UNITED STATES AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION BOARD REPORT

RC-135V, T/N 64-14848

55TH WING

OFFUTT AIR FORCE BASE, NEBRASKA



LOCATION: OFFUTT AIR FORCE BASE, NEBRASKA

DATE OF ACCIDENT: 30 APRIL 2015

BOARD PRESIDENT:

LIEUTENANT COLONEL WILLIAM M. EVANS, JR.

Conducted IAW Air Force Instruction 51-503

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

OFFICE OF THE VICE COMMANDER
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AUG 0 3 2015

ACTION OF THE CONVENING AUTHORITY

The Report of the Accident Investigation Board, conducted under the provisions of AFI 51-503, that investigated the 30 April 2015 mishap, near Offutt Air Force Base, Nebraska, involving an RC-135, T/N 64-14848, assigned to the 343rd Reconnaissance Squadron, 55th Wing, Offutt Air Force Base, Nebraska, complies with applicable regulatory and statutory guidance; on that basis it is approved.

JERRY D. HARRIS, JR.
Major General, USAF
Vice Commander

EXECUTIVE SUMMARY
AIRCRAFT ACCIDENT INVESTIGATION

RC-135V, T/N 64-14848
OFFUTT AIR FORCE BASE, NEBRASKA
30 APRIL 2015

On 30 April 2015, at approximately 1825 local time (L), the mishap aircraft (MA), an RC-135V, Tail Number 64-14848, assigned to the 343rd Reconnaissance Squadron, 55th Wing, Offutt Air Force Base (AFB), Nebraska (NE), experienced a fire in the rear cabin during initial takeoff. The MA and its crew were conducting a routine training mission in support of an Air Force Special Operations Command exercise. The Mishap Crewmembers (MC) consisted of cockpit crew, electronic warfare officers, intelligence operators and in-flight maintenance technicians. The Mishap Pilot aborted the takeoff, and all 27 MC safely evacuated the MA. Four crewmembers received treatment for minor smoke inhalation.

Fire crews arrived at approximately 1829L and extinguished the flames. The fire burned a hole through the upper fuselage above the rear galley area of the MA, causing structural damage and damage to aircraft control and mission related systems. Repair cost to the MA is estimated at $62.4 million. There were no injuries to civilians or damage to private property.

The board president found by preponderance of the evidence that the cause of the mishap was a leak in the high-pressure oxygen system due to poor assembly of the system tubing at depot maintenance.

Failure by L3 Communications depot maintenance personnel to tighten a retaining nut connecting a metal oxygen tube to a junction fitting above the galley properly caused an oxygen leak. This leak created a highly flammable oxygen-rich environment that ignited. The resulting fire melted the retaining nut causing the tubing to become detached from the junction fitting, feeding more oxygen to the fire, increasing its size, and causing severe damage to the airframe, galley, and mission equipment onboard the aircraft.

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.

SUMMARY OF FACTS AND STATEMENT OF OPINION
RC-135V, T/N 64-14848
OFFUTT AIR FORCE BASE, NEBRASKA

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ACRONYMS AND ABBREVIATIONS

1 Lt	First Lieutenant
25 AF	Twenty-Fifth Air Force
55 AMU	55th Aircraft Maintenance Unit
55 ISS	55th Intelligence Support Squadron
55 MXG	55th Maintenance Group
55 MXS	55th Maintenance Squadron
55 OG	55th Operations Group
55 WG	55th Wing
97 IS	97th Intelligence Squadron
343 RS	343rd Reconnaissance Group
ACC	Air Combat Command
AF	Air Force
AFB	Air Force Base
AFE	Air Flight Equipment
AFEM	Aircrew Flight Equipment Member
AFI	Air Force Instruction
AFSEC	Air Force Safety Center
AIB	Accident Investigation Board
ATC	Air Traffic Control
Capt	Captain
CMSgt	Chief Master Sergeant
Col	Colonel
CTR	Contractor
DoD	Department of Defense
ECS	Environmental Control System
EOS	Emergency Oxygen System
EPS	Emergency Power System
FL	Flight Lead
FLCS	Flight Control System
FPM	Feet Per Minute
FPS	Fire Protection System
FRC	Fault Reporting Codes
ft	Feet
IASE	Instructor Airborne Systems Engineer
IAW	In Accordance With
IP	Instructor Pilot
IMDS	Integrated Maintenance Data System
KIAS	Knots Indicated Airspeed
kts	Knots
L	Local Time
Lt Col	Lieutenant Colonel
MA	Mishap Aircraft
Maj	Major
MAJCOM	Major Command
MAMS	Mishap Airborne Mission Supervisor
MASE	Mishap Airborne Systems Engineer
MCO	Mishap Cryptologic Operator
MCP	Mishap Co-Pilot
MFF	Mishap Firefighter
MHFC	Mental Health Flight Commander
MM	Mishap Mechanic
MMX	Production Superintendent
MN	Mishap Navigator
MP	Mishap Pilot
MR	Mishap Raven
MSgt	Master Sergeant
MTC	Mishap Tactical Coordinator
OG	Operations Group
Ops Tempo	Operations Tempo
OSS	Operation Support Squadron
PA	Public Affairs
PHA	Physical Health Assessment
PR	Pre Flight
PSI	Pounds Per Square Inch
QA	Quality Assurance
QT	Quick Turn Inspection
SIB	Safety Investigation Board
SrA	Senior Airman
SSgt	Staff Sergeant
TCTO	Time Compliance Technical Order
T/N	Tail Number
T.O.	Technical Order
TPS	Technical Process Specification
TSgt	Technical Sergeant

