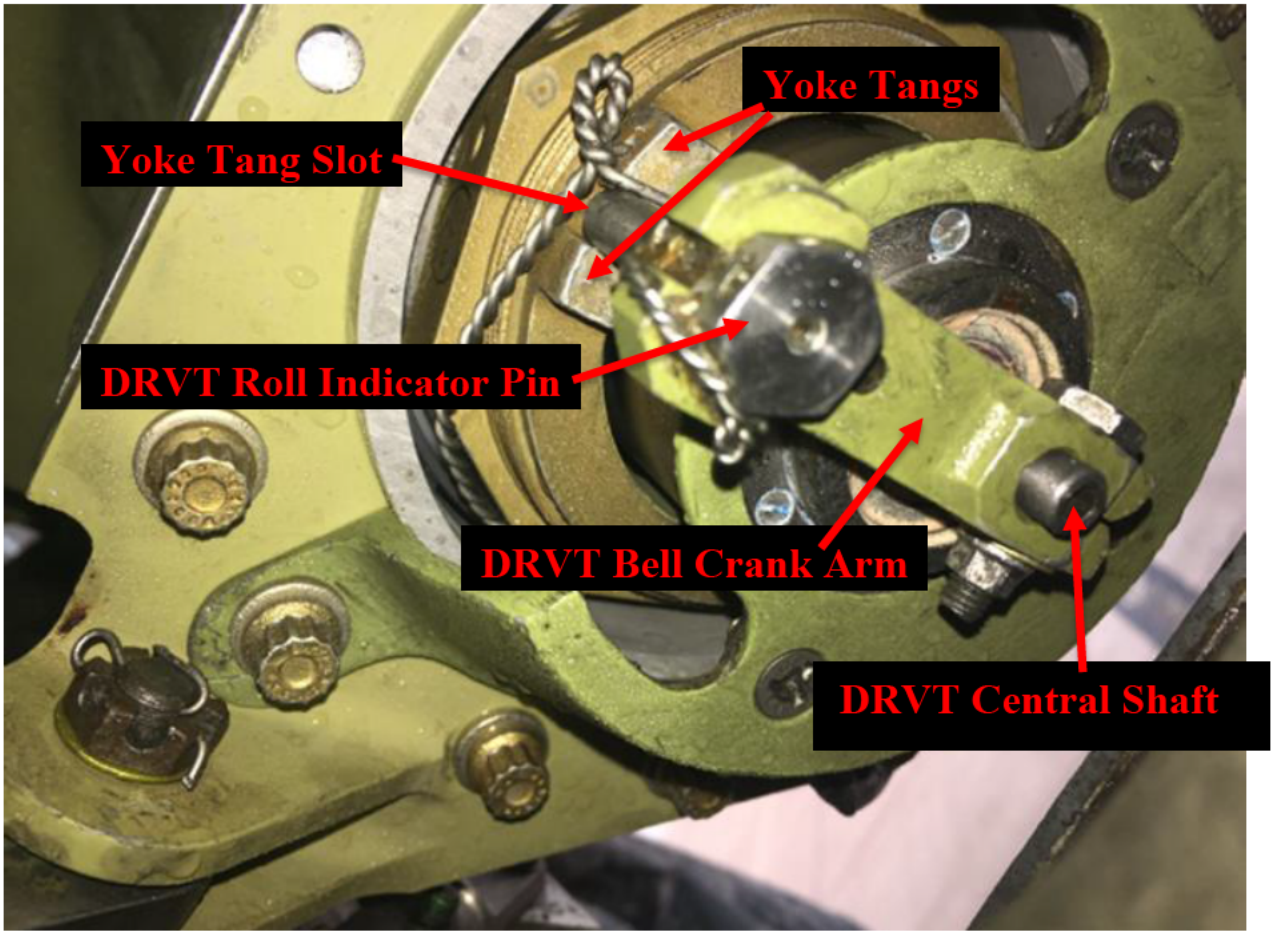
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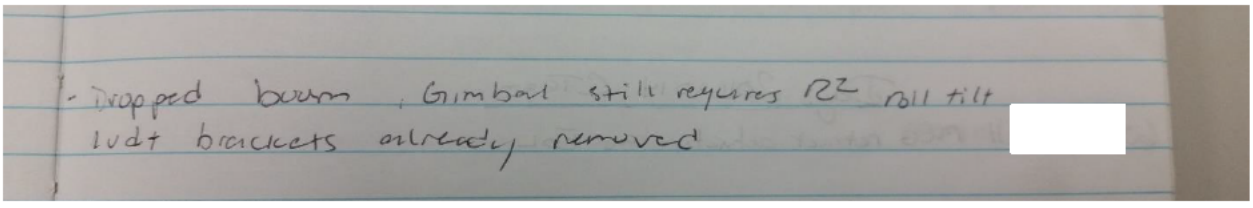
Yoke Tang Slot
DRVT Roll Indicator Pin
DRVT Bell Crank Arm
DRVT Central Shaft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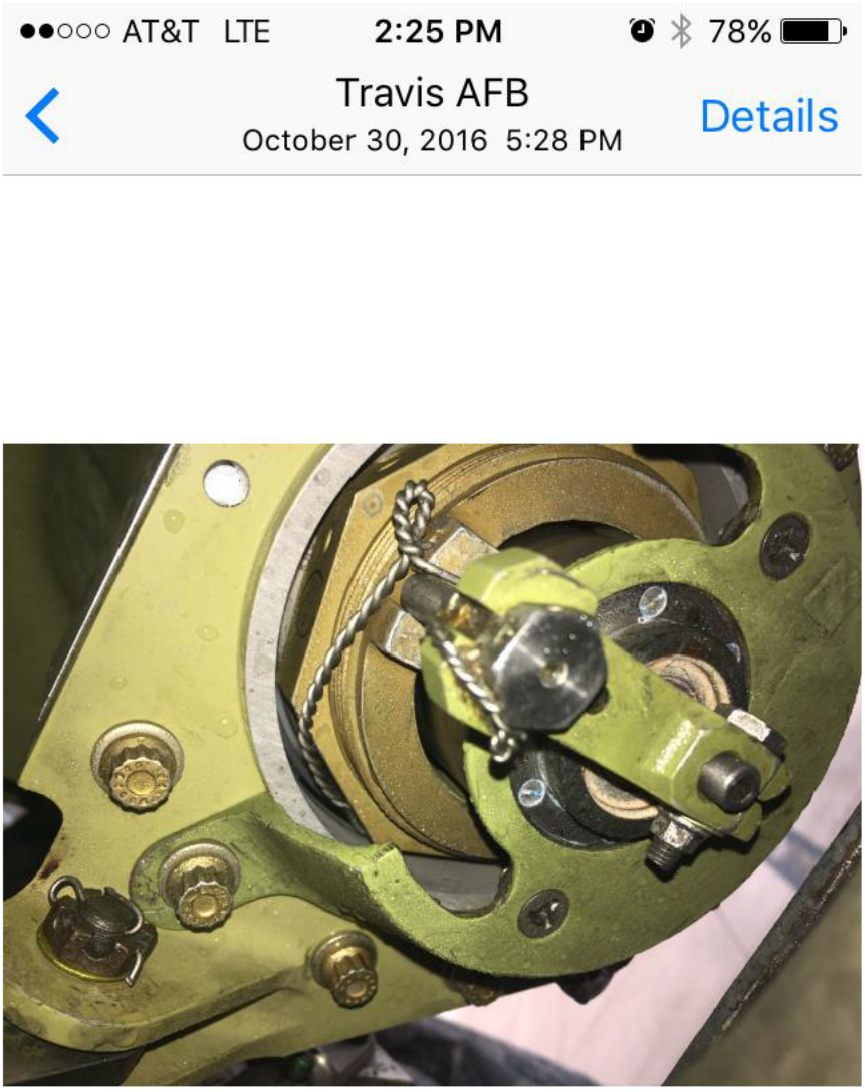
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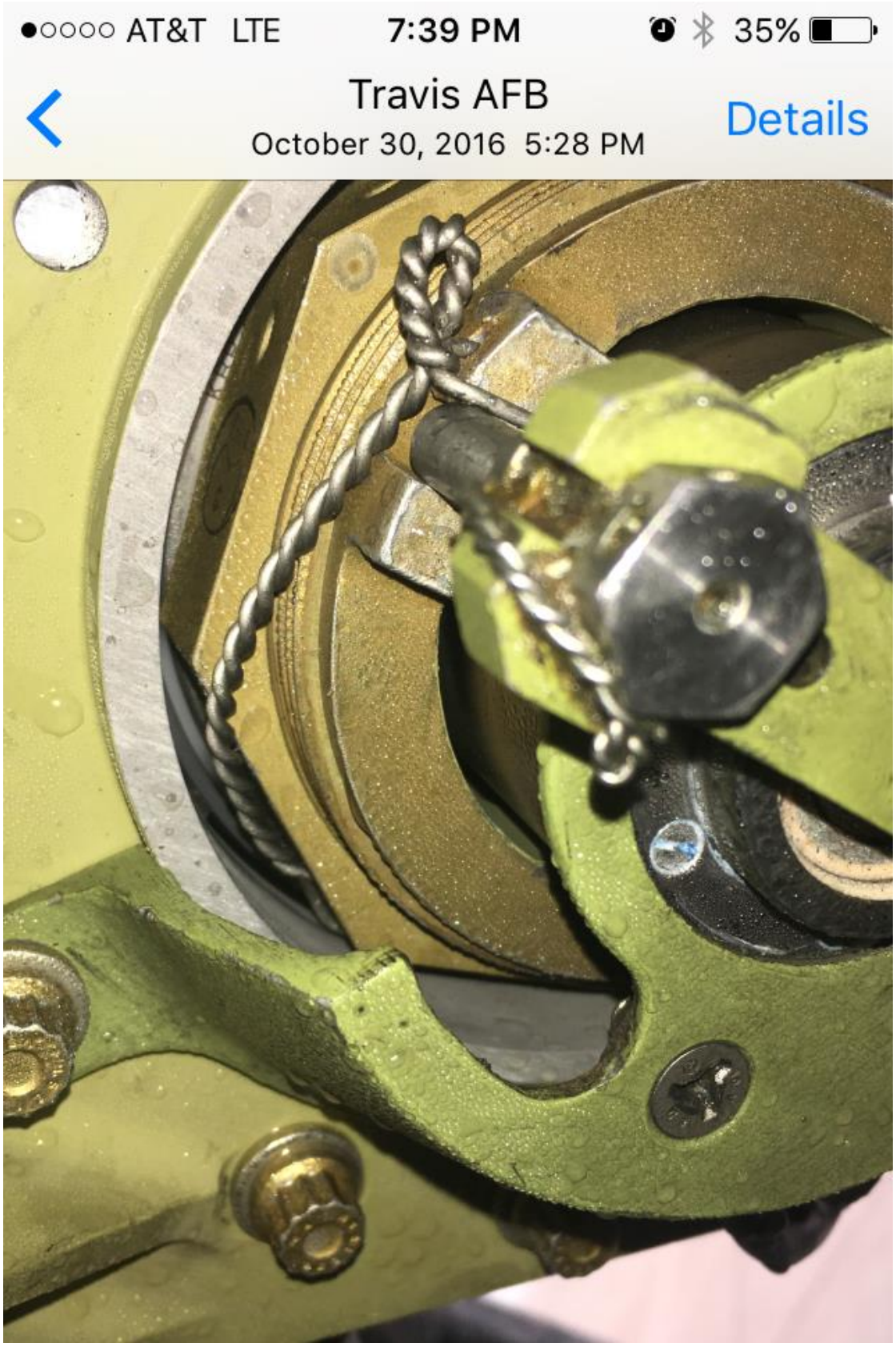
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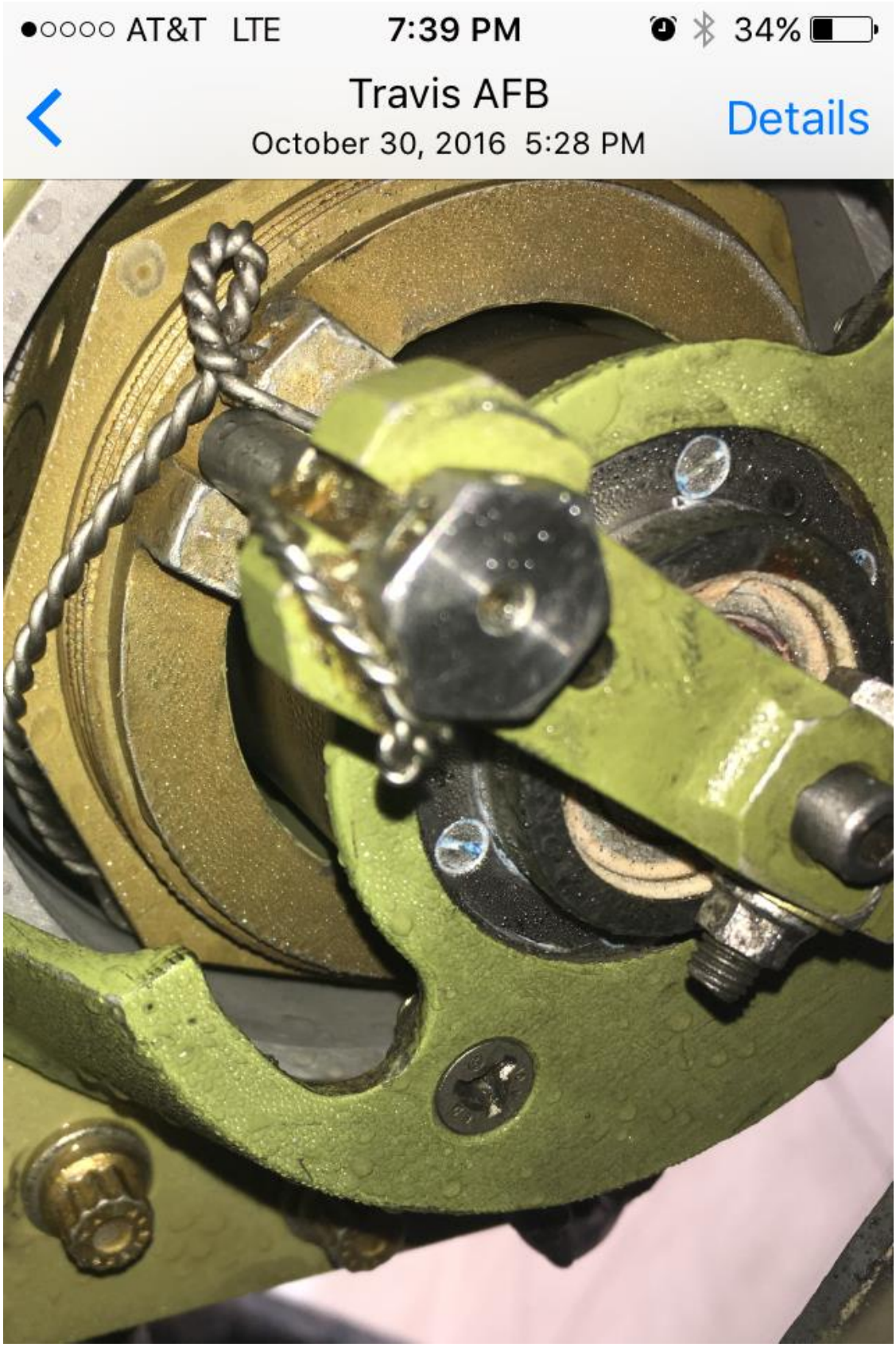
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VERBATIM TESTIMONY OF STAFF SERGEANT MM2

PRESIDENT: My name is Colonel [BP]. We are investigating the accident involving a KC-10, Tail No. 83-0080, that occurred on 1 November 2016, near Mountain Home Air Force Base, Idaho. This investigation, conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204. This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident; to prepare a publicly releasable report; and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings; and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you may have given before the safety investigation board will be kept confidential if you were so advised and could be only -- and could be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board.
You may not state you gave any particular information to the safety board under a promise of confidentiality. Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public.

Do you understand the difference between any testimony you gave before the safety board and this accident board?

WITNESS: Yeah. I just don't reference it back and forth.

PRESIDENT: Sure. Okay.

I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent to this interview being recorded?

WITNESS: I consent.

PRESIDENT: Okay. Your testimony in this investigation will be under oath. At this time I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony are you about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: I do.

PRESIDENT: All right. Thank you.

Today is the 24th of January 2017. The time now is 1156 local Pacific. This interview is being conducted in Building 31, Room 55 on Travis Air Force Base.

The persons present are the witness, Staff Sergeant [MM2]; the legal advisor; the pilot advisor; the boom advisor; the medical advisor; the maintenance advisor; the engineering advisor; the weather advisor; and the recorder. I'm Colonel [BP], the board president. The

witness has been sworn.

Do you give a 7214?

(LEGAL ADVISOR): No, sir.

PRESIDENT: Okay.

Q1 (PRESIDENT): Please state your first and last name.
A1 (WITNESS): My name is [MM2].

Q2 (PRESIDENT): Okay. What unit are you assigned to and what's your duty title?
A2 (WITNESS): 60th MXS and hydraulic specialist.

Q3 (PRESIDENT): Okay. And how long have you been hydro specialist?
A3 (WITNESS): Uh, career-wise or just here?

Q4 (PRESIDENT): Just here, I guess.
A4 (WITNESS): Uhm, coming on two years.

PRESIDENT: Okay. And at this point I'm going to turn the question over to the maintenance advisor.

CMSGT (MAINTENANCE ADVISOR): Okay. Welcome.

Q5 (CMSGT MAINTENANCE ADVISOR): What is your man number?
A5 (WITNESS): [witness responds].

Q6 (CMSGT MAINTENANCE ADVISOR): And how long you been working KC-10 hydraulics?
A6 (WITNESS): Two years.

Q7 (CMSGT MAINTENANCE ADVISOR): Two years.
A7 (WITNESS): Yes, sir.

Q8 (CMSGT MAINTENANCE ADVISOR): Did you come off tankers, or what did you do?
A8 (WITNESS): Yes, sir. I worked 135s at Mildenhall for four years.

Q9 (CMSGT MAINTENANCE ADVISOR): In October 2016, were you working dayshift or night shift?
A9 (WITNESS): I was working night shift.

Q10 (CMSGT MAINTENANCE ADVISOR): Night shift.
Do you recall working a boom write up on Aircraft 3080 for "Boom roll gauge shows 8 degrees when boom is centered" or one for the "Boom was 4 to 5 degrees to the left and roll

gauge was showing 11 to 12 degrees to the right"? Do you remember working either one of those?
A10 (WITNESS): Uhm, I remember working it because of -- they found a broken safety wire on the -- on the nut on the back of the gimbal for the roll of issues.

CMSGT (MAINTENANCE ADVISOR): All right. I have to go to this book because I -- I want to make sure I have the time right. And lawyers --

CAPT (LEGAL ADVISOR): Describe the book.

CMSGT (MAINTENANCE ADVISOR): I will. Yeah, once I get to it. Totally.

Q11 (CMSGT MAINTENANCE ADVISOR): So maintenance advisor is showing the hydraulic log; and I'm showing the left side "Nights 2016 October 12."
A11 (WITNESS): Okay.

Q12 (CMSGT MAINTENANCE ADVISOR): Where the boom write up is this: It says "Boom roll gauge shows 8 degrees right when boom is center."
A12 (WITNESS): Yes, sir.

Q13 (CMSGT MAINTENANCE ADVISOR): And I -- I -- can you just verify that's your writing. Right? Because you have the nicest writing in this book I think.
A13 (WITNESS): I think so.

WITNESS: Yes, sir. It is my writing.

Q14 (CMSGT MAINTENANCE ADVISOR): Okay. Just want to verify. And so on this write up -- in this write up I did get that you say you -- you tried adjusting the DRVT but had no luck with anything.
A14 (WITNESS): Yeah.

Q15 (CMSGT MAINTENANCE ADVISOR): And so the whole write up says "Tried adjusting DRVT, had no luck with anything. Lowered boom. Removed bathtub panel, petal doors, keepers, installed everything written up on -- on hand panel and truck." Can you explain this statement and what tasks you were working on at that point?
A15 (WITNESS): I wouldn't know the task off the top of my head; but when we was out there troubleshooting, trying to figure it out and everything, I know we had Sergeant up in the ARO, I believe, on that date.

Q16 (LEGAL ADVISOR): And this is the legal advisor, what's the ARO?
A16 (WITNESS): I guess basically the boomer station. That's all I know it as.

Q17 (CAPT LEGAL ADVISOR): Okay. It's where the boomer sits in the back of the aircraft?
A17 (WITNESS): It's a air refueling office maybe. Operators… I mean, that's where they do their business. Right?

Q18 (LEGAL ADVISOR): Okay. So but just to clarify, it's the -- where the boom operator sits --
A18 (WITNESS): Yes.

Q19 (CMSGT MAINTENANCE ADVISOR) -- up in the back of the aircraft?
A19 (WITNESS): That's definitely where it's at.

Q20 (LEGAL ADVISOR): Thank you. Okay.
A20 (WITNESS): Uhm, he was looking on the gauge as we adjust -- or tried to make adjustments to see if anything would hold or anything, like when it would say it's stowed, if it was actually at zero itself or whatever.

Q21 (CMSGT MAINTENANCE ADVISOR): So Sergeant was in the ARO --
A21 (WITNESS): Yeah.

Q22 (CMSGT MAINTENANCE ADVISOR) -- the boomer station, if you will; and you were outside?
A22 (WITNESS): Yes, sir.

Q23 (CMSGT MAINTENANCE ADVISOR): Or --
A23 (WITNESS): It was me and a couple of the other new kids.

Q24 (CMSGT MAINTENANCE ADVISOR): So who was actually trying to turn the -- the screw, I guess?
A24 (WITNESS): I think it was .

Q25 (CMSGT MAINTENANCE ADVISOR): Okay. And so when you say you had no luck at anything, like, I mean, what -- what would -- what do you think you would be trying there to say that?
A25 (WITNESS): Just no luck. I mean, any -- anything that Sergeant was suggesting to us and everything, it was like, "Oh, well, it's not staying at there." It would -- well, basically it would want to fall back over and everything. It was, like, real loose and everything. So as soon as -- as soon as somebody would let go of it, from my understanding, it would just kind of move freely. And then that's when we found out, like, by our dayshift counterparts that the gimbal safety wire broke and that would give it its erratic stuff --

Q26 (CMSGT MAINTENANCE ADVISOR): For the following dayshift or the dayshift prior?
A26 (WITNESS): Dayshift that was coming on --

Q27 (CMSGT MAINTENANCE ADVISOR): Oh.
A27 (WITNESS) -- to us -- or following us.

Q28 (CMSGT MAINTENANCE ADVISOR): Did -- had they worked the day before or

not? No? Was that -- you know, if that was a Friday or a Monday?
A28 (WITNESS): I can't remember that far back, honestly.

Q29 (CMSGT MAINTENANCE ADVISOR): So the shift that comes on, you guys are fighting the pin staying in place. And then the shift comes on and says "Hey, safety --
A29 (WITNESS): Then we --

Q30 (CMSGT MAINTENANCE ADVISOR) -- wire is broke"?
A30 (WITNESS): Yeah, we found -- yeah. We found the safety wire broke.

Q31 (CMSGT MAINTENANCE ADVISOR): Which then changes obviously the --
A31 (WITNESS): The entire gimbal.

Q32 (CMSGT MAINTENANCE ADVISOR): The entire --
A32 (WITNESS): And we already ordered a new DRVT as well; so everything just got swapped over when we got the new gimbal.

Q33 (CMSGT MAINTENANCE ADVISOR): Did you work it after that night, after you got off that night and turned it back over to dayshift, they said the safety wire is broke, did you work it the following night too?
A33 (WITNESS): I can't recall because I -- I don't remember if it was my Friday or anything.

CMSGT (MAINTENANCE ADVISOR): Okay.

Q34 (CAPT LEGAL ADVISOR): And this is the legal advisor, just circling back, do you know what DRVT stands for?
A34 (WITNESS): Uhm, digital -- ah, digital reading something.

Q35 (CMSGT MAINTENANCE): How about dual rotary voltage transducer?
A35 (WITNESS): Sure. Let's -- let's go with that too. I don't know.

Q36 (CAPT LEGAL ADVISOR): Okay. Okay. Thanks.
A36 (WITNESS): A lot of it is -- those acronyms get thrown at me so that's what I remember most.

Q37 (CAPT LEGAL ADVISOR): Understood, but that was the component that you are referring to?
A37 (WITNESS): Yes, sir.

Q38 (CIV ENGINEERING ADVISOR): This is the engineering advisor. When you're -- who was it, Sergeant you said was actually the one trying to turn the --
A38 (WITNESS): Airman.

Q39 (CIV ENGINEERING ADVISOR): Airman?
A39 (WITNESS): .

Q40 (CIV ENGINEERING ADVISOR): Was actually the one trying to turn the pin --
A40 (WITNESS): Yeah.

Q41 (CIV ENGINEERING ADVISOR) -- to try and adjust it?
A41 (WITNESS): Uh-huh.

Q42 (CIV ENGINEERING ADVISOR): And you said that it kept on slipping off?
A42 (WITNESS): Yeah.

Q43 (CIV ENGINEERING ADVISOR): Did he check for pin engagement into the yoke tang slot at that time?
A43 (WITNESS): You are going to have to --

Q44 (CIV ENGINEERING ADVISOR): Okay. So this pin right here -- and for the record I'm showing a -- the DRVT.
A44 (WITNESS): Uh-huh.

Q45 (CIV ENGINEERING ADVISOR): And I'm motioning that the pin goes into the tang of the yoke.
A45 (WITNESS): Oh yeah, yeah.

Q46 (CIV ENGINEERING ADVISOR): It's in the slot. Did he check to see that it was engaged?
A46 (WITNESS): Yeah. It seemed like it was barely just holding on. Like it -- I would assume that it just wore out with the broken gimbal. I would assume all the movement from everything would actually start tearing away at the weaker components. So I would -- that's why I would think it wouldn't stay within there. So when we would make our adjustments, it could kind of want to fall out.

Q47 (CIV ENGINEERING ADVISOR): So he -- he actually physically see this thing fall out like this [demonstrating DRVT roll indicator pin and bell crank arm pivoting out from between yoke tangs], just slip away?
A47 (WITNESS): Yeah.

Q48 (CIV ENGINEERING ADVISOR): The whole --
A48 (WITNESS): To my knowledge.

Q49 (CIV ENGINEERING ADVISOR): The whole arm?
A49 (WITNESS): Now you got to understand, I'm down on a ladder, you know, looking at -- up --

Q50 (CIV ENGINEERING ADVISOR): Uh-huh.
A50 (WITNESS): -- at him, and there is only so much room you can actually work in. So a lot of it, you had to take your guy's words on it, you know.

CIV (ENGINEERING ADVISOR): Okay.

CAPT (LEGAL ADVISOR): Well, before you go on, so this is the legal advisor. When the engineering advisor said "like this," he was just allowing the --

CIV (ENGINEERING ADVISOR): The pin to fall freely.

CAPT (LEGAL ADVISOR): Yeah, the pin to fall freely off to the side.

Q51 (CIV ENGINEERING ADVISOR): Did -- do you recall the suggestions from Sergeant that he was stating to try and make it work?
A51 (WITNESS): No, sir. Either it's probably us screwing up -- because, you know, he can't see nothing in the boomer station -- and he would probably be like "Oh, well tighten it." "No, don't do that." "Move it the other way." That's -- that's basically the only commands that he really gave to us.

Q52 (CIV ENGINEERING ADVISOR): Was the DRVT, in fact, replaced with a new one --
A52 (WITNESS): It was --

Q53 (CIV ENGINEERING ADVISOR): -- or did you take the same one?
A53 (WITNESS): -- replaced with a new one, yes, sir.

Q54 (CMSGT MAINTENANCE ADVISOR): Okay. So then -- then obviously the aircraft goes to A-check, and then it's -- it's gone for a minute. Then October 30th the aircraft came back with another boom roll write up that -- that you worked or you signed off on the night of the 30th. Were you aware that this was the same aircraft and that it was a reoccurring write up or that this was --
A54 (WITNESS): I think I was told that it was a repeat.

Q55 (CMSGT MAINTENANCE ADVISOR): That night?

Q56 (CMSGT MAINTENANCE ADVISOR): And can you explain -- trying to understand the time line there. So the airplane came down, it wasn't schedule -- or if it was scheduled, now you're working a boom write up that's a repeat from -- from what someone has told you. Uhm, what did you do that night to -- to sign this off?
A55 (WITNESS): No. Now this is -- is this the night after the gimbal was R-squared?

Q57 (CMSGT MAINTENANCE ADVISOR): Yes, the next flight. Yeah, so this is like --
A57 (WITNESS): All right. So this is --

Q58 (CMSGT MAINTENANCE ADVISOR): -- like 19 --
A58 (WITNESS): -- after --

Q59 (CMSGT MAINTENANCE ADVISOR): -- days later; the gimbal has been

R-squared.
A59 (WITNESS): All right.

Q60 (CMSGT MAINTENANCE ADVISOR): It just came back --
A60 (WITNESS): Okay.

Q61 (CMSGT MAINTENANCE ADVISOR): -- from another sortie.
A61 (WITNESS): Okay. Again, sorry --

Q62 (CMSGT MAINTENANCE ADVISOR): No, I understand. Long time.
A62 (WITNESS): -- because all of these days kind of just run in together when I'm on --

Q63 (CMSGT MAINTENANCE ADVISOR): Uh-uh.
A63 (WITNESS): Especially working nights.

CAPT (LEGAL ADVISOR): And this is the legal advisor jumping back in. You both have said "R-squared." What's that referring to?

Q64 (CIV ENGINEERING ADVISOR): Remove and replace.
A64 (WITNESS): Remove and replace.

CAPT (LEGAL ADVISOR): Thank you.

Q65 (CMSGT MAINTENANCE ADVISOR): Darn terminology.
A65 (WITNESS): Uh-huh.

Q66 (CMSGT MAINTENANCE ADVISOR): So -- so yeah, I -- I mean, on the forms that day -- this is on the 30th -- the write-up comes back saying "During boom lowering, the boom flew to 5 degrees with no input by the operator. Small corrections were made to the -- to align the boom. The boom then flew uncommanded 32 degrees or greater. Right structural limit broken with no command inputs made."
A66 (WITNESS): Now -- now, I do remember getting my turnover from that.

Q67 (CMSGT MAINTENANCE ADVISOR): So you weren't there for a debrief?
A67 (WITNESS): I was not; no, sir.

Q68 (CMSGT MAINTENANCE ADVISOR): Okay.
A68 (WITNESS): I think Sergeant [MM1] --

Q69 (CMSGT MAINTENANCE ADVISOR): Okay.
A69 (WITNESS): -- was the man that debriefed it. Uhm, when I came in, he was telling me that aircrew heard a popping sound or whatever. So my question was "Why isn't the jet impounded then?" If it makes, you know, structure sound, I would assume that would be an impound. Again, that's above us so, you know, he kind of just shrug his shoulders and he was like, well, they just want us to work it.

Q70 (CMSGT MAINTENANCE ADVISOR): By "they," you are probably meaning Production?
A70 (WITNESS): Production, yes, sir. And went out there -- only thing I could think of that maybe could have caused it -- again, I don't have the most experience on this aircraft; and at that night I'm the only KC-10 on the shift. So I was thinking, well, maybe the ARB -- or, sorry, the BCU, which is the boom control unit --

Q71 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A71 (WITNESS): I was thinking maybe it was flagging -- like it doesn't flag itself. Like if it doesn't know -- if it's "slow in the head," I guess --

Q72 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A72 (WITNESS) -- would be the term for it, you -- you won't know any better. Right? If I don't know any better, I don't think I'm doing anything wrong. So that's -- that's how I -- that's how I assumed the BCU works. It can't fail itself. It won't say, "Oh, I'm done. I'm fried." You know?

Q73 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A73 (WITNESS): So, uh, I mentioned, like, maybe we can just swap out BCU, anything. Uhm, they were just wanting us to visually check it, make sure everything is structurally sound and everything. So again, I hook up the -- the tester -- the test set to replace the BCU and everything, uhm, and to see if we was getting any -- any sensor readout fails; anything that would say that "Hey, I'm off on this side" when it shouldn't be. Uh, I wasn't getting any -- anything to flag on it. As far as visually checking and everything, I had -- I asked one of my Production guys, Master Sergeant [MM8], he came to help me out because he has more experience on this airframe, to help me troubleshoot.

Q74 (CMSGT MAINTENANCE ADVISOR): Is he hydraulic also?
A74 (WITNESS): Yes, sir.

Q75 (CMSGT MAINTENANCE ADVISOR): Okay.
A75 (WITNESS): We lowered the boom. We visual -- we visually inspect everything. We shake the flight controls down just in case maybe the actuators are loose in the ruddervators or anything that would cause erratic movements. Only thing that we could find was really the cannon plugs. There's nothing else that was really giving us anything that says "I'm broke."

Q76 (CIV ENGINEERING ADVISOR): This is the engineering advisor. Which cannon plugs?
A76 (WITNESS): Uhm, I believe -- I believe it was one of them going to the DRVT or -- DRVT. Yeah, the dual --

(CMSGT MAINTENANCE ADVISOR): Rotary --

(CIV ENGINEERING ADVISOR): We already -- yeah. The acronym has already been spelled out so.

WITNESS: All right.

(CIV ENGINEERING ADVISOR): But thank you.

Q77 (CIV ENGINEERING ADVISOR): Engineering advisor. When you did your structural inspection, first question is, as a hydraulic troop, what's your experience in doing structural inspections?
A77 (WITNESS): Now as far as structural inspection would go, would be visually. Besides what we can physically see if -- like, if there is a big crack in the piece of metal, then they would be like, "All right. You know, Sheet Metal needs to come out here or a Metals tech needs" --

Q78 (CIV ENGINEERING ADVISOR): Uh-huh.
A78 (WITNESS): -- or NDI. Anybody needs to come out here to evaluate this.

Q79 (CIV ENGINEERING ADVISOR): "NDI" means non-destructive inspection.
A79 (WITNESS): Uhm, any one of those career fields that would have a better understanding of the metals than I would.

Q80 (CIV ENGINEERING ADVISOR): Right. So --
A80 (WITNESS): But as far as I could tell as a hydraulic troop, nothing -- nothing looked out of the ordinary.

Q81 (CIV ENGINEERING ADVISOR): Okay. And how thorough was that inspection? Did you have the -- did you have good access to everything above the gimbal assembly? The -- the structure above it? The A frame? The -- the gimbal torque area? Were you able to inspect those pretty thoroughly?
A81 (WITNESS): Uhm --

Q82 (CIV ENGINEERING ADVISOR): Or was it -- was this done on night shift?
A82 (WITNESS): It was done on night shift so.

Q83 (CIV ENGINEERING ADVISOR): So everything was done with a flashlight?
A83 (WITNESS): Yes, sir. We can -- we pulled -- pulled back the -- the petal doors, and that's pretty much it. We can look and see what we can see just by opening up the petal doors and what we can actually stick our heads in. That's -- that's about it, besides the rest of the -- rest of the boom of, again, flight controls and everything else that we deal with**.**

Q84 (CMSGT MAINTENANCE ADVISOR): This is the maintenance advisor again. So -- so you're worried enough to think that it -- that it might be impounded, and you call a production guy out to help you inspect and to try troubleshooting; but no call to the APG shop or Sheet Metal or anybody else that might have structurally been --
A84 (WITNESS): No, sir**.**

CIV (ENGINEERING ADVISOR): APG is what?

Q85 (CMSGT MAINTENANCE ADVISOR): Oh, I'm sorry. "APG" is crew chief. Let's -L just say "crew chief." All -- aircraft general -- aircraft propulsion general. It's the whole airframe, airframe, powerplant, or I guess. Crew chief. So were the crew chiefs out there when you guys were out there?
A85 (WITNESS): No, sir.

Q86 (CMSGT MAINTENANCE ADVISOR): And so how long would you figure you worked that write-up that night?
A86 (WITNESS): Uhm, definitely give it within the four hour -- anywhere between four hours to six hours.

Q87 (CIV ENGINEERING ADVISOR): This is the engineering advisor. Who -- this might have been answered on the last one, but who is the one that installed the gimbal assembly with the DRVT back on the 12th --
A87 (WITNESS): That was --

Q88 (CIV ENGINEERING ADVISOR): -- of October?
A88 (CMSGT MAINTENANCE ADVISOR): Well, Sergeant [MM9] adjusted it. We would have to figure out who -- still who --

Q89 (CIV ENGINEERING ADVISOR): Okay.
A89 (WITNESS): But who installed the actual gimbal --

Q90 (CIV ENGINEERING ADVISOR): Uh-huh.
A90 (WITNESS): Was myself, sir.

Q91 (CMSGT MAINTENANCE ADVISOR): During the nights of the 11th and 12th?
A91 (WITNESS): The nights, yes, sir.

Q92 (CIV ENGINEERING ADVISOR): So you were the one -- you connected the DRVT housing onto the gimbal?
A92 (WITNESS): Uh-huh.

Q93 (CIV ENGINEERING ADVISOR): On the night of the -- that was the 12th. Right?
A93 (CMSGT MAINTENANCE ADVISOR): It was the 11th, 12th.

Q94 (CIV ENGINEERING ADVISOR): 11th, 12th? Okay.
A94 (WITNESS): Yes, sir.

Q95 (CMSGT MAINTENANCE ADVISOR): And so that's why you know the DRVT was --
A95 (WITNESS): R-squared.

Q96 (CMSGT MAINTENANCE ADVISOR): -- replaced?
A96 (WITNESS): Yes, sir.

Q97 (CMSGT MAINTENANCE ADVISOR): And no problems installing this [indicating the DRVT assembly] to the -- to the bell crank --
A97 (WITNESS): To the --

Q98 (CMSGT MAINTENANCE ADVISOR): -- face?
A98 (WITNESS): No, sir. Didn't run into any issues.

Q99 (CMSGT MAINTENANCE ADVISOR): And when you -- I have a DRVT in hands. You would have noticed if this casing was pried open when you put it in or crooked?
A99 (WITNESS): Yes. That -- that would be something --

Q100 (CMSGT MAINTENANCE ADVISOR): You should notice?
A100 (WITNESS): Yes, sir.

Q101 (CMSGT MAINTENANCE ADVISOR): But no problems putting this in --
A101 (WITNESS): No, sir.

Q102 (CMSGT MAINTENANCE ADVISOR): -- that you remember?
A102 (WITNESS): No, sir. I was being eval'ed as well on the gimbal installed by QA.

Q103 (CMSGT MAINTENANCE ADVISOR): Do you know which QA was out there at that time?
A103 (WITNESS): Yes, sir. It was Sergeant [MM11].

Q104 (CMSGT MAINTENANCE ADVISOR): [spells name]?
A104 (WITNESS): I believe so.

Q105 (CIV ENGINEERING ADVISOR): This is the engineering advisor.
Who did the adjustment and checkout of the DRVT after your -- after you installed it?
A105 (WITNESS): I -- I would not know, sir, because by the time we were done with that, it was ready for shift change.

So --.

Q106 (CMSGT MAINTENANCE ADVISOR): So -- maintenance advisor -- so why would you have not signed that part off?
A106 (WITNESS): To be honest, I didn't even think about it. Uh, and two, that was my first gimbal R-squared; so I wanted somebody else with more experience and everything to -- to overlook everything that I did.

Q107 (CMSGT MAINTENANCE ADVISOR): And you were qualified as far as in -- in TBA --
A107 (WITNESS): In TBA --

Q108 (CMSGT MAINTENANCE ADVISOR): Which is Training Business Area?
A108 (WITNESS): -- yes.

Q109 (CMSGT MAINTENANCE ADVISOR): Okay. So back to the 30th, so – the maintenance advisor again. So you sign this off. And you are aware of repeat/recur -- you are aware of the Maintenance Group OI, or operating instruction, that states what has to be done during a repeat/recur? Are you aware of that OI?
A109 (WITNESS): Not fully; but I know a seven-level has to sign it -- sign it off.

Q110 (CMSGT MAINTENANCE ADVISOR): Right. And -- but you are a seven-level --
A110 (WITNESS): Yes, sir.
Q111 (CMSGT MAINTENANCE ADVISOR): -- I'm taking it? Okay.
A111 (WITNESS): Like a month. I've been a seven-level for a month.

Q112 (CMSGT MAINTENANCE ADVISOR): Okay. So you ran all these tests. So -- so from the forms, it does say that you found the DRVT cannon plug, which you -- which you spoke with to the -- to the engineering advisor. You also state that the roll LVDT cannon plug was found loose. Where or what is that cannon plug?
A112 (WITNESS): I think it's -- it's near the DRVT's cannon plugs if I remember right.

Q113 (CMSGT MAINTENANCE ADVISOR): So outside by the gimbal assembly itself?
A113 (WITNESS): Yeah.

Q114 (CMSGT MAINTENANCE ADVISOR): And do you know if that -- that LVDT was -- do you know what function it was -- it would be driving? Do you know if it's elevator, roll? Do you know what that LVDT --
A114 (WITNESS): Which one it was --

Q115 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A115 (WITNESS): -- exactly? No, sir. I would actually have to refer back to my tech data. Again, I'm not real savvy --

Q116 (CMSGT MAINTENANCE ADVISOR): Right.
A116 (WITNESS): -- as far as KC-10 knowledge goes.

Q117 (CMSGT MAINTENANCE ADVISOR): But yet here you are a seven-level signing off a major component on a KC-10 boom.
A117 (WITNESS): Yep.

Q118 (CMSGT MAINTENANCE ADVISOR): Uhm, wow. So I just want to go through again. So you originally had problems. Nothing was working for you -- or you guys couldn't get the original one to work. However, you found a safety wire -- or the next shift found safety wire gimbal broke loose so that led to R-squared gimbal.
A118 (WITNESS): Yes, sir.

Q119 (CMSGT MAINTENANCE ADVISOR): You then came in on that night shift and R-squared the gimbal?
A119 (WITNESS): Yes, sir.

Q120 (CMSGT MAINTENANCE ADVISOR): So you had the gimbal off. You put the DRVT in and you put this pin to -- in the tangs of the new one?
A120 (WITNESS): Yes, sir.

Q121 (CMSGT MAINTENANCE ADVISOR): And then left it to be adjusted and signed off by another shift. Right?
A121 (WITNESS): Yes, sir.

Q122 (CMSGT MAINTENANCE ADVISOR): How did you -- how did you determine where to put this bell crank arm -- or the bell crank arm of the DRVT in? Did you -- you actually installed it into the tang of the yoke?
A122 (WITNESS): If I remember right -- again, I would have to --

Q123 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A123 (WITNESS): -- see everything. Uhm, having the gimbal there, it just slides within it; and then it puts that top, I guess --

Q124 (CMSGT MAINTENANCE ADVISOR): Right.
A124 (WITNESS): -- on to the back of it.

Q125 (CMSGT MAINTENANCE ADVISOR): But not knowing a whole lot about this, I imagine -- I'm just trying to figure out how you would determine pin placement before sliding it into the tangs.
A125 (WITNESS): Again, after the boom being R-squared, the gimbal being R-squared, DRVT, it -- it would go through a whole tedious of ops checks and everything.

Q126 (CMSGT MAINTENANCE ADVISOR): So you just put it in and then left it for the next people to --
A126 (WITNESS): Yes, sir, because they couldn't -- they can't even do anything until the boom is installed.

Q127 (CMSGT MAINTENANCE ADVISOR): Right.
A127 (WITNESS): So --

Q128 (CMSGT MAINTENANCE ADVISOR): But you put it in on the ground?
A128 (WITNESS): Yes, sir.

Q129 (CMSGT MAINTENANCE ADVISOR): Okay. And then put the whole boom gimbal and DRVT and --
A129 (WITNESS): Yes.

Q130 (CMSGT MAINTENANCE ADVISOR): -- and cover plate.
A130 (WITNESS): As one assembly -- yes, sir.

Q131 (CIV ENGINEERING ADVISOR): This is the engineering advisor. And I know you are referencing a tech data to install this; but how did you know that the pin goes in -- where -- where the pin goes? Did you know by --
A131 (WITNESS): Uh, yeah. I mean, we looked at our IPBs. We looked at everything on the tech data.

Q132 (CIV ENGINEERING ADVISOR): Uh-huh.
A132 (WITNESS): Exactly on -- through what the picture shows us because they have pictures.

Q133 (CAPT LEGAL ADVISOR): And this is the legal advisor. You said IPBs? Do you --
A133 (CIV ENGINEERING ADVISOR): Illustrated parts breakdown.

CAPT (LEGAL ADVISOR): Thank you.

Q134 (CMSGT MAINTENANCE ADVISOR): Okay so -- maintenance advisor again. So you -- you put that all together. You put it up and in, and then you hand that over to dayshift.
A134 (WITNESS): Yes, sir.

Q135 (CMSGT MAINTENANCE ADVISOR): Which is Airman [MM3] and Sergeant [MM4], is who ends up signing the whole task off. I mean, I'm guessing that's the shift right after you?
A135 (WITNESS): Yes, sir.

Q136 (CMSGT MAINTENANCE ADVISOR): Okay. So they -- so they sign the entire thing off. And as far as you know, at that point it's fixed and -- and done. You don't touch it again until the 30th?
A136 (WITNESS): Yes, sir.

Q137 (CMSGT MAINTENANCE ADVISOR): And then on the 30th, you know it's a repeat slash -- at least a repeat -- a recured --
A137 (WITNESS): A recur or something --

Q138 (CMSGT MAINTENANCE ADVISOR): It's something.
A138 (WITNESS): -- like that, yes, sir.

Q139 (CMSGT MAINTENANCE ADVISOR): Right. You know it has happened before on this airplane?
A139 (WITNESS): Yeah.

Q140 (CMSGT MAINTENANCE ADVISOR): You are aware of the one time that you

worked on it. I don't know if you are aware of the day before on that one. So this is actually the third time this has happened on this airplane.
A140 (WITNESS): Yeah.

Q141 (CMSGT MAINTENANCE ADVISOR): Were you aware that it was the third time?
A141 (WITNESS): No, sir.

Q142 (CMSGT MAINTENANCE ADVISOR): So this is now the third time, and you sign it off by yourself? Okay.
A142 (WITNESS): Yes, sir. Sorry. I was giving head nods.

Q143 (CMSGT MAINTENANCE ADVISOR): And on that night, it takes off again shortly thereafter. When you were working on it, were you under any impression that the airplane was getting ready to fly? Were -- were they talking about alerting the crews or speeding you up the night of the 30th when you were --
A143 (WITNESS): Not --

Q144 (CMSGT MAINTENANCE ADVISOR): -- ops checking?
A144 (WITNESS): That I can recall; no, sir.

Q145 (CMSGT MAINTENANCE ADVISOR): So you were working at your own pace?
A145 (WITNESS): Yes, sir. They just --

Q146 (CMSGT MAINTENANCE ADVISOR): You had all night to fix it -- or all your shift to fix it?
A146 (WITNESS): Yeah.

Q147 (CMSGT MAINTENANCE ADVISOR): And you turned over nothing to dayshift because you had already signed it off?
A147 (WITNESS): Yes, sir.

CMSGT (MAINTENANCE ADVISOR): Okay. And that would -- that would coincide with what everyone else said so...

Q148 (CIV ENGINEERING ADVISOR): This is the engineering advisor.
When you were installing this, did you encounter any difficulty putting the pin in the slot?
A148 (WITNESS): No, sir; not that I can recall.

Q149 (CIV ENGINEERING ADVISOR): Did it slide in easy or --
A149 (WITNESS): It just seemed to go in without a -- without any difficulties. If anything, it's one of the easiest things to change. I mean, the gimbal is heavy; but I mean, that whole assembly, it was pretty straightforward, easy install.

Q150 (CMSGT MAINTENANCE ADVISOR): Maintenance advisor.

As you were putting up that gimbal, at that point you really -- you could see the four attachment points pretty clear?
A150 (WITNESS): Yes, sir.

Q151 (CMSGT MAINTENANCE ADVISOR): And they all appeared to be in good shape?
A151 (WITNESS): Yes, sir.

Q152 (CMSGT MAINTENANCE ADVISOR): And all those bolts went in no issues --
A152 (WITNESS): No issues.

CMSGT (MAINTENANCE ADVISOR): -- there either?

CIV (ENGINEERING ADVISOR): It was on the 12th.

CMSGT (MAINTENANCE ADVISOR): It was on the 12th. Yeah, 11 through 13?

CIV (ENGINEERING ADVISOR): Yes.

Q153 (CMSGT MAINTENANCE ADVISOR): Okay. And so when this -- this write-up on the 30th, you mentioned that you asked about a BCU...?
A153 (WITNESS): Yeah.

Q154 (CMSGT MAINTENANCE ADVISOR): …boom control unit as -- as something that might be a good thing to change, I'm guessing? And what were you told by them, being Production at that point?
A154 (WITNESS): That, that a BCU is not a good fix.

CMSGT (MAINTENANCE ADVISOR): Okay.

Q155 (CIV ENGINEERING ADVISOR): And this is the engineering advisor. What prevented you from having some structure guys come out there and do the visual inspection?
A155 (WITNESS): Again, nothing looked damaged to us. Like, everything seemed to be solid. There was no visual cracks or anything that we saw or deformities or anything so...

Q156 (CIV ENGINEERING ADVISOR): How close were you getting to the area that you were inspecting? Were you up on ladders or --
A156 (WITNESS): Yes, sir.

Q157 (CIV ENGINEERING ADVISOR): -- were you in --
A157 (WITNESS): We was on ladders.

Q158 (CIV ENGINEERING ADVISOR): Were you able to get in there pretty good?
A158 (WITNESS): Yes, sir.

Q159 (CMSGT MAINTENANCE ADVISOR): And since you had just seen the insides of that 19 days prior, you should be pretty aware of the mounting points and the --
A159 (WITNESS): Yes, sir.

Q160 (CMSGT MAINTENANCE ADVISOR): -- frame assembly that -- that could or should or might be damaged by what the flight crew called out? So as far as that night of the 30th, no one else helped you troubleshoot that part? You were -- you were being evaled on that night before. This time you did call out Master Sergeant [MM8].
A160 (WITNESS): [MM8], yes, sir.

Q161 (CMSGT MAINTENANCE ADVISOR): [MM8]. And that's it. It's just pretty much you and Sergeant [MM8] that night?
A161 (WITNESS): I had -- had one of the Airmens. I think it was --

Q162 (CMSGT MAINTENANCE ADVISOR): Okay.
A162 (WITNESS): With me still.

Q163 (CMSGT MAINTENANCE ADVISOR): But [MM1] had already given you turnover. And what did he give you turnover on? Did he say "This piece -- all this stuff was already good" or did you guys inspect the -- I'm saying "this piece." The DRVT and the front side of the gimbal. Did you inspect that also after Sergeant [MM1] had given you turnover?
A163 (WITNESS): After the second time or --

Q164 (CMSGT MAINTENANCE ADVISOR): On the 30th, yeah, on the 30th.
A164 (WITNESS): Came through?

Q165 (CMSGT MAINTENANCE ADVISOR): Because you said --
A165 (WITNESS): He said --

Q166 (CMSGT MAINTENANCE ADVISOR): -- he probably said "debrief."
A166 (WITNESS): Yes, sir. He did look behind the DRVT and everything too as well to see if the safety wire was broke or anything else crazy happened back there; and he said it looked -- looked good to him as far as that -- now he only had, like, an hour I believe --

Q167 (CMSGT MAINTENANCE ADVISOR): Right.
A167 (WITNESS): -- before he -- before we came strolling through.

Q168 (CMSGT MAINTENANCE ADVISOR): But he would be looking for -- what would he be looking for? He would probably be looking for the safety wire that had broke --
A168 (WITNESS): Yes, sir.

Q169 (CMSGT MAINTENANCE ADVISOR): -- the flight before or whatever?
A169 (WITNESS): He would be looking for the safety wire. And again like what we did --

Q170 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A170 (WITNESS): -- structure, anything that would be outside of the ordinary.

CMSGT (MAINTENANCE ADVISOR): Okay.

Q171 (CAPT PILOT ADVISOR): From the pilot advisor. You mentioned that you checked all the connections with all the sensors, the DRVTs, and all this other stuff. Is there any reason why you would go inside that -- that bell crank housing to check connections**?**
A171 (WITNESS): Not that I can think of, sir.

Q172 (CAPT PILOT ADVISOR): Okay. So the -- the DRVT cannon plug is on the -- on a forward bulkhead on the -- on the jet versus something that's actually on the gimbal assembly? Is that -- I'm just asking where --
A172 (WITNESS): And --

Q173 (CAPT PILOT ADVISOR): -- where that DRVT cannon plug is.
A173 (WITNESS): It goes up towards -- if I remember right. It goes up towards the aircraft.

Q174 (CAPT PILOT ADVISOR): So it's --
A174 (WITNESS): Like so --

Q175 (CAPT PILOT ADVISOR): -- separate from the gimbal assembly is what I'm asking?
A175 (WITNESS): Yeah. So you will have the gimbal assembly, say in front of your face. It will come -- the cannon plug comes out and up and routes up.

Q176 (CAPT PILOT ADVISOR): Okay.
A176 (WITNESS): And it would be on the aircraft left side where it comes through.

CAPT (PILOT ADVISOR): All right. Okay.

Q177 (CMSGT MAINTENANCE ADVISOR): And then how -- how soon after this -- this thing takes off do you hear that it departed --
A177 (WITNESS): The next day.

Q178 (CMSGT MAINTENANCE ADVISOR): The aircraft?
A178 (WITNESS): The next day --

Q179 (CMSGT MAINTENANCE ADVISOR): The next day?
A179 (WITNESS) -- I start walk -- I came walking in, and they told me that I needed to go to the squadron to go --

Q180 (CMSGT MAINTENANCE ADVISOR): Pee in a cup?

A180 (WITNESS): Pee in a cup and give blood.

Q181 (CMSGT MAINTENANCE ADVISOR): Yeah. Okay.
A181 (WITNESS): So that was -- that was my day. Woke up to that.

Q182 (CMSGT MAINTENANCE ADVISOR): Okay. Makes sense then. So the first time you knew it was -- it was the first time to you. This time you knew it happened before, but you were -- but it was several days later so...

Q190 (CMSGT MAINTENANCE ADVISOR): So when you guys ran the -- when you ran the tests on that final day, uhm, I say the 30th, where you say that you ran with the ARB tester, you had the ARB tester in the BCU slot --
A190 (WITNESS): Yes, sir.

Q191 (CMSGT MAINTENANCE ADVISOR): And taking readings off the laptop or taking readings off of the --

A191 (WITNESS): The laptop --

Q192 (CMSGT MAINTENANCE ADVISOR): -- or STP?
A192 (WITNESS): -- and on STP; because before -- before I even hooked up the tester, I want to do a preflight. I want to see if it flags itself or anything like that.

Q193 (CMSGT MAINTENANCE ADVISOR): Uh-huh.
A193 (WITNESS): If it does throw a flag out saying, no, the actuator is bad or --

Q194 (CMSGT MAINTENANCE ADVISOR): And no maintenance faults at all?
A194 (WITNESS): No maintenance faults, no, sir.

CMSGT (MAINTENANCE ADVISOR): Okay.

Q195 (CIV ENGINEERING ADVISOR): This is the engineering advisor.
Did you really -- did you actually use the ARB tester, or did you just use the status test panel box that goes into the BCU and then --
A195 (WITNESS): Uhm --

Q196 (CIV ENGINEERING ADVISOR): How did you really -- how did you get your readings?
A196 (WITNESS): Through the -- well, did it through the STP a couple of times; and then I did it with the actual laptop of the tester.

Q197 (CMSGT MAINTENANCE ADVISOR): With the BCU out of its mount?
A197 (WITNESS): Yes, sir. With -- with the test set --

Q198 (CMSGT MAINTENANCE ADVISOR): Okay.
A198 (WITNESS): -- inside the BCU slot.

CMSGT (MAINTENANCE ADVISOR): Right.

Q199 (CIV ENGINEERING ADVISOR): And those readings that you received, were they --
A199 (WITNESS): Nothing.

Q200 (CIV ENGINEERING ADVISOR): -- comparable to each other?
A200 (WITNESS): Uhm, everything was -- according to the laptop, if I remember right, everything was in limits within -- on the sensor readouts and everything; and it's the same thing that -- I mean, one is voltage and --

Q201 (CIV ENGINEERING ADVISOR): The other is degrees.
A201 (WITNESS): Yeah. So I mean -- but, according to them, they -- they -- were -- they were good.

Q202 (CAPT PILOT ADVISOR): From the pilot advisor. Is there any reason why

somebody would have messed around in the gimbal assembly after you signed it off, between the time you signed it off and the time the jet -- that a crew stepped to the jet?
A202 (WITNESS): Not -- not that I would be aware of.

CAPT (PILOT ADVISOR): All right.

Q203 (CIV ENGINEERING ADVISOR): But you -- you -- this is the engineering advisor. After you installed it back on the 12th, you weren't the one that adjusted it?
A203 (WITNESS): That's correct.

CMSGT (MAINTENANCE ADVISOR): That's Sergeant [MM9]. I -- I have no other questions.

Q204 (CIV ENGINEERING ADVISOR): Did you -- engineering advisor.
Do you have any -- did you take any pictures?
A204 (WITNESS): No, sir.

Q205 (CIV ENGINEERING ADVISOR): Or video of anything?
A205 (WITNESS): No, sir.

Q206 (CIV ENGINEERING ADVISOR): Of your maintenance?
A206 (WITNESS): No, sir.

Q207 (CIV ENGINEERING ADVISOR): Okay.
A207 (WITNESS): No.

CMSGT (MAINTENANCE ADVISOR): So flashlights and mirrors -- maintenance advisor.

Q208 (CMSGT MAINTENANCE ADVISOR): Flashlights and mirrors is pretty much what you used to inspect around up in there that night --
A208 (WITNESS): Yes, sir.

Q208 (CMSGT MAINTENANCE ADVISOR): -- of the 30th? And it was night shift? Okay. Okay.

CMSGT (MAINTENANCE ADVISOR): You got nothing else?

CIV (ENGINEERING ADVISOR): No.

Q209 (CIV ENGINEERING ADVISOR): I just wanted to confirm that when you did your structural inspection that it was nothing more than a flashlight and a mirror. You didn't use a ten -- ten-powered magnifying glass or anything like that?
A209 (WITNESS): No, sir. No, sir.

PRESIDENT: Any more questions?

Q210 (CMSGT MAINTENANCE ADVISOR): I do, I just have one -- maintenance advisor. So Sergeant was with you troubleshooting the first time. How much experience does Sergeant have on -- on KC-10s, do you know?
A210 (WITNESS): Maybe a year more than me.

Q211 (CMSGT MAINTENANCE ADVISOR): Okay.
A211 (WITNESS): We were -- we were stationed together at Mildenhall.

Q212 (CMSGT MAINTENANCE ADVISOR): Both 135 techs?
A212 (WITNESS): [nods head indicating affirmative]

(CMSGT MAINTENANCE ADVISOR): Okay. Thank you.

PRESIDENT: Okay.

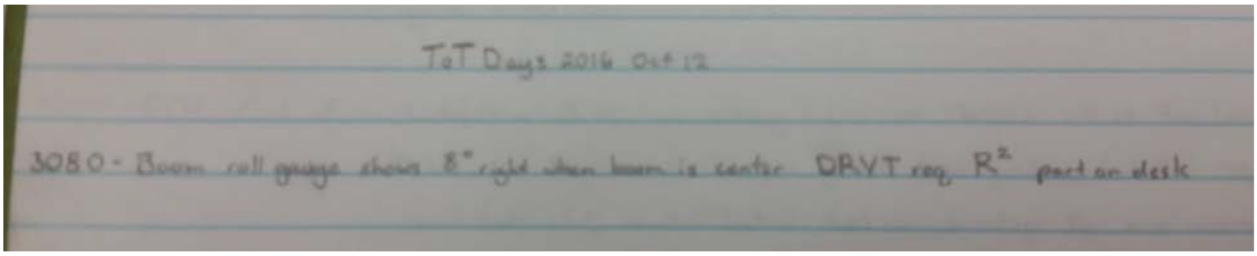
Q213 (PRESIDENT): Are there any matters that we've addressed that you wish to clarify?
A213 (WITNESS): No.

Q214 (PRESIDENT): Okay. Are there any additional matters not addressed that you think are important for this investigation?
A214 (WITNESS): No, sir.

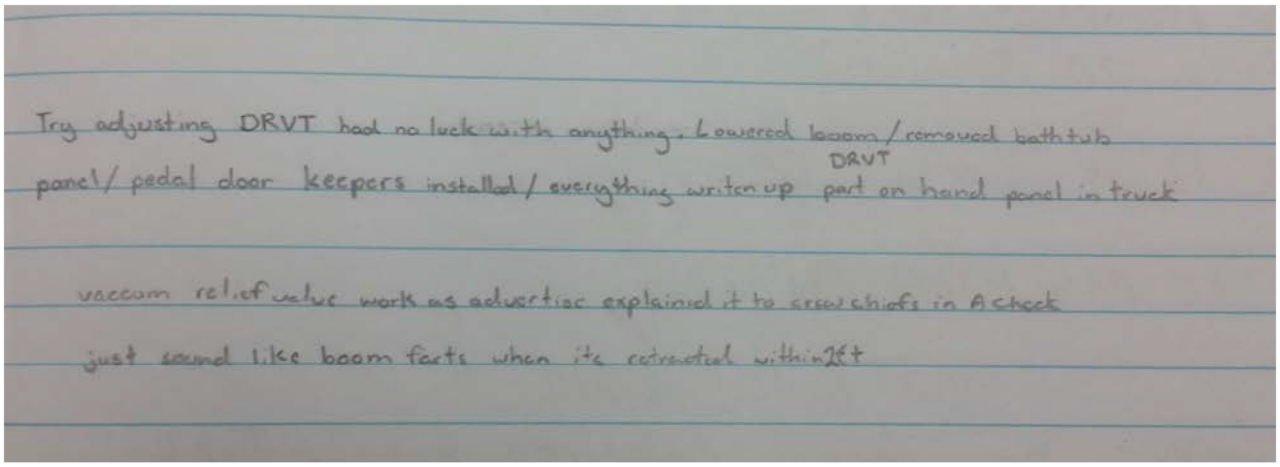
Q215 (PRESIDENT): Anything else you wish to add to your testimony?
A215 (WITNESS): No, sir.

PRESIDENT: Okay. That concludes the interview. You are reminded of the official nature of this investigation, and you are not to discuss your testimony with anyone outside this accident investigation board prior to public release of the final report. Thank you for your time and cooperation. You are dismissed. Thank you very much.

Items referenced during MM2's testimony

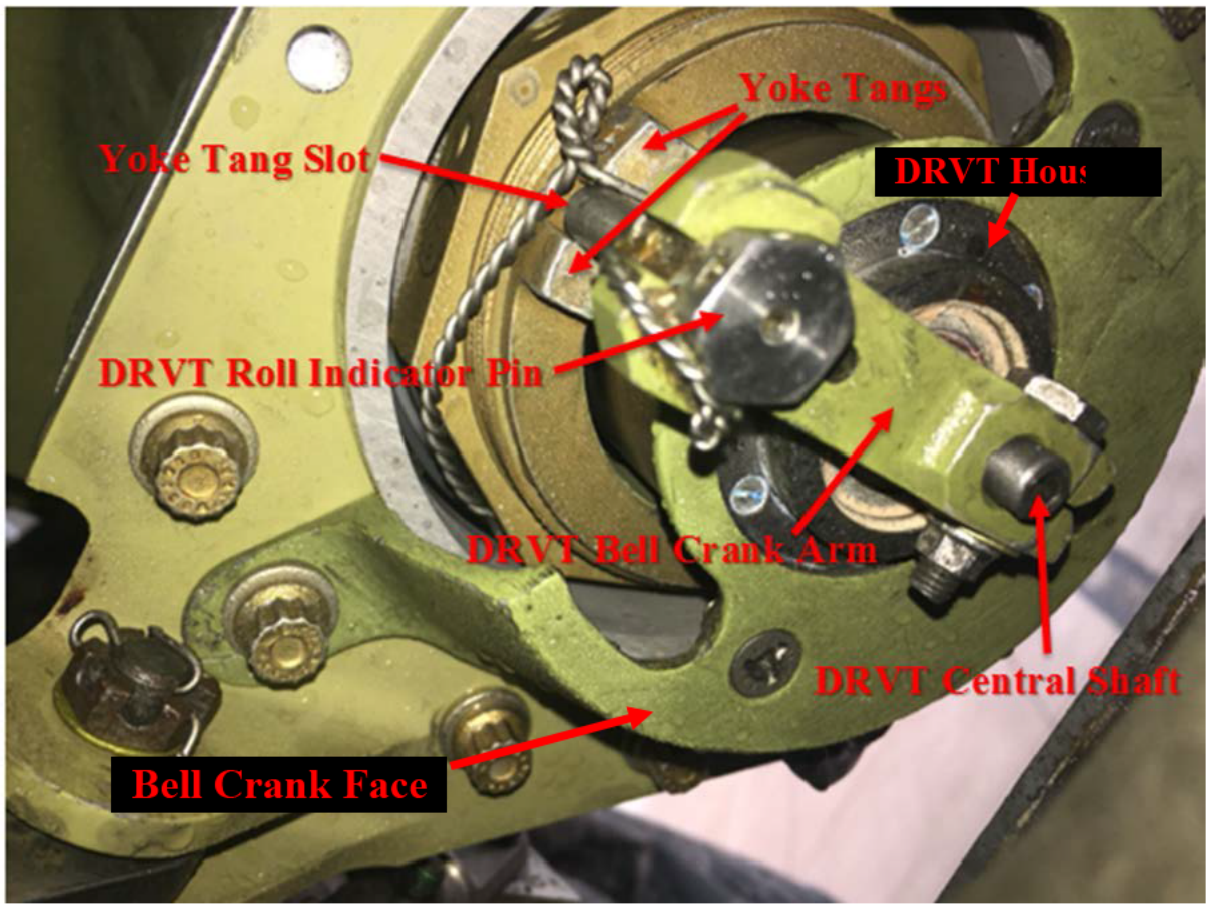

ToT Days 2016 Oct 12

3080 - Boom roll gauge shows 8° right when boom is center DRVT req. R² part on desk

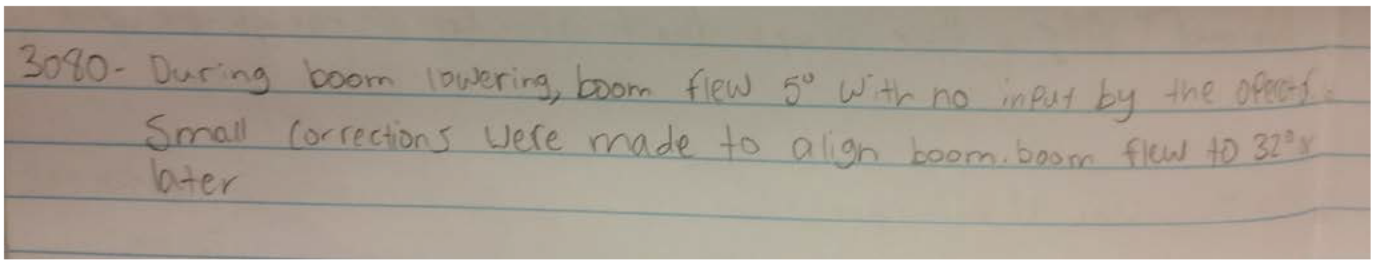

Try adjusting DRVT had no luck with anything. Lowered boom / removed bathtub panel / pedal door keepers installed / everything written up DRVT part on hand panel in truck

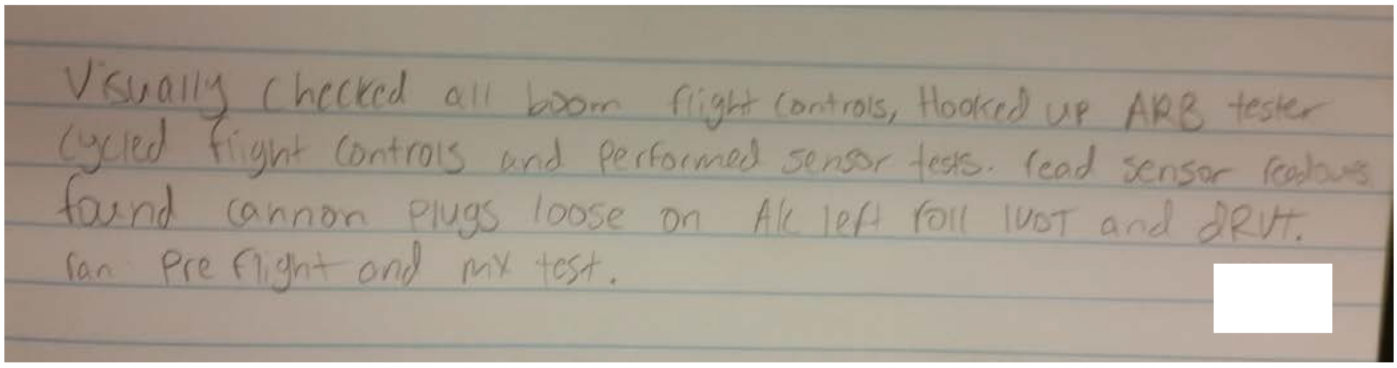
vaccum relief valve works as advertised explained it to crew chiefs in A check

just sound like boom farts when its retracted within 2ft



Items referenced during MM2's testimony


3080- During boom lowering, boom flew 5° with no input by the operator. Small corrections were made to align boom. boom flew to 32° x later


Visually checked all boom flight controls, Hooked up ARB tester cycled flight controls and performed sensor tests. read sensor readouts found cannon plugs loose on AIL left roll IVOT and DRVT. ran Pre flight and MX test.

SUMMARIZED TESTIMONY OF SSGT MM2 PART II

SSgt MM2 appeared at the investigation for a second interview, and testified substantially as follows:

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me and reminded me that I was still under oath from the previous interview.

During shift turnover on 30 October 2016, SSgt MM1 informed me that the aircrew mentioned a boom striking the aircraft during a flight earlier in the day. I performed a visual inspection and did not notice any damaged or missing hardware. I did notice two loose cannon plugs and tightened them. When I asked why the jet was not impounded, no one seemed to know why. To the best of my recollection, the turnover brief was performed in the shop. I did not pass the info along to my production superintendent because I thought they would already be aware of the incident. Before signing off the 30 October 2016 job, the gimbal assembly area was inspected by both MSgt MM8 and myself, and the only components that we noticed in need of adjustment or repair were the two loose cannon plugs.

On 12 October 2016, I installed the Dual Rotary Voltage Transducer (DRVT) to the gimbal assembly on a bench. I received a new DRVT from supply and do not recall any damage or defects to the DRVT that I received. After installation of the DRVT to the gimbal assembly, I installed the gimbal assembly to the aircraft. During both of these procedures, I referenced the technical orders that show how to perform those tasks. The installation of the DRVT to the gimbal assembly was straight forward and I had no issues. I had no issues with parts not fitting together or binding during the DRVT installation. I did not attempt to pry on the DRVT case. I also did not have to apply any prying or excessive tightening force to any parts. As far as I can recall, all the hardware that was supposed to be installed, was installed. To the best of my knowledge, no one noticed any missing or loose hardware after my initial installation. To my knowledge, during the installation of the DRVT to the gimbal assembly, neither I nor any of the Airmen working with me did anything that would leave tool marks or scratches on the exterior of the DRVT case.

After reviewing a photgraph, (attachment 1) due to the shadows and the angle, I cannot determine whether a screw is missing from the hole in the lower right portion of the picture. and were assisting me with the install. I was being evaluated by SSgt MM11 for the majority of the installation. SSgt MM4 and SrA MM3 signed off my work. I am not aware of any of these individuals noticing any missing hardware or needing to add any missing hardware to the DRVT. Based upon the fact that my shift ended before the boom was installed on the aircraft, I did not adjust the DRVT or perform a function check of the DRVT.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 5 February 2017.

MM2 , SSgt, USAF
Hydraulic Specialist

Signed and sworn before me this 5th day of February 2017.

BP , Col, USAF
Board President

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VERBATIM TESTIMONY OF SENIOR AIRMAN MM3

PRESIDENT: All right. My name is Colonel [BP]. We are investigating the accident involving a KC-10, Tail No. 83-0080, that occurred on 1 November 2016, near Mountain Home Air Force Base, Idaho.

This investigation, conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This accident investigation board is a legal investigation that was convened to inquire into the facts surrounding the accident; to prepare a publicly releasable report; and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings; and for other purposes.

A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential if you were so advised and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference your testimony, if given, before the safety board and this accident board?

WITNESS: Yes, sir.

PRESIDENT: Okay.

I must inform you that this interview is being recorded and that you may not use your own recording device during the interview.

Do you consent to this interview being recorded?

WITNESS: Yes.

PRESIDENT: Okay. Your testimony in this investigation will be under oath. At this time I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony are you about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: I do.

PRESIDENT: Okay. Thank you. You can lower your hand.

Today is the 24th of January 2017. The time now is 1123 local Pacific. This interview is being conducted in Building 31, Room 55, on Travis Air Force Base.

The persons present are the witness, Senior Airman [MM3]; the legal advisor; the pilot advisor; the boom advisor; the medical advisor; the maintenance advisor; the engineering advisor; the weather advisor; and the recorder.

I'm Colonel [BP], the board president. The witness has been sworn.

Did you give a 72 hour, 14 day notice?

CAPT (LEGAL ADVISOR): No, sir.

PRESIDENT: Okay.

Q1 (PRESIDENT): Please state your first and last name.
A1 (WITNESS): [MM3].

Q2 (PRESIDENT): What unit are you assigned to, and what is your duty title?
A2 (WITNESS): 60 MXS, hydraulic journeyman.

Q3 (PRESIDENT): Okay. And how long have you been a hydraulic journeyman?
A3 (WITNESS): It will be three years in -- actually it is three years now.

PRESIDENT: Okay. Awesome.

And at this point I'm going to turn over the line of questioning to our maintenance advisor.

Q4 (CMSGT MAINTENANCE ADVISOR): All right. Welcome. What is your man number?
A4 (WITNESS): .

Q5 (CMSGT MAINTENANCE ADVISOR): In October 2016, were you working dayshift or night shift?
A5 (WITNESS): I was working day shift.

Q6 (CMSGT MAINTENANCE ADVISOR): Dayshift. Do you recall working a boom write-up on 83-0080 for the boom being 4 to 5 degrees to the left and roll gauge was showing 11 degrees -- or 11 to 12 degrees to the right when lowered? Do you remember working that write-up?
A6 (WITNESS): Yes.

Q7 (CMSGT MAINTENANCE ADVISOR): Did you know this write-up -- this aircraft had a similar write-up the flight before?
A7 (WITNESS): I did not, no.

Q8 (CMSGT MAINTENANCE ADVISOR): The hydraulic turnover log shows that three shifts worked this write-up. And so it started -- it appears to start with a dual rotary

voltage transducer requiring adjustment, but ended up with replacement of a gimbal assembly and the dual rotary voltage transducer. Do you know what drove the gimbal and -- and DRVT to be changed at that point?
A8 (WITNESS): I do not. That was a different shift that troubleshot that.

Q9 (CMSGT MAINTENANCE ADVISOR): Okay. So on October 13th, you and Sergeant [MM4] signed off all associated write-ups for the boom -- or for the gimbal and yoke assembly swap out. Can you please walk us through what you remember from that job and your parts for the associated tasks?
A9 (WITNESS): I remember us having to raise the boom and install it and then doing an ops check, which Sergeant [MM4] was present for.

Q10 (CMSGT MAINTENANCE ADVISOR): By "ops check," what equipment were you using for your ops check?
A10 (WITNESS): Uh, it requires a preflight.

Q11 (CMSGT MAINTENANCE ADVISOR): Maintenance -- like a maintenance preflight through the -- what were you --
A11 (WITNESS): STP.

CMSGT (MAINTENANCE ADVISOR): STP?

CIV (ENGINEERING ADVISOR): Status test panel.

Q12 (CMSGT MAINTENANCE ADVISOR): Status test panel?
A12 (WITNESS): Status test panel.

Q13 (CMSGT MAINTENANCE ADVISOR): Do you remember anyone or you or Sergeant [MM4] adjusting the actual DRVT, the dual rotary voltage transmitter?
A13 (WITNESS): We had another maintenance member do that.

Q14 (CMSGT MAINTENANCE ADVISOR): Do you know who that was?
A14 (WITNESS): That was Sergeant [MM9].

Q15 (CMSGT MAINTENANCE ADVISOR): [MM9]. So you were working on the ground to raise the whole assembly?
A15 (WITNESS): Yes. We -- we installed the -- the boom.

Q16 (CMSGT MAINTENANCE ADVISOR): So the gimbal was already attached to the boom --.
A16 (WITNESS): Yes, it was.

Q17 (CMSGT MAINTENANCE ADVISOR): -- once you showed up?
A17 (WITNESS): Yes it was.

Q18 (CMSGT MAINTENANCE ADVISOR): And then you raised the boom?

A18 (WITNESS): Yes, it was.

Q19 (CMSGT MAINTENANCE ADVISOR): And what else equipment would you have used to raise the boom at that point?
A19 (WITNESS): Uh, just with the -- the hoist cable that it has.

Q20 (CMSGT MAINTENANCE ADVISOR): Okay.
A20 (WITNESS): It's -- it's all you use.

Q21 (CMSGT MAINTENANCE ADVISOR): The aircraft --
A21 (WITNESS): The one on the aircraft.

Q22 (CMSGT MAINTENANCE ADVISOR): Okay.
A22 (WITNESS): Yes. You remove the -- the one you check out and you raise it with the one that's on the aircraft.

Q23 (CMSGT MAINTENANCE ADVISOR): Okay. Did you run into any problems while raising that boom?
A23 (WITNESS): I did not, no.

Q24 (CIV ENGINEERING ADVISOR): You stated that the -- you installed the gimbal assembly when the boom was off the airplane?
A24 (WITNESS): I did not install it.

Q25 (CIV ENGINEERING ADVISOR): But it -- was that how the work was done?
A25 (WITNESS): What, when the boom was off the airplane?

Q26 (CIV ENGINEERING ADVISOR): Uh-huh.
A26 (WITNESS): Yes.

Q27 (CIV ENGINEERING ADVISOR): You installed the gimbal assembly --
A27 (WITNESS): I --

Q28 (CIV ENGINEERING ADVISOR): -- onto the boom and then you raised the boom and the gimbal assembly together to --
A28 (WITNESS): No. No. No. The -- the way it's done is you put the gimbal on first and then the boom; but I did not install the gimbal.

Q29 (CIV ENGINEERING ADVISOR): Okay.
A29 (WITNESS): That was my night shift that installed the gimbal.

Q30 (CIV ENGINEERING ADVISOR): Okay.
A30 (WITNESS): I don't think that it would be possible for you to physically put the boom on with the -- the gimbal -- or put the gimbal on with the boom on.

CMSGT (MAINTENANCE ADVISOR): Right.

CIV (ENGINEERING ADVISOR): Okay.

Q31 (CMSGT MAINTENANCE ADVISOR): So when you got there, the gimbal and yoke assembly was up. And as far as you know, the -- the DRVT was already installed --
A31 (WITNESS): Yes.

Q32 (CMSGT MAINTENANCE ADVISOR): -- also --
A32 (WITNESS): Everything was already installed. We -- I had no hand it in.