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

SUMMARY OF FACTS

1. AUTHORITY AND PURPOSE

a. Authority

On 8 June 2015, Major General Jerry D. Harris, Jr., Vice Commander, Air Combat Command (ACC), appointed Lieutenant Colonel William M. Evans, Jr., to conduct an aircraft accident investigation of a mishap that occurred on 30 April 2015, involving an RC-135V aircraft, Tail Number (T/N) 64-14848, at Offutt Air Force Base (AFB), Nebraska (NE) (Tab Y-1). The aircraft accident investigation was conducted in accordance with Air Force Instruction (AFI) 51-503, *Aerospace and Ground Accident Investigations*, at Offutt AFB, NE, from 12 June 2015 through 30 June 2015. Also appointed to the board were a Legal Advisor (Major), a Pilot member (Capt), a Maintenance member (Technical Sergeant), and a Recorder (Technical Sergeant) (Tabs Y-1, Y-2).

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 30 April 2015, at approximately 1825 local time (L), the mishap aircraft (MA), an RC-135V, T/N 64-14848, assigned to the 343rd Reconnaissance Squadron (343 RS), 55th Wing (55 WG), Offutt AFB, NE, experienced a fire in the rear cabin during initial takeoff on Runway 12 at Offutt AFB, NE (Tabs N-2, CC-1, CC-2). The MA and its crew were conducting a routine training mission in support of an exercise in conjunction with Air Force Special Operations Command (Tab AA-1). The MA was traveling at approximately 45 knots when the Mishap Pilot (MP) successfully aborted takeoff. All 27 Mishap Crewmembers (MC) egressed the MA safely (Tab V-6.1). Four crewmembers received treatment for minor smoke inhalation (Tab V-6.1). The fire burned a sizable hole through the upper fuselage above the rear galley area of the MA and caused damage to aircraft structure, control systems and mission related systems (Tabs S-1.11, Z-1.4, Z-1.5, Z-1.7). Repair cost to the MA is estimated at $62.4 million (Tab P-3). There were no injuries to civilians or damage to private property (Tabs P1-P3).

3. BACKGROUND

The MA belonged to the 343 RS stationed at Offutt AFB, NE. The 343 RS is a squadron within the 55th Operations Group (55 OG). The 55 OG is, in turn, part of the 55 WG which is located at Offutt AFB, NE.

a. 55th Wing (55 WG)

The 55 WG is Air Combat Command's largest wing with a budget of more than $477 million annually, 49 aircraft, 32 squadrons and more than 7,000 employees. The wing conducts a global flying mission with worldwide reconnaissance and treaty verification tasked by our nation's highest levels as well as the National Airborne Operations Center. Additionally, it provides base support to more than 50 associate units, including U.S. Strategic Command, the Air Force Weather Agency and a military community of more than 57,000. The wing is comprised of six groups, five located at Offutt AFB, NE, and one at Davis-Monthan AFB, Arizona (Tab DD-1).

b. 55th Operations Group (55 OG)

The 55 OG is the largest and most diverse operations group in the Air Force, flying all variants of the RC-135, OC-135, WC-135 and E-4B aircraft. The group operates these aircraft around the clock in every geographic command in support of the 55th's global reconnaissance, contingency operations, treaty verification, National Command Authority support and command and control responsibilities. Permanent overseas operating locations include RAF Mildenhall, England, Souda Bay Naval Support Activity, Crete and Kadena Air Base (AB), Japan. The 55 OG is located at Offutt AFB, NE (Tab DD-2).

c. 343rd Reconnaissance Squadron (343 RS)

The mission of the 343rd Reconnaissance Squadron is to provide worldwide reconnaissance for national command authorities, Combatant Commands, the intelligence community, and war fighters. Flying the RC-135V/W Rivet Joint, the 343 RS provides near real-time on-scene intelligence collection, analysis and dissemination capabilities. The squadron supports worldwide missions of the Department of Defense to keep the United States aware of its potential adversaries (Tab DD-3).

d. RC-135V/W Rivet Joint

The RC-135V/W Rivet Joint reconnaissance aircraft supports theater and national level consumers with near real time on-scene intelligence collection, dissemination and analysis capabilities. The Rivet Joint is an extensively modified C-135 which contains an on-board sensor suite which allows the mission crew to detect, identify and geolocate signals throughout the electromagnetic spectrum. The mission crew can then forward gathered information in a variety of formats to a wide range of consumers via Rivet Joint's extensive



communications suite. The interior seats more than 30 people, including the cockpit crew, electronic warfare officers, intelligence operators and in-flight maintenance technicians. All Rivet Joint airframe and mission systems modifications are overseen by L-3 Communications (previously Raytheon), under the oversight of Air Force Materiel Command. (Tab DD-4).

e. L-3 Communications

L-3 Communications is a prime contractor in aerospace systems and national security solutions. L-3 is also a leading provider of a broad range of communication and electronic systems and products used on military and commercial platforms. L-3 Mission Integration Division is a world-class systems integration organization specializing in the complex ISR capabilities and equipment, aircraft modification and maintenance, command, control and communications, network-enabling technologies and full life-cycle systems support and sustainment (Tab DD-5).



4. SEQUENCE OF EVENTS

a. Mission

The mishap mission was planned and briefed to support an exercise in the southern continental United States (Tab AA-1). The MC, in conjunction with the exercise staff, planned an 8-hour mission that included air refueling and a mission orbit (Tab K-1.1). The 343 RS Commander and the squadron Operations Supervisor properly authorized the mission (Tab K-1.2).

b. Planning

The MC planned and conducted pre-mission briefings on the day prior to the mishap, in accordance with all applicable directives (Tabs AA-1, V-1.1, R-2.1). During the full-crew brief, the MC briefed expected and contingency mission scenarios (Tabs V-1.1, R-2.1). Additionally, the MC discussed general emergency procedures, takeoff emergencies, and egress procedures (Tabs V-1.1, R-2.1).

c. Preflight

On the day of the mission, the MC filed their flight plan and reviewed both weather and Notices to Airmen at the 343 RS prior to stepping to the aircraft (Tabs V-1.1, R-2.1, K-1, K-2). Takeoff emergencies were reviewed by the MC prior to engine start (Tabs V-1.1, R-2.1, K-1, K-2). As part of the preflight routine, the MC conducted an exterior and an interior inspection of the aircraft. These portions of the MC preflight were uneventful with two exceptions (Tabs V-1.1, R-2.1). The MC noted a minor issue with the lavatory located in the rear compartment (Tabs V-1.1, R-2.1). The MC also noted a malfunctioning starter valve on the inboard left engine, which was rectified using a manual starter valve operation (Tabs V-1.1, R-2.1). The total delay caused by these two issues was approximately 30 minutes (Tab V-6.1).

d. Summary of Accident

The MA taxied to Runway 12 without incident (Tabs V-1.1, R-2.1). The MC confirmed departure clearances and were cleared for takeoff at 18:24L (Tabs CC-2, N-2). The MP, sitting in the left seat, was planning to fly the takeoff with backup from the Mishap Co-Pilot (MCP) (Tabs V-1.1, R-2.1). The MP accomplished an engine check by increasing the engine throttles of the aircraft out of idle prior to releasing the brakes (Tabs V-1.1, R-2.1). The MP then released the brakes and passed control of the throttles to the MCP (Tabs V-1.1, R-2.1). The MCP then began to increase throttles to the planned takeoff setting which caused the aircraft to start moving down the runway (Tabs V-1.1, R-2.1). As the MA passed approximately 45 knots, multiple crewmembers in the rear compartment of the aircraft reported seeing a fire above the galley of the aircraft (Tabs R-6.1, R-8.1, R-12.1, V-2.1, V-3.1, V-4.1).