Q33 (CMSGT MAINTENANCE ADVISOR): Was this your Monday or was this your --
A33 (WITNESS): It --

Q34 (CMSGT MAINTENANCE ADVISOR): Was it a Monday?
A34 (WITNESS): It was -- we just got on 4 and 3s. So it was a Thursday. It was my Tuesday.

Q35 (CMSGT MAINTENANCE ADVISOR): So you were there the day before also?
A35 (WITNESS): I was there; but I was on a training shift, so I did not touch the plane.

Q36 (CMSGT MAINTENANCE ADVISOR): Okay.
A36 (WITNESS): We were doing -- we were on another aircraft doing training.

CMSGT (MAINTENANCE ADVISOR): Okay.

PRESIDENT: This is the pilot advisor. During your turnover when you came in to raise the boom --

CMSGT (MAINTENANCE ADVISOR): You're the --

LEGAL ADVISOR: Sir, you're the board president.

PRESIDENT: Oh, I'm sorry. I am the board president. I want to be a pilot, sorry.

Q37 (PRESIDENT): Did you get anything in that turnover, other than “It's installed and ready to go”, to raise the boom? Was there any discussion on issues with it -- with installing it?
A37 (WITNESS): No. All my turnover was "It's ready" -- "The boom is ready to get installed."

PRESIDENT: Okay.

CIV (ENGINEERING ADVISOR): This is the engineering advisor.

Q38 (CIV ENGINEERING ADVISOR): So you do confirm that the DRVT, the dual rotary voltage transducer, was installed on the gimbal while the gimbal was off of the

airplane and that whole assembly was installed that way or was --
A38 (WITNESS): I -- I do not know if the -- the rotary transformer --

Q39 (CIV ENGINEERING ADVISOR): Uh-huh.
A39 (WITNESS): -- was installed once the gimbal was on or before because I did not physically do the job. But when I got there, both the gimbal and the voltage transformer were already installed, safety wired, everything was ready to -- to be signed off. And the only reason I have to sign it off was because my night shift didn't get the chance to. They -- I don't know if they rushed; but I hadn't -- like I said, I had no hand in the gimbal at all.

CIV (ENGINEERING ADVISOR): This is the engineering advisor.

Q40 (CIV ENGINEERING ADVISOR): When you said that the night shift didn't get a chance to, do you recall why?
A40 (WITNESS): I do not know, no. I've asked the question because I myself don't like to sign anything that I didn't physically do because, you know --

CMSGT (MAINTENANCE ADVISOR): Because it could be like this.

WITNESS: Yes. It could be like this.

CMSGT (MAINTENANCE ADVISOR): Yes.

WITNESS: And, you know, people could get mad, but.

Q41 (CMSGT MAINTENANCE ADVISOR): But as far as you know, Sergeant [MM9] is the one that put the --
A41 (WITNESS): No. No. No.

Q42 (CMSGT MAINTENANCE ADVISOR): Or no?
A42 (WITNESS): Sergeant [MM9] did not.

Q43 (CMSGT MAINTENANCE ADVISOR): Adjusted the DRVT that day once you put it up?
A43 (WITNESS): Once, yeah.

Q44 (CMSGT MAINTENANCE ADVISOR): Okay.
A44 (WITNESS): We -- we -- he -- he was the one that actually, physically moved it and --

Q45 (CMSGT MAINTENANCE ADVISOR): Right.
A45 (WITNESS): And.

Q46 (CMSGT MAINTENANCE ADVISOR): Okay. But you're not sure who actually installed it the day before?

A46 (WITNESS): No.

CMSGT (MAINTENANCE ADVISOR): Or the night before I should say? Okay.

CAPT (LEGAL ADVISOR): And this is the legal advisor.

Q47 (CAPT LEGAL ADVISOR): You said that the -- the -- the dual rotary voltage transducer was -- it was safety wired and everything like that. I mean, did you actually inspect it yourself?
A47 (WITNESS): I did. I have to inspect it, yes.

Q48 (CAPT LEGAL ADVISOR): Okay.
A48 (WITNESS): Because I wasn't going to sign anything that wasn't, you know -- that wasn't a hundred percent done.

Q49 (CAPT LEGAL ADVISOR): All right. And what did that inspection consist of, and did you notice any abnormalities when you did the inspection?
A49 (WITNESS): I didn't notice any abnormalities. What I did, I actually got the tools and made sure everything was tightened down and made sure the safety wire was there, the cotter keys were on and -- and that everything was done how it was supposed to, as if I would have done it.

CIV (ENGINEERING ADVISOR): This is the engineering advisor.

Q50 (CIV ENGINEERING ADVISOR): And checking for proper DRVT pin engagement into the slot of the tangs?
A50 (WITNESS): That -- I did not check that. That was [MM9] when he -- because you have to remove -- you have to actually -- to adjust it, you move it. You remove the -- the nut, and you can -- you actually have to adjust it. So --

Q51 (CIV ENGINEERING ADVISOR): Correct.
A51 (WITNESS): We did not check that.

Q52 (CIV ENGINEERING ADVISOR): Prior to you adjusting the DRVT, You have to check to make sure that the pin is inside the slot of the yoke tangs. And that way you can do your measure -- you can do your adjustment. But you didn't check to see if the pin was already in there to make sure?
A52 (WITNESS): I don't recall.

Q53 (CMSGT MAINTENANCE ADVISOR): But Sergeant [MM9] would have had to have?
A53 (WITNESS): Would have --

Q54 (CMSGT MAINTENANCE ADVISOR): For the adjustment?
A54 (WITNESS): He would have had to.

Q55 (CMSGT MAINTENANCE ADVISOR): Right.
A55 (WITNESS): Yes.

Q56 (CMSGT MAINTENANCE ADVISOR): Okay. No other difficulties you know of while putting that boom up in place?
A56 (WITNESS): No, no other difficulties.

Q57 (CMSGT MAINTENANCE ADVISOR): And you know --
A57 (WITNESS): No difficulties at all. It actually went pretty smooth.

Q58 (CMSGT MAINTENANCE ADVISOR): Did it? Okay. Yeah, because basically between you and Sergeant [MM4], you guys signed off 20 write-ups here so. Okay. But as far as the day before, you weren't -- you weren't there? Do you recall working on the Aircraft 3080 any time after that for a boom write-up?
A58 (WITNESS): I do not, no.

Q59 (CMSGT MAINTENANCE ADVISOR): Okay.
A59 (WITNESS): I -- I did not touch that airplane. Didn't know about the incident until two days before when I actually came on shift --

Q60 (CMSGT MAINTENANCE ADVISOR): Right.
A60 (WITNESS): -- and everybody was talking about it.

Q61 (CMSGT MAINTENANCE ADVISOR): So just to reaffirm then: You didn't know it was a repeat write-up?
A61 (WITNESS): No, I did not.

Q62 (CMSGT MAINTENANCE ADVISOR): And you -- you don't know why the gimbal and yoke assembly was being R-squared?
A62 (WITNESS): No. That was troubleshot by a shift prior to -- to mine.

CIV (ENGINEERING ADVISOR): This is the engineering advisor.

Q63 (CIV ENGINEERING ADVISOR): You didn't know because it wasn't translated onto maintenance documents or the -- did you read prior maintenance documents to see what was done on this aircraft before you touched it?
A63 (WITNESS): No. Because like I said, I came in that day --

Q64 (CIV ENGINEERING ADVISOR): Uh-huh.
A64 (WITNESS): And my turnover was "The boom is ready to be installed." So we -- we were finishing a task that was already started.

Q65 (CMSGT MAINTENANCE ADVISOR): So yeah -- on -- on you guys' turnover log -- I'm sure you are aware of the turnover log. So the one side is the discrepancies, and then the other side is kind of what you guys say you did that night.
A65 (WITNESS): Yeah.

Q66 (CMSGT MAINTENANCE ADVISOR): And normally when you put a -- when you put a corrective action, if you will, on the one side, you usually put your man number. Is that a standard practice, or is that required by your shift chief or is that just --
A66 (WITNESS): That's something that some people do.

Q67 (CMSGT MAINTENANCE ADVISOR): All right.
A67 (WITNESS): I don't usually do it. Uhm, but that's something that some people do do.

Q68 (CMSGT MAINTENANCE ADVISOR): Okay.
A68 (WITNESS): Yeah.

CMSGT (MAINTENANCE ADVISOR): But it's not a practice -- it's not something that your shift chief says you will do? It's -- okay. Then I -- I have no other questions for Airman [MM3] myself.

PRESIDENT: Any other questions around the table? Okay.

Q69 (PRESIDENT): Are there any matters that we've addressed so far that you wish to clarify?
A69 (WITNESS): No, sir.

Q70 (PRESIDENT): Okay. Are there any additional matters we've not addressed that you think are important to the investigation?
A70 (WITNESS): No, sir.

Q71 (PRESIDENT): Is there anything else you wish to add to your testimony?
A71 (WITNESS): I do not.

PRESIDENT: Okay. That concludes the interview. You are reminded of the official nature of this investigation and that you are not to discuss your testimony with anyone outside this accident investigation board prior to the public release of the final report. Thank you for your time and cooperation. You are dismissed.

VERBATIM TESTIMONY OF

SENIOR AIRMAN MM3 PART 2

PRESIDENT: Thank you for coming back. This is Colonel [BP]. This is a second interview with Senior Airman [MM3] at Travis Air Force Base, Building 31, Room 55. Today is the 4th of February, 0738 local Pacific time. It's myself, the board president, Senior Airman [MM3], the legal advisor, the maintenance advisor and the recorder are in the room. The witness was previously sworn and is still sworn. We just had some follow-up questions.

I will hand it over to the maintenance advisor unless somebody else has something to add.

Q1 (MAINTENANCE MEMBER): You had actually been at -- you were the one that hung the boom the night of the 13th, right, or the day of the 13th?

A1 (WITNESS): Yes, sir.

Q2 (MAINTENANCE MEMBER): And in an earlier interview you stated that the boom, the gimbal and yoke assemblies are already up and in, safety wired, all good?

A2 (WITNESS): Yes, sir.

Q3 (MAINTENANCE MEMBER): What book would you have used to raise the boom at that point? Do you know what book you would have used?

A3 (WITNESS): It would be the 28, the 1C-10K-2-28, and it's a subsection of that book. They are usually separated between 28-72-10, 22-72-01 or 78-01. To be specific, I couldn't tell you the book because I don't remember.

Q4 (MAINTENANCE MEMBER): Right. Would you use the one for just the boom install, or would you use the one for the gimbal being replaced? Which one would you actually follow?

A4 (WITNESS): Just the boom install because we were actually putting the boom on as if the gimbal was there. That's what we followed.

Q5 (MAINTENANCE MEMBER): Okay. So, this book -- the 28 said, this task is 28-71-06 for boom maintenance practices, and this is the one I'm guessing you are talking about. It talks about removal and installation of boom from aircraft?

A5 (WITNESS): Yes.

Q6 (MAINTENANCE MEMBER): Boom, gimbal mechanism and pivot point. That's the book you would have used. And QA, Quality Assurance, would be able to probably back that up because he was obviously out there with you the whole time?

A6 (WITNESS): Yes. Yes, sir.

Q7 (MAINTENANCE MEMBER): So, after you hung the boom, what type of Ops checks did you do?

A7 (WITNESS): We did the pre-flight and Sergeant [MM4] came out, and I told him we did the pre-flight, and that's pretty much what we did.

Q8 (MAINTENANCE MEMBER): So, after you brought he boom up and connected the gimbal, now how is that sitting? How is it sitting?

A8 (WITNESS): It's up and stowed.

Q9 (MAINTENANCE MEMBER): Up and stowed.

A9 (WITNESS): Up and stowed, and we ran the pre-flight, yes, sir.

Q10 (MAINTENANCE MEMBER): Okay. So, you just ran the pre-flight with it up and stowed, never actually moving the boom again at that point?

A10 (WITNESS): No.

Q11 (MAINTENANCE MEMBER): And then, as far as the forms go, the items you did sign off, I know before you had talked about you signing off a lot of other people's work; however, in here you say for the DRVT installed you used the 28-72-05, which is the boom gimbal book that also talks about the installation of the boom back to. So, I'm really trying to really figure out which book you actually utilized.

A11 (WITNESS): Usually, for the forms we try to reference to what is most specific to the component because not all the steps are contained in the install for the boom usually takes you to something else. So, that's why we signed it off with that one.

Q12 (MAINTENANCE MEMBER): So, you signed off the book that would normally be used for this --

A12 (WITNESS): Yes.

Q13 (MAINTENANCE MEMBER): -- but you didn't actually install the the DRVT?

A13 (WITNESS): Yes, sir.

Q14 (MAINTENANCE MEMBER): Then on your boom lowered to FOM and your boom reinstalled that you and Sergeant [MM4] signed off, it was the other book, you said the other -- the boom book, I'm guessing. I'm just trying to make sure that's what you wrote here.

28-CL-1 is what you wrote here on the aircraft forms, and 781As.

A14 (WITNESS): That's the checklist. So, usually, like I said, they're not all contained, and they're all between different books, and this is -- it's different because, like I noticed in a C-5, it's one book, one paragraph, page. It continues. You go to KC-10 TO, and you have multiple page 201s because it's one book and it separates it between different sections. So, all those are one book, but they get separated into what looks like a different book.

Q15 (LEGAL ADVISOR): (legal advisor) When the witness said "all those," he pointed at some technical orders that are laying here on the table.

A15 (WITNESS): Yeah. Yes, sir.

Q16 (MAINTENANCE MEMBER): So, the checklist itself looks different than the books out of the TO.

A16 (WITNESS): The checklist, yes. It's a summarized -- I can't think of the word. It's a summarized TO that's just a checklist for raising the boom. So, it's also in the 28, in the 2-28, but they have a separate checklist. So, it's basically -- it tells you just make sure you do this, you do that just to raise the boom.

Q17 (MAINTENANCE MEMBER): So, as far as installing the boom and the gimbal, if you know that a gimbal was also replaced, would you ever go back to that book to see what would be required after you raise the boom or install a boom?

A17 (WITNESS): Yes, and all it said was install the gimbal, and then it said install boom.

Q18 (MAINTENANCE MEMBER): I am just going to show you this [See BB-25]. This is the gimbal installation book. So, if you went back to this, this shows you installing the boom.

A18 (WITNESS): Yes, sir.

Q19 (MAINTENANCE MEMBER): Can you tell me which steps you would have done there after you installed the boom? This is the 28-71-04 which is gimbal maintenance.

A19 (WITNESS): Right here. Install boom, reference page 71.

Q20 (MAINTENANCE MEMBER): And that's step 6.

A20 (WITNESS): Yes, and then everything else was already installed, so after that, the LVDT was already installed. When we got out there, they were on the gimbal. So, they were installed.

Q21 (MAINTENANCE MEMBER): And then as far as the rest of these steps, where would you have stopped, I guess?

A21 (WITNESS): Where it says "perform STP panel," and actually, we did all this, but we didn't reference it here because we referenced it to the boom TO.

Q22 (MAINTENANCE MEMBER): You're saying that was the end of the task so --

A22 (WITNESS): Yes.

Q23 (MAINTENANCE MEMBER): 17 through 21?

A23 (WITNESS): Yes, sir.

Q24 (MAINTENANCE MMEMBER): So, as far as down here on these -- this is step 10 of the 28-71-04 task. The DRVT was already installed?

A24 (WITNESS): Yes, sir.

Q25 (MAINTENANCE MEMBER): The roll electrical connector was already connected?

A25 (WITNESS): Uh-huh.

Q26 (MAINTENANCE MEMBER): What about these steps here which is 12 and 13 where it does say to rotate the shaft of the DRVT?

A26 (WITNESS): Yes, sir.

Q27 (MAINTENANCE MEMBER): You did that part or not that part? Sergeant [MM9], right?

A27 (WITNESS): Yes.

Q28 (MAINTENANCE MEMBER): Okay. What about down here like towards the end? This is step 17 of 28-71-04? Did you do this part? Can you read that? I'm just trying to -- would you have brought it back down and moved it?

A28 (WITNESS): I don't recall us lowering it back down, no, sir.

Q29 (MAINTENANCE MEMBER): Okay. And you guys were the last ones out there because you guys signed off the whole task, you and Sergeant [MM4]?

A29 (WITNESS): Yes, sir.

Q30 (MAINTENANCE MEMBER): Do you know how many of these steps Quality Assurance was out there for?

A30 (WITNESS): Just for the boom. Once we got it in and on the cable, they left because we also left and went and took lunch.

Q31 (MAINTENANCE MEMBER): Okay. But they were out there for the whole attaching it to the gimbal?

A31 (WITNESS): Yes.

Q32 (MAINTENANCE MEMBER): And on the cable?

A32 (WITNESS): Yes.

Q33 (MAINTENANCE MEMBER): Okay. So, on that, that would probably be in the book for the actual boom install. So, okay. It makes sense to me. I have no other questions.

LEGAL ADVISOR: (legal advisor) So, you mentioned you did do a pre-flight, kind of an operational check of the boom once it was installed?

A33 (WITNESS): Yes.

Q34 (LEGAL ADVISOR): Do you recall -- even if you didn't move the boom, do you recall like if the boom roll gauge was reading --

A34 (WITNESS): **C**orrectly?

Q35 (LEGAL ADVISOR): (indiscernible) to zero when you --

A35 (WITNESS): Yes, because I even told Sergeant [MM4] that it passed pre-flight. He was like oh, okay. So, everything's good. Everything's within limits because if it failed, if something is not within limits, it will fail the pre-flight immediately because it clicks all the relays and everything as soon as you start the test and he said okay.

MAINTENANCE MEMBER: I have nothing else.

PRESIDENT: Recorder, any questions**?**

RECORDER: No, sir.

PRESIDENT: Thank you for your time today. Anything you'd like to add or anything we previously discussed, Airman [MM3] that you want to bring back up?

A36 (WITNESS): No, sir.

PRESIDENT: Thank you for your time. Thank you for coming by today, and that will end the interview.

[Interview concluded]

VERBATIM TESTIMONY OF STAFF SERGEANT MM4

PRESIDENT: My name is Colonel [BP]. We're investigating an accident involving a KC-10, tail number 83-0080 that occurred on 1 November 2016 near Mountain Home Air Force Base, Idaho. This investigation, conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This Accident Investigation Board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you may have given before the Safety Investigation Board will kept confidential, if you were so advised, and can be used only for accident prevention purposes. This Board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between any testimony you gave before the Safety Board and this Accident Board?

WITNESS: Yes, sir.

PRESIDENT: Okay. I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent to this interview being recorded?

WITNESS: Yes, sir.

PRESIDENT: Your testimony in this investigation will be under oath, and at this time I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony that you are about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth so help you God?

WITNESS: Yes, I do.

PRESIDENT: All right. Thank you. You can lower your hand now.

Today's date is the 26th of January, 2017. The time now is 1145 local Pacific. This interview is being conducted in Building 31, Room 77 on Travis Air Force Base. The persons present via telephone are Staff Sergeant [MM4]. In the room are the the legal advisor, the boom advisor, our pilot advisor, a medical advisor, the maintenance advisor, the engineering advisor, our weather advisor, and the recorder.

I'm Colonel [BP], the Board president. The witness has been sworn.

Q1 (PRESIDENT): Please state your first and last name.

A1 (WITNESS): [MM4].

Q2 (PRESIDENT): What unit are you assigned to, and what's your duty title?

A2 (WITNESS): Assigned to 60th Maintenance Squadron, and I'm an aircraft hydraulic system craftsman.

Q3 (PRESIDENT): How long have you been a hydraulic system journeyman, approximate, sir?

A3 (WITNESS): I've been a hydraulic system craftsman since September of 2016.

Q4 (PRESIDENT): Okay. I'm going to hand you over now to our maintenance advisor to continue with some questions.

A4 (WITNESS): Okay, sir.

Q5 (MAINTENANCE MEMBER): Good morning, or good afternoon. Whatever time is it for you, right?

A5 (WITNESS): It's evening, sir.

Q6 (MAINTENANCE MEMBER): All right. Good evening. Hey, what is your MAN number?

A6 (WITNESS): .

Q7 (MAINTENANCE MEMBER): Okay. In October were you working dayshift or nightshift?

A7 (WITNESS): I was working dayshift, sir.

Q8 (MAINTENANCE MEMBER): Days. Do you recall working a boom write up on 3080 for the boom was about 4-5 degrees left and the roll guage was showing 11 to 12 degrees to the right?

A8 (WITNESS): I did not work it personally. I was out-processing for my deployment at the time, and towards the end of my day, which would have been 4 o'clock in the afternoon, I was asked to stay a little bit over to catch the Xs for a boom being reinstalled on 3080.

Q9 (MAINTENANCE MEMBER): Okay. Do you know why the boom and gimbal was being replaced?

A9 (WITNESS): Yes, sir, I do, because the safety wire on the gimbal nut was found broken either the previous night or a couple days before.

Q10 (MAINTENANCE MEMBER): Okay. So, on October 13th, you and Senior Airman [MM3] signed off all the associated write ups for the boom job. Can you please walk us through what exactly your parts were in that and what you looked at or did to actually sign all those off?

A10 (WITNESS): Yes, sir. I arrived to the aircraft around five o'clock in the afternoon, and the boom was already installed at that point. All panels were off. I proceeded to inspect all safety wire lines on the boom and gimbal area, all the mounting points, and proceeded to let them know that they could start paneling up at that point.

Q11 (MAINTENANCE MEMBER): So, did you --

A11 (WITNESS): And this was all by the T.O.

Q12 (MAINTENANCE MEMBER): Okay. Was quality assurance present?

A12 (WITNESS): I'm sorry? What was that?

Q13 (MAINTENANCE MEMBER): Was QA, quality assurance, were they there?

A13 (WITNESS): At that time, negative, they were not.

Q14 (MAINTENANCE MEMBER): So, did anyone that gave you turnover for you to sign off this write-up, did anyone mention of any issues or difficulties with the gimbal yoke and DRVT replacement?

A14 (WITNESS): To the best of my knowledge, everything on the gimbal replacement and DRVT replacement went smoothly.

Q15 (MAINTENANCE MEMBER): How soon after you signed these red X's off did you go TDY or temporary duty?

A15 (WITNESS): I left Travis on the 25th of October.

Q16 (MAINTENANCE MEMBER): How long have you been a KC-10 hydraulic troop?

A16 (WITNESS): I've been a KC-10 hydraulic troop for 5 1/2 years now.

Q17 (MAINTENANCE MEMBER): But just got your 7 level in September you said?

A17 (WITNESS): Yes, sir.

Q18: Okay. So, you did just a good inspection of all attachment points, I'm guessing, and electro connections. Did you happen to notice the dual rotary voltage transducer, its installation while you were looking up in there?

A18 (WITNESS): I did look at it. Everything looked to be in place when I inspected it.

Q19: So, you didn't really do any of the work but signed off all the X's?

A19 (WITNESS): I helped with some panels, sir. That's about it.

Q20: Do you know who actually installed the boom then that you were following up after?

A20 (WITNESS): That would have been Senior Airman [MM3], Airman First Class and Airman First Class and also Mr. .

Q21: Okay. Have you changed that boom and gimbal out before? Have you changed the gimbal and yoke assembly out before?

A21: Negative, sir. That was my first one.

Q22: (pilot advisor). Was there anybody on the team that changed it that had done it before that you know of?

A22: To the best of my knowledge, I cannot answer that with good confidence.

Q23: (MAINTENANCE MEMBER) But in TBA, so in the training business area, you were signed off and qualified as far as boom and gimbal?

A23: Yes, sir.

Q24: So, you've been part of one before, but never doing it yourself, or how would you have gotten qualified on it?

A24: I was a part of it, and my supervisors went through that task with me before signing me off, making sure I was proficient in the TO.

Q25(MAINTENANCE MEMBER): I have no other questions.

(LEGAL ADVISOR). I just had two things I want to clarify and circle back on some acronyms. You mentioned TO a couple times. What's that in reference to?

A25: I'm sorry. What was that?

Q26: What does TO stand for?

A26: Technical order.

Q27: All right. In addition there is some reference to you attaining a 7 level. Can you just explain briefly what that is?

A27: A 7 level is -- I am a qualified mechanic able to sign off red X's according to my job and to inspect all the parts and get in-process inspections.

Q28: All right. Thank you.

This is Colonel [BP] again, and we will close this out. I just want to make sure that -- are there any additional matters that we've not asked you about that pertain to this aircraft that you want to bring up that you think might be important for us to know?

SSGT MM4: Uh-huh. I mean, I got a question. When you guys are looking to the forms, are they the paper forms or GO-generated forms?

COL BP: Both.

SSGT MM4: Both, okay.

COL BP: Yes**.**

SSGT MM4: All right. And did I sign off all the jobs for the -- I mean, to the best of my knowledge, I know I at least signed off the boom being installed on that aircraft.

COL BP: Yeah, give me one second. We're getting the forms.

SSGT MM4: Okay.

(Maintenance advisor) I have you signing off the petal door locks, the fairings, the DRVT, then resetting all circuit breakers, raising the boom, more circuit breakers, the door locks, more circuit breakers and actually reinstalling the boom, more circuit breakers, the bottom petal doors, the side petal doors, another panel, another panel, bungee keepers, boom nozzle tester, boom flex lines. It just keeps going. You probably have like six more write-ups there that you signed off.

SSGT MM4: Okay, sir. Thank you.

COL BP: Is there anything else you wish to add to your testimony?

SSGT MM4: No, sir.

COL BP: Okay. This concludes the interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this Accident Investigation Board prior to public release of the final report. Thank you for your time and cooperation. You're dismissed.

VERBATIM TESTIMONY OF MASTER SERGEANT MM8

BOARD PRESIDENT: As you know, we're investigating an accident involving a KC-10, tail number 83-0080 that occurred on 1 November 2016 near Mountain Home Air Force Base, Idaho. This investigation, conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This Accident Investigation Board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you may have given before the Safety Investigation Board will kept confidential, if you were so advised, and can only be used for accident prevention purposes. This Board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the Safety Board and this Accident Board?

WITNESS: Yes, sir.

BOARD PRESIDENT: I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent with this interview being recorded?

WITNESS: Yes, sir

BOARD PRESIDENT: Okay. Your testimony in this investigation will be under oath, and at this time I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony that you are about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth so help you God?

WITNESS: Yes, sir.

BOARD PRESIDENT: Okay. Today's date is the 26th of January, 2017. The time now is 0728 local Pacific. This interview is being conducted in Building 31, Room 55 on Travis Air Force Base. The persons present are the witness, Master Sergeant [MM8], the legal advisor, the pilot advisor, the medical advisor, the maintenance advisor, the engineering advisor, the weather advisor, the boom advisor and the recorder.

I'm Colonel [BP], the Board president. The witness has been sworn.

Do we have 7214? Okay. So, you previously gave information -- medical information -- to the Safety Investigation Board. Do you wish to adopt that as part of your testimony today?

WITNESS: Yes, sir.

Q1: Please state your first and last name.

A1: [MM8].

Q2: What unit are you assigned to, and what is your duty title?

A2: 60 MXS, production superintendent.

Q3: Okay. How long have you been there?

A3: As production super, or with 60 MXS?

Q4: With 60 MXS.

A4: Since October '15, I believe, sir.

Q5: Okay. You're been a production super for how long?

A5: Production super with 60 MXS for approximately five months now.

BOARD PRESIDENT: Okay. At this point I'm going to hand the Q & A over to our maintenance advisor.

QUESTIONS BY MAINTENANCE ADVISOR:

Q6: What specialty are you?

A6: Hydro.

Q7: You're hydro?

A7: Yes, sir.

Q8: How long have you been working KC-10 hydraulics?

A8: March 2010 is when I arrived here at Travis, sir.

Q9: In October were you working day shift or night shift?

A9: In October the first week or two I was on swings, and then at the time of the accident I was night shift to mid-shift, sir.

Q10: Okay. Do you recall any of the write-ups from aircraft 83-0080? Do you remember any of the write-ups since there was three prior to the --

A10: There was three prior, yes, sir. I do recall -- I wasn't working the previous -- not that I remember for the previous two, but I do recall something about boom being lowered, flew 5 degrees. I just knew that there was two previous write-ups, sir. I didn't go over any of the stuff recently.

Q11: So, on October 30th you went out to assist on aircraft 3080. Can you walk through what you -- while you were called out there and what you looked for or what you saw once you were out there?

A11: I wasn't called out there by the hydraulic team. I just went out there because I'm the pro super. It's my job. So, I went out there to see what they were doing. I knew about the previous write-ups. So, I know it was going to be a hot topic. Another main thing too is to ensure that these guys were going to be using the boom tester because it's a big item. Because I know they weren't finding anything previously, other than the gimbal, you know, the safety wire apparently being broken.

By the time I had already got out there, they had already called for the boom tester and all that stuff to come out.

Q12: By the boom tester you are talking the area boom tester, the ARB, as they call it?

A12: The ARB tester, yes, sir. They already called for that. Someone was at COMBS getting that. So, I said good. At the time they were going over all the preflight checks through the STP, and to my knowledge, according to those guys, day shift had already done all this too. They were just kind of going over the deal.

No defects. They were checking all the parameters in the STP as far as voltage readouts, all the sensor readouts. No defects there. Didn't find anything.

They put the BCU tester in -- the ARB tester, excuse me. Ran through all their checks. Looked through all their checks. Looked through all the parameters, voltages, all that stuff. Ran it through with a laptop. No issues. Didn't find any issues there.

They put everything back together, and I said has anybody checked just the flight controls, anything like that, just because sometimes we have worn bushings in the rudder area -- surfaces and stuff like that might cause the boom to pitch left or right. They said they weren't sure, so I had them lower the boom real quick, and I went out there and just shook them because sometimes they can be super loose. If they're super loose or something like that, we'll investigate a little more and check for worn bushings in the flight control surfaces or the actuator surface. Nothing there. Didn't find anything there.

Just from my gee whiz, knowing that the gimbal was changed, I grabbed a ladder, and I just looked up around the gimbal area. I didn't grab a mirror, so I didn't look back up at the gimbal nut because the horseshoe panel was still on, but I did feel up in there. Safety wire was still intact. The rollducer was in its slot like it was supposed to be. I just checked kind of in the general area, you know. Found a couple cannon plugs that might have been -- that were a little loose. One of them, safety wire was backed off a little bit, so I know it was loose. Re-torqued those. They re-torqued those and re-safety wired those. Other than that I didn't find any obvious defects of any kind.

QUESTIONS BY ENGINEERING ADVISOR:

Q13: do you recall which cannon plug was loose and required torqueing?

A13: I know one of them was the roll cannon plug for sure, and the other one --

Q14: The "roll" meaning the?

A14: The DRDVT or DRVT.

Q15: The dual rotary voltage transducer?

A15: Yes, sir. Now, when I say "loose," I don't mean -- I mean, it was loose enough to where -- because I grabbed all the connectors with my hand. It was loose enough to where I could move it. When I went to tighten it, I mean, it snugged up immediately.
; however, it still needed to be torqued and safety wired. It was that one, and then the aircraft left side small cannon plug. I think it went to possibly an elevation LVDT. I'm not 100 percent positive where that cannon plug -- I just noticed I grabbed everything and was touching everything, and then that one was loose too. So, I identified it and told them to safety wire that one too.

QUESTIONS BY MAINTENANCE ADVISOR:

Q16: Were you aware the flight crew reported the boom struck the aircraft?

A16: Absolutely not.

QUESTIONS BY ENGINEERING ADVISOR

Q17: Did anybody know -- any of your crew that was out there at that time know that it struck the side --

A17: We did not -- not to my knowledge or not to my recollection discuss the boom hitting the aircraft. The only thing that I know was somebody mentioned structural limits, and to me, I don't know. It could have been the 32 degrees on the gauge or something like that, but I was not made aware of the boom causing any kind of banging or nothing like that -- not at that time.

Q18: And to your knowledge, did anybody do any structural visual inspection?

A18: No, sir.

Q20: Is there a book or an inspection that you would follow for that that you know of?

A20: That's out of the realm of my technical expertise, but me being a pro super, you know, I would have called for something and left that up to whoever -- sheet metal metal's tech, NDI, to figure that out what needed to be inspected. I would have definitely recommended the gimbal mounts mounted to the aircraft, the gimbal itself maybe, where the boom hooks up to the gimbal, something along those lines.

Q21: I know this write-up wasn't on the flight exact prior, but were you aware that this is the first time the boom had come down since your earlier write-ups?

A21: I'm sorry?

Q22: I'm saying, you know, the boom wasn't flown in the flight before; however, three flights before it was flown and had very similar problems -- the problems you were talking about.

A22: Okay, yeah, I was aware of those problems prior to, and I knew that the aircraft had down once or twice prior to this, but I did not know that the boom wasn't flown or was not flown -- was or was not. I had no idea.

Q23: All right. And the final write-up was signed off just as a diagonal in the "corrected by" block by lower boom, checked visually flight controls -- basically what you just said. In accordance with your maintenance group OI, your operating instruction 21-1, do you, as a pro super, feel that should have been labeled a repeat recur write-up in the aircraft forms?

A23: Yes, sir, because it's first time, first time, first time, repeat. Next flight and repeat the next flight. I know it had a good flight, but I wasn't aware of whether or not the boom was flown or not, or I had good one or two. I think a turn or something. I mean, I'm not sure how many -- I know it's repeat, repeat, repeat and on the fourth is a recur, but I'm not sure how many fights need to fly good in between a repeat.

Q24: It's four -- four flights. Anything --

A24: So, it definitely should have been labeled --

Q25: --inside of four could be recur.

A25: -- as a recur.

Q26: Final one?

A26: Yes, sir.

Q27: Who, within your organization, determines that repeat, recur and labels them in form?

A27: I mean, in my organization it's kind of tricky because we don't -- I mean, I guess the pro super would be responsible. We don't have a debrief section per se or -- that's a tricky dynamic when you get into the pro supers between MXS and AMXS, especially now with the merge.

Q28: That's what we're trying to figure out. So, if debrief, you send a specialist to debrief, I'm guessing, and obviously, from your turnover log, your production superintendent's turnover log and from your statements, hydraulic shop was well aware that this problem had happened on this airplane?

A28: Yes. Yes, sir, absolutely.

Q29: So, I just don't know who should be calling it a repeat recur and actually then falling into the OI realm of who should be signing it off. From a production superintendent, who should be writing big red repeat or big red recur on the forms?

A29: In the past when I was pro super for a small stint in the 660th as well, it was always labeled in debrief. I mean, obviously, as pro supers we knew that, but it was stamped repeat recur in debrief. Me, as a pro super, I've never done that, stamped as. I mean, I've always been aware whether it's a repeat or recur, but never actually put it in the forms as repeat recur.

Q30: Would you say that would be debrief section? Then it's Staff Sergeant Snuffy that's working at debrief would be the one?

A30: No, sir. It would definitely be a pro super's responsibility. Absolutely.

Q31: Do you know who the pro super was for -- were you on duty the night of the debrief for this aircraft, or you came on after?

A31: I came on after the debrief. I believe it might have been days -- dayshift, and then dayshift did a little bit with the aircraft. I came in and took turnover that night.

Q32: Do you know who you took turnover from from pro super that night --

A32: I want to say it was Sergeant , possibly -- Master Sergeant . I don't remember exactly.

Q33: But as far as you know, the 660th would have sent someone also to debrief? Where is the debrief located; is it within the 60th or the 660th?

A33: In the 660th always. All the debriefs are usually in the units, if we can't catch them at the aircraft, and I wasn't sure whether or not the maintainers actually got to the debrief or not. I wasn't aware.

Q34: So, as far as the history, you knew it was there. Hydraulic shop was well aware of the issue; however, the forms didn't match. Another question I have, from the OI, it does state in this particular situation a lead tech would have been the only one that could sign it off. What exactly, or who is a lead technician?

A34: Lead technician would have been, to me, the most experienced person in the shop as far as KC-10 is concerned -- at least one individual, not per shift. It's usually one person in the shop. The lead technician is responsible for training, equipment, tools -- all that happy stuff to make sure --

Q35: Because in this OI it does say a second repeat recur discrepancy will require lead technician involvement in assisting and troubleshooting and signing off the discrepancy in the inspected by block. So, by your own OI, I'm just trying to figure out who would have -- who would that have been in your organization?

A35: For KC-10s it could have been -- shoot. Tech Sergeant wise -- It could have been was probably -- Tech Sergeant was possibly the longest as far as rank and time. He definitely wasn't the longest on the KC-10, but with rank it was either or . I think had been there a little longer, if I'm not mistaken.

Q37: Because you are an experienced hydraulic troop yourself?

A37: Somewhat, yes, sir. I mean, I've got a few years on the KC-10, but I was a section chief for a long time, an expediter, and pro super.

Q38: Okay. So, as far as the debrief, if the aircrew was to -- you said the air crew made a statement saying that it did strike on some form, right? They turned in a form or something?

A38: I've never read it, but I heard they turned in an inflight safety -- I think it's Form 97, if I'm not mistaken.

Q39: And how long do those forms take to get back to debrief or back to the office; have you seen those?

A39: I'm not aware, sir.

Q40: No?

A40: I'm not aware. Normally in the past though, I'm aware, because they mentioned that maybe one will be filled out. We will be filling out. In debrief it's discussed, talked about, you know, but being that I wasn't part of that process, I wasn't aware, and no one else that I spoke to, be it my turnover or be it any other hydraulic technicians, were aware of a 97 being filled out as well, or a pro super being --

Q41: You certainly have the rights to write repeat recur on the forms after debrief --

A41: Yes, sir.

Q42: -- as a production superintendent, as the MXS?

A42: It's a strange dynamic, but yes, sir. I mean, we're still working out the kinks as far as whose -- I mean, aircraft -- I don't own the aircraft. I don't ER the jet anymore, but absolutely, yes. It is owning the hydraulic shop and their maintenance, yes, sir. I could have wrote recur repeat on the forms, yes, sir.

Q43: But 660th is in charge of the debrief process?

A43: Yes, sir.

Q44: You wouldn't happen to know who their lead pro super is at 660th, do you?

A44: Maybe [MM10] now, Senior Master Sergeant select [MM10]. I know he is possibly taking over, if he hasn't already.

QUESTIONS BY ENGINEERING ADVISOR

Q46: Whether it struck the aircraft or not, did you know that it went to 32 degrees max?

A46: Well, it said structural -- yes. It said 32 degrees, yes, sir, and I know that's what's on the gauge. If I'm not mistaken is 32 degrees, yes, sir.

Q47: Knowing that information and knowing that you had knowledge of the prior write-ups before, would that not have caused you to to say, hey, let's just take off the boom; let's just take everything out and inspect everything rather than leave the boom on the jet?

A47: It could have. I mean, as a hydraulic guy and deploying several times and seeing multiple write-ups and things come down, it would have been a hard call, sir.

QUESTIONS BY MAINTENANCE ADVISOR

Q49: As a KC-10 hydraulic troop, this write-up, it appears very auto pilot-type -- more of an electric, compared to mechanical --

A49: Yes, sir.

Q50: Fluid is not the issue on this one here.

A50: Absolutely not.

Q51: Normally you guys tend to chase more fluid. I'm trying to get a feel of how knowledgeable do you feel you were hydraulics, or how many TBA, training business area, you know, how many items were there in your training that allow you to learn and know auto pilot write-ups better?

A51: Very minimal, if any. As far as auto pilot is concerned, it's very limited, sir, that I recall in TBA.

QUESTIONS BY ENGINEERING ADVISOR

Q52: When they're going through checking the readings on the status test panel on the ARB, are they jotting down the values that they get for each one, or is it just a verbal this is good, this is good, this is good?

A52: I'll be honest with you. The night that I was there, as far as trouble shooting is concerned, nobody jotted down the values. They looked at it and looked at the TO. The TO is right in front of them. Said yep, good; within parameters, within parameters, within parameters. That shift, that particular shift, I don't believe wrote it down. I'm not 100 percent, but I don't recall them doing that. I can't speak for the other shifts, but I've seen people do it in the past.

Q53: Do you know if they go through it -- the sequence very quickly hoping that the panel gives them a fault light, or are they actually looking at the values?

A53: No. As far as I know, they absolutely look at the values. I don't – especially because that's one of our things, and if I remember correctly, if my memory serves me correctly that night, you stop and you look at each sensor, and you bump it with a TO. It's good. Plus or minus. Plus or minus. Are we within those parameters or even close? I don't recall anybody trying to zoom through anything or cause a fault by any means that I remember.

QUESTIONS BY MAINTENANCE ADVISOR

Q54: So, if you would have known that the aircraft struck the airplane [sic] you may have called whoever, right? This is page front page or page 2 of 2-5, just the tech data, where all the AR possible inspections are, do you see one on this that you would -- that would fit an aircraft -- a boom striking itself?

BOARD PRESIDENT: What are you referencing?

MAINTENANCE ADVISOR: The 2-5, Boeing TO 2-5, page 2. This is the aircraft -- these are all aircraft inspections where normally you would give over G's, overturns, special inspections.

LEGAL ADVISOR: While the witness is reviewing that -- this is the legal advisor -- you used the term "TO". What is TO referring to?

MAINTENANCE ADVISOR: technical order.

Q54: I mean, reading the verbiage, but knowing boom strike, boom in trail check could possibly be used, but I know that that's possibly referring to hitting the ground, but other than that -- I mean, if I had to pick one, it would be that one.

MAINTENANCE ADVISOR: Okay. Thank you.

QUESTIONS BY PILOT ADVISOR

Q56: As far as the community is concerned, is there a similarity of treating the write-up from a boom structural limit versus as aircraft structural limit? So like the structural limits exceeded on the on the boom as it was before?

A56: Yes, sir.

QUESTIONS BY ENGINEERING ADVISOR

Q58: Do you know of anybody that took any pictures or video of anything?

A58: I've heard rumor of -- I don't know how true this is, but one of crew members taking a video of it detaching from the aircraft, but I've never seen it. Other than that, I don't have any pictures or videos or know of anybody that I know of anyways other than what was on Facebook as far as it laying in the field, you know.

Q59: And in your opinion, in regards to the repeat recur criteria, obviously there was a time in between flights where the boom didn't cycle, but you did not know that.

A59: I didn't. I knew it flew, but I wasn't sure whether or not the boom was used.

Q60: Right.

Q62: How come you couldn't get an answer?

A62: Everything was pretty much hush hush. To be honest with you, I didn't try a whole lot because I was kind of scared to dig into anything. This is the first time I've ever been a part of -- almost a 20-year career. Never, ever, had anything like this happen so.

Q63: Do you mind elaborating? The "hush hush" comment, what do you mean by that?

A63: I mean, when something of this gravity happens, you don't want to talk too much about it because then people start jumping to conclusions. People start, you know, it's ridiculous. So, I just don't want to start because if I contact, for instance, say PNS and ask them contacts or anything like that, for instance, I don't want to kind of bring up any (indiscernible). I just didn't want to dig too much into it. I don't know how big it was, you know? Not from my -- I just didn't want to, you know?

QUESTIONS BY MAINTENANCE ADVISOR

Q64: During that nightshift, was the aircraft on the schedule for the next day already, or do you know if it was prepping to fly?

A64: I don't recall checking the flying schedule. I'm not 100 percent, sir. I'm not 100 percent on whether or not it was supposed to fly that morning, sir.

Q65: I didn't see it in the turnover log on saying that you're prepping to fly, but for it to fly the next day, I'm just trying to figure out what the pro supers were doing.

A65: Sure. Again, prepping to fly, we don't prep. MXS does not, you know, but we do actually look at the flying schedule normally. Not every night. Sometimes it slips our mind. Usually we are made aware that, hey, this is a hot topic because we are flying in the morning. It could be red ball status.

Q66: I'm just talking. The fact that this is on a Sunday, so you don't have some of the meetings? I'm just trying to figure out --

QUESTIONS BY ENGINEERING ADVISOR

Q67: Aside from the write-ups and the forms or the log book, do you know of anybody on or team or just in maintenance in general reporting to you or to anybody else that they had any problems with installation or adjustment or just anything regarding the boom in any of those write-ups?

A67: No, sir. Like I said, up until that last night, my role was extremely limited, in it either didn't fall on my shift or it just wasn't touched during my time, but the only really part was that night where I happened to go out and check on my hydro guys and be there while they were running some of the tests and do some gee whiz inspections for myself. I don't remember anybody saying they had any trouble whatsoever with any kind of maintenance that I remember.

QUESTIONS BY MAINTENANCE ADVISOR

Q68: How many shops does an MXS pro super oversee?

A68: I can't remember the number exactly -- hydro, fuel cell, sheet metal, metals tech, inspection section, NDI, wheel and tire, 7-8. Quite a bit, sir.

QUESTIONS BY LEGAL ADVISOR

Q69: There's been a few acronyms thrown around. I just want to clean up and make clear on the record.

So, first off MXS. What does that mean?

A69: Maintenance Squadron.

Q70: Thank you. ARB?

A70: Air refueling boom.

Q71: BCU?

A71: Boom control unit.

Q72: STP?

A72: Status test panel.

Q73: DRVT?

A73: Directional roll variable transducer.

Q74: I won't make you guess. Does dual rotary voltage transducer sound right?

A74: Nailed it. Yes, sir. Sorry.

Q75: Okay. LVDT?

A75: Linear variable directional transducer?

Q76: Linear voltage differential transducer?

A76: Yeah, that's what I meant. Sorry. It's been a while. So, sorry.

Q77: I understand. NDI?

A77: Non-destructive inspection.

Q78: Okay. Don't worry. The quiz is almost over.

A78: I feel like I'm taking a WAPS test.

Q79: EPR?

A79: Performance Report.

Q80: Enlisted Performance Report?

A80: Yes, sir.

Q81: That was a softball for you.

So, let's see. You also mentioned a TBA?

A81: Training business area.

Q82: We covered technical order. And then AR?

A82: Air refueling.

Q83: And I think there was a PNS as well?

A83: Plans and scheduling.

Q84: Okay. That's all the list I got. Any others that I missed?

QUESTIONS BY PILOT ADVISOR

Q85: One real quick from the pilot advisor. Is there -- during debrief process is there a query to the crew whether or not there are boom cycles?

A85: I will be honest with you, I don't 100 percent remember, but I think so. I believe so, but I can't answer that 110 percent. I cannot. So, sorry about that.

Q86: No worries.

A86: I'm pretty sure there's contacts in debriefed.

QUESTIONS BY ENGINEERING ADVISOR

Q87: Contacts, but just boom lowering?

A87: I do not remember. I don't remember any boom lowering, stowing being debriefed, but again, I'm not 100 percent sure.

Q88: Do you know if that's written down anywhere, or is it just verbally debriefed?

A88: As far as contacts or?

Q89: Contacts, boom cycles --

A89: Yeah, I'm pretty sure the contacts are written down. I think I've seen some information like that through PNS. I'm not 100 percent how to get ahold of it, but I've been part of a couple impounds and some issues like that. I'm pretty sure I've seen that written down for sure, but as far as just cycling the lowering, raising, I can't answer that.

QUESTIONS BY BOARD PRESIDENT

Q90: Are there any matters that we addressed so far that you wish to clarify?

A91: No, sir.

Q92: Are there any additional matters that we have not discussed that you think are relative to this investigation?

A92: No, sir.

Q93: Anything else you wish to add?

A93: That's it, sir.

BOARD PRESIDENT: All right. That concludes the interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this Accident Investigation Board prior to public release of the final report.

Thank you for your time and cooperation. You are dismissed.

SUMMARIZED TESTIMONY OF SSGT MM9

SSgt MM9 appeared at the investigation via telephone, was sworn, and testified substantially as follows:

I am Staff Sergeant MM9 . I am was stationed at Travis Air Force Base with the 60th Maintenance Squadron, but am currently on terminal leave and in the process of separating from the Air Force. I am an aircraft hydraulics craftsman.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

I have been an aircraft hydraulics craftsman for about 1 year. I have been an aircraft hydraulics specialist working on KC-10 aircraft since October 2015. My first experience with KC-10 hydraulics was when the hydraulics shops on Travis Air Force Base were combined around October of 2015. Before that I was assigned to C-17's for about a year and a half, and before that I spent three years working on hydraulics in C-130's. I was assigned to day shift during October 2016.

I did help install the boom on aircraft 83-0080, but I did not install the gimbal. Once I arrived at the aircraft, the gimbal was already installed and the boom was ready to be hung. I was outside for the majority of the time, raising the boom and adjusting the Dual Rotary Voltage Transformer (DRVT). After I adjusted the DRVT, I was called to a different aircraft and then returned to pick up the Airmen working on aircraft 83-0080. I was away for a portion of the work, but helped out for majority of the time. To adjust the DRVT, SrA MM3 was up in the aircraft with the technical order that says what the sensor limits and positions are for the boom. He was getting readings up in the aircraft and relaying to me what I needed to do via our radio headsets. I used a wrench to loosen the jam nut at the end of the bell crank arm, and then I used an Allen wrench to adjust the setting of the DRVT. SrA MM3 used an e-tool to get readings and told me how to adjust the DRVT. An e-tool is a laptop computer that was used during maintenance of aircraft 83-0080. When we were taking readings the boom control unit was still in its place in its block in the back of the aircraft. Once the adjustments were completed, I tightened the jam nut down to hold the center Allen head screw in place. The top bolt that was suppose to go into the tang was already safety wired into the aircraft. I adjusted the DRVT clockwise or counterclockwise based on the readings that SrA MM3 was providing me, but I don't remember if he told me voltages or what the voltage settings were. When I tightened the jam nut back down, SrA MM3 came down from up in the aircraft, and I was called to another aircraft. I do not know what happened or what work was done between the time that I left to go to another aircraft and when I came back to aircraft 83-0080 to pick them up.

When I arrived at the aircraft we raised the boom and connected some electric and hydraulic lines before adjusting the DRVT. I am not sure whether the pin was in the tangs when I showed up for maintenance of this aircraft. I raised the boom througout the aircraft; installing the mount bolts, safety wiring the mount bolts, installing the hydraulics lines, cannon plugs and adjusting the transducer. The gimbal assembly installation was completed before my arrival of aircraft 83-0080. I do not know who mounted the DRVT to the gimbal assembly. I did not conduct

maintenance on this aircraft after the DRVT was adjusted. I did not know the reason why it was replaced until after my previous interview. I do not remember the torque value for tightening the jam nut on the bell crank arm so I would need to look at the job guide to verify. This is the first DRVT that I have adjusted and it is my second or third boom installation. I am not sure if I was signed off on the task in Training Business Area at the time, and I think that I was in training for the task. I do not know if SrA MM3 or another individual were signed off on the task. I did not sign off on the aircraft write-ups.

At the conclusion of the interview I was reminded of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without prior permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed on 14 February 2017.

//SIGNED//

MM9 , SSgt, USAF
Aircraft Hydraulics Craftsman

Signed and sworn before me this 14 day of February 2017.

//SIGNED//

BP , Col, USAF
Board President

SUMMARIZED TESTIMONY OF SSGT MM9

SSgt MM9 appeared at the investigation via telephone, was reminded that he was still under oath, and testified substantially as follows:

I left the mishap aircraft after adjusting the Dual Rotary Voltage Transducer (DRVT). SrA MM3 and maybe another Airman were with me during the maintenance of aircraft 83-0080. When I left the DRVT, it was adjusted and the Air Refueling Boom (ARB) was up and stowed. I adjusted it to zero on the System Test Panel (STP) or ARB tester. SrA MM3 was up in the the aircraft in the Air Refueling Operator's station (ARO); he was telling me where the DRVT needed to be and he was reading the adjustments to me based on the information from the STP and the Technical Order.

I declare under penalty of perjury that the foregoing is true and correct. Executed on 14 February 2017.

//SIGNED//

MM9 , SSgt, USAF
Aircraft Hydrualics Craftsman

Signed and sworn before me this 14 day of February 2017.

//SIGNED//

BP , Col, USAF
Board President

VERBATIM TESTIMONY OF MASTER SERGEANT MM10

Good morning. My name is Colonel [BP]. We're investigating an accident involving a KC-10, tail number 83-0080 that occurred on 1 November 2016 near Mountain Home Air Force Base, Idaho. This investigation, conducted under Air Force Instruction 51-503, is separate and apart from the safety investigation conducted under Air Force Instruction 91-204.

This Accident Investigation Board is a legal investigation that was convened to inquire into the facts surrounding the accident, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you may have given before the Safety Investigation Board will kept confidential, if you were so advised, and can only be used for accident prevention purposes. This Board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the Safety Board under a promise of confidentiality.

Your sworn testimony to us may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the Safety Board and this Accident Board?

WITNESS: Yes.

BOARD PRESIDENT: I must inform you that this interview is being recorded and that you may not use your own recording device during the interview. Do you consent with this interview being recorded?

WITNESS: Yes.

BOARD PRESIDENT: Your testimony in this investigation will be under oath, and at this time I will administer the oath. Please raise your right hand.

Do you solemnly swear that the testimony that you are about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth so help you God?

WITNESS: I do.

BOARD PRESIDENT: You can lower your hand.

Today's date is the 27th of January, 2017. The time now is 1105 local Pacific. This interview is being conducted in Building 31, Room 55 on Travis Air Force Base. The persons present are the witness, Master Sergeant [MM10], the legal advisor, the maintenance advisor and the recorder.

I'm Colonel [BP], the Board president. The witness has been sworn.

Q1: Please state your first and last name.

A1: [MM10].

Q2: What unit are you assigned to, and what's your duty title?

A2: 660th AMXS, and I'm lead production superintendent.

BOARD PRESIDENT: At this point I will hand it over to the maintenance advisor.

QUESTIONS BY MAINTENANCE ADVISOR

Q3: What is your specialty?

A3: I am a 288 X2J. My IFSCS or instrument flight control or guidance and control.

Q4: In October of 2016, were you working day shift or night shift; do you know?

A4: October, what day? I'm sorry.

Q5: In October.

A5: October I was days, yes.

Q6: Days. How long have you been a pro super?

A6: Let's see -- year-and-a-half, roughly.

Q7: Okay. On aircraft 83-0080, do you remember hearing or seeing any write-ups about a boom flying out of, uncommanded?

A7: Yep. October 30th, 29th, one of those days, I came back from a TDY. There was a write-up for erratic boom movement and hydro -- we dispatched hydro to go out and look at it.

Q8: So, you were part of the debrief or you were there when it came down?

A8: I don't believe I was there when it came down because I was working Monday through Friday, and that was a Sunday, but I came in Monday and had to brief it to the group and everything.

Q9: That was before it flew again, I guess?

A9: Yeah, it flew, I think, Tuesday the 1st.

Q10: Okay. And do when you saw that write-up, were you aware that there were similar write-ups prior to?

A10: Yes, and multiple parts have been changed, yes.

Q11: What part of the debrief does AMXS have?

A11: All of it.

Q12: All of it?

A12: Yes.

Q13: So, the flight crew comes to your work center?

A13: Uh-huh.

Q14: Does a hydraulic or a specialist, if it's that part, do they usually come to your --

A14: Yes, if, being hydro is part of MXS, we will call their pro super. They will dispatch them over to debrief to come debrief it, yes.

Q15: Do they usually bring the specialty, or does the pro super show up there and --

A15: Depending on if we're out -- the pro super will show up sometimes, especially if we're in the building. If we're not in the building, we usually let our specialists handle it because they know what's going on.

Q16: Is there a requirement of who has to be there or who should be there?

A16: No.

Q17: Do you know if this write-up was deemed a repeat or a recur?

A17: I don't recall.

Q18: Do you know if there was a pro super available at the debrief on that night after that thirtieth flight?

A18: No, I don't…again, I don't believe I was here during the first debrief, so I don't believe -- I don't remember.

Q19: Were you lead pro super at that time too?

A19: I was training.

Q20: You were training?

A20: Yeah.

Q21: What determines if a write-up is a repeat or a recur?

A21: Repeat if it happens within the next or the third flight after, and recur fourth or fifth flight after the original discrepancy.

Q22: How do you determine if it's a similar discrepancy?

A22: Usually by reading the discrepancy and using knowledge, whatever. Most of the time you'll see a repeat recur it will be almost exactly identical. So, we go through and we run a, our debrief runs a history, and we look at the previous write-ups and see if they are similar.

Q23: So, the debriefer or the specialist that's there would be --

A23: They come to the pro super for that. The debrief will come to the pro super to see -- debrief is responsible for tracking that and making sure what is a repeat recur, and if they have any questions they come to us, to a pro super on shift or the lead pro to say is this a repeat recur usually.

Q24: So, when you saw the write-up on the following Monday, on that Monday morning, I guess it was, did anyone determine it was a repeat?

A24: I don't remember. I know it had history, but not histories to -- I know it had boom history. I don't recall what the history was. As far as erratic flight controls, I don't believe that was a previous write-up from what I remember. I don't recall.

QUESTIONS BY RECORDER

Q25: What is pro super?

A25: Production superintendent.

QUESTIONS BY MAINTENANCE ADVISOR

Q26: So, if MXS, the maintenance squadron, meets the airplane, do they ever not then go to your building for --

A26: MXS? They will usually go through their production superintendent who will then go through us. I guess if I understand the question right, do they not come to us sometimes?

Q27: Yeah, do they ever just take debrief at the aircraft instead of coming to --

A27: Sometimes, yes. Yes. A lot of time they will do that so they can see it in person what's going on, rather than through a writing or through the crew.

Q28: But there is no chance for the, to write down what they gathered, I guess?

A28: No.

Q29: Because then that pro super -- that pro super has their own -- do you have your own turnover log, I am guessing, AMXS pros supers?

A29: Yes.

Q30: Aircraft Maintenance Squadron?

A30: Yeah, we have our own turnover log and yeah --

Q31: And then, obviously, the 60th would have one too?

A31: Right.

Q32: So, on Monday morning do you guys have an MXG meeting every day?

A32: Yeah. We have a seven o'clock in the squadron, and then an eight o'clock for the group every day, Monday through Friday.

Q33: Okay. So, on Monday morning, if this was briefed as a repeat, or if it was determined to be a repeat, it would be briefed at the squadron and the group meeting as a repeat?

A33: If they ask about it at the group. It's not a mandatory item for us to tell them it's a repeat at the group, but yeah if it was a repeat, we will brief it in our seven o'clock at least because at that point you need a lead tech, if it's a first-time repeat -- lead tech to have eyes on it, and then from there it goes to maintenance supervision and then a third or fourth or whatever. I don't recall exactly the order, but I know the first time repeat is lead tech involvement.

Q34: So, where would you write that down? Is there anywhere that information is --

A34: Forms are stamped with a repeat recur.

Q35: I'm saying, like in your turnover log?

A35: We have a maintenance data base that we use. Any jet that lands here, debrief goes in and puts all landing write-ups in it, and then if they -- which we know gets missed a lot, there's a repeat recur tic button, and we have to go back and update it sometimes because it does get missed on that, but the big thing for us is the stamp in the forms.

Q36: In that morning meeting, is there minutes or anything taken for those meetings, or do you guys just discuss around a table, or what is the squadron meeting at seven?

A36: No minutes. Just a package that we get, and we go through yesterday's flying, today's flying, the next day's flying, the sit rip.

Q37: How long do you save those packets?

A37: We save them for a year. Whether or not they have notes on them is because -- I take the notes to the meeting, and then if we have extra packages, sometimes we just throw -- so, the notes may not be on those.

Q38: So, if there is no red stamp repeat recur, I would be led to believe that wasn't deemed a repeat recur?

A38: Right.

Q39: So, if I were to read these write-ups -- because you said the write-ups would determine if it was a repeat or recur?

A39: Well, they would go off, I guess, a work unit code initially, but as we know in maintenance, work unit codes aren't always input correctly. So, at that point if a write-up will pull say a system 46, it will come up. It may be different from after the first two digits. So, if a debriefer notices the write-ups are similar, at that point that's when they come and discuss it with us.

Q40: So, work unit codes -- when troubleshooting and not knowing exactly which specific component it is, do you guys leave like 46000, or do you guys --

A40: Again, training debriefers are usually young Airmen in there. We try to them as specific as possible, but yeah. If you don't know what it is, it's usually a 46, and that's it, or whatever system it is, yes, until we figure out the specific component.

Q41: So, you said your guidance and control by nature, right. How many years you been a guidance control troop?

A41: I've been in 15 years.

Q42: 15. So, if boom roll gauge shows 8 degrees to the right when boom is 0, does that sound similar to you as boom was 4 to 5 degrees to the left and roll gauge was 11 to 12 degrees to the right, would you deem those similar?

A42: Similar, yes.

Q43: Do you know of any other aircraft that hydraulic troops work autopilot?

A43: No, because the 135 does not -- it's all fly-by mechanical. But no, because yeah, you're right. This is an auto pilot computer on the 135. So, no, I don't know any other.

Q44: So, on the aircraft side of an auto pilot write-up, hydraulics would have what part in it?

A44: On the?

Q45: On the aircraft side instead of boom side.

A45: For the boom system?

Q46: Auto pilot. No, just for any auto pilot write-up --

A46: What would they have? They would have actuators. That's usually about it. Usually we'll troubleshoot the computer system all the way back to an actuator. I know B-1s was that way. We troubleshot all to shut off valves and everything, and then from there hydraulics would change it based on our troubleshooting.

Q47: How long has MXS, Maintenance Squadron, housed the KC-10 hydraulic troops?

A47: Since October of 2015, I think it was.

Q48: Do you know what drove that?

A48: A higher headquarters.

Q49: So, AMC?

A49: Yes.

Q50: Air Mobility Command?

A50: It's across AMC now, yes.

QUESTIONS BY BOARD PRESIDENT

Q51: When did that direction come out?

A51: When did that come out? A couple months. They had very little time to get everything up and running for October 1st.

Q52: So, last summer some time?

A52: Yeah, last summer -- two/three months because we lost a couple of our pro supers. One of our pro supers went over and set it up.

QUESTIONS BY MAINTENANCE ADVISOR

Q53: Was there a policy letter or something that came out to drive that; do you know?

A53: I don't remember.

Q54: Does AMXS have any part in the R squaring or raising, lowering or any pieces of the boom itself?

A54: Some lightings. I know E and E, electrics, will do some lighting stuff on it. Usually any time there is wire trouble shooting, electrics is involved.

Q55: But on 3080 did AMXS, Aircraft Maintenance Squadron, help troubleshoot this problem?

A55: I don't remember.

Q56: So, as far as you know, this aircraft would have been debriefed in your building and should have had or might have had a hydraulic specialist there with you if they didn't catch it at the airplane?

A56: Right.

Q57: If a flight crew writes up or does a form 97 for an incident, where does that go in your process?

A57: We do not get a copy of it.

Q58: You do not?

A58: Uh-uh.

Q59: So, they come to debrief, but then they give that to --

A59: They take it with them and turn into safety, or whoever I think it is -- wing safety. We never see a copy of it. The one for this one I did not see any until days later, and I don't -- I've been told in the past that it's proprietary. We're not supposed to actually get it is what I've been told. I have not researched that, but I have -- no, I haven't seen one since then now that I think about it.

Q60: So, does the debrief write down anything different than what's in the aircraft forms ever? So, they're just taking the verbal feedback from the flight crew?

A60: Uh-huh.

Q61: That could be a little bit different than what's written in the forms?

A61: Right.

Q62: And just the specialist that's in that room at that time is who gets that information?

A62: Yes.

Q63: If, I know that from a 97 you reported the boom possibly struck the aircraft, you as a pro super in charge of, I guess, the crew chiefs and the -- what other specialties do you actually watch at 660th?

A63: Crew chiefs, guidance and control, communication, navigation, electronics, environmental and propulsion.

Q64: So, basically everyone but hydraulics?

A64: Everyone -- hydraulics.

Q68: I just want to go down really quick just for my own -- so, debrief comes from the airplane, the crew comes to your building, 660th.

A68: Uh-uh.

Q69: Should be met by the specialists that match that write-up?

A69: Right.

Q70: The debriefer, with the help of a pro super and a specialist determine if it's a repeat recur, and if it is, it changes the path of how you sign it off?

A70: Right.

Q81: And then that's really what -- now you are working between two squadrons, it wouldn't be so much you're seeing who signed it off. So, if you have to go out and do an exceptional release on an aircraft and it's repeat and it's signed off in a corrected action block, would that raise…? I'm trying to figure how would the difference between 660th and AMXS Aircraft Maintenance Squadron and Maintenance Squadron work there?

A81: Right. If I went out there and it was stamped repeat recur and if it was signed off in the corrected by, the only way I would know if it was a lead technician is by looking up that man number. I don't know the hydro shop, so I don't know who their lead technician is without --

Q82: So, you guys have a lead technician in every career field within 660th?

A82: Yes, the funny thing about it is that's how the way the reg reads, but the lead technician was removed from the 21-101. So, who is that person?

Q83: Right. That one might be fixed in the newer --

A83: Right.

Q84: So, then they determine that it goes -- then the forms go back to the airplane while they load everything into the maintenance information system, but anywhere in the maintenance information system is there a place to put repeat recur that you know of?

A84: I don't know. That's a good question. I don't think there is. I've never worked debrief, so I'm not quite sure, and then… no, there is because -- on the 8035 it will show repeat in one of the columns. It does. So, there must be.

Q85: So, it gets loaded in there. Then if the forms are transcribed, it should show up somewhere, and then I guess you'd have to add the red color back to it.

A85: Right.

Q86: And that might chance how you attack the write-up. I'm guessing is why that's there like that?

A86: Yes.

Q87: So, they do all that. They determine if or not -- does anyone ever review after that to see if those three people that were in that meeting, or in the debrief, does anyone second guess that, I guess, or does anyone follow up on that information the next day?

A87: As far as the information they received, or the --

Q88: Whether it's a repeat, recur? Does anyone else look at that afterwards?

A88: I know in the morning meetings we will look, and if there are things that we remember, oh, this is marked as a repeat, we will address it if it is a repeat, and then we do say what was the action, and we do scrutinize it a little more closely, yes.

Q89: You said they print out a history though, right?

A89: You debrief, yes.

Q90: Who gets that history?

A90: It should go to the pro super.

Q91: So, like in this case if you're talking a boom write-up, which pro super would get that history?

A91: It would come to us because we own the aircraft.

Q92: 660th would get the --

A92: Yes, and then if we -- what we see on that then we'll contact the pro super of MXS to follow up and make sure that they know it's a repeat, and they are doing what they're supposed to be doing.

Q93: At any point if a pro super is at an airplane and they realize that their chasing the same sort of write-up, does he have the authority to make that read "repeat recur"?

A93: Yeah, I would assume. I've never had to do that, but yeah, I would assume they would. I don't see why you couldn't go back and put a repeat recur in there. Nothing says you can't.

MAINTENANCE ADVISOR: I have no other questions.

QUESTIONS BY LEGAL ADVISOR

Q94: There are a few acronyms and things like that thrown around, so I just want to go back and clean up a few of those. We talked about MXS and AMXS, but what does MXG stand for?

A94: Maintenance Group.

Q95: Okay. Thank you. And what about R squared?

A95: Remove and replace.

Q96: Thank you. What does a form 97 do?

A96: It's an usual incident in Flight, I think. It's an air crew form that's used for something they want to report to Flight Safety.

Q97: Okay. Thank you. I think you mentioned a SITREP. What does SITREP mean?

A97: It's situational report.

Q98: System 46, what's that?

A98: I believe that's the boom system. It's a number that -- there's different numbers that designate what system of aircraft, and I believe that's the boom system off the top of my head.

Q99: Okay. You referred to a 135. What's a 135?

A99: Tanker -- KC-135 aircraft.

Q100: Thank you. Let's see. I believe you also mentioned an 80-35. What was that in reference to?

MAINTENANCE ADVISOR: That's a maintenance information system screen that you shows…

A100: Yeah. I'm sorry. Yes, 80-35. Every open job on an aircraft.

Q101: Then 21-101?

A101: Is an AFI for maintenance.

Q102: Air Force Instruction.

A102: Air Force Instruction. I'm sorry.

Q103: Then finally, Dash 6 Inspection Book, can you quickly explain what that is?

A103: A Dash 6 for any kind of inspection required for like a hard landing or any unusual -- that is deemed by the TCTO, TO writers that needs further inspection.

Q104: Okay. What is a TO?

A104: Technical order. Sorry.

QUESTIONS BY BOARD PRESIDENT

Q105: Are there any matters that we addressed so far that you wish to clarify?

A105: No.

Q106: Are there any additional matters that we've not addressed that you think are important for this investigation, or is there anything else that you'd like to add to your testimony?

A106: No.

BOARD PRESIDENT: That concludes the interview. You are reminded of the official nature of this investigation, and that you are not to discuss your testimony with anyone outside of this Accident Investigation Board prior to public release of the final report.

Thank you for your time and cooperation. You're dismissed.

SUMMARIZED TESTIMONY OF SSGT MM11

SSgt MM11 appeared at the investigation, was sworn, and testified substantially as follows:

I am Staff Sergeant MM11 . I am stationed here at Travis Air Force Base with the 60th Maintenance Group. I am a quality assurance (QA) inspector.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

In response to Col BP 's questions I told him that my crew position was a quality assurance inspector. I have been a quality assurance inspector for 1 year and fourteen days. My specialty is hydraulics. I worked on KC-10's from March of 2008 until February 2016. During my air force career, I have never personally changed a gimbal assembly. On 13 October 2016, I conducted a personal evaluation on SSgt MM2 for installing the boom gimbal assembly. I went throught the procedures of the Technical Order (T.O.) 28-71-04, gimbal maintenance practices. When I stopped by the aircraft, the crew was ready to install the gimbal. On T.O. 28-71-04 page 202 section B, is where I started the evaluation. The T.O. gives a list of the circuit breakers that were supposed to be tagged and safetied. As I started my personal evaluation (P.E.), I would go over the forms and to make sure the correct circuit breakers were tagged and had safety clips applied. I went through the forms for verification, moved on to the steps where they applied the grease and filled the bushing cavity. After that they installed the gimbal support bolts to secure the gimbal to the aircraft. This took them some time, and I observed a little bit more than the half of the installation. I had observed a sufficient number of steps to assess SSgt MM2 's proficiency. I stopped the P.E. at that point and informed them that it passed P.E. pending Training Business Area (TBA) verification that SSgt MM2 is qualified on the task. I stopped there, and that is when I left, which was around 0330 or 0400. The next step would have been for them to secure the nuts and bolts with lock wires and cotter pins.

I was on night shift and when I came into work, I saw an aircraft parked with the boom removed and was told that they were going to be installing the boom on the aircraft during that shift. The quality assurance office has quarterly inspection quotas for inspecting certain tasks, and a boom installation is one of those quarterly requirements. A gimbal installation is not a quarterly requirement, and just counts as a standard P.E. I originally went out to the jet around 2330 or midnight to observe the boom installation, but at that point they had not removed the old gimbal from the aircraft. I then went to inspect a different quarterly requirement being performed on a C-5. When I returned around 0230, they had removed the old gimbal and were just about to install the new one. I realized that they would likely not get to the boom installation during this shift, so I proceeded with the standard P.E. for the gimbal installation, and turned over the boom installation inspection to my day shift counterpart.

At the time that I was evaluating the gimbal installation, I do not remember whether the Dual Rotary Voltage Transducer (DRVT) had already been installed in the gimbal. According to the tech data, the DRVT should not be installed until after the gimbal and boom are both mounted on the aircraft. I saw SSgt MM2 install the gimbal on the aircraft, and I was evaluating him on this task. I did not evaluate him on the installation of the DRVT. I do not recall whether the DRVT

had already been installed in the gimbal before the gimbal was attached to the aircraft. I also do not know if he used a new DRVT from supply or if he reinstalled an old one. During the segments of the gimbal installation that I observed, the maintenance personnel installing the gimbal were referencing the technical orders, and I did not observe any deviations from gimbal installation processes prescribed by the technical order. I did not evaluate the installation of the DRVT because that step comes later in the process and there was not enough time during that shift to get to that step. The QA inspectors for the following shift inspected the installation of the boom, but I do not personally know when the DRVT was installed because I did not evaluate that portion of the installation.

I am qualified at installing a DRVT, but I have never personally completed the task of removing and replacing either a DRVT or a gimbal because those procedures occur rarely. I estimate that I have only ever seen four gimbal replacements in my career. The tech data for 28-71-04, which addresses removing and replacing the gimbal, does not refer you to the tech data for 28-72-05, which is a different checklist for removing and replacing the DRVT. In addition, the tech data for installing the DRVT is very vague and simply says to install the DRVT and provides a picture of the components. The instructions are not specific so they leave an individual installing the DRVT several possible ways to accomplish that task. I do not recall anyone going back to inspect the DRVT.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 7 February 2017.

//SIGNED//

MM11 , SSgt, USAF
Quality Assurance Inspector

Signed and sworn before me this 07 day of February 2017.

//SIGNED//

BP Col, USAF
Board President

SUMMARIZED TESTIMONY OF SSGT MM11

SSgt MM11 appeared at the investigation, was sworn, and testified substantially as follows:

I am Staff Sergeant MM11 . I am stationed here at Travis Air Force Base with the 60th Maintenance Group. I am a quality assurance (QA) inspector.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

In response to Col BP 's questions I told him that my crew position was a quality assurance inspector. I have been a quality assurance inspector for 1 year and fourteen days. My specialty is hydraulics. I worked on KC-10's from March of 2008 until February 2016. During my air force career, I have never personally changed a gimbal assembly. On 13 October 2016, I conducted a personal evaluation on SSgt MM2 for installing the boom gimbal assembly. I went throught the procedures of the Technical Order (T.O.) 28-71-04, gimbal maintenance practices. When I stopped by the aircraft, the crew was ready to install the gimbal. On T.O. 28-71-04 page 202 section B, is where I started the evaluation. The T.O. gives a list of the circuit breakers that were supposed to be tagged and safetied. As I started my personal evaluation (P.E.), I would go over the forms and to make sure the correct circuit breakers were tagged and had safety clips applied. I went through the forms for verification, moved on to the steps where they applied the grease and filled the bushing cavity. After that they installed the gimbal support bolts to secure the gimbal to the aircraft. This took them some time, and I observed a little bit more than the half of the installation. I had observed a sufficient number of steps to assess SSgt MM2 's proficiency. I stopped the P.E. at that point and informed them that it passed P.E. pending Training Business Area (TBA) verification that SSgt MM2 is qualified on the task. I stopped there, and that is when I left, which was around 0330 or 0400. The next step would have been for them to secure the nuts and bolts with lock wires and cotter pins.

I was on night shift and when I came into work, I saw an aircraft parked with the boom removed and was told that they were going to be installing the boom on the aircraft during that shift. The quality assurance office has quarterly inspection quotas for inspecting certain tasks, and a boom installation is one of those quarterly requirements. A gimbal installation is not a quarterly requirement, and just counts as a standard P.E. I originally went out to the jet around 2330 or midnight to observe the boom installation, but at that point they had not removed the old gimbal from the aircraft. I then went to inspect a different quarterly requirement being performed on a C-5. When I returned around 0230, they had removed the old gimbal and were just about to install the new one. I realized that they would likely not get to the boom installation during this shift, so I proceeded with the standard P.E. for the gimbal installation, and turned over the boom installation inspection to my day shift counterpart.

At the time that I was evaluating the gimbal installation, I do not remember whether the Dual Rotary Voltage Transducer (DRVT) had already been installed in the gimbal. According to the tech data, the DRVT should not be installed until after the gimbal and boom are both mounted on the aircraft. I saw SSgt MM2 install the gimbal on the aircraft, and I was evaluating him on this task. I did not evaluate him on the installation of the DRVT. I do not recall whether the DRVT

had already been installed in the gimbal before the gimbal was attached to the aircraft. I also do not know if he used a new DRVT from supply or if he reinstalled an old one. During the segments of the gimbal installation that I observed, the maintenance personnel installing the gimbal were referencing the technical orders, and I did not observe any deviations from gimbal installation processes prescribed by the technical order. I did not evaluate the installation of the DRVT because that step comes later in the process and there was not enough time during that shift to get to that step. The QA inspectors for the following shift inspected the installation of the boom, but I do not personally know when the DRVT was installed because I did not evaluate that portion of the installation.

I am qualified at installing a DRVT, but I have never personally completed the task of removing and replacing either a DRVT or a gimbal because those procedures occur rarely. I estimate that I have only ever seen four gimbal replacements in my career. The tech data for 28-71-04, which addresses removing and replacing the gimbal, does not refer you to the tech data for 28-72-05, which is a different checklist for removing and replacing the DRVT. In addition, the tech data for installing the DRVT is very vague and simply says to install the DRVT and provides a picture of the components. The instructions are not specific so they leave an individual installing the DRVT several possible ways to accomplish that task. I do not recall anyone going back to inspect the DRVT.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 7 February 2017.

//SIGNED//

MM11 , SSgt, USAF
Quality Assurance Inspector

Signed and sworn before me this 07 day of February 2017.

//SIGNED//

BP Col, USAF
Board President

SUMMARIZED TESTIMONY OF TSGT MM12

TSgt MM12 appeared at the investigation, was sworn, and testified substantially as follows:

I am TSgt MM12 . I am stationed at Travis AFB with the 60th Maintenance Group. I am a Quality Assurance (QA) Inspector.

At the beginning of the interview, the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

My specialty is as a crew chief for the KC-10s. I have been working with KC-10s since September 2011. In October 2016 I was working the day shift. I remember conducting a personal evaluation (P.E.) on SrA MM3 for the installation of a boom on 13 October 2016. The tech data that I would use for the installation of the boom is task 28-71-06. I conducted an evaluation on steps three through ten on the boom installation, which essentially involves attaching the boom onto the aircraft. As part of this process, the crew would attach the boom hoist cable and install the bolts connecting the boom to the mounting points on the gimbal. They would then connect all of the associated cables and hydraulic lines and raise the boom.

I reviewed the maintenance forms prior to the start of my evaluation, but did not conduct what is known as a "forms evaluation." My review of the forms was to ensure that it would be safe to conduct a personal evaluation at that time, and that the boom was ready to be installed. A forms evaluation is a much more intensive inspection of all of the paperwork and documentation associated with a task, including verifying the tech data and man numbers associated with a given discrepancy. I cannot recall specifically what was in the forms from three or four months ago, but believe there were write-ups in the forms that would have led to the gimbal being removed and replaced. Nothing in the forms indicated that it was not safe to proceed with the boom installation at that time, and I would not have proceeded with the P.E. unless I thought that it was safe to do so.

I am aware of the requirement in T.O. 00-20-1 for an individual to document what steps of a task they completed or did not complete during their shift. As a QA inspector during a P.E. I am responsible for observing that task being performed, and once the P.E. is complete I do not have any further involvement in ensuring that task is performed properly. After I completed the P.E. on 13 October 2016, I did not observe the documentation that followed and I do not know if it was completed correctly. I also do not know what steps were completed after I left. I do not know if the Airmen checked the polarity of the Dual Rotary Voltage Trandsucer because that was not part of the boom installation that I observed. I did not observe them lower the boom to conduct any sort of function check. I also did not observe any steps of the gimbal installation, which is a different task and follows different tech data.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 13 February 2017.

//SIGNED//

MM12 , TSgt, USAF
Quality Assurance Inspector

Signed and sworn before me this 13 day of February 2017.