e. Impact

Not applicable.

f. Egress and Aircrew Flight Equipment (AFE)

All AFE was properly constructed, placed and inspected correctly (Tab H-4). After the radio call to the ATC tower reporting a fire, the aircraft was parked and cleared of all MC in approximately 4 minutes (Tabs CC-1, CC-2). The egress itself, from first person to the last person out of the aircraft, took approximately 2 minutes and 45 seconds (Tab CC-1). There were no egress related injuries. Four crewmembers received treatment for minor smoke inhalation (Tab V-6.1).

g. Search and Rescue (SAR)

Not applicable.

h. Recovery of Remains

Not applicable.

5. MAINTENANCE

a. Forms Documentation

At the time of the mishap, the MA total airframe time was 39,422.9 hours (Tab D-2.2). A review of the active AFTO 781 forms and AFTO 781 historical records for the time period 90 days preceding the mishap revealed no discrepancies indicating any electrical or oxygen system anomalies existed on the MA (Tabs D-2.1 through D-2.4, U-4). The Integrated Maintenance Data System (IMDS) historical records for 90 days prior to the mishap were used to validate and confirm all form entries (Tabs U-4, BB-2). No open Time Compliance Technical Orders (TCTOs) restricted the MA from flying (Tab D-2.4). A review of the historical records showed all TCTOs had been accomplished in accordance with applicable guidance (Tab U-4). There were no TCTO compliance issues relevant to the mishap (Tabs D-2.4, U-4).

The MA flew a 5.7 hour mission earlier on the day of the mishap (Tab D-2.2). The flight crew noted three minor discrepancies that were unrelated to the mishap (Tab D-2.3). There were no maintenance discrepancies that would have prevented the MA from accomplishing its tasked mission on 30 April 2015 (Tabs D-2.2 through D-2.4). Historical records revealed only two repeat/recur maintenance discrepancies with the MA, neither of which were related to the mishap and both were corrected prior to the date of the mishap (Tab U-4).

b. Inspections

(1) Mishap Aircraft

Every 4 years, each RC-135 aircraft rotates through the depot facility for Programmed Depot Maintenance (PDM) (Tab BB-1). This process is an inspection and correction of defects requiring equipment and/or facilities not normally available at operating locations (Tab BB-1). The MA was delivered to Offutt AFB, NE, on 19 June 2014 after it had completed PDM (Tab U-1).

Isochronal inspections, also referred to as phase inspections, are regularly-scheduled maintenance inspections performed on Air Force aircraft (T.O. 1C-135-6WC-2). Isochronal inspections are conducted on RC-135 aircraft after a period of 24 months, 1,800 flying hours, or 1,000 landings, whichever comes first (T.O. 1C-135-6WC-2). The RC-135 also has a 900-hr inspection due every 900 hours or 12 months and a 60 day Hourly Post Flight (HPO) (T.O. 1C-135-6WC-1, T.O. 1C-135-6WC-7).

The last scheduled inspection accomplished on the MA was an HPO, which was accomplished on 23 March 2015 (Tab U-4.27). The next scheduled isochronal inspection was scheduled for 11 February 2016 (Tab D-2.4). The MA had approximately 287 days remaining before the next isochronal inspection due date (Tab D-2.4).

Prior to its first flight on 30 April 2015, maintenance personnel conducted a preflight (PR) inspection on the MA (Tab D-2.2). PR inspections are accomplished prior to the first flight of the flying period and are valid for 72 hours (T.O. 1C-135-6WC-1). The preflight was signed off at 2230L on 29 April 2015 and had another 52.5 hours of validity as of the scheduled take off time for the MA (Tab D-2.2, T.O. 1C-135-6WC-1). Additionally, between flights personnel performed a QT inspection at 1500L on the day of the mishap (Tab D-2.2). This type of inspection is used when the aircraft downtime will not exceed 12 hours (T.O. 1C-135-6WC-1). The inspection was valid at the time of the mishap (Tab D-2.2). The maintenance documentation confirmed all inspections were accomplished satisfactorily in accordance with applicable maintenance directives (Tab D-2.2).

c. Maintenance Procedures

A review of active and historical AFTO Form 781 series aircraft maintenance forms revealed no discrepancies indicating a deviation from established maintenance procedures on the MA (Tabs D-2.1 through D-2.4, U-4). A thorough review of the active AFTO 781 forms and AFTO 781 historical records for the time period 90 days preceding the mishap revealed only minor inconsequential documentation errors; no actual maintenance deviation was identified

(Tabs D-2.1 through 2.4, U-4, BB-2). The IMDS historical records for 90 days prior to the mishap were used to validate and confirm all form entries (Tabs U-4,BB-2).