//SIGNED//

BP , Col, USAF
Board President

SUMMARIZED TESTIMONY OF SRA MM13

Senior Airman MM13 appeared at the investigation, was sworn, and testified substantially as follows:

I am SrA MM13 . I am stationed at Travis Air Force Base, and am assigned to the 60th Maintenance Squadron. I am a hydraulic systems journeyman.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

I was asked if I recalled working on a KC-10, tail number 83-0080, from 16 to 19 October 2016 while it was receiving its A-check inspections. Specifically, I was asked if I recalled removing its Boom Control Unit (BCU) in order to troubleshoot BCU issues on another aircraft. I stated that I did not recall performing that maintenance action off of the top of my head. I stated that if I were to remove a BCU for troubleshooting, I would use the same technical data as I would follow to remove and replace a BCU, which is technical order 2-28. I also did not recall working on a BCU issue on aircraft number 3075 due to the number of KC-10 BCU issues that I have been called to troubleshoot over the last couple of years. In response to the engineering advisor's question, I indicated that a lot of times the aircrew will write up any number of fails that the BCU or the Status Test Panel (STP) have logged while in the air, but when we go to troubleshoot the issues we will find the fault that has been logged and begin to troubleshoot the issues. It is common that while we are troubleshooting the issue on the ground that the fault will not reoccur as we go through the troubleshooting and pre-flight check process. To troubleshoot these issues we typically follow the 28FI utilizing the Air Refueling Boom (ARB) tester. When we are running these tests we will either remove the BCU and connect the test set to where the BCU goes or plug in where individual components connect, but that is done more occasionally when we are attempting to troubleshoot further down other components. Sometimes the ARB tester is accurate and sometimes it is not. There was an instance that I can recall, even though I cannot remember which aircraft it was on, where we used the ARB tester to test an elevator actuator that we suspected was bad. We hooked the ARB tester directly to the actuator and the ARB tester said that actuator was good. We then continued working the issue and could not determine any other reason why the problems would be occurring so we swapped out the actuator and that resolved the issues we were having. I cannot recall working any other boom write-ups on aircraft 83-0080 since October 2016, and I cannot recall hearing that aircraft 83-0080 was having boom control or boom roll issues. I cannot recall specifically why we removed the BCU from aircraft 83-0080 to troubleshoot another aircraft, but if we were using 83-0080's BCU, it was a known good BCU, then we were likely trying to address a logged fail of some sort in that other aircraft. I have replaced one gimbal in my career and I cannot recall replacing any dual rotary voltage transducers (DRVT's) in my career. Replacing a gimbal is a rather complex procedure because it involves removing the entire boom and replacing the entire assembly by which the boom is attached to the aircraft. It is normal operating procedure when we remove a BCU from an aircraft to perform a function check on the BCU once it is replaced to ensure that it is working and operable. It is normal practice when we remove a BCU to work on another plane, to put BCU back in its original aircraft.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 10 February 2017.

//SIGNED//

MM13 , SrA, USAF
Hydraulic Journeyman

Signed and sworn before me this 10 day of February 2017.

//SIGNED//

BP , Col, USAF
Board President

SUMMARIZED TESTIMONY OF SSGT MM14

SSgt MM14 appeared at the investigation, was sworn, and testified substantially as follows:

I am Staff Sergeant MM14 I am stationed at Travis AFB with the 60th Maintenance Squadron. I am an Aircraft Hydraulics Craftsman.

At the beginning of the interview, Colonel BP , the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

I do not recall working a Boom Control Unit (BCU) write-up where the BCU was removed from aircraft 83-0080 while it was undergoing maintenance in order to troubleshoot BCU issues on aircraft 3075. To troubleshoot BCU issues for an aircraft I would use the 2-28 series tech data, but I cannot recall the specific task number from memory. If the BCU is taken out and replaced, I would perform a pre-flight check as well as a maintenance test. I would check for further sensors and wiring for the boom.

BCU's have been a common issue for the maintenance team, especially around the time of the mishap. During the month of October, I do not remember working any other boom control issues on aircraft 83-0080. I remember hearing about this aircraft having repeating and recurring issues with its flight controls. The maintenance personnel would perform operational checks while aircraft was on the ground, and everything would appear functional. Then the aircraft would go out for a mission and the flight crew would come back and report the same, similar, or brand new issues. I did not work on any roll write-ups for boom issues. I have not adjusted a Dual Rotary Voltage Transformer in my air force career. I have utilized the Air Refueling Boom tester for a different issue and it was not used for flight control or roll access problems.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 10 February 2017.

//SIGNED//

MM14 , SSgt, USAF
Aircraft Hydraulics Craftsman

Signed and sworn before me this 10 day of February 2017.

//SIGNED//

BP , Col, USAF
Board President

SUMMARIZED TESTIMONY OF MSGT MM15

MSgt MM15 appeared at the investigation, was sworn, and testified substantially as follows:

I am Master Sergeant MM15 . I am stationed at Travis AFB with the 660th Aircraft Maintenance Squadron. I am a Flying Crew Chief and an Aircraft Section Chief.

At the beginning of the interview, the Accident Investigation Board (AIB) Board President, briefly introduced himself to me, informed me of the purpose of the investigation under AFI 51-503, and informed me that this investigation is separate and apart from the previously convened Safety Investigation Board.

I was aboard the mishap aircraft, KC-10 tail number 83-0080, on a flight from Eielson Air Force Base (AFB), Alaska, to Yokota Air Base (AB), Japan, on the 30th of October 2016. I was with the aircraft for the entire mission, which lasted from the 23rd to the 30th of October 2016. The only maintenance actions performed on the boom while the mishap aircraft was at Eielson AFB was a servicing of the independent disconnect system on the boom nozzle. That procedure requires the boom to be lowered onto a maintenance cable, but the boom does not get swung or offset to the side in order to accomplish this procedure. To my knowledge no other maintenance actions were performed on the boom or in the area of the boom.

On 30 October 2016, I was back in the Air Refueling Operator (ARO) compartment at the beginning of the flight, but once we were preparing to make contact I went to the front of the aircraft to alert another maintenance personnel so that she could come back and observe the aerial refueling from the ARO compartment. While I was at the front of the aircraft, the boom operators experienced some control issues with the refueling boom. I did not personally witness how the boom acted or hear any atypical noises while the boom was having control issues. The boom operators did tell me that they could not control the boom, and that they thought the boom may have struck the aircraft. I do not recall them saying that it had exceeded a structural limit. Once the boom operators were able to stow the boom, the crew determined that it was not safe to attempt to lower the boom again and we diverted to Travis AFB.

Once we landed, the plane was met by maintenance personnel from the hydraulics section, and I observed both of the boom operators at the back of the aircraft explaining what had happened with the boom. The aircrew went to the debrief with maintenance personnel, but I did not attend. I went to turn in our tools while they were in debrief , and the debrief was over by the time I returned to the aircraft. I am not aware of which personnel from maintenance participated in the debrief on 30 October 2016.

I reviewed the debrief form for mission number 6PH420W23300, dated 30 October 2016 (see attachment). That is my handwriting on the form. I prefilled the information on this form while we were on our way to Yokota AB, including writing my name on the top of the form in the "Debriefed By" block. During the mission, I did not update the form after we diverted to Travis AFB. After reviewing the form, the only inaccurate information would be my name at the top, and that the "Code 3" block should have had "yes" circled. A Code 3 means that the aircraft is not in a flyable condition. The reason I would have circled a Code 3 was based upon the fact that the boom was a necessary piece of equipment for our mission, and it was not functioning

properly. The maintenance personnel who were debriefed by the flight crew can also identify the aircraft as "Code 3." The standard practice is that during a mission I will fill out the debrief forms for any intermediate flights, and then bring them to maintenance once we complete the entire mission. On the final leg of a mission, the debrief section would typically be the ones to complete the debrief form. As far as I know, the debrief form that I filled out for the 30 October 2016 flight did not get to the maintenance personnel until after they had already been verbally debriefed by the aircrew.

Once I turned in the tools and returned to the aircraft to retrieve my baggage, I went to the back of the aircraft to look at the boom. I spoke with the maintenance personnel who were at the aircraft. During that conversation I relayed to them what the boom operators had told me about the incident. I essentially stated that the boom operators had told me that the boom had swung rapidly to the side and potentially struck the side of the aircraft. At this time I also did a visual inspection of the outside of the aircraft for damage, but did not see any damage.

After I dropped my tools off in the 660th Aircraft Maintenance Squadron (AMXS) building, I walked by the debrief section. Since no one was there at the time, I went to the 660 AMXS production office and explained what the boom operator told me about the aircraft. I do not recall talking with them specifically about whether they were going to consider the incident a Code 3 write-up. I also do not know what specific maintenance actions they intended to do to address the incident. I am not aware of any specific inspection that would be required for a boom striking an aircraft. I also do not recall someone mentioning any fault lights being on the boom panel during the incident.

The interview concluded with the AIB Board President reminding me of the official nature of the investigation and that prior to public release of the AIB report I should not disclose my testimony to anyone outside of the Accident Investigation Board without his permission.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Travis Air Force Base, California, on 14 February 2017.

//SIGNED//

MM15 , MSgt, USAF

Aircraft Section Chief

Signed and sworn before me this 14 day of February 2017.

//SIGNED//

BP , Col, USAF

Board President

Date: 20161030	Aircraft: 83 0080 KC	Debriefed By:	MM15		
Aircrew Time In: N/A	Aircrew Time Out: N/A				

Prior to debriefing: Review past debriefing forms, logs, or files to acquaint themselves with any previous repeat/recurring discrepancies

Mission Number: 6PM42W23300	Mission Symbol: T30L	Flying Squadron			
Scheduled Flying Hours: 5.4	Actual Flying Hours: 5.4	6th LC		2nd L"	
Take-Off ICAO: PAEI	Take-Off Time: 1810	8th L&		32nd L#	
Landing ICAO: KEDW	Landing Time: 2356	70th L'		76th L$	
Training Complete: Yes No	Percentage Complete: 100%	79th LB		78th L%	
Reason Training Was Not Completed:	N/A				
Type Of Training Not Completed:	N/A	Notes:			
Type Training Completed (If < 50 %):	N/A				
Reason Late/Early By +/- .5 Hours:	N/A	Was it coordinated through MOCC:	Yes	No	

If UARSSI Contacts were wet, ensure Aircrew has documented AF Form 664

UARSSI	Boom Contacts	Drogue Contacts	Left Warp Contacts	Right Warp Contacts	Type Receivers / Remarks
0	0	0	0	0	
Fuel Offload	**Boom Cycles**	**Drogue Cycles**	**Left Warp Cycles**	**Right Warp Cycles**	
0	0	0	0	0	Boom Operators Name: IBO

Was a drogue check due prior to aircraft take-off:	Yes	No
Reason check was not accomplished:		
Do you have any engine coupons:	Yes	No
Reason coupon wasn't documented:		

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Dropped Objects: Yes No JCN: Pro Super:		If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
Code 3: Yes No JCN: Pro Super:		Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
Air Abort: Yes No JCN: Pro Super:		Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
Repeat / Recur Discrepancies: Yes No Original JCN: Pro Super: Repeat / Recur JCN:		Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package
Bird strike: Yes No JCN: Pro Super:		If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
Engine Shutdown: Yes No JCN: Pro Super: Engine: #1 #2 #3 Engine Serial Number: Engine Hours: Shutdown Location ICAO:		Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS
Thrust Reverser Discrepancies: Yes No JCN: Pro Super:		If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
Uncommanded Flight control input: Auto Pilot: Yes No JCN: Pro Super:		Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures

1	Prior to debrief:	Print out & prep Prelaunch package, Fill out Debrief worksheet heading with "Date, Tail number, & Mission number"
2.	During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
3.	Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
4	Check AFTO Form 781 for:	Blocks 1-15 filled out, Correct date, Tail Number, Mission Number, Mission Symbol, Times are in Zulu and the Pilots initials are in the Review Block.
5.	Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13 Servicing Data is correctly filled out.
6.	Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
7.	Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
8.	Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H
9.	Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
10	Complete 8070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
11.	Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
12.	Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
13	Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
14.	Complete 8036 Screen:	Print out 1 copy for the last month of flights. Use option Y
15.	Fax Appropriate Documents:	Fax any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
16.	Create Debrief Package:	Staple 8036, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
17	Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

TAB W

WEATHER AND ENVIRONMENTAL RECORDS AND DATA (Not Included in Tab F)

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TAB X

STATEMENTS OF INJURY OR DEATH

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TAB Y

LEGAL BOARD APPOINTMENT DOCUMENTS

Y1. AIB Convening Order, 9 Nov 16 ..... Y-2

Y2. Memorandum appointing additional AIB members, 30 Nov 16 ..... Y-4

Y3. Memorandum appointing additional AIB member, 18 Jan 17..... Y-5

Y4. Memorandum appointing Subject Matter Experts, 18 Jan 17..... Y-6

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

9 November 2016

MEMORANDUM FOR COLONEL BP , 375 OG/CC

FROM: AMC/CV
402 Scott Drive, Unit 3EC
Scott AFB IL 62225-5310

SUBJECT: Convening of AFI 51-503 Accident Investigation Board, Class A, KC-10 Mishap, 1 November 2016, near Mountain Home AFB, ID

1. An Accident Investigation Board (AIB) is hereby convened under the provisions of AFI 51-503 to investigate the subject mishap. You must avoid accessing any privileged safety information regarding this mishap until approval of the report. This appointment letter is your authority to interview witnesses, take sworn testimony, and review all documents, files, and wreckage relevant to your investigation. Upon receipt of a complete Part I of the Safety Investigation Board (SIB) Report, you and other detailed members are relieved of all other duties until the AIB Report is submitted for approval. You may consider releasing any member when his/her AIB responsibilities are complete. The following personnel are detailed to serve on the AIB:

Colonel BP	, 375 OG/CC	President
Captain LA	, AFLOA/JACC	Legal Advisor

2. Your investigation will follow the guidelines and procedures in AFI 51-503. HQ AMC/JA will advise you on preliminary administrative matters, as required. Your legal advisor is required to be present during all witness interviews, and must review all evidence, documents, transcripts, and statements prior to inclusion in your report. Your report will include an Executive Summary, Summary of Facts, and Statement of Opinion as required by AFI 51-503. All witnesses, documents, records, and other evidence within the control of the Air Force will be made available to you, other than privileged safety information. All witnesses who testify must do so under oath or affirmation. Your report shall be released to the public and shall not contain any privileged safety or Privacy Act-protected information.

3. Your Statement of Opinion must be supported by a preponderance of the evidence contained in your report. Your legal advisor will assist you in evaluating evidence. Do not include recommendations for corrective or disciplinary action in your report. You and the other AIB members are not authorized to disclose board findings or opinions, except to members of my staff, prior to my approval of the AIB report.

4. Travel and billeting will be funded by Air Mobility Command. You will be provided a cross organizational funding authorization for your travel by HQ AMC/JA. Travel orders should be

issued locally and authorize variations in travel for all board members. All travel costs for witness interviews outside the host installation area should be coordinated with HQ AMC/JA in advance.

5. In accordance with AFI 51-503, the host installation will assist you with logistical and administrative support. A host installation liaison officer will be appointed to assist with arranging billeting, vehicles (if available), facilities, administrative support, and reproduction services. Make contact with the host installation liaison officer through the wing commander's office. Additionally, the mishap squadron shall appoint a point of contact to assist the AIB with access to witnesses and evidence secured by the unit.

6. Your investigation should be completed within 30 days from receipt of non-privileged safety information from your legal advisor. Submit any requests for extensions, additional advisors, or other matters to me through HQ AMC/JA. Submit your final report to HQ AMC/JA, and they will forward it to me for approval.

7. The HQ AMC/JA point of contact for any questions is Major AMC/JA

//SIGNED//

THOMAS J. SHARPY
Major General, USAF
Vice Commander

cc:
HQ AFLOA/JACC
18 AF/CC/JA
375 AMW/CC/JA

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

30 November 2016

MEMORANDUM FOR COLONEL BP , 375 OG/CC

FROM: HQ AMC/JA
102 E. Martin St, Room N-119
Scott AFB IL 62225-5012

SUBJECT: Appointment of Additional Accident Investigation Board Members, Class A Mishap, 1 Nov 16, KC-10, near Mt Home AFB, ID

1. On 9 Nov 16, AMC/CV convened an Accident Investigation Board (AIB) under AFI 51-503 to investigate the above referenced mishap.

2. Pursuant to my authority under AFI 51-503, paragraph 2.1.3., I appoint the following individuals to serve on the AIB:

Captain PM	, 2 ARS/DOB, JB MDL, NJ	Pilot
Captain MDM	350 ARS/MDG, McConnell AFB, KS	Medical
Captain WM	, 89 OSS/OSW, Andrews AFB, MD	Weather
NH-03 EM	AFLCMC/WKDAB, Tinker AFB, OK	Engineer
CMSgt MM	, 735 AMS/CCC, Hickam AFB, HI	Maintenance
SrA REC	, 60 AMW/JA, Travis AFB, CA	Recorder

3. You must ensure that all AIB members are briefed on the requirements of AFI 51-503, paragraph 7.1.3, which prohbit the disclosure of information regarding the AIB investigation until the report is released to the public.

4. The HQ AMC/JA point of contact for any questions is Major AMC/JA

//SIGNED//

, Colonel, USAF
Staff Judge Advocate

Attachment:
Convening Order, 9 November 2016

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

18 January 2017

MEMORANDUM FOR COLONEL BP , 375 OG/CC

FROM: HQ AMC/JA
102 E. Martin St, Room N-119
Scott AFB IL 62225-5012

SUBJECT: Appointment of Additional Accident Investigation Board Member, Class A Mishap, 1 Nov 16, KC-10, near Mountain Home AFB, ID

1. On 9 Nov 16, AMC/CV convened an Accident Investigation Board (AIB) under AFI 51-503 to investigate the above referenced mishap.

2. Pursuant to my authority under AFI 51-503, paragraph 2.1.3., I appoint MSgt BO HQ AMC/A3VK, Scott AFB, IL to serve on the AIB.

3. You must ensure that all AIB members are briefed on the requirements of AFI 51-503, paragraph 7.1.3, which prohibit the disclosure of information regarding the AIB investigation until the report is released to the public.

4. The HQ AMC/JA point of contact for any questions is Major AMC/JA

//SIGNED//

Colonel, USAF
Staff Judge Advocate

Attachment:
Convening Order, 9 November 2016

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

18 January 2017

MEMORANDUM FOR COLONEL BP , 375 OG/CC

FROM: HQ AMC/JA
102 E. Martin St, Room N-119
Scott AFB IL 62225-5012

SUBJECT: Subject Matter Expert, 1 Nov 16, KC-10, Class A Mishap, near Mountain Home AFB, ID

1. On 9 Nov 16, AMC/CV convened an Accident Investigation Board (AIB) under AFI 51-503 to investigate the above referenced mishap.

2. Pursuant to the provisions of AFI 51-503, Paragraph 3.5.1., the following individuals have been detailed as Subject Matter Experts (SME) to assist in your investigation into the 1 Nov 16 mishap:

Mr. SME1	AFLCMC/WKD, Tinker AFB, OK	
Mr. SME2	, AFLCMC/WKDBB, Tinker AFB, OK	
MSgt FE	, HQ AMC/A3VK, Scott AFB, IL	Flight Engineer

3. You must ensure that all SMEs are briefed on the requirements of AFI 51-503, paragraph 7.1.3, which prohibits the disclosure of information regarding the AIB investigation until the report is released to the public.

4. The HQ AMC/JA point of contact for any questions is Major AMC/JA

//SIGNED//

, Colonel, USAF
Staff Judge Advocate

Attachment:
Convening Order, 9 November 2016

TAB Z

PHOTOGRAPHS, VIDEOS, DIAGRAMS, AND ANIMATIONS (Not Included in Tab S)

Z1. Mishap boom in trail status after separation from aircraft Z-3

Z2. Mishap Area of Operations Z-4

Z3. Boom Operator computer-based training illustration - center.....Z-5

Z4. Boom Operator computer-based training illustration – left Z-6

Z5. Boom Operator computer-based training illustration – right Z-7

Z6. Boom gimbal housing with DRVT pin in place Z-8

Z7. Boom gimbal housing after impact with DRVT pin displaced.....Z-9

Z8. Boom gimbal assembly A-frame after impact A.....Z-10

Z9. Boom gimbal assembly A-frame after impact B Z-11

Z10. Boom gimbal assembly A-frame after impact C.....Z-12

Z11. Boom gimbal assembly A-frame after impact D.....Z-13

Z12. Boom gimbal assembly A-frame after impact E Z-14

Z13. Boom gimbal assembly A-frame after impact F Z-15

Z14. Boom gimbal assembly A-frame after impact G.....Z-16

Z15. Boom gimbal assembly A-frame after impact H.....Z-17

Z16. Boom gimbal assembly A-frame after impact I Z-18

Z17. Boom gimbal assembly A-frame after impact J Z-19

Z18. Boom gimbal assembly A-frame after impact K.....Z-20

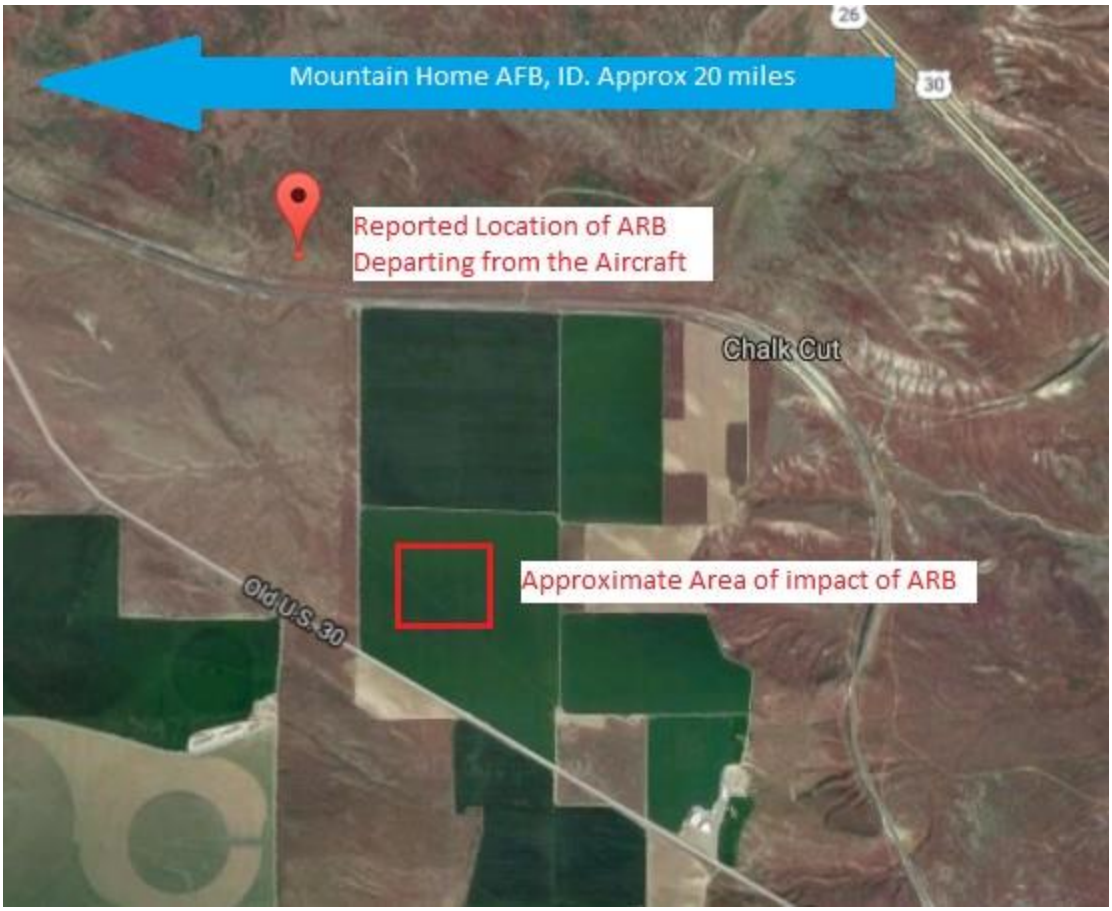
Z19. Boom gimbal assembly A-frame after impact L Z-21

Z20. Boom gimbal assembly A-frame after impact M.....Z-22

Z21. Boom Control Assembly frame Z-23

Z22. Boom Control Assembly wire Z-24

Z23. Parametric data charts referenced in Tab L Z-25


Mountain Home AFB, ID. Approx 20 miles
26
30
Reported Location of ARB
Departing from the Aircraft
Chalk Cut
Approximate Area of impact of ARB
Old U.S. 30

10
0
10
20
30
R
ROLL
L
30

0
10
10
20
30
30
R
ROLL
L

10
0
10
20
30
ROLL
R
L
30

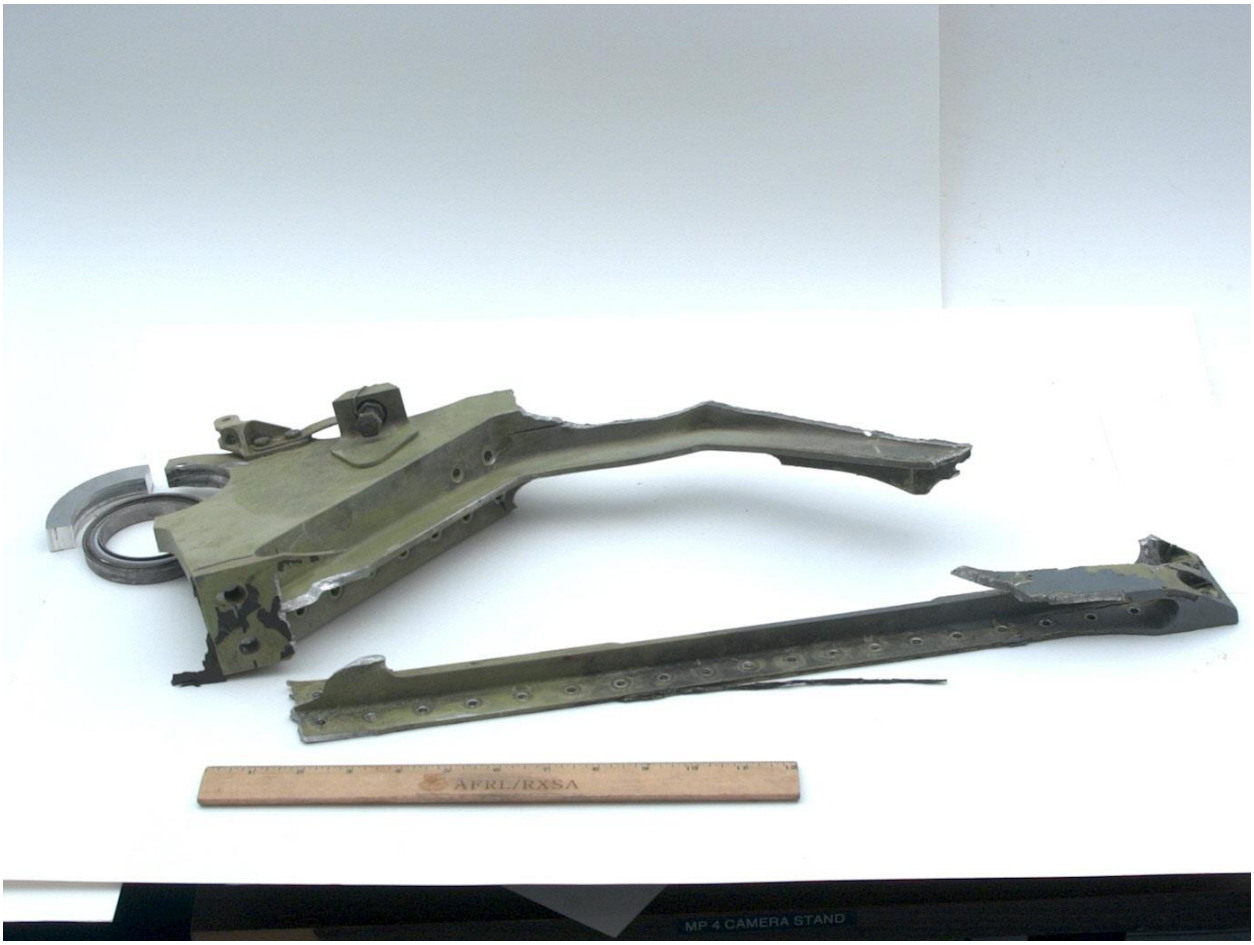
●○○○○ AT&T LTE
7:39 PM
34%
Travis AFB
October 30, 2016 5:28 PM
Details

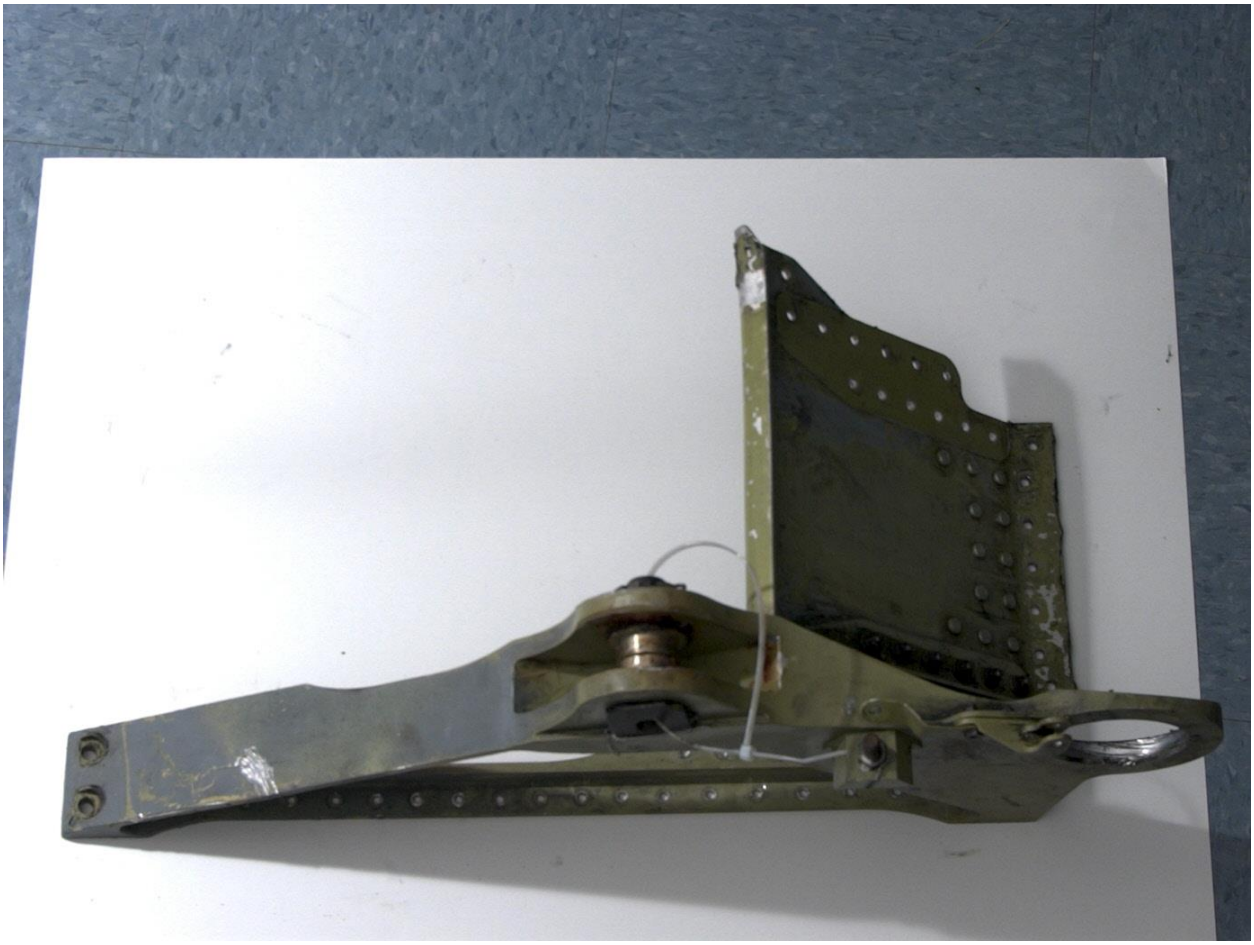
KC-10A, T/N 83-0080, 1 November 2016

AFRL/RXSA

AFRL/RXSA

AFRL/RXSA


AFRL/RXSA
MP 4 CAMERA STAND



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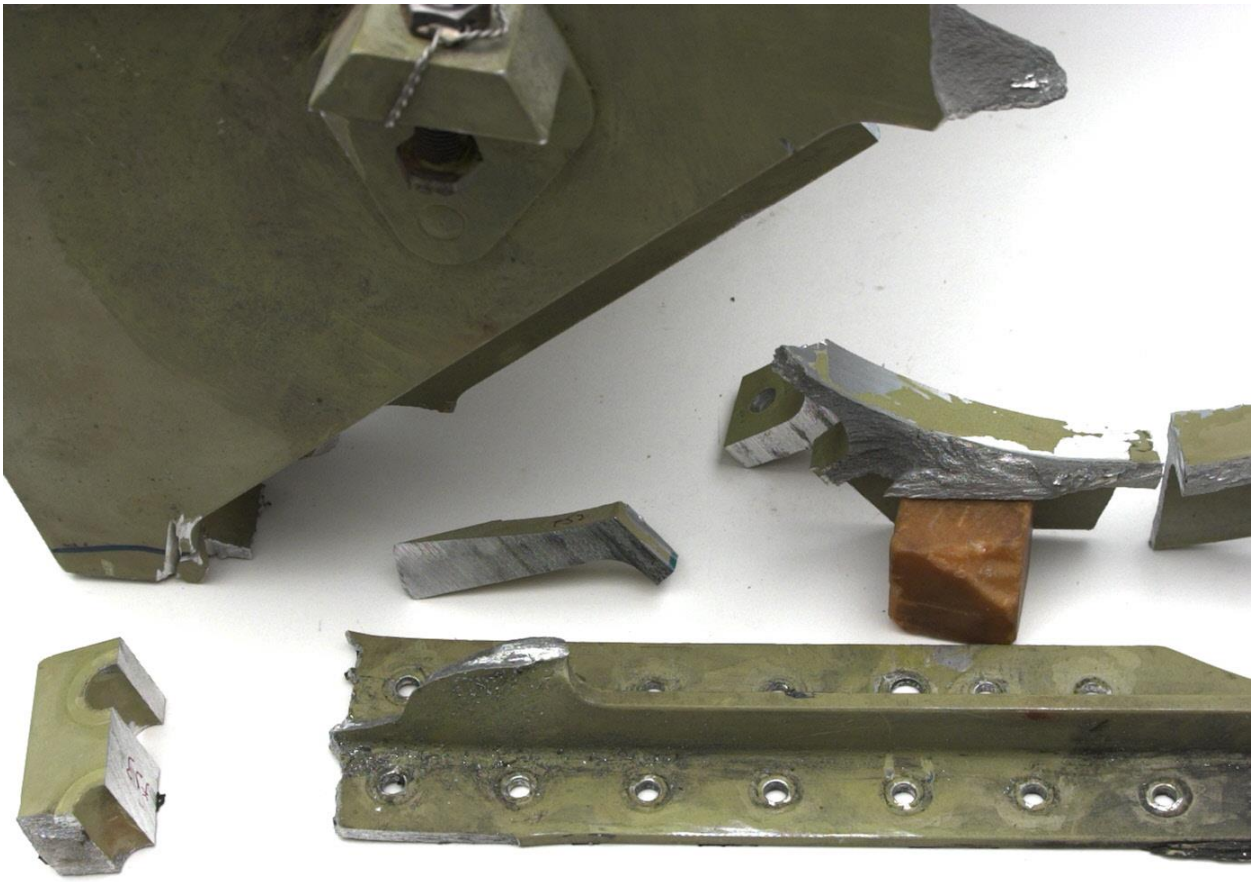
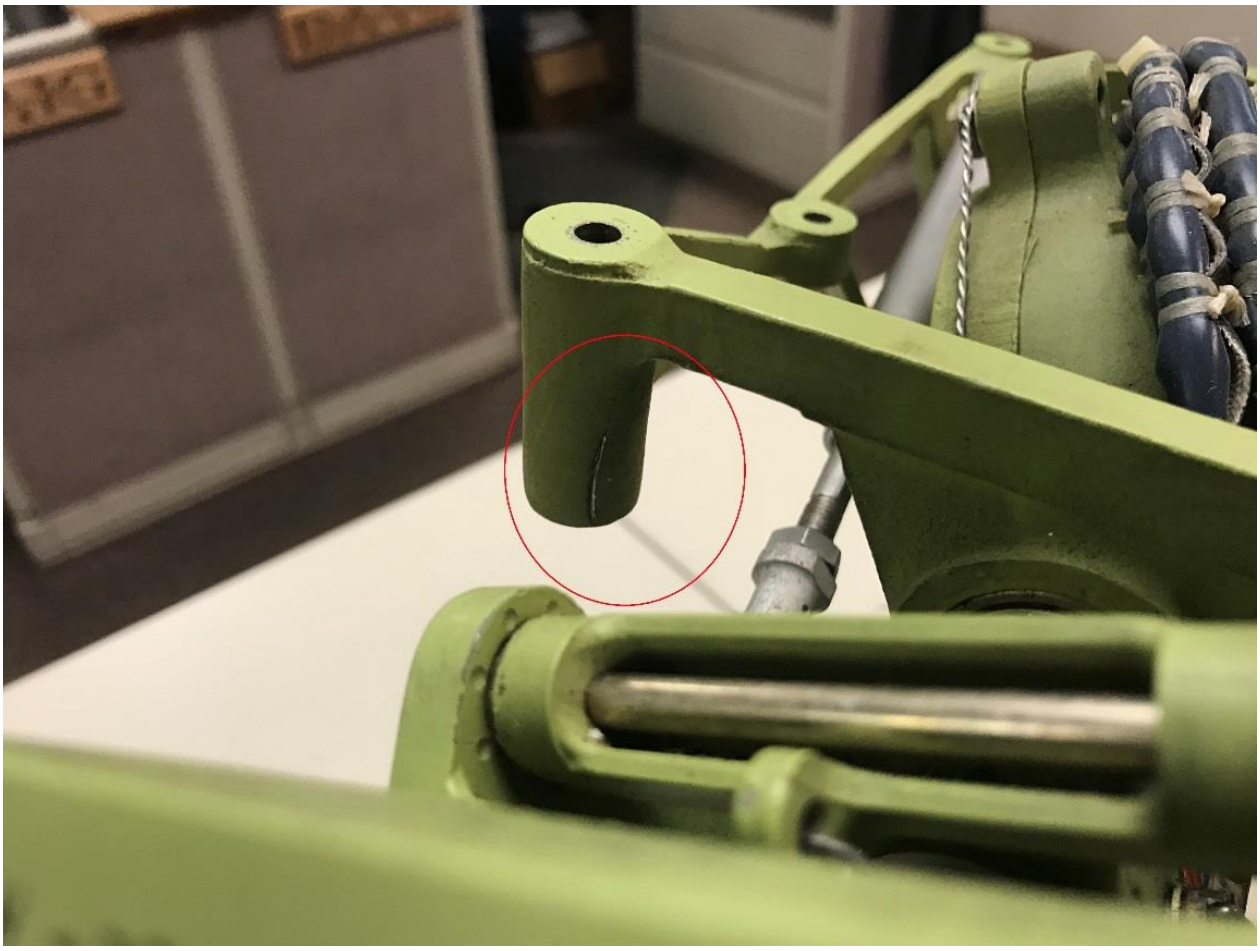
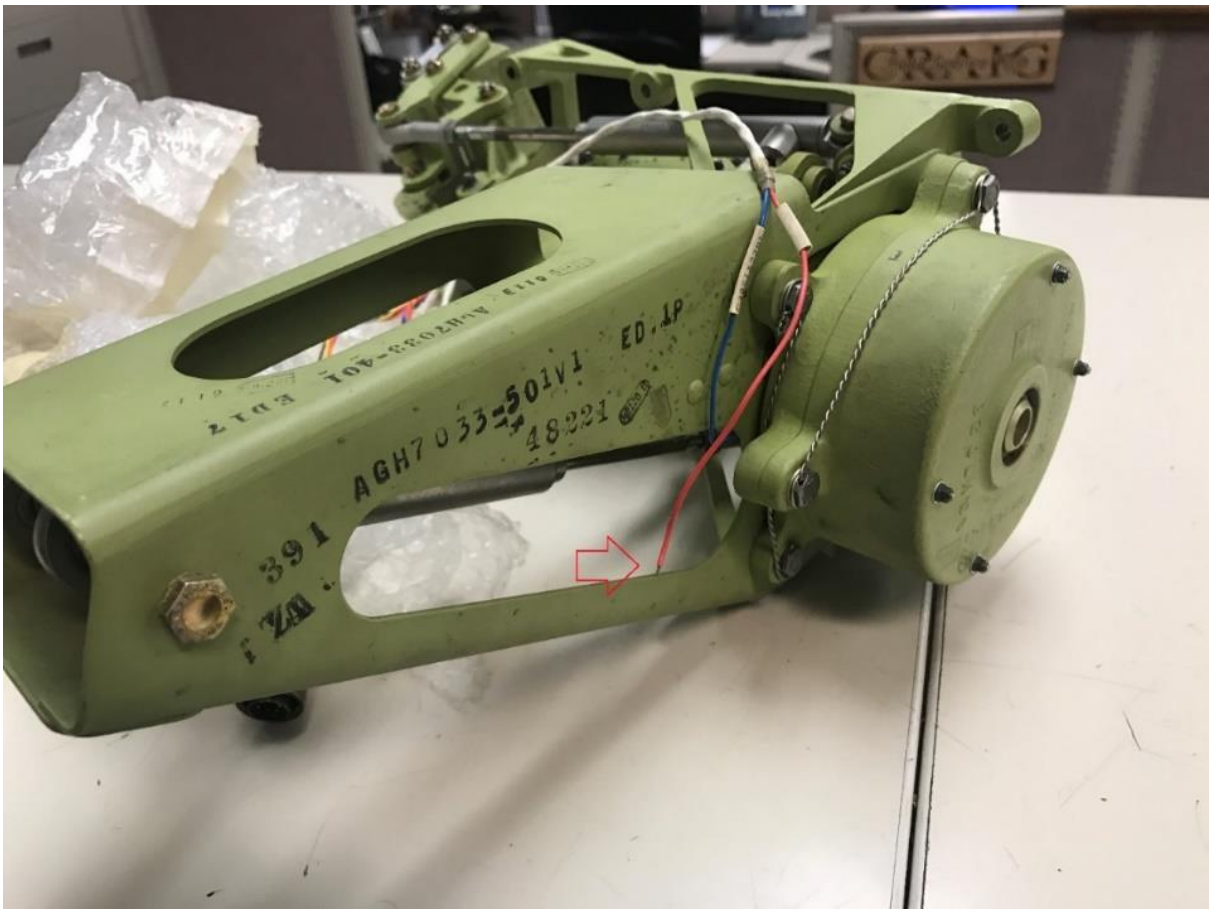
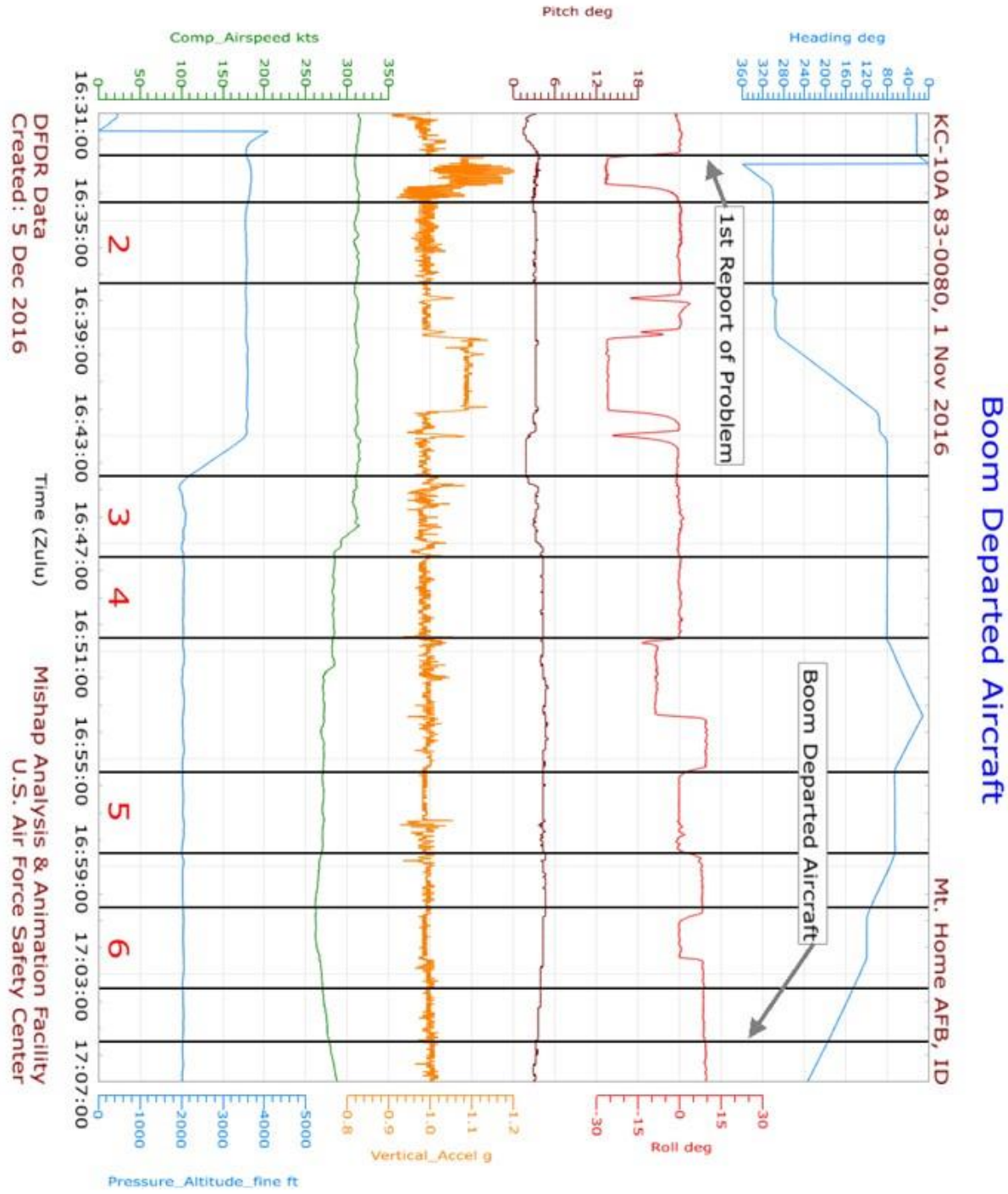
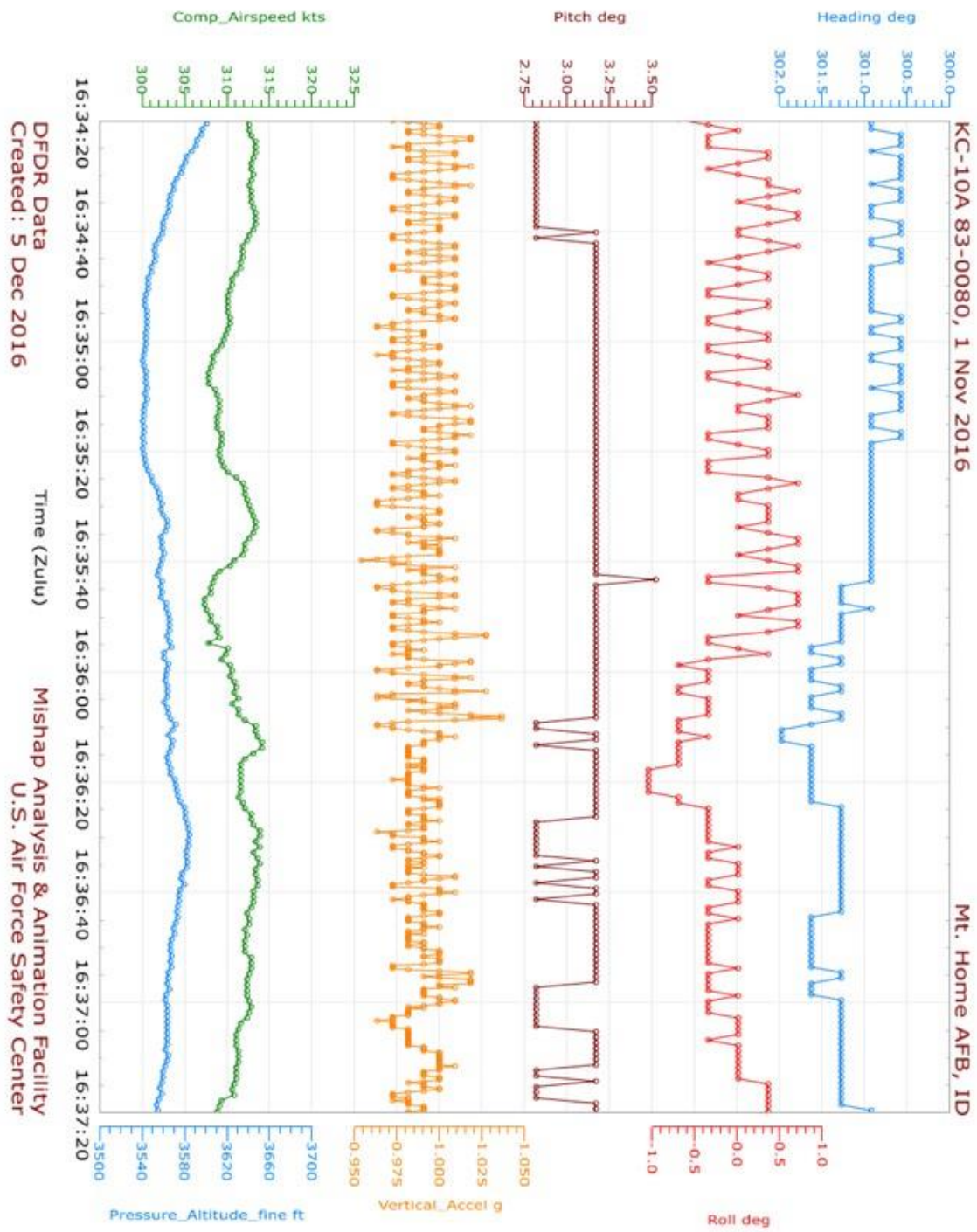


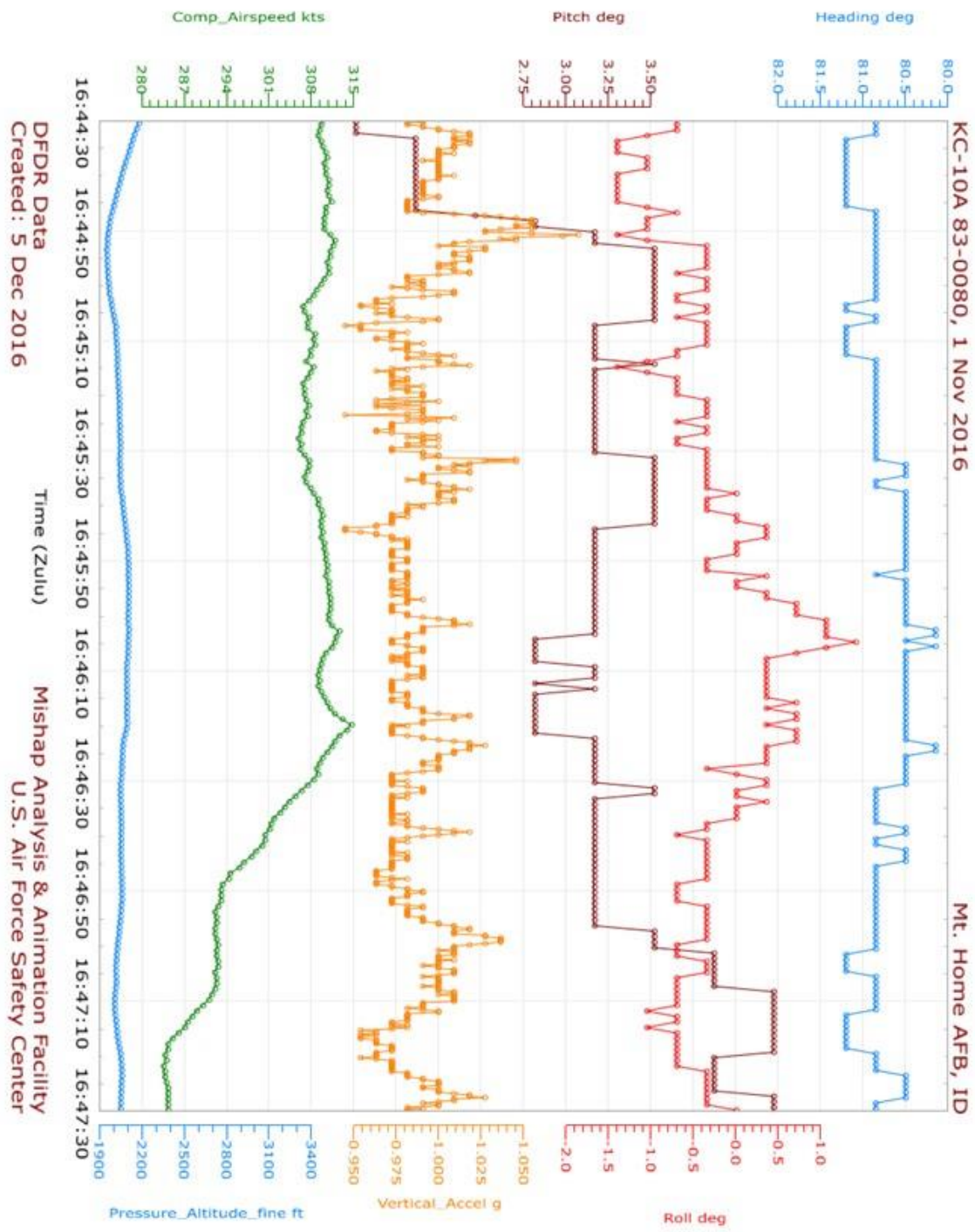
FS2

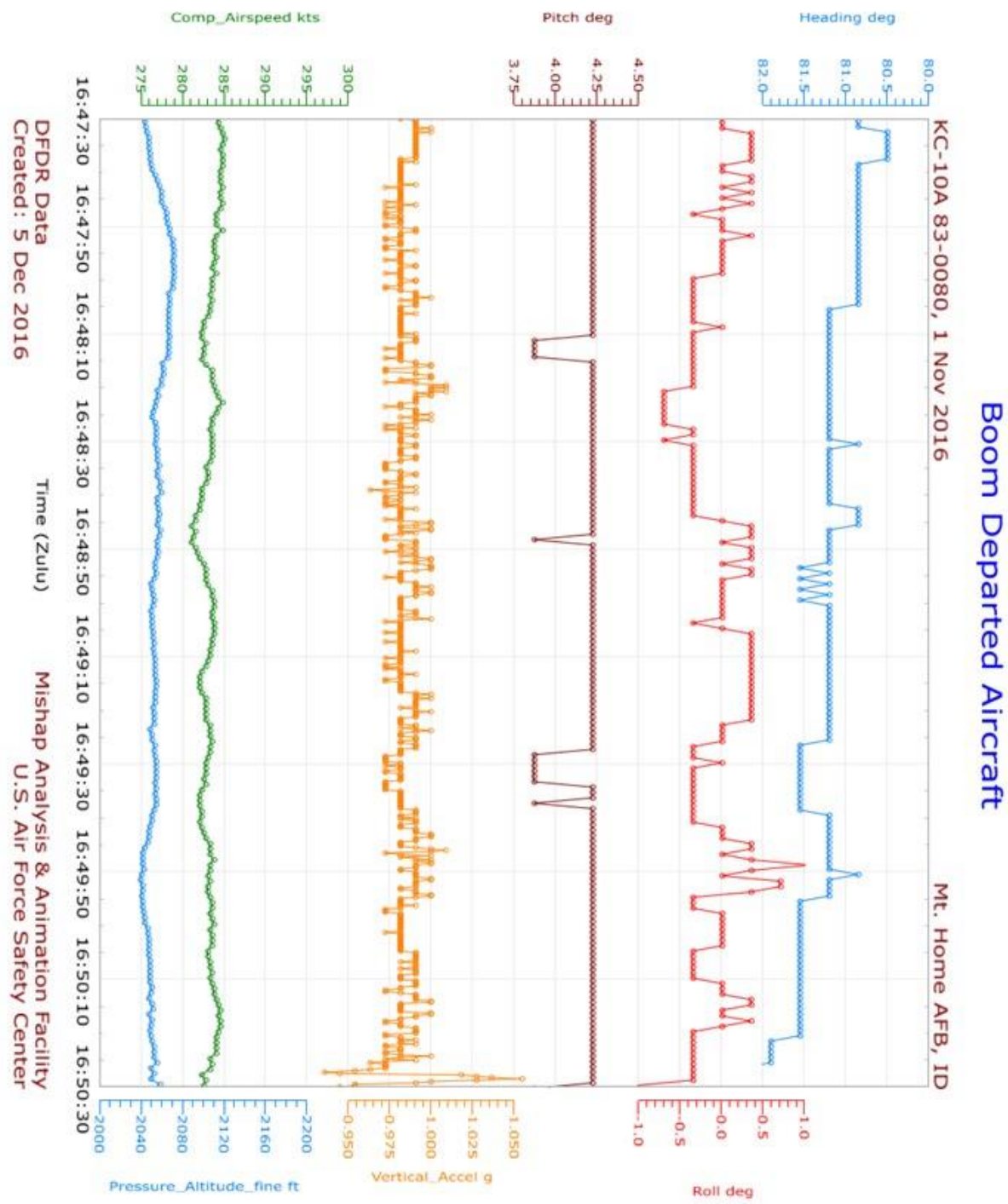


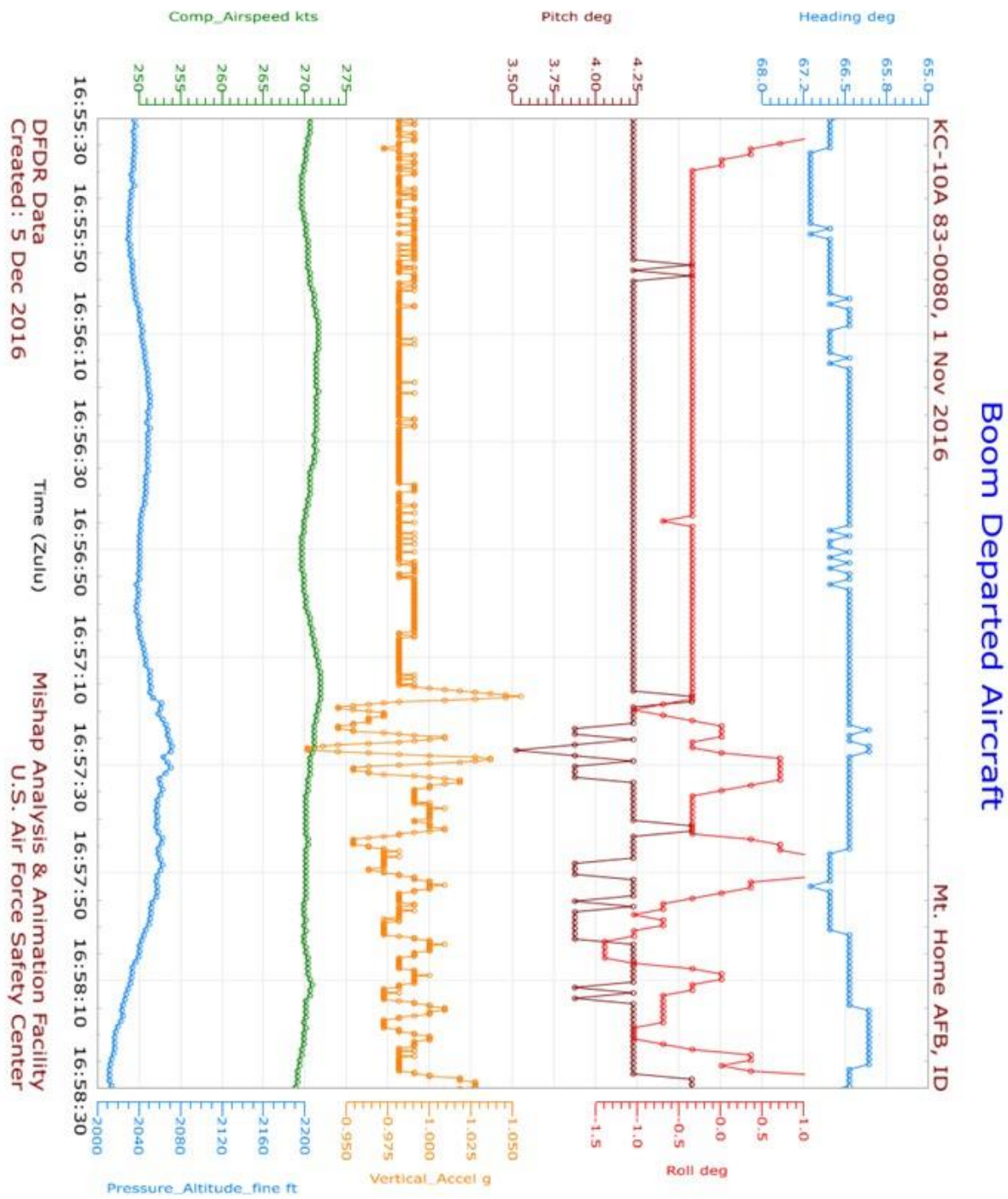

391 AGH7033-501V1
48221

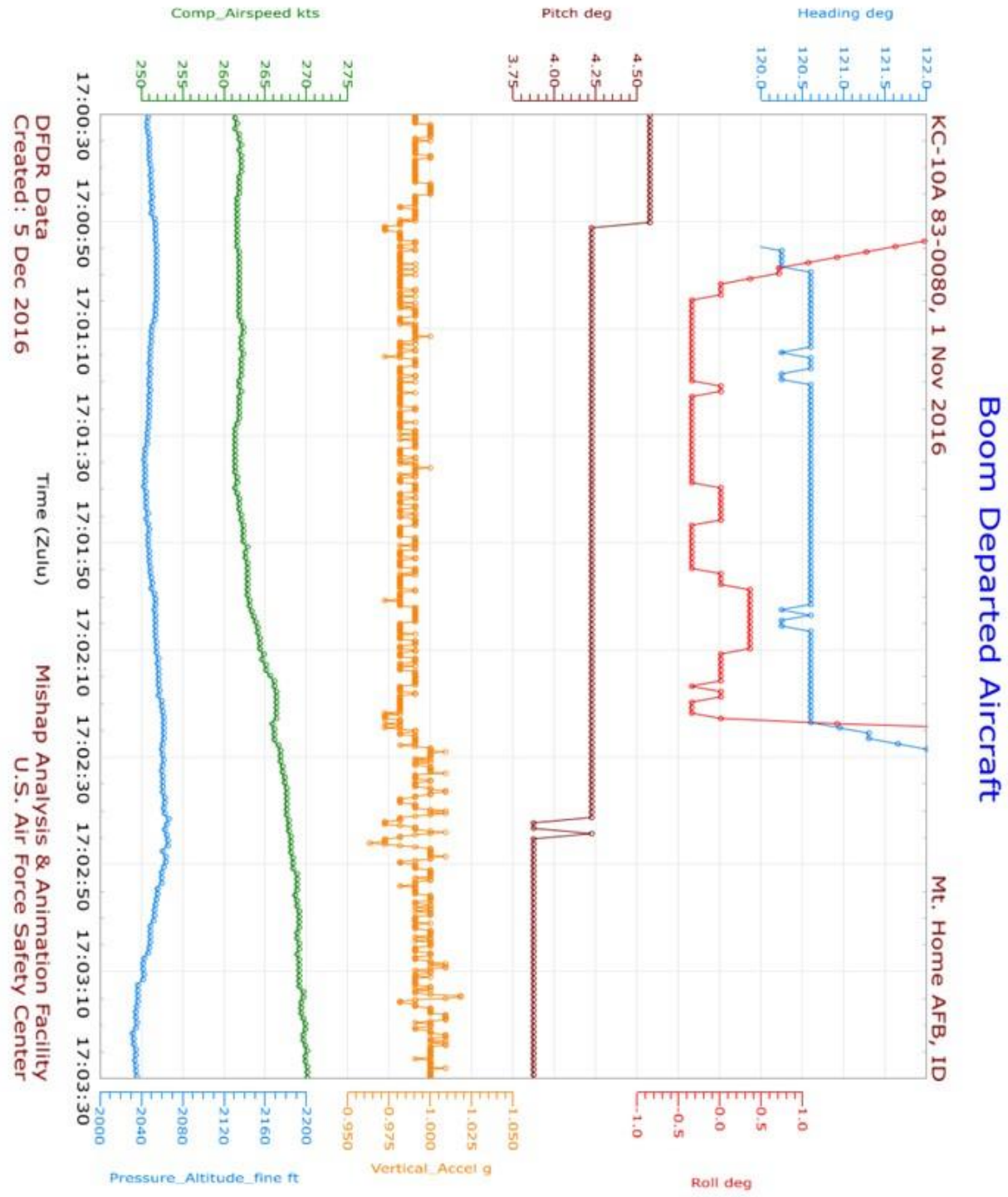

Boom Departed Aircraft
KC-10A 83-0080, 1 Nov 2016
Mt. Home AFB, ID
1st Report of Problem
Boom Departed Aircraft
Heading deg
Pitch deg
Comp_Airspeed kts
Roll deg
Vertical_Accel g
Pressure_Altitude_fine ft
Time (Zulu)
16:31:00
16:35:00
16:39:00
16:43:00
16:47:00
16:51:00
16:55:00
16:59:00
17:03:00
17:07:00
2
3
4
5
6
DFDR Data
Created: 5 Dec 2016
Mishap Analysis & Animation Facility
U.S. Air Force Safety Center


Boom Departed Aircraft
KC-10A 83-0080, 1 Nov 2016
Mt. Home AFB, ID
Heading deg
Pitch deg
Comp_Airspeed kts
Roll deg
Vertical_Accel g
Pressure_Altitude_fine ft
Time (Zulu)
DFDR Data
Created: 5 Dec 2016
Mishap Analysis & Animation Facility
U.S. Air Force Safety Center


Boom Departed Aircraft
KC-10A 83-0080, 1 Nov 2016
Mt. Home AFB, ID
Heading deg
Pitch deg
Comp_Airspeed kts
Roll deg
Vertical_Accel g
Pressure_Altitude_fine ft
Time (Zulu)
DFDR Data
Created: 5 Dec 2016
Mishap Analysis & Animation Facility
U.S. Air Force Safety Center


Boom Departed Aircraft
KC-10A 83-0080, 1 Nov 2016
Mt. Home AFB, ID
Heading deg
Pitch deg
Comp_Airspeed kts
Roll deg
Vertical_Accel g
Pressure_Altitude_fine ft
Time (Zulu)
DFDR Data
Created: 5 Dec 2016
Mishap Analysis & Animation Facility
U.S. Air Force Safety Center


Boom Departed Aircraft
KC-10A 83-0080, 1 Nov 2016
Mt. Home AFB, ID
Heading deg
65.0
65.8
66.5
67.2
68.0
Pitch deg
3.50
3.75
4.00
4.25
Comp_Airspeed kts
250
255
260
265
270
275
Roll deg
1.5
1.0
0.5
0.0
0.5
1.0
Vertical_Accel g
0.950
0.975
1.000
1.025
1.050
Pressure_Altitude_fine ft
2000
2040
2080
2120
2160
2200
16:55:30
16:55:50
16:56:10
16:56:30
16:56:50
16:57:10
16:57:30
16:57:50
16:58:10
16:58:30
Time (Zulu)
DFDR Data
Created: 5 Dec 2016
Mishap Analysis & Animation Facility
U.S. Air Force Safety Center


Boom Departed Aircraft
KC-10A 83-0080, 1 Nov 2016
Mt. Home AFB, ID
Heading deg
Pitch deg
Comp_Airspeed kts
Roll deg
Vertical_Accel g
Pressure_Altitude_fine ft
Time (Zulu)
17:00:30
17:00:50
17:01:10
17:01:30
17:01:50
17:02:10
17:02:30
17:02:50
17:03:10
17:03:30
DFDR Data
Created: 5 Dec 2016
Mishap Analysis & Animation Facility
U.S. Air Force Safety Center

TAB AA

FLIGHT DOCUMENTS

AA1. Form 97 – AMC In-Flight Emergency and Unusual Occurance Worksheet AA-2

AA1. Form 97 – AMC In-Flight Emergency and Unusual Occurance Worksheet AA-4

AA2. KC-10 Formation Briefing Guide AA-6

AA3. KC-10 Yoke Note and Pre-Departure Briefing Guide AA-8

AA4. DD Form 175 – Military Flight Plan AA-10

AA5. GDSS Mission Detail from four flights prior to the mishap AA-11

AA6. GDSS Mission Detail from three flights prior to the mishap AA-12

AA7. GDSS Mission Detail from two flights and the flight prior to the mishap AA-13

AA8. GDSS Mission Detail from the mishap AA-15

AA9. AFTO Form 781 – ARMS Aircrew/Mission Flight Data Document AA-16

AA10. 60th Operations Group Go/No-Go Checklist for mishap flight AA-18

AMC IN-FLIGHT EMERGENCY AND UNUSUAL OCCURRENCE WORKSHEET

SECTION I. **FOR CREW USE**

1. DATE	2. TIME (ZULU)	3. LAT/LONG	4. CLOSEST AIRFIELD ICAO
30 OCT16	1830Z		PAEI

5. REPORTING BASE (ICAO)	6. MISSION NUMBER	7. TYPE AIRCRAFT	8. TAIL NO.	9. HOME STATION (ICAO)
KSUU	GPH420W23300	KC-10	83-0080	KSUU

10. WING	12. ALTITUDE (MSL)	13. WEATHER (VFR, IFR, THUNDERSTORMS, HAIL, LIGHTNING, TURBULENCE, RAIN, ICING, ETC.)
60AMW	25000'	IFR IN & OUT OF CLOUDS
11. SQUADRON: 9 ARS		

14. PHASE OF FLIGHT

☐ TAXI ☐ TAKEOFF ☐ CLIMB ☐ CRUISE ☑ AIR REFUELING ☐ DESCENT ☐ LOW LEVEL
☐ FINAL APPROACH ☐ MISSED APPROACH ☐ TRAFFIC PATTERN ☐ TOUCH & GO ☐ LANDING ☐ UNKNOWN

15. TIME FROM ALERT TO INCIDENT	16. TAKEOFF TIME (ZULU)	17. FLIGHT DURATION	18. AIRCRAFT SYSTEM(S) INVOLVED	19. ENGINE SHUTDOWN
4+45	1809	5.9	AIR REFUELING BOOM & FUEL SYS	☒ NO ☐ YES POSITION NO: ☐ 1 ☐ 2 ☐ 3 ☐ 4

20. STATEMENT: *(A CONCISE, CHRONOLOGICAL DESCRIPTION OF THE FACTS AND CIRCUMSTANCES LEADING TO THE OCCURRENCE, ACTIONS TAKEN AND RESULTS. ATTACH EXTRA SHEETS IF ADDITIONAL SPACE IS REQUIRED.)*

During boom lowering procedures the elevation position switch was moved from stow to refuel. The boom began its downward movement. At approximately 20 degrees elevation the boom slowly moved left to approximately 5 degrees with no command inputs made. The operator attempted to center the boom by slowly inputting small commands to the right. The boom flew rapidly to the right structural limit. The operator attempted to stop the boom by flying the flight control stick to the left. The boom was not following command inputs, flew to at least 32 degrees right, and a audible bang was heard. The operator turned off the flight control switch and ran the appropriate abnormal checklist. This lead to discontinuing air refueling and returning to Travis AFB.

CREW ALSO COORDINATED W/TACC & ATC TO JETTISON FUEL IN LIEU OF HOLDING IN ORDER TO LAND UNDER MAX LDG WT. FUEL WAS DUMPED IN W-513 IAW TRAVIS AFB 11-2MDS-V3 OI. APPROX 30 K FUEL WAS DUMPED

21. PERSONNEL INVOLVED *(INCLUDE NAME, GRADE, ASSIGNED DUTY, PHONE NUMBER, AND A DESCRIPTION OF ANY INJURY OR ILLNESS. AIRCREWS ATTACH CREW ORDERS, WITHOUT SSN'S, TO FORM)*

SECTION II. FOR INVESTIGATOR USE

22. MISHAP CONTROL NUMBER	23. MISHAP COST AIR FORCE OTHER TOTAL	24. MISHAP CATEGORY

25. INVESTIGATOR NOTES *(ATTACH SEPARATE SHEET OF PAPER IF ADDITIONAL SPACE IS NECESSARY)*

26. MATERIAL INFORMATION *(NOMENCLATURE)*	27. WORK UNIT CODE *(WUC):*	29. MAINTENANCE ACTION
	28. HOW MALFUNCTION CODE:	
	30. PART NUMBER	31. NATIONAL STOCK NUMBER

32. ENGINE INFORMATION *(TYPE AND SERIES)*	33. SERIAL NUMBER	34. TIME SINCE NEW *(TSN)*	35. TIME SINCE OVERHAUL *(TSO)*

36. OVERHAUL FACILITY	37. TIME SINCE INSTALLED *(TSI)*	38. SOAP READINGS *(IF SIGNIFICANT)*	

39. DISPOSITION OF WRECKAGE	40. OTHER REPORTS *(CAT 1, AFTO 22 AF FORM 847)*	41. OTHER AGENCIES NOTIFIED *(FAA, NTSB, AAC, ETC.)*	42. NEWS RELEASE *(IF YES, GIVE DATE)* ☐ NO ☐ YES DATE

43. CLASSIFIED MATERIAL INVOLVED	44. AFI 51-503 INVESTIGATION INFORMATION

45. COGNIZANT OFFICIAL AND TELEPHONE NUMBER

AMC FORM 97, 20030501 *(IMT-V1) (REVERSE)*

AMC IN-FLIGHT EMERGENCY AND UNUSUAL OCCURRENCE WORKSHEET

SECTION I. **FOR CREW USE**

1. DATE	2. TIME (ZULU)	3. LAT/LONG	4. CLOSEST AIRFIELD ICAO
1 Nov 16	1706Z	N4259.678W11533.467	KMUO

5. REPORTING BASE (ICAO)	6. MISSION NUMBER	7. TYPE AIRCRAFT	8. TAIL NO.	9. HOME STATION (ICAO)
KSUU	KUNS21TC22301	KC-10	83-0080	KSUU

10. WING	12. ALTITUDE (MSL)	13. WEATHER (VFR, IFR, THUNDERSTORMS, HAIL, LIGHTNING, TURBULENCE, RAIN, ICING, ETC.)
60 AMW	22,500	CAVU
11. SQUADRON: 9 ARS		

14. PHASE OF FLIGHT

☐ TAXI ☐ TAKEOFF ☐ CLIMB ☐ CRUISE ☒ AIR REFUELING ☒ DESCENT ☐ LOW LEVEL
☐ FINAL APPROACH ☐ MISSED APPROACH ☐ TRAFFIC PATTERN ☐ TOUCH & GO ☐ LANDING ☐ UNKNOWN

15. TIME FROM ALERT TO INCIDENT	16. TAKEOFF TIME (ZULU)	17. FLIGHT DURATION	18. AIRCRAFT SYSTEM(S) INVOLVED	19. ENGINE SHUTDOWN
4+30	1535Z	2.2	Air Refueling Boom	☒ NO ☐ YES POSITION NO: ☐ 1 ☐ 2 ☐ 3 ☐ 4

20. STATEMENT: *(A CONCISE, CHRONOLOGICAL DESCRIPTION OF THE FACTS AND CIRCUMSTANCES LEADING TO THE OCCURRENCE, ACTIONS TAKEN AND RESULTS. ATTACH EXTRA SHEETS IF ADDITIONAL SPACE IS REQUIRED.)*

Normal crew show and brief, followed by a large formation briefing and departure. Upon breaking up the formation at RBL we proceeded to the SADDLE MOA. At approx. 1635Z, we began prepping for A/R. With all applicable checklists complete in the cockpit and on-speed, we approved the boom operator to lower the boom. About 1 minute after the boom was lowered, the boom operator notified the cockpit that the boom was erratic and out of control, pitching more than 30° right and left. The PF notified the receivers to remain at least 0.5nm from the aircraft while the PNF declared an emergency with ATC. Additionally, due to the violent movement of the boom, the aircraft was oscillating vertically and climbed ~200'. About 1 minute after the erratic movement began, the crew felt an abrupt aircraft movement and the boom operator notified the crew that the boom hoist cable had snapped. While the boom operator worked checklists, the crew up front got on immediate vectors to KMUO and began fuel dumping procedures from 475K pounds to 375K pounds. With crew concurrence, the pilots began a descent out of FL240 for FL200. In the descent, with the boom now separated from the gimble, the boom movement got worse, so the pilots leveled at FL225 and reduced speed to min maneuver. Eventually, as the crew got vectored to KMUO, using 10° ACB, the boom operator notified the crew that the boom had separated from the aircraft. The PNF reported to ATC the coordinates where the boom was lost. With the loss of the boom, the aircraft also lost all hydro fluid in system #2. The crew up front initiated and completed the HYD SYS LEAK OR LOSS checklist. Additionally, the pilots instructed the boom to finish all normal post-AR procedures and return to the front. With all abnormal checklists completed, the crew descended and prepared for the approach, using all normal checklists. ATC requested the crew to hold for 20-30 minutes while all the fighters recovered into KMUO. The crew discussed and decided the aircraft was safe to fly and able to hold as requested. Once all the fighters had recovered, the crew flew an ILS to a full stop and taxied back to the ramp.

21. PERSONNEL INVOLVED *(INCLUDE NAME, GRADE, ASSIGNED DUTY, PHONE NUMBER, AND A DESCRIPTION OF ANY INJURY OR ILLNESS. AIRCREWS ATTACH CREW ORDERS, WITHOUT SSN'S, TO FORM)*

SECTION II. FOR INVESTIGATOR USE

22. MISHAP CONTROL NUMBER	23. MISHAP COST AIR FORCE OTHER TOTAL	24. MISHAP CATEGORY

25. INVESTIGATOR NOTES *(ATTACH SEPARATE SHEET OF PAPER IF ADDITIONAL SPACE IS NECESSARY)*

26. MATERIAL INFORMATION *(NOMENCLATURE)*	27. WORK UNIT CODE *(WUC):*	29. MAINTENANCE ACTION
	28. HOW MALFUNCTION CODE:	
	30. PART NUMBER	31. NATIONAL STOCK NUMBER

32. ENGINE INFORMATION *(TYPE AND SERIES)*	33. SERIAL NUMBER	34. TIME SINCE NEW *(TSN)*	35. TIME SINCE OVERHAUL *(TSO)*

36. OVERHAUL FACILITY	37. TIME SINCE INSTALLED *(TSI)*	38. SOAP READINGS *(IF SIGNIFICANT)*	

39. DISPOSITION OF WRECKAGE	40. OTHER REPORTS *(CAT 1, AFTO 22 AF FORM 847)*	41. OTHER AGENCIES NOTIFIED *(FAA, NTSB, AAC, ETC.)*	42. NEWS RELEASE *(IF YES, GIVE DATE)* ☐ NO ☐ YES DATE

43. CLASSIFIED MATERIAL INVOLVED	44. AFI 51-503 INVESTIGATION INFORMATION

45. COGNIZANT OFFICIAL AND TELEPHONE NUMBER

KC-10 FORMATION BRIEFING GUIDE

☐ Roll Call ☐ Time Hack ☐ Overview ☐ Weather
☐ NOTAMS ☐ ORM ☐ Evaluations ☐ Training Goals
☐ Sympathetic Delays ☐ Alternate Missions ☐ Bus Time NLT

AIRCRAFT INFO — Lead's Cell Phone # _____

	Callsign	Tail #	Spot	Status	Fuel	V_{MM}	TAC 1	TAC 2	BCN Lt
Ld	G 22	83-0080	272	FMC	249	264	944	294 BI	SEQ
2	Q 62	84-0185	271	FMC	89	222	924	304 BI	SEQ
3	O 24	83-0077	269	FMC	108	228	934	314 BI	SEQ
4									

COMMUNICATIONS PLAN — EMCON: 2 — Starts at: CHECK-IN

UHF 1	CH 11	UHF 2	CH 2	HF 1	—	HF 2	—
VHF 1	138.875	VHF 2	127.55	Inter (P)	138.875	Inter (S)	139.925

SEQUENCE OF EVENTS

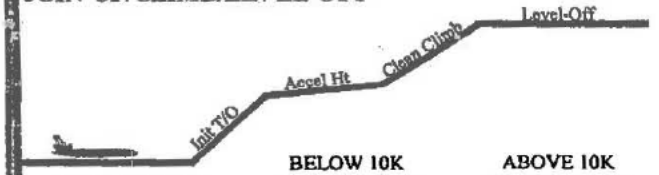
	FREQUENCY	TIME (Zulu)
Check-In		1505
WOD (1) Have Quick		↓
Secure Voice		↓
Clearance Delivery		↓
Engine Start		1515
Taxi		1525
Tower		1535
Takeoff (Departure)		1535

GROUND
- ☐ Lead will send/check-in on all frequencies
- ☐ All aircraft acknowledge all ATC clearances
- ☐ Last aircraft to check-in is the command of execution
- ☐ If lost, get well on VHF interplane
- ☐ Begin the before takeoff check in the chocks
- ☐ A/A TACAN on when ready for taxi
- ☐ Taxi Plan

DEPARTURE
- ☐ Wingmen use one minute spacing
- ☐ Ground Abort
- ☐ Routing: ( ) SID _____ *or* (X) Radar Vectors to ILA
- ☐ ( ) DME / (X) FMS reference for first turn Steer
- ☐ Rejoin Method : ( ) IMC *or* (X) Visual Cutoff *(Day/VMC, ATC Approved)*
- ☐ Airborne Abort
- ☐ Intermediate level-offs, stack down 500 ft
- ☐ When established in assigned altitude block and closed to the proper en route cell interval, turn transponder to "STBY" or "ATC OFF"
- ☐ Lost Wingman procedures *(see reverse)*

KC-10 FORMATION BRIEFING GUIDE

JOIN-UP/CLIMB/LEVEL-OFF

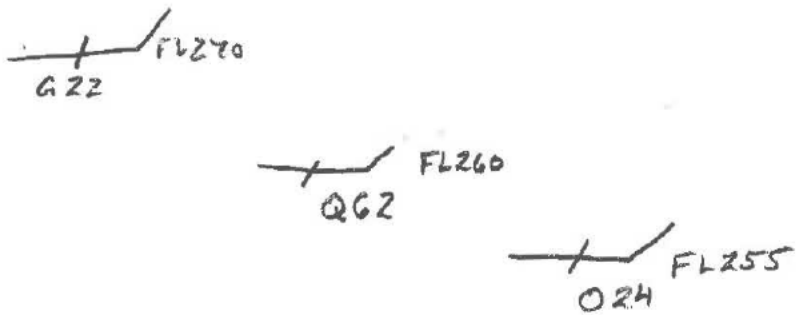


FINAL LVL-OFF 250 B 270

	ACCEL HT / FPM	BELOW 10K Climb Spd / FPM	ABOVE 10K Climb Spd / FPM	FINAL ALT / SPD
Lead	1600 / 1000	270 / 1500	290 / 1500	270 / 290
#2	1600 / 1000	290 / 1500	310 / 1500	260 / As Req'd
#3	1600 / 1000	310 / 1500	330 / 1500	255 / As Req'd
#4	/	/	/	/

- ☐ Above 10K, Lead will push it up when # 3 is within 3 NM. Use 1500 FPM
- ☐ Additional climbs/descents use 1000 FPM

FINAL LEVEL-OFF SKETCH / NOTES



POSITION CHANGE & BREAKUP PLAN

Position Change (see reverse)
- ☐ Planned point: _____
- ☐ Planned ( ) VMC *or* ( ) IMC
- ☐ Overtake lead on the ( ) Right *or* ( ) Left

Breakup Plan
- ☐ Breakup Fix: RBL

Callsign	G 22	Q 62 / O 24		
Altitude	270	250 B 260		
Next Point	BAM 284/100	RBL 228/058		
Next Activity	RAGE FLT	BA		

OPR: 60 OG/OGV October 2012

NAV EQUIPMENT SET-UP

2 SHIP

	TAC 1	TAC 2
Lead	NAV	29Y B
#2	NAV	92Y BI

3 SHIP

	TAC 1	TAC 2
Lead	94Y	29Y BI
#2	92Y	30Y BI
#3	93Y	31Y BI

4 SHIP

	TAC 1	TAC 2
Lead	95Y	29Y BI
#2	92Y	30Y BI
#3	93Y	31Y BI
#4	94Y	32Y BI

Beacon Light Mode *(for multi-tanker formations)*

Note: KC-10s use SEQ when not in a multi-tanker formation

	KC-10	KC-135
Lead	Red/Red	Red/Red & Bright/Flash
2	White/White	White/White & Bright/Steady
3	Red/White	Red/White & Bright/Flash
4	Red/Red	Red/Red & Bright/Steady

Note: KC-135 has (1) UHF, (1) TACAN, (2) VHF/UHF radios, (1) HF Radio

JOIN-UP/CLIMB/LEVEL-OFF

		Below 10,000 ft	Above 10,000 ft
KC-10	> 450	1,500 FPM	1,000 FPM
	350-450	2,000 FPM	1,500 FPM
	<350	3,000 FPM	2,000 FPM
KC-135	>225	1,500 FPM	1,500 FPM
	170-225	2,000 FPM	2,000 FPM
	<170	3,000 FPM	3,000 FPM

Differential Airspeed for Closure

≤ 3 aircraft: 20 - 30$_{KIAS}$ per aircraft

> 3 aircraft: 15 - 20$_{KIAS}$ per aircraft

Notes

- Turns > 30° into echelon only in an emergency; turns into **echelon use ≤ 15° bank**
- Subtract 3$_{KIAS}$ for every 500 ft above lead to match lead's TAS

FORMATION DESCENT *(Stack up 500 FT/1 Mile)*

	FPM > 10K	Slow Down to 250 KIAS	FPM<10K	Drag Devices
Lead	2000 FPM	12k, 500FPM/kIIa. At 250, 500FPM until 10K	1000 FPM	IDLE
#2	2000 FPM	12.5k, 500FPM/Idle. At 250, 500FPM until 10.5K	1000 FPM	IDLE + 1/3 SPOILERS
#3	2000 FPM	13k, 500FPM/Idle. At 250, 500FPM until 11K	1000 FPM	IDLE + 2/3 SPOILERS
#4	2000 FPM	13.5k, 500FPM/kIIa. At 250, 500FPM until 11.5K	1000 FPM	IDLE + Full SPOILERS

- #4 should consider slats if needed & below ops limits
- Distance for idle thrust descent from 26K FT = 100 NM / 18 Mins (1-1, Fig 8-4)

BRIEF FOR KC-135 AIRCRAFT TO FOLLOW KC-10 CLIMB PROFILE

Place the KC-135 last in formation; have them execute the following:

- Climb to 2,000 ft
- Reduce VVI to 1,000 FPM
- Retract Flaps
- Accelerate to briefed climb speed
- Climb at briefed climb speed and maintain briefed VVI, not EPR.

POSITION CHANGES

VMC (Requires approximately 30 miles / 10 minutes)

Should be accomplished in straight/level flight

The wingman will maintain a minimum ½ mile and 500 foot separation throughout the maneuver. Aircraft to assume lead will move laterally (normally right) ½ mile using 15° of bank to turn 15° from formation heading, then turn back to lead's heading using 15° of bank and accelerate to pass lead. As the wingman passes lead, the leader will give lead to the overtaking aircraft. The new leader assumes formation responsibility, directs altitude changes, turns IFF on, and contacts ATC. The new wingman (old lead) obtains or maintains 500-foot altitude separation, places IFF to STBY or ATC OFF, and notifies the new lead when approaching position in trail. At this time, the new leader will decelerate to briefed airspeed.

IMC (Requires approximately 60 miles / 20 minutes)

Should be accomplished in straight/level flight

Maneuvering aircraft will echelon (normally right) using approx 30° of bank and turning 30° from formation heading. Reverse turn using approx 30° of bank and return to formation heading. Accelerate forward using 15$_{KIAS}$ (recommended) until approx 1¼ NMs forward of lead. Resume formation airspeed. When old lead has positive contact, conduct altitude changes, and direct new lead to assume formation responsibility. New lead moves into lead position using no more than 15° of heading corrections.

LOST WINGMAN PROCEDURES

These procedures are to be used when visual, A/A TACAN, TCAS, radar, or radio contact cannot be maintained and altitude separation cannot be ensured. Simultaneously execute the applicable lost wingman procedure while transitioning to instruments and inform lead.

Lead	Acknowledge lost wingman and establish a reference heading and altitude	
#2	Wings-Level	Turn 15° away / maintain new heading for 15 secs / resume course
	Outside Turn	Roll wings level / continue straight ahead
	Inside Turn	Maintain bank angle / reduce A/S by 10$_{KIAS}$ / † lead rolls wings level
#3/4	Wings-Level	Turn 30° away / maintain new heading for 30 secs / resume course
	Outside Turn	Reverse direction of turn for 15 secs
	Inside Turn	Maintain bank angle / reduce A/S by 20$_{KIAS}$ / † lead rolls wings level

† If lead acknowledges, (#2) roll wings level after 15 secs (#3/4) 30 secs; if not, (#2) estab 500' (#3/4) 1000' alt separation

KC-10 YOKE NOTE

CALL SIGN: Gucci 22

TAIL NUMBER	PARKING SPOT	FUEL	CONFIG	WARP	PODS
83-0080	172	247		✓	NO

CREW SHOW	CREW BUS	FORM BRIEF	FE/BOOM SHOW	PILOT SHOW
1250	NLT 1320	1345	1350	1425

CLOSE	ENGINE START	TAXI	TAKEOFF	LAND
1500	1515	1525	1535	2120

PILOT SEAT PLAN

PHASE OF FLIGHT	LEFT	RIGHT
CTO	MC	T
↓	MC	T
LDG	MC	T

MISSION NOTES

EAGLE 1-4 - 1630 8K a piece
RAGE 1-2 8-10K a piece
HITMAN 1-4 8-10K a piece 1700-1730
ANGLER 1-2 8-10K a piece

250 | 34/3
10
09 SS 295
CRTemp

SLC - 306.95
312-728-4703

AIR REFUELING #1

TRACK	RDZV
ROME	A

ENTRY	ARCT	EXIT
1635	1635	1740

AIRCRAFT TYPE	CALLSIGN
F-15E	RAGE + EAGLE

		BLOCK	BASE ALT
ON/OFF LOAD	180K	230/250	240

		5°L	0°	5°R
TANKER TAS	415			
RECEIVER TAS	563	TR 25.5	27.5	26.5
CLOSURE	918	OFF 10	11	13

AR SPEED	OVERRUN	45 MI	60 MI	75 MI
310	350	1:07	2:05	3:08

FREQ-PRI	FREQ-SEC	A/A TACAN
229.8	255.75	118Y / 55Y

END A/R REQUEST

AIR REFUELING #2

TRACK	RDZV
TA	E

ENTRY	ARCT	EXIT
1825	1834	1945

AIRCRAFT TYPE	CALLSIGN
C-17	TAHOE 37

		BLOCK	BASE ALT
ON/OFF LOAD	—	250/270	260

		5°L	0°	5°R
TANKER TAS	402			
RECEIVER TAS	442	TR 22	23.5	25
CLOSURE	844	OFF 9	10	12

AR SPEED	OVERRUN	45 MI	60 MI	75 MI
285	310	1:30	2:34	3:53

FREQ- PRI	FREQ-SEC	A/A TACAN
236.65	256.65	52 / 115

END A/R REQUEST

2 engine ops - 320 KIAS?

KC-10 PRE-DEPARTURE BRIEFING GUIDE

DATE OF FLIGHT	CALL SIGN	AIRCRAFT CC	MOBILE #
1 NOV 16	Gucci 22	MCP MP	

SHOW TIME: 0550/1250	BUS TIME: NLT 1320	FORM BRIEF: 1345	
T/O TIME: 1525/1535	LAND TIME: 1930/2120	DURATION: 5.0	

MISSION OVERVIEW

SCHEDULED ACTIVITIES
WX BRIEF (T/O, Enroute, AR Tracks, Arrival)
CREW STATUS (DNIF-Did you see a doctor?, Currency/Qualifications, Training Goals, Seat Plan)
SPECIAL REQUIREMENTS (Formation, ~~Cargo, PAX, DVs, FCG/DIPs, Intel, Security~~)

TAKEOFF

ACFT CONSIDERATIONS | FUEL: 249K | CARGO: — | GW: 499 K | PAX: —
AIRFIELD FACTORS (▼,Obstacles, SDP, NOTAMs, D, Taxi Plan/Team Brief, BASH-Sunrise/Sunset)
NORMAL/EMERGENCY PROCEDURES (Tgt Pitch, Accel Ht, Abort, Ground Egress, EFTOC, Fuel Dump, MSA & ESA, Crash Landing, Ditching, TCAS, GPWS)
DEPARTURE PLAN/ROUTING (SID/Vectors, Transition Altitude)

ENROUTE

COMMUNICATIONS PLAN (VHF, UHF, ~~HF, IRIDIUM~~)
FACTORS (High Terrain, Diverts, Airspace Considerations, DIP Clearances, Oceanic Procedures)

A/R	Track	Call Sign	ARCT	RDZ Type	Base Altitude	On/Off Load
#1	SADDLE	VARIOUS	1630	FTO	240	-130K
#2	TBA	TAHOE	1825	E	260	—

RECEIVER INFO and CONTINGENCIES (ATP-56, Separation Briefs, Overrun Procedures)

ARRIVAL

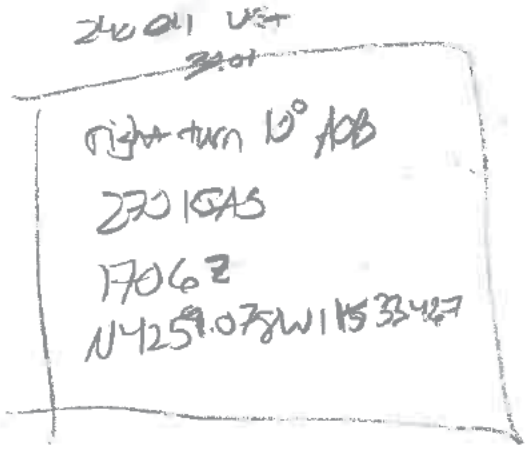
PLANNED LANDING FUEL: 16K | DESIGNATED ALTERNATE: —
AIRFIELD FACTORS (Restrictions, Vis illusions, D, Weight Bearing, NOTAMs, BASH-Sunrise/Sunset)
APPROACH REVIEW (Descent Rate, ESA/MSA, MDA/DH/VDP, Missed App, Reference Groundspeed)
BRIEFINGS (Missed Approach, Touch and Go)
ARRIVAL GAMEPLAN (Taxi Plan/Parking, ~~Cargo, Fueling, Customs/Ag~~)

OTHER

FCIF #: 16-101 | Unit Read File #: 16-607 | ePubs date: 20161012P
"WHAT IFs" & ALTERNATE MISSIONS
CRM & ORM ("Time Out" call, Risks/Mitigation)
~~TACTICAL ANALYSIS (Threats, Countermeasures)~~
SPECIAL INTEREST ITEMS
EP of the DAY
Complete Go/No-Go Process (Checklist, Orders)
FAX Meal Request Form
Mission Kit, ~~Customs Forms, Mobility Bags~~, Pro Gear, Luggage, Remove Rings, "Call Crew Bus"

BASE OPS

WEATHER
ACTIVATE Flight Plan (Hazardous Cargo Remarks, Photocopy)
NOTAMS, SDP, Secrets, IRIDIUM, Data Cards, Laptop, MIF, FLIP, IFM, Plotting Chart, Rcvr/Tkr Status
TAXI PLAN
SELF (Crew meals, FAX orders to next station)



30080

KC-10

FLA 250B270 C10 3254 RL2 024
HDG 050B100 126.6 3375 3207

DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESG AND TD CODE
1 NOV 16	GUCCI 22	H/DC10/L

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	I	445	KSUU	1535	250B270	ILA RBL REO346012/DO+50 REO		
						RBL042076/DO+20 AR7B LKV325052		
						LKV300067 AR7A RBL114050 SAC		
						TUDOR		
						(R) D1+00 TUDOR KSUU		4+10
	I	215	TUDOR	2045	50	SUU	KSUU	0+15

REMARKS

KSUU - REQUEST RADAR DEPARTURE
MARSA NONSTANDARD FORM DEP WITH QUEST 62 AND ORCA 24 TO RBL

AR7BA WITH TAHOE 37 FL250B270
LOCAL BACKEND TRANSITION 0+30 KSUU

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
6+40			✓		650 AMS	60 AMW, KSUU

SIGNATURE OF APPROVAL AUTHORITY	CREW/PASSENGER LIST	ACTUAL DEP TIME (Z)	BASE OPERATIONS USE
	SUU CP ~~ATTACHED~~ ~~SEE PSGR~~		

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND LOCATION
PILOT IN COMMAND	Mishap Copilot	CPT	ON FILE	9 ARS, KSUU

DD Form 175, MAY 86 — *Previous editions are obsolete.* — **MILITARY FLIGHT PLAN**

Adobe Professional 8.0

January 20, 2017, 4:21 pm (7020)

******* BASIC INFO ********

Mission #: 6UN52TI63285
Prev Mission #:
Next Mission #:
Call Sign: QUEST63
Time: 6285/2158
DST: 6285/2200
Mission Dev:
Tasked Wing: 60AMW
Status: CLO
DIPS: /
Priority: 4A1 / 4A1
Operation Name:
CW:
SCHM:
Load: F
Hazmat:

Mission Alias: Q63: Fw/Q65 / 6SN KC-10 / 8BA C-17
Mission Type: OPERATIONAL TRAINING
Mission Symbol: T2AT
NAF: 18AF
As Reqd:

Commander:
Crew Wing: 60AMW
Crew Sqd: 60FTU
Rank: MAJ
Crew Source: A
A-FDP: B
SRT: 6285/2200
LFA:
Crew Show: 6285/1220
Alerted:
Tail: 30080
MDS: KC10A
Mx Status: FMC
Fuel Reqd: 131.0
Acft Owner: 60AMW
DHD:
Spot:
Curr/Home ICAO: KGSO / KDMA

******* ITINERARY ********

MSN #	*ITIN*	*EVT*	*LOC*	*SCH DTG Z*	*SCH PC*	*EST DTG Z*	*ACT DTG Z*	*ACT PC*	*TAIL*	*DEL*	*PPR*	*RM*	*STATION NAME*	*CALLSIGN*	*PRI*	*SL*	*AS R
6UN52TI63285	100	DEP	KSUU	6285/1535Z	L	6285/1535Z	6285/1533Z	L	30080				TRAVIS	QUEST63	4A1	N	
6UN52TI63285	122	ARR	006SN	6285/1600Z	A	6285/1558Z			30080					QUEST63	4A1		
6UN52TI63285	122	DEP	006SN	6285/1740Z	A	6285/1738Z			30080						4A1		
6UN52TI63285	144	ARR	008BA	6285/1800Z	A	6285/1758Z			30080						4A1		
6UN52TI63285	144	DEP	008BA	6285/1910Z	A	6285/1908Z			30080						4A1		
6UN52TI63285	**800**	**ARR**	**KSUU**	**6285/2200Z**	**L**	**6285/2158Z**	**6285/2100Z**	**L**	**30080**			**N**	**TRAVIS**		**4A1**	**N**	

******* MISSION REMARKS ********

* TYPE *	* USER *	* ENTERED *	* REMARK *
MP		6273/2056	LOCAL TRAINING SORTIE - LATEST BLOCK IN TIME 2235Z DUE TO 4-HOUR TURN TIME TO NIGHT GO. NOTIFY COMMAND POST AS SOON AS POSSIBLE WITH BLOCK-IN TIMES THAT DEVIATE +/- 20 MINUTES FROM SCHEDULED. IF PLANNING TAXI PRACTICE AFTER LANDING, HAVE COMMAND POST NOTIFY MX OF INTENTIONS AS SOON AS POSSIBLE. FOR REFUELING IN AR645, CONTACT SEATTLE CENTER AT DSN .
NOTE-MP		6274/1650	POC 1: 60AMW, POC 2: AMC: 16
MSN		6285/2115	MISSION CLOSED

******* AIRCREW DETAIL ********

NAME	*RANK*	*CPOS*	*DPOS*	*REMARK*	*UNIT*	*SHOW TM*	*SRT*	*TYPE*	*P/DH*
	MAJ	EP A	IP	A	60AMW/9ARS	6285/1220	6285/2200	A	PRIMARY
	CPT	MP C	MP	B, I	60AMW/6ARS	6285/1220	6285/2200	A	PRIMARY
	1LT	FPN C	UP		60AMW/9ARS	6285/1220	6285/2200	A	PRIMARY
	CPT	FPNC	FPN	B	60AMW/9ARS	6285/1220	6285/2200	A	PRIMARY
	SSG	IF B	MF		60AMW/9ARS	6285/1220	6285/2200	A	PRIMARY
	SSG	IB B	IB	Z	60AMW/9ARS	6285/1220	6285/2200	A	PRIMARY
	A1C	UB	UB		60AMW/6ARS	6285/1220	6285/2200	A	PRIMARY

******* AR DETAIL ********

TRK ID	*TRK NM*	*ARCT*	*ALT*	*PRI*	*REGION NM*	*SHT NM*	*STAT*	*TRK TM*	*RZCT*
006SN	AR6 SN	6285/1600	260	5A1	SOUTHWEST US	06SN		1.7	

CORD	*SEQ ID*	*MSN #*	*RZ TYPE*	*OFF/ON*	*#RCR*	*UNIT*	*MDS*	*CALLSIGN*	*DEL MTD*	*PRI*	*ENTER*	*EXIT*
T	1	6UN52TI65285	Buddy	-1		60AMW	KC010A	QUEST65	B	4A1	6285/1600	6285/1742
R		6UN52TI63285	Buddy	+1	1	60AMW	KC010A	QUEST63	B	4A1	6285/1600	6285/1742

TRK ID	*TRK NM*	*ARCT*	*ALT*	*PRI*	*REGION NM*	*SHT NM*	*STAT*	*TRK TM*	*RZCT*
008BA	HORSEBLANKET 8BA	6285/1800	260	5A1	SOUTHWEST US	08BA		1.2	

CORD	*SEQ ID*	*MSN #*	*RZ TYPE*	*OFF/ON*	*#RCR*	*UNIT*	*MDS*	*CALLSIGN*	*DEL MTD*	*PRI*	*ENTER*	*EXIT*
T	1	6UN52TI63285	Point Parallel	-1		60AMW	KC010A	QUEST63	B	4A1	6285/1745	6285/1912
R		QUN04TB02285	Point Parallel	+1	1	60AMW	C017A	TAHOE 37	B	4A1	6285/1800	6285/1912

******* C2 MESSAGES ********

SRT ID	*FROM*	*SUBJECT*	*RCVD*	*TEXT*
100	30080	MEDIA	6285/1336	MEDIA ADVISORY MESSAGE Version Number: 0 Media: Established Inmarsat Aero H/H+/I/L Satcom Time of Transmission: 13:35:43 Aircraft Media Status: Inmarsat Aero H/H+/I/L Satcom Raw message: QU STLE4MC .DDLXCXA 111335 MED FI MC0000/AN 30080S DT DDL XXH 111335 M00A - 0ES133543S

Generated by the GDSS Report Subsystem Version 3.0 Jan 20 2017 16 21 58 Zulu

Originator
Report Name MISSION INFORMATION
Schedule ID

Run Time: 16 seconds

January 20, 2017, 4:19 pm (7020)

******* BASIC INFO ********

Mission #: 6UN52TC23286 ***Time:*** 6286/0742 ***Status:*** CLO ***CW:***
Prev Mission #: ***DST:*** 6286/0735 ***DIPS:*** / ***SCHM:***
Next Mission #: ***Mission Dev:*** ***Priority:*** 4A1 / 4A1 ***Load:*** F
Call Sign: GUCCI23 ***Tasked Wing:*** 60AMW ***Operation Name:*** ***Hazmat:***

Mission Alias: G23: F w/X21 / 6SN KC-10 / 7BA C-5 / 11-202 x 2 ***Mission Symbol:*** T3MA ***As Reqd:*** Y
Mission Type: OPERATIONAL TRAINING ***NAF:*** 18AF

Commander: ***Rank:*** LTC ***SRT:*** 6286/0735 ***Tail:*** 30080 ***Acft Owner:*** 60AMW
Crew Wing: 6UAMW ***Crew Source:*** ***LFA:*** ***MDS:*** KC10A ***DHD:***
Crew Sqd: 9ARS ***A-FDP:*** B ***Crew Show:*** 6285/2345 ***Mx Status:*** FMC ***Spot:***
Alerted: 6281/1758 ***Fuel Reqd:*** 150.0 ***Curr/Home ICAO:*** KGSO / KDMA

******* ITINERARY ********

MSN #	*ITIN*	*EVT*	*LOC*	*SCH DTG Z*	*SCH PC*	*EST DTG Z*	*ACT DTG Z*	*ACT PC*	*TAIL*	*DEL*	*PPR*	*RM*	*STATION NAME*	*CALLSIGN*	*PRI*	*SL*	*AS R
6UN52TC23286	100	DEP	KSUU	6286/0300Z	L	6286/0300Z	6286/0307Z	L	30080				TRAVIS	GUCCI23	4A1	N	Y
6UN52TC23286	713	ARR	006SN	6286/0315Z	A	6286/0322Z			30080					GUCCI23	4A1		Y
6UN52TC23286	713	DEP	006SN	6286/0454Z	A	6286/0501Z			30080						4A1		Y
6UN52TC23286	757	ARR	007BA	6286/0535Z	A	6286/0542Z			30080						4A1		Y
6UN52TC23286	757	DEP	007BA	6286/0645Z	A	6286/0652Z			30080						4A1		Y
6UN52TC23286	**800**	**ARR**	**KSUU**	**6286/0735Z**	**L**	**6286/0742Z**	**6286/0652Z**	**L**	**30080**			**N**	**TRAVIS**		**4A1**	**N**	**Y**

******* MISSION REMARKS ********

* TYPE *	* USER *	* ENTERED *	* REMARK *
MP		6273/2052	LOCAL TRAINING SORTIE - SUNSET 1835L (0135Z). CUT TO TAKEOFF AFTER BASH WINDOW. FORM DEPARTURE IF CONDITIONS ALLOW FOR RWY3R TAKEOFF. LATEST BLOCK-IN TIME 0740Z FOR 8 HOURS TURN TIME TO MORNING GO. NOTIFY COMMAND POST AS SOON AS POSSIBLE WITH BLOCK-IN TIMES THAT DEVIATE +/- 20 MINUTES FROM SCHEDULED. IF PLANNING TAXI PRACTICE AFTER LANDING, HAVE COMMAND POST NOTIFY MX OF INTENTIONS AS SOON AS POSSIBLE. FOR REFUELING IN AR645, CONTACT SEATTLE CENTER AT DSN .
NOTE-MP		6281/1823	POC 1: 60AMW, POC 2: 60AMW, AMC: 14
MSN		6286/0707	MISSION CLOSED

******* AIRCREW DETAIL ********

NAME	*RANK*	*CPOS*	*DPOS*	*REMARK*	*UNIT*	*SHOW TM*	*SRT*	*TYPE*	*P/DH*
	LTC	EP A	IP	A	60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY
	CPT	EP B	EP		60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY
	LTC	IP B	UP		60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY
	1LT	FPQC	FPQ		60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY
	MSG	MF C	MF	Z	60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY
IBO2	SSG	IB B	IB		60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY
	SRA	MB C	MB	B	60AMW/9ARS	6285/2345	6286/0735	A	PRIMARY

******* AR DETAIL ********

TRK ID	*TRK NM*	*ARCT*	*ALT*	*PRI*	*REGION NM*	*SHT NM*	*STAT*	*TRK TM*	*RZCT*
006SN	AR6 SN	6286/0315	210	5A1	SOUTHWEST US	06SN		1.6	

CORD	*SEQ ID*	*MSN #*	*RZ TYPE*	*OFF/ON*	*#RCR*	*UNIT*	*MDS*	*CALLSIGN*	*DEL MTD*	*PRI*	*ENTER*	*EXIT*
T	1	6UN52TC21286	Buddy	-1		60AMW	KC010A	XTNDR21	B	4A1	6286/0315	6286/0451
R		6UN52TC23286	Buddy	+1	1	60AMW	KC010A	GUCCI23	B	4A1	6286/0315	6286/0451

TRK ID	*TRK NM*	*ARCT*	*ALT*	*PRI*	*REGION NM*	*SHT NM*	*STAT*	*TRK TM*	*RZCT*
007BA	HORSEBLANKET 7BA	6286/0535	260	5A1	SOUTHWEST US	07BA		1.2	

CORD	*SEQ ID*	*MSN #*	*RZ TYPE*	*OFF/ON*	*#RCR*	*UNIT*	*MDS*	*CALLSIGN*	*DEL MTD*	*PRI*	*ENTER*	*EXIT*
T	1	6UN52TC23286	Point Parallel	-1		60AMW	KC010A	GUCCI23	B	4A1	6286/0520	6286/0647
R		QUN03TB04286	Point Parallel	+1	1	60AMW	C005M	HEFTY 44	B	4A1	6286/0535	6286/0647

******* C2 MESSAGES ********

SRT ID	*FROM*	*SUBJECT*	*RCVD*	*TEXT*
100	30080	MEDIA	6286/0042	MEDIA ADVISORY MESSAGE Version Number: 0 Media: Established Inmarsat Aero H/H+/I/L Satcom Time of Transmission: 00:40:52 Aircraft Media Status: Inmarsat Aero H/H+/I/L Satcom Raw message: QU STLE4MC .DDLXCXA 120041 MED FI MC0000/AN 30080S DT DDL XXH 120041 M01A - 0ES004052S

Generated by the GDSS Report Subsystem Version 3.0 Jan 20 2017 16 19 16 Zulu

Originator
Report Name MISSION INFORMATION
Schedule ID

Run Time: 1 seconds

January 23, 2017, 2:32 pm (7023)

******* BASIC INFO ********

Mission #: 6PH420W23300 ***Time:*** 6304/2350 ***Status:*** CLO ***CW:*** Y
Prev Mission #: ***DST:*** ***DIPS:*** / ***SCHM:***
Next Mission #: ***Mission Dev:*** ***Priority:*** 3A1 / 3A1 ***Load:*** F
Call Sign: RUMMY03 ***Tasked Wing:*** 60AMW ***Operation Name:*** ***Hazmat:***

Mission Alias: CW-420 PN 0615 / ARLO AR ***Mission Symbol:*** T3OC ***As Reqd:***
Mission Type: CORONET ***NAF:*** 18AF

Commander: ***Rank:*** CPT ***SRT:*** 6299/2342 ***Tail:*** 30080 ***Acft Owner:*** 60AMW
Crew Wing: 60AMW ***Crew Source:*** A ***LFA:*** ***MDS:*** KC10A ***DHD:***
Crew Sqd: 9ARS ***A-FDP:*** B ***Crew Show:*** ***Mx Status:*** FMC ***Spot:***
Alerted: ***Fuel Reqd:*** .0 ***Curr/Home ICAO:*** KGSO / KDMA

******* ITINERARY ********

MSN #	*ITIN*	*EVT*	*LOC*	*SCH DTG Z*	*SCH PC*	*EST DTG Z*	*ACT DTG Z*	*ACT PC*	*TAIL*	*DEL*	*PPR*	*RM*
6JH420W23297	100	DEP	KSUU	6297/1601Z	P	6297/1601Z	6297/1629Z	P	30080	X913		1
6JH420W23297	112	ARR	KSUU			6297/1710Z	6297/1725Z	J	30080		N	1
6JH420W23297	112	DEP	KSUU			6298/1150Z	6297/2008Z	J	30080	L913	N	
~~6JH420W23297~~	~~125~~	~~ARR~~	~~AR509~~	~~6297/2030Z~~	~~A~~	~~6298/0038Z~~			~~30080~~			~~1~~
~~6JH420W23297~~	~~125~~	~~DEP~~	~~AR509~~	~~6297/2100Z~~	~~A~~	~~6298/0108Z~~			~~30080~~			
6JH420W23297	150	ARR	PAEI	6297/2113Z	P	6298/0018Z	6298/0015Z	P	30080		G	1
6PH420W23300	150	DEP	PAEI	6300/1631Z	O	6304/1801Z	6304/1810Z	O	30080	X945	G	4
6PH420W23300	**225**	**ARR**	**KSUU**			**6304/2350Z**	**6304/2356Z**	**J**	**30080**		**N**	**2**
6PH420W23300	225	DEP	KSUU						30080		N	1
6PH420W23300	263	ARR	PAEI	6300/1632Z	R						R	
6PH420W23300	263	DEP	PAEI	6300/1635Z	R						R	1
6PH420W23300	300	ARR	ALTRV	6300/1645Z	A							
6PH420W23300	300	DEP	ALTRV	6301/0105Z	A							
6PH420W23300	400	ARR	RJTY	6301/0125Z	U						N	
6VH420W23301	400	DEP	RJTY	6301/2100Z	P						N	1
6VH420W23301	500	ARR	KSUU	6302/0546Z	T						N	

******* MISSION REMARKS ********

* TYPE *	* USER *	* ENTERED *	* REMARK *
MP		6292/0830	THIS 18AF/618 TACC/XOOKP TASKED MISSION SUPPORTS CW-420. UNIT STAFF AND AIRCREWS MUST COMPLY WITH XOOKP CORONET SPINS LOCATED ON THE TACC WEB PAGE AT EACH ACFT COMMANDER IS REQUIRED TO DOWNLOAD THE EMF LOCATED ON THE TACC WEB PAGE AT: CONTACT INFO: DURING EXECUTION (STARTING 24 HRS BEFORE FIRST SCHEDULED TAKEOFF) CONTACT TACC AR EXECUTION CELL, DSN OR COMM CORONET MISSION DIRECTOR (S):MR 613 AOC AMDR . LONG RANGE PLANNER MR , 618 TACC XOOKP, DSN PROFILE .

******* INFO REMARKS ********

* TYPE *	* ITIN *	* EVT *	* USER *	* ENTERED *	* REMARK *
CON	100	DEP		6295/1104	FM KSUU-TKR AR509-PAEI.
DVT	112	ARR		6297/1700	ACFT DIVERTING BACK TO KSUU FOR LEFT WING ANTI ICE DISAGREE LIGHT.
CON	150	ARR		6292/1126	FM PAED-RJSM.
ACT	150	ARR		6298/0026	Block In time from aircraft's ACARS system
CON	150	ARR		6302/0019	**AMC MRT** TP#:T60240 XXX-XX-0840/RENOLLET/MF KC10A/30080// MISSION INFO: PAEI-RJTY / 6PH420W23300 RJTY-KSUU / 6VH420W23301
CON	150	ARR		6302/1355	Per Tanker Cell DO, Airfield Manager at PAEI approved 590K T/O for KC10.
ACT	150	ARR		6304/1833	DEP TIME PASSED FROM PAEI CP
DVT	225	ARR		6304/1914	Diverting to KSUU d2 tanker boom mx
ACT	225	ARR		6305/2255	ACFT DIVERTED INTO KSUU FOR MX ISSUES WITH FLIGHT CNTRL BOOM STRUCTURE L MIT BROKE, MOVED UN-COMMANDED. ETD IS PLACEHOLDER. MSN is being terminated d2 non-support from XOBK
CON	225	ARR		6305/0342	FM KSUU-PAEI.
CON	263	ARR		6305/0343	FM PAEI-ALTRV-RJTY.
CON	400	ARR		6292/1126	FM RODN-KSUU.

******* AIRCREW DETAIL ********

NAME	*RANK*	*CPOS*	*DPOS*	*REMARK*	*UNIT*	*SHOW TM*	*SRT*	*TYPE*	*P/DH*
	CPT	IP B	IP	AG	60AMW/9ARS		6299/2342	A	PRIMARY
	CPT	FPCC	FPN	G	60AMW/9ARS		6299/2342	A	PRIMARY
	MSG	IF B	IF	Z	60AMW/9ARS		6299/2342	A	PRIMARY
	SRA	MF C	FF		60AMW/9ARS		6299/2342	A	PRIMARY
EBO	TSG	EB B			60AMW/9ARS		6299/2342	A	PRIMARY
IBO	SSG	IB B	MB		60AMW/9ARS		6299/2342	A	PRIMARY
	A1C	MEP		660 MXS	60MXG/660AM		6299/2342	A	PRIMARY
MM15	MSG	MEP		660 MXS	60MXG/660AM		6299/2342	A	PRIMARY

Generated by the GDSS Report Subsystem Version 3 0: Jan 23 2017 14:32:35 Zulu

Originator :
Report Name : MISSION INFORMATION
Schedule ID :

Run Time: 0 seconds

January 23, 2017, 2:34 pm (7023)

******* BASIC INFO ********

Mission #: 6UN52TC22306 ***Time:*** 6306/2000 ***Status:*** CLO ***CW:***
Prev Mission #: ***DST:*** ***DIPS:*** / ***SCHM:***
Next Mission #: ***Mission Dev:*** ***Priority:*** 4A1 / 4A1 ***Load:*** F
Call Sign: GUCCI22 ***Tasked Wing:*** 60AMW ***Operation Name:*** ***Hazmat:***

Mission Alias: G22 3-SHIP: SADDLE F-15E / 7BA C-17 ***Mission Symbol:*** T3MA ***As Reqd:***
Mission Type: OPERATIONAL TRAINING ***NAF:*** 18AF

Commander: MCP ***Rank:*** CPT ***SRT:*** 6306/2130 ***Tail:*** 30080 ***Acft Owner:*** 60AMW
Crew Wing: 60AMW ***Crew Source:*** A ***LFA:*** ***MDS:*** KC10A ***DHD:*** 6126/0700
Crew Sqd: 9ARS ***A-FDP:*** B ***Crew Show:*** 6306/1220 ***Mx Status:*** NMCMUA ***Spot:***
Alerted: ***Fuel Reqd:*** 242.0 ***Curr/Home ICAO:*** KGSO / KDMA

******* ITINERARY ********

MSN #	*ITIN*	*EVT*	*LOC*	*SCH DTG Z*	*SCH PC*	*EST DTG Z*	*ACT DTG Z*	*ACT PC*	*TAIL*	*DEL*	*PPR*	*RM*
6UN52TC22306	100	DEP	KSUU	6306/1535Z	L	6306/1535Z	6306/1537Z	L	30080			1
6UN52TC22306	363	ARR	S1DDLE	6306/1640Z	A	6306/1642Z			30080			
6UN52TC22306	363	DEP	S1DDLE	6306/1740Z	A	6306/1742Z			30080			
6UN52TC22306	**494**	**ARR**	**KMUO**			**6306/2000Z**	**6306/2000Z**	**J**	**30080**			**2**
6UN52TC22306	494	DEP	KMUO						30080			
~~6UN52TC22306~~	~~625~~	~~ARR~~	~~007BA~~	~~6306/1825Z~~	~~A~~							~~1~~
~~6UN52TC22306~~	~~625~~	~~DEP~~	~~007BA~~	~~6306/1945Z~~	~~A~~							
6UN52TC22306	800	ARR	KSUU	6306/2130Z	L						N	

******* MISSION REMARKS ********

* TYPE *	* USER *	* ENTERED *	* REMARK *
MP		6292/1545	LOCAL TRAINING SORTIE - LATEST BLOCK IN TIME 2235Z FOR 4-HOUR TURN TIME TO NIGHT GO. NOTIFY COMMAND POST AS SOON AS POSSIBLE WITH BLOCK-IN TIMES THAT DEVIATE +/- 20 MINUTES FROM SCHEDULED. IF PLANNING TAXI PRACTICE AFTER LANDING, HAVE COMMAND POST NOTIFY MX OF INTENTIONS AS SOON AS POSSIBLE. FOR REFUELING IN AR645, CONTACT SEATTLE CENTER AT DSN .

******* INFO REMARKS ********

* TYPE *	* ITIN *	* EVT *	* USER *	* ENTERED *	* REMARK *
ACT	100	DEP		6306/2157	Block Out time from aircraft's ACARS system. Departure time from aircraft's ACARS system.
DVT	494	ARR		6307/0158	BOOM DISCONNECTED FROM ACFT DURING AIR REFUELING
ACT	494	ARR		6327/2218	MSN HARD BROKE AT KMUO. NEW MSN BUILT TO FLY ACFT TO KGSO

******* AIRCREW DETAIL ********

NAME	*RANK*	*CPOS*	*DPOS*	*REMARK*	*UNIT*	*SHOW TM*	*SRT*	*TYPE*	*P/DH*
MCP	CPT	IP C	IP	A	60AMW/9ARS	6306/1220	6306/2130	A	PRIMARY
MP	CPT	MP C	MP		60AMW/9ARS	6306/1220	6306/2130	A	PRIMARY
MFE	SSG	EF B	MF	Z	60AMW/9ARS	6306/1220	6306/2130	A	PRIMARY
MB	SRA	MB C	MB		60AMW/9ARS	6306/1220	6306/2130	A	PRIMARY

Generated by the GDSS Report Subsystem Version 3 0: Jan 23 2017 14:34:23 Zulu

Originator :
Report Name : MISSION INFORMATION
Schedule ID :

Run Time: 9 seconds

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

I MISSION DATA

1. DATE (DD MMM YYYY)	2. MDS (Exp: SMC130E)	3. SERIAL # (YY-TTTT)	4. UNIT CHARGED FOR FLYING HOURS	5. HARM LOCATION
0 / NOV 2016	KC10A	83-0080	60 AMW (AMC) / XDAT	TRAVIS AFB, CA

FLT SEQ 6	MISSION NUMBER 7	MISSION SYMBOL 8	FROM (ICAO) 9	TO (ICAO) 10	TAKE OFF TIME (Z) 11	LAND TIME (Z) 12	TOTAL TIME 13	14. LANDINGS TOUCH & GO	14. LANDINGS FULL STOP	14. LANDINGS TOTAL	SORTIES 15	SPECIAL USE 16
a.	6UN52TC22306	T3MA	KSCU	KMUO	1548	1756	2.2	0	0	0	1	
b.												
c.												
d.												
e.												
f.												

CONVERSION

Minutes		Dur
1 ~ 2	=	.0
3 ~ 8	=	.1
9 ~ 14	=	.2
15 ~ 20	=	.3
21 ~ 26	=	.4
27 ~ 33	=	.5
34 ~ 39	=	.6
40 ~ 45	=	.7
46 ~ 51	=	.8
52 ~ 57	=	.9
58 ~ 60	=	Next

17. FLIGHT AUTH #	18. ISSUING UNIT	GRAND TOTALS					
17-0036	0009 ARS	2.2	0	0	0	1	

II AIRCREW DATA

FLYING ORGN 19	SSAN (LAST4) 20	LAST NAME 21	FLIGHT AUTH DUTY CODE 22	FLIGHT TIME PRIM 23	SEC 24	INSTR 25	EVAL 26	OTHER 27	TOTALS TIME 28	TOTALS SRTY 29	FLIGHT CONDITIONS NIGHT (P/S/I/E) 30	INS (P/I/E) 31	SIM INS (P/I/E) 32	NVG 33	COMBAT TIME 34	COMBAT SRTY 35	COMBAT SPT TIME 36	COMBAT SPT SRTY 37	RESV STATUS 38
0009			IP			2.2			2.2	1		0.3							
0009		MCP	MP	2.0	0.2				2.2	1		0.3							
0009		MP	MF	2.2					2.2	1									
0009		MFE	MB	2.2					2.2	1									
		MB																	

39. MAINT REVIEW	40. PILOT REVIEW (If different, AC for each Flt Seq should initial)	41. SARM REVIEW	42. ARMS INPUT		ARMS AUDIT	
	a. b. c. d. e. f.		DATE:	INITIALS	DATE	INITIALS:

43. EXTRACT CERTIFICATION (If required): I certify I am a commissioned officer, gov civ (when PIC), or HARM Chief and this is a true copy of an AFTO Form 781 and the extracted names have been crossed out.

//SIGNED// //SIGNED//

Pri : Rank: Branch of Svc: DSN: Signature:

AFTO FORM 781, 20080911 **PREVIOUS EDITION IS OBSOLETE** **ARMS AIRCREW/MISSION FLIGHT DATA DOCUMENT**

AUTHORITY: 10 U.S.C. 8012; 44 U.S.C. 3101; and EO 9397
PRINCIPAL PURPOSES: Source document for recording individual flying time for input into the Aviation Resource Management System (ARMS) and Integrated Maintenance Data System (IMDS).
ROUTINE USES: Validation of accomplishment of flying requirements needed to attain or maintain professional standards. Validation of hourly flying accomplishments where necessary to authorize payment of flying incentive pay. Provide basic record of each flight of USAF aircraft, reason for mission, duration, crew members and duty positions. Used as a source document for determining number of hours of operating time on airframes and power plants. The SSN is used for identification of individuals and records.
DISCLOSURE IS MANDATORY: Individuals must furnish the information to meet qualification and incentive pay standards. Failure to provide the information and SSN could result in loss of records with consequent loss of professional qualification and incentive pay entitlement.

II. (CONTINUED) **AIRCREW DATA**

FLYING ORGN 19	SSAN (LAST4) 20	LAST NAME 21	FLIGHT AUTH DUTY CODE 22	FLIGHT TIME							FLIGHT CONDITIONS								RESV STATUS 38
				PRIM 23	SEC 24	INSTR 25	EVAL 26	OTHER 27	TOTALS TIME 28	TOTALS SRTY 29	NIGHT (P/S/I/E) 30	INS (P/I/E) 31	SIM INS (P/I/E) 32	NVG 33	COMBAT TIME 34	COMBAT SRTY 35	COMBAT SPT TIME 36	COMBAT SPT SRTY 37	

44. REMARKS OTHER THAN FLIGHT DISCREPANCIES

AFTO FORM 781, 20080911

60 OG PRE-MISSION SCHEDULING & EXECUTION CHECKLIST

1. SCHEDULING/FTU INSTRUCTOR

n/a P FE LM/BO

- Valid crew complement (aug/basic/MEPs)
- Valid Interfly Agreement *(as required)*
- Additional BOs/LMs? *(as required)*
- Confirm Passports & Visas *(as required)*

2. SARM

- Print ITS for each crewmember
- Grounding Items: (through FSRT)
  - Verify crewmember is not DNIF (including Sq Roster)
  - Current Aeronautical Order - Aviation Service Code
  - Physical - Physiological
  - Egress Training (LL03) - EPT (SS06) (C-17 Only)
- Attach local browser
- Check crew against NMR Letter (FAAO Binder)
- Flying time maximums checked

3. SCHEDULING/FTU CREW INSTRUCTORS

n/a P FE LM/BO

- No crewmembers DNIF (including Sq Roster)
- Ground currency through FSRT
- Flight currency through FSRT (Zulu Day)
- *Notify Ops Officer of req'd training and evaluations*
- Waiver Required? (i.e. currency, pre/post-Msn)
- Check Letter of X's (FAAO Binder)
- *Members cert'd for msn tasks (i.e. AR, Banner, Special PIC)*
- *Coordinate requirements with training & stan/eval*
- Check Supervised Status Letter (FAAO Binder)
- Check NMR Letter (FAAO Binder)
- Code crewmembers (A, B, G, I, U, etc.)
- Instructor Required?
- *Crewmembers that are non-current, non-msn ready, under supervision/unqualified, Senior Officers, or FTL E*
- Confirm alert/show/dep times w/GDSS
- Crew & FCCs notified / proper crew rest

x //SIGNED//
Pilot Scheduler Name & Signature
(FTU Pilot Instructor Signature)

x //SIGNED//
FE Scheduler Name & Signature (N/A for C-17)
(FTU FE Instructor Signature)

x //SIGNED//
LM/BO Scheduler Name & Signature
(FTU BO Instructor Signature)

4. AC (MSN Controller/SOC/ADO, if AC unavailable)

n/a ✓

- Check ITS/Browser for each crewmember (Zulu Day)
- Determine training requirements/priorities
- Crewmembers coded correctly in GDSS (A, B, IP, EP, etc.)
- Mission Support Request (MSR) submitted *(as required)*
  https://elm.amc.af.mil/org/60oss/OneStop/default.aspx

x //SIGNED//
AC or Msn Controller/SOC/ADO Name & Signature
(FTU Acting AC Signature)

5. SARM

n/a ✓

- Validate FAAO is on 60 OG Appt letter (FAAO Binder)
- OG MEP letter/MEP remarks/Manifest Data *(as required)*
- NATO orders printed *(as required)*
- Print remarks (Block 12)
- Print flight orders (Full SSN)
- Initials on FA (Block 16, 1C0X2)

x //SIGNED//
SARM Name & Signature

6. KC-10 & C-5 Msn Controller/C-17 SOC/FTU A-CODE

n/a ✓

- All previous items completed/boxes checked
- All previous signatures completed
- DIP Asset Letter *(as required)*
- Tier 3 ORM completed/approved
- Mission Binder Assembled

x //SIGNED//
Msn Controller/SOC/FTU Name & Signature

Call Sign	Gucci 22
Expected Alert Time	0505
AC Name	
Alert Data Entered By	

60 OG PRE-MISSION SCHEDULING & EXECUTION CHECKLIST

60 OG Flight Authorization Authentication Official (FAAO) Go/No-Go Checklist

n/a ✓

- ☑ All blocks checked and all lines signed on first page
- ☑ Check Form 8 Qualification Status (incl Letter of X's), Supervised Status Letter, and NMR Letter
  - *(FTU) Confirm Parent Flying Unit's Letters have been checked*
- ☑ Flight physical, physiological, egress training, and aeronautical orders are current (none DNIF)
- ☑ Flight/Ground currency requirements met per AFI11-202V1 & AFI11-2MDS-V1
  - *Flight currency is logged on the Zulu Day (i.e. expiration is on the Zulu Day)*
- ☑ 7/30/90 day times checked
- ☑ Crew complement/experience has been considered against MSN/LCL complexity
- ☑ ☐ MEPs are on OG/CC letter *(as required)*
- ☑ ☐ Airfield qualification or special crew qualification requirements met *(as required)*
- ☑ ☐ Waivers approved? (Currency, pre/post MSN, check ride extension, etc.)
- ☑ Orders checked for accuracy ("B" & "I" coded crewmembers supervised, if req'd)
- ☑ ORM completed. Score is 9H. Crew complement considered with elevated score
- ☑ ☐ NATO orders signed (blue ink) and stamped/Checked against flight authorization *(as required)*
- ☑ Flight Authorization signed

The above procedures have been complied with

//SIGNED// 31 OCT 16

FAAO Signature / Date

60 OG Aircraft Commander Go/No-Go Checklist

n/a ✓

- ☑ Ensure crewmembers did not receive medical attention since the orders were signed.
  If unsure of a member's current DNIF status, call the on-call flight surgeon via the command post.
- ☑ Ensure the trip kit and navigation bag is properly prepared and inventoried
- ☑ ☐ Equipment coordination: Intel/Tactics, Crew Comm, ALEPs, NVGs, Helmets, CSELs *(as required)*
- ☑ Entire crew signs FCIFs in command validated software (incl unit read files).
  - *FCIF#/initials on FA, if command validated software is unavailable*
- ☑ Ensure crew has access to current E-Pubs
- ☑ Ensure crew has completed monthly Boldface via GTIMS or paper version
- ☐ ☑ Designate a crewmember to maintain positive control of secrets/SKL *(as required)*
- ☑ Complete and sign Tier 4 ORM - obtain necessary approval for increased ORM
- ☑ Input Aircraft tail number on orders if not already accomplished (Block 9)
- ☑ ☐ Confirm that "B" or "I" coded crewmembers are under instructor supervision *(as required)* (Block 11)
- ☑ Confirm SARM has initialed (Block 16) and FAAO has signed the Flight Authorization (Block 18)
- ☑ Initial Go/No-Go verification on Flight Authorization (Block 16)
- ☑ ☐ If adding crewmembers, complete "Go/No-Go Guide for Adding Personnel Enroute" and sign (Block 16)
  - *All changes prior to launch require verbal approval from an approving official*
- ☑ ☐ If any changes are made to crew complement, verify valid complement exists (aug/basic/MEPs)
  - *Coordinate changes with Command Post (x-) and fax updated orders (X*

GO / NO-GO (circle one)

ADO/SOC USE ONLY

Mission Returned Date _____

Paperwork Review Date _____

Return the following completed documentation:

- ☐ Signed Hard Copy of ORM Worksheet
- ☑ Signed Go/No-Go checklist
- ☑ Signed/initialed original flight authorization

The above procedures have been complied with

//SIGNED// 1 Nov 16

Date

60 OG GNG Checklist, 1 June 2014
File with flight orders for 1 year per AFI33-364

INTENTIONALLY

LEFT

BLANK

TAB BB

APPLICABLE REGULATIONS, DIRECTIVES, AND OTHER GOVERNMENT DOCUMENTS

BB1. TO 1C-10(K)A-1 Volume 1 Flight Manual BB-2

BB2. TO 1C-10(K)A-2-28 Fuel BB-16

BB3. TO 1C-10(K)A-2-28 Fuel 28-72-00 ..... BB-17

BB4. TO 1C-10(K)A-2-28 Fuel 28-71-00 ..... BB-20

BB5. TO 1C-10(K)A-2-28 Fuel 28-70-00 ..... BB-21

BB6. TO 1C-10(K)A-2-28 Fuel 28-71-04 ..... BB-23

BB7. TO 1C-10(K)A-6WC-1 ..... BB-29

BB8. Air Force Instruction 21-101 Air Mobility Command Supplement BB-32

BB9. TO 00-20-1 ..... BB-35

BB10. 60th and 349th Maintenance Group Operating Instruction 21-101 ..... BB-38

BB11. Air Force Instruction 11-2KC-10 Volume 3 ..... BB-40

BB12. Air Force Instruction 11-202 Volume 3 ..... BB-42

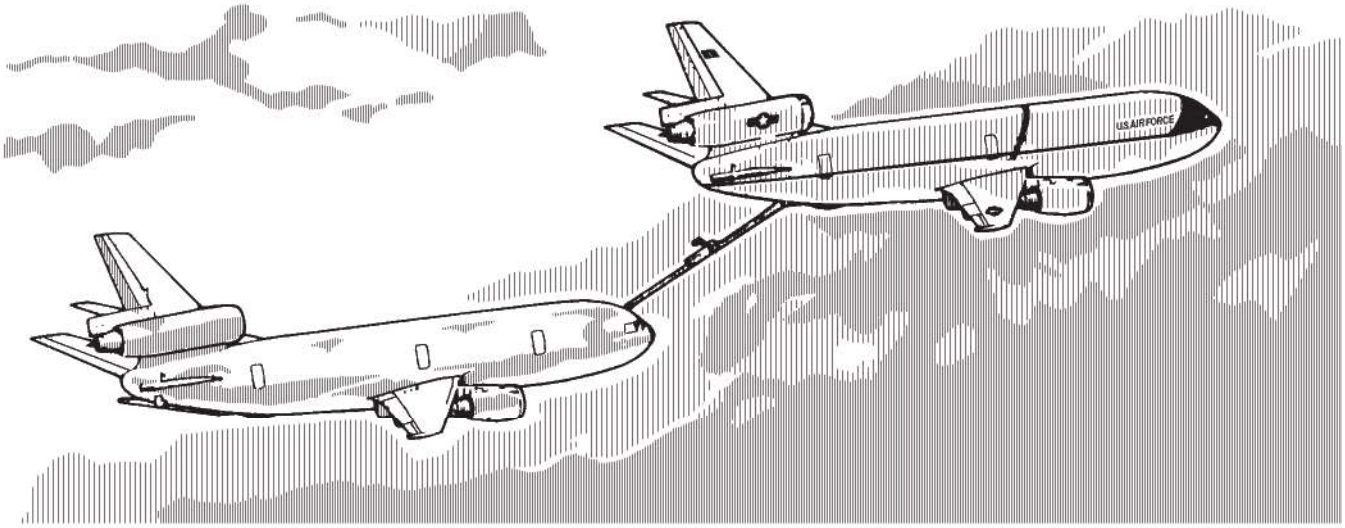
TO 1C-10(K)A-1
VOLUME 1

FLIGHT MANUAL

IOS -167 DATE 11 JULY 2012

ISS-168 DATED 9 AUGUST 2016

USAF SERIES
KC-10A
AIRCRAFT



Prepared by OC-ALC/GKSWB
TINKER AFB, OK
Prepared Under Contract FA8106-11-D-0001

BASIC AND ALL CHANGES HAVE BEEN MERGED TO MAKE THIS A COMPLETE PUBLICATION.

Refer to ETIMS for current status of flight manuals, safety supplements, operational supplements, and flight crew checklists.

Commanders are responsible for bringing this publication to the attention of all affected Air Force Personnel.

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

15 DECEMBER 2008
CHANGE 6 1 JUNE 2012

BOOM STOWING AND HOIST SYSTEM DESCRIPTION

The boom stowing and hoist system provides a means to lower, raise, hold, free-wheel, and stow the boom. The system consists of a hydraulic motor driven hoist, winch cable, shock absorber, latch assembly and cable tension motor. Controls and indicators for the system are located in the ARO compartment.

BOOM HOIST WINCH

The boom hoist winch winds the cable to raise the refueling boom and allows the boom to lower through gravity.

BOOM SHOCK ABSORBER

The rechargeable shock absorber cushions the boom against the aircraft when the boom is in the stowed position. The shock absorber is recharged manually with compressed air or dry nitrogen through the air valve by ground service personnel.

HYDRAULIC SYSTEM QUANTITY LEAK OR LOSS (cont)

2 SYSTEM 2 INOP

AP ..... "USE AS REQ D" (PF)

CAUTION

EFFECT ON SYSTEMS

Air Refueling - AR boom and drogue hydraulic systems may be inoperative.
- AR pump - inoperative.
- Refuel only if AR HYD RESVR PRESS LOW light is off with the motor pump ON.

RUD STBY PWR OFF LT ON
OR
HYDRAULIC SYSTEM 3 ELEV OFF LIGHT ON

YES

Lower rudder inop.

- Max X-WIND component - knots

V_{MCA}

MIN CONT SPD (KIAS)							
LDG WT (LBX 1,000)							
V_{MC_A}							

NO

Both rudders operative.

NOTE

-
-

END

BOOM SYSTEM FAIL LIGHT ON / FLIGHT CONTROL STICK FAILURE

Align flight control stick, notify receiver of boom flight control malfunction, direct receiver to safe position, and disconnect as applicable.

WARNING

If a limp flight control stick condition occurs, align stick to correspond with boom position immediately. Control authority will start to return in 1 second and boom will move to stick commanded position, unless corresponding control surface failure light is on.

FLT CONT Sw ..... CYCLE (OFF/ON)

YES — FAILURE LIGHT(S) OFF/STICK NORMAL — NO

Perform boom control check of the affected system.

YES — SYSTEM NORMAL — NO

Continue Air Refueling.

END

Go to appropriate procedure as follows:

A	ELEVATOR
B	RUDDER
C	TELESCOPE
D	FLIGHT CONTROL STICK

A ELEVATOR FAIL LT ON

Discontinue Air Refueling Operations.

Boom ..... STOW

The boom will not fly up when the ELEV POSN Sw is moved to STOW. Use the boom hoist to stow the boom.

END

CONTINUED

BOOM SYSTEM FAIL LIGHT ON / FLIGHT CONTROL STICK FAILURE (cont)

B RUDDER FAIL LIGHT(S) ON

With a single RUD FAIL Light on, continue air refueling as dictated by operational necessity. (Refer to MAJCOM Directives.)

NOTE

- *Rudder effectiveness will be reduced. Determine roll capability by accomplishing a flight control check at air refueling airspeed.*
- *Adjust roll limits to less than maximum attained during the flight control check, or receiver limit, whichever is less.*

Boom . . . . . STOW

END

C TLSCP FAIL LIGHT ON

Discontinue air refueling operations.

CAUTION

Receiver pilot should not attempt to push the boom in during telescope failure.

Retract boom using EMER TLSCP.

CAUTION

- *Do not allow boom to strike retract shock absorber when using emergency retract on the ground or when boom is stowed.*
- *A hard landing with the boom extended in the stowed position may cause damage to the boom and/or latching assembly.*

Boom . . . . . STOW

END

D FLIGHT CONTROL STICK FAILURE

Flight Control Stick Failure is identified by; audible tone and ROLL/ELEVATION ALAS Light(s) on and stick limp in the failed axis.

Stick abnormal (limp), ALAS INOP lights on.

Discontinue boom air refueling except in an emergency.

WARNING

During limp flight control stick condition, the stick does not have back drive or centering force feel in the failed axis. Large control inputs which could cause boom or receiver damage are easily applied.

NOTE

Set roll limits to 15° if boom air refueling will be continued.

Boom . . . . . STOW

END

FLIGHT CONTROLS DO NOT RESPOND TO COMMAND INPUTS OR CONTROL SURFACES ARE ERRATIC

Disconnect . . . . . INITIATE (If Applicable)

Boom . . . . . RETRACT (If Able)

Flt Cont Sw . . . . . OFF

Boom . . . . . STOW

NOTE

The boom will not fly up when the ELEV POSN SW is moved to STOW. Use the boom hoist to stow the boom.

Discontinue boom air refueling.

END

BROKEN BOOM HOIST CABLE

Disconnect . . . . . INITIATE (If Applicable)

WILL BROKEN CABLE DAMAGE BOOM OR RECEIVER AIRCRAFT

YES

Discontinue boom air refueling except in an emergency.

NO

Continue mission as dictated by operational necessity.

Stow the boom using the following procedures.

Inform the pilot when ready to stow the boom and coordinate the following prior to attempting boom stowage procedures.

NOTE

- *Increase airspeed as required (300 KIAS or higher) to stow the boom.*
- *The boom may not fly to stowed position above 20,000 feet or while the aircraft is in a turn.*

ELEVATION POSN Sw . . . . . STOW

Fly the boom to the stowed position and hold it in the stowed position until latched.

CAUTION

Avoid applying abrupt up commands after placing the ELEVATION POSN switch in STOW.

Flight Control Stick . . . . . NEUTRAL

BOOM LATCHED

YES

NOTE

Repeated attempts may be required.

Complete the Boom Post AR Checklist.

END

NO

Refer to LANDING WITH BOOM IN TRAIL Checklist.

END

LANDING WITH BOOM/DROGUE IN TRAIL

NOTE

Confirm BOOM PREPARATION FOR LANDING WITH THE BOOM IN TRAIL checklist, Section IIA has been completed.

DROGUE

YES

Landing . . . . . COMPLETE (PF)

If unable to jettison the hose or the decision is made to land with it in trail: land at slowest practical speed. Clear runway as required and stop for maintenance action.

END

NO

Boom Scavenge . . . . . COMPLETE (FE)

The BO/FE will coordinate and accomplish this action, anytime prior to descent.

Fuel Qty in AFT Body Tank 15,000 Lbs min (If Available). . . . . VERIFY (FE)
Boom Operator . . . . . NOTIFY (P)

When ready to start the final approach to landing, notify the boom operator to complete his checklist. (BO will complete the checklist and return to forward position for landing.)

Landing . . . . . COMPLETE (PF)

Make a normal 35°/EXT approach and landing with normal reverse thrust and braking. Stop on the runway for maintenance action.

NOTE

- *Do not use 50°/EXT with maximum braking in an effort to minimize landing roll or reduced braking to give a smooth slow deceleration.*
- *BOOM/DROGUE DEPLOYED annunciator light will be ON. After the landing gear is lowered, the BOOM/DROGUE NOT STOWED annunciator light will also be ON.*
- *FUEL Cue Light comes on when any main tank pressure low light or FWD Body fuel schedule light comes on or during premature tip pump operation, or on when the boom is not stowed and latched and the landing gear is deployed. Light remains on until pushed for reset or until condition causing light to illuminate is corrected.*

END

MAXIMUM LANDING AND INFLIGHT LIMITING WEIGHTS

The maximum unrestricted landing weight (MLW) of the KC-10A is 436,000 pounds at the design R/D at touchdown of 10 feet per second (600 fpm).

AIR REFUELING LIMITATIONS

AIR REFUELING BOOM

NOTE

BOOM OPERATOR go to the appropriate TANKER PREPARATION FOR CONTACT checklist as follows:

A	(BOOM)
B	(Centerline Drogue)
C	(Wing POD Drogue)

A PREPARATION FOR CONTACT - TANKER - (BOOM)

Prior to receiver(s) reaching 1 NM in trail, complete PREPARATION FOR CONTACT checklist up to establishing radio contact. When using buddy refueling procedures, complete checklist a minimum of 5 minutes before ARCT.

1. Oxygen Regulator (ARO Station) ON/100%
2. Command Radio. . . . . MONITOR
3. Sighting Door. . . . . OPEN

CAUTION

4. Boom Coil . . . . . .TEST
5. HYD SEL . . . . . .BOOM
6. Side Viewing Doors . . . . . AS DESIRED

   Move side viewing doors to open if desired.
7. STICK FORCE . . . . . SET

   Adjust STICK FORCE ROLL and ELEVATION to desired level.
8. AR SIG SYS OVRD Sw . . . . . .NORM

   Verify the AR SIG SYS OVRD NORM light is on.
9. BOOM ENV Limits . . . . . ACTIVE
10. TLSCP-AT-DISC Sw . . . . . .AS REQUIRED

    Verify the TLSCP-AT-DISC switch-light displays AUTO/MAN.

11. ALAS Sw . . . . . ENABLE

    Verify the ALAS (automatic load alleviation system) switch displays ENABLE, and observe ROLL ALAS INOP and ELEVATION ALAS INOP lights are off.

CAUTION

The flight control stick shall be guarded to insure boom structural limits are not exceeded when the ENABLE mode is selected, while the boom is in trail and the flight control system is in the COUPLED Mode.

12. FLT CONT Sw . . . . . ON

    Observe the FREE FLIGHT light comes ON and the RUD FAIL, TLSCP FAIL, ELEV FAIL, and system CAUTION lights are OFF.

NOTE

- The L&R RUD FAIL and ELEV FAIL lights with aural warning will come on when the FLT CONT switch is moved to ON if the HYD SEL is in OFF or DROGUE. To return system to normal, move HYD SEL to BOOM and cycle FLT CONT switch from ON to OFF and back ON.
- If any FAIL or system CAUTION light is still on, refer to appropriate abnormal checklist.

13. INDEP DISC . . . . . CHECK

14. RCVR DISC DELAY and Limits . . . . . SET

15. FUEL OFFLOAD Gage . . . . . ZERO

16. AR EXT LIGHTS . . . . . AS REQUIRED

17. BOOM ELEVATION POSN Sw. . . . . STOW

18. BOOM AUDIO
    Sw. . . . . AS REQUIRED (PF,BO)

19. Boom. . . . . LOWER (PF,BO)
    a. Notify pilot before lowering boom.
    b. Move the BOOM HOIST lever to RAISE.

c. Move the BOOM LATCH lever to UNLOCK.

d. Move the BOOM HOIST lever to LWR; guard flight control stick to prevent uncommanded control inputs while boom is being lowered.

CAUTION

- Do not apply DOWN command to flight control stick with hoist lever in LOWER. Excessive force loads generated by control surface movement may cause hoist cable failure.
- Do not cycle HYD SEL from BOOM to OFF when boom is deployed and BOOM HOIST Lever is in FREE WHEEL. This causes interruption of hydraulic pressure to cable tension motor and could result in damage to boom hoist cable and motor. If HYD SEL is inadvertently placed in OFF position while boom is deployed, do not reposition HYD SEL to BOOM until slack is removed from hoist cable. Remove slack in hoist cable by placing boom hoist lever to RAISE. When hoist cable is taut, HYD SEL may be moved to BOOM and hoist lever returned to HOLD or FREE WHEEL as required.

e. After boom stops its downward movement (approximately 0°), move the BOOM HOIST lever to FREE WHEEL.

f. Move the BOOM ELEVATION POSN switch to REFUEL and observe boom goes to trail position.

NOTE

- The boom may deploy very rapidly from 14° below 0° elevation to the trail position when airspeed is below 200 KIAS.
- The boom will not lower to the trail position unless the BOOM HOIST lever is in FREE WHEEL and BOOM ELEVATION POSN switch is in REFUEL.
- If boom does not trail at 0° roll and 30° elevation, move the BOOM TRIM switch UP, DOWN, LEFT or RIGHT as applicable, to position the boom at 0° roll and 30° elevation.

20. Boom Flight Controls . . . . . CHECK

Move and hold the boom telescope control stick to extend until boom extension is 12 feet. Verify the boom can be controlled smoothly through the envelope of 18° to 40° in elevation and 0° to 25° in left and right roll.

CAUTION

Damage to boom telescoping mechanism may occur if RESET TO READY switch is pushed when boom is extending or retracting.

NOTE

- Adjust stick force, as necessary, after the boom flight control check. If multiple air refuelings are scheduled for the mission, only one boom flight control check is required.
- If the boom fails to attain the prescribed positions but all other indications are normal, continue the mission and initiate disconnects as applicable prior to receiver reaching the maximum position attained during the check. Adjustable limits may be RESET to within the position attained during Boom Flight Controls Check.

21. Radio Check . . . . . .COMPLETE (AS REQ D)

.

22. PREPARATION FOR CONTACT Checklist . . . . . "COMPLETED" (FE,BO)

Flight Engineer will confirm that the PREPARATION FOR CONTACT Checklist is completed and the crew is ready for refueling.

NOTE

BOOM OPERATOR go to appropriate Tanker Post Air Refueling steps as follows:

A	**(BOOM)**
B	
C	

A POST AIR REFUELING (BOOM)

1. Boom ..... STOW

   Move BOOM ELEVATION POSN switch to STOW; observe boom retract (if extended) and move toward stowed position.

   After boom stops upward movement (approximately 0°), move BOOM HOIST lever to RAISE. Observe plus 15° on the ELEVATION instrument when the boom is seated in the chock.

   Move BOOM LATCH lever to LOCK, then move the BOOM HOIST lever to LWR and observe the ELEVATION instrument for indication of movement.

WARNING

Avoid applying abrupt commands after elevation switch is placed in stow.

NOTE

- While boom is moving toward stowed position, guard controls to prevent boom from rising too rapidly.
- If ELEVATION gage confirms boom is stowed, move the BOOM HOIST lever to HOLD.
- If ELEVATION gage indicates movement, move BOOM LATCH lever to UNLOCK, repeat stowing procedures.
- If it becomes necessary to fly the boom to the stowed position, refer to the BROKEN BOOM HOIST CABLE abnormal procedure.

2. FLT CONT Sw ..... OFF
3. HYD SEL..... OFF
4. BOOM AUDIO Sw ..... OFF
5. AR EXT LIGHTS..... OFF
6. Side Viewing Doors (If Applicable) ... CLOSE
7. Sighting Door ..... CLOSE

8. Oxygen Regulator (ARO station) ... OFF/100%
9. Leaving Position .. NOTIFY PILOT (PF,BO)

   Notify pilot, "Boom stowed, leaving position."

TO 1C-10(K)A-2-28

FORMERLY 1C-10(K)A-2-28-1
FORMERLY 1C-10(K)A-2-28-2
FORMERLY 1C-10(K)A-2-28-3

TECHNICAL MANUAL

MAINTENANCE MANUAL ORGANIZATIONAL

FUEL

USAF SERIES KC-10A AIRCRAFT

THE BOEING COMPANY
F34601-93-C-0448
Prepared Under Contract FA8222-12-D-0011
Prepared by OC-ALC/AFLCMC KC10 Weapon System Program Office

THIS CHANGE INCORPORATES URGENT PCRS 21L0305AMW6039U AND 21L0305AMW6040U

BASIC AND ALL CHANGES HAVE BEEN MERGED TO MAKE THIS A COMPLETE PUBLICATION

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

CHANGE 5 01 JULY 2015

KC-10A, T/N 83-0080, 1 November 2016
BB-16

2 DECEMBER 2016

BOOM FLIGHT CONTROL ACTUATION - DESCRIPTION AND OPERATION

1. Description

A. The boom flight control actuation system is an integrated closed-loop, fly-by-wire system utilizing a boom control unit (BCU) with fail-passive fault monitoring and self-test features.

B. The boom flight control actuation system consists of the boom control unit (BCU), an elevation/roll hand controller, linear and rotary position transducers, accelerometers, nozzle load sensors, elevator and rudder actuators, a boom controller force selector, annunciator lights, and switches. A Status/Test Panel is provided for displaying built-in-test information from the BCU.

C. Boom positioning (elevation and roll) during free-flight is accomplished through the use of the elevation/roll hand controller. During coupled flight, an automatic load alleviation system (ALAS) is available to minimize nozzle radial loads by trimming the boom control surfaces to track the receiver aircraft position during coupled flight.

D. The boom control unit (BCU), located in the aerial refueling operator (ARO) equipment rack, contains a digital processor unit and associated components which provide the elevation, roll, and telescoping control logic computations, preflight and maintenance testing, inflight monitoring, and display functions. The BCU also contains the signal conditioning and data converting circuitry required to interface the digital processor with the remainder of the control system elements. The BCU also provides the dual servo drives; engage, shutdown, and warning circuitry; and the power supplies for external sensor excitation.

E. The boom elevation/roll controller, located on the aerial refueling operator (ARO) boom position control console, provides the ARO with precision control of the boom during free-flight mode. The elevation/roll controller is used to manually control the boom elevator and rudders, to follow receiver motion and to reduce load on the boom. The elevation/ roll controller consists of a wrist grip, two elevation linear variable differential transducers (LVDT's), two roll LVDT's, one elevation torque motor, and one roll torque motor. The LVDT's sense controller elevation and roll commands. The torque motors, in the free-flight mode, act as centering springs for the controller. In the coupled mode, boom position signals from the BCU are fed to the torque motors to drive the controller and the control surfaces to an approximate trim position. When the automatic load alleviation system (ALAS) is engaged, the nozzle load sensor signals are added to the position signals to drive the controller and the control surfaces to automatically minimize nozzle radial loads.

F. Two linear variable differential transducers (LVDT), located between the gimbal unit and structure, sense right and left roll axis inclination. Two LVDT's, located between the boom yoke and the gimbal unit yoke, sense boom elevation. A dual rotary voltage transformer (DRVT), located in the gimbal housing, senses boom roll. A nozzle load sensor assembly, located between the telescopic tube and the nozzle recoil assembly, senses nozzle radial loads. The boom accelerometer, located near end of outer fuel tube, is used to derive boom angular roll rates.

G. The elevator actuator provides control of the boom elevator. The actuator, located on the top of the boom under the control surfaces, is covered with a fairing.

H. The elevator actuator consists of a control module, two reservoir manifolds, a tandem cylinder, an output ram assembly and a dual linear variable differential transducer (LVDT).

I. The control module consists of two electro-hydraulic valves (EHV), the upstream monitor valve, the downstream control valve, a solenoid operated valve, a pilot operated shutoff valve and a thermal conditioning orifice.

J. There is one reservoir manifold in each half of the tandem cylinder. Each manifold consists of a pressure operated bypass valve, a spring-loaded reservoir, an inlet check valve, a check valve, one thermal valve and two restrictors.

K. The elevator actuator, in the normal or powered mode, moves the boom elevator in response to the two independent electrical command signals from the boom control unit (BCU). When a significant signal disagreement between the two command signals occurs, the actuator will immediately lock the elevator. If the signal disagreement continues, the actuator will go into the faired or power-off mode, otherwise, it will unlock and resume the powered mode. In the event of an electrical or hydraulic failure, the actuator will go into the faired or power-off mode to prevent flutter.

L. The rudder actuators provide control of the boom rudders. The actuators, located on each of the boom vertical stabilizers are covered with a fairing.

M. Each rudder actuator consists of a control module, two reservoir manifolds, a tandem cylinder, an output ram assembly and a dual linear variable differential transducer (LVDT).

N. The control module consists of two electro-hydraulic valves (EHV), an upstream monitor valve and a downstream control valve, a solenoid operated valve, a pilot operated shutoff valve and a thermal conditioning orifice.

O. Each reservoir manifold, one for each half of the tandem cylinder, consists of a pressure operated bypass valve, a spring-loaded reservoir, an inlet check valve, a check valve, one thermal relief valve and two restrictors.

P. A rotary swivel, located on the elevator pivot, routes hydraulic fluid to the two rudder actuators.

Q. An expander, located adjacent to the elevator actuator, allows axial play to accommodate pipe length changes due to thermal effects and boom deflection.

R. The rudder actuators, in the normal or powered mode, moves the boom rudders in response to the two independent electrical command signals from the boom control unit (BCU). When a significant signal disagreement between the two command signals occurs, the actuator will immediately lock the affected rudder. If the signal disagreement continues, the actuator will go into the faired or power-off mode, otherwise, it will unlock and resume the power mode. In the event of a hydraulic or electric failure, the actuator will go into the faired or power-off mode to prevent flutter.

S. The Status/Test (STP) panel is located on the ARO overhead panel. The STP has the capability of accessing, monitoring, and displaying BIT (Built-In-Test) information provided from the boom control unit (BCU). The STP provides the operator with a display of English language commands and questions, and also allows specific portions of the testing to be bypassed if desired. The STP displays 32 alphanumeric characters. The message readout window allows two lines, each consisting of 16 characters. During use of the STP, standardized abbreviations are used in some cases due to the limited space available on the readout window. These abbreviations will be explained in the Maintenance Practices portion of this section. The STP is used for ground test only.

T. The boom control system annunciator lights are located on the ARO instrument panel.

U. The left side of the elevation/roll wrist grip is equipped with a thumb wheel type switch (RAD INT) to permit the ARO to select either radio or intercom functions. The front of the grip is provided with a two position trigger switch. Depressing the trigger switch to the first detent causes normal disconnect of the boom from the receiver. In the event normal disconnect does not occur, depressing the trigger switch to the second detent causes the boom to disconnect from the receiver pneumatically.

V. The automatic load alleviation system (ALAS) provides automatic control of the boom when boom is coupled to a receiver aircraft. It measures the boom forces at the nozzle and commands the control

stick to a position which will alleviate the load. If the boom operator inputs manual commands to the stick, (tries to fly the boom manually), while in the COUPLED mode, the Automatic Load Alleviator cannot function properly.

W. A stick shaker function is built into the system to alert the ARO that he is forcing the control stick into a position different from that commanded by the ALAS. If this differential in position varies by as much as 4°, the stick shaker is activated which will vibrate/shake the flight control stick.

X. ALAS will continue to alleviate nozzle loads after a disconnect is initiated (DISC light on) until the RCVR DISC DELAY time has elapsed. At the end of the RCVR DISC DELAY time setting, the COUPLED light will go off, ALAS will cease to alleviate nozzle loads, the stick shaker will be deactivated, the control stick forces return to their selected values, the controller back drive is frozen in the last commanded position for two seconds and the flight control will start transitioning from COUPLED to FREE FLIGHT over a one second period.

Y. Aural tones are used to alert the boom operator when the aerial refueling boom (ARB) signal system advances to the CONTACT and DISC (DISCONNECT) conditions. One beep tone is annunciated for the CONTACT condition and three beep tones represent the DISC condition. The tones serve as supplemental indication to the existing light annunciators. These beep tones are heard through the audio system over the three headsets in the ARO station only. No tones will be heard in the cockpit.