Review of the AFTO 781 historical records revealed no oxygen system maintenance was accomplished or required in the area of the fire since the aircraft returned from PDM (Tab U-4). A 12-month hot gas purge of the oxygen system, which removes any residual moisture from the system, was complied with on 11 February 2015 (Tab U-4.37). Maintenance documentation indicates this task was accomplished satisfactorily in accordance with applicable maintenance directives (Tab U4.37).

During PDM, L-3 Communications inspects, cleans, and reinstalls the oxygen system using documents known as Technical Process Specifications (TPS) to complete assigned tasks (Tabs U-2, U-3). TPS3-100, *Installation of Oxygen Systems*, instructs the technician on proper alignment, initial torqueing, leak checking, and final torqueing of the oxygen system fittings (Tab U-2). According to L3 Communications' work order number 76596949, L3 Communications personnel completed these tasks on 21 August 2013 (Tab U-3).

d. Maintenance Personnel and Supervision

All preflight activities were normal and all personnel involved in the preflight and launch of the MA were qualified (Tabs T-1 through T-8, V-5.1, V-9.1). Maintenance supervisors were engaged in daily maintenance activities and were actively involved in the repair and launch of aircraft (Tab V-5.1). A thorough review of individual military training records on all personnel who performed maintenance on the MA indicated maintenance personnel were trained on all assigned tasks (Tabs T-1 through T-8).

e. Fuel, Hydraulic, and Oil Inspection Analyses

Fuel, oil, hydraulic fluid and liquid oxygen samples were taken from the MA after the mishap. The tests revealed no abnormalities with any of the aircraft fluids (Tabs D-5.1 through D-5.4).

f. Unscheduled Maintenance

A review of all aircraft maintenance activities on the MA for 90 days preceding the mishap revealed no discrepancies related to the mishap (Tabs D-2.1 through D-2.4, U-1). A review of IMDS and AFTO 781 maintenance records (90 days prior to the mishap) revealed two repeat/recur Pilot Reported Discrepancies (PRD), neither of which were related to the mishap (Tab U-4). All corrective actions were completed in accordance with applicable technical data (Tabs D2.1 through D2.4, U-4).

6. AIRFRAME SYSTEMS

a. Structures and Systems

Damage to the MA was photographed immediately following the mishap (Tabs S-1.1 through S-1.5). The aircraft sustained substantial structural damage, including fire damage to several vertical and lengthwise structural components to the fuselage known as frames and stringers.

The fire also burned a sizable hole through the aircraft skin (Tabs S-1.11, Z-1.4, Z-1.5, Z-1.7).



Figure 1. Damage to Fuselage (Tabs S-1.11, Z-1.4, Z-1.5, Z-1.7)

The mishap rendered a number of aircraft systems inoperable (Tab S-1.9). The MA sustained substantial damage to the oxygen system and electrical input to the rudder power control unit. An antenna located at the site of the hole in the fuselage was also damaged (Tabs S-1.2, S-1.9 through S-1.11). Portions of the crew rest area in the rear compartment and the entire aircraft galley were severely damaged (Tab S-1.3). See Figures 2 and 3. Additionally, the fire caused substantial damage to a number of aircraft mission systems (Tabs S-1.3, S-1.11).



Figure 2. Undamaged Galley Area, RC-135V/W (Tab Z-1.10)



Figure 3. Galley Area of T/N 64-14848 (Tab S-1.9)

b. Evaluation and Analysis

(1) Oxygen System: Overview

The Air Force Research Laboratory/Materials Integrity Branch (AFRL/RXSA) provided on-site and laboratory analysis of portions of the onboard oxygen system located in the galley area of the rear compartment of the MA (Tab J-6). Members of the team collected oxygen system

components and certain wiring harnesses from the galley area in order to conduct a further detailed laboratory analysis (Tab J-6).

Figure 4 shows components of the oxygen system superimposed on an image of the MA. Figure 4 also has a numbering system for the junctions (also called joints or fittings) that will be used for reference in this report (Tab J-26). Prior to the mishap, Junction #5 was connected to Junction #11 via flex hose (Tab J-31).