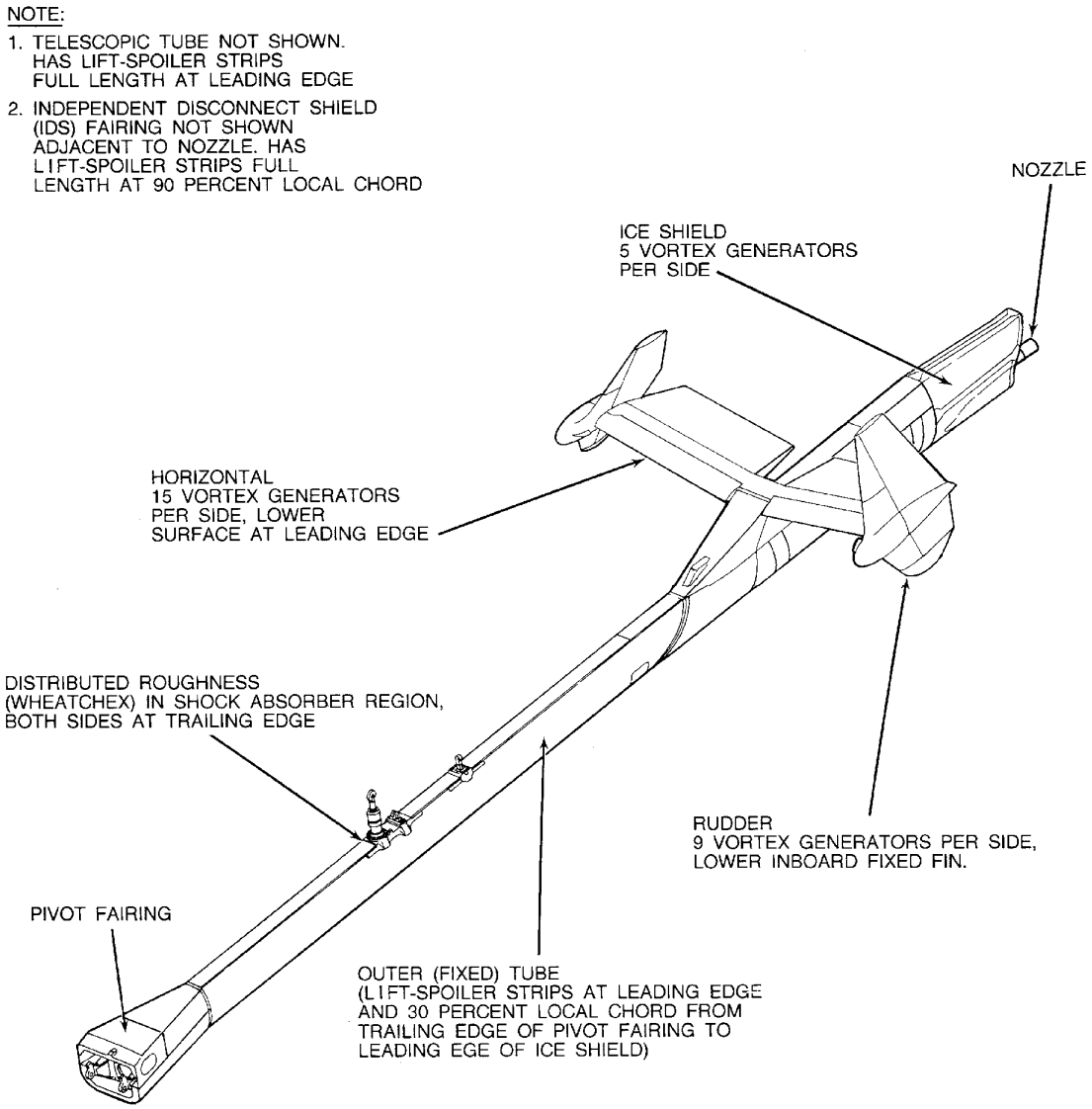


Figure 1. Boom Aerodynamic "Add-On" Fixes

28-71-00-990-801 (Sheet 1 of 1)

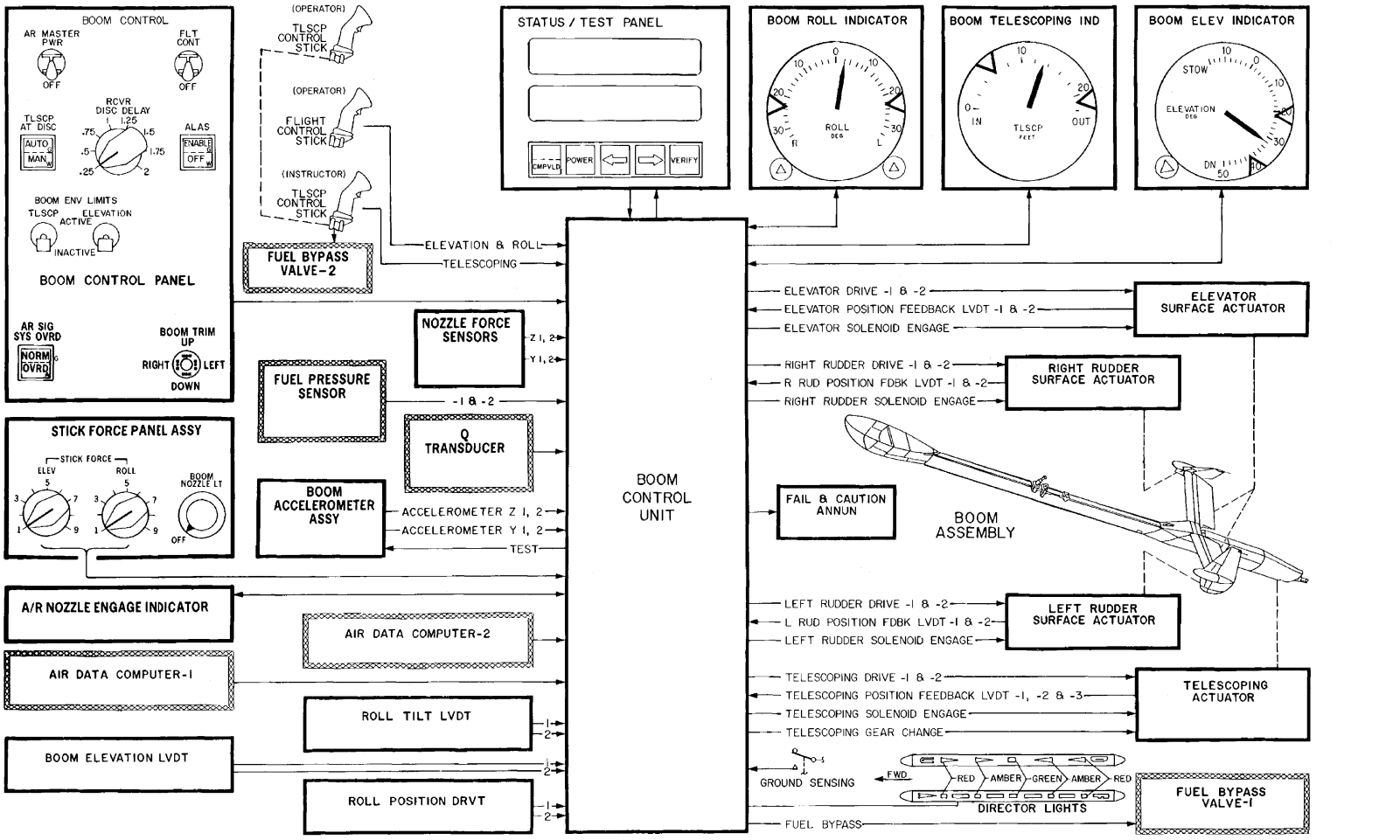


Figure 4. Boom Control System - Schematic
28-70-00-990-804 (Sheet 1 of 1)

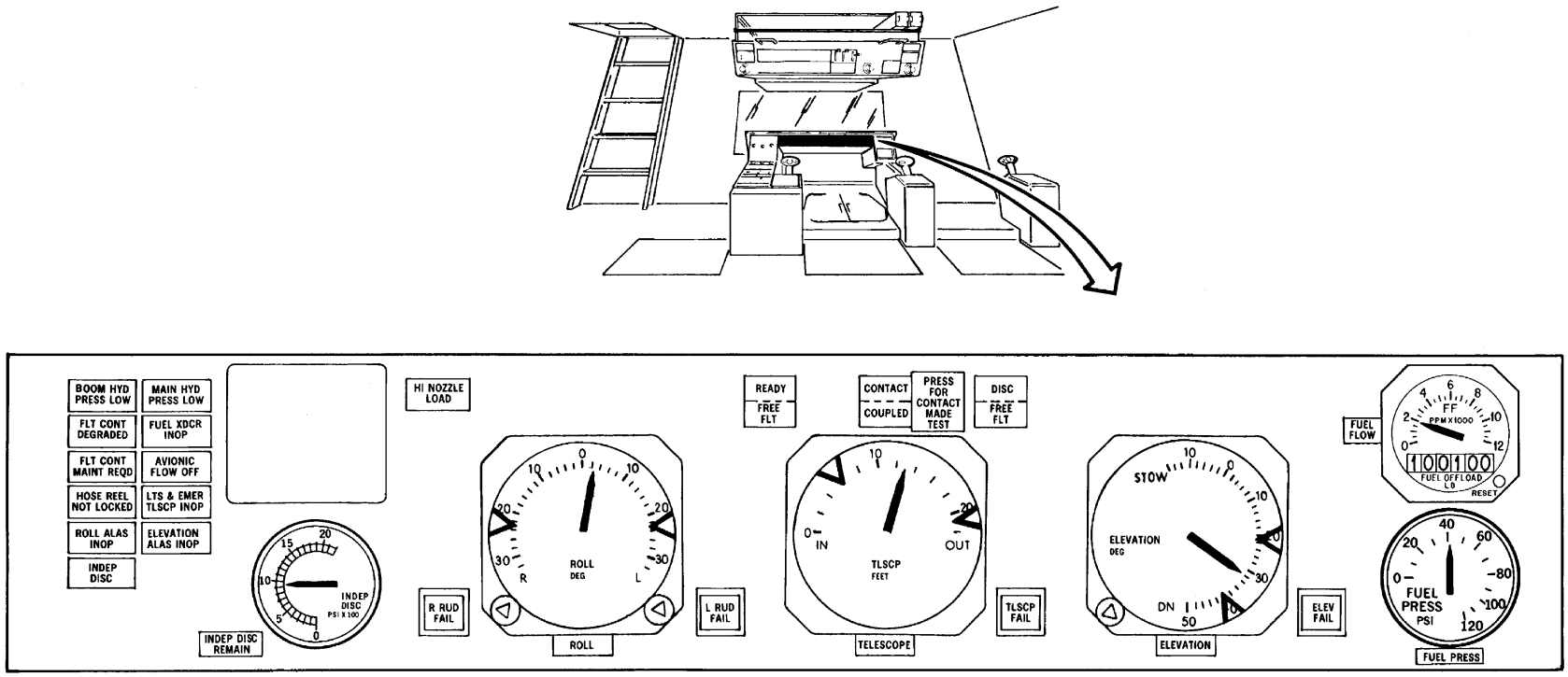


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Figure 1. ARO Instrument Panels
28-70-00-990-801 (Sheet 1 of 1)

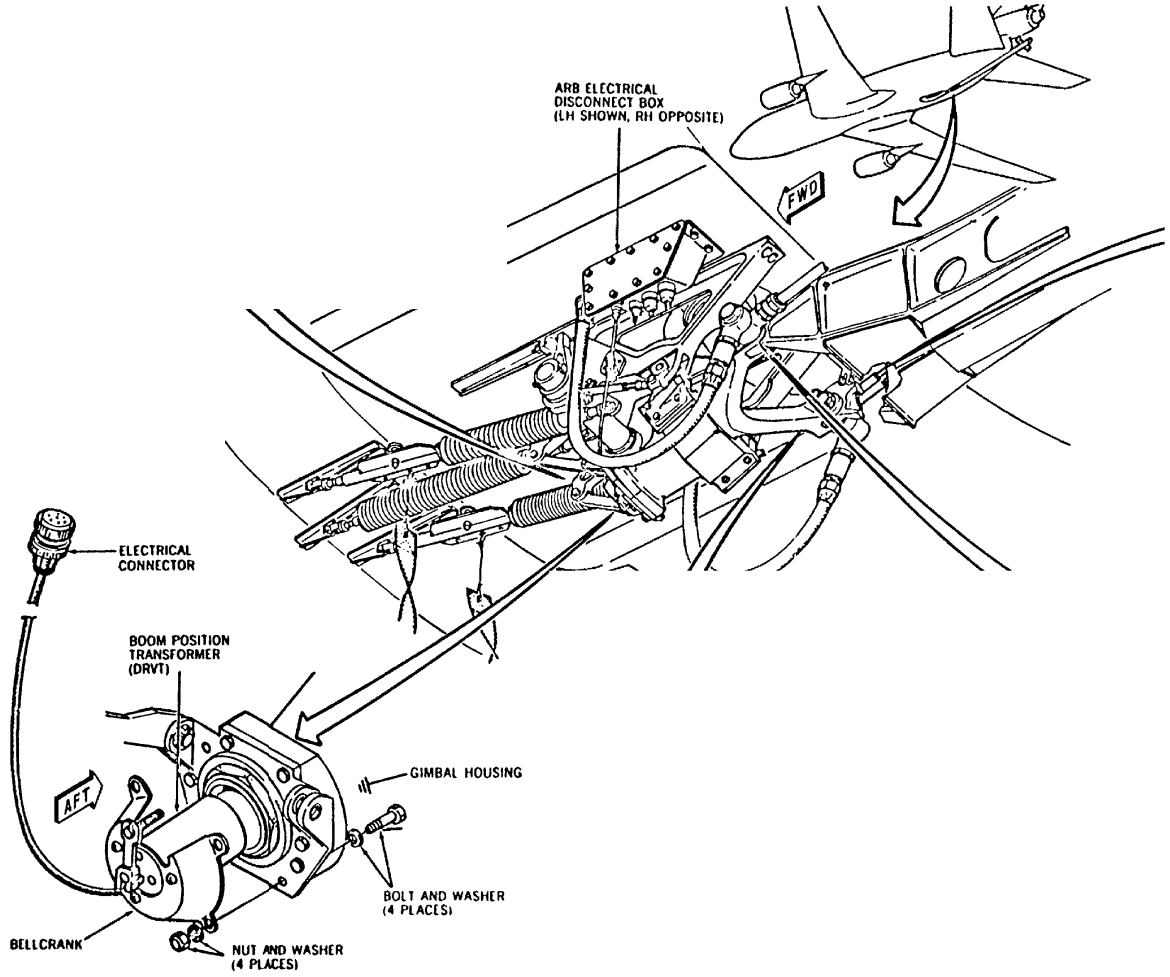

Figure 201. ARB Gimbal - Removal/Installation
28-71-04-990-801 (Sheet 1 of 1)

GIMBAL - MAINTENANCE PRACTICES

1. General

A. This maintenance practice provides instructions for removal/installation of the Aerial Refueling Boom (ARB) gimbal mechanism installed on the ARB support fitting located on the lower aft fuselage ARB support structure, and connected to the boom at the boom-gimbal pivot point by the hydraulic glands.

3. Removal/Installation - Gimbal

A. Remove Gimbal

B. Install Gimbal

(17) Verify that roll position DRVT polarity is correct by lowering boom on to dolly and moving to aircraft left. Verify that boom roll indicator indicates boom left.

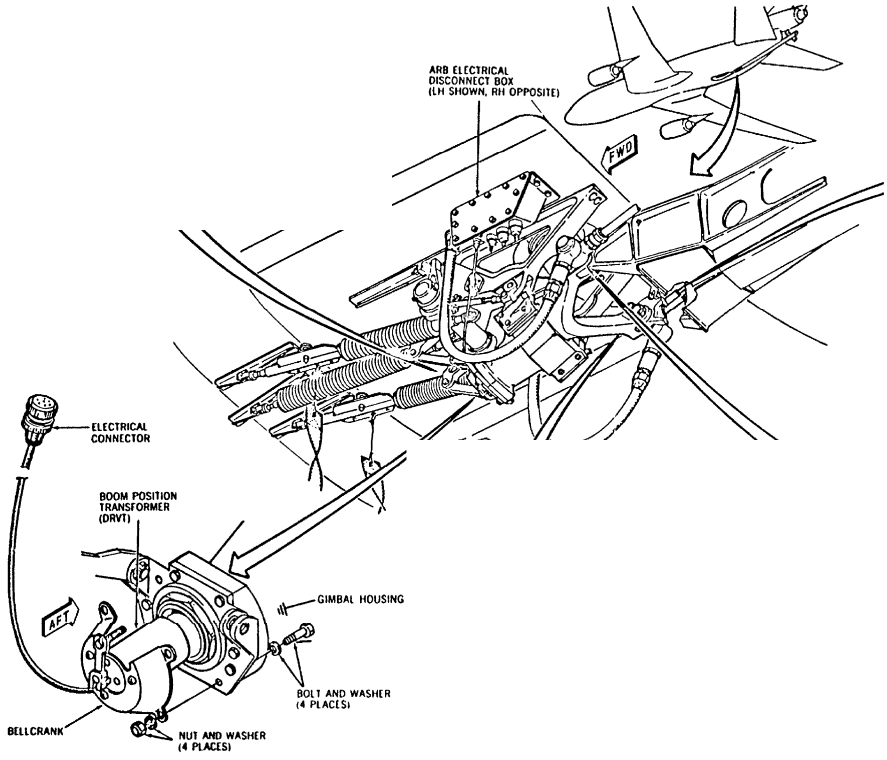

Figure 201. ARB Gimbal - Removal/Installation
28-71-04-990-801 (Sheet 1 of 1)

ONE SET
USAF KC-10A AIRCRAFT
PREFLIGHT-BASIC POST AND THRUFLIGHT INSPECTION WORK CARDS

F34601-95-C-0945
Prepared Under Contract FA8222-12-D-0011
Prepared by OC-ALC/AFLCMC KC10 Weapon System Program Office

BASIC AND ALL CHANGES HAVE BEEN MERGED TO MAKE THIS A COMLETE PUBLICATION

NOTICE - THIS SPECIAL RIGHTS LEGEND IS APPLICABLE TO ALL TECHNICAL DATA EXCEPT THOSE SYSTEMS AND COMPONENTS LISTED IN SUPPLEMENTAL AGREEMENT P00075 OF THE U.S. GOVERNMENT CONTRACT F33700-78-C-0001.

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TO 1C-10(K)A-6WC-1	39	1 MAR 17	37	POSTFLIGHT	10LM-004.4
	ATA CHAP	AREA ZONE 4		INSP DATE	A/C NO.

INSTRUCTION	SIGN OFF	
AREA 4 (EXTERIOR) (CONTINUED)	MECH	INSP
&11. ACCESS GIMBAL YOKE NUT BY OPENING PETAL DOORS.		
A. USING MIRROR CHECK GIMBAL YOKE NUT FOR SECURITY (SAFETY WIRE INTACT WITH 2-3 THREADS VISIBLE FORWARD OF THE YOKE NUT).		
$12. CHECK AERIAL REFUELING BOOM NOZZLE CONTACT COIL (REF. MM 28-76-01) FOR CORROSION AND IMPACT DAMAGE. TREAT IF REQUIRED. 941-N001 (28-76-01)		

MDC data subject to restrictive legend(s) on title page

PUBLICATION	CHANGE NO.	CHANGE DATE	PAGE NO.	INSP CHK	CARD NO.
TO 1C-10(K)A-6WC-1	39	1 MAR 17	85	COMB PRE/POST	10LM-005.4
	ATA CHAP	AREA ZONE 4		INSP DATE	A/C NO.

INSTRUCTION	SIGN OFF	
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&13. ACCESS GIMBAL YOKE NUT BY OPENING PETAL DOORS.

A. USING MIRROR CHECK GIMBAL YOKE NUT FOR SECURITY (SAFETY WIRE INTACT WITH 2-3 THREADS VISIBLE FORWARD OF THE YOKE NUT).

14. CHECK AERIAL REFUELING BOOM FLIGHT CONTROLS (REF. MM 28-73-00) FOR FOREIGN OBJECT OR IMPACT DAMAGE. 900-J005 (28-73-00)

MDC data subject to restrictive legend(s) on title page

BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 21-101

21 MAY 2015

AIR MOBILITY COMMAND Supplement

9 FEBRUARY 2016

Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication implements Air Force Policy Directive (AFPD) 21-1, *Maintenance of Military Materiel;* and is consistent with AFPD 13-5, *Air Force Nuclear Enterprise.* It is the basic Air Force instruction (AFI) for all weapon system and support equipment maintenance management guidance. It provides the minimum essential guidance and procedures to safely and effectively maintain, service, and repair weapon systems and support equipment. It applies to all Major Commands (MAJCOMs), including Air Force Reserve Command (AFRC), and the Air National Guard (ANG), along with their subordinates. Supplements and addendums must be written in accordance with (IAW) AFI 33-360, *Publication and Forms Management*. Supplements must identify required deviations (applicability, variance, and/or differences in organizational placement of responsibilities/processes) on the supplement with the abbreviation "(DEV)" directly preceding the affected paragraph number. Only supplements and addendums containing deviations must be submitted to AF/A4L for approval. The authorities to waive wing/unit level requirements in this publication are identified with a tier ("T-0, T-1, T-2, T-3") number

Primary Development & Test Aircraft Inventory (PDAI). Aircraft assigned primarily for testing aircraft or its components for purposes of research, development, test and evaluation, operational test and evaluation, or for testing programs.	None
Primary Other Aircraft Inventory (POAI). Aircraft required for special missions not defined elsewhere.	None
Quantity Per Application (QPA). The number of duplicate items installed on an aircraft.	Note: QPA is used as a multiplier for calculating Mean Time Between Failures (MTBF) for systems, subsystems, and components.
Reclamation. Aircraft removed from operational service due to damage, depreciation, administrative decision, or completion of projected service life.	None
Reconstitution Reserve. Aircraft stored or on ramp that are planned for return to operating forces in event of mobilization, replacement, or reconstitution.	None
Recur Discrepancy. A malfunction that occurs on the second through fourth sortie or attempted sortie after corrective action has been taken and the system or sub-system indicates the same malfunction when operated.	None
Recur Rate	[Number of recur discrepancies / Total Pilot Reported Discrepancies (PRD)] x 100
*Repeat Discrepancy. Malfunction in a system or subsystem that reappears on the next sortie (or attempted sortie) NOTE: Each consecutive sortie that experiences the malfunction is a Repeat and resets the counter, i.e. there can be several repeats in a row, but not a Recur unless there is at least one flight between malfunctions.	None

Condition-Based Maintenance Plus—A set of maintenance processes and capabilities derived from real-time assessment of weapon system condition obtained from embedded sensors and/or external tests and measurements using portable equipment. The goal of CBM+ is to perform maintenance only when internal/external sensors indicate the need instead of performing maintenance on a periodic basis.

Contracting Officer Representative (COR)—A COR is an individual designated in accordance with DFARS subsection 201.602-2 and authorized in writing by the contracting officer to perform specific technical or administrative functions.

Corrosion Control Facility—A facility where activities are conducted to treat, prevent or repair corrosion control for aircraft or associated components and equipment; these activities include wash, treatment, repair, stripping, and repainting processes. Corrosion control shops also support vehicles, weapons and munitions, and avionics shops. Additionally, it provides space for the corrosion control shop which includes preparation and drying areas, abrasive blasting rooms, paint booths for mixing and/or applying paint, tool storage, lockers, and administrative areas.

Course Control Documents (CCD)—Set of documents that dictate how a course is taught. These documents include a course training standard, course chart, and a plan of instruction.

Crash Damaged or Disable Aircraft Recovery (CDDAR)—The ability to move damaged or disabled aircraft using specialized equipment

Cross-tell—Cross-tells are used to highlight trends, benchmarks or safety conditions relating to maintenance equipment, personnel, training or processes. A cross-tell is initiated to assist other maintenance or logistics personnel with similar equipment to do their jobs more safely and/or efficiently. Typically a cross-tell will be initiated when a condition or trend is discovered regarding, but not limited to, a weapon system or common components that should be shared with other users or potential users. This information should be transmitted using signed and encrypted email to ensure widest dissemination and ensure it is brought to the attention of unit commanders in order to prevent or mitigate mishaps, injury or damage to AF personnel, equipment or property. Typically cross-tells will provide relevant background information and history and can include such information as NSNs, part numbers, specific location of problem areas, etc.

Customer Wait Time (CWT)—CWT for LRUs is the total elapsed time between the issuance of a customer order and satisfaction of that order, regardless of source (immediate issues or backorders), and can include issues from wholesale and/or retail stocks as well as various other arrangements. CWT for end items (engines and pods) includes time for the retrograde and serviceable transportation legs.

Debriefing—Program designed to ensure malfunctions identified by aircrews are properly reported and documented.

Decertification—The removal of certification status from a person for a specific task

Dedicated Crew Chief—DCCs are first-level supervisors in the flightline management structure who manage and supervise all maintenance on their aircraft, and are selected on the basis of initiative, management and leadership ability, and technical knowledge.

Delayed or Deferred Discrepancies—Malfunctions or discrepancies not creating NMC or PMC status that are not immediately corrected.

TECHNICAL MANUAL

AEROSPACE EQUIPMENT MAINTENANCE INSPECTION, DOCUMENTATION, POLICIES, AND PROCEDURES

(ATOS-HILL)

THIS MANUAL SUPERSEDES TO 00-20-1, DATED 1 APRIL 2016.

FOR QUESTIONS CONCERNING TECHNICAL CONTENT OF THIS TECHNICAL MANUAL, CONTACT THE APPLICABLE TECHNICAL CONTENT MANAGER (TCM) LISTED IN THE ENHANCED TECHNICAL INFORMATION MANAGEMENT SYSTEM (ETIMS). HQ AFMC/A4FI, WPAFB, OH IS THE APPROVAL AND WAIVER AUTHORITY FOR THIS TECHNICAL MANUAL.

DISTRIBUTION STATEMENT A: Approved for public release; distribution unlimited. HQ AFMC/PA Certificate Number AFMC PAX-04-329. Submit recommended changes or problems with this technical order to the applicable TO Manager (TM) listed in ETIMS using the Recommended Change Process outlined in accordance with (IAW) TO 00-5-1.

Published under authority of the Secretary of the Air Force

11 JULY 2016

KC-10A, T/N 83-0080, 1 November 2016
BB-35

equipment aircraft maintenance. For aircraft with Electronic Circuit Breakers (ECBs), strapping/unstrapping is the equivalent of installing/removing warning tags.

5.7.3.16.5.1 Installation. The individual that performs the procedure or validates the condition or configuration for which a warning tag/ECB strap is required shall install the AF Form 1492. Note: AF 1492 will not be used on ECBs.

5.7.3.16.5.1.1 Attach Part A to the aircraft specific circuit breaker, switch, control handle, etc.

5.7.3.16.5.1.2 Place Part B as an administrative "cross-check" in the aircraft forms, WCD or locally developed warning tag program (board, binder, form, etc.).

5.7.3.16.5.1.2.1 When using aircraft forms, insert through the aircraft forms binder ring, aligned with its corresponding entry.

5.7.3.16.5.1.2.2 When utilizing a WCD or locally developed warning tag program, the GP/CC will establish local procedures.

5.7.3.16.5.2 Removal. The warning tag/ECB strap will be removed prior to activation, movement or configuration change of the system, flight control, stored energy, etc. that was isolated. Only personnel authorized to clear Red X discrepancies shall physically remove the AF Form 1492/ECB strap.

5.7.3.16.5.3 Documentation. Warning tag(s)/ECB strap(s) will be documented on a separate Red X as either an associated JCN or WCE. Warning tag(s)/ECB strap(s) must match a corresponding AFTO Form 781A and MIS entry. (MIS only for paperless inspections). Warning tags/ECB straps may be grouped providing all tags/straps pertain to the same discrepancy.

5.7.3.16.5.3.1 In the "DISCREPANCY" block, enter the total number of warning tags/ECB straps installed, an applicable warning note per paragraph 5.7.3.16.4. For example, 2 each warning tags/ECB straps installed. NOTE: DO NOT OPERATE LANDING GEAR. Reference the original discrepancy using "See JCN _____" (For paperless only) and/or "See Page_____, Item_____."

5.7.3.16.5.3.2 In the "CORRECTIVE ACTION" block annotate total number of warning tags/ECB straps removed, and clear the Red X as directed in paragraph 4.5.3.

5.7.3.16.5.3.2.1 When grouped warning tags/ECB straps are removed at different times or by different Red X authorized individuals, each warning tag/ECB strap will be annotated in the "CORRECTIVE ACTION" block along with the minimum signature of the individual(s) that removed the warning tag(s)/ECB strap(s).

5.7.3.16.5.3.2.2 The individual that removes the final grouped warning tag/ECB strap will ensure that each warning tag/ECB strap itemized in the "DISCREPANCY" block has been properly annotated as removed in the "CORRECTIVE ACTION" block prior to clearing the Red X as directed in paragraph 4.5.3.

5.7.3.16.6 The following procedures apply to the documentation requirements for completing an IPI. Some digital TOs include IPIs displayed as a step in the task. The IPI executes as a process within the TO. Once executed, a WCE is automatically created in the digital aircraft forms detailing the IPI task description. In this case, the IPI requirement is fulfilled and the following procedures do not apply.

5.7.3.16.6.1 The IPI inspector who completes the IPI will indicate completion of the IPI (s) in the corrective action block of the original discrepancy by stating, "Required IPI (insert IPI task title or IPI description or IPI step number) complied with" and enter minimum signature in the corrective action block. If more than one IPI is required to complete the task, IPI inspector must identify number of IPIs in corrective action block such as, "Three required IPIs (insert IPI task title or IPI description or IPI step number of three IPIs) complied with." If there is no room in the corrective action block, the IPI inspector will document IPIs as a separate entry in the AFTO Form 781A or appropriate work package. Place the IPI (s) on a Red X and reference the page and item number of the original discrepancy(s). When an IPI is documented as a separate entry, the IPI inspector will indicate completion by entering their minimum signature in the "Inspected By" block in accordance with paragraph 4.5.3.

5.7.3.16.7 The following documentation will be accomplished whenever a maintenance action is stopped prior to completion or a change of maintenance technician occurs (e.g. job awaiting parts, technician reassigned to another job, end of shift, etc.).

5.7.3.16.7.1 The technician(s) will document and sign off the TO steps accomplished prior to the maintenance action(s) being stopped. Example: Lt MLG Strut repack steps 1 thru 25 CW in accordance with 1C-5B-5-5JG-2, Sec 5-2 (reference the

page __, item __ of original entry). For S1000D IETM users, place TO number, data module code and steps. For Non-S1000D IETM users, follow your MAJCOM guidance.

5.7.3.16.7.2 The technician will create a subsequent entry in the AFTO Form 781A detailing the remaining open TO steps or tasks. Example: Lt MLG Strut requires repack in accordance with 1C-5B-5-5JG-2, Sect 5-2, steps 26 thru 30 NCW (reference original entry). For S1000D IETM users, place TO number, data module code and steps. For Non-S1000D IETM users, follow your MAJCOM guidance.

5.7.3.16.7.3 Keep the original discrepancy and job control number (JCN) open until the entire maintenance action is completed, since subsequent discrepancy corrective actions only document partial completion. Do not transcribe aerospace vehicles forms until all tasks associated with the original discrepancy are completed.

5.7.3.16.7.4 When all steps or tasks of the maintenance action are complete, a qualified technician will clear the discrepancy and review all pertinent discrepancies to determine if all steps were accomplished in accordance with the applicable technical data.

5.7.3.16.8 Record discrepancies discovered during scheduled inspections directly in the MIS, locally developed/approved lists or WCDs. All Red X entries must be entered in both the AFTO Form 781A and MIS (MIS only for paperless inspections). All other discrepancies tracked on locally developed lists and/or WCDs that cannot be corrected by the allotted scheduled inspection time, must be transcribed to the MIS with the documents routed with the 781 series forms package and filed with the inspection historical documents.

5.7.3.16.8.1 When utilizing the paperless process, all discrepancies will be entered directly into the MIS.

5.7.3.16.9 Any component removed to FOM, will be documented as a separate discrepancy with the appropriate Red symbol entry. This applies even if the item is immediately reinstalled. Reference the original discrepancy using "See JCN _____" and/or "See Page _____, Item _____." EXCEPTION: Procedures that require removal of a component as a step of the task and contain all of the steps for component removal/installation within the same procedure do not need to be documented separately. EXCEPTION: If the removal to FOM WCEs are part of a JST and are listed sequentially in the MIS generated AFTO Form 781A, a reference to the original discrepancy is not required.

5.7.3.16.10 Identify Repeat/Recurring discrepancies by entering "Repeat/Recurring" in the "DISCREPANCY" block.

5.7.3.16.11 Internally loaded munitions will be entered as an "INFO NOTE," identifying type and quantity of munitions uploaded (refer to TO 11A-1-33 for internally loaded munitions). Annotate multiple entries in the same discrepancy block. Update the "INFO NOTE" with types and quantities of expendables prior to each flight. The applicable "INFO NOTE" will be retained in the aerospace vehicle forms until munitions are removed and/or expended.

5.7.3.17 "DISCOVERED BY." Print first name initial and last name for each discrepancy recorded.

5.7.3.17.1 A discovered by is not required for MIS generated jobs that are part of a job package (i.e. isochronal inspections, -6 inspections, TCTO, Debrief, etc.).

5.7.3.18 "EMPLOYEE NO/USERID." Maintenance personnel will enter their employee/USERID/FAA certification number or equivalent.

5.7.3.18.1 An employee number is not required for MIS generated jobs that are part of a job package (i.e. isochronal inspections, -6 inspections, TCTO, Debrief, etc.).

5.7.3.19 "CORRECTIVE ACTION." When a discrepancy on the AFTO Form 781A is completed, document the corrective action taken.

5.7.3.19.1 For Red X discrepancies, include a complete TO reference to determine the work performed (e.g. TO number and paragraph/figure number for conventional TOs, function number/fault code for MIDAS based TOs, System/Sub-System/Subject Number (SSSN) or equivalent reference) in the "CORRECTIVE ACTION" block.

5.7.3.19.2 When a temporary/partial repair is accomplished that warrants changing the symbol entered for the discrepancy, and the final repair action is deferred, enter the temporary/partial repair corrective action. Close out the original discrepancy and enter a new discrepancy, with the appropriate symbol and description of the work to be accomplished in the next open block of the AFTO Form 781A. The original entry "CORRECTIVE ACTION" block and new entry "DISCREPANCY" block must refer to each other by the entries "see JCN" and/or "see page __, item __".

BY ORDER OF THE COMMANDERS
60th/349th MAINTENANCE GROUPS

60/349 MXGOI 21-101

3 DECEMBER 2013

Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Certified by: 60 MXG/MXQ (SMSgt Michael Grenert)

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Pages: 121

This Operating Instruction implements the following: Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*; Air Force Instruction (AFI) 21-101 and Air Mobility Command Supplement (AMCSUP) 1, *Aerospace Equipment Maintenance Management*; Technical Order (TO) 00-20-2, *Reporting Requirements for Cannibalization Actions;* AFI 91-203, *Air Force Consolidated Occupational Safety Instruction;* AFI 91-204, *Safety Investigations and Reports;* TO 00-20-2, *Maintenance Data Documentation;* TO 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*; National Fire Protection Association (NFPA) Article 410E; AFI 23-110, *USAF Supply Manual;* AMCI 21-107, *Engine Monitoring Program (EMP);* TO 33-1-37, *Joint Oil Analysis Laboratory Manuals;* TO 00-5-1 AF Technical Order System; AMCI 21-108, *Logistics Support Operations;* Travis Air Force Base (TAFB) Instruction 91-202, *Mishap Prevention Program Commander's Guide.* This instruction establishes procedures for the management of the IFF Mode IV Program. This operating instruction pertains to all personnel assigned or attached to the 60th/349th Maintenance Groups. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at https://www.my.af.mil/gcss-af61a/afrims/afrims/. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

Chapter 16

REPEAT, RECUR, AND CND PROCEDURES

16.1. Repeat/Recur Procedures.

16.1.1. Debrief Will.

16.1.1.1. Maintain G08l Repeat/Recur Discrepancy product (9032C) in the aircraft debrief folder.

16.1.1.2. Review the 9032C from the aircraft debrief folder and compare with the aircraft forms to determine repeat and recur discrepancies.

16.1.1.3. Upon determining a discrepancy is a Repeat/Recur, identify G081 entries by entering Repeat/Recur in the narrative description on appropriate screens, referencing the previous job control number.

16.1.1.4. Maintenance Supervision will be informed of the repeat/recur discrepancy. The entry on the AFTO Form 781A will be marked in the same manner as Paragraph 16.1.1.3. The words repeat/recur will be entered, or underlined for pre-printed forms in red in the discrepancy block of the 781A.

16.1.1.5. If G081 is not operational; discrepancies will be identified using AMC Form 278, *Debriefing and Recovery Preplan*, or locally developed Debriefing and Recovery Preplan.

16.1.2. Maintenance Work Centers will.

16.1.2.1. On the first repeat/recur discrepancy, a 90-day history of the discrepancy will be reviewed prior to performing any maintenance.

16.1.2.2. A second repeat/recur discrepancy will require lead technician involvement by assisting in troubleshooting and signing off the discrepancy in the “Inspected By” block of the AFTO Form 781A when the discrepancy is repaired.

16.1.2.3. A third repeat/recur discrepancy will require the MOO, MX SUPT, or civilian equivalent to assign a team to troubleshoot and repair the discrepancy. The MOO, MX SUPT, or civilian equivalent will also notify QA of the third repeat/recur. QA will monitor maintenance activities and advise as necessary. The MOO, MX SUPT, or civilian equivalent will review and validate all corrective actions taken. Afterwards, QA will conduct a final review of the aircraft forms.

16.1.2.4. A fourth repeat/recur discrepancy that is a grounding item or safety of flight issue constitutes grounds for impoundment as determined by the MXG/CC.

16.1.3. Multiple Work Centers Involved.

16.1.3.1. Aircraft forms entry will be upgraded to a Red "X" condition.

16.1.3.2. Each additional work center (e.g., hydro, elen, aero-repair, etc) involved will make a duplicate entry in the aircraft forms referencing the original discrepancy. Work accomplished by each work center will be detailed in this manner.

16.1.3.3. After all other work centers involved have properly cleared their entries, the primary work center (as determined by MOC-1) will clear the original discrepancy.

See AFGM 1

BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2KC-10, VOLUME 3

30 AUGUST 2011

Incorporating Change 1, 9 AUGUST 2013

Flying Operations

KC-10 OPERATIONS PROCEDURES

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(Col Jeffrey R. McDaniels)

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18 January 2006

This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures* and references AFI 11-202, Volume 3, *General Flight Rules,* as well as Air Force Tactics Techniques and Procedures (AFTTP) 3-3.KC-10. It establishes policy for the operation of the KC-10 aircraft to safely and successfully accomplish worldwide mobility missions. This instruction applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating KC-10 aircraft. It applies to Air Force Reserve Command (AFRC) units, but does not apply to the Air National Guard (ANG). This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. The authorities to collect and or maintain the records prescribed in this publication are Title 10 *United States Code*, Chapter 857 and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943, as amended. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System* (ARMS) (December 26, 2002, 67 FR 78777) applies. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional's chain of

end of the runway do not count. Two ILSs that use the same frequencies/antennas do not qualify as two independent approaches.

6.21. Adverse Weather.

6.21.1. Flight into areas of forecast or reported severe turbulence is prohibited.

6.21.1.1. The KC-10 is a category III aircraft for turbulence. Crews should confirm the type of aircraft the forecast turbulence applies to, or what type of aircraft reported the encounter, to gain a more accurate picture for their route of flight. Turbulence category charts are found in Air Force Weather Agency technical note AFWA/TN 98/002, *Meteorological Techniques*.

6.21.1.2. The PIC is responsible for ensuring all passengers are seated, with seat belts fastened, when areas of moderate or greater turbulence are encountered or anticipated. ***WARNING:*** Serious injury may occur if passengers do not have their seat belts fastened and the aircraft encounters moderate or severe turbulence.

6.21.2. Flight into areas of forecast or reported severe icing is prohibited. Prolonged operation, such as cruise flight or holding, in areas of moderate icing should be avoided. ***NOTE:*** Air Force Weather Agency technical note AFWA/TN 98/002, *Meteorological Techniques*, states that freezing drizzle is equivalent to moderate icing and freezing rain is equivalent to severe icing. When freezing fog is forecast or reported, aircrews will confirm with weather agencies what type (if any) icing is associated with the freezing fog.

6.21.2.1. Do not takeoff under conditions of freezing rain. Do not takeoff under conditions of freezing drizzle except when aircraft has been properly de-iced/anti-iced IAW flight manual procedures.

6.21.2.2. Freezing precipitation, snow, freezing fog, or temperatures near 0°C, may cause ice or frost to accumulate on aircraft surfaces. When an aircraft requires de-icing/anti-icing prior to takeoff, refer to the following:

6.21.2.2.1. Aircrews will only use de-ice and anti-ice fluids listed in their respective flight manual. Aircrews will be familiar with, and follow all restrictions in their associated flight manual with respect to anti-ice/de-ice procedures and holdover times.

6.21.2.2.2. MIL-A-8243 Type I and Type II de-icing fluids provide little anti-icing benefit, and therefore have limited holdover times. As a guide, for approved fluids, crews may use published holdover times IAW TO 42C-1-2, Aircraft Anti-icing Procedures, and AFFSA holdover tables located at the AFFSA/A3OF Flight Directives Division website. The holdover time begins when anti-icing fluid is first applied and the PIC shall use time, temperature, and dilution of mixture to determine when times are exceeded and re-apply fluid if required.

6.21.2.2.3. In all cases, PICs will ensure a visual inspection of the aircraft is completed within 5 minutes of departure.

6.21.3. Do not fly directly above (within 2,000 feet) thunderstorms or cumulonimbus clouds. If unable to vertically clear thunderstorms or cumulonimbus clouds by at least 2000 feet, avoid them by at least:

BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-202,VOLUME 3

10 AUGUST 2016

Flying Operations

GENERAL FLIGHT RULES

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This instruction implements AFPD 11-2, *Aircrew Operations*, by prescribing general flight rules that govern the operation of USAF aircraft (manned and unmanned) flown by USAF pilots, pilots of other services, foreign pilots, and civilian pilots. This instruction applies to Air Force activities operating aircraft on loan or lease, to the extent stipulated in the loan or lease agreement; Air Force Reserve Command (AFRC) units; and to Air National Guard (ANG) units. Public Aircraft Operations (PAO) under government contract for Air Force operations will comply with stipulations documented in written declaration of public aircraft status, applicable Title 14 Code of Federal Regulations (CFR) and this regulation. Waiver information, in accordance with AFI 33-360 tiering, may be found in Chapter 1. Non-tiered compliance items in this instruction that are targeted for units above the wing or equivalent and above DRUs/FOAs may be waived by the MAJCOM/CC (delegable no lower than the MAJCOM Director), with the concurrence of HQ USAF/A35 unless otherwise noted. This publication may be supplemented, but all supplements above wing or equivalent level must be routed to HQ AFFSA/XOF for coordination prior to certification and approval. Air Force Instruction (AFI) 11-2 Mission Design Series (MDS) Specific, Volume 3 instructions (e.g., AFI 11-2KC-10, Volume 3) may contain specific operational guidance unique to individual aircraft and crew positions. MDS-specific, Volume 3 instructions will not be less restrictive than this instruction. Address questions concerning this instruction to Headquarters Air Force Flight Standards Agency (HQ AFFSA) at HQ AFFSA/XOF, 6500 S. MacArthur Blvd, Bldg 4, Room 240, Oklahoma City, OK 73169, email: **hqaffsa.xof@us.af.mil.** See Attachment 1 for a list of terms and abbreviations. Use AF Form 847, *Recommendation for Change of Publication*, to recommend changes to this instruction in accordance with (IAW) AFI 11-215, *USAF Flight Manuals Program (FMP).*The reports in this directive are exempt from licensing according to AFI 33-324, *The Air Force*

Chapter 2

FLIGHT READINESS

2.1. Crew Rest. Crew rest is compulsory for aircrew members prior to performing any duties involving aircraft operations and is a minimum of 12 non-duty hours before the Flight Duty Period (FDP) begins (T-2). Crew rest is free time and includes time for meals, transportation, and rest. This time must include an opportunity for at least 8 hours of uninterrupted sleep. Crew rest period cannot begin until after the completion of official duties.

2.1.1. Aircrew members are individually responsible to ensure they obtain sufficient rest during a crew rest period.

2.1.2. Once crew rest begins, any official business interrupts the crew rest period. If crew rest is interrupted, individuals will immediately inform appropriate leadership or command and control (C2) and will either begin a new crew rest period or not perform flight duties (T-2). **Exception:** PIC (or designee) may initiate mission-related communication with official agencies without interrupting crew rest.

2.1.3. **Exceptions to the 12-Hour Minimum Crew Rest Periods**. For continuous operations when basic aircrew FDPs are between 12 to 14 hours, subsequent crew rest may be reduced to a minimum of 10 hours by the PIC in order to maintain a 24-hour work/rest schedule (T-2). "Continuous operations" is defined as three or more consecutive FDPs of at least 12 hours duration with minimum crew rest period.

2.1.3.1. The 10-hour crew rest exception shall only be used to keep crews in 24-hour clock cycles, not for scheduling convenience or additional sortie generation (T-2).

2.1.3.2. Any reduction from 12-hour crew rest requires pre-coordination for transportation, meals, and quarters so that crewmembers are provided an opportunity for at least 8 hours of uninterrupted sleep (T-2).

2.2. Flight Duty Period (FDP) (see Table 2 1). FDP may be waived by MAJCOM/A3 when an ORM assessment determines that mission requirements justify the increased risk. At MAJCOM/A3 discretion, waiver authority may be further delegated to no lower than the operations group commander (or equivalent).

2.2.1. FDP begins when an aircrew member reports for a mission, briefing, or other official duty and ends at final engine shutdown after the final flight of the completed mission. FDP for UAS aircrew member ends at final engine shutdown, final in-flight handover briefing, or final crew swap, whichever occurs last.

2.2.2. When authorized by the waiver authority, the PIC may extend FDP a maximum of 2 hours to compensate for mission delays.

2.3. Post-Flight Duties. If official post-flight duties are anticipated to exceed 2 hours, commanders should consider reducing the FDP to ensure the safe completion of those duties.

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FACTSHEETS

CC1. Air Mobility Command Factsheet CC-2

CC2. 60th Air Mobility Wing Factsheet CC-8

CC3. 9th Air Refueling Squadron Factsheet CC-11

CC4. 660th Aircraft Maintenance Squadron Factsheet CC-13

CC5. 60th Maintenance Squadron Mission Statement CC-14

CC6. KC-10 Extender Factsheet CC-15

Air Mobility Command

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Air Mobility Command was activated June 1, 1992, with headquarters at Scott Air Force Base, Illinois, and is one of 10 major Air Force commands. On Oct. 1, 2016, AMC consolidated with Military Air Command making AMC the oldest major command in the Air Force tracing its history to the establishment of the Air Corps Ferrying Command on May 29, 1941. As the air component of the U.S. Transportation Command, AMC is comprised of a Total Force effort to execute Rapid Global Mobility and enable Global Reach –the ability to respond anywhere in the world in a matter of hours. This is accomplished through AMC's four core mission areas – Airlift, Air Refueling, Air Mobility Support and Aeromedical Evacuation. AMC also provides support to the nuclear enterprise.

Airlift provides the capability to deploy U.S. armed forces anywhere in the world within hours and help sustain them in a conflict. AMC also supports presidential and senior leader airlift. Air Refuelers are the backbone of Global Reach, increasing coalition and U.S. aircraft's range mid-air. Aeromedical evacuation ensures the wounded warriors get the care they deserve and today have sustained the survival rate of 97 percent. In addition to enabling the force to respond to an enemy attack and sustain operations, Rapid Global Mobility brings humanitarian supplies and assistance to those in need who may live in austere locations.

Vision

Unrivaled Global Reach for America ALWAYS!

Mission

AMC's mission is to provide air mobility: Right Effects, Right Place, Right Time.

Priorities

- Execute and Sustain Rapid Global Mobility
- Enhance Mobility Partnerships
- Prepare Mobility Forces for Tomorrow
- Develop and Care for Airmen and Families

Personnel and Resources

AMC has nearly 49,000 active-duty and civilians, 42,000 Air Reserve Component military and 35,000

Air National Guard. The command operates the C-5 Galaxy, KC-10 Extender, C-17 Globemaster III, C-130 Hercules, C-130J Super Hercules and KC-135 Stratotanker. Operational support aircraft are the VC-25 (Air Force One), C-20, C-21, C-32, C-37, and C-40.

Organization

AMC includes the U.S. Air Force Expeditionary Center, one numbered air force and the 618th Air Operations Center. The command operates 10 wings installations and has two premier bands, the USAF Band of Mid-America and USAF Band of the Golden West.

AMC Installations

Joint Base Charleston, South Carolina

Dover AFB, Deleware

Fairchild AFB, Washington

Grand Forks AFB, North Dakota

Little Rock AFB, Arkansas

MacDill AFB, Florida

Joint Base Lewis-McChord, Washington

Joint Base McGuire-Dix-Lakehurst., New Jersey

McConnell AFB, Kansas

Scott AFB, Illinois

Travis AFB, California

In addition, the 89th Airlift Wing at Andrews AFB, Maryland, 43rd Air Mobility Operations Group, Pope Army Airfield, North Carolina, the 521st Air Mobility Operations Group, Ramstein Air Base, Germany; 515th Air Mobility Operations Group, Joint Base Pearl Harbor-Hickam, Hawaii; and the 317th Airlift Group at Dyess AFB, Texas, are assigned to AMC.

Numbered Air Force

The 18th Air Force, headquartered at Scott AFB, is charged with tasking and executing all air mobility

missions. It shapes the battlespace by synchronizing forecast and emerging requirements, crisis response efforts, and the no-fail nuclear mission to create a consistent battle rhythm and set the theater for execution. Eighteenth Air Force manages the global air mobility enterprise through the 618th Air Operations Center, 11 wings and two stand-alone groups.

The 618th AOC, located at Scott AFB, serves as the organization's air operations hub, planning and directing tanker and transport aircraft operations around the world.

USAF Expeditionary Center

The U.S. Air Force Expeditionary Center is the Air Force's Center of Excellence for advanced mobility and combat support training and education. Located at Joint Base McGuire-Dix-Lakehurst, New Jersey, the center also has direct oversight for en route and installation support, contingency response and partner capacity-building mission sets within the global mobility enterprise.

The center provides administrative control for six wings and two groups within Air Mobility Command, to include the 87th Air Base Wing and the 621 Contingency Response Wing at Joint Base McGuire-Dix-Lakehurst, the 319th Air Base Wing at Grand Forks AFB the 515 Air Mobility Operations Wing at Joint Base Pearl Harbor-Hickam; the 521 Air Mobility Operations Wing at Ramstein AFB; the 628th Air Base Wing at Joint Base Charleston; the 43rd Airlift Group at Pope Field; and 627th Air Base Group at Joint Base Lewis-McChord;

Both the 87th Air Base Wing and the 628th Air Base Wing are Air Force-lead organizations on joint bases that host AMC flying units, along with other Department of Defense partners. The 43rd Airlift Wing and 627th Air Base Group enjoy unique partnerships with the U.S. Army, while the 319th Air Base Wing supports the Department of Homeland Defense and Air Combat Command emerging missions.

The 515th and 521st AMOWs, along with the 621st CRW, are responsible for en route and expeditionary combat support, contingency response and partner capacity building mission sets around the globe. The reorganization of these units enables them to effectively partner with the center from training and exercises all the way through execution.

The two Contingency Response Groups 821st CRG located at Travis AFB and 621st CRG, provide the core cadre of expeditionary command and control, airlift and air refueling operations, aerial port, and aircraft maintenance personnel for deployment worldwide as mobility control teams and airfield assessment teams. These teams rapidly survey, assess and establish contingency air base lodgments and expand existing AMC support infrastructure worldwide. Each CRG has a two Contingency Response Squadrons and a Contingency Response Support Squadron.

The Contingency Response Support Squadrons deploy contingency response forces to locations where

the en route support for AMC's global air mobility operations is insufficient or nonexistent. In garrison, each CRSS manages and maintains the wing's assigned equipment as well as facilitating training for and equipping 621st CRW assigned personnel.

The 621st Air Mobility Advisory Group contains the 571st and 818th Mobility Support Advisory Squadrons, 321st and 621st Air Mobility Operations Squadrons and the 621st Mobility Support Operations Squadron.

Each MSAS unit focuses on the mutual exchange of air mobility concepts and procedures with partner nations in the development of their air mobility systems--the 818th MSAS is primarily focused on operations in Africa, while the 571st MSAS is trained to operate in Central and South America.

The 321st and 621st and 321st Air Mobility Operations Squadrons provide operational, level-of-war planning and execution of theater airlift, air refueling, and aeromedical evacuation missions. The squadrons accomplish this role by augmenting existing Air Mobility Divisions or Air and Space Operations Centers within the theater, or by standing up an independent AMD in austere environments. While performing AMD duties, AMOS personnel synchronize scheduling of all theater-owned air frames and aircrew to meet the theater commanders' mobility objectives.

The 621st Mobility Support Operations Squadron is comprised of Air Mobility Liaison Officers who provide air mobility expertise to their aligned Army/Marine brigade and division and corps level commanders. Entirely dispersed across different 20 locations and 18 time zones, AMLOs of the 621st MSOS are embedded to support any exercise, deployment or contingency tasked to their Army and Marine Corps hosts. AMLO operating locations include: Fort Drum, New York; Fort Bragg and Camp Lejeune, North Carolina; Fort Stewart and Fort Benning, Georgia; Fort Campbell and Fort Knox, Kentucky; Fort Carson, Colorad; Fort Riley, Kansas; Joint Base Lewis-McChord; Fort Hood, Texas; Fort Bliss, Texas; Fort Polk, Louisianna.; Wiesbaden and Kaiserslautern, Germany; Vicenza, Italy; Okinawa, Japan, and the Republic of Korea.

History

A new era in air power history began on June 1, 1992, when the Air Force reorganized by inactivating MAC and the Strategic Air Command (SAC) and formed from the elements of these two historic organizations the Air Mobility Command (AMC). AMC melded a worldwide airlift system with a tanker force that had been freed from its strategic commitments by the collapse of the Soviet Union. While AMC does not possess all the Air Force’s mobility aircraft, it is the lead command for airlift, air refueling, and aeromedical evacuation, and provides operational guidance to other commands.

The men and women of AMC successfully demonstrated their skills in both peace and war in the 1990s. On four occasions from November 1997 through December 1998, air mobility aircrews deployed additional troops and equipment to Southwest Asia in response to threats from Iraq’s dictator Saddam Hussein. In 1999, AMC’s Airmen helped end Serbian repression in the province of Kosovo.

Since the years following the September 11, 2001 terrorist attacks on America, AMC has completed more than 875,000 airlift sorties supporting overseas contingency operations such as Iraqi Freedom, Enduring Freedom, Odyssey Dawn, Inherent Resolve and Freedom Sentinel. These organic aircraft and contracted commercial aircraft operating in the AMC system transported more than 25 million passengers and 15 million tons of cargo. During this same period, KC-135 and KC-10 air refuelers transferred approximately 19.78 billion pounds of fuel (2.95 billion gallons) while aeromedical evacuation crews conducted 50,000 sorties resulting in 235,000 patient movements. The command's aircrews have also responded to humanitarian needs in the former Soviet Union, Turkey, Honduras, Haiti and Afghanistan.
Also see the Rapid Global Mobility Vision.

From the time the inactive SAC was redesignated and activated as the Air Force Global Strike Command (AFGSC) in 2009, the Air Force Historical Research Agency had periodically proposed consolidating AMC with MAC and Air Combat Command (ACC) with the Tactical Air Command (TAC). This consolidation would justify AMC's use of the MAC emblem and would give AMC an additional 51 years of honorable service. It would also align three of the Air Force's current operational commands (AMC, AFGSC and ACC) with three of its traditional operational commands (MAC, SAC, and TAC).

On October 1, 2016, upon approval of the Secretary of the Air Force, the Air Force consolidated AMC with MAC. This action allowed AMC members to trace the organization's genealogy back to 1941, instead of beginning in 1992. AMC also now shares in the honors and campaign streamers earned by MAC. All of this does not lesson the creation of AMC in 1992 which still highlights the merger of AMC's airlift and aeromedical evacuation with SAC's air refueling force creating the strong mobility team that has been so successful in meeting today's global peacetime, contingency, and humanitarian missions.

http://www.amc.af.mil/News/Article-Display/Article/785752/amc-commander-releases-rapid-global-mobility-vision

PHOTO DETAILS / DOWNLOAD HI-RES

Air Mobility Command (AMC) shield (color), U.S. Air Force graphic. In accordance with Chapter 3 of AFI 84-105, commercial reproduction of this emblem is NOT permitted without the permission of the proponent organizational/unit commander.

60th Air Mobility Wing

Published February 12, 2016

PRINT | E-MAIL

The 60th Air Mobility Wing is the largest air mobility organization in terms of personnel in the Air Force with a versatile all-jet fleet of C-5M Super Galaxy and C-17 Globemaster III cargo aircraft and KC-10 Extender refueling aircraft. As the host unit of Travis Air Force Base, Calif., the wing controls more than $11 billion in total resources, including 6,455 acres, 403 buildings and about 1,320 military family housing units. It handles more cargo and passengers than any other military air terminal in the United States. Travis is the West Coast terminal for aeromedical evacuation aircraft returning sick or injured patients from the Pacific area.

Part of the Air Mobility Command, the 60th AMW is responsible for strategic airlift and air refueling missions circling the globe. The unit's primary roles are to provide rapid, reliable airlift of American fighting forces anywhere on earth in support of national objectives and to extend the reach of American and allied air power through mid-air refueling. Wing activity is primarily focused in the Pacific and Indian Ocean area, including Alaska and Antarctica. However, the 60th AMW crews can fly support missions anywhere in the world to fulfill its motto of being "America's First Choice" for providing true Global Reach.

The wing maintains a work force of approximately 7,063 active-duty military and 3,268 civilian personnel, including personnel from the Department of Defense, Department of Homeland Security and Department of Veterans Affairs. In addition, more than 3,078 reservists assigned to the associate 349th AMW combine with their active duty and civilian counterparts to form a fully integrated total force team. The massive Travis work force makes an economic impact in the local community of more than $4.5 million daily.

The 60th AMW is organized into four groups: Operations, Maintenance, Mission Support and Medical. Additionally, the wing commander has the support of 17 staff agencies.

The 60th AMW staff is made up from a variety of functions. These functions include command section administration, legal, plans and programs, safety, command and control, chapel, public affairs, equal opportunity office, protocol, manpower and quality, treaty compliance, history and the museum.

The 60th Operations Group is responsible for four flying squadrons -- the 21st Airlift Squadron which fly the C-17 Globemaster III and 22nd Airlift Squadron which fly the C-5M Super Galaxy, and the 6th and 9th Refueling Squadrons which fly the KC-10 Extender. The 60th Operations Support Squadron handles such functions as weather, airfield management, training and scheduling.

The 60th Maintenance Group meets the responsibility of aircraft maintenance with the 60th

Maintenance Squadron, 60th Aircraft Maintenance Squadron, 660th Aircraft Maintenance Squadron, 860th Aircraft Maintenance Squadron and 60th Aerial Port Squadron. These five squadrons are comprised of over 2,200 military and civilian personnel.

The 60th Mission Support Group leads six units and is comprised of more than 1700 civilian and military personnel. It includes the 60th Civil Engineer Squadron, 60th Logistics Readiness Squadron, 60th Contracting Squadron, 60th Communications Squadron, 60th Security Forces Squadron, the 60th Force Support Squadron, and the 60th Logistics Readiness Squadron. They are responsible for mission readiness, aerial port operations and the day-to-day activities which help Travis run like its own city.

The 60th Medical Group manages DGMC and is composed of seven squadrons: the 60th Aerospace Medicine Squadron, 60th Dental Squadron, 60th Diagnostics and Therapeutics Squadron, 60th Inpatient Squadron, 60th Medical Operations Squadron, 60th Medical Support Squadron and 60th Surgical Operations Squadron.

David Grant USAF Medical Center is a state-of-the-art medical facility that was completed in 1988. The 60th Medical Group at David Grant U.S. Air Force Medical Center is at the forefront of military and regional healthcare facilities. Named after Maj. Gen. (Dr.) David Norvell Walker Grant, the first air surgeon of the U.S. Army Air Corps and U.S. Army Air Forces during World War II, DGMC is the flagship of 75 military treatment facilities in the Air Force Medical Service. It provides a full spectrum of care to a prime service area of more than 130,000 TRICARE eligible patients in the immediate San Francisco-Sacramento vicinity and 500,000 Department of Veterans Affairs Northern California Health Care System patients, covering more than 40,000 square miles and 17 counties. A staff of more than 2,400 military and civilian personnel work at David Grant USAF Medical Center.

PHOTO DETAILS / DOWNLOAD HI-RES

60th Air Mobility Wing

9th Air Refueling Squadron

Published July 25, 2006

PRINT | E-MAIL

The 9th Air Refueling Squadron mobilizes and deploys 12 KC-10 aircraft with over 140 combat-ready personnel and equipment to worldwide forward operating locations. Ensures global reach for America by generating 24-hour-a-day strategic airlift and aerial-refueling sorties supporting U.S. and allied forces during contingency operations. Provides training for 24 aircrews tasked to support and sustain Joint Chiefs of Staff directed missions. Executes an 8,000+ flying hour program and $580,000 budget. The world's "peerless" air refuelers off-loaded more than 70 million pounds of fuel on 1,420+ sorties last year flying strategic airlift for the Travis Team effort and delivery of over 64,000 tons of critical cargo and passengers.

HISTORY

The 9th Air Refueling Squadron was initially activated on Aug. 1, 1951, under the 9th Bombardment Wing at Travis AFB, Calif. However, the squadron actually flew its KB-29 tanker aircraft out of Davis-Monthan AFB, Ariz., until 1953. The squadron then relocated to Mountain Home AFB, Idaho. On Sept. 15, 1954, the squadron received its first KC-97G air refueling tankers. During this period in the 1950's, the 9th helped thrust the Air Force and Strategic Air Command (SAC) into the early stages of global air capability. Consequently, the 9th's history included numerous deployments to such far-flung locations as French Morocco and Guam.

Following a deactivation period from 1965 to 1970, the 9th flew the KC-135Q all jet tanker at Beale AFB, Calif. It was one of only two squadrons to refuel the record-breaking Lockheed SR-71 Blackbird. With its KC-135s, the 9th participated in several special operations involving flights to Southeast Asia. The KC-135 was the most capable tanker aircraft in the world for over 20 years until the development of the McDonnell-Douglas KC-10A Extender.

In order to transition to the new tanker-cargo aircraft, the 9th went through a short deactivation period early in 1982. The 9th relocated to March AFB, Calif., and was reactivated on Aug. 1, 1982. Since that time, the 9th was called upon to protect our national interests in Operations ARID FARMER, EL DORADO CANYON, GIANT SCALE, JUST CAUSE, DESERT SHIELD, DESERT STORM, and PROUD RETURN. During SOUTHERN WATCH, the 9th has been vital to enforcing the no-fly zone over Iraq. By escorting and refueling Marine aircraft to Aviano AB, Italy, the 9th has assisted in Operation DENY FLIGHT. The 9th demonstrated another Air Force mission, humanitarian relief, by delivering desperately needed food and supplies to Somalia in Operation RESTORE HOPE.

With its move to Travis AFB in July 1994, the 9th continues to support its mission of "GLOBAL REACH-GLOBAL POWER". In September 1996, 9th aircrews were called upon to provide fuel to the B-52s supporting DESERT STRIKE, the cruise missile attack on Iraq. Recently, the 9th mobilized in

support of Operations PHOENIX SCORPION I II, III, & IV, the rapid movement of forces into Southwest Asia. In 1997, the 9th orchestrated the first sixteen-ship mixed-cell refueling formation in Air Mobility Command's history for Operation CENTRAZ BAT, the longest airdrop mission in aviation history, projecting eight C-17s delivering 540 paratroopers and equipment nearly 8,000 miles. In 1998, the 9th supported numerous PHOENIX BANNER (presidential support) missions while celebrating the 50th anniversary of the Berlin Airlift, by recreating the German flyby. The year 1999 past as 9th aircrews led the first ever "air power" dominated victory in Operation ALLIED FORCE in the former Yugoslavia and continued and simultaneous operations in Operations DESERT FOX in over Iraq.

The 9th ARS patch logo, "UNIVERSAL," is truly appropriate for the squadron, as is its motto, "Proud To Serve" represents a heritage rich in total involvement and huge successes!

Mission, Lineage, and Honors History

of the

660th AIRCRAFT MAINTENANCE SQUADRON (AMC)

MISSION DESCRIPTION
Provide combat-ready maintenance personnel and organizational support to inspect, service, and repair all transient and assigned KC-10 aircraft, 46% of DoD's inventory. Generate aerial refueling and strategic airlift to support four aerial refueling squadrons, in addition to all AMC missions. Maintain aircraft, personnel and equipment for worldwide deployment supporting the largest wing in AMC.

MISSION STATEMENT
Build Leaders and Expert Maintainers who Maintain and Generate the KC-10 anywhere in the world.

LINEAGE
Constituted 660th Air Materiel Squadron on 22 Nov 1944.
Activated on 15 Apr 1945.
Inactivated on 21 Dec 1945.
Disbanded on 8 Oct 1948.
Reconstituted, redesignated 660th Aircraft Generation Squadron, and activated, on 1 Apr 1995.
Redesignated 660th Aircraft Maintenance Squadron on 1 Oct 02.

HONORS:

SERVICE STREAMERS. World War II European-African-Middle Eastern Theater
CAMPAIGN STREAMERS. None.
DECORATIONS. Air Force Outstanding Unit Awards: [1 Apr 1995]-31 Jul 1995; 1 Aug 1995-30 Jul 1997; 1 Jul 1997-30 Jun 1999; 1 Jul 1999-30 Jun 2000; 1 Jul 2000-30 Jun 2001; 1 Jul 2001-30 Jun 2003; 1 Jul 2003-30 Jun 2004; 1 Jul 2004-30 Jul 2005; 1 Jul 2007-30 Jun 2009; 1 Jul 2009-30 Jun 2010; 1 Jul 2010-30 Jun 2012; 1 Jul 2012-30 Jun 2013; 1 Jul 2013-30 Jun 2014; 1 Jul 2014-30 Jun 2015.

ASSIGNMENTS:
410th Air Service Group, 15 Apr-21 Dec 1945.
60th Logistics Group, 1 Apr 1995.
60th Maintenance Group, 1 Oct 02 – Present.

STATIONS:
Bury St Edmunds, England, 15 Apr 1945.
Raydon, England, 20 Oct-c. 12 Dec 1945.
Camp Kilmer, NJ, 20-21 Dec 1945.
Travis AFB, CA, 1 Apr 1995 – Present.

EMBLEM: Approved on 17 Jan 1996.

DATE PREPARED: 2 May 1998. [AMC/HO updated Decorations on 24 Mar 2016.]

PREPARED BY: Judy G. Endicott

From:
To:
Subject:
Date:

Sir,

Below is the 60 MXS "mission statement"

"Provides organizational and field-level maintenance, repair, and manufacture capability for effective on- and off-equipment maintenance, inspection, and refurbishment of C-5, KC-10 and C-17 aircraft. Inspects, services, and overhauls aerospace ground equipment worth over $8 million. Manages and stores all base munitions. Provides mission capable aircraft in direct support of AMC's global mission."

Very Respectfully,

60 AMXS/ Asst AMU OIC
Travis AFB, CA

KC-10 Extender

Published October 01, 2003

PRINT | E-MAIL

Mission
The KC-10 Extender is an Air Mobility Command advanced tanker and cargo aircraft designed to provide increased global mobility for U.S. armed forces. Although the KC-l0's primary mission is aerial refueling, it can combine the tasks of a tanker and cargo aircraft by refueling fighters and simultaneously carry the fighter support personnel and equipment on overseas deployments. The KC-10 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

Features
The KC-10 can transport up to 75 people and nearly 170,000 pounds (76,560 kilograms) of cargo a distance of about 4,400 miles (7,040 kilometers) unrefueled.

In addition to the three main DC-10 wing fuel tanks, the KC-10 has three large fuel tanks under the cargo floor, one under the forward lower cargo compartment, one in the center wing area and one under the rear compartment. Combined, the capacity of the six tanks carries more than 356,000 pounds (160,200 kilograms) of fuel - almost twice as much as the KC-135 Stratotanker.

Using either an advanced aerial refueling boom, or a hose and drogue centerline refueling system, the KC-10 can refuel a wide variety of U.S. and allied military aircraft within the same mission. The aircraft is equipped with lighting for night operations.

The KC-10's boom operator controls refueling operations through a digital, fly-by wire system. Sitting in the rear of the aircraft, the operator can see the receiver aircraft through a wide window. During boom refueling operations, fuel is transferred to the receiver at a maximum rate of 1,100 gallons (4,180 liters) per minute; the hose and drogue refueling maximum rate is 470 gallons (1,786 liters) per minute. The automatic load alleviation and independent disconnect systems greatly enhance safety and facilitate air refueling. The KC-10 can be air-refueled by a KC-135 or another KC-10A to increase its delivery range.

The large cargo-loading door can accept most air forces' fighter unit support equipment. Powered rollers and winches inside the cargo compartment permit moving heavy loads. The cargo compartment can accommodate loads ranging from 27 pallets to a mix of 17 pallets and 75 passengers.

Background
A modified Boeing Company DC-10, the KC-10A entered service in 1981. Although it retains 88 percent of systems commonality with the DC-10, it has additional systems and equipment necessary for

its Air Force mission. These additions include military avionics; aerial refueling boom and aerial refueling hose and drogue; seated aerial refueling operator station; and aerial refueling receptacle and satellite communications.

Twenty KC-10s were modified to add wing-mounted pods further enhancing their aerial refueling capabilities. Ongoing modifications include the addition of communications, navigation and surveillance equipment to meet future civil air traffic control needs, and the incorporation of service bulletins to maintain Federal Aviation Administration certification.

The KC-10A is operated by the 305th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst, N.J.; and the 60th Air Mobility Wing, Travis Air Force Base, Calif. Air Force Reserve Associate units are assigned to the 349th Air Mobility Wing at Travis, and the 514th Air Mobility Wing at JB McGuire-Dix-Lakehurst.

During operations Desert Shield and Desert Storm in 1991, the KC-10 fleet provided in-flight refueling to aircraft from the U.S. armed forces as well as those of other coalition forces. In the early stages of Operation Desert Shield, in-flight refueling was key to the rapid airlift of materiel and forces. In addition to refueling airlift aircraft, the KC-10, along with the smaller KC-135, moved thousands of tons of cargo and thousands of troops in support of the massive Persian Gulf buildup. The KC-10 and the KC-135 conducted about 51,700 separate refueling operations and delivered 125 million gallons (475 million liters) of fuel without missing a single scheduled rendezvous.

In March 1999, a NATO air campaign, Operation Allied Force, was launched against the government of Yugoslavia. The mobility portion of the operation began in February and was heavily tanker dependent. By early May 1999, some 150 KC-10s and KC-135s deployed to Europe where they refueled bombers, fighters and support aircraft engaged in the conflict. The KC-10 flew 409 missions throughout the entire Allied Force campaign and continued support operations in Kosovo.

Since Sept. 11, 2001, KC-10s have played a prominent role. The KC-10 has flown more than 350 missions guarding U.S. skies as a part of Operation Noble Eagle. During operations Enduring Freedom and Iraqi Freedom, KC-10s flew more than 1,390 missions delivering critical air refueling support to numerous joint and coalition receiver aircraft.

General Characteristics
Primary Function: Aerial tanker and transport
Contractor: The Boeing Company
Power Plant: Three General Electric CF6-50C2 turbofans
Thrust: 52,500 pounds, each engine
Length: 181 feet, 7 inches (54.4 meters)
Height: 58 feet, 1 inch (17.4 meters)
Wingspan: 165 feet, 4.5 inches (50 meters)
Speed: 619 mph (Mach 0.825)

Ceiling: 42,000 feet (12,727 meters)
Maximum Takeoff Weight: 590,000 pounds (265,500 kilograms)
Range: 4,400 miles (3,800 nautical miles) with cargo; 11,500 miles (10,000 nautical miles) without cargo
Maximum Cargo Payload: 170,000 pounds (76,560 kilograms)
Pallet Positions: 27
Maximum Fuel Load: 356,000 pounds (160,200 kilograms)
Crew: Four (pilot, co-pilot, flight engineer and boom operator) Certain missions may require additional crew members. In aeromedical evacuation missions, a basic crew of five (two flight nurses and three medical technicians) is added. Medical crew may be altered as required.
Unit Cost: $88.4 million (fiscal 1998 constant dollars)
Date Deployed: March 1981
Inventory: Active force, 59; Air National Guard, 0; Air Force Reserve, 0

(Current as of May 2014)

PHOTO DETAILS / DOWNLOAD HI-RES

PHOTO DETAILS / DOWNLOAD HI-RES

OPERATION ENDURING FREEDOM -- A KC-10 from McGuire AFB, N.J. resumes its flight pattern after receiving fuel from a KC-135 Stratotanker over Afghanistan March 17. The KC-135 crew, from the 931st Air Refueling Group, McConnell Air Force Base, Kan., is currently assigned to the 405th Air Expeditionary Wing, in support of Operation Enduring Freedom. (U.S. Air Force photo by Staff Sgt. Cherie A. Thurlby)

SOUTHWEST ASIA (AFPN) -- A KC-10 Extender rests on a parking ramp Jan. 25 waiting for its next refueling mission to support coalition aircraft supporting Operation Enduring Freedom, Operation Iraqi Freedom and the Combined Joint Task Force-Horn of Africa. (U.S. Air Force photo by Staff Sgt. Christopher J. Matthews)

PHOTO DETAILS / DOWNLOAD HI-RES

KC-10 Extenders and C-17 Globemaster IIIs from McGuire Air Force Base, N.J., taxi down the flightline during an emergency response exercise elephant walk. This is the first time C-17s and KC-10s have been paired in an exercise. Sixteen aircraft launched from McGuire on Friday, June 30, as part of the exercise. (U.S. Air Force photo/Brian Dyjak)

PHOTO DETAILS / DOWNLOAD HI-RES

MCGUIRE AIR FORCE BASE, N.J. (AFPN) -- A KC-10A Extender aircraft parks on the flightline at sunset. The KC-10 is an advanced tanker and cargo aircraft designed to provide increased global mobility for U.S. armed forces. It can transport up to 75 people and nearly 170,000 pounds of cargo. It has three large fuel tanks that carry more than 356,000 pounds of fuel. (U.S. Air Force photo by Denise Gould)

ROYAL AIR FORCE MIDENHALL, England -- A KC-10 Extender from Travis Air Force Base, Calif., takes off on a mission. The 100th Air Refueling Wing here provides operational support, and the base serves as a transiting point for personnel, aircraft and equipment destined for Europe, Africa and Southwest Asia. (U.S. Air Force photo by Airman 1st Class Meghan Geis)

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MAINTENANCE REPORT, RECORDS AND DATA NOT INCLUDED IN TAB D

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8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  1
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
161761263      XDAT/16176/2051     XDAT/16277/0337 QH1AE  D              99  /
A2ASE-BOOM VALVE FLOW BAR INOP; INDICATION ONLY

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASE 16277  B 46GF9       G  080                      01        2      1.0
CA: R2 BULB O/C/G
TO REF: 2-33
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162571319 001  XDAT/16278/1129     XDAT/16278/1146 QH1AP  F      74307       X
A2ASP-BOOM LOWERED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16278  B 46GAN       X  799                      01        4       .8
CA: BOOM RAISED
TO REF: 48CL
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8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  2
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162641423 001  PTFL/16264/0637     PTFL/16264/0722 QH900  F      73421       X
A2DEP-BOOM LWRD FOR BPO

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2DEP 16264  Y 46GAN       X  799                      01        1       .2
CA: BOOM RAISED
TO REF: 2-28CL-1 SEC III PG 3-1 - 3-3
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162641423 003  PTFL/16264/0638     PTFL/16264/0721 QH900  F      73421       X
A2DEP-BOOM DRIVE LOCK INST

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2DEP 16264  Y 46GA9       X  799                      01        1       .2
CA: LOCK REM
TO REF: 2-28-70-00 PG 208 PARA 4B
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8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  3
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162775404      XDAT/16267/1155     XDAT/16277/1650 QH1AP  F      74307       X
A2ASP-BOOM LOWERED FOR INSP

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ASP 16277  B 46GAN       S  800                      01        3      3.6
CA: BOOM RAISED
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TO REF: 2-28CL-1
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162800001      XDAT/16279/1858     XDAT/16280/1356 RH1AM  Q      46811       X
A2ACC-BOOM LOWERD FOR HORIZ STAB INSP/2EA CB'S COLLARD1EA WT'S INSTALLED IAW 1C
-10(K)A-28CL-1 PG 2-1 PARA C NOTE:DON'T OPER BOOM HOIST HANDLE/DON'T XMIT HF RA
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   A2ACC 16280  S 46GAN       S  800                      01        3      3.0
CA: BOOM RAISED C/B REMOVED 1 EA TAG REMOVED
TO REF: IAW 1C-10KA-2-28CL SECT 3 PG 3
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8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  4
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  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162851256      XDAT/16285/1502     XDAT/16285/1715 QE810  D              999 /
HYDR -BOOM ROLL GAUGE SHOWS 8 DEGREES RIGHT WHEN BOOM IS CENTERED AT 0 DEGREES

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16285  B 46GB0       K  127                      01        4      1.6
CA: ADJUSTED DRVT. OPS CHECK GOOD
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162861259      XDAT/16286/0058     XDAT/16288/2340 QE810  D              999 /
HYDR -BOOM WAS ABOUT 4-5 DEG TO THE LEFT AND ROLL GAUGE WAS SHOWING 11-12 DEG T
O THE RIGHT WHEN LOWERED
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16287  B 46GAN       R  135                      01        5     45.0
CA: BOOM GIMBAL R2 OPS CHECK GOOD
TO REF: 2-28
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  5
********************************************************************************

162861259 003  XDAT/16286/0519     XDAT/16287/1912 QE810  F      67210       X
HYDR -BOOM ROLL DRVT REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16287  B 46GBQ       S  800                      01        4     24.0
CA: DRVT REINSTALLED OPS CHECK GOOD
TO REF: 2-28
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162861259 008  XDAT/16286/1405     XDAT/16287/1913 QE810  F      67210       X
HYDR -BOOM REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16287  B 46GAN       S  800                      01        5     40.0
CA: BOOM INSTALLED LEAK AND OPS CHECK GOOD
TO REF: 2-28
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
```

```
8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  6
********************************************************************************

162861259 016  XDAT/16286/1412     XDAT/16287/1916 QE810  F      67210       X
HYDR -BOOM FUEL FLEX LINE REMOVED TO FOM

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16287  B 46GAB       S  800                      01        4      8.0
CA: BOOM FUEL FLEW LINE REINSTALLED
TO REF: 2-28
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
162861259 018  XDAT/16286/1413     XDAT/16287/1918 QE810  F      67210       X
HYDR -BOOM GIMBLE REMOVED FOR R2

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16287  B 46GAF       R  135                      01        5     45.0
CA: BOOM GIMBAL R2. OPS CHECK GOOD
TO REF: 2-28
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM

8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  7
********************************************************************************

16288W202      XDAT/16288/0551     XDAT/16289/1137 Q9925  Q                  X
WASH -AR BOOM LOWERED AND SUSPENDED ON THE LONG CABLE FOR WASH. NOTE: WARNING T
AG INSTALLED ON BOOM HOIST   HANDLE.
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16289W202      XDAT/16288/1446     XDAT/16289/1139 Q9925  3                  X
WASH -AR BOOM LOWERED AND SUSPENDED ON THE LONG CABLE FOR WASH. NOTE: WARNING T
AG INSTALLED ON BOOM HOIST   HANDLE.
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A078      XDAT/16291/1534     XDAT/16291/1657 QE730  M              E   /
MTECH-2EA STUCK SCREWS ON THE BOOM GIMBLE PNL ACFT RT

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   MTECH 16291  P 46GAN       G  135                      01        2      2.0
CA: REMOVED 2 EA S/S AS REQ.
TO REF: 1-1A-8

8070 CLSD WUC-46G  JOBS A/C 83000080 FROM 16263 TO 17014 12JAN17/1247CDB PG  8
********************************************************************************

--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
16291A081      XDAT/16291/1552     XDAT/16292/1204 QE241  M              E   /
ISO2 -ACFT RH AND LH BOOM GIMBAL HOSES REQ F4 TAPE

*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   ISO2  16292  E 46GAN       R  020                              2      2.0
```

```
CA: REPLACED F4 TAPE
--------------------------------------------------------------------------------
  JCN      OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C   W/D S-R INSP ZONE SYM
163031259      XDAT/16304/1819     XDAT/16305/0450 QE810  D                 /
HYDR -DURING BOOM LOWERING, BOOM FLEW TO 5 DEG W/NO INPUT BY THE OPERATOR. SMAL
L CORRECTIONS WERE MADE TO ALIGN BOOM. THE BOOM THEN FLEW TO 32 DEG OR GREATER.
*** W/C  DATE  TM WUC/REFDES A/T HM   MAN NR   USERID   UNITS  CREW SIZE  HOURS

   HYDR  16304  B 46GB0       X  799                      01        3     11.7
CA: LOWERED BOOM. VISUAL CHECK FLT CNTRLS. RAN ARB TESTER, RAN PREFLIGHT
--------------------------------------------------------------------------------