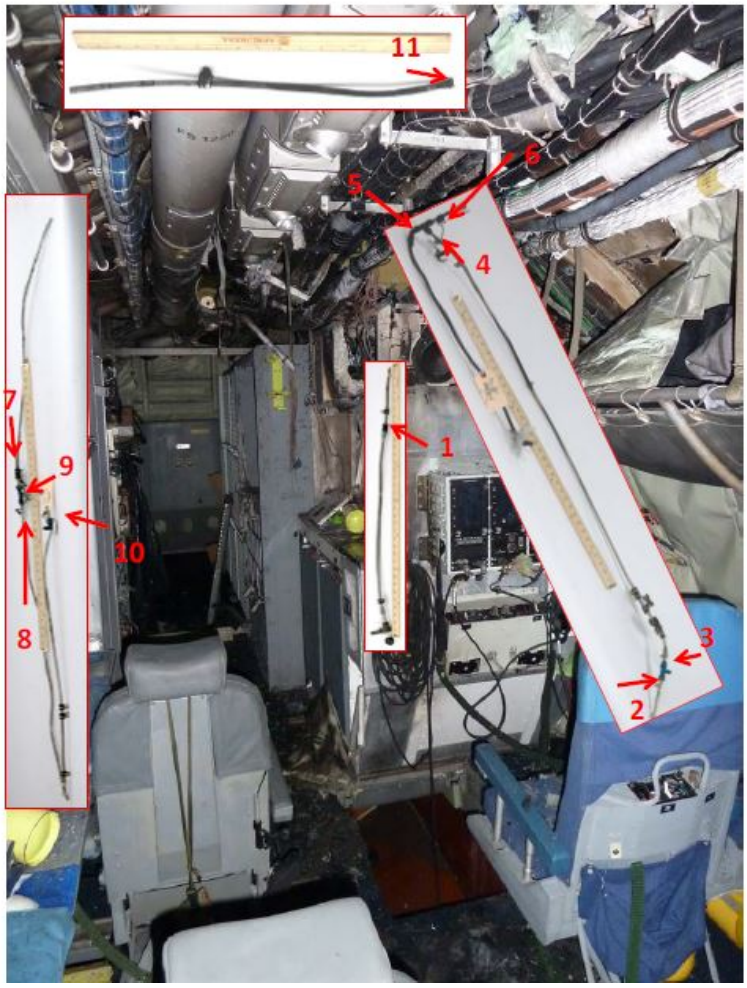


Figure 4. Oxygen System Tubing (Tab J-26).

Fittings used in the oxygen system are shown in Figure 5. The T-shaped fittings may be replaced by elbow-shaped fittings as needed (Tab J-29). These fittings are commonly referred to as "AN" fittings because each fitting has a specification that begins with "AN" (Tabs J-8, J-28). These fittings consist of four components; a male threaded end, a female nut (referred to as a B-nut), a sleeve, and a flared tube. A schematic of the system shown in Figure 5 indicates that contact between the inside of the flared tube and the male fitting cone constitutes the sealing surface of the fitting (Tab J-28). The B-nut itself does not provide sealing force to the fitting (Tab J-28). When properly tightened, the B-nut and sleeve provide clamping force to the sealing surface between the flared tube and the male fitting cone (Tab J-28).