**************************** END OF MESSAGE   8070 ******* TOTAL JOBS:00017 ***
```

660th AMXS AFTO 781 SERIES TRANSCRIBED FORMS REVIEW

AIRCRAFT SERIAL NUMBER: 3080

781 FORMS DATE FROM: 20161005 **TO:** 20161006

INDIVIDUAL TRANSCRIBING FORMS

NAME: _____ RANK: WG-10 EMPLOYEE #: _____

DATE COMPLETED: _____

1. INDIVIDUAL PULLING THE 781 SERIES FORMS IS **ULTIMATELY RESPONSIBLE** THAT ALL BLOCKS ON THE PULLED FORMS IS PROPERLY FILLED OUT IAW 00-20-01. THIS INCLUDES SOME OF THE FOLLOWING:

   A. FROM and TO DATES ON ALL FORMS.
   B. PAGE NUMBERS ARE CORRECT.
   C. SERVICING DATA and ENGINE TIMES ON 781H AND 781J TRANSFERRED CORRECTLY.
   D. DATES, JOB CONTROL NUMBERS, WHEN DISCOVERED CODES, and WORK UNIT CODES BLOCKS ARE FILLED OUT.
   E. OPEN WRITE-UPS TRANSCRIBED CORRECTLY.
   F. ANNOTATION OF ANY UPDATED ITEMS ON 781A TRANSCRIBED TO NEW 781A OR NEW 781K.

2. INDIVIDUAL WILL INSURE ALL SIGNED OFF WRITE-UPS IN 781A's ARE SIGNED OFF CORRECTLY AND CLOSED OUT IN G081 USING SCREEN 8035.

3. ATTACH THIS FORM IN FRONT OF PULLED 781 FORMS

4. LEAD TECH, SECTION CHIEF OR PRODUCTION & DEBRIEF WILL REVIEW AIRCRAFT FORMS PRIOR TO FILING AND TURNING IN TO PLANS AND SCHEDULING.

Forms Discrepancies Found		
Discrepancy	Page/Item #	Initials

LEAD TECH, SECTION CHIEF, OR PRODUCTION:

NAME: _____ RANK: SSgt EMPLOYEE #: _____

DATE COMPLETED: 20161013

DEBRIEF (Reviewed and filed):

NAME: _____ RANK: _____ PLEASE

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20161005	20161005	KC010A	83000080

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
		20161001	0900Z				
		20161005	0700Z				

6. STATUS DATA

SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS

	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)
1	X	13			25	37		
2		14			26	38		
3		15			27	39		
4		16			28	40		
5		17			29	41		
6		18			30	42		
7		19			31	43		
8		20			32	44		
9		21			33	45		
10		22			34	46		
11		23			35	47		
12		24			36	48		

7. AIRFRAME TIME	8. LANDINGS		9. CART/JFS STARTS				10. ENGINE CYCLE DOCUMENTATION							
	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS 29457.5	5792	15376												
FLIGHTS 1														
2														
3														
4														
5														
6														
7														
8														
9														
10														
11														
12														
29,457.5 TOTAL	5792	15376					0	0	0					

AFTO FORM 781H, 20100915 PREVIOUS EDITION IS OBSOLETE

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE

DATE FROM: 2016/10/05	TO 20161006	MDS: KC010A	SERIAL NUMBER: 83000080	NOTES PAGE 1 of 1

NOTE NUMBER		NOTE VERBIAGE
0001	-	--IAW AFI 11-2KC-10V3 ITEM 33, T.O. 1C-10KA-1-3 (FAULT REPORTING) REQUIRED ON EVERY AIRCRAFT. THIS T.O . IS NOT IN THE USAF T.O. INVENTORY. AWT 55-10 UP
0002	-	-*****AIRCRAFT 83000080 SUPPORT GENERAL JOB**********N UMBER: 0-2-0-8**********
0011	-	-NOTE: SUPPORT GENERAL (0027)
0012	-	-NOTE: PRE-LAUNCH (0750-0759)
0013	-	-NOTE: PRE-FLIGHT (0530-0549)
0014	-	-NOTE: THRUFLIGHT (0550-0569)
0015	-	-NOTE: BASIC POSTFLIGHT (0570-0599)
0016	-	-NOTE: #2 ENGINE ANTI ICE DISAGREE LIGHT SLOW TO TURN OFF WHEN SIWTCHED TO OFF POSITION. SYSTEMS OPERAT E NORMAL.
0017	-	-DENT IN #3 ENG TAILCONE DENT WITHIN LIMITS

DATE FROM: 2016/10/05 TO 20161006 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 12 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160775749	2016/03/17	SEE JCN 160901257	☑	☐	

WUC/REF DESIGNATOR: 62C00 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASC-RIU #1 AND #2 SHOWS DEGRADED ON CDU *REQS 136294

59, 13629984, 13629986* SEALANT & SATCOM HARNESS (2) O

/O

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO | CORRECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959005	BQ	PR1440B2	SEALANT	0
J001CA60959027	BQ	11A-01-8010-05	SATCOM HARNESS	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959026	BQ	11A-01-8010-02	SATCOM HARNESS	1

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160901257	2016/03/30	SEE JCN 160775749	☑	☐	

WUC/REF DESIGNATOR: 68CA0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASC-SATCOM INOP NOTE: DISPLAYS NGO FOR DATALINK AS W

ELL AS VOICE AVAIL. INOP PLACARD INSTALLED

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO | CORRECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	161751362	2016/06/23	REQ# 13831657	☑	☐	

WUC/REF DESIGNATOR: 41AEM | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASE-#1 INS FLOW OFF LT ILLUM INS/ISS WARN CB P&C NOT

E: DO NOT RESET CB SYS DEACTIVATED FOR FLIGHT

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO | CORRECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62779004	BQ	207640-34	INS FAN	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	161921450	2016/07/12	AWT EVAL + 4HRS T/S R# 13836330	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46B26			

DISCREPANCY

FUEL -FWD ALT ISO V/V WILL NOT OPEN (POWER AT PIN B &C WITH SWITCH IN CLOSED POSITION)

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162221256	2016/08/09		☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
44A13			

DISCREPANCY

A2ASE-2 SEGMENTS ON FE'S ANNUNICATOR PANEL INOP - BLANK SEGMENTS AWAITING DOWNTIME.

See pg 8it 2+3

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162251250	2016/08/12	KNOWN ISSUE AWT DOWN TIME	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
51FA0			

DISCREPANCY

A2ASG-WINDSHEAR LIGHT ILLUMINATED INTERMITTENTLY IN A PHASES OF FLT WINDSHEAR FAIL LT ILLUMINATED INTERM DURING ALL PHASES OF FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 3 OF _____ PAGES

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162251250-001	2016/08/12	JCN CONTINUATION	☐	☐	2016 1005

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			Deferred Not Req

DISCREPANCY

A2ACC-SUPERVISORY REVIEW DUE: JCN 162251250 EAMU OIC/M

AINTENANCE SUPERINTENDANT OR DESIGNATED REP

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162351251	2016/08/21	AWT EVAL + 4HRS T/S	☐	☐	20161005

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
46BBQ			r2'd switch ocg

DISCREPANCY

FUEL -#1 TANK TIP PUMP LOW LIGHT DOES NOT ILLUMINATE W

HEN TRANS PUMP OVRD IS SELECTED LIGHT DOES TEST GOOD

See pg 10 of 1+2

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY O | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162591250	2016/09/15	FAI REQ 13834887 13834882	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
71DC0			

DISCREPANCY

A2ASC-#1 RADIO ALTIMETER WAS INOP (FLAG IN VIEW) INTE

RMITTENTLY THROUGH OUT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62789021	BQ	2070057-0701	ANTENNA	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62789022	BQ	2070057-0701	ANTENNA	1

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~	162591694	2016/09/15	RAFT IN TNB/DUE 31 OCT	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
91AAQ			

DISCREPANCY

A2ACC-REPLACE DOOR SLIDE/RAFT IAW

APPROPIATE T.O.

GIVE SER.# AND DOI TO P&S LOC:RT

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~	162601606	2016/09/16	CORE VIBE RE-INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23DP0			

DISCREPANCY

A2ASP-PERFORM CORE VIBE RE-INSPECTION IAW SB 72-1313

EVERY 350 ENGINE CYCLES

LOC:01

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~	162601607	2016/09/16	CORE VIBE RE-INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23DP0			

DISCREPANCY

A2ASP-PERFORM CORE VIBE RE-INSPECTION IAW SB 72-1313

EVERY 350 ENGINE CYCLES

LOC:02

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 5 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
---	162601608	2016/09/16	CORE VIBE RE-INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23DP0			

DISCREPANCY

A2ASP-PERFORM CORE VIBE RE-INSPECTION IAW SB 72-1313

EVERY 350 ENGINE CYCLES

LOC:03

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162711260	2016/09/27	REC# 13831619	☐	☐	20161005

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
51ECA			Copilots Mach speed indicator R&R. DLG

DISCREPANCY

A2ASG-CO PILOTS THOUSANDTHS MACH NUMBER IN THE AIR SPE

ED INDICATOR IS IN "8"

See pg 9 # 2+3

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO 58100 | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62779001	BQ	2594466-901	MACH A/S IND	0

SUPPLY DOC NBR UJC PART NBR/FSN NOMENCLATURE QTY

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
A	162721619	2016/09/28	DUE 9 OCT 16 3HRWAG	☐	☐	20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
11LAE			NDI C/W No progression No new cracks

DISCREPANCY

NDIS -(NDI) C/W 90 DAY INSP IAW 6WC-5-1 CARD 10TC-230

HORZ STAB CONSTANT & OUTER SECTIONS MACHINED SKIN

PANELS - FLYABLE LIMIT CRACK INSPECTION LOC:RZ

See pg 11 Blk 1-3 SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 6 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162721620	2016/09/28	DUE 9 OCT 16	☐	☐	20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
11LKA		

DISCREPANCY

NDIS -(NDI) C/W 90 DAY INSP IAW 6WC-5-1 CARD 10TC-251

CHECK HORIZONTAL STAB SPAR CAP ATTACHMENT BOLTS. ONLY

THE BOLTS NEAREST THE CRACKED PANLES NEED TO BE LOC:AR

See pg 11 Blk 1-3 SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

NDI C/W no cracked bolts noted

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X	162770751	2016/10/02	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
0413C		

DISCREPANCY

A2ACC-#1 AND #3 INLET AND EXHAUST REQUIRE

INSPECTION PRIOR TO NEXT FLIGHT

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162770752	2016/10/02	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
04170		

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 7 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
---	162770753	2016/10/02	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04119			

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X	162770754	2016/10/02	PRELAUNCH INSP	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 NOTE: DO NOT OPERATE PITOT HEAT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	162771256	2016/10/02		☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
65B00			

DISCREPANCY

A2ASC-DURING TAKEOFF TCAS SHOWED STBY ON BOTH VVI'S. C

ONTROLLER TOLD US OUR MODE C WAS NOT ABLE TO BE SEEN.

AT ABOUT 10K FEET IT BEGAN TO WORK PROPERLY.

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 8 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	162775414	2016/10/03		☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23HCB			

DISCREPANCY

A2ACC-#3 FWD FAN COWL ROD BRKN REQ R2

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16222 1256001	20161005		☐	☐	20161005

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
44AEC			r²d annunciator unit IAW IC-10(K)A-2-33-15-02 pg 201-203 para 2A + 2B all steps ops chk bad

DISCREPANCY FE's annunciator unit rem for replacement

see pg 2it2, 8it3

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16222 12560002	20161005		☐	☐	20161005

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			6 ea Cb reset IAW IC-10(K)A-2-33-15-02 pg 202-203 para 2B step 6

DISCREPANCY 6 ea Cb p+C IAW IC-10(K)A-2-33-15-02 pg 201 para 2A step 1

~~Note: dpn operate master Wrng/caution sys til mx c/w smoke hazard~~

see pg 2it2, 8it2

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161005 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 9 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16192145D 001	20161005				20161005

WUC/REF DESIGNATOR: 46626 | FAULT CODE | STA CODE

DISCREPANCY: Fwd Body Alt Xfer v/v shroud cover removed for fwd Sys mx

CORRECTIVE ACTION: Fwd Body Alt Xfer v/v shroud cover reinstalled IAW TO 1C-10(K)A-2-28 BJ03 28-21-19 T&C 3(B) 5

Sug 2 of 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16271 1260 001	20161005				20161005

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: 2 EA C/Bs P+C IAW 1C-10(K)A-2-34-13-01 pg 201 para 2A step 1.

~~Note: Do not reset c/b. Shock Hazard~~

SEE Pg 5 of 2 pg 9 of 3

CORRECTIVE ACTION: 2 EA C/Bs reset and verified removed IAW 1C-10(K)A-2-34-13-01 pg 202 para 2B All steps

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16271 1260 002	20161005				20161005

WUC/REF DESIGNATOR: 51ECA | FAULT CODE | STA CODE

DISCREPANCY: Copilots Mach Indicator removed for R&R IAW 1C-10(K)A-2-34-13-01 pg 201 para 2A all steps

SEE Pg 5 of 2 pg 9 of 2

CORRECTIVE ACTION: Copilots Mach Speed Indicator Installed OCG IAW 1C-10(K)A-2-34-13-01 pg 202 para 2B All steps

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161005 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 10 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
A	16235 1251001	20161005				20161005

WUC/REF DESIGNATOR: 46BBQ | FAULT CODE | STA CODE

DISCREPANCY: #1 tank tip pump switch rem for replacement

see pg 3 it 2, 10 it 2

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: r2'd #1 tank tip pump switch IAW IC-10(K)A-2-33-00-00 pg 201-202 para 3A + 3B all steps ccd

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
A	16235 1251002	20161005				20161005

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: 1 ea cb p+c IAW IC-10(K)A-2-110-28-43-01 pg 5 sheet 2

~~Note: dn operate wing tip fuel pump til rmv c/w shock hazard~~ see pg 3 it 2, 10 it 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: 1 ea cb reset IAW IC-10(K)A-2-110-28-43-01 pg 5 sht 2

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161005				

WUC/REF DESIGNATOR | FAULT CODE | STA CODE

DISCREPANCY: INFO NOTE: BLOCK NOT USED

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162800001	2016/10/05	HORIZ STAB INSPECTION			20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
46GAN		

DISCREPANCY

A2ACC-BOOM LOWERD FOR HORIZ STAB INSP/2EA CB'S COLLARD

1EA WT'S INSTALLED IAW 1C-10(K)A-28CL-1 PG 2-1 PARA C

NOTE: ~~DON'T OPER BOOM HOIST HANDLE/DON'T XMIT RF RADIOS~~

SEQ# See pg5 Blk 3 Pg 6 Blk 1

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Boom Rests 2ea C/B Removed 1ea tag Removed IAW 1C-10(K)A-2-28CL-1 Sect III pg 3-1 thru 3-3

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162800002	2016/10/05	HORIZ STAB INSPECTION			20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
07000		

DISCREPANCY

A2ACC-2EA CB'S COLLARD/~~1EA~~ 2EA WT'S INSTALLED FOR HORIZ

STAB INSP IAW 1C-10(K)A-6WC-5-1, CARD 10TC-230

NOTE: ~~DON'T OPER HYD SYSTEM CRUSH HAZARD~~ See pg5 Blk 3

SEQ# Pg 6 Blk 1

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

2 EA CB reset 2ea WARNING TAG Removed IAW 1C-10(K)A-6WC-5-1 CARD 10TC-230 CAUTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162800003	2016/10/05	HORIZ STAB INSPECTION			20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
11D00		

DISCREPANCY

A2ACC-ACCESS DOORS 392AZ, 392BZ, 310AB REMOVED FOR

HORIZONTAL STABILIZER INSPECTION

NOTE: ~~DON'T OPER HYD SYSTEM CRUSH HAZARD~~ See pg5 Blk 3

SEQ# Pg 6 Blk 1

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Access Door Installed PANELS INSTALLED IAW 1C-10(K)A-6WC-5-1 Card 10TC-25 | Step 5 of 6

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161005 TO 20160006 | MDS: KC010A | SERIAL NUMBER: 83-3080 | PAGE 12 OF 12 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16279628	20161006		☑	☐	

WUC/REF DESIGNATOR: 46H00 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: C/W PREPARATION OF CONTACT TANKER (CENTER DROGUE) CHECK LIST THROUGH STEPS 10 ACCOMPLISH POST A/R (CENTER) CHECK LIST IN ITS ENTIRETY

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161006		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: INFO NOTE: BLOCK NOT USED

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161006		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: INFO NOTE: BLOCK NOT USED

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO 20161005	MDS: KC010A	SERIAL NUMBER: 83000080	PAGE 1 OF 5 PAGES

A. AEROSPACE INSPECTION STATUS				B. ENGINE STATUS			
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO.				PSN	ENG SER NO	ENG CHANGE DUE TIME	
TYPE	COMPL	NEXT DUE		1	517740		
A-CHECK	2013/09/13	*ERROR 9188	NEXT A-CHECK #00	2	528365		
C-CHECK	2016/04/15	2016/10/21	NEXT C-CHECK #01 NEXT SCHD C-CHECK 2016/10/21	3	530336		
PDM	2015/04/03	2017/04/28	NEXT PDM #02 NEXT SCHD PDM 2017/04/28	4			

BPO Due: 20161004 (+/- 1Day)

C.	CALENDAR AND HOURLY INSPECTION SCHEDULE			PAGE 2 OF _____ PAGES		
INSPECTION	FREQUENCY	NEXT DUE		NEXT DUE	NEXT DUE	NEXT DUE
A2ASH-DROGUE HOSE INSP (ITR DROG)	0 WEEKS	DUE 2016/12/25				
NDIS -HORZ STAB INSP (ITR HORZ)	90 DAYS	DUE 2016/10/09	JCN:162721619			
NDIS -SPAR CAP INSP (ITR SPAR)	90 DAYS	DUE 2016/10/09	JCN:162721620			
A2ASC-60 DAYMODE IV CHECK (ITRMD4)	60 DAYS	DUE 2016/11/12				
SCHED-60 DAY DOC REVIEW (ITR01C)	60 DAYS	DUE 2016/11/15				
A2ASP-CORE VIBE RE-INSP (ITR13A01)	0 CYCLES	DUE IN 30 CYCLES	JCN:162601606			
A2ASP-CORE VIBE RE-INSP (ITR13A02)	0 CYCLES	DUE IN 30 CYCLES	JCN:162601607			
A2ASP-CORE VIBE RE-INSP (ITR13A03)	0 CYCLES	DUE IN 30 CYCLES	JCN:162601608			
A2ASP-#1 BOWING RE-INSPECT (ITR13B01)	0 WEEKS	DUE 2016/10/21				
DEPOT-RH WING DAMAGE (ITR80A)	24 MONTHS	DUE 2017/08/31				
NDIS -FUEL COMP PROBE #8 (ITR80B)	1000 HOURS	OVERDUE BY 63				
A2ACC-WGT AND BALANCE (I1101WGT)	36 MONTHS	DUE 2018/06/12				
A2ACC-28 DAY DROGUE CHECK (I1912805)	28 DAYS	DUE 2016/10/11				
A2ASP-FAN LUBE #1 ENG (I23 #101)	0 CYCLES	DUE IN 479 CYCLES				
A2ASP-FAN LUBE #2 ENG (I23 #202)	0 CYCLES	DUE IN 479 CYCLES				
A2ASP-FAN LUBE,#3 ENG (I23 #303)	0 CYCLES	DUE IN 483 CYCLES				
DEPOT-CARGO DOOR HINGE (I831)	15000 LANDS	OVERDUE BY 376 LANDS	JCN:162561695			
A2ASP-L/H WING ENG TCI (R2301A01)	0 CYCLES	DUE IN 2410 CYCLES				
A2ASP-TAIL #2 ENG TCI (R2301B02)	0 CYCLES	DUE IN 2697 CYCLES				
A2ASP-R/H WING ENG TCI (R2301C03)	0 CYCLES	DUE IN 3699 CYCLES				
A2ASP-APU DUE TIME CHANGE (R2401A01)	0 CYCLES	DUE IN 8983 CYCLES				
A2ASE-GOX CYL HYDR-STAT CK (R47OXY#1)	3 YEARS	DUE 2019/10/03				
A2ASE-GOX CYL HYDR-STAT CK (R47OXY#2)	3 YEARS	DUE 2018/12/30				
A2ASE-GOX CYL HYDR-STAT CK (R47OXY#3)	3 YEARS	DUE 2018/08/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A01)	20 YEARS	DUE 2025/08/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A02)	20 YEARS	DUE 2016/09/30	JCN:162301623			
A2ASE-R2 CHEM O2 GENERATOR (R4723A04)	20 YEARS	DUE 2016/09/30	JCN:162301624			
A2ASE-R2 CHEM O2 GENERATOR (R4723A06)	20 YEARS	DUE 2016/09/30	JCN:162301625			
A2ASE-R2 CHEM O2 GENERATOR (R4723A07)	20 YEARS	DUE 2016/09/30	JCN:162301626			
A2ASE-R2 CHEM O2 GENERATOR (R4723A3A)	20 YEARS	DUE 2016/09/30	JCN:162301627			
A2ASE-R2 CHEM O2 GENERATOR (R4723A3B)	20 YEARS	DUE 2025/06/30				
A2ASE-R2 CHEM O2 GENERATOR (R4723A5A)	20 YEARS	DUE 2020/06/30				
A2ASE-R2 CHEM O2 GENERATOR (R4723A5B)	20 YEARS	DUE 2029/01/31				
A2ASE-FIRE EXT BOTTLE (R4921B11)	60 MONTHS	DUE 2019/04/30				
A2ASE-FIRE EXT BOTTLE (R4921B12)	60 MONTHS	DUE 2019/12/31				
A2ASE-FIRE EXT BOTTLE (R4921B21)	60 MONTHS	DUE 2017/07/31				
A2ASE-FIRE EXT BOTTLE (R4921B22)	60 MONTHS	DUE 2020/08/31				
A2ASE-FIRE EXT BOTTLE (R4921B31)	60 MONTHS	DUE 2019/10/31				
A2ASE-FIRE EXT BOTTLE (R4921B32)	60 MONTHS	DUE 2019/12/31				
A2ASC-ELT BATTERY (DOM) (R6620A01)	5 YEARS	DUE 2018/08/31				
A2ASC-ELT BATTERY (DOM) (R6620A02)	5 YEARS	DUE 2017/07/31				

INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASC-PORTABLE ELT BATTERY (R6620B)	5 YEARS	DUE 2018/03/31			
A2ASC-UNDERWATER BEAC BATT (R7234ALT)	6 YEARS	DUE 2019/05/31			
A2ASC-UNDERWATER BEAC BATT (R7234ART)	6 YEARS	DUE 2019/07/31			
A2ACC-DOOR SLIDE/RAFT (R9125ALT)	3 YEARS	DUE 2016/10/31 JCN:162301628			
A2ACC-DOOR SLIDE/RAFT (R9125ART)	3 YEARS	DUE 2016/12/31 JCN:162591694			
A2ASE-DROGUE GUILL CART (R97DG1LT)	30 MONTHS	DUE 2018/03/08			
A2ASE-DROGUE GUILL CART (R97DG1RT)	30 MONTHS	DUE 2018/03/08			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1B)	120 MTH INSTAL	DUE 2019/08/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2B)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2C)	120 MTH INSTAL	DUE 2017/06/30 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2D)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3B)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
ISO2 -A-CHECK (SIS01A)	0 WEEKS	DUE 2016/10/21			
DEPOT-C-CHECK (SPD01C)	0 WEEKS	DUE 2017/04/28			

DATE FROM: 2016/10/05 TO 20161006 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF 4 PAGES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM / UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER

D. DELAYED DISCREPANCIES, URGENT ACTION, AND OUTSTANDING ROUTINE TCTO'S

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM / UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
//	150571256	A2ASE-ARO FLOOR LIGHT RHEOSTAT INOP	J001CA50579003 BQ 1 B/O	44FA0	
//	152049667	DEPOT-FUEL-TANK INSPEC&REPLACE WIRE SHIELDI CW TCTO 1C-10(K)A-1285 WB/NA P		0112282 2019/11/01	
//	152785610	DEPOT-CENTER GEAR EMER RELEASE LEVER REQ SHOT P EN. CARRY FWD TO NEXT ARM REMOVAL AWT NEXT C-CH CK	-	13CH0	
//	161295643	SMCO -1 EA SCREW HAS BROKEN SCREW HEAD INBD #3 ND V PANEL	AWT PNL REMOVAL+2HRS	11EAJ	
//	161329625	DEPOT-INST LAV OVERSERVICE S/O VALVE CW TCTO 1C-10(K)A-1298 W-B APPL P		0101529 2020/02/06	
//	161821350	SMCO -#3 ENG I/B SAIL BOAT PNL HAS 1 EA BAD NUT LATE	AWT PNL RMVL + 2HRS	11EA5	
//	161901209	A2ACC-CO PILOT MAP LIGHT INOP		71EH0	
//	161921417	A2ACC-RT RUNWAY T/O LT INOP		44DC0	
//	161971250	A2ACC-REFRIGERATOR DOES NOT WORK	AD# 13758780	12CAH	
//	162211442	A2ACC-FWD RT WING FORMATION LIGHT B/O		44DKB	
//	162211444	A2ACC-BOOM MARKER LT BURNT OUT		4476A	
//	162251241	A2ACC-DROGUE FLOODLIGHT REQUIRES SEALANT		44HE3	
//	162251251	A2ACC-ARO SIDE VIEWING DOORS WILL NOT LOCK IN P ACE		11ML9	
---	162301623	A2ASE-REPLACE CHEMICAL OXYGEN GENERATOR (DOUBLE . IAW 1C-10(K)A-6 REPLACEMENT SCHEDULE	R2 CHEM O2 GENERATOR	47BBF	
---	162301624	A2ASE-REPLACE CHEMICAL OXYGEN GENERATOR (DOUBLE . IAW 1C-10(K)A-6 REPLACEMENT SCHEDULE	R2 CHEM O2 GENERATOR	47BBF	
---	162301625	A2ASE-REPLACE CHEMICAL OXYGEN GENERATOR (DOUBLE . IAW 1C-10(K)A-6 REPLACEMENT SCHEDULE	R2 CHEM O2 GENERATOR	47BBF	

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/05 TO 20161006 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 5 OF 5 PAGES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM / UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
---	162301626	A2ASE-REPLACE CHEMICAL OXYGEN GENERATOR (DOUBLE . IAW 1C-10(K)A-6 REPLACEMENT SCHEDULE	R2 CHEM O2 GENERATOR	47BBF	
---	162301627	A2ASE-REPLACE CHEMICAL OXYGEN GENERATOR (DOUBLE . IAW 1C-10(K)A-6 REPLACEMENT SCHEDULE	R2 CHEM O2 GENERATOR	47BBF	
---	162301628	A2ACC-REPLACE DOOR SLIDE/RAFT IAW APPROPIATE T.O. GIVE SER.# AND DOI TO P&S	DOOR SLIDE/RAFT	91AAQ	
	162381240	SMCO -1 EA BROKEN NUT PLATE FWRD ACCESSORY COMP PANEL	AWT PNL RMVL + 2 HRS	11DEJ	
---	162561695	DEPOT-UPPER CARGO DOOR HINGE PIN & LOBE HOLES *INITIAL INSP @ 15000 LANDS AND EVERY 7500 LANDS THEREAFTER IAW 1C-10(K)A-	C/F TO C-CK	11CDS	
	162611250	A2ACC-LEFT LOGO LIGHT INOP		44DHA	
	162640911	A2ACC-RIGHT LOGO LIGHT INOP		44DHA	
	162729872	DEPOT-FUEL SYSTEM CHANGE FUEL PUMP CONTRO; CW TCTO 1C-10(K)A-1299 W-B APPL P		0101771 2020/07/03	
	162749905	DEPOT-ENG FUEL SUPPLY REPLACE PUMP RELAYS CW TCTO 1C-10(K)A-1300 W-B APPL P		0101772 2020/07/03	
	162749932	DEPOT-FUEL-ENGINE FUEL SUPPLY-REPLACE FUEL PUM CW TCTO 1C-10(K)A-1302 WB/NA P		0101938 2020/07/03	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

G081D7046-1 TCTO STATUS REPORT FOR AIRCRAFT: 83000080 CURRENT AS OF 0536 PACIFIC 05/OCT/16 PAGE 1 of

NOTE: THE FOLLOWING CODES ARE USED IN THIS LISTING:
C/W = TCTO HAS BEEN COMPLIED WITH. (STAT-CD = 01, 02, 03)
" " = TCTO NOT AGAINST ENG.
NCW = TCTO HAS NOT BEEN COMPLIED WITH. (STAT-CD = 06-18, 20, 21)
N/R = TCTO HAS NOT BEEN RELEASED BY THE DEPOT FOR INSL ON THE A/C. (ST-CD = 19)
N/A TCTO S ARE NOT APPLICABLE. (STAT-CD = 04, 05, 22)
E = AFTER THE AIRCRAFT STATUS CODE INDICATES EXPIRED A/C TCTO.
E = AFTER THE ENGINE 4 STATUS CODE INDICATES EXPIRED ENG TCTO.
A = AFTER THE ENG SER NUM MEANS 3000 TO 5000 HOUR ENGINE.
C = AFTER THE ENG SER NUM MEANS 5000 HOUR UNLIMITED MODULAR ENG.

ENG 1 ENG 2 ENG 3 ENG 4
7740 8365 0336

AIRCRAFT TCTO NUMBER	TCTO DATACD	AIRCRAFT TCTO NOMENCLATURE	GR STATUS DATE	CODE	EX TIM	ENGINE TCTO NUMBER	TCTO DATACD	ENGINE TCTO NOMENCLATURE
1C-10(K)A-1285	0112282	FUEL-TANK INSPEC&REPLACE	19305	NCW	999			
1C-10(K)A-1298	0101529	INST LAV OVERSERVICE S/O	20037	NCW	146			
1C-10(K)A-1299	0101771	FUEL SYSTEM CHANGE FUEL	20185	NCW	146			
1C-10(K)A-1300	0101772	ENG FUEL SUPPLY REPLACE	20185	NCW	146			
1C-10(K)A-1302	0101938	FUEL-ENGINE FUEL SUPPLY-	20185	NCW	999			
1KC-10A-001	Y141001	INSPECTION OF THE FLAP H		N/A	030			
1C-10(K)A-1268	0112389	TCTO 1C-10(K)A-1268: INS		C/W	999			
1C-10(K)A-1267	0196993	TCTO 1C-10(K)A-1267: INS		C/W	999			
1C-10(K)A-1294	0112307	MOD REMOVE HYDR AIR ELIM		C/W	999			
KC-10 LOTI	L060601	LOTI FOR INSPECTION OF B		C/W	180			
KC-10 LOTI	L060602	LOTI OF KC-10A AUXILIARY		C/W	010			
1C-10(K)A-1292	0112304	REPLACE APU DOOR ACTUATI		C/W	999			
1C-10(K)A-1297	0112311	OPEN&PERMANENT COLLAR PO		C/W	999			
1C-10(K)A-1296	0112310	STABILIZERS-HORIZ STAB/C		C/W	999			
1C-10(K)A-1277	0112411	INSTALLATION OF WASTE WA		C/W	999			
1C-10(K)A-1291	0112303	TCTO1C-10(K)A-1291COM,NA		C/W	999			

***** END OF LIST *****

PCN:67089-04 DATE: 2016/10/05 – 20161006 MDS: C010A PAGE 1 OF 4 PAGES

PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES A HOW W --------DATE--------
MMN/FC T MAL D DISCOVERED COMPLETED JCN DISCREPANCY

ACT

SYMBOL: / MAN NUM: **

44AE0

52EA9

/ XDAT

71EFF

SYMBOL: / MAN NUM: **CORRECTIVE ACTION: RECYCLED SYSTEM POWER O/C/G ** ACT BASE: PTFL

DATE FROM: 2016/10/05 TO 20161006 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 1 PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE AND OIL ADDED (~~HALF PINTS, PINTS,~~ QUARTS)

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # / OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29432.7	9315			24933.8	14052.0		25968.7	13251.0		25661.1	12408.0		1.8	0.0	15373	5789
2016/09/28	6.9	1			6.9	1.0		6.9	1.0		6.9	1.0		0.0	0.0	1	1
TOTAL	29439.6	9316			24940.7	14053.0		25975.6	13252.0		25668.0	12409.0		5.1	0.0	15374	5790
2016/10/01	6.4	1			6.4	1.0		6.4	1.0		6.4	1.0		0.0	0.0	1	1
TOTAL	29446.0	9317			24947.1	14054.0		25982.0	13253.0		25674.4	12410.0		11.5	0.0	15375	5791
2016/10/02	11.5	1			11.5	1.0		11.5	1.0		11.5	1.0		0.0	0.0	1	1
TOTAL	29457.5	9318			24958.6	14055.0		25993.5	13254.0		25685.9	12411.0		11.5	0.0	15376	5792
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD	29,457.5	9318			24,958.6	14,055.0		25,993.5	13254.0		25685.9	12411.0		11.5	0.0	15376	5792

AFTO FORM 781J AEROSPACE VEHICLE - ENGINE FLIGHT

660th AMXS AFTO 781 SERIES TRANSCRIBED FORMS REVIEW

AIRCRAFT SERIAL NUMBER: 830000-80

781 FORMS DATE FROM: 20161006 **TO:** 20161009

INDIVIDUAL TRANSCRIBING FORMS

NAME: _____ RANK: S.A EMPLOYEE #: _____

DATE COMPLETED: 20161009

1. INDIVIDUAL PULLING THE 781 SERIES FORMS IS **ULTIMATELY RESPONSIBLE** THAT ALL BLOCKS ON THE PULLED FORMS IS PROPERLY FILLED OUT IAW 00-20-01. THIS INCLUDES SOME OF THE FOLLOWING:

   A. FROM and TO DATES ON ALL FORMS.
   B. PAGE NUMBERS ARE CORRECT.
   C. SERVICING DATA and ENGINE TIMES ON 781H AND 781J TRANSFERRED CORRECTLY.
   D. DATES, JOB CONTROL NUMBERS, WHEN DISCOVERED CODES, and WORK UNIT CODES BLOCKS ARE FILLED OUT.
   E. OPEN WRITE-UPS TRANSCRIBED CORRECTLY.
   F. ANNOTATION OF ANY UPDATED ITEMS ON 781A TRANSCRIBED TO NEW 781A OR NEW 781K.

2. INDIVIDUAL WILL INSURE ALL SIGNED OFF WRITE-UPS IN 781A's ARE SIGNED OFF CORRECTLY AND CLOSED OUT IN G081 USING SCREEN 8035.

3. ATTACH THIS FORM IN FRONT OF PULLED 781 FORMS

4. LEAD TECH, SECTION CHIEF OR PRODUCTION & DEBRIEF WILL REVIEW AIRCRAFT FORMS PRIOR TO FILING AND TURNING IN TO PLANS AND SCHEDULING.

Forms Discrepancies Found		
Discrepancy	Page/Item #	Initials

LEAD TECH, SECTION CHIEF, OR PRODUCTION:

NAME: _____ RANK: SSgt EMPLOYEE #: _____

DATE COMPLETED: 20161013

DEBRIEF (Reviewed and filed):

_____ RANK: _____ PLEASE FILE

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20161006	20161009	KC010A	83000080

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
		20161003	0230Z				
		20161009	2300Z				

6. STATUS DATA

SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS

	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)
1	X	13			25	37		
2		14			26	38		
3		15			27	39		
4		16			28	40		
5		17			29	41		
6		18			30	42		
7		19			31	43		
8		20			32	44		
9		21			33	45		
10		22			34	46		
11		23			35	47		
12		24			36	48		

7. AIRFRAME TIME		8. LANDINGS		9. CART/JFS STARTS				10. ENGINE CYCLE DOCUMENTATION							
		FULL STOP	TOTAL	NO	ENG	NO	ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	29,457.5	5792	15,376												
FLIGHTS 1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
	29457.5 TOTAL	5792	15376												

AFTO FORM 781H, 20100915 PREVIOUS EDITION IS OBSOLETE

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE

DATE FROM: 2016/10/06	TO 20161009	MDS: KC010A	SERIAL NUMBER: 83000080	NOTES PAGE 1-1

NOTE NUMBER		NOTE VERBIAGE
0001	-	--IAW AFI 11-2KC-10V3 ITEM 33, T.O. 1C-10KA-1-3 (FAULT REPORTING) REQUIRED ON EVERY AIRCRAFT. THIS T.O . IS NOT IN THE USAF T.O. INVENTORY. AWT 55-10 UP
0002	-	-*****AIRCRAFT 83000080 SUPPORT GENERAL JOB**********N UMBER: 0-2-0-8**********
0011	-	-NOTE: SUPPORT GENERAL (0027)
0012	-	-NOTE: PRE-LAUNCH (0750-0759)
0013	-	-NOTE: PRE-FLIGHT (0530-0549)
0014	-	-NOTE: THRUFLIGHT (0550-0569)
0015	-	-NOTE: BASIC POSTFLIGHT (0570-0599)
0016	-	-NOTE: #2 ENGINE ANTI ICE DISAGREE LIGHT SLOW TO TURN OFF WHEN SIWTCHED TO OFF POSITION. SYSTEMS OPERAT E NORMAL.
0017	-	-DENT IN #3 ENG TAILCONE DENT WITHIN LIMITS

AFTO FORM 781A (INFORMATIONAL NOTES) MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO 20161009 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 26 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160775749	2016/03/17	SEE JCN 160901257	☑	☐	

WUC/REF DESIGNATOR: 62C00 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASC-RIU #1 AND #2 SHOWS DEGRADED ON CDU *REQS 136294

59, 13629984, 13629986* SEALANT & SATCOM HARNESS (2) O

/O

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959005	BQ	PR1440B2	SEALANT	0
J001CA60959027	BQ	11A-01-8010-05	SATCOM HARNESS	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA60959026	BQ	11A-01-8010-02	SATCOM HARNESS	1

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	160901257	2016/03/30	SEE JCN 160775749	☑	☐	

WUC/REF DESIGNATOR: 68CA0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASC-SATCOM INOP NOTE: DISPLAYS NGO FOR DATALINK AS W

ELL AS VOICE AVAIL. NOTE INOP PLACARD INSTALLED

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	161751362	2016/06/23	REQ# 13831657	☑	☐	

WUC/REF DESIGNATOR: 41AEM | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

A2ASE-#1 INS FLOW OFF LT ILLUM INS/ISS WARN CB P&C NOT

E: DO NOT RESET CB SYS DEACTIVATED FOR FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62779004	BQ	207640-34	INS FAN	1

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	161921450	2016/07/12	REQ # 13836330	☑	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
46B26		

DISCREPANCY

A2ASE-FWD ALT ISO V/V WILL NOT OPEN (POWER AT PIN B &C WITH SWITCH IN CLOSED POSITION)

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/PSN	NOMENCLATURE	QTY
J001CA62809014	BQ	10648DC20-2	SWITCH	1

SUPPLY DOC NBR UJC PART NBR/PSN NOMENCLATURE QTY

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162221256	2016/08/09		☐	☐	2-11-2016

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
44A13		

DISCREPANCY

A2ASE-2 SEGMENTS ON FE'S ANNUNICATOR PANEL INOP - BLAN K SEGMENTS AWAITING DOWNTIME.

Seegas id 2,3

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

2 EA wires swapped to Collect location

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
S	162251250	2016/08/12	KNOWN ISSUE AWT DOWN TIME	☐	☐	2016/10/07

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
51FA0		

DISCREPANCY

A2ASG-WINDSHEAR LIGHT ILLUMINATED INTERMITTENTLY IN A PHASES OF FLT WINDSHEAR FAIL LT ILLUMINATED INTERM DUR ING ALL PHASES OF FLIGHT

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

Associated equipment malfunction, See JCN 162251250, R2 #1 & #2 Radio Altitude Antennas Ops ck good EGPWS system Ops ck good

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 3 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
J	162591250	2016/09/15	FAI REQ 13834887 13834882			20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
71DC0		

DISCREPANCY

A2ASC-#1 RADIO ALTIMETER WAS INOP (FLAG IN VIEW) INTE

RMITTENTLY THROUGH OUT FLIGHT

See p.3 10 Item 2 & 3

see p.3 11 Item 1 & 2

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

R2 Radio Alt #1 & #2 Antennas o/c/f

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SUPPLY DOC NBR	UJC	PART NBR/FSN	NOMENCLATURE	QTY
J001CA62789021	BQ	2070057-0701	ANTENNA	0
J001CA62789022	BQ	2070057-0701	ANTENNA	0

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
---	162591694	2016/09/15	RAFT IN TNB/DUE 31 OCT			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
91AAQ		

DISCREPANCY

A2ACC-REPLACE DOOR SLIDE/RAFT

APPROPIATE T.O.

GIVE SER.# AND DOI TO P&S

LOC:RT

SEQ#

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162601606	2016/09/16	CORE VIBE RE-INSP			20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
23DP0		

DISCREPANCY

A2ASP-PERFORM CORE VIBE RE-INSPECTION IAW SB 72-1313

EVERY 350 ENGINE CYCLES

LOC:01

SEQ#

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Core Vibe clr'd on #1 eng

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 5 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
---	162770752	2016/10/02	PRELAUNCH INSP			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04170			

DISCREPANCY

A2ACC-TECH ORDER AND TOOL BOX INVENTORY

REQUIRED PRIOR TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
---	162770753	2016/10/02	PRELAUNCH INSP			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04119			

DISCREPANCY

A2ACC-AIRCRAFT FUEL SUMPS REQUIRE DRAINING PRIOR

TO NEXT FLIGHT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X X	162770754	2016/10/02	PRELAUNCH INSP			

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			

DISCREPANCY

A2ACC-3 EA PITOT TUBE COVERS INSTALLED AND 3 EA C/B

PULLED & COLLARED IAW 1C-10(K)A-2-10-10-00 P208

PARA 6A STEP 2 NOTE: DO NOT OPERATE PITOT HEAT

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 6 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162771256	2016/10/02				20161007

WUC/REF DESIGNATOR: 65B00 | FAULT CODE | STA CODE

DISCREPANCY:
A2ASC-DURING TAKEOFF TCAS SHOWED STBY ON BOTH VVI'S. C
ONTROLLER TOLD US OUR MODE C WAS NOT ABLE TO BE SEEN.
AT ABOUT 10K FEET IT BEGAN TO WORK PROPERLY.

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION:
associated equipment Malfunction
B2 Radio Alt #1 tx and Rx
Antennas O/G

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162775414	2016/10/03	Req#13838928	☒	☐	

WUC/REF DESIGNATOR: 23HCB | FAULT CODE | STA CODE

DISCREPANCY:
A2ACC-#3 FWD FAN COWL ROD BRKN REQ R2

SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYER NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162791628	2016/10/05	28 DAY DROGUE CHECK	☒	☐	

WUC/REF DESIGNATOR: 46H00 | FAULT CODE | STA CODE

DISCREPANCY:
A2ACC-C/W PREPARATION OF CONTACT TANKER (CENTERLINE DR
OGUE) CHECKLIST THROUGH STEP 10 ACCOMPLISH POST A/R
(CENTERLINE DROGUE) CHECKLIST IN ITS ENTIRETY LOC:05

SEQ#

DISCOVERED BY (PRINT)
G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO ______ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 7 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
W	161971250	20161006	AP# 13757780	☐	☐	20161006

WUC/REF DESIGNATOR: 12CAH | FAULT CODE: | STA CODE:

DISCREPANCY: refrigerator does not work

CORRECTIVE ACTION: Refrigerator R2 OCG

ZONE: CARD: SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
W	161971250 001	20161006		☐	☐	20161006

WUC/REF DESIGNATOR: 12CAH | FAULT CODE: | STA CODE:

DISCREPANCY: 3 ea. c/b pulled and collared for refrigerator R2 IAW 1C-10(K)A-2-25-37-03 pg 201 Item 2 para Step 2 ~~WARNING: Do not operate refrigerator or reset c/b until repair complete. SHOCK HAZARD~~

CORRECTIVE ACTION: 3ea c/b reset IAW 1C-10(K)A-2-25-37-03 pg 201 Item 2 para B step 6

ZONE: CARD: SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162251 251	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 11ML9 | FAULT CODE: | STA CODE:

DISCREPANCY: A2ACC - ARO slide veiwing Door will not lock in Place

CORRECTIVE ACTION: ARO slide veiwing Doors aligned

ZONE: CARD: SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0080 | PAGE 8 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
C	16281 S642			☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
11ML9			Iea S/S Left ARO Lower window siding door Removed as Req.

DISCREPANCY: Iea stuck screw Left ARO Lower window Sidin door

See pg. 7 item 3

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	161901 209	20161007		☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
71EW0			B4b R2

DISCREPANCY: A2Acc - Co pilots Map light Inop

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162211 144	20161007		☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
447GA			B4b R2 ops ck good

DISCREPANCY: A2Acc - Room Marker Lt Burnt out

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0080 | PAGE 1 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
D	162211 44003	20161007				20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom Raised and stowed IAW 1C-10(K)2-2-28C1-1 3-1 thru 3-3 para C

DISCREPANCY: Boom lowered to FOM ~~NOTE: Do not vault any HF radios (RF HAZ)~~ see pg 8 item 3

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
D	162211 44003	20161007				20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			C/B Reset IAW 1C-10(K)A-2-28C1-1 pg 2-3 PARA 5 ST 17

DISCREPANCY: C/B CB-1 on overhead Pwr instrmt panel tripped HF-Com-1, HF-Com-2, Avionics DC Bus 1, Right Emerg AC Bus ~~Note: Do not reset C/B until lock-out~~ IAW 1C-10(K)A-2-28C1 pg 2-1 step 2A See pg 9 item 1

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
D	162214 44003	20161007				

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Boom Drive lock Removed IAW 1C-10(K)A 2-28C1-1 4-3 para C step 11 complete

DISCREPANCY: Boom Drive lock installed to FOM see pg 8 item 5

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

DATE FROM: 2016/006 TO ______ | MDS: KC010A | SERIAL NUMBER 830-0080 | PAGE 10 OF ___ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	162221 444604	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE:

DISCREPANCY: 1 ea C/B p/c to fan Boom marker light R2 • Boom lights marking ; Loc: Row C col 9 # B1-1898 IAW 1c-10(K)A-2-33-77-01 step 2 see pg 8 item 3 ~~Note: Do not ...~~

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: C/B Reset IAW 1C-10(K)A 2-33-77-01 step 2

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16259 1250 OH	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 71DCC | FAULT CODE: | STA CODE:

DISCREPANCY: Radio Alt #1 tx antenna removed for R2 IAW 1C10(K)A-2-34-42-01 pg 202 para 3A Step 1 see pg 3 Item 1

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: #1 Radio Altimeter tx installed IAW 1C-10(K)A-2-34-42-01 pg 203A para 3B ALL Steps

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16259 1250 CD	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE:

DISCREPANCY: 1 EA C/B pulled and collared IAW 1C-10(K)A-2-34-42-01 pg 202 para 3A Step 1 ~~...~~

ZONE: CARD: SEQ# see pg 7 Item 1

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTIVE ACTION: 1 ea c/b reset + collar removed IAW 1C-10(K)A-2-34-42-01 pg 205 para 3B Step 7

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO ______ MDS: KC010A SERIAL NUMBER: 87-00080 PAGE 11 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16259 1250 013	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 71DCC FAULT CODE: STA CODE:

DISCREPANCY: Radio Alt #1 Rx Antenna removed for R2 IAW 1C10(K)A-2-34-42-01 pg 202 para 3A All Steps
see pg 3 Item 1

CORRECTIVE ACTION: Installed #1 Radio Altimeter Rx antenna IAW 1C-10(K)A-2-34-42-01 pg 202A para 3B ALL Steps

ZONE: CARD:

CORRECTED BY / EMPLOYEE NO

DISCOVERED BY (PRINT) / EMPLOYEE NO / INSPECTED BY / EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16259 1250 014	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 07000 FAULT CODE: STA CODE:

DISCREPANCY: 1 EA warning tag Installed to Fcm IAW 1C10(K)A-2-34-42-01 pg 202 para 3A step 1 ~~Do not Reset CB until comp of max shock Hazard~~
see pg 3 Item 1

CORRECTIVE ACTION: 1 EA warning tag removed IAW 1C-10(K)A-2-34-42-01 pg 205 3B Step 7

ZONE: CARD: SEQ#

CORRECTED BY / EMPLOYEE NO

DISCOVERED BY (PRINT) / EMPLOYEE NO / INSPECTED BY / EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16284 5647	20161007		☐	☐	20161008

WUC/REF DESIGNATOR: 01000 FAULT CODE: STA CODE:

DISCREPANCY: cure check due on Radio Alt #1 antennas @ 0600 Local time

CORRECTIVE ACTION: cure check c/w no defects noted

ZONE: CARD: SEQ#

CORRECTED BY / EMPLOYEE NO

DISCOVERED BY (PRINT) / EMPLOYEE NO / INSPECTED BY / EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-00080 | PAGE 12 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	16261 1250	20161007		☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
440HA			LT O/C/G N/D/N

DISCREPANCY: Left Logo Light Insp

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	16264 0911	20161007		☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
440HA			LT O/C/G N/D/N

DISCREPANCY: Right Logo light Insp

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16T92 1417	20161007		☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
440LO			r2 light IAW 11-101(k)A-2-33-43-00 pg 401 para B All steps O/C/G

DISCREPANCY: RT runway turnoff light insp
remark for r2 IAW 11-101(k)A-2-33-43-00 pg 401 para A All steps

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 13 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16197 14177 001	20161007		☐	☐	20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
07000			Iaw c/b reset and rollout reinstall

DISCREPANCY: Iaw c/b pulled and rolled IAW 11-101(k)A-2-33-43-00 pg 401 para A Stp 1

Note: Do Not reset c/b shock hazard

IAW 11-101(k)A-2-33-43-00 pg 401 para B Stp 5

ZONE: CARD: SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	16232 5400	20161007		☐	☐	20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23001			core side C(co)

DISCREPANCY: #1 Eng req Core Vibe Insp

ZONE: CARD: SEQ# Cg 13 Blk3 Cg 14 Blk1-2

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	16232 5400 001	20161007		☐	☐	20161006

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			#1 Core Cowl closed 1,250 x 10 @ 2.71 clr pg 393 para D

DISCREPANCY: #1 Eng Core Cowl open to FOM

ZONE: CARD: Cg 14 Blk1 SEQ# Cg 13 Blk2

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A / MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 830080 | PAGE 1 OF 4 PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162825400 002	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 07000 | FAULT CODE | STA CODE

DISCREPANCY: Lea W/T Sea rlt pulled/collared [illegible]
IC-101(A)A2-7111 ; Pg 9-1-9-2 Step 1-2
~~Note: Do not operate Flaps/Slats, Trim, or stow the LE Mx Cfw Crush Haz~~

CORRECTIVE ACTION: Req ult removed & sea CB's reset IAW CMM 27-51-01 Pg 9-2 para D all steps

ZONE: CARD: SEQ# Pg 13 Blk 2-3

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY [illegible] | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~M~~	162825400 003	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 23001 | FAULT CODE | STA CODE

DISCREPANCY: #1 Eng has core vibe equipment installed

CORRECTIVE ACTION: #1 eng core vibe equip removed IAW SB 72-1313 all steps

ZONE: CARD: SEQ# Pg 13 Blk 2

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY [illegible] | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~M~~	162825401	20161007		☐	☐	20161008

WUC/REF DESIGNATOR: 21003 | FAULT CODE | STA CODE

DISCREPANCY: #3 Eng req Core Vibe insp

CORRECTIVE ACTION: #3 core vibe c/o

ZONE: CARD: SEQ# Pg 15 Blk 1-3

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY AA | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

830080

DATE FROM: 20161006 TO ______ MDS: KC010A SERIAL NUMBER: ~~87000119~~ PAGE 15 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162925401 001	20161007		☐	☐	20161009

WUC/REF DESIGNATOR: 01000 | FAULT CODE: | STA CODE: | CORRECTIVE ACTION:

DISCREPANCY: #3 Eng Core Cowl open to FOM

CORRECTIVE ACTION: #3 core cowl closed IAW 1C10(K)A-2-71 CL pg 9-3 par D

Pg 15 Blk 2 SEQ# Pg 14 Blk 3

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~M~~	162925401 002	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 07000 | FAULT CODE: | STA CODE: | CORRECTIVE ACTION:

DISCREPANCY: 2 ea V/T installed sea c/b pulled/ collared IAW 1C-10(K)A2-71CL-1 pg 9-1-9-2 Step 1-2 Note: Do not operate Flaps/Slats, TR, or close C/b. ~~xx~~ Crush haz

CORRECTIVE ACTION: 1ea [illegible] removed & sea Charge IAW 1C10(K)A-2-71CL pg 9-3 par D all steps

Pg 15 Blk 1 SEQ# Pg 14 Blk 3

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~M~~	162925401 003	20161007		☐	☐	20161007

WUC/REF DESIGNATOR: 23003 | FAULT CODE: | STA CODE: | CORRECTIVE ACTION:

DISCREPANCY: #3 Eng has Core Vibe equip installed

CORRECTIVE ACTION: #3 eng core vibe equipment removed IAW SB 72-1313 all steps

SEQ# Pg 14 Blk 3

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

230080

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: ~~07000119~~ | PAGE 16 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162825402	20161007				20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
23002			#2 core vibe clr'd

DISCREPANCY #2 Eng req Core Vibe insp

SEQ# Pg 16 Blk 2-3 Pg 17 Blk 1-2

CORRECTED BY AI EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162825402 001	20161007				20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			#2 fan cowl closed IAW WP 032-701-1 pg 8-7 par F all steps

DISCREPANCY #2 Eng Fan Cowl open to Fam

SEQ# Pg 16 Blk 1

CORRECTED BY AI EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY AI EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
M	162825402 002	20161007				20161007

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			#2 core cowl closed IAW WP 032-701-1 pg 9-3 par F all steps

DISCREPANCY #2 Eng Core Cowl open to Fam

Pg 17 Blk 1 SEQ# Pg 16 Blk 1

CORRECTED BY EMPLOYEE NO

DISCOVERED BY (PRINT) EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO ______ MDS: KC010A SERIAL NUMBER: 830080 PAGE 17 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	162825402 003	20161007				20161007

WUC/REF DESIGNATOR: 07000 FAULT CODE: STA CODE:

DISCREPANCY: leg V/T installed 5eq c/b pulled/ collared IAW 1C-10(K)A-2-71CL-1 pg 9-1-02 Step 1-2 Note: ~~Do not operate IFR or close c/b til ax c/w crush hazard~~

CORRECTIVE ACTION: leg col removed & 5eq CB reset IAW 1C-10(K)A-2-71CL-1 pg 9-3 par D All steps

ZONE: CARD: SEQ# Pg 16 BIK1

DISCOVERED BY (PRINT) EMPLOYEE NO CORRECTED BY EMPLOYEE NO

INSPECTED BY AA EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	162825402 004	20161007				20161007

WUC/REF DESIGNATOR: L3002 FAULT CODE: STA CODE:

DISCREPANCY: #2 Eng has core vibe equip installed

CORRECTIVE ACTION: core vibe equipment removed IAW SB 72-1313 all steps

ZONE: CARD: SEQ# Pg 16 BIK1

DISCOVERED BY (PRINT) EMPLOYEE NO CORRECTED BY EMPLOYEE NO

INSPECTED BY AA EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16282 5403	20161007	/	✓		

WUC/REF DESIGNATOR: 44DCD FAULT CODE: STA CODE:

DISCREPANCY: P1 [illegible] light has broken terminal post; awaiting A-check

CORRECTIVE ACTION:

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) EMPLOYEE NO CORRECTED BY EMPLOYEE NO

INSPECTED BY EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 830080 | PAGE 16 OF ___ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~8~~	16288 SY04	20161007		☐	☐	20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			R. runway turn off L. sealed

DISCREPANCY R runway turnoff light not working

see pg 17 item 3

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161008		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY Info Note: Block NOT USED

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161008		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY Info Note: Block Not USED

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~08~~ 06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
B	162820530	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Insp c/w

DISCREPANCY

A2ACC-COMBINED PREFLIGHT/BPO INSPECTION DUE

IAW 1C-10(K)A-6WC-1

(LAST UPDATE: 25 NOV 09

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
L	162820531	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Insp c/w

DISCREPANCY

A2ACC-C/W "ALL AREA" INSPECTION WORKCARDS

IAW 1C-10(K)A-6WC-1, PAGES 2-6.

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
~~X~~	162820532	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Flaps and slats raised, 1ea tag removed IAW 1C-10(K) A-2-27A00-00 pg. 202A-203 Para C

DISCREPANCY

A2ACC-FLAPS/SLATS LOWERED FOR PR/BPO INSP.

1EA WARNING TAG INSTALLED

~~NOTE: DO NOT OPERATE FLAP/SLAT HANDLE~~

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~08~~06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X	162820533	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			UARRSI door safety lock removed IAW 1C-10(K)A-2-28-41-02 Pg 228 Step 8

DISCREPANCY

A2ACC-UARRSI DOOR SAFETY LOCK INSTALLED FOR PR/BPO

INSPECTION IAW 1C-10(K)A-6WC-1.

CORRECTED BY _____ EMPLOYEE NO _____

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY _____ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X	162820534	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Left + Right MLG Door safety locks removed IAW 1C-10(K)A-2-32-00-00 Pg. 204 Para E Step 1

DISCREPANCY

A2ACC-LEFT & RIGHT MLG DOOR SAFETY LOCKS INSTALLED FOR PR/BPO INSPECTION IAW 1C-10(K)A-6WC-1.

SEQ#

CORRECTED BY _____ EMPLOYEE NO _____

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY _____ | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X	162820535	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Boom retracted and raised, 1ea tag removed, 2ea db collars removed and closed IAW 1C-10(K)A-2-28CL-1 Pg. 3-1-3-3 Sec 3 All steps

DISCREPANCY

A2ACC-A/R BOOM LOWERED & EXTENDED FOR PR/BPO 1EA TAG INSTALLED/2EA C/B PULLED/COLLARED IAW28CL-1 PG2-1 STEP 2A ~~NOTE: DON'T OP BOOM HANDLE/TRANSMIT ON HF RADIOS~~

SEQ#

CORRECTED BY _____ EMPLOYEE NO _____

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY _____ | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 21 OF _____ PAGES

SYM	JCN-WES	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X X X	162820535-001	2016/10/08	JCN CONTINUATION			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
03215		

DISCREPANCY

A2ACC-A/R BOOM TELESCOPE DRIVE LOCK PANEL(910AR)

REMOVED TELESCOPE DRIVE LOCK INSTALLED

(SEE PG 20 ITEM 3)

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Drive lock panel installed, drive lock removed IAW 1C-10(K) 4-2-28-70-00 Pg 206A Caution

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	162820536	2016/10/08	BPO/PREFLIGHT			2016 10 08

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
03215		

DISCREPANCY

A2ACC-C/W AREA 1 & 4 INTERIOR INSPECTION WORKCARDS

IAW 1C-10(K)A-6WC-1, PAGES 7-21 & 55-81.

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Insp C/W IAW 1C-10 (K)A-6WC-1 pgs. 7-21, 55-81

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
S	162820537	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE
03215		

DISCREPANCY

A2ACC-C/W AREA 1 & 4 EXTERIOR INSPECTION WORKCARDS

IAW 1C-10(K)A-6WC-1, PAGES 23-33 & 83-89.

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO

CORRECTIVE ACTION

Insp C/W

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~08~~06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 22 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
2	162820538	2016/10/08	BPO/PREFLIGHT	☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Inspection C/W cards IAW 1C-10(K)A-6WC-1 pg 35-44

DISCREPANCY

A2ACC-C/W AREA 2 (LEFT WING) INSPECTION WORKCARDS

IAW 1C-10(K)A-6WC-1, PAGES 35-44.

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
3	162820539	2016/10/08	BPO/PREFLIGHT	☐	☐	20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Insp C/W

DISCREPANCY

A2ACC-C/W AREA 3 (RIGHT WING) INSPECTION WORKCARDS

IAW 1C-10(K)A-6WC-1, PAGES 45-54.

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
2	162820540	2016/10/08	BPO/PREFLIGHT	☐	☐	20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Tire pressure c/w MLG: 185 NLG: 185 CLG: 155

DISCREPANCY

A2ACC-TIRE PRESSURES CHECKS AS FOLOWS

NL 185 NR 185 1 185 2 185 3 185 4 185

5 185 6 185 7 185 8 185 9 185 10 185

SEQ#

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) G081 GENERATED JOB | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/~~08~~ 06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 23 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
P	162820541	2016/10/08	BPO/PREFLIGHT			20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
03215			Sumps Drained & Insp IAW

DISCREPANCY

A2ACC-ALL AIRCRAFT FUEL SUMPS & WING POD FUEL SUMPS

(IF INSTALLED) REQUIRE DRAINING OF ACCUMULATED WATER

IAW 1C-10(K)A-6WC-1 & 1C-10(K)A-2-12CL-1.

SEQ#

DISCOVERED BY (PRINT) G081 GENERATED JOB	EMPLOYEE NO	CORRECTED BY	EMPLOYEE NO
		INSPECTED BY	EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	162825644 1901	20161006				20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04113C			IAW 1C-10(K)A-2-12CL-1 pg 2-1 steps 5

DISCREPANCY

#1 and #3 Eng pre I's and E's inspection

SEQ#

DISCOVERED BY (PRINT)	EMPLOYEE NO	CORRECTED BY	EMPLOYEE NO
		INSPECTED BY	EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	162825645 002	20161006				20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
04113C			IAW 1C-10(K)A-2-12CL-1 para 14-19-2 4

DISCREPANCY

#1 and #3 Eng post I's & E's inspection

SEQ#

DISCOVERED BY (PRINT)	EMPLOYEE NO	CORRECTED BY	EMPLOYEE NO
		INSPECTED BY	EMPLOYEE NO

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 830000 80 | PAGE 24 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16282568	20161008		☐	☐	20161009

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
11NRF			Rt wing fairing installed IAW IC-10(K)A-2-20-00-00 Pg 201 Para 1 step A&B

DISCREPANCY: Dent discovered on Right Wing inboard Center Flap fairing; removed for R2

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
R	16282565	20161008		☐	☐	2016 10 09

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
14YAF			Rec FLT Controls damper multiple times no leak noted

DISCREPANCY: EOL on Right Wing outboard aileron dampner see pg 25 item 1

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
C	16225 1241	20161008		☐	☐	20161008

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
44HG5			DISCREPANCY ENTERED IN ERROR LIGHT DOES NOT REQUIRE SEALANT IAW IL-10(N)A-2-28-85-01 Pg 201 to 202 PARA B

DISCREPANCY: DROGUE FLOOD LIGHT REQUIRES SEALANT

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO ______ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 25 OF ____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16282 5651001	20161008		☐	☐	20161009

WUC/REF DESIGNATOR: 01000 | FAULT CODE: | STA CODE:

DISCREPANCY: Right outboard aileron actuator access panel open to FOM. see pg 24 1+2

CORRECTIVE ACTION: Right outboard aileron access panel closed IAW 2-20-00-00 Pg 201 Para 1B

ZONE: CARD:

DISCOVERED BY (PRINT): | EMPLOYEE NO | CORRECTED BY: | EMPLOYEE NO | INSPECTED BY: | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16282 1256 005	20161008		☐	☐	20161008

WUC/REF DESIGNATOR: 44AFC | FAULT CODE: | STA CODE:

DISCREPANCY: FE'S Annunciator Pane fail R2. See PG 25 1+3

CORRECTIVE ACTION: FE'S Annunciator R2 IAW 1C-10(K)A-2-33-15-(52) Pg 201-203 Para 2A + 2B All Steps

ZONE: CARD: SEQ# PG 25 1+2

DISCOVERED BY (PRINT): | EMPLOYEE NO | CORRECTED BY: | EMPLOYEE NO | INSPECTED BY: | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	16282 1256 006	20161008		☐	☐	20161008

WUC/REF DESIGNATOR: 09200 | FAULT CODE: | STA CODE:

DISCREPANCY: LED C/B PK 3A IAW 1C-10(K)A-2-33-15-02 Pg 201 Para 2A Step 1 ~~Note! Do not reset C/B check for short~~

CORRECTIVE ACTION: LED C/B reset IAW 1C-10(K)A-2-33-15-(52) Pg 201-203 Para 2B Step 6

ZONE: CARD: SEQ# See Pg 25 1+2

DISCOVERED BY (PRINT): | EMPLOYEE NO | CORRECTED BY: | EMPLOYEE NO | INSPECTED BY: | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20161006 TO _____ | MDS: KC010A | SERIAL NUMBER: 830080 | PAGE 26 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16283 5404	20161009		☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION
44DC0			

DISCREPANCY: Rt. runway turnoff lt. Sealant Cure check due @ 14001

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
				☐	☐	

WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

ZONE: CARD: SEQ#

DISCOVERED BY (PRINT) | EMPLOYEE NO

CORRECTED BY | EMPLOYEE NO

INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO 20161009	MDS: KC010A	SERIAL NUMBER: 83000080	PAGE 1 OF 5 PAGES

A. AEROSPACE INSPECTION STATUS				B. ENGINE STATUS			
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO.				PSN	ENG SER NO	ENG CHANGE DUE TIME	
TYPE	COMPL	NEXT DUE		1	517740		
A-CHECK	2013/09/13	*ERROR 9188	NEXT A-CHECK #00	2	528365		
C-CHECK	2016/04/15	2016/10/21	NEXT C-CHECK #01 NEXT SCHD C-CHECK 2016/10/21	3	530336		
PDM	2015/04/03	2017/04/28	NEXT PDM #02 NEXT SCHD PDM 2017/04/28	4			

BPO DUE ~~20161004~~ (+/- 1 DAY)
20161022

C.	CALENDAR AND HOURLY INSPECTION SCHEDULE			PAGE 2 OF _____ PAGES		
INSPECTION	FREQUENCY	NEXT DUE		NEXT DUE	NEXT DUE	NEXT DUE
A2ASH-DROGUE HOSE INSP (ITR DROG)	0 WEEKS	DUE 2016/12/25				
NDIS -HORZ STAB INSP (ITR HORZ)	90 DAYS	DUE 2017/01/04				
NDIS -SPAR CAP INSP (ITR SPAR)	90 DAYS	DUE 2017/01/04				
A2ASC-60 DAYMODE IV CHECK (ITRMD4)	60 DAYS	DUE 2016/11/12				
SCHED-60 DAY DOC REVIEW (ITR01C)	60 DAYS	DUE 2016/11/15				
A2ASP-CORE VIBE RE-INSP (ITR13A01)	0 CYCLES	DUE IN 30 CYCLES	JCN:162601606			
A2ASP-CORE VIBE RE-INSP (ITR13A02)	0 CYCLES	DUE IN 30 CYCLES	JCN:162601607			
A2ASP-CORE VIBE RE-INSP (ITR13A03)	0 CYCLES	DUE IN 30 CYCLES	JCN:162601608			
A2ASP-#1 BOWING RE-INSPECT (ITR13B01)	0 WEEKS	DUE 2016/10/21				
DEPOT-RH WING DAMAGE (ITR80A)	24 MONTHS	DUE 2017/08/31				
NDIS -FUEL COMP PROBE #8 (ITR80B)	1000 HOURS	DUE IN 1000 HRS @ 30457				
A2ACC-WGT AND BALANCE (I1101WGT)	36 MONTHS	DUE 2018/06/12				
A2ACC-28 DAY DROGUE CHECK (I1912805)	28 DAYS	DUE 2016/10/11	JCN:162791628			
A2ASP-FAN LUBE #1 ENG (I23 #101)	0 CYCLES	DUE IN 479 CYCLES				
A2ASP-FAN LUBE #2 ENG (I23 #202)	0 CYCLES	DUE IN 479 CYCLES				
A2ASP-FAN LUBE,#3 ENG (I23 #303)	0 CYCLES	DUE IN 483 CYCLES				
DEPOT-CARGO DOOR HINGE (I831)	15000 LANDS	OVERDUE BY 376 LANDS	JCN:162561695			
A2ASP-L/H WING ENG TCI (R2301A01)	0 CYCLES	DUE IN 2410 CYCLES				
A2ASP-TAIL #2 ENG TCI (R2301B02)	0 CYCLES	DUE IN 2697 CYCLES				
A2ASP-R/H WING ENG TCI (R2301C03)	0 CYCLES	DUE IN 3699 CYCLES				
A2ASP-APU DUE TIME CHANGE (R2401A01)	0 CYCLES	DUE IN 8983 CYCLES				
A2ASE-GOX CYL HYDR-STAT CK (R47OXY#1)	3 YEARS	DUE 2018/12/31				
A2ASE-GOX CYL HYDR-STAT CK (R47OXY#2)	3 YEARS	DUE 2018/12/30				
A2ASE-GOX CYL HYDR-STAT CK (R47OXY#3)	3 YEARS	DUE 2018/08/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A01)	20 YEARS	DUE 2025/08/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A02)	20 YEARS	DUE 2036/03/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A04)	20 YEARS	DUE 2036/03/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A06)	20 YEARS	DUE 2036/09/30				
A2ASE-R2 CHEM O2 GENERATOR (R4723A07)	20 YEARS	DUE 2036/09/30				
A2ASE-R2 CHEM O2 GENERATOR (R4723A3A)	20 YEARS	DUE 2036/03/31				
A2ASE-R2 CHEM O2 GENERATOR (R4723A3B)	20 YEARS	DUE 2025/06/30				
A2ASE-R2 CHEM O2 GENERATOR (R4723A5A)	20 YEARS	DUE 2020/06/30				
A2ASE-R2 CHEM O2 GENERATOR (R4723A5B)	20 YEARS	DUE 2029/01/31				
A2ASE-FIRE EXT BOTTLE (R4921B11)	60 MONTHS	DUE 2019/04/30				
A2ASE-FIRE EXT BOTTLE (R4921B12)	60 MONTHS	DUE 2019/12/31				
A2ASE-FIRE EXT BOTTLE (R4921B21)	60 MONTHS	DUE 2017/07/31				
A2ASE-FIRE EXT BOTTLE (R4921B22)	60 MONTHS	DUE 2020/08/31				
A2ASE-FIRE EXT BOTTLE (R4921B31)	60 MONTHS	DUE 2019/10/31				
A2ASE-FIRE EXT BOTTLE (R4921B32)	60 MONTHS	DUE 2019/12/31				
A2ASC-ELT BATTERY (DOM) (R6620A01)	5 YEARS	DUE 2018/08/31				
A2ASC-ELT BATTERY (DOM) (R6620A02)	5 YEARS	DUE 2017/07/31				

INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A2ASC-PORTABLE ELT BATTERY(R6620B)	5 YEARS	DUE 2018/03/31			
A2ASC-UNDERWATER BEAC BATT(R7234ALT)	6 YEARS	DUE 2019/05/31			
A2ASC-UNDERWATER BEAC BATT(R7234ART)	6 YEARS	DUE 2019/07/31			
A2ACC-DOOR SLIDE/RAFT (R9125ALT)	3 YEARS	DUE 2016/10/31 JCN:162301628			
A2ACC-DOOR SLIDE/RAFT (R9125ART)	3 YEARS	DUE 2016/12/31 JCN:162591694			
A2ASE-DROGUE GUILL CART (R97DG1LT)	30 MONTHS	DUE 2018/03/08			
A2ASE-DROGUE GUILL CART (R97DG1RT)	30 MONTHS	DUE 2018/03/08			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A1B)	120 MTH INSTAL	DUE 2019/08/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2B)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2C)	120 MTH INSTAL	DUE 2017/06/30 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A2D)	120 MTH INSTAL	DUE 2017/07/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3A)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
A2ASE-SQUIB CART(DOI/DOM) (R9718A3B)	120 MTH INSTAL	DUE 2017/01/31 FROM DOM			
ISO2 -A-CHECK (SIS01A)	0 WEEKS	DUE 2016/10/21			
DEPOT-C-CHECK (SPD01C)	0 WEEKS	DUE 2017/04/28			

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 4 OF _____ PAGES

D. DELAYED DISCREPANCIES, URGENT ACTION, AND OUTSTANDING ROUTINE TCTO'S

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM / UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
	150571256	A2ASE-ARO FLOOR LIGHT RHEOSTAT INOP	J001CA50579003 BQ 1 B/O	44FA0	
	152049667	DEPOT-FUEL-TANK INSPEC&REPLACE WIRE SHIELDI CW TCTO 1C-10(K)A-1285 WB/NA P		0112282 2019/11/01	
	152785610	DEPOT-CENTER GEAR EMER RELEASE LEVER REQ SHOT P EN. CARRY FWD TO NEXT ARM REMOVAL AWT NEXT C-CH CK		13CH0	
	161295643	SMCO -1 EA SCREW HAS BROKEN SCREW HEAD INBD #3 ND V PANEL	AWT PNL REM+2HRS	11EAJ	
	161329625	DEPOT-INST LAV OVERSERVICE S/O VALVE CW TCTO 1C-10(K)A-1298 W-B APPL P		0101529 2020/02/06	
	161821350	SMCO -#3 ENG I/B SAIL BOAT PNL HAS 1 EA BAD NUT LATE	AWT PNL REM+2HRS	11EA5	
	161901209	A2ACC-CO PILOT MAP LIGHT INOP		71EH0	
	161921417	A2ACC-RT RUNWAY T/O LT INOP		~~44DC0~~	
	161971250	A2ACC-REFRIGERATOR DOES NOT WORK	AD# 13758780	12CAH	
	162211442	A2ACC-FWD RT WING FORMATION LIGHT B/O	Req # 13840430	44DKB	
	162211444	A2ACC-BOOM MARKER LT BURNT OUT		4476A	
	162251241	A2ACC-DROGUE FLOODLIGHT REQUIRES SEALANT		44HE3	
	162251251	A2ACC-ARO SIDE VIEWING DOORS WILL NOT LOCK IN P ACE		~~11ML9~~	
	162301628	A2ACC-REPLACE DOOR SLIDE/RAFT IAW APPROPIATE T.O. GIVE SER.# AND DOI TO P&S	DOOR SLIDE/RAFT	91AAQ	
	162381240	SMCO -1 EA BROKEN NUT PLATE FWRD ACCESSORY COMP PANEL	AWT PNL REM+2HRS	11DEJ	
	162561695	DEPOT-UPPER CARGO DOOR HINGE PIN & LOBE HOLES *INITIAL INSP @ 15000 LANDS AND EVERY 7500 LANDS THEREAFTER IAW 1C-10(K)A-	C/F TO C-CK	11CDS	

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 5 OF _____ PAGES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION DOC NUM	UJC QTY STA	TCTO DATA CODE WUC/REFDES GROUND DATE	TRNSFR BY EMPLOYEE NUMBER
//	162611250	A2ACC-LEFT LOGO LIGHT INOP			44DHA	
//	162640911	A2ACC-RIGHT LOGO LIGHT INOP			44DHA	
//	162729872	DEPOT-FUEL SYSTEM CHANGE FUEL PUMP CONTRO; CW TCTO 1C-10(K)A-1299 W-B APPL P			0101771 2020/07/03	
//	162749905	DEPOT-ENG FUEL SUPPLY REPLACE PUMP RELAYS CW TCTO 1C-10(K)A-1300 W-B APPL P			0101772 2020/07/03	
//	162749932	DEPOT-FUEL-ENGINE FUEL SUPPLY-REPLACE FUEL PUM CW TCTO 1C-10(K)A-1302 WB/NA P			0101938 2020/07/03	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER

AFTO FORM 781K MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/06 TO 20161009 | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF 1 PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE ~~AND OIL ADDED (HALF PINTS, PINTS, QUARTS)~~

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29432.7	9315			24933.8	14052.0		25968.7	13251.0		25661.1	12408.0		1.8	0.0	15373	5789
2016/09/28	6.9	1			6.9	1.0		6.9	1.0		6.9	1.0		0.0	0.0	1	1
TOTAL	29439.6	9316			24940.7	14053.0		25975.6	13252.0		25668.0	12409.0		5.1	0.0	15374	5790
2016/10/01	6.4	1			6.4	1.0		6.4	1.0		6.4	1.0		0.0	0.0	1	1
TOTAL	29446.0	9317			24947.1	14054.0		25982.0	13253.0		25674.4	12410.0		11.5	0.0	15375	5791
2016/10/02	11.5	1			11.5	1.0		11.5	1.0		11.5	1.0		0.0	0.0	1	1
TOTAL	29457.5	9318			24958.6	14055.0		25993.5	13254.0		25685.9	12411.0		11.5	0.0	15376	5792
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD	29457.5	9316			24958.6	14055		25993.5	13259		25685.9	12411		0	0	15376	5792

AFTO FORM 781J

AEROSPACE VEHICLE - ENGINE FLIGHT

G081D7046-1 TCTO STATUS REPORT FOR AIRCRAFT: 83000080 CURRENT AS OF 1416 PACIFIC 06/OCT/16 PAGE 1

NOTE: THE FOLLOWING CODES ARE USED IN THIS LISTING: C/W = TCTO HAS BEEN COMPLIED WITH. (STAT-CD = 01, 02, 03)
" " = TCTO NOT AGAINST ENG.
NCW = TCTO HAS NOT BEEN COMPLIED WITH. (STAT-CD = 06-18, 20, 21)
N/R = TCTO HAS NOT BEEN RELEASED BY THE DEPOT FOR INSL ON THE A/C. (ST-CD = 19)
N/A TCTO S ARE NOT APPLICABLE. (STAT-CD = 04, 05, 22)
E = AFTER THE AIRCRAFT STATUS CODE INDICATES EXPIRED A/C TCTO.
E = AFTER THE ENGINE 4 STATUS CODE INDICATES EXPIRED ENG TCTO.
A = AFTER THE ENG SER NUM MEANS 3000 TO 5000 HOUR ENGINE.
C = AFTER THE ENG SER NUM MEANS 5000 HOUR UNLIMITED MODULAR ENG.

AIRCRAFT TCTO NUMBER	TCTO DATACD	AIRCRAFT TCTO NOMENCLATURE	GR DATE	STATUS CODE	EX TIM	ENGINE TCTO NUMBER	TCTO DATACD	ENGINE TCTO NOMENCLATURE
						ENG 1 7740	ENG 2 8365	ENG 3 ENG 4 0336
1C-10(K)A-1285	0112282	FUEL-TANK INSPEC&REPLACE	19305	NCW	999			
1C-10(K)A-1298	0101529	INST LAV OVERSERVICE S/O	20037	NCW	146			
1C-10(K)A-1299	0101771	FUEL SYSTEM CHANGE FUEL	20185	NCW	146			
1C-10(K)A-1300	0101772	ENG FUEL SUPPLY REPLACE	20185	NCW	146			
1C-10(K)A-1302	0101938	FUEL-ENGINE FUEL SUPPLY-	20185	NCW	999			
1KC-10A-001	Y141001	INSPECTION OF THE FLAP H		N/A	030			
1C-10(K)A-1268	0112389	TCTO 1C-10(K)A-1268: INS		C/W	999			
1C-10(K)A-1267	0196993	TCTO 1C-10(K)A-1267: INS		C/W	999			
1C-10(K)A-1294	0112307	MOD REMOVE HYDR AIR ELIM		C/W	999			
KC-10 LOTI	L060601	LOTI FOR INSPECTION OF B		C/W	180			
KC-10 LOTI	L060602	LOTI OF KC-10A AUXILIARY		C/W	010			
1C-10(K)A-1292	0112304	REPLACE APU DOOR ACTUATI		C/W	999			
1C-10(K)A-1297	0112311	OPEN&PERMANENT COLLAR PO		C/W	999			
1C-10(K)A-1296	0112310	STABILIZERS-HORIZ STAB/C		C/W	999			
1C-10(K)A-1277	0112411	INSTALLATION OF WASTE WA		C/W	999			
1C-10(K)A-1291	0112303	TCTO1C-10(K)A-1291COM,NA		C/W	999			

***** END OF LIST *****

--------DATE--------

PTFL

-6

MAMR8038 FLYING HOUR DETAIL FOR A/C 83000080

AS OF 01/30/17 23.07.46 ZULU - DATA SOURCE: IMS

DATE FLOWN	TAKEOFF TIME	TAKEOFF ICAO	LANDING TIME	LANDING ICAO	HOURS FLOWN	UPDATE BASE	MISSION SYMBOL	MISSION NUMBER	UPDATE DATE	SQUAD	ASSIGNED STATUS	TOTAL LANDINGS	FULL STOPS
01 OCT 16	1036	OMAM	1702	ETAR	6.4	XDAT	P7AA	6MR52QH02275	16277	L&	CA	01	1
02 OCT 16	1308	ETAR	0040	KSUU	11.5	XDAT	P7AA	6MR520H02275	16277	L&	CA	01	1
11 OCT 16	1533	KSUU	2102	KSUU	5.5	XDAT	T2AT	6UN52TI63285	16285	L&	CA	18	1
12 OCT 16	0305	KSUU	0657	KSUU	3.9	XDAT	T3MA	6UN52TC23286	16286	L&	CA	07	1
23 OCT 16	1628	KSUU	1731	KSUU	1.1	XDAT	T3OC	6JH420W23297	16305	L&	CA	01	1
23 OCT 16	2006	KSUU	0021	PAEI	4.3	XDAT	T3OC	6JH420W23297	16305	L&	CA	01	1
30 OCT 16	1809	PAEI	0001	KSUU	5.9	XDAT	T3OC	6PH420W23300	16305	L&	CA	01	1
01 NOV 16	1546	KSUU	1756	KMUO	2.2	XDAT	T3MA	6UN52TC22306	16327	L&	CA	01	1
22 NOV 16	1955	KMUO	2331	KGSO	3.6	XDAT	O30A	6CN52MX80327	16333	L&	CA	01	1

TOTAL

44.4

KC 10A, T/N 83-000080, 1 November 2016
DD-65

KC-10 MAINTENANCE AND UTILIZATION SCHEDULE

60 AMW - 2016

Aircraft / Remarks	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	1-Oct	2-Oct	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct	8-Oct	9-Oct	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	17-Oct	18-Oct	19-Oct	20-Oct	21-Oct	22-Oct	23-Oct	24-Oct	25-Oct	26-Oct	27-Oct	28-Oct	29-Oct	30-Oct	31-Oct
	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305
83-0080WC		SWA DEP	BLK			TNO HS/SC			HS/SC		FF		TNO	PD/DR	WA		1A/3A TCI			PD/DR 1A/3A BQ			FXC	CW-420 P	>	>	>	>	BLK		

KC 10A, T/N 83-000080, 1 November 2016

DD-66

COLOR LEGEND

TACC

LOCAL

ON POSSESSE

DEPLOYED

Site Details 763114

Site:	60 MXS [AMC]	**Date:**	10/13/2016 9:45:00 AM	**Tags:** NO
Flight:	Accessory	**QLF Findings:**	0	**Forms:** NO
Section:	Hydraulics	**REFDES/WUC:**	46GAN	**KTL:** N
Shift:	8hr Days	**Equip/Acft:**	83-0080	
		Equip Type:	KC-10	

Evaluation Details

Eval Topic: OBSERVED EVENT - CONDITIONS / TECHNICAL VIOLATIONS

QA Evaluator: MM12

Eval Type: PE

Eval Item: AIRCRAFT MAINTENANCE

Emp Supervisor:

PE Type: IE

Eval SubItem: HYDRAULICS

Rating: PASS

Eval Area: Boom (removal/installation)

AQL: 1

Narrative:
Performed PE on boom install.

Critical: N

Finding	Emp Name	Emp Num	Status	AFSC	Skill	Cause Code	Category	Remarks
748802	MM3		AD	2A6X5	7		NONE	Zero Defects Noted.

Site Details 759599

Site:	60 MXS [AMC]	**Date:**	10/13/2016 2:30:00 AM	**Tags:**	YES
Flight:	Accessory	**QLF Findings:**	0	**Forms:**	YES
Section:	Hydraulics	**REFDES/WUC:**	46GAF	**KTL:**	N
Shift:	12hr Nights	**Equip/Acft:**	83000080 spot 210		
		Equip Type:	KC10		

Hydro

Evaluation Details

Eval Topic: LOCAL ONLY 60 MXS

QA Evaluator:

Eval Type: PE

Eval Item: GENERAL

Emp Supervisor:

PE Type: IE

Eval SubItem: HYDRO BACKSHOP

Rating: PASS

Eval Area: MINOR COMPONENT

AQL: 1

Narrative:
Conducted a PE on R2 of boom gimbal. TBA check good.

Critical: N

Finding	Emp Name	Emp Num	Status	AFSC	Skill	Cause Code	Category	Remarks
744743	MM2		AD	2A6X5	7		NONE	Zero Defects Noted.

Day

MAMR8038 FLYING HOUR DETAIL FOR A/C 83000080

AS OF 10/11/16 21.44.21 ZULU - DATA SOURCE: IMS

DATE FLOWN	TAKEOFF TIME	TAKEOFF ICAO	LANDING TIME	LANDING ICAO	HOURS FLOWN	UPDATE BASE	MISSION SYMBOL	MISSION NUMBER	UPDATE DATE	SQUAD	ASSIGNED STATUS	TOTAL LANDINGS	FULL STOPS
01 OCT 16	1036	OMAM	1702	ETAR	6.4	XDAT	P7AA	6MR52QH02275	16277	L&	CA	01	1
02 OCT 16	1308	ETAR	0040	KSUU	11.5	XDAT	P7AA	6MR520H02275	16277	L&	CA	01	1
11 OCT 16	1533	KSUU	2102	KSUU	5.5	XDAT	T2AT	6UN52TI63285	16285	L&	CA	18	1

TOTAL

23.4

KC 10A, T/N 83-000080, 1 November 2016

DD-70

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

I

MISSION DATA

1. DATE (DD MMM YYYY)	2. MDS (Exp: SMC130E)	3. SERIAL # (YY-TTTT)	4. UNIT CHARGED FOR FLYING HOURS	5. HARM LOCATION
11 OCT 2016	KC010A	83-0080	60 TH AMW (AMC)/ XDAT	TRAVIS AFB, CA

FLT SEQ 6	MISSION NUMBER 7	MISSION SYMBOL 8	FROM (ICAO) 9	TO (ICAO) 10	TAKE OFF TIME (Z) 11	LAND TIME (Z) 12	TOTAL TIME 13	14. LANDINGS TOUCH & GO	14. LANDINGS FULL STOP	14. LANDINGS TOTAL	SORTIES 15	SPECIAL USE 16
a.	16UN52TZ63285	T2AT	KSUU	KSUU	1535	2102	5.5	17	1	18	1	
b.												
c.												
d.												
e.												
f.												

CONVERSION

Minutes	Dur
1 ~ 2	= .0
3 ~ 8	= .1
9 ~ 14	= .2
15 ~ 20	= .3
21 ~ 26	= .4
27 ~ 33	= .5
34 ~ 39	= .6
40 ~ 45	= .7
46 ~ 51	= .8
52 ~ 57	= .9
58 ~ 60	= Next

17. FLIGHT AUTH #	18. ISSUING UNIT	GRAND TOTALS	5.5	17	1	18	1
17-0007	0009 ARS/ FTU						

II

AIRCREW DATA

FLYING ORGN 19	SSAN (LAST4) 20	LAST NAME 21	FLIGHT AUTH DUTY CODE 22	FLIGHT TIME PRIM 23	SEC 24	INSTR 25	EVAL 26	OTHER 27	TOTALS TIME 28	TOTALS SRTY 29	FLIGHT CONDITIONS NIGHT (P/S/I/E) 30	INS (P/I/E) 31	SIM INS (P/I/E) 32	NVG 33	COMBAT TIME 34	COMBAT SRTY 35	COMBAT SPT TIME 36	COMBAT SPT SRTY 37	RESV STATUS 38
0009			IP			5.5			5.5	1									
0006			MP						5.5	1									
0009			FPN						5.5	1									
0009			UP						5.5	1									
0009			MF	5.5					5.5	1									
0009			IB			5.5			5.5	1									
0006			UB	5.5					5.5	1									

39. MAINT REVIEW	40. PILOT REVIEW (If different, AC for each Flt Seq should initial)	41. SARM REVIEW	42. ARMS INPUT DATE:	ARMS INPUT INITIALS	ARMS AUDIT DATE	ARMS AUDIT INITIALS:
	b. c. d. e. f.					

43. EXTRACT CERTIFICATION (if required): I certify I am a commissioned officer, gov civ (when PIC), or HARM Chief and this is a true copy of an AFTO Form 781 and the extracted names have been crossed out.

Printed Name: _____ Rank: _____ Branch of Svc: _____ DSN: _____ Signature: _____

AFTO FORM 781, 20080911 PREVIOUS EDITION IS OBSOLETE ARMS AIRCREW/MISSION FLIGHT DATA DOCUMENT

DATE FROM: 20161009 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 6 OF _____ PAGE

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16285 1256	20161011		☐	☐	

WUC/REF DESIGNATOR: 46GB0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Boom roll gauge shows 8 degrees right when boom is centered at 0 degrees

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT): IBO | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16285 1257	20161011		☐	☐	

WUC/REF DESIGNATOR: 52DE0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: AUTO STOILER DO NOT USE LIGHT ILLUMINATED WHILE STOILERS WERE DISARMED.

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	16285 1258	20161011		☐	☐	20161011

WUC/REF DESIGNATOR: 71BC0 | FAULT CODE | STA CODE | CORRECTIVE ACTION: Reset system logic OK 16.

DISCREPANCY: EAD 1 PITCH DEGREE SCALE GOES AWAY DURING TOWER SWAPS

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

PCN:67089-04 DATE: 2016/10/09 MDS: C010A PAGE 1 OF ___ PAGES

PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES A HOW W --------DATE--------
MMN/FC T MAL D DISCOVERED COMPLETED DISCREPANCY

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

24DA0 X 799 D 2016/09/27 2016/10/04 162711256 A2ASP-APU USING BAT POWER LIGHT WILL NOT EXTINGUISH AF
TER APU SHUT DOWN

SYMBOL: / MAN NUM: **CORRECTIVE ACTION: APU GOOD NO DEFECT NOTED ** ACT BASE: PTFL

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

71EFF

/ **

DATE FROM: 2016/10/09 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ____ PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE ~~AND OIL ADDED (HALF PINTS, PINTS~~, QUARTS)

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OAD ID LD	ENGINE TIME	ENGINE CYCLES	OAD ID LD	ENGINE TIME	ENGINE CYCLES	OAD ID LD	ENGINE TIME	ENGINE CYCLES	OAD ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29432.7	9315			24933.8	14052.0		25968.7	13251.0		25661.1	12408.0		1.8	0.0	15373	5789
2016/09/28	6.9	1			6.9	1.0		6.9	1.0		6.9	1.0		0.0	0.0	1	1
TOTAL	29439.6	9316			24940.7	14053.0		25975.6	13252.0		25668.0	12409.0		5.1	0.0	15374	5790
2016/10/01	6.4	1			6.4	1.0		6.4	1.0		6.4	1.0		0.0	0.0	1	1
TOTAL	29446.0	9317			24947.1	14054.0		25982.0	13253.0		25674.4	12410.0		11.5	0.0	15375	5791
2016/10/02	11.5	1			11.5	1.0		11.5	1.0		11.5	1.0		0.0	0.0	1	1
TOTAL	29457.5	9318			24958.6	14055.0		25993.5	13254.0		25685.9	12411.0			0.0	15376	5792
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD																	

AFTO FORM 781J

AEROSPACE VEHICLE - ENGINE FLIGHT

KC-10 In-flight Drogue Check Worksheet

(Circle all applicable answers)

ACFT Number: 83000080

MSN Number:

JCN: 162791628

MSN Symbol:

Was in flight drogue check accomplished?

1) (Yes) (procede to # 3) No

Reason In Flight drogue check was not accomplished.

2)

What were the results of the check?

3) (Pass) (procede to end) Fail

At what airspeed and altitude did you start?

4)

Did drogue control "Ready Light" come on?

5) (Yes) No

Did hose reel response inoperative light come on?

6) Yes (No)

Was hose reel response inoperative light on steady or flickering?

7) Steady Flickering N/A

What step in the checklist was the hose reel monitor switch turned on?

8)

With the hose reel monitor switch turned on and the test switch in the system position what were the results?

9)

This form was completed by: Pilot Copilot Engineer Debrief (Boom) IBO

Date: 11 OCT 16

Time: 1100 L

Name SSgt

Aircraft:	Date:	Debriefer:
30-080	20161012	

Prior to debriefing: Review past debriefing forms, logs, or files to acquaint themselves with any previous repeat / recurring discrepancies

Scheduled Flight Hours:	6.5
Actual Flight Hours:	5.5
Reason Late/Early By (+/- .5 Hrs)	Tank AR N/A

Flying Squadron: 6th - LC 79th - LB 76th - L$ **(9th - L&)** 2nd - L" 78th - L% 70th - L' 32nd - L#

Training Complete:	Yes **(No)**	Percentage Complete:	80%
Reason Training Was Not Completed		Type Of Training Not Completed	
BOOM ROLL CAGE MALFUNCTION		TANKER WORK C17	
Recievers Hit / Missed (How many Each Type?)		Type Of Training Completed (If < 50%)	
KC10 / C17 IEA			

If UARRSI Contacts were wet, ensure aircrew has documented AF Form 664

UARRSI:	4	Boom Cycles:	2	Boom Contacts:	10
		Drogue Cycles:	1	Drogue Contacts	0
Fuel Offload:	0	Left Warp Cycles:	0	Left Warp Contacts:	0
		Right Warp Cycles:	0	Right Warp Contacts:	0

Was Drogue Check Done?	**(Yes)** No
Reason check was not accomplished:	
Was an engine coupon done?	Yes **(No)**
Reason engine coupon wasn't documented:	NO TIME

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Repeat/Recur:	Yes **(No)**	Pro Super	Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package
Original JCN:			
Repeat/Recur JCN:			
Code 3:	Yes No	Pro Super	Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
JCN:			
Air Abort:	Yes No	Pro Super	Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
JCN:			
Bird Strike:	Yes No	Pro Super	If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
JCN:			
Thrust Reverser Discrepancies:	Yes No	Pro Super	If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
JCN:			
Engine Shutdown:	Yes No	Pro Super	Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS
JCN:			
Engine:	#1 #2 #3	Pro Super	
Engine Serial Number:			
Engine Hours:			
Shutdown Location ICAO:			
Uncommanded flight control input:	Yes No	Pro Super	Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures
JCN:			
Dropped Objects:	Yes No	Pro Super	If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
JCN:			
Volcanic Ash:	Yes No	Pro Super	If yes, make an entry in the 781 A's, and document information on G081 screen F9090 with WUC 04293 to create the volcanic ash discrepancy.
JCN:			
Low Level Salt Water:	Yes No	Pro Super	If yes, comply with T.O. 1-1-691, *Aircraft Weapon System Cleaning and Corrosion Control*.
JCN:			
Foot & Mouth Disease:	Yes **(No)**	Pro Super	If yes, Ensure ALL locations where the aircraft stopped and was chemically disinfected for Foot and Mouth Disease, that an entry is made in the 781A's. Debriefers will document this information in G081 using screen 9051, with work unit code (WUC) 02400 to create the Foot and Mouth Decontamination discrepancy. Report this information to HQ AMC/A4MJS: DSN 779-2622 / Commercial 618-229-2622.
JCN:			

Prior to debrief:	Print out & prep Pre-launch package, Fill out Debrief worksheet heading with Date, Tail number, & Mission number
During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
Check AFTO Form 781 for:	Blocks 1-15 filled out. Correct date, Tail Number, Mission Number, Mission Symbol, ensure dates, and times are in Zulu, and the Pilots initials are in the Review Block.
Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13: Servicing Data is correctly filled out.
Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H.
Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
Complete 9070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
Fax/email Appropriate Documents:	Fax/ email any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
Create Debrief Package:	Staple 8038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

2 YEAR LOCAL KC-10 DEBRIEF CHECKLIST OA REVIEW I.A.W. AFI21-101_AMCSUP_2_CL-2 14 FEBRUARY 2011

RANK/NAME: _____ SIGN:

DATE: _____

AIR FORCE WILDLIFE STRIKE REPORT

1. UNIT--WING/SQUADRON
60 AMW
60o AMXS

2. AIRCRAFT *(alphanumeric designation)*
KC-10

3. TAIL NUMBER/REGISTRATION
83-0080

4. DATE *(dd mmm yyyy)*
12 Oct 2016

5. TIME *(local)*
0030

6. DAILY PERIOD
- ☐ UNKNOWN
- ☐ DAWN
- ☐ DAY
- ☐ DUSK
- ☒ NIGHT

7a. AIRPORT
NAME Travis AFB
ICAO KSUU
HOST ID *(FAA IDENT)* —
RUNWAY —
OTHER

7b. SPECIAL USE AIRSPACE
- ☐ ALERT
- ☐ DANGER
- ☐ MILITARY OPERATIONS AREA
- ☐ PROHIBITED
- ☐ RESTRICTED
- ☐ TEMPORARY RESERVED AIRSPACE
- ☐ RESTRICTED
- ☒ UNKNOWN

NAME:

7c. LOW-LEVEL ROUTE
- ☐ INSTRUMENT ROUTE IR
- ☐ SLOW ROUTE SR
- ☐ VISUAL ROUTE VR
- ☒ UNKNOWN

OTHER:

8. STRIKE AWARENESS IN FLIGHT
- ☐ YES
- ☒ NO
- ☐ UNKNOWN

9. LATITUDE *(DDMM.M)*
N
S —

10. LONGITUDE *(DDMM.M)*
E —
W

11. EFFECT ON FLIGHT
- ☐ UNKNOWN
- ☐ ABORTED TAKE-OFF
- ☐ ENGINES SHUTDOWN
- ☒ NONE
- ☐ OTHER
- ☐ PRECAUTIONARY LANDING

12. SPEED *(KIAS)* —

13. ALTITUDE *(ft AGL)* —

14. PHASE OF OPERATION
- ☒ UNKNOWN
- ☐ PARKED
- ☐ TAXIING
- ☐ TAKEOFF ROLL
- ☐ TAKEOFF INITIAL CLIMB
- ☐ CRUISE CLIMB
- ☐ CRUISE
- ☐ CRUISE LOW LEVEL
- ☐ RANGE OPS
- ☐ CRUISE DESCENT
- ☐ HOVER
- ☐ LANDING FINAL APPROACH

14. PHASE OF OPERATION (cont)
- ☐ LANDING TRAFFIC PATTERN
- ☐ LANDING FLARE ROLLOUT
- ☐ MISSED APPROACH/TOUCH & GO
- ☐ OTHER

15. BIRD AVOIDANCE MODEL
- ☒ UNKNOWN
- ☐ NO REPORT
- ☐ LOW
- ☐ MODERATE
- ☐ SEVERE

16. BIRD WATCH CONDITIONS
- ☒ UNKNOWN
- ☐ NO REPORT
- ☐ LOW
- ☐ MODERATE
- ☐ SEVERE

17. WILDLIFE STRUCK
- ☐ UNKNOWN
- ☐ NONE
- ☒ ONE
- ☐ 2-11
- ☐ 11-100
- ☐ MORE THAN 100

18. AVIAN HAZARD ADVISORY SYSTEM
- ☒ UNKNOWN
- ☐ NO REPORT
- ☐ LOW
- ☐ MODERATE
- ☐ SEVERE

19. REMARKS ON LOCATION
Left Wing at root between fuselage and # 1 eng.

AF IMT 853, 20051015, V2

KC 10A, T/N 83-000080, 1 November 2016
DD-76

AIR FORCE WILDLIFE STRIKE REPORT

20. COST ESTIMATE

- [x] NOT APPLICABLE
- [ ] ESTIMATED COST *(not yet known)*
- [ ] ACTUAL COST

$

21. CLASS

- [x] CLASS A
- [ ] CLASS B
- [ ] CLASS C
- [ ] CLASS E

22. IMPACT POINTS

(description of impact points and struck or damaged; if list is not representative of the strike, please explain in the remarks section)

	S	D
UNKNOWN	☐	☐
INSIDE ENGINE	☐	☐
INSIDE ENGINE 2	☐	☐
INSIDE ENGINE 3	☐	☐
INSIDE ENGINE 4	☐	☐
INSIDE ENGINE 5	☐	☐
INSIDE ENGINE 6	☐	☐
INSIDE ENGINE 7	☐	☐
INSIDE ENGINE 8	☐	☐
OUTSIDE ENGINE 1	☐	☐
OUTSIDE ENGINE 2	☐	☐
OUTSIDE ENGINE 3	☐	☐
OUTSIDE ENGINE 4	☐	☐
OUTSIDE ENGINE 5	☐	☐
OUTSIDE ENGINE 6	☐	☐
OUTSIDE ENGINE 7	☐	☐
OUTSIDE ENGINE 8	☐	☐
FUSELUGE/ANTENNA/SKIN	☐	☐
RADOME/NOSE	☐	☐
WINDSHIELD/CANOPY	☐	☐
WINDSHIELD PENETRATION	☐	☐
TAIL/STABILIZER/RUDDER	☐	☐
WEAPONS/MISSILE POD	☐	☐
LANDING GEAR	☐	☐
LIGHTS	☐	☐
WING/ROTOR	☒	☐
FUEL TANKS	☐	☐
PROPELLER	☐	☐
ECM PODS/PYLONS	☐	☐
OTHER	☐	☐

23. REMAINS FOUND

- [x] YES, remains found on aircraft
- [ ] YES, remains found on runway *(aircraft struck known)*
- [ ] YES, remains found on runway *(aircraft struck unknown)*
- [ ] NO

24. DATE REMAINS SENT TO SMITHSONIAN INSTITUTION

(dd mmm yyyy)

25. ADDITIONAL REMARKS

26. SHIPPING WILDLIFE REMAINS

IAW AFMAN 91-223, 5.4.2, feather remains from every bird strike (if available) must be sent to the Smithsonian National Museum of Natural History for identification. Send feathers or feather fragments and a copy of the corresponding AFSAS report to:

Smithsonian Institution
Feather Identification Lab
NHBE 610 MRC 116
PO BOX 37012
Washington, DC 20013-7012

Send as much material as possible to include feet, beak, wing, tail, breast, and back feathers. For wildlife strikes other than birds, send samples of skin, fur, teeth, other non-fleshy remains, or a picture if possible, along with the corresponding AFSAS report to the Smithsonian for identification.

In the event that remains are found on the runway as the result of a suspected strike, they should also be sent to the Smithsonian.

For overnight shipping of a specimen, wrapping the remains in newspaper and freezing it entirely should be adequate. If you collect a whole bird carcass, freeze it per the above instructions and contact the Smithsonian at to see if they could use the specimen in their collection. For overnight shipping send the remains to:

Smithsonian Institution
Feather Identification Lab
ATTN:
NHBE

Washington DC 20560

AF IMT 853, 20051015, V2 (REVERSE)

MAMR8038 FLYING HOUR DETAIL FOR A/C 83000080

AS OF 10/12/16 07.28.37 ZULU - DATA SOURCE: IMS

DATE FLOWN	TAKEOFF TIME	TAKEOFF ICAO	LANDING TIME	LANDING ICAO	HOURS FLOWN	UPDATE BASE	MISSION SYMBOL	MISSION NUMBER	UPDATE DATE	SQUAD	ASSIGNED STATUS	TOTAL LANDINGS	FULL STOPS
01 OCT 16	1036	OMAM	1702	ETAR	6.4	XDAT	P7AA	6MR52QH02275	16277	L&	CA	01	1
02 OCT 16	1308	ETAR	0040	KSUU	11.5	XDAT	P7AA	6MR520H02275	16277	L&	CA	01	1
11 OCT 16	1533	KSUU	2102	KSUU	5.5	XDAT	T2AT	6UN52TI63285	16285	L&	CA	18	1
12 OCT 16	0305	KSUU	0657	KSUU	3.9	XDAT	T3MA	6UN52TC23286	16286	L&	CA	07	1

TOTAL

27.3

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

I

MISSION DATA

1. DATE (DD MMM YYYY)	2. MDS (Exp: SMC130E)	3. SERIAL # (YY-TTTT)	4. UNIT CHARGED FOR FLYING HOURS	5. HARM LOCATION
7 Oct 2016	KC-010A	83 - 0080	60 AMW (AMC) XDAT	TRAVIS AFB, CA

FLT SEQ 6	MISSION NUMBER 7	MISSION SYMBOL 8	FROM (ICAO) 9	TO (ICAO) 10	TAKE OFF TIME (Z) 11	LAND TIME (Z) 12	TOTAL TIME 13	14. LANDINGS TOUCH & GO	LANDINGS FULL STOP	LANDINGS TOTAL	SORTIES 15	SPECIAL USE 16
a.	6UN52TC23286	T3MA	KSUU	KSUU	0305	0657	3.9	6	1	7	1	
b.												
c.												
d.												
e.												
f.												
GRAND TOTALS							3.9	6	1	7	1	

CONVERSION

Minutes	Dur
1 ~ 2	= .0
3 ~ 8	= .1
9 ~ 14	= .2
15 ~ 20	= .3
21 ~ 26	= .4
27 ~ 33	= .5
34 ~ 39	= .6
40 ~ 45	= .7
46 ~ 51	= .8
52 ~ 57	= .9
58 ~ 60	= Next

17. FLIGHT AUTH # 17-0004 | 18. ISSUING UNIT 0009 ARS

II

AIRCREW DATA

FLYING ORGN 19	SSAN (LAST4) 20	LAST NAME 21	FLIGHT AUTH DUTY CODE 22	FLIGHT TIME PRIM 23	SEC 24	INSTR 25	EVAL 26	OTHER 27	TOTALS TIME 28	TOTALS SRTY 29	FLIGHT CONDITIONS NIGHT (P/S/I/E) 30	INS (P/I/E) 31	SIM INS (P/I/E) 32	NVG 33	COMBAT TIME 34	COMBAT SRTY 35	COMBAT SPT TIME 36	COMBAT SPT SRTY 37	RESV STATUS 38
0009			IP			3.9			3.9	1	3.9	3.9							
0009			EP	0.5			3.4		3.9	1	3.9	3.9							
0009			FPQ	1.5	0.2			2.2	3.9	1	1.7	1.5							
0009			UP	1.5	0.2			2.2	3.9	1	1.7	1.5							
0009			MF	3.9					3.9	1	3.9								
0009		IBO2	IB			2.0		1.9	3.9	1	2.0								
0009			MB	3.9					3.9	1	3.9								

39. MAINT REVIEW | 40. PILOT REVIEW (If different, AC for each Flt Seq should initial) a. b. c. d. e. f. | 41. SARM REVIEW | 42. ARMS INPUT DATE: INITIALS | ARMS AUDIT DATE INITIALS:

43. EXTRACT CERTIFICATION (if required): I certify I am a commissioned officer, gov civ (when PIC), or HARM Chief and this is a true copy of an AFTO Form 781 and the extracted names have been crossed out.

Printed Name: Rank: Branch of Svc: DSN: Signature:

AFTO FORM 781, 20080911 PREVIOUS EDITION IS OBSOLETE ARMS AIRCREW/MISSION FLIGHT DATA DOCUMENT

KC 10A, T/N 83-000080, 1 November 2016
DD-79

DATE FROM: 20161009 TO _____ | MDS: KC010A | SERIAL NUMBER: 83 00080 | PAGE 8 OF ____ PAGE

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861256	20161012				

WUC/REF DESIGNATOR: 23XC0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: #3 TR will not stow

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) FE | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861257	20161012				

WUC/REF DESIGNATOR: 51FB0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: GPWS wind shear fail light on

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) FE | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861258	20161012				

WUC/REF DESIGNATOR: 44AE0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Master caution on during Take off roll @ 80 knots. No associated lights to go with.

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) FE | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A | MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161004 TO _____ | MDS: KC010A | SERIAL NUMBER: 83 0080 | PAGE 9 OF ____ PAGE

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861259	20161012		☐	☐	

WUC/REF DESIGNATOR: 46GAN | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: The boom was about 4 to 5 degrees to the left and the roll gauge was showing 11 to 12 degrees to the right when lowered.

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) IBO2 | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	162861260	20161012		☐	☐	

WUC/REF DESIGNATOR: S2EA0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Auto-Throttle 1 alpha speed 12 kts off from ATS #2

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161012		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

Info Note: Block Not Used

ZONE: CARD: SEQ# | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/11 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ___ PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE ~~AND OIL ADDED (HALF PINTS, PINTS, QUARTS)~~

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # / OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OAD ID ED	ENGINE TIME	ENGINE CYCLES	OAD ID ED	ENGINE TIME	ENGINE CYCLES	OAD ID ED	ENGINE TIME	ENGINE CYCLES	OAD ID ED	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29439.6	9316			24940.7	14053.0		25975.6	13252.0		25668.0	12409.0		.4	0.0	15374	5790
2016/10/01	6.4	1			6.4	1.0		6.4	1.0		6.4	1.0		0.0	0.0	1	1
TOTAL	29446.0	9317			24947.1	14054.0		25982.0	13253.0		25674.4	12410.0		6.0	0.0	15375	5791
2016/10/02	11.5	1			11.5	1.0		11.5	1.0		11.5	1.0		0.0	0.0	1	1
TOTAL	29457.5	9318			24958.6	14055.0		25993.5	13254.0		25685.9	12411.0		5.5	0.0	15376	5792
2016/10/11	5.5	18			5.5	18.0		5.5	18.0		5.5	18.0		0.0	0.0	18	1
TOTAL	29463.0	9336			24964.1	14073.0		25999.0	13272.0		25691.4	12429.0			0.0	15394	5793
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD																	

AFTO FORM 781J AEROSPACE VEHICLE - ENGINE FLIGHT

PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES MMN/FC	A HOW W T MAL D	--------DATE-------- DISCOVERED	COMPLETED	JCN	DISCREPANCY
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
AIRCRAFT: 83000080					
24AA9	R 070 D	2016/09/29	2016/10/01	162731253	A2ASP-APU WOULDN'T SPOOL UP "APU OIL PRESS LO/TEMP HI" LIGHT DIDN'T COME ON AT ALL. DISCONTINUED START
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: R2 APU PROXIMITY SENSOR. APU OP** ACT BASE: XDAT
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
44AE0	L 127 D	2016/09/29	2016/10/04	162731251	A2ASE-MASTER CAUTION ON DURING T/O ROLL @ 90-100KTS. N O ASSOCIATED LIGHTS TO GO WITH.
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: RESET SYS LOGIC. OPS CHECK GOOD** ACT BASE: XDAT
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
46GB0	D	2016/10/11		162851256	HYDR -BOOM ROLL GAUGE SHOWS 8 DEGREES RIGHT WHEN BOOM IS CENTERED AT 0 DEGREES
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: **
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
52DE0	D	2016/10/11		162851257	A2ASG-AUTO SPOILER DO NOT USE LIGHT ILLUMINATED WHILE SPOILERS WERE DISARMED
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: **
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
65B00	R 254 D	2016/10/02	2016/10/07	162771256	A2ASC-DURING TAKEOFF TCAS SHOWED STBY ON BOTH VVI'S. C ONTROLLER TOLD US OUR MODE C WAS NOT ABLE TO BE SEEN. AT ABOUT 10K FEET IT BEGAN TO WORK PROPERLY.
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: ASSOCIATED EQUIP MALFUNCTION SE** ACT BASE: XDAT
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
71BCD	D	2016/10/11		162851258	A2ASC-EADI PITCH DEGREE SCALE GOES AWAY DURING POWER S WAPS
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: **
		AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES			
71EFF	X 799 D	2016/09/29	2016/09/29	162731252	A2DEP-TACAN 2 REPEATEDLY NO GO/GO ALERT TURNED OFF
	SYMBOL: /	MAN NUM:			**CORRECTIVE ACTION: RECYCLED SYSTEM POWER O/C/G ** ACT BASE: PTFL

Aircraft: 3080	Date:	Debriefer:

Prior to Debrief: Review past debriefing forms / logs / files to acquaint themselves with any previous repeat / recurring discrepancies

Scheduled Flight Hours: 5.0	Flying Squadron
Actual Flight Hours: 3.9	
Reason Late/Early By (+/- .5 Hrs)	6th - LC 79th - LB 76th - L$ (9th - L&) 2nd - L" 78th - L% 70th - L' 32nd - L#
Lost tanking activity due to broke Boom	
Training Complete: Yes (No)	Percentage Complete: 60
Reason Training Was Not Completed	Type Of Training Not Completed
Boom inop	Tanker AR
Recievers Hit / Missed (How many Each Type?)	Type Of Training Completed (If < 50%)
∅	

If UARRSI Contacts were wet, ensure aircrew has documented AF Form 664

UARRSI:	6	Boom Cycles:	1	Boom Contacts:	∅
		Drogue Cycles:	6	Drogue Contacts	∅
Fuel Offload:	6	Left Warp Cycles:	—	Left Warp Contacts:	—
		Right Warp Cycles:	—	Right Warp Contacts:	—

Was Drogue Check Done?	Yes (No)
Reason check was not accomplished:	Timing
Was an engine coupon done?	Yes (No)
Reason engine coupon wasn't documented:	Timing

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Repeat/Recur:	(Yes) No	Pro Super	Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package
Original JCN:			
Repeat/Recur JCN:			
Code 3:	(Yes)	Pro Super	Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
JCN:			
Air Abort:	Yes (No)	Pro Super	Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
JCN:			
Bird Strike:	Yes (No)	Pro Super	If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
JCN:			
Thrust Reverser Discrepancies:	(Yes) No	Pro Super	If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
JCN:			
Engine Shutdown:	Yes (No)	Pro Super	Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS
JCN:			
Engine:	#1 #2 #3	Pro Super	
Engine Serial Number:			
Engine Hours:			
Shutdown Location ICAO:			
Uncommanded flight control input:	Yes (No)	Pro Super	Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures
JCN:			
Dropped Objects:	Yes (No)	Pro Super	If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
JCN:			
Volcanic Ash:	Yes (No)	Pro Super	If yes, make an entry in the 781 A's, and document information on G081 screen F9090 with WUC 04293 to create the volcanic ash discrepancy.
JCN:			
Low Level Salt Water:	Yes (No)	Pro Super	If yes, comply with T.O. 1-1-691, *Aircraft Weapon System Cleaning and Corrosion Control*.
JCN:			
Foot & Mouth Disease:	Yes (No)	Pro Super	If yes, Ensure ALL locations where the aircraft stopped and was chemically disinfected for Foot and Mouth Disease, that an entry is made in the 781A's. Debriefers will document this information in G081 using screen 9051, with work unit code (WUC) 92400 to create the Foot and Mouth Decontamination discrepancy. Report this information to HQ AMC/ A4MJS: DSN 779-2622 / Commercial 618-229-2622.
JCN:			

Prior to debrief:	Print out & prep Pre-launch package, Fill out Debrief worksheet heading with Date, Tail number, & Mission number
During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
Check AFTO Form 781 for:	Blocks 1-15 filed out. Correct date, Tail Number, Mission Number, Mission Symbol, ensure dates, and times are in Zulu, and the Pilots initials are in the Review Block.
Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13:Servicing Data is correctly filled out.
Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H.
Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
Complete 8070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
Fax/email Appropriate Documents:	Fax / email any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
Create Debrief Package:	Staple 8038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file
Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

2 YEAR LOCAL KC-10 DEBRIEF CHECKLIST QA REVIEW IAW AFI 21-101_AMCSUP_2_CL-2 14 FEBRUARY 2011

RANK/NAME:_____ SIGN:

DATE:_____

MAMR8038 FLYING HOUR DETAIL FOR A/C 83000080

AS OF 10/31/16 15.06.55 ZULU - DATA SOURCE: IMS

DATE FLOWN	TAKEOFF TIME	TAKEOFF ICAO	LANDING TIME	LANDING ICAO	HOURS FLOWN	UPDATE BASE	MISSION SYMBOL	MISSION NUMBER	UPDATE DATE	SQUAD	ASSIGNED STATUS	TOTAL LANDINGS	FULL STOPS
01 OCT 16	1036	OMAM	1702	ETAR	6.4	XDAT	P7AA	6MR52QH02275	16277	L&	CA	01	1
02 OCT 16	1308	ETAR	0040	KSUU	11.5	XDAT	P7AA	6MR520H02275	16277	L&	CA	01	1
11 OCT 16	1533	KSUU	2102	KSUU	5.5	XDAT	T2AT	6UN52TI63285	16285	L&	CA	18	1
12 OCT 16	0305	KSUU	0657	KSUU	3.9	XDAT	T3MA	6UN5ZTC23286	16286	L&	CA	07	1
23 OCT 16	1628	KSUU	1731	KSUU	1.1	XDAT	T30C	6JH420W23297	16305	L&	CA	01	1
23 OCT 16	2006	KSUU	0021	PAEI	4.3	XDAT	T30C	6JH420W23297	16305	L&	CA	01	1
30 OCT 16	1809	PAEI	0001	KSUU	5.9	XDAT	T30C	6PH420W23300	16305	L&	CA	01	1

TOTAL

38.6

8038 DOWN AZ

I (THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

MISSION DATA

1. DATE (DD MMM YYYY)	2. MDS (Exp: SMC130E)	3. SERIAL # (YY-TTTT)	4. UNIT CHARGED FOR FLYING HOURS	5. HARM LOCATION
23 OCT 2016	KC10A	83-0080	60 AMW (AMC) / DKFX	TRAVIS AFB, CA

FLT SEQ 6	MISSION NUMBER 7	MISSION SYMBOL 8	FROM (ICAO) 9	TO (ICAO) 10	TAKE OFF TIME (Z) 11	LAND TIME (Z) 12	TOTAL TIME 13	14. LANDINGS TOUCH & GO	14. LANDINGS FULL STOP	14. LANDINGS TOTAL	SORTIES 15	SPECIAL USE 16
a.	6JH420W23297	T30C	KSUU	KSUU	1628	1731	1.1	Ø	1	1	1	
b.	6JH420W23297	T30C	KSUU	1115I	2006	0021	4.3	Ø	1	1	1	
c.												
d.												
e.												
f.												
GRAND TOTALS							5.4	Ø	2	2	2	

CONVERSION

Minutes	Dur
1 ~ 2	= .0
3 ~ 8	= .1
9 ~ 14	= .2
15 ~ 20	= .3
21 ~ 26	= .4
27 ~ 33	= .5
34 ~ 39	= .6
40 ~ 45	= .7
46 ~ 51	= .8
52 ~ 57	= .9
58 ~ 60	= Next

17. FLIGHT AUTH # 17-0026 | 18. ISSUING UNIT 0009 ARS

II

AIRCREW DATA

FLYING ORGN 19	SSAN (LAST4) 20	LAST NAME 21	FLIGHT AUTH DUTY CODE 22	FLIGHT TIME PRIM 23	SEC 24	INSTR 25	EVAL 26	OTHER 27	TOTALS TIME 28	TOTALS SRTY 29	NIGHT (P/S/I/E) 30	INS (P/I/E) 31	SIM INS (P/I/E) 32	NVG 33	COMBAT TIME 34	COMBAT SRTY 35	COMBAT SPT TIME 36	COMBAT SPT SRTY 37	RESV STATUS 38
0009			IP			5.4			5.4	2		3.0							
0009			FPN	4.5	0.9				5.4	2		3.0							
0009			IF			5.4			5.4	2									
0009			FF	5.4					5.4	2									
0009		IBO	MB	5.4					5.4	2									

39. MAINT REVIEW	40. PILOT REVIEW (If different, AC for each Flt Seq should initial)	41. SARM REVIEW	42. ARMS INPUT		ARMS AUDIT	
	a. MKH b. c. d. e. f.		DATE:	INITIALS	DATE	INITIALS:

43. EXTRACT CERTIFICATION (if required): I certify I am a commissioned officer, gov civ (when PIC), or HARM Chief and this is a true copy of an AFTO Form 781 and the extracted names have been crossed out

Printed Name: Rank: Branch of Svc: DSN: Signature

AFTO FORM 781, 20080911 PREVIOUS EDITION IS OBSOLETE ARMS AIRCREW/MISSION FLIGHT DATA DOCUMENT

KC 10A, T/N 83-000080, 1 November 2016
DD-86

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

I

MISSION DATA

1. DATE (DD MMM YYYY)	2. MDS (Exp: SMC130E)	3. SERIAL # (YY-TTTT)	4. UNIT CHARGED FOR FLYING HOURS	5. HARM LOCATION
30 OCT 2016	KC10A	83-0080	60 AMW/AMC / DKFX	TRAVIS AFB, CA

FLT SEQ 6	MISSION NUMBER 7	MISSION SYMBOL 8	FROM (ICAO) 9	TO (ICAO) 10	TAKE OFF TIME (Z) 11	LAND TIME (Z) 12	TOTAL TIME 13	14. LANDINGS TOUCH & GO	14. LANDINGS FULL STOP	14. LANDINGS TOTAL	SORTIES 15	SPECIAL USE 16
a.	6PH420 W23300	T30C	PAEI	KSUU	1809	0001	5.9	0	1	1	1	
b.												
c.												
d.												
e.												
f.												
GRAND TOTALS							5.9	0	1	1	1	

CONVERSION

Minutes		Dur
1 ~ 2	=	.0
3 ~ 8	=	.1
9 ~ 14	=	.2
15 ~ 20	=	.3
21 ~ 26	=	.4
27 ~ 33	=	.5
34 ~ 39	=	.6
40 ~ 45	=	.7
46 ~ 51	=	.8
52 ~ 57	=	.9
58 ~ 60	=	Next

17. FLIGHT AUTH # M-0026 | 18. ISSUING UNIT 0009 AES

II

AIRCREW DATA

FLYING ORGN 19	SSAN (LAST4) 20	LAST NAME 21	FLIGHT AUTH DUTY CODE 22	FLIGHT TIME PRIM 23	FLIGHT TIME SEC 24	FLIGHT TIME INSTR 25	FLIGHT TIME EVAL 26	FLIGHT TIME OTHER 27	FLIGHT TIME TOTALS TIME 28	FLIGHT TIME TOTALS SRTY 29	FLIGHT CONDITIONS NIGHT (P/S/I/E) 30	FLIGHT CONDITIONS INS (P/I/E) 31	FLIGHT CONDITIONS SIM INS (P/I/E) 32	FLIGHT CONDITIONS NVG 33	FLIGHT CONDITIONS COMBAT TIME 34	FLIGHT CONDITIONS COMBAT SRTY 35	FLIGHT CONDITIONS COMBAT SPT TIME 36	FLIGHT CONDITIONS COMBAT SPT SRTY 37	RESV STATUS 38
0009		IBO	IP			5.9			5.9	1		4.5							
0009			FPN	5.0	0.9				5.9	1		4.5							
0009			TF			5.9			5.9	1									
0009			FE	5.9					5.9	1									
0009			NF3	5.9					5.9	1									

39. MAINT REVIEW	40. PILOT REVIEW (If different, AC for each Flt Seq should initial)	41. SARM REVIEW	42. ARMS INPUT		ARMS AUDIT	
	a b c d e f		DATE:	INITIALS	DATE	INITIALS:

43. EXTRACT CERTIFICATION (if required): I certify I am a commissioned officer, gov civ (when PIC), or HARM Chief and this is a true copy of an AFTO Form 781 and the extracted names have been crossed out

Printed Name: _____ Rank: _____ Branch of Svc: _____ DSN _____ Signature _____

AFTO FORM 781, 20080911 | PREVIOUS EDITION IS OBSOLETE | ARMS AIRCREW/MISSION FLIGHT DATA DOCUMENT

KC 10A, T/N 83-000080, 1 November 2016
DD-87

DATE FROM: 20161030 TO _____ | MDS: KC010A | SERIAL NUMBER: 83-0000[illegible] | PAGE 2 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20161030		☐	☐	

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) MM15 | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1256	20161030		☐	☐	

WUC/REF DESIGNATOR: 23CC0

FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: While Attempting to Start Engine #3 Starter button disengaged before reaching 45% N2 rpm.

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1257	20161030		☐	☐	

WUC/REF DESIGNATOR: 52BB0

FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Autopilot #2 disengaged twice in-flight, did not respond to pilot inputs.

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161026 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 27 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1258	20161030				

WUC/REF DESIGNATOR: 71BBA | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: CO-Pilot EHSI did not display True Heading, During pilot pre-Flight*

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1259	20161030				

WUC/REF DESIGNATOR: 46GB0 | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: During boom lowering, the boom flew to 5 degrees w/ no input by the operator. Small corrections were made to align the boom. The boom then flew uncommanded to 32 degrees or greater. Right structural limit broken w/ no command inputs made.

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) IBO | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A — MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 20161020 TO _____ | MDS: KC010A | SERIAL NUMBER: 83100080 | PAGE 28 OF _____ PAGES

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1260	20161030				

WUC/REF DESIGNATOR: 71FBA | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: During Cruise, Pilot lost Navigation, CDI and line disappeared, DP/master Disagree annunciation on CDU FMS

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	16303 1261	(FE) 20161030				

WUC/REF DESIGNATOR: 23EXØ | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: With Throttle levers even @ FL280 N1 readings: Eng 1: 100.3 N1 / Eng 2: 105.9 N1 EN63. 102.0 N1. #1 and #3 throttles were from a knob width. with N1 Setting's Even.

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		(FE) 20161030				

WUC/REF DESIGNATOR | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Info Note: Block Not Used

ZONE: CARD: | CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (PRINT) | EMPLOYEE NO | INSPECTED BY | EMPLOYEE NO

AFTO FORM 781A | MAINTENANCE DESCREPANCY AND WORK DOCUMENT

DATE FROM: 2016/10/20 TO _____ | MDS: KC010A | SERIAL NUMBER: 83000080 | PAGE 1 OF ____ PAGES

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE AND OIL ADDED (~~HALF PINTS, PINTS,~~ QUARTS)

				NO 1 POSITION SER # 517740/ OIL CHANGE TIME 0 DUE CHG N/A			NO 2 POSITION SER # 528365/ OIL CHANGE TIME 0 DUE CHG N/A			NO 3 POSITION SER # 530336/ OIL CHANGE TIME 0 DUE CHG N/A			NO 4 POSITION SER # / OIL CHANGE TIME 0 DUE CHG				
DATE FLOWN	CUM TOTAL HOURS FLOWN	CUM. GEAR CYCL	OIL SMP	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	OA ID LD	ENGINE TIME	ENGINE CYCLES	TOTAL LANDS	FULL STOP LANDS
PREV TOTAL	29446.0	9317			24947.1	14054.0		25982.0	13253.0		25674.4	12410.0		9.9	0.0	15375	5791
2016/10/02	11.5	1			11.5	1.0		11.5	1.0		11.5	1.0		0.0	0.0	1	1
TOTAL	29457.5	9318			24958.6	14055.0		25993.5	13254.0		25685.9	12411.0		1.6	0.0	15376	5792
2016/10/11	5.5	18			5.5	18.0		5.5	18.0		5.5	18.0		0.0	0.0	18	1
TOTAL	29463.0	9336			24964.1	14073.0		25999.0	13272.0		25691.4	12429.0		3.9	0.0	15394	5793
2016/10/12	3.9	7			3.9	7.0		3.9	7.0		3.9	7.0		0.0	0.0	7	1
TOTAL	29466.9	9343			24968.0	14080.0		26002.9	13279.0		25695.3	12436.0			0.0	15401	5794
	1.1	1			1.1	1		1.1	1		1.1	1		0	0	1	1
TOTAL	29468.0	9344			24969.1	14081.0		26004.0	13280		25696.4	12437		0	0	15402	5795
	4.2	1			4.2	1		4.2	1		4.2	1		0	0	1	1
TOTAL	29472.2	9345			24973.3	14082.0		26008.2	13281		25700.6	12438		0	0	15403	5796
TOTAL																	
TOTAL																	
TOTAL																	
TOTAL																	
CARRIED FORWARD																	

AFTO FORM 781J

AEROSPACE VEHICLE - ENGINE FLIGHT

Aircraft: 84000185	Date:	Debriefer:

Prior to debriefing: Review past debriefing forms, logs, or files to aquaint themselves with any previous repeat/recurring discrepancies

Scheduled Flight Hours: MSN	Flying Squadron
Actual Flight Hours: 5.0	
Reason Late/Early By (+/- 5 Hrs)	6th - LC 79th - LB 76th - L$ 9th - L& 2nd - L" 78th - L% 70th - L' 32nd - L#
Training Complete: Yes / No	Percentage Complete: 100%
Reason Training Was Not Completed	Type Of Training Not Completed
Recievers Hit / Missed (How many Each Type?)	Type Of Training Completed (If < 50%)

If UARRSI Contacts were wet, ensure aircrew has documented AF Form 664

UARRSI:		Boom Cycles:		Boom Contacts:	
		Drogue Cycles:		Drogue Contacts	
Fuel Offload:		Left Warp Cycles:		Left Warp Contacts:	
		Right Warp Cycles:		Right Warp Contacts:	

Was Drogue Check Done?	Yes / No
Reason check was not accomplished:	
Was an engine coupon done?	Yes / No
Reason engine coupon wasn't documented:	

Prior to debrief: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Repeat/Recur:	Yes / No	Pro Super	Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on G081 9050 screen. Attach 9032c to debrief package
Original JCN:			
Repeat/Recur JCN:			
Code 3:	Yes / No	Pro Super	Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
JCN:			
Air Abort:	Yes / No	Pro Super	Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
JCN:			
Bird Strike:	Yes / No	Pro Super	If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
JCN:			
Thrust Reverser Discrepancies:	Yes / No	Pro Super	If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
JCN:			
Engine Shutdown:	Yes / No	Pro Super	Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into G081 screen 9023. Forward data to P&S and COMBS
JCN:			
Engine:	#1 #2 #3	Pro Super	
Engine Serial Number:			
Engine Hours:			
Shutdown Location ICAO:			
Uncommanded flight control input:	Yes / No	Pro Super	Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures
JCN:			
Dropped Objects:	Yes / No	Pro Super	If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
JCN:			
Volcanic Ash:	Yes / No	Pro Super	If yes, make an entry in the 781 A's, and document information on G081 screen F9090 with WUC 04293 to create the volcanic ash discrepancy.
JCN:			
Low Level Salt Water:	Yes / No	Pro Super	If yes, comply with T.O. 1-1-691, *Aircraft Weapon System Cleaning and Corrosion Control*.
JCN:			
Foot & Mouth Disease:	Yes / No	Pro Super	If yes, Ensure ALL locations where the aircraft stopped and was chemically disinfected for Foot and Mouth Disease, that an entry is made in the 781A's. Debriefers will document this information in G081 using screen 9051, with work unit code (WUC) 02400 to create the Foot and Mouth Decontamination discrepancy. Report this information to HQ AMC/ A4MJS; DSN 779-2622 / Commercial 618-229-2622.
JCN:			

Prior to debrief:	Print out & prep Pre-launch package. Fill out Debrief worksheet heading with "Date, Tail number, & Mission number"
During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
Check AFTO Form 781 for:	Blocks 1-15 filled out, Correct date, Tail Number, Mission Number, Mission Symbol, ensure dates, and times are in Zulu, and the Pilots initials are in the Review Block.
Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 8. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13:Servicing Data is correctly filled out.
Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H.
Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
Complete 8079 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
Complete 8032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
Fax/email Appropriate Documents:	Fax / email any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
Create Debrief Package:	Staple 8038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
Update Aircraft Brief Sheet:	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

2 YEAR LOCAL KC-10 DEBRIEF CHECKLIST QA REVIEW I.A.W. AFI 21-101_AMCSUP_2_CL-2 14 FEBRUARY 2011

RANK/NAME:_____

DATE:_____

SIGN:

Date: 20161030		Aircraft: 83 000080		Debriefed By:	MM15
Aircrew Time In:	N/A	Aircrew Time Out:	N/A		

Prior to debriefing: Review past debriefing forms, logs, or files to acquaint themselves with any previous repeat/recurring discrepancies

Mission Number:	6PH420W23300	Mission Symbol:	T30C	Flying Squadron	
Scheduled Flying Hours:	5.4	Actual Flying Hours:	5.4	6th LC	2nd L"
Take-Off ICAO:	PACE	Take-Off Time:	1810	8th L&	32nd L#
Landing ICAO:	KSW	Landing Time:	2356	70th L'	76th L$
Training Complete:	Yes / No	Percentage Complete:	100%	79th LB	78th L%
Reason Training Was Not Completed:	N/A				
Type Of Training Not Completed:	N/A			Notes:	
Type Training Completed (If < 50 %):	N/A				
Reason Late/Early By +/- .5 Hours:	N/A			Was it coordinated through MOCC:	Yes / No

If UARSSI Contacts were wet, ensure Aircrew has documented AF Form 664

UARSSI	Boom Contacts	Drogue Contacts	Left Warp Contacts	Right Warp Contacts	Type Receivers / Remarks
0	0	0	0	0	
Fuel Offload	**Boom Cycles**	**Drogue Cycles**	**Left Warp Cycles**	**Right Warp Cycles**	
0	0	0	0	0	Boom Operators Name: IBO

Was a drogue check due prior to aircraft take-off:	Yes	No
Reason check was not accomplished:		
Do you have any engine coupons:	Yes	No
Reason coupon wasn't documented:		

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Dropped Objects: Yes / No JCN: Pro Super:		If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
Code 3: Yes / No JCN: Pro Super:		Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
Air Abort: Yes / No JCN: Pro Super:		Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
Repeat / Recur Discrepancies: Yes / No Original JCN: Pro Super: Repeat / Recur JCN:		Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package
Bird strike: Yes / No JCN: Pro Super:		If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
Engine Shutdown: Yes / No JCN: Pro Super: Engine: #1 #2 #3 Engine Serial Number: Engine Hours: Shutdown Location ICAO:		Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS
Thrust Reverser Discrepancies: Yes / No JCN: Pro Super:		If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
Uncommanded Flight control input: Auto Pilot: Yes / No JCN: Pro Super:		Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures

1	Prior to debrief:	Print out & prep Pre-launch package. Fill out Debrief worksheet heading with "Date, Tail number, & Mission number"
2.	During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
3.	Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
4	Check AFTO Form 781 for:	Blocks 1-15 filled out, Correct date, Tail Number, Mission Number, Mission Symbol, Times are in Zulu and the Pilots initials are in the Review Block.
5.	Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13:Servicing Data is correctly filled out.
6.	Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
7.	Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
8.	Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H.
9.	Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
10.	Complete 8070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
11.	Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
12.	Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
13.	Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
14.	Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
15.	Fax Appropriate Documents:	Fax any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
16.	Create Debrief Package:	Staple 8038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
17	Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

Date: 20161023		Aircraft: 83-000080		Debriefed By:	MM15
Aircrew Time In:	N/A	Aircrew Time Out:	N/A		

Prior to debriefing: Review past debriefing forms, logs, or files to acquaint themselves with any previous repeat/recurring discrepancies

Mission Number:	QJH420W23297	Mission Symbol:	T30C	Flying Squadron			
Scheduled Flying Hours:	4.7	Actual Flying Hours:	4.7	6th	LC	2nd	L"
Take-Off ICAO:	KSUU	Take-Off Time:	2008	9th	L&	32nd	L#
Landing ICAO:	PACT	Landing Time:	2015	70th	L'	76th	L$
Training Complete:	Yes / No	Percentage Complete:	100	79th	LB	78th	L%
Reason Training Was Not Completed:	N/A						
Type Of Training Not Completed:	N/A			Notes:			
Type Training Completed (If < 50 %):	N/A						
Reason Late/Early By +/- .5 Hours:	N/A			Was it coordinated through MOCC:		Yes	No

If UARSSI Contacts were wet, ensure Aircrew has documented AF Form 664

UARSSI	Boom Contacts	Drogue Contacts	Left Warp Contacts	Right Warp Contacts	Type Receivers / Remarks
Ø	Ø	Ø	Ø	Ø	
Fuel Offload	**Boom Cycles**	**Drogue Cycles**	**Left Warp Cycles**	**Right Warp Cycles**	
Ø	Ø	Ø	Ø	Ø	**Boom Operators Name** IBO

Was a drogue check due prior to aircraft take-off:	Yes	No
Reason check was not accomplished:		
Do you have any engine coupons:	Yes	No
Reason coupon wasn't documented:		

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Dropped Objects:	Yes / No	JCN: / Pro Super:	If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
Code 3:	Yes / No	JCN: / Pro Super:	Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
Air Abort:	Yes / No	JCN: / Pro Super:	Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
Repeat / Recur Discrepancies:	Yes / No	Original JCN: / Pro Super: / Repeat / Recur JCN:	Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package
Bird strike:	Yes / No	JCN: / Pro Super:	If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
Engine Shutdown:	Yes / No	JCN: / Pro Super: / Engine: #1 #2 #3 / Engine Serial Number: / Engine Hours: / Shutdown Location ICAO:	Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS
Thrust Reverser Discrepancies:	Yes / No	JCN: / Pro Super:	If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
Uncommanded Flight control input: Auto Pilot:	Yes / No	JCN: / Pro Super:	Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures

1	Prior to debrief:	Print out & prep Pre-launch package, Fill out Debrief worksheet heading with "Date, Tail number, & Mission number"
2.	During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
3.	Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
4	Check AFTO Form 781 for:	Blocks 1-15 filled out, Correct date, Tail Number, Mission Number, Mission Symbol, Times are in Zulu and the Pilots initials are in the Review Block.
5.	Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13:Servicing Data is correctly filled out.
6.	Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
7.	Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
8.	Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H.
9.	Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
10.	Complete 8070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
11.	Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
12.	Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
13.	Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (AIA's, Code 3 Breaks)
14.	Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
15.	Fax Appropriate Documents:	Fax any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
16.	Create Debrief Package:	Staple 8038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
17	Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

Date:		Aircraft:		Debriefed By:	MM15
Aircrew Time In:	N/A	Aircrew Time Out:	N/A		

Prior to debriefing: Review past debriefing forms, logs, or files to acquaint themselves with any previous repeat/recurring discrepancies

Mission Number:		Mission Symbol:		Flying Squadron			
Scheduled Flying Hours:	.5	Actual Flying Hours:	.5	6th	LC	2nd	L"
Take-Off ICAO:	KSUU	Take-Off Time:	1629	8th	L&	32nd	L#
Landing ICAO:	KSUU	Landing Time:	1725	70th	L'	76th	L$
Training Complete:	Yes / No	Percentage Complete:		79th	LB	78th	L%
Reason Training Was Not Completed:	N/A						
Type Of Training Not Completed:	N/A			Notes:			
Type Training Completed (If < 50 %):	N/A						
Reason Late/Early By +/- .5 Hours:	N/A			Was it coordinated through MOCC:		Yes	No

If UARSSI Contacts were wet, ensure Aircrew has documented AF Form 664

UARSSI	Boom Contacts	Drogue Contacts	Left Warp Contacts	Right Warp Contacts	Type Receivers / Remarks
0	0	0	0	0	
Fuel Offload	**Boom Cycles**	**Drogue Cycles**	**Left Warp Cycles**	**Right Warp Cycles**	
0	0	0	0	0	Boom Operators Name: IBO

Was a drogue check due prior to aircraft take-off:	Yes	No
Reason check was not accomplished:		
Do you have any engine coupons:	Yes	No
Reason coupon wasn't documented:		

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Dropped Objects:	Yes / No	JCN:	Pro Super:
If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel			
Code 3:	Yes / No	JCN:	Pro Super:
Have aircrew complete AMC Form 97 If applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing			
Air Abort:	Yes / No	JCN:	Pro Super:
Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C			
Repeat / Recur Discrepancies:	Yes / No	Original JCN:	Pro Super:
Repeat / Recur JCN:			
Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package			
Bird strike:	Yes / No	JCN:	Pro Super:
If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.			
Engine Shutdown:	Yes / No	JCN:	Pro Super:
Engine: #1 #2 #3	Engine Serial Number:	Engine Hours:	Shutdown Location ICAO:
Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS			
Thrust Reverser Discrepancies:	Yes / No	JCN:	Pro Super:
If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets			
Uncommanded Flight control input: Auto Pilot:	Yes / No	JCN:	Pro Super:
Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures			

1	Prior to debrief:	Print out & prep Pre-launch package, Fill out Debrief worksheet heading with "Date, Tail number, & Mission number"
2.	During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
3.	Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
4	Check AFTO Form 781 for:	Blocks 1-15 filled out, Correct date, Tail Number, Mission Number, Mission Symbol. Times are in Zulu and the Pilots initials are in the Review Block.
5.	Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13:Servicing Data is correctly filled out.
6.	Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
7.	Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
8.	Check AFTO Form 644 for:	Fuel receipts and documentation versus 781H.
9.	Complete 9050 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
10.	Complete 8070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
11.	Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
12.	Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
13.	Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
14.	Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
15.	Fax Appropriate Documents:	Fax any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
16.	Create Debrief Package:	Staple 9038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
17	Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, load states code, training percentage completed and discrepancy information if applicable.

Aircraft:	Date:	Debriefer:

Prior to debriefing: Review past debriefing forms, logs, or files to aquaint themselves with any previous repeat/recurring discrepancies

Scheduled Flight Hours:		Flying Squadron
Actual Flight Hours:		6th - LC 79th - LB 76th - L$ 9th - L& 2nd - L" 78th - L% 70th - L' 32nd - L#
Reason Late/Early By (+/- .5 Hrs)		
Training Complete:	Yes No	Percentage Complete:

Reason Training Was Not Completed	Type Of Training Not Completed
Recievers Hit / Missed (How many Each Type?)	**Type Of Training Completed (If < 50%)**

If UARRSI Contacts were wet, ensure aircrew has documented AF Form 664

UARRSI:		Boom Cycles:		Boom Contacts:	
		Drogue Cycles:		Drogue Contacts	
Fuel Offload:		Left Warp Cycles:		Left Warp Contacts:	
		Right Warp Cycles:		Right Warp Contacts:	

Was Drogue Check Done?	Yes	No
Reason check was not accomplished:		
Was an engine coupon done?	Yes	No
Reason engine coupon wasn't documented:		

Prior to debriefing: The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies

Repeat/Recur:	Yes No	Pro Super	Ensure true Repeat / Recur. Properly annotate 781A. Properly load Repeat / Recur when job is loaded on GO81 9050 screen. Attach 9032c to debrief package
Original JCN:			
Repeat/Recur JCN:			
Code 3:	Yes No	Pro Super	Have aircrew complete AMC Form 97 if applicable. Ensure screens 9134 & 9140 are properly completed for A-3 landing
JCN:			
Air Abort:	Yes No	Pro Super	Have aircrew complete AMC Form 97 if applicable. Verify with MOC that aircraft landing was a true Air Abort. WD = C
JCN:			
Bird Strike:	Yes No	Pro Super	If yes have the aircrew complete an AF IMT 853 Wildlife Strike Report as well as AMC Form 97. Ensure Form is faxed to appropriate personnel.
JCN:			
Thrust Reverser Discrepancies:	Yes No	Pro Super	If yes have the aircrew complete a T/R Discrepancy Worksheet. Give a copy to Pro Super and Jets
JCN:			
Engine Shutdown:	Yes No	Pro Super	Ensure Debrief Engine Event Response Sheet is properly filled out by aircrew. Ensure data is properly inputted into GO81 screen 9023. Forward data to P&S and COMBS
JCN:			
Engine:	#1 #2 #3	Pro Super	
Engine Serial Number:			
Engine Hours:			
Shutdown Location ICAO:			
Uncommanded flight control input:	Yes No	Pro Super	Have aircrew complete AMC Form 97. Refer to Debrief Continuity book IFE/Unusual Occurrence section for impoundment procedures
JCN:			
Dropped Objects:	Yes No	Pro Super	If yes have the aircrew complete a 60th AMW IMT 511 Form. Ensure Form is faxed to appropriate personnel
JCN:			
Volcanic Ash:	Yes No	Pro Super	If yes, make an entry in the 781 A's, and document information on G081 screen F9090 with WUC 04293 to create the volcanic ash discrepancy.
JCN:			
Low Level Salt Water:	Yes No	Pro Super	If yes, comply with T.O. 1-1-691, *Aircraft Weapon System Cleaning and Corrosion Control*.
JCN:			
Foot & Mouth Disease:	Yes No	Pro Super	If yes, Ensure ALL locations where the aircraft stopped and was chemically disinfected for Foot and Mouth Disease, that an entry is made in the 781A's. Debriefers will document this information in G081 using screen 9051, with work unit code (WUC) 02400 to create the Foot and Mouth Decontamination discrepancy. Report this information to HQ AMC/ A4MJS; DSN 779-2622 / Commercial 618-229-2622.
JCN:			

Prior to debrief:	Print out & prep Pre-launch package. Fill out Debrief worksheet heading with "Date, Tail number, & Mission number"
During debrief:	Have AFI21-101 AMCSUP CL2 open for use as guide during debrief
Check AFTO Form 781A for:	Clarity of write-ups. Contact specialists to debrief Alpha 2 & Alpha 3 landings.
Check AFTO Form 781 for:	Blocks 1-15 filled out, Correct date, Tail Number, Mission Number, Mission Symbol, ensure dates. and times are in Zulu, and the Pilots initials are in the Review Block.
Check AFTO Form 781H for:	Ensure number of signatures in section 7 matches number of flying hour entries in section 9. Update Aircraft Status Symbol to Red X. Ensure landings and cycles in sections 10 & 12 match 781. Ensure block 13:Servicing Data is correctly filled out.
Complete 9020 Screen:	Input all data from AFTO Form 781. Ensure accuracy of any 781's entered off-station. Original(s) kept by crew.
Complete 9032g Screen:	Print updated 781J. Replace old 781J in the forms binder, remove engine coupons if available
Check AFTO Form 844 for:	Fuel receipts and documentation versus 781H.
Complete 9060 Screen	Load any aircrew discovered discrepancies. Use When Discovered D, or C for Air Aborts
Complete 9070 Screen:	Print out 90 day histories of ALL Aircrew Discovered discrepancies the aircrew landed with
Complete 9032c Screen:	Print out previous aircrew discovered discrepancies for the last 4 flights
Complete 9001 Screen:	Check 8035 to ensure previous prelaunch jobs are not open. Load Prelaunch pkg. Check 8035 to ensure Prelaunch jobs are open. Insert previously prepared Prelaunch package into 781's binder
Complete 9134 Screen:	Close all 9020 entries. Annotate contacts and landing status accordingly (A/A's, Code 3 Breaks)
Complete 8038 Screen:	Print out 1 copy for the last month of flights. Use option Y
Fax/email Appropriate Documents:	Fax / email any completed documents (Bird Strike, Engine Shutdown, etc.) to appropriate personnel
Create Debrief Package:	Staple 8038, 781 copy, 781A copy, old 9032C, this form, and any misc. forms together and file.
Update Aircraft Brief Sheet	Input flight scheduled/actual flight hours, land status code, training percentage completed and discrepancy information if applicable.

RANK/NAME:_____

DATE:_____

SIGN:

Web G081/MAF LOG C2
Air Mobility Command

Input Aircraft Discrepancies
F9050

Logged in as
::Sign Out

Action: S [Scan Discrepancy] Key:
781 A/K:
Discrepancy: MASTER CAUTION ON DURING T/O
Serial ID: 83000080
WD: D
JCN: 162861258 ES:
Arrival/Attempt Dep: 10/12/201 ID: 01
Shop: A2ASG Type Shop:
Work Zone:
WUC/REFDES: 44AE0
Remarks: Card #:
Job Ind.: NG [PMCM, Red / Maintenance] Job Suppression: N [Nc
WUC Narrative: WORK U CODE: MASTR WRNG CAUT SYS
Create Date: 10/12/201 Emp #: Created By: MATORCL
Base: XDAT Emp Name: Created At: XDAT

Misc Data

Record Action: JCN Cont. Disc: Critical Discrepancy Cann For A/C:
REP/REC JCN: 350 Tag: Assoc. JCN:
None | Repeat | Recurring
350 Shop:

WDC "R" Fields

Cat Disc: Item No: Shop:
Card No: WDC:
DSR: TSR: Job Std:
EDJC: ETJC: HRS:
Fault Code:

Close/Offshore Data
Print 349's
Status Change?

CORRECTIVE ACTION: ASSOCIATED EQUIPMENT MALFUNCTIO
JOB IS "CLOSED"
Ready...

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Previous Login: 02/05/2017 19:43Z from IP: | Last Data Change: 02/05/2017 20:41Z
Accessibility/Section 508

KC 10A, T/N 83-000080, 1 November 2016
DD-97

Web G081/MAF LOG C2
Air Mobility Command

Input Aircraft Discrepancies
F9050

Logged in as
::Sign Out

Action S [Scan Discrepancy] Key
781 A/K
Discrepancy
DURING BOOM LOWERING, BOOM F
Serial ID 83000080
WD D
JCN 163031259 ES
Arrival/Attempt Dep 10/30/20 D 01
Shop HYDR Type Shop
Work Zone
WUC/REFDES 46GB0
Remarks
Card #
Job Ind. NG [PMCM, Red / Maintenance]
Job Suppression N [Nc
WUC Narrative WORK U CODE: BOOM FLT CONT ACTON
Create Date 10/30/201
Emp #
Created By MAT0DJ2
Base XDAT
Emp Name
Created At XDAT

Misc Data

Close/Offshore Data

Close Date 10/31/20:

Repair

Emp # 62642
AT X
Offshore Discrep
Base XDAT
HM 799

Print 349's

Status Change?

CORRECTIVE ACTION: LOWERED BOOM. VISUAL CHECK FLT
JOB IS "CLOSED"
Ready...

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1.0.0.0(US)

Previous Login: 02/06/2017 20:38Z from IP: | Last Data Change: 02/06/2017 21:33Z
Accessibility/Section 508

KC 10A, T/N 83-000080, 1 November 2016
DD-98

AIR MOBILITY COMMAND (AMC) PROGRAMMING MESSAGE (PMsg) 15-04
AMC HYDRAULIC BACKSHOP AND FLIGHTLINE CONSOLIDATION
XX MAY 2015

FROM: AMC/A4M Maintenance Division

SUBJECT: AMC PMsg 15-04 AMC Hydraulic Backshop and Flightline Consolidation

REF A: HAF Directed Program Guidance Letter (PGL) 14-02, 4 Dec 14

REF B: AFI 10-503, Strategic Basing, 27 Sep 10

REF C: HQ AF/A4LM Repair Network Integration (RNI) Hydraulic Backshop Consolidation Update E-mail, 5 May 15

REF D: AFI 10-501, Program Action Directives (PADs) and Programming Plans (PPLANs), 5 Jan 1994, Certified Current, 3 Mar 2010

REF E: AFI 25-201, Intra-Service, Intra-Agency, and Inter-Agency Support Agreement Procedures, 18 Oct 2013

REF F: 23-24 Apr 2015 Logistics Board (LB) In-Person Meeting Minutes

1. Purpose:

1.1. This PMsg implements REF F, AF LB direction relieving AMC of REF A direction to stand up hydraulic CRFs for C-5, C-17, and KC-135. This PMsg also identifies actions and assigns responsibilities required to consolidate AMC C-130, C-17, C-5, KC-135, and KC-10 flightline and backshop hydraulic maintenance into a single workcenter at all AMC Main Operating Bases (MOBs). This will create greater network efficiencies and decrease hydraulic manpower requirements.

1.2. Per REF F, AMC is to establish single combined hydraulic sections under the Accessories Flight in MXS at 19 AW Little Rock AFB, 305 AMW Joint Base McGuire/Dix/Lakehurst, 437 AW Joint Base Charleston, 436 AMW Dover AFB, 6 ARW MacDill AFB, 22 ARW McConnell AFB, 92 ARW Fairchild AFB, 62 AW Joint Base Lewis-McChord, and 60 AMW Travis AFB. The 317 AG Dyess AFB will be combined into the AMXS.

1.2.1. The 19 AW will be a hydraulic CRF and perform component repair supporting Moody and Davis Monthan AFBs (ACC). (AMC PMsg 15-02)

1.2.2. The 317 AG is structured differently from other AMC units and will retain the hydraulic section in the AMXS.

1.3. Inform future Weapon System Logistic Composite Models (LCOMs) which will validate requirements needed to support a combined mission generation and backshop construct.

1.4. Base-level or MAJCOM agreements may be used to assign responsibility for the backshop equipment and facility management responsibility.

2. Administrative Responsibilities:

2.1. AMC/A4MR (Hydro) will:

2.1.1. Serve as the AMC/A4 focal point for this PMsg.

2.1.2. A copy of this PMsg will be available by contacting the AMC Hydraulics Functional at DSN 779-2639.

2.1.3. Coordinate with other MAJCOMs as necessary to transfer equipment onto AMC accounts.

2.1.4. Provide current information and make recommendations to leadership and other coordinating activities affected.

2.1.5. Advise the Centralized Equipment Management Office (CEMO) of any changes in equipment requirements in accordance with AFI 23-101, if needed.

2.1.6. Advise A4MR branch chief on merging of tasks from flightline, backshop and manpower requirements.

2.2. AMC/A1 will:

2.2.1. Per REF F, reduce hydraulics AFSC manpower across the enterprise by 25 authorizations in FY16/1. AMC/A4 and AMC/A1 agreed to wait until the results of each weapon system LCOM study to validate the reductions of 24 additional authorizations (49 total originally estimated).

2.2.2. Ensure manpower authorizations are coded with appropriate PEC and execute programmed changes in MPES.

2.2.3. Coordinate with ACC to realign hydro manpower authorizations previously transferred and assign the authorizations to the 317 AMXS UMD.

2.2.4. Update Unit Manpower Documents (UMDs) for the affected units to reflect transfer of hydraulic authorizations from the AMXS to the MXS.
2.2.5. Coordinate with A4M and 3 MRS to develop new LCOMs.

2.3. AMC/FM will:

2.3.1. Initiate actions to ensure funding is aligned/allocated per any agreements.

2.4. AMC/A4RE will:

2.4.1. Monitor required logistic support equipment at the Component Repair Facilities.

2.4.2. Oversee equipment and GFE transfers as required.

2.5. AMC/A4O will:

2.5.1. Adjust UTC FAC codes as needed to continue supporting deployment and AOR requirements.

2.6. AFIMSC Det 9 will:

2.6.1. Facilitate the orderly integration of civil engineering (CE) issues and activities between appropriate AMC organizations.

3. The overall HQ AMC proponent for the consolidation is AMC/A4MR at DSN 779-2639.

4. Functional Guidance:

4.1. Logistics: The OPR within the Directorate of Logistics for this annex is AMC/A4M. Communications relative to this PMsg will be coordinated through this office.

4.1.1. All logistics-related issues or concerns requiring higher headquarters involvement will be directed to the appropriate OPR/OCR listed within the milestones below.

4.2. Civil Engineer: Due to the limited scope of the consolidation, no facility space savings is anticipated. If gains are realized subsequently, the space will be made available to the facilities custodian for other use.

5. Milestones:

5.1. The following table contains the major milestones required based on installation, to support the objective of this PMsg. The listed Offices of Primary Responsibility (OPRs) will report on the status of these milestones as outlined under paragraph 6 below.

	Milestones – Consolidate Hydro shops 19 AW Little Rock AFB, AR	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15

03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 305 AMW Joint Base McGuire/Dix/Lakehurst, NJ	**OPR**	**OCR**	**NLT Date**
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 437 AW Joint Base Charleston, SC	**OPR**	**OCR**	**NLT Date**
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 436 AMW Dover AFB, DE	**OPR**	**OCR**	**NLT Date**
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTCFAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 62 AW Joint Base Lewis-McChord, WA	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 60 AMW Travis AFB, CA	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 6 ARW MacDill AFB, FL	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MM	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 22 ARW McConnell AFB, KS	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMM	AMC/A1K AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K	1 Oct 15

			AMC/A4MP	
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 92 AMW Fairchild AFB, WA	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMM	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Transfer Personnel to MXS	FSS/FSMC	AMC/A1K AMC/A4MP	1 Oct 15
04	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
05	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

	Milestones – Consolidate Hydro shops 317 AG Dyess AFB, TX	OPR	OCR	NLT Date
01	Adjust UMDs	FSS/FSMC	AMC/A1M AMC/A4MR	1 Oct 15
02	Adjust UTC FAC Codes (After UMD updates)	AMC/A4O	AMC/A4M	1 Nov 15
03	Update Equipment Accounts/Allowance Standards	AMC/A4RE	AMC/A4MR	1 Oct 15
04	Adjust Supply Records	AMC/A4RE	AMC/A4MR	1 Oct 15

6. AMC Program Management:

6.1. Functional responsibility in meeting the objectives of this PMsg is assigned to the AMC OPRs through the Points of Contact (POCs) appointed below. These OPRs will provide guidance and assistance to subordinate units affected by this PMsg as required and will file progress reports as specified under paragraph 6, below. Unit requests for assistance will be coordinated with the appropriate AMC functional staff agency through proper chain of command.

FUNCTION	POC	OPR
PMsg Implementation Manager		AMC/A8PB
Proponent		AMC/A4MR
Manpower		AMC/A1MRF
Personnel		AMC/A1KAS
Logistics		AMC/A4MR
Facilities and Infrastructure		AFIMSC Det 9

7. Unit Responsibilities:

7.1. The 7 BW and 317 AG will establish a Memorandum of Agreement/Understanding (MOA/U) to detail use of hydraulic facilities and equipment at Dyess AFB. This has been coordinated with AFGSC A47/A4VA.

7.2. MXG/CD will:

7.2.1. Coordinate and implement organization and manpower changes to optimize mission generation support from hydraulic backshop, aircraft inspection and flightline maintenance.

7.2.2. Serve as the unit-level point of contact for PMsg implementation.

7.2.3. If needed, oversee development of a unit plan that identifies actions/requirements not addressed by this PMsg. A copy of the unit plan will be forwarded to HQ AMC/A8P.

7.2.4. Work with local Civilian Personnel Office (FSMC) to evaluate new organizational structure impact to Civilian Position Descriptions (if applicable) and effect on conditions of employment that may impact personnel actions.

7.2.5. Work solutions at the lowest level where possible. Identify specific problems requiring HQ AMC attention to the appropriate functional OPR listed under paragraph 6 above.

7.2.5.1. Mediate/direct any operational support issues that arise between MXS and AMXS when units cannot work out a support plan.

7.2.5.2. Hydraulic section will support flight line, aircraft inspection and component repair activities.

7.2.5.3. Hydraulic technicians will still be cross-utilize trained to perform tasks outside of their primary AFSC. (i.e. refuel/defuel/aircraft marshalling/etc.)

7.3. Hydraulic Section NCOIC will:

7.3.1. As Node Managers, maintain capacity and capability updates to support Repair Network Manager decision making.

7.4. Hydraulic section NCOIC will develop hydraulic personnel rotation plans.

7.4.1. Rotation plans will:

1. Rotate personnel minimum of every 2 years
2. Ensure a mix of 3/5/7 levels are assigned to perform maintenance for each AMXS or Weapon System

3. Account for Hydraulic Flying Crew Chief positions

8. Reporting Procedures and Responsibilities:

8.1. Units:

8.1.1. Reporting of capability and capacity is currently accomplished using RNI EXPRESS and/or LIMS-EV; however, this is not a substitution for communication to your MAJCOM Functionals.

8.2. HQ:

8.2.1. Functional Area Manager (FAM) Responsibilities:

8.2.1.1. HQ AMC FMs will track milestones within their respective area.

8.2.2. PMsg Implementation Manager Responsibilities:

8.2.2.1. HQ AMC/A8PB PMsg Implementation Manager will advise AMC/A4MR on any lessons learned.

Count of Job Control Number (On)	Column Labels							
Row Labels	2011	2012	2013	2014	2015	2016	2017	Grand Total
ADJUSTMENT OR ALIGNMENT IMPROPER	6	2	4	2	3	2		19
AIR ELIMINATOR R2	1							1
BCU R2			1		1	1		3
BCU RESET		1	2		2		1	6
BOOM R2	1				1			2
BOOM TRANSDUCER R2		1						1
DELAMINATED PANEL	1							1
DOOR R2	2					1		3
DROUGE HOSE R2	1							1
DRVT ADJUSTED			4	3		2		9
DRVT R2				2				2
ELEVATION GAUGE R2	2				1			3
ELEVATOR R2					1			1
FPCU RESEATED		3	1					4
GIMBAL CAM BRACKET R2					2			2
GIMBAL R2			1		4	3		8
GOUGE	1		1			1		3
HARDWARE WORN, BROKEN, MISSING (INCLUDES F4 TAPE)	12	17	9	13	13	15		79
HOLES DRILLED	2							2
HORIZ STAB R2		1						1
HYDRAULIC LINE R2			2					2
LAMP OUT		2						2
LEAK		1						1
LEAK - ?? REPAIRED	1							1
LEAK - ADJUSTMENT MADE	5	1	3		1	6		16
LEAK - CYLINDER R2	1							1
LEAK - DRAIN BOTTLE SERVICED	1		5	1	4	1		12
LEAK - HORIZ STAB PARTS R2			1					1
LEAK - HYD LINE R2			1					1
LEAK - PUMP COMPENSATOR R2	1							1
LEAK - SEAL R2	4	1	2		4	2	1	14
LEAK - SERVICE BOOT R2	1							1
LEAK - VALVE R2	2			1	1	1		5
LUBRICATED				1				1
NO DEFECT	50	31	61	21	31	45	1	240
NUTPLATE R2		3	2	1	1	1		8
PANEL R2/REPAIRED/INSTALL	4							4
PNEU PRESSURE TRANSMITTER R2	2							2
PUMP COMPENSATOR R2					1			1
R2 GIMBAL, DRVT			1					1
RECEPTACLE R2						1		1
ROLL INDICATOR/GAUGE R2	20	15	18	16	23	14		106
RUDDER FAIRING MISSING		1						1
SAFETY WIRE INCORRECT INSTALL			1					1
SAFETY WIRE R2	1		1	2	3	2		9
SEALANT MISSING	2		2			1		5
SERVICE REQUIRED		1			1			2
TRANSDUCER R2					1			1
TRANSMITTER R2						1		1
TRIM CONTROL VALVE R2					1	1		2
TRIM MOTOR R2			2					2
UMBILICAL R2		1						1
WIRE HARNESS R2			1					1
Grand Total	**124**	**82**	**126**	**63**	**100**	**101**	**3**	**599**

Here is what I have right now, waiting on information on BCU that they show sent to Honeywell

Gimbal Assembly, Part # NQC6400-503, w/serial # UAE2015-491
a. Repair Organization: Aero-K, Inc.
b. Overhaul Organization: Aero-K, Inc.
c. Dates and Locations of Overhaul and or Repair: Overhauled and repaired Nov 16, 2015
d. Level of Effort (bench check/testing and or repairs): Overhauled and repaired into full operational capability
e. Other pertain information: None

2. Dual Rotary Voltage Transducer/Transformer, Part # AS-784-001, w/serial # 5150
a. Repair Organization: Moog
b. Overhaul Organization: Moog
c. Dates and Locations of Overhaul and or Repair: None
d. Level of Effort (bench check/testing and or repairs): None
e. Other pertain information: Part purchased new, April 28, 2016

3. Boom Control Assembly, Part # AGH7033-503, w/serial # 48221
a. Repair Organization: Aero-K, item received for the first time December 12, 2016
b. Overhaul Organization: Aero-K, item received for the first time December 12, 2016
c. Dates and Locations of Overhaul and or Repair: preliminary inspection report created December 14, 2016, check test performed at Frazier Aviation, January 11, 2017
d. Level of Effort (bench check/testing and or repairs): complete inspection report and voltage check-test only
e. Other pertain information: Aero-K has returned this item to Travis, AFB, February 1, 2017

4. Boom Control Unit (BCU), Part # 4035981-906, serial # 93030227.
a. Repair Organization:
b. Overhaul Organization:
c. Dates and Locations of Overhaul and or Repair:
d. Level of Effort (bench check/testing and or repairs):
e. Other pertain information: There is no record of this PN/SN combination in the program

Summary of Flights and Maintenance Actions for KC-10A, T/N 83-0080

Date	Sortie # Since	JCN	WUC	Discrepancy	Corrective Action
11 Oct 16	1	162851256	46GBO	*Boom roll gauge shows 8 degrees right when boom is centered at 0 degrees*	*Adjusted DRVT*
12 Oct 16	2 (Repeat)	162861259	46GAN	*Boom was about 4-5 degrees to the left and the roll gauge was showing 11-12 degrees to the right when lowered*	*Removed and replaced Gimbal Assembly*
23 Oct 16	3, 4 Repeat cleared			*No Boom Cycles*	
30 Oct 16	5 (Recur) 3 sorties since corrective action	163031259	46GB0	*During boom lowering, the boom flew to 5 degrees w/no input by the operator. Small corrections were made to align the boom. The boom then flew uncommanded to 32 degrees or greater. Right structural limit broken with no command inputs made*	*Lowered boom check visually all flight control surfaces. Did sensor readouts on STP (Status/ Test Panel), all within limits. Hook up ARB tester ran test and sensor read out. Ran preflight and MX Test on boom. Found DRVT and Roll LVDT cannon plugs on visual inspection. [Re-torqued] cannon Plugs DRVT/LVDT*
1 Nov 16	6			*Boom departed aircraft with uncontrollable roll*	

Note: The data in this table was compiled by the AIB Maintenance Member from information contained in Tabs D-9, D-32, D-35, D-90, DD-65, DD-75, DD-84, and DD-93 to DD-95. In the Sortie # column, the text in parenthsis indicates what the maintenance action would be labeled IAW the definitions of Repeat/ Recur from AFI 21-101 AMC supplement.

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TAB EE

TECHNICAL REPORTS NOT IN TAB J

EE1. AIB ENGINEERING ANALYSIS 2

EE2. HONEYWELL BCU REPORT 23

EE3. AIB WINDOW HEATER ANALYSIS 25

INTENTIONALLY

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MEMORANDUM FOR RECORD ACCIDENT

INVESTIGATION BOARD (AIB)

MISHAP KC-10A TAIL NUMBER 83-0080

AERIAL REFUELING BOOM (ARB) SYSTEM COMPONENT ASSESSMENT

1.0 PURPOSE.

The purpose of this technical assessment is to investigate the deficiencies from components in the aerial refueling boom (ARB) system from the dropped boom mishap off aircraft KC-10A 83-0080. This assessment adds to the findings already documented by the Safety Investigation Board technical assessments. The following part numbers (PNs) were further analyzed:

Part Numbers:

- Yoke Assembly, P/N AQC7001-5

- Dual Voltage Rotary Transducer (DRVT) Assembly, P/N AS-784-001, S/N 5150

- Boom Control Assembly (BCA), P/N AGH7033-503, S/N 48221

2.1 COMPONENT ASSESSMENT.

2.2 Yoke Findings

The Gimbal and yoke assembly are located under the aft fuselage and attaches the boom assembly to the aircraft fuselage. The gimbal and yoke assembly consists of a gimbal housing, a yoke, a yoke retainer and roller bearings. The gimbal unit allows the boom to freely respond to aerodynamic control throughout the boom operational envelope. The yoke component is inserted in the gimbal housing assembly. The aerial refueling boom assembly attaches to the yoke at two lug locations. The Gimbal housing attaches to the aircraft structure at the two lug locations on top of the gimbal housing and the yoke retainer lug locations are attached to bungees that are attached to the aircraft structure.

The yoke component has been subject to design changes (Aircraft Engineering Orders or AEOs) in 1980 and 1982 against drawing AQC7001 to change the orientation and size of the yoke tangs (ref. Figure 1).

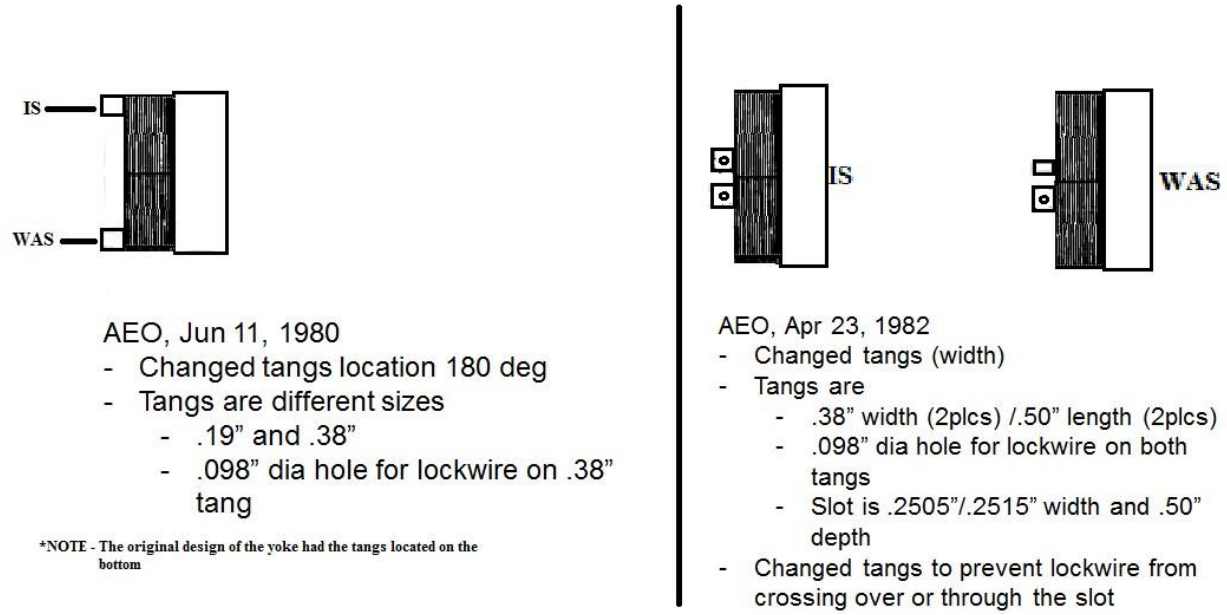


Figure 1. Yoke Design Changes

The yoke component off the mishap aircraft had the 1980-type yoke tang style. However, inspection of the yoke indicates that the yoke was not manufactured new with the tangs in their new location. The mishap yoke was a pre-1980 yoke that was refurbished to have a bearing insert installed at the end of the yoke that included the new tangs at their new 180° location (ref. Figure 2).

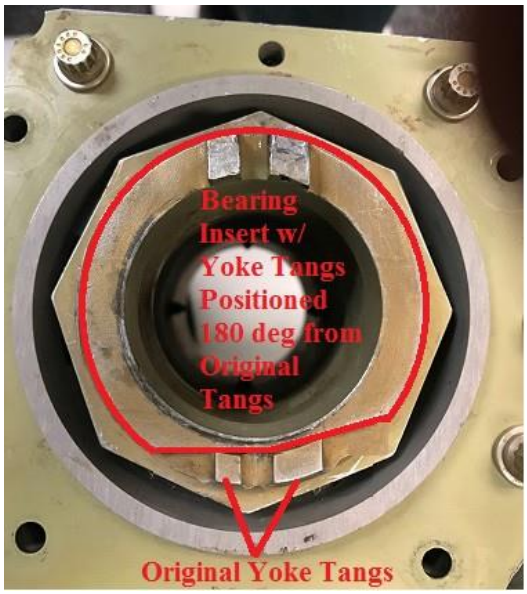


Figure 2. Yoke Bearing Insert and Tang Location

The issue discovered with this particular area of the yoke refurbishment is that the bearing insert has introduced potential installation issues when the Dual Rotary Voltage Transducer (DRVT) is installed with the transducer housing support (ref. Figure 3).

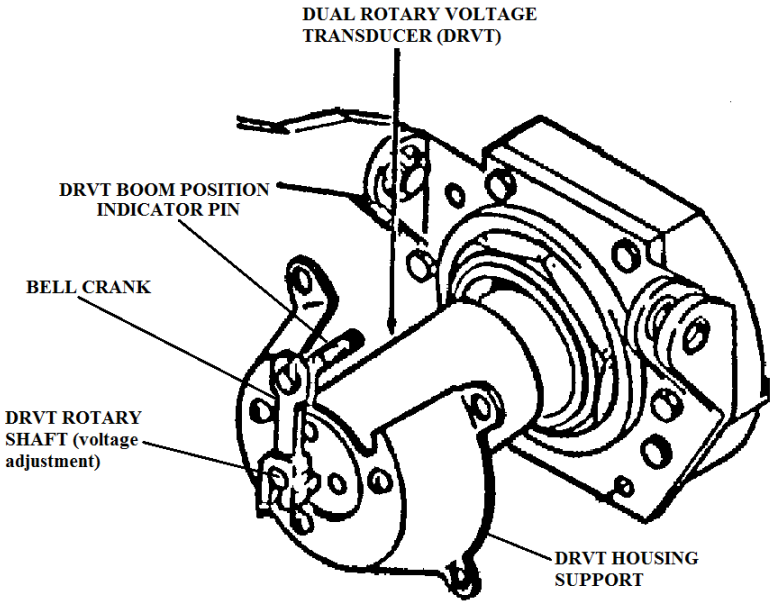


Figure 3. DRVT Installation w/ Housing Support

The Boom Control Unit (BCU) is a modified MD80 autopilot box that assists and controls the aerial refueling boom (ARB) while in flight. The DRVT is responsible for sensing and reporting the position of the boom in its roll axis to the BCU. Electrical connectivity to the DRVT is provided through a DRVT housing conduit penetration. The DRVT contains and requires two operable roll sensors the BCU uses to provide ARB control and DRVT status. Both sensors within the single DRVT are continually compared and monitored by the BCU. Miss-compares drive fault declaration and subsequent boom flight control termination by the BCU. The yoke tang bearing insert introduced an additional .132" of length to the end of original end of the yoke. The internal diameter (ID) of the yoke decreased by .293" due to the yoke tang bearing insert. The bearing face is now much closer to the conduit electrical connection running from the DRVT and the ID creates a tighter space around the DRVT case. These interferences could prevent proper installation of the DRVT and housing support onto the gimbal housing (ref. Figure 4). It is believed that the DRVT electrical conduit and wiring harness were in contact with the yoke tang bearing face some time during boom operations, which could damage the DRVT and affect its functionality.

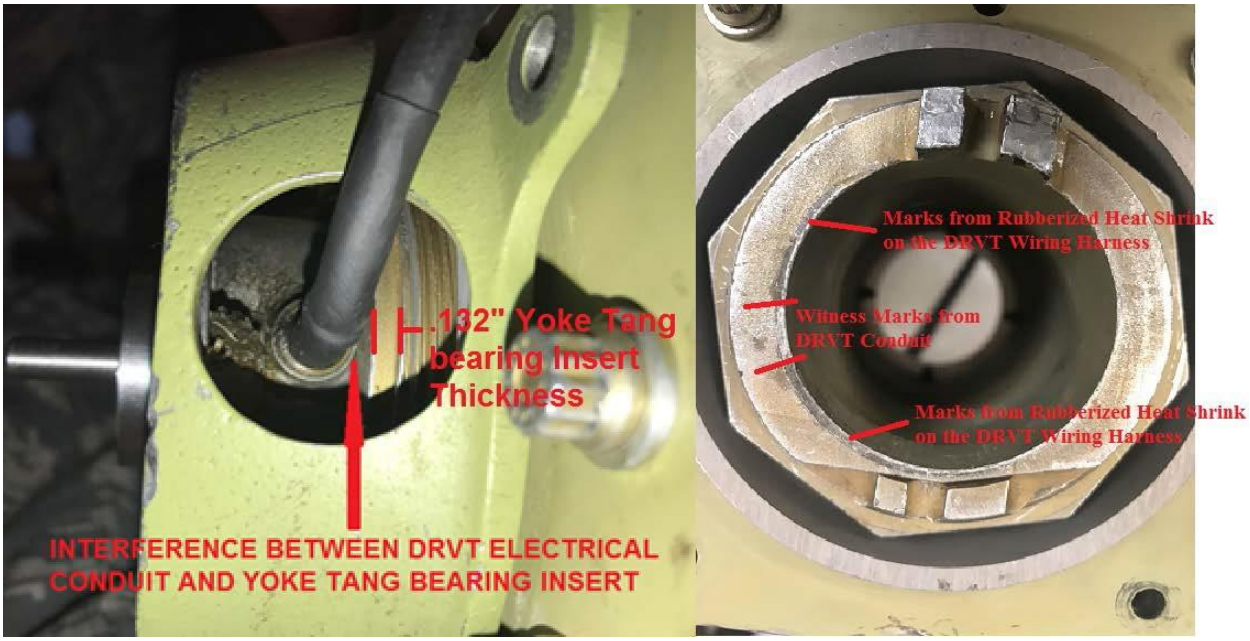


Figure 4. DRVT Conduit and Yoke Bearing Insert Interference

To install the DRVT, maintainers reference technical order (T.O.) 1C-10(K)A-2-28. First, the DRVT electrical connector is routed through an access hole on the support housing (ref. Figure 4) followed by the DRVT seated into the housing support and secured at 3 screw locations. With the housing support on one end of the DRVT, the other end of the DRVT slides into the yoke opening. The next step in the installation process is to install 4 bolts, washers and nuts at 4 locations to secure the housing support to the gimbal housing. After the housing support is secured to the gimbal housing, next the bell crank with the DRVT indicator stud is installed and positioned between the yoke tangs (ref. Figures 6 & 7). Having good stud insertion into the yoke tang slot is critical, ensures that the stud does not back out during boom operations and maintains a good point of reference for the DRVT to report accurate boom roll positions to the BCU.

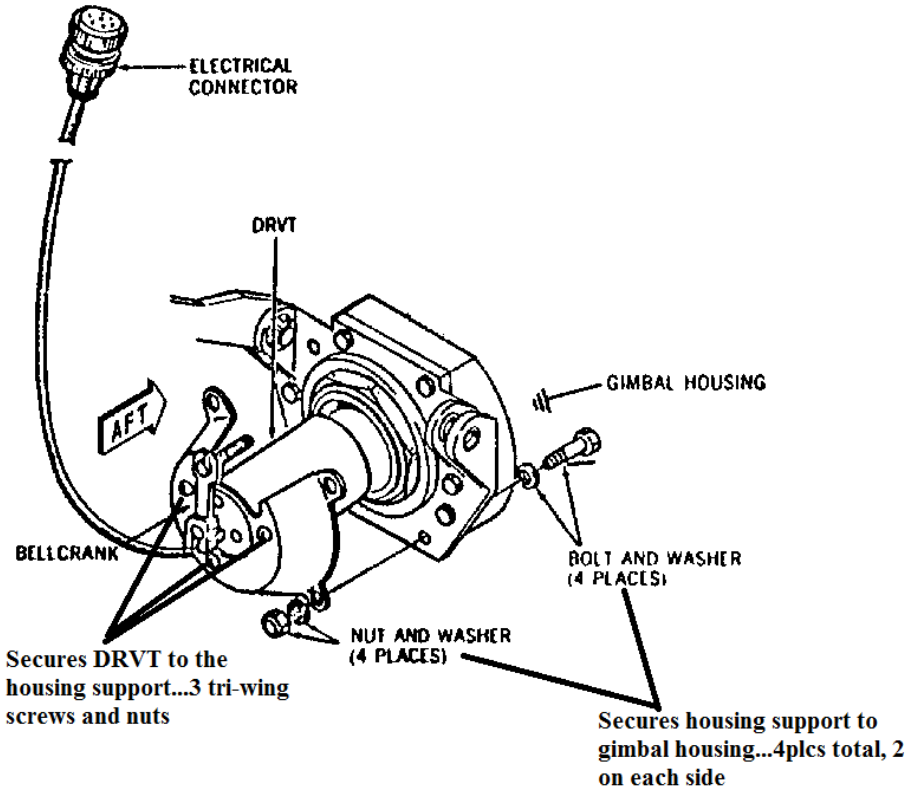


Figure 5. DRVT and Housing Support Installation

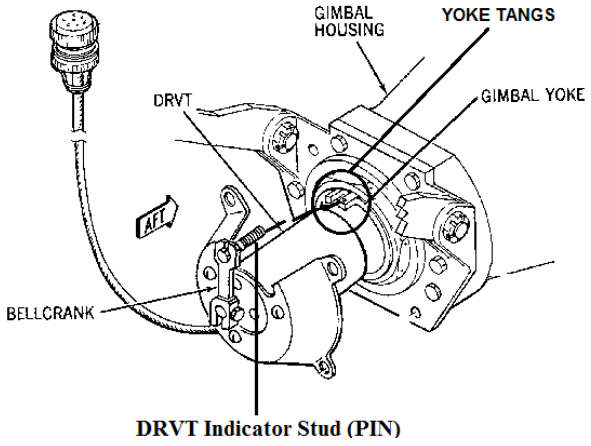
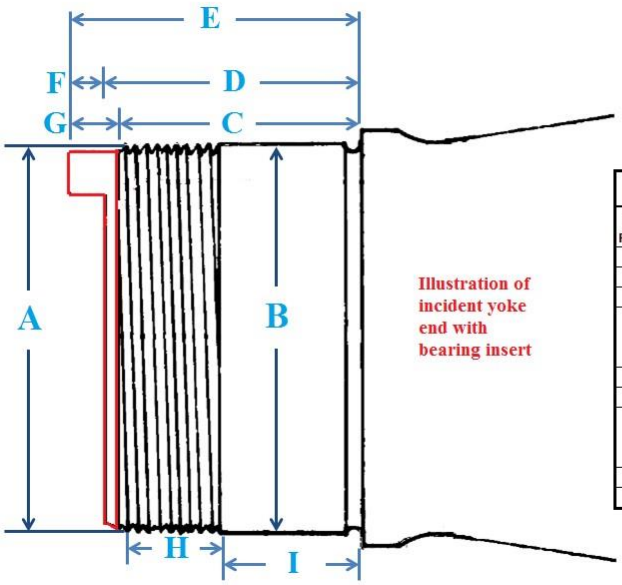


Figure 6. DRVT Indicator Stud Installation into Yoke Tangs

Figure 7. Picture to Depict DRVT Indicator Stud in Yoke Tang Slot

In addition to the yoke tang bearing insert installed on the incident yoke, other yoke design dimensions were found to be outside of drawing specifications referenced in Figure 8a below.



YOKE ASSEMBLY - ARB GIMBAL (DWG AQC7001)

Point of Reference	Measured Dimension (in)	Out of Limits Y/N?	Reason
A	2.997	N	Per Drawing Specifications
B	3.000	Y	Bearing Shaft Diameter Above Drawing Limits
C	1.995	N	Per Drawing Specifications
D	2.127	?	Drawing does not provide bearing insert dimensions
E	2.404	Y	Below Drawing Limits
F	0.277	Y	Tang Length Below Drawing Limits
G	0.409	?	Drawing does not provide bearing insert dimensions
H	0.800	Y	Threaded Length Below Drawing Limits
I	1.214	Y	Bearing Shaft Length Above Drawing Limits

Figure 8a. Yoke End Design Limits

These measurements were taken by Travis AFB machinists with AIB members present. Measurements may vary depending on where the measurements were taken along the circumference of the yoke. Total length of measurement E ranges from 2.404” - 2.423”, depending on how the machinist takes the measurement along any point of the yoke end circumference.

Measurement E is below drawing specifications values. The critical physical attributes as measured involves the yoke tang length and the effective yoke tang slot that is available for the DRVT indicator pin insertion. The as measured insert lip and tang length (0.277" (F)) combine to produce a minimized yoke tang slot. It should be noted that the yoke tangs during the incident were damaged. Measurement F, tang length, is critical because it is required to provide the appropriate engagement with the DRVT roll indicator pin. In this case, the tang length was nearly half the size it should have been per drawing specifications. With a tang length of approximately .277", the indicator pin would not able to be sufficiently inserted into the tang slot for appropriate engagement; preserving the integrity of the DRVT indicator pin and boom yoke tang interface. The damage evaluated on the yoke tangs does not appreciably contribute to the minimized available yoke tang slot. A minimized yoke tang length can affect DRVT indicator pin and yoke tang integrity in the roll axis. In Figure 8b, the thread count for the yoke is below drawing limits, meaning the shaft length is too long.

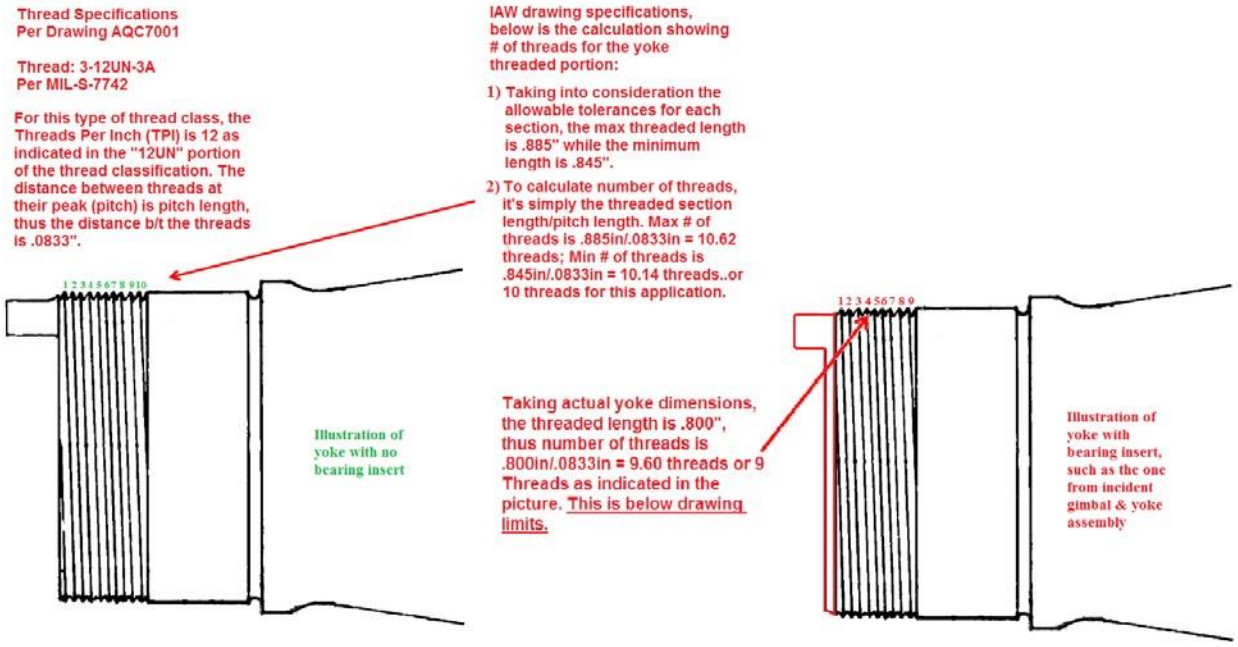


Figure 8b. Yoke Thread Details

The bearing shaft length, measurement "I" in Figure 10a, was measured at 1.214," which is above design limits. If the threaded section, dimension "H" is too short and the shaft length as measured at dimension "I" is too long, the retaining nut cannot be appropriately torqued and will allow additional longitudinal play along the fore and aft axis of the boom. The longitudinal play that this introduces also increases the lateral play at both ends of the yoke, which now allows the yoke to move laterally, as well as, longitudinally (ref. Figure 8c). The yoke now has excess play, which can affect the integrity of the DRVT indicator pin to yoke tang relationship. Subsequently, the DRVT is not able to sense accurate physical boom roll position. Excess play between yoke and gimbal could cause the boom to drift to either left or right when lowered in flight.

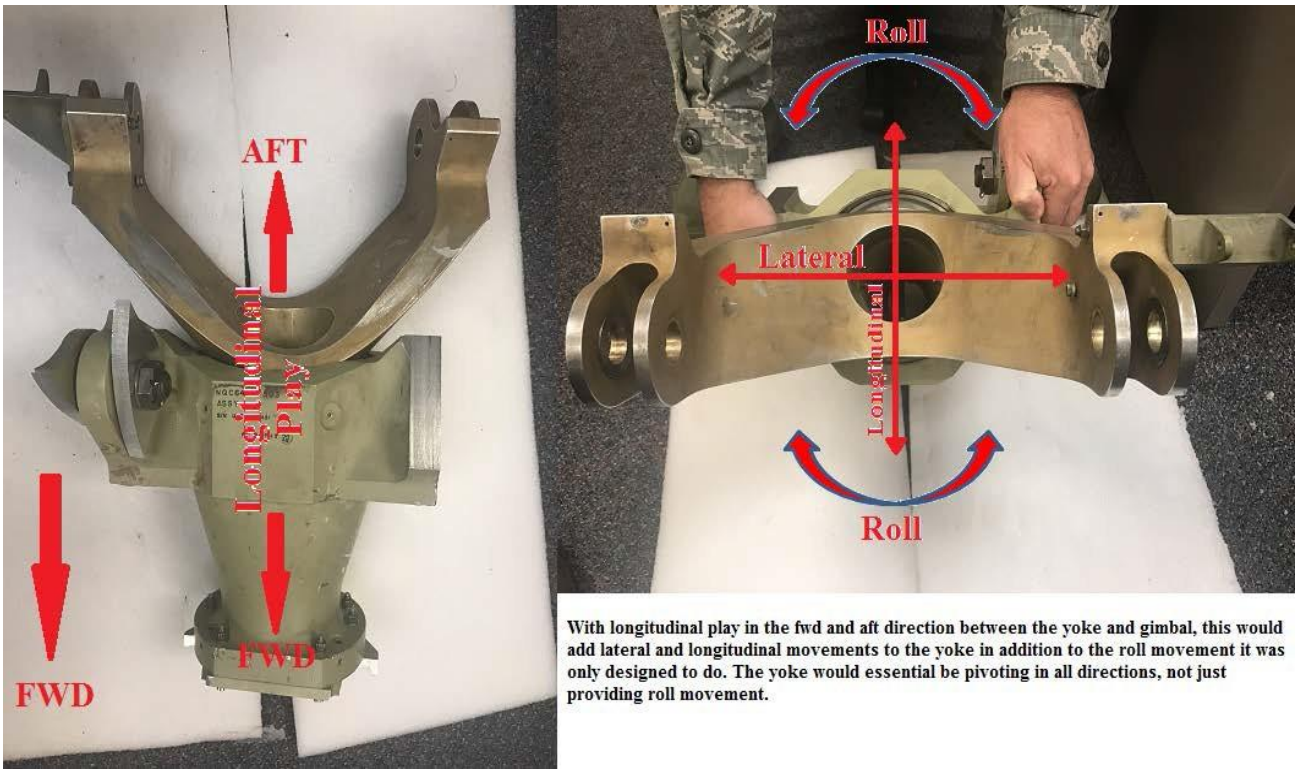


Figure 8c. Gimbal and Yoke Play Due to Excess Play When Assembled

During the incident in flight, images are available that show the DRVT pin was not positioned in the yoke tangs prior to separating from the aircraft (ref. Figures 9 & 10). With the DRVT roll indicator pin out of the yoke tang slot, the DRVT will sense and report boom roll positions to the BCU based on the position of the roll indicator pin. Since the DRVT is fixed to the gimbal housing, this means that the yoke displacement within the housing was sufficient enough to allow the DRVT indicator pin to disconnect from the minimized yoke tangs. With the roll indicator pin out of the yoke tang slot, the DRVT's sensed and reported roll position no longer correlates to the actual position (roll axis) of the boom. With a free-moving DRVT roll indicator pin, continuously commanded BCU flight control responses to the boom, in this scenario, are based on a very inaccurately (false) reported boom location. The BCU commanded responses to the continuously changing gross roll axis misalignment (DRVT input vs boom actual) will result in highly erratic rolling left and right boom movement.

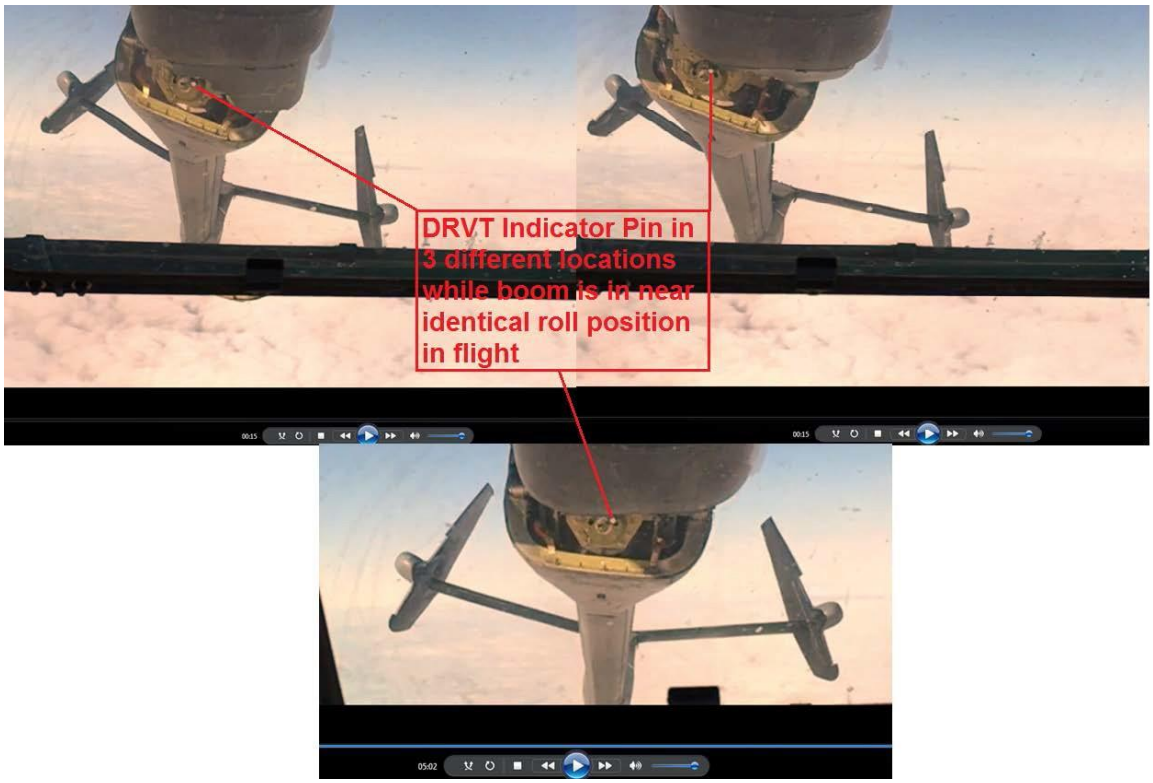


Figure 9. DRVT Indicator Pin Unseated From Yoke Tang Slot (Prior to Aircraft Separation)

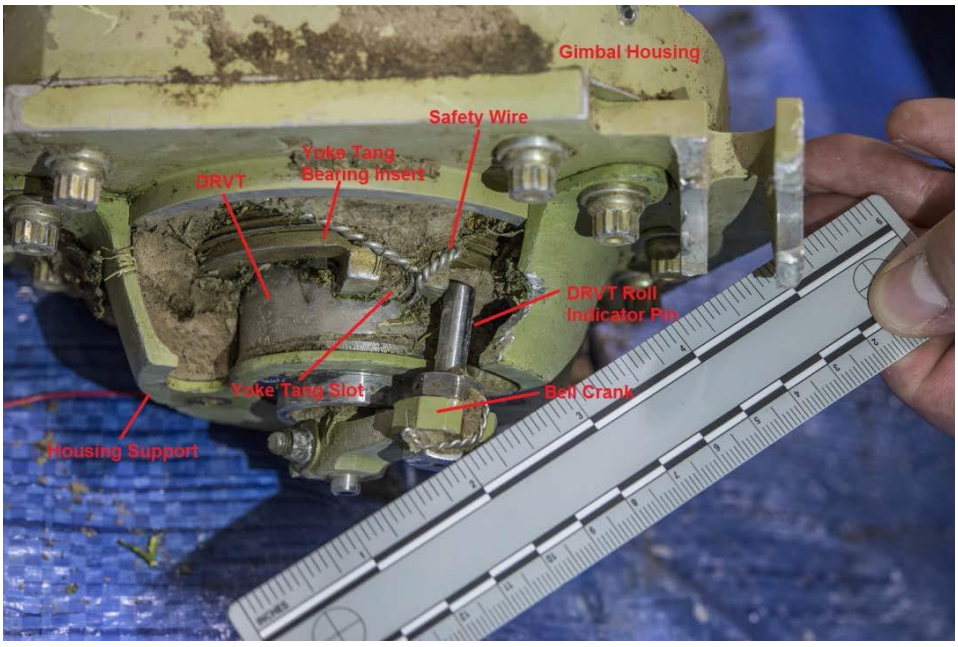


Figure 10. Post-Accident Condition and Placement of DRVT Indicator Pin

2.3 DRVT Assembly Findings

Further analysis of pre and post mishap photographs of the DRVT location revealed that the DRVT rotary bearing onto the DRVT structural plate (end cap) was installed incorrectly during assembly. Reference Figure 11 for example of good DRVT.

Figure 11. DRVT Assembly from Non-Mishap Aircraft

The focus of the DRVT analysis centered on the rotary bearing installation onto the structural mounting plate. The rotary bearing is attached by 6 screws and must be oriented properly prior to tightening the 6 screws (ref. Figure 12). The maintainer receives the DRVT assembly as pictured in Figure 11 and is not required to alter the assembly in any manner. The back side of the DRVT rotary bearing contains a rotary crank and a mechanical stop where the stop must be oriented at the 12 o'clock position when securing the rotary bearing onto the structural plate (ref. Figure 12). The rotary crank on the back side, or internal to the DRVT, is situated to drive rotational positions to the 2 transducers inside the DRVT case to transmit roll position via electrical signal back and forth to the BCU (ref. Figure 12). The DRVT in Figures 11 and 12 were disassembled carefully to ensure that when the rotary bearing assembly was removed proper orientation of the mechanical stop position was verified to be in the correct location.

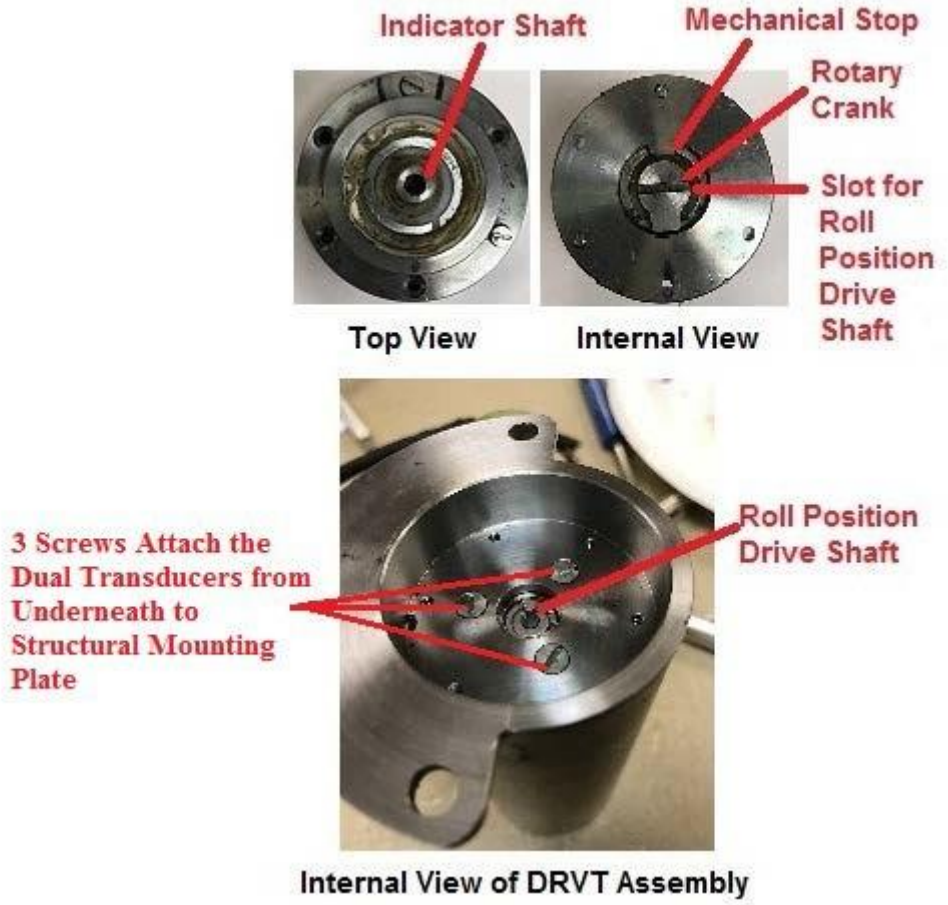


Figure 12. DRVT Details from Non-Mishap Aircraft (Mechanical Stop at 12 o'clock)

Analyzing the DRVT from the mishap it was found that the DRVT rotary bearing assembly was oriented 120° clockwise placing the internal mechanical stop in the 4 o'clock position looking from the face view or 8 o'clock position (240°) if viewing from internal view when removed. Pictures prior to the mishap and post mishap aided the AIB in determining the orientation the DRVT bearing assembly as installed onto the boom gimbal assembly by the maintainer. A few key reference points on the mishap DRVT helped validate the placement of the rotary bearing assembly (ref. Figures 13 & 14).

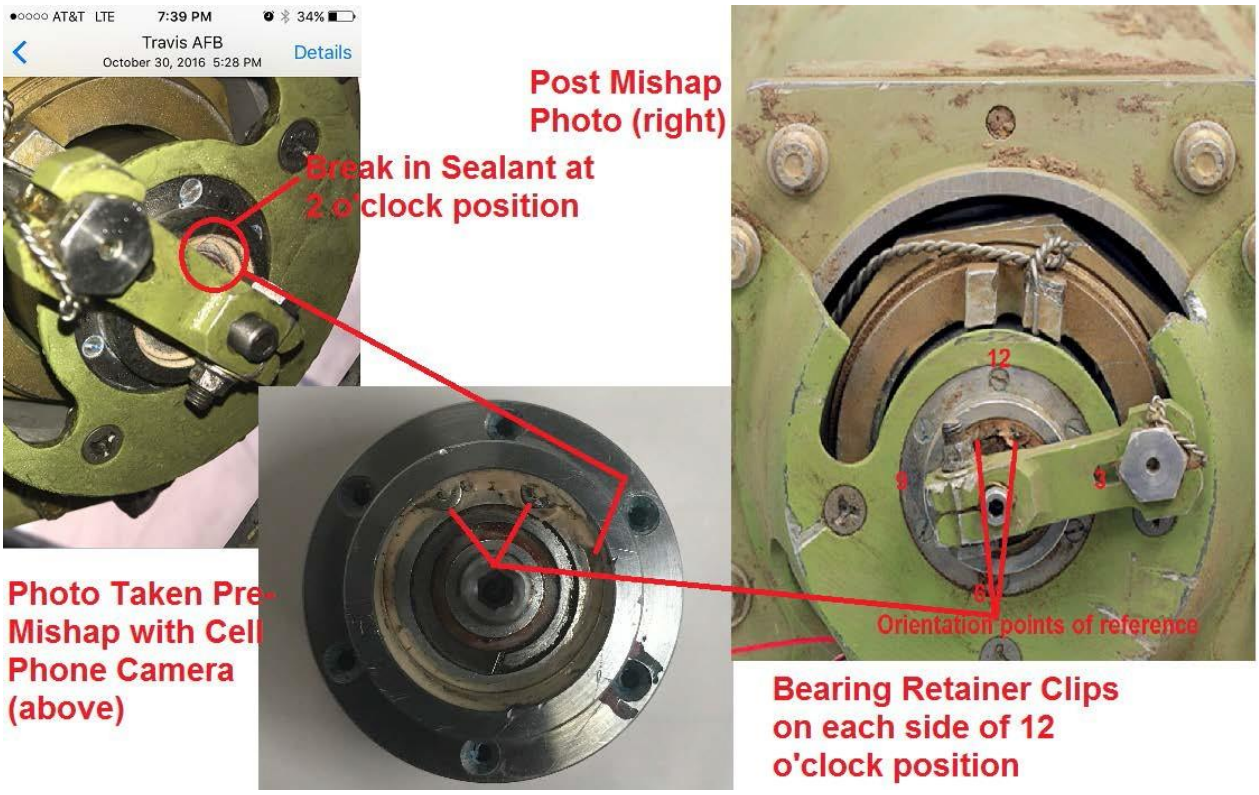


Figure 13. Mishap DRVT Rotary Bearing Assembly Pre & Post Mishap

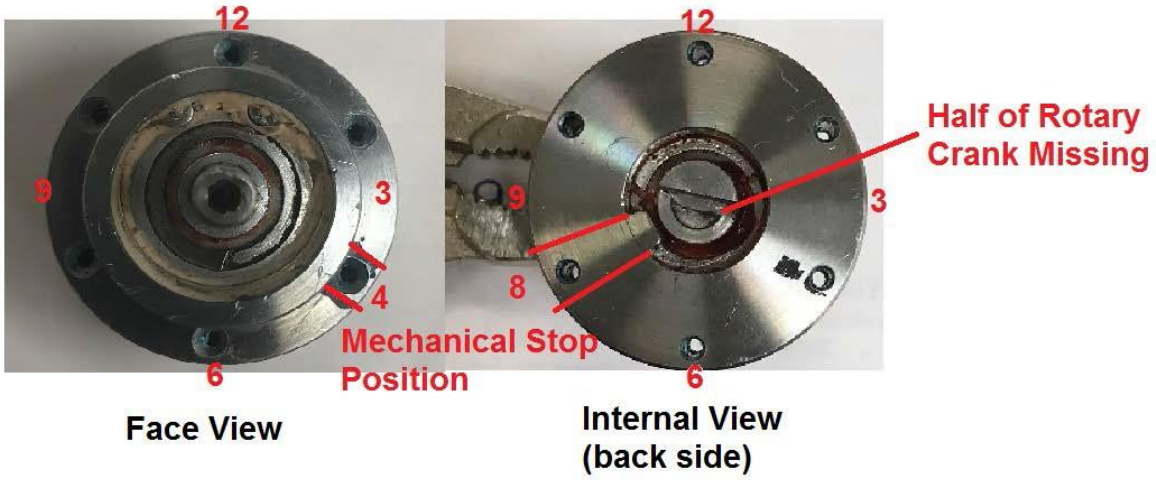


Figure 14. DRVT Rotary Bearing Face and Back Side View Points

Proper orientation of the rotary bearing assembly onto the DRVT structural support is an important step during the assembly process at the manufacturing facility. Figure 12 shows the correct orientation of where the mechanical stop should be, which is the 12 o'clock position. The rotary bearing assembly from the DRVT off mishap aircraft was not oriented properly placing the mechanical stop in a position where it should not be for DRVT rotary crank operation. When a maintainer receives a DRVT from supply, technical order 1C-10(K)A-2-28 is referenced for the

installation and adjustment of the DRVT. The adjustment portion of the DRVT is the last set of steps accomplished after installation. This requires the maintainer to place the boom in the up and stowed position on the aircraft. The DRVT transmits voltage to the BCU where in turn the BCU equates a voltage value to a specific degree of roll. Values are from -3.05V (left) to +4.16V (right). The difference in value is due to being offset at zero. Zero on the DRVT is not zero voltage coming from the DRVT. The offset value at zero for the DRVT equates to +.555V (±.05V). With the boom in the up and stowed position, the maintainer references the Status Test Panel (STP) located in the boom operator's overhead panel in the Aerial Refueling Operator (ARO) compartment. This will display the degree value for the DRVT. The STP should display a degree of 0º (±.45º). If the STP display value is outside of that range, then the DRVT requires adjustment. The DRVT is adjusted via the DRVT rotary shaft (ref. Figure 3) by loosening the bottom bolt on the bell crank and then using an Allen wrench to rotate the shaft either clockwise or counterclockwise to achieve the proper reading for the up and stowed position of the boom, which is 0º (±.45º). Once the desired reading is achieved, the maintainer re-tightens the bottom bell crank bolt to hold the rotary shaft at that position to set the 0º position for the boom. To finish the task, the maintainer is then required to lower the boom onto a dolly and move the boom to aircraft left to ensure the polarity is correct when displayed on the STP. Once this is accomplished, the boom is returned to the stowed and locked position to close out the task.

The two unknowns are: 1) Orientation of how roll position drive shaft from figure 12 when rotary bearing was installed; 2) How the maintainer adjusted the DRVT to set the 0º position. What is factual is that the rotary crank struck the mechanical stop due to its placement in the path of what is supposed to be the rotational path of operation for DRVT rotary crank. Photographs taken of the internal view shows the fracture surface after half of the rotary crank went missing (ref. Figure 15). A shear fracture, which indicates an approximate 45º break, is present on the surface. Contact witness marks are also evident on the mechanical stop. The internal dual transducers are attached to the structural mounting plate from the underside by 3 screws from the top and these 3 screws only require less than a ½ - ¾ turn to secure the transducers to the structural plate. The incident DRVT had 2 of the 3 screws disengaged from the top transducer inside the case, which will allow the roll drive shaft to be dislodged. This condition too will lead to intermittent engagement with an already-damaged rotary crank. The case is only attached to the structural plate by bonding adhesive. The opposite end of the DRVT case is capped by a phenolic plate attached by 3 screws. The end cap on incident DRVT was also missing, along with the transducer connected to the end cap.

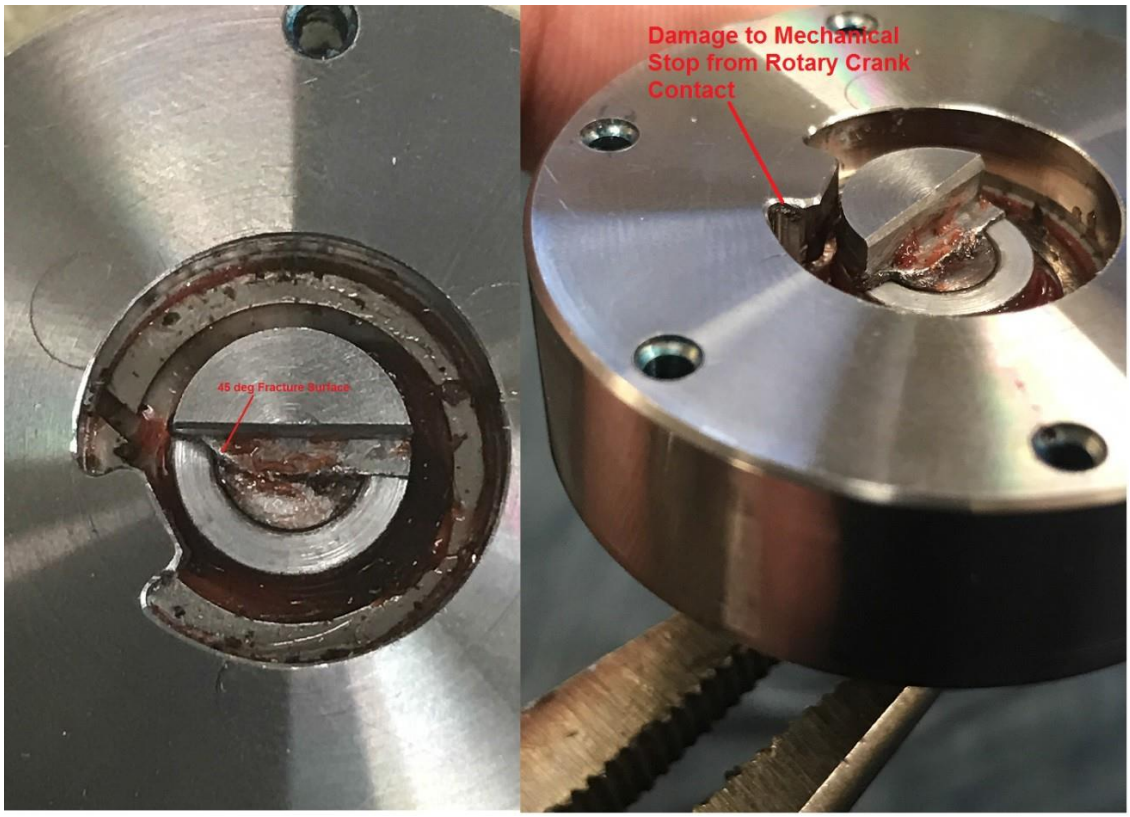


Figure 15. Rotary Crank and Mechanical Stop Damage

Reference figure 16 below for illustration of DRVT indicator pin movement and orientation relative to rotary crank orientation. The figure below is not to scale in regards to degrees, but shows the max path of possible travel for the DRVT indicator pin and for the DRVT rotary crank. Note that the mechanical stop is not in the path of the rotary crank when it rotates due to its position at the 12 o'clock position.

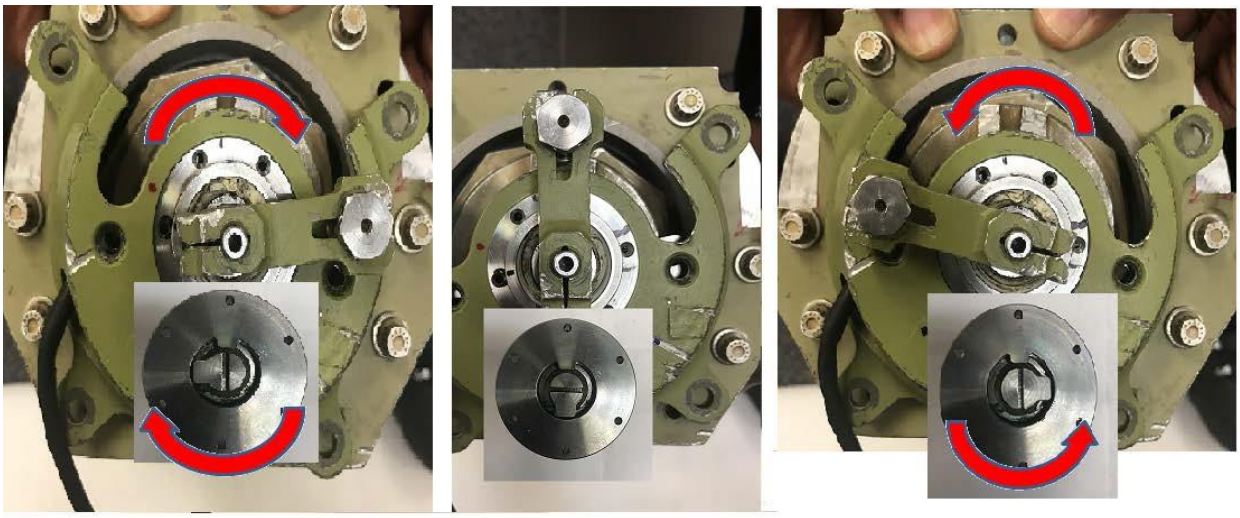
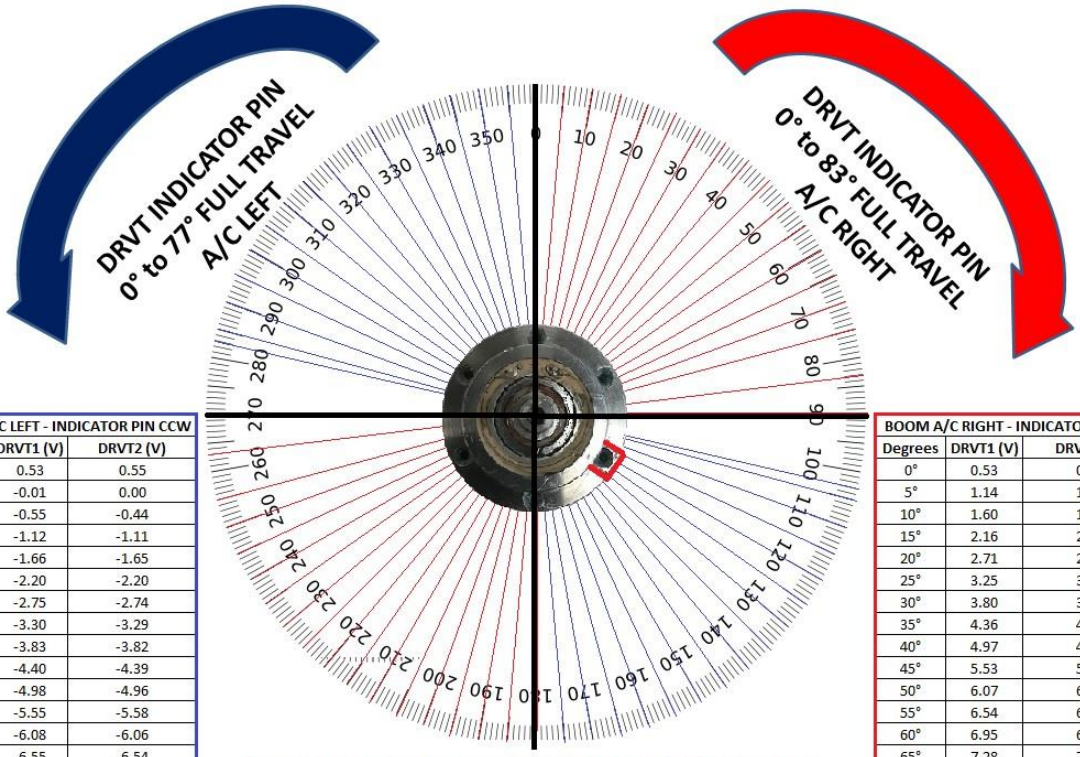


Figure 16. DRVT Rotary Crank Position Relative to Indicator Pin

The AIB performed an analysis to equate degree roll to voltage output from a functional DRVT installed onto a gimbal and yoke assembly. The DRVT was then connected to the ARB tester to record voltage readings. An inclinometer was placed flat on the yoke to rotate the yoke at 5° increments both CW and CCW. With the yoke centered at 0°, the voltage output was +0.53V for DRVT1 and +0.55 for DRVT2. From Figure 17 below, the red lines indicate boom roll to aircraft right and blue lines represent boom roll to aircraft left. With the yoke reading 0° on the inclinometer, the voltage reading required very slight adjustment CCW on the adjustment pin to get the voltage output within tolerance. The DRVT specification is +0.555V (±.05V) for 0°…the functional DRVT used was adjusted to +0.53V/+0.55V which fell within specifications. Once adjusted properly, the yoke was rotated CW and CCW in 5° increments from 0° to full boom roll left and right with voltages recorded at each increment from ARB tester. Assuming that the rotary crank inside the functional DRVT used during our test was positioned at 180° (6 o'clock position) from the manufacturer and slight adjustment was required to set 0°, figure 18 shows that it would have taken approximately 15° of left roll or -1.12V/-1.11V (from table in fig. 17) for the rotary crank to contact the mechanical stop.



BOOM A/C LEFT - INDICATOR PIN CCW		
Degrees	DRVT1 (V)	DRVT2 (V)
0°	0.53	0.55
5°	-0.01	0.00
10°	-0.55	-0.44
15°	-1.12	-1.11
20°	-1.66	-1.65
25°	-2.20	-2.20
30°	-2.75	-2.74
35°	-3.30	-3.29
40°	-3.83	-3.82
45°	-4.40	-4.39
50°	-4.98	-4.96
55°	-5.55	-5.58
60°	-6.08	-6.06
65°	-6.55	-6.54
70°	-6.96	-6.95
75°	-7.14	-7.13
77°	-7.40	-7.39

BOOM A/C RIGHT - INDICATOR PIN CW		
Degrees	DRVT1 (V)	DRVT2 (V)
0°	0.53	0.55
5°	1.14	1.15
10°	1.60	1.62
15°	2.16	2.17
20°	2.71	2.73
25°	3.25	3.27
30°	3.80	3.82
35°	4.36	4.38
40°	4.97	4.98
45°	5.53	5.54
50°	6.07	6.08
55°	6.54	6.55
60°	6.95	6.96
65°	7.28	7.29
70°	7.52	7.52
75°	7.67	7.67
83°	7.79	7.78

Figure 17. DRVT Degrees and Voltage Readouts

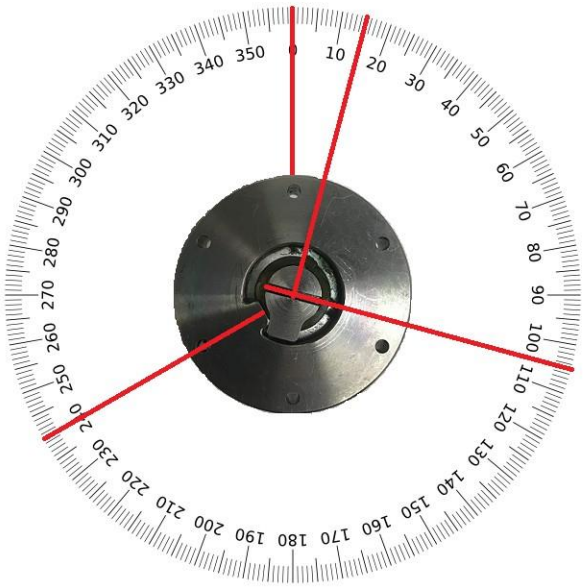


Figure 18. DRVT Rotary Crank Contacting Mechanical Stop

As mentioned earlier, how the roll position drive shaft from figure 12 was positioned prior to installation of the rotary bearing insert, as well as, how the maintainer adjusted the DRVT to set the 0º position are two unknowns; but also those two factors can make the situation worse to where the rotary crank can come in contact with the mechanical stop in less than 15° of right boom roll. To gain a visual perspective of how much the DRVT indicator pin moves relative to boom roll, reference figures 19 and 20 (corresponding voltages can be found in the tables from figure 17).

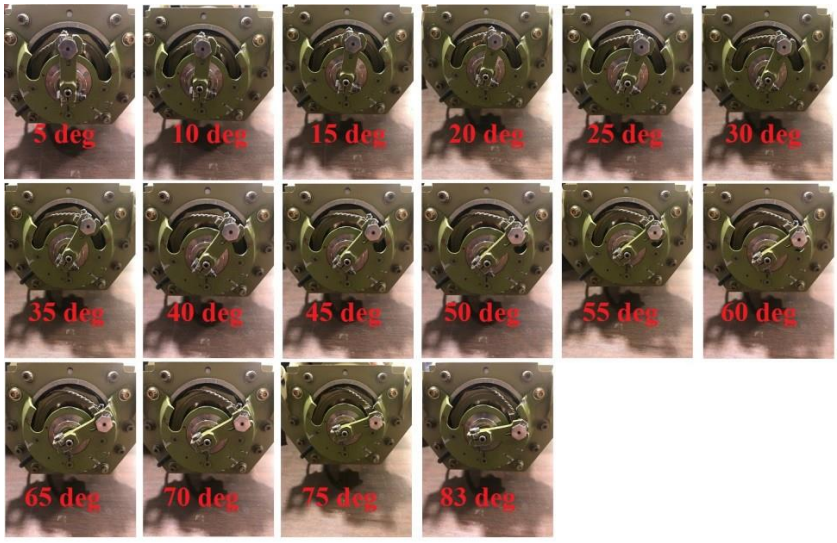


Figure 19. Boom Roll to Aircraft Right Side

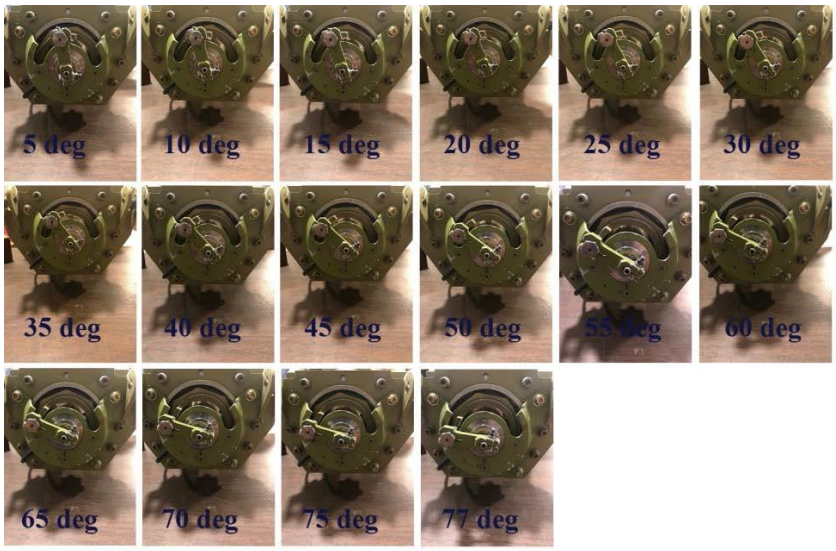


Figure 20. Boom Roll to Aircraft Left Side

2.4 Boom Control Assembly (BCA) Findings

To further add to potential causes for boom roll bias in either direction, the roll tilt Linear Differential Variable Transducers (LVDTs) located in the Boom Control Assembly (BCA) (ref. Figure 21), which are controlled by the boom operator's flight control stick, were found to be out of operational limits.

Figure 21. Roll Tilt LVDTs in BCA

The BCA was shipped to Aero-K, Inc. (primary contractor) who the sent the BCA to Frazier Aviation, Inc. (sub-contractor) for inspection and checkout of the BCA. The inspector noted the physical condition of the BCA and found that the #2 C3850A22RD wire was disconnected from the roll motor, even though there was no evidence to determine whether the wire was disconnected prior to the incident or through the BCA removal process. An inoperative roll motor means that the boom operator no longer has artificial feel through his flight control stick and could cause excessive play in the roll direction. In addition to the physical findings, the inspector found that with full downward pitch, the crank assembly contacted the support frame when the control stick was rolled full left and right. These physical findings were noted and reported by Aero-K, Inc. on their "Overhaul and Repair Report". After inspection at Aero-K, Inc., the BCA was shipped to Frazier Aviation, Inc. for electrical inspection and checkout of the roll (2ea) and elevation (2ea) LVDTs. During the bench test, the BCA was connected to a boom control test jig to measure voltages from both elevation and roll LVDT's. The flight control stick was positioned at its limits (i.e. full forward/aft and left/right) and measurements were taken for all LVDT's. All LVDT's were out of limits. Roll LVDT's operational limits measured are below (ref. Table 1). Values in red indicate out of tolerance in regards to their full thrown measurement, which the allowable is 6.61 ±.10 VAC.

Table 1. Roll Tilt LVDTs Tested at Frazier Aviation, Inc.

TEST MEASUREMENTS AT FRAZIER AVIATION, INC. USING BOOM CONTROL TEST JIG & TEST ASSY P/N: 7258-200 & 7258-300				
ROLL TILT LVDTs				
DIRECTION	LVDT1 (V)	LVDT2 (V)	VOLTAGE DIFFERENCE B/T LVDT1 & LVDT2	OUT OF LIMITS B/T LVDT1 & LVDT 2 Y/N?
Roll A/C Left	7.65	6.88	0.77	Y
Roll A/C Right	5.5	6.21	0.71	Y
Limits 6.61 ±- .10 VAC PER LVDT | .26VAC DIFFERENC B/T LVDT1 & LVDT2				

The BCA was then tested at Travis AFB using an ARB tester. This ARB tester is what field maintainers use to check voltage readings on LVDTs and DRVT. The ARB tester is an electronic software box that is similar to the BCU (ref. Table 2).

Table 2. Roll Tilt LVDTs Tested at Travis AFB

TEST MEASUREMENTS AT TRAVIS AFB USING BOEING ARB TESTER P/N: DZZ7610-1				
ROLL TILT LVDTs				
DIRECTION	LVDT1 (V)	LVDT2 (V)	VOLTAGE DIFFERENCE B/T LVDT1 & LVDT2	OUT OF LIMITS B/T LVDT1 & LVDT 2 Y/N?
Roll A/C Left	7.88	7.65	0.23	N
Roll A/C Right	6.66	6.91	0.25	N
Limits 6.61 ±.10 VAC PER LVDT | .26VAC DIFFERENC B/T LVDT1 & LVDT2				

The allowable operational tolerance is .26V difference between BCA roll tilt LVDT1 and LVDT2 when voltage signals are sent to the BCU. The BCU then processes the command roll from the roll tilt LVDTs and ensures they're both within the allowable operational tolerance to execute the command roll. If out of tolerance, the BCU does not recognize the command, the corresponding flight control surface is shut down followed by a fault light indication on the boom operator's instrument panel. Also, the BCU will record the fault in the STP as "Roll Stick LVDT No. 1 Fail" or "Roll Stick LVDT No. 2 Fail" for maintenance to reference after the flight and take appropriate actions to correct the fault. Using the voltage readings from Table 1 would infer that the BCU would have sent a fault indication and shut down the flight control surface. However, if the BCU obtained the voltage readings that the ARB tester recorded, the roll command from the flight control stick would have been processed and sent to the boom rudder actuators to execute the corresponding roll position since both LVDT 1 and LVDT 2 are within tolerance.

In regards to Table 2 voltage differences, when centered, the flight control stick would have a slight bias (or lean) to the boom operator's right (boom operator faces aft), which would drive the boom to the aircraft's left side. The bias can be calculated by taking the average difference between voltage outputs where (left LVDT1 + LVDT2)/2 – (right LVDT1 + LVDT2)/2 = Voltage Bias in either left direction (-) or right direction (+). Thus, (7.88V + 7.65V)/2 – (6.66V + 6.91V)/2 = .98V in the aircraft left direction, which is depicted as -.98V. The boom drifting to aircraft left side, due to flight control stick left side bias, means the DRVT indicator pin is rotating CCW (Face view) while the rotary crank rotates CW if viewed from the internal side. This boom drift to aircraft

left, while taking into account the other potential contributing factors already mentioned in this paper, could cause the rotary crank to contact and/or shear the mechanical stop (as depicted in figure 19b).

3.0 SUMMARY.

The components analyzed by the AIB contained deficiencies that would allow the components to operate outside their normal range of operation. The yoke measurements taken detail that several areas of the yoke end were outside of drawing specifications. The areas highlighted as out of limits can cause fit issues when installed into the gimbal housing. The Dual Rotary Voltage Transducer (DRVT) contained an error in orientation of the rotary bearing onto the structural plate. In addition, excess play between yoke and gimbal could cause the boom to drift to either left or right when lowered in flight. With the rotary bearing oriented 120° CW, this placed the internal mechanical stop in the operating range of the rotary crank where it normally would not be. The rotary crank came in contact with the stop causing half the crank to shear off. With half the crank sheared off, partial engagement with the roll drive shaft would cause intermittent roll position signals to be sent from the DRVT to the Boom Control Unit (BCU). The internal dual transducers are attached to the structural mounting plate from the underside by 3 screws from the top and these 3 screws only require less than a ½ - ¾ turn to secure the transducers to the structural plate. The incident DRVT had 2 of the 3 screws disengaged from the top transducer inside the case, which will allow the roll drive shaft to be dislodged. This condition too will lead to intermittent engagement with an already-damaged rotary crank. The boom control assembly (BCA) was found to have both roll tilt Linear Voltage Differential Transducers (LVDTs) out of limits at their max throws roll left and right. With the max throw differential calculated between left and right, a bias to the aircraft left was evident which means that the bias could drive the boom to drift to aircraft left.

4.0. SIGNATURE

Prepared by: AIB Engineering Advisor

Signature: _____// SIGNED//_____

BCU 93030227

1. This unit was last in for repair in 1998. The write up was “BCU fail elevation limit test at 23 degrees”. It shipped out as a no fault found.

2. All Honeywell seals were still intact. ETI at incoming was 4150.

3. J101, J102, J103, & J104 were inspected. No bent, loose, recessed, or damaged pins were noted.

4. The following faults were saved in the maintenance memory.

A. ROLL TILT LVDT

B. BCU ELVN RATE TAKER

C. ROLL DRVT

D. BCU ROLL RAKE TAKER

E. BCU FAIL 98

F. NOZ LOAD SENR ROLL

G. BOOM LAT ACCL

H. BOOM NRM ACCL

I. RT RUD LVDT

J. BOOM EV LVDT

K. TLCP POS LVDT NO. 2

L. ELEVATOR LVDT

M. LF RUD LVDT

N. BCU FAIL 39

O. TLSCP VALVE NO. 2

P. TLCP POS LVDT NO. 3

Q. TLCP POS LVDT NO. 1

R. TLSCP VALVE NO. 1

S. BCU FAIL 63

T. BCU FAIL 59

U. BCU FAIL 61

V. BCU FAIL 103

W. IMPACT PRESS

X. FUEL XDCR

Y. BCU FAIL 102

Z. TLSCP VALVE NO. 2

AA. TLSCP VALVE NO. 1

Incoming functional test passed.

Opened top of unit. All circuit cards were tightly seated.

Pulled all circuit cards and both power supplies out for inspection. No bent pins found. No visibly burnt or damaged components found.

Opened bottom of unit and visually inspected motherboard/backplane. No damage or defects noted.

Cleaned inside of unit to remove dust and reassembled.

Follow on functional test pass

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESEARCH LABORATORY
WRIGHT-PATTERSON AIR FORCE BASE OHIO

MEMORANDUM FOR Air Force Legal Operations Agency (AFLOA) (Capt. LA)

FROM: AFRL/RXSA

SUBJECT: KC-10 Accident Investigation Board Window Heater Analysis

The Materials Integrity Branch, System Support Division, Materials and Manufacturing Directorate, Air Force Research Laboratory (AFRL/RXSA) evaluated select hardware from a KC-10 refueling boom mishap. Captain LA a member of the resulting Accident Investigation Board (AIB), contacted RXSA with questions about the completed analysis relevant to the AIB investigation. The submitted questions, along with an RXSA response, can be seen below:

"Whether the window heater was functioning properly."

RXSA Response: No evidence was found, on the received and analyzed hardware, that would cause improper function of the window heater.

"Whether there was any electrical short circuiting in or around the case that could be passed outside to the associated bus."

RXSA Response: No evidence was found of electrical shorting and/or arcing present on the hardware analyzed.

"Whether the window heating unit recorded or produced any voltage faults."

RXSA Response: If non-volatile memory devices were present on any received hardware, we have no way to read or analyze the content. No physical evidence was found suggesting a voltage fault occurred.

Electrical and Electronic
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

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TAB FF

MEDICAL ADVISOR MEMORANDUM

FF1. Medical MFR Supplement..... FF-2

5 February 2017

MEMORANDUM FOR RECORD

FROM: Accident Investigation Board, KC-10A Mishap, T/N 83-0080, 1 November 2016

SUBJECT: MEDICAL RECORD REVIEW

1. On 9 November 2016, Major General Thomas J. Sharpy, Vice Commander, Air Mobility Command (AMC), appointed Colonel [Board President] to conduct an aircraft accident investigation of a mishap that occurred on 1 November 2016 involving a KC-10A Extender aircraft near Mountain Home Air Force Base (AFB), Idaho. The aircraft accident investigation was conducted in accordance with (IAW) Air Force Instruction (AFI) 51-503, *Aerospace and Accident Investigations*, at Travis AFB, California, from 9 January 2017 through 15 Feb 2017.

2. Medical Qualifications

a. After review of both the electronic medical records (AHLTA and CHCS) and the paper hard charts, all parties involved in this mishap were fully qualified for flying duties at the time of the mishap in accordance with AFI 48-123, *Medical Examinations and Standards*.

b. All mishap crew (MC) had current Preventative Health Assessments (PHA), with no variance in their baseline health.

c. Review of the Aeromedical Information Management Waiver Tracking System (AIMWTS) was significant for two Flying Class II/III waivers to include an indefinite waiver for bilateral myopia status-post photorefractive keratectomy (PRK) and temporary waiver expiring 31 August 2019 for bilateral optic nerve cupping in the setting of well-controlled ocular hypertension. There were no additional active profiles or waivers found involving MC.

d. Furthermore, all electronic medical records and the paper hard charts were reviewed for all involved maintenance squadron (MXS) members. All maintainers were found to have current PHA with no variance in their baseline health. There were, however, members found to be due for various vaccines to include influenza and anthrax upon review of individual medial readiness (IMR) database on ASIMS. Additionally, amongst the numerous maintainers investigated, there was discovered to be a record of active profiles that were not relevant to the findings of the accident investigation.

3. Medical Toxicology

a. All medical records of the involved MC and MXS members are detailed as above. Toxicology reports of the MC and MXS were reviewed and all were negative for ethanol, amphetamines, barbiturates, benzodiazepines, cannabinoids, cocaine, opiates, phencyclidine, and sympathomimetic amines with one exception.

b. Laboratory analysis of a single maintainer's urine was positive for 11-nor-9-carboxy tetrahydrocannabinol, which is a metabolite of the psychoactive constituent of cannabis. Besides this single finding, there is no evidence to suggest either MC or MXS health was a factor in this mishap. Of note, the aforementioned maintenance member is currently undergoing administrative separation from the Air Force.

4. Questions regarding mishap members' past medical history shall be referred to the AIB medical advisor.

//SIGNED//
, Captain, USAF
Medical Advisor

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