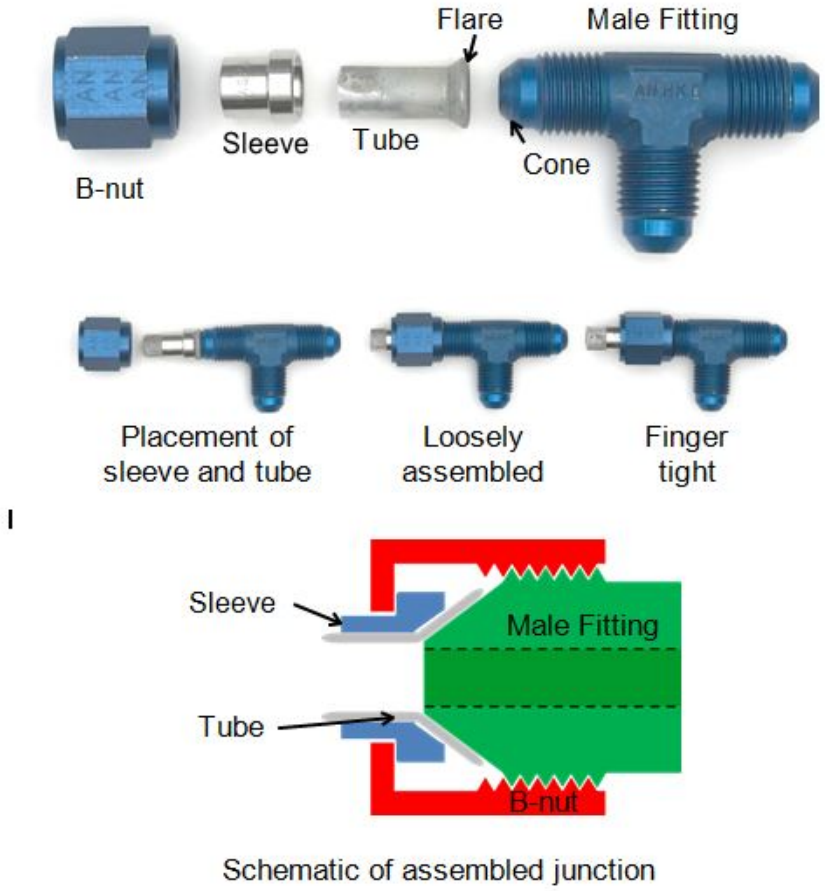


Figure 5. Oxygen System Fittings (Tab J-28).

Tightening (or torqueing) "AN" fittings to the proper specification requires initial torqueing, leak checking and final torqueing (Tab U-2.15). Initial torqueing is a two-step process which involves hand tightening the B-nut (in accordance with the schematic in Figure 5) to ensure proper alignment and a firm seal between the male cone fitting and the flared tube, and then torqueing the B-nut using a torque wrench to an initial minimum torque value (Tabs U-2.15, V-11.1). The initial minimum torque value for 5/16 inch aluminum tubing used in the MA is 100 inch-pounds (in-lbs) (Tabs U-2.16, J-9, J-30). Leak checking involves pressurizing the oxygen system to operational specifications while examining all fittings and connections using a leak test compound (Tab U-2.17). Final torqueing is required if any leaks occur and involves increasing the torque value as necessary to stop the leak, up to a maximum specified torque value (Tab U-2.15). The maximum torque value for 5/16 inch aluminum tubing used in the MA is 125 in-lbs (Tabs U-2.16, J-9, J-30). Replacement or repair is necessary if leakage cannot be stopped at the maximum torque value (Tab U-2.15).

(2) Oxygen System: Inspection and Testing

Inspection of the fittings removed from the MA revealed that the B-nuts at Junction #4, Junction #5 and Junction #11 were all finger tight (Tab J-9). Inspection of the oxygen system tubing also

revealed there was no B-nut on the other side of Junction #11 (Tab J-8). A fragment of the missing B-nut was discovered in the debris (Tab J-8). Analysis of the fragment indicated that the B-nut had melted (Tabs J-8, J-29). There was no evidence that the B-nut had forcibly passed over either the sleeve or the flared end of the corresponding tube (Tab J-8).

Figure 6 shows the male threaded end of the elbow fitting where the B-nut at Junction #11 should have been located (on the right side of the elbow) (Tab J-29). Upon disassembly of the fitting, difference in colors of the threads between the protected side (left) of the elbow fitting and the missing B-nut side (right) indicate that the left side was exposed to some combustion products (such as soot), but not as much as the missing B-nut side (Tab J-29).

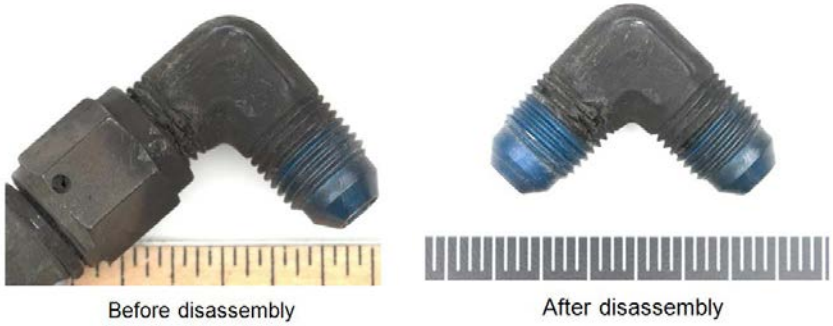


Figure 6. Elbow Fitting (Tab J-29).

Further examination of the tubing system showed the inner liner of the flex hose between Junction #11 and Junction #5 was destroyed (Tab J-8). See Figure 7. Light passing through the flex hose indicates the inner tubing is completely destroyed near Junction #5 (Tab J-31). Images of the flex hose near Junction #11 shows rumpling deformation on the inner tube, indicating exposure to heat (Tab J-31).

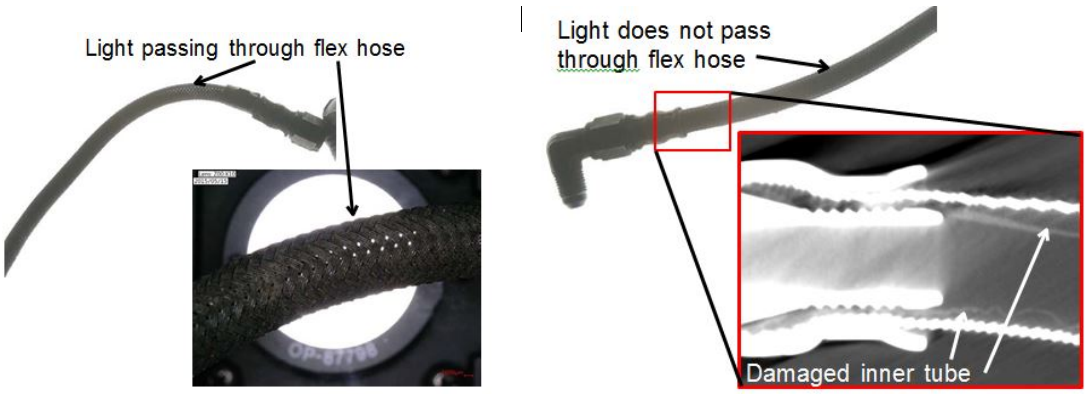


Figure 7. Flex Hose Between Junction #5 (Left) and Junction #11 (Right) (Tab J-31).

Examination of the flared ends of the tubes for each fitting indicated they all had a circular contact impression from the sleeve, through the tube coating to the base metal, except the flare at Junction #11 (also referred to as Tube #11) (Tabs J-10, J-35). See Figure 8. While the torque value at Junction #11 could not be measured due to the melted B-nut, the lack of a contact scar on Tube #11 indicates it had the lowest torque value of all the fittings examined (Tabs J-10, J-12, J-

35) .

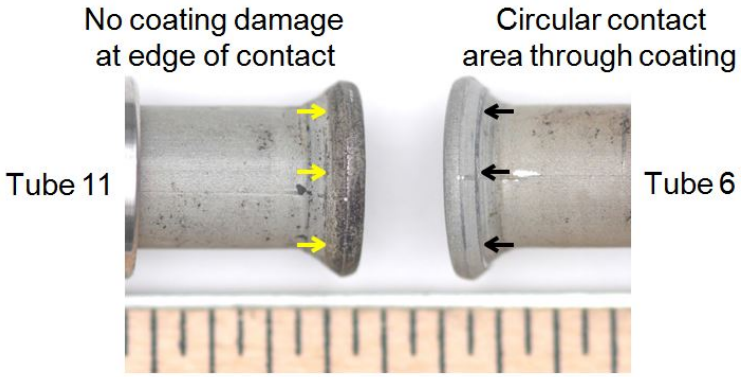


Figure 8. Flared Tube Ends (Tab J-35).

Additionally, the sleeve located at Junction #11 had significant pitting (i.e, tiny holes or "pits") on one side (Tab J-10). The pitting on this sleeve indicates the damage was directional, since it was present on one side and not the other (Tab J-10). Pitting was also found more frequently on one side of the corresponding Tube #11, just past the area the sleeve covered (Tabs J-10, J-38). No pitting damage was found beneath the sleeve (Tab J-10). The damaged B-nut fragment also had localized melting, which is consistent with damage on one side of the tube, starting at the shoulder of the B-nut (Tab J-11). Physical evidence indicates the area of high heat was localized, causing damage predominantly to one side of the sleeve and Tube #11 (Tabs J-11, J-35). The location of Tube #11 prior to removal from the MA is shown in Figure 9 (Tabs J-26, S-1.9, Z-1.1 through 1.3).



Figure 11. Location of Tube #11 Prior to Removal (Tabs J-26, S-1.9, Z-1.1 through 1.3).

AFRL/RXSA also pressure tested the oxygen system in segments using compressed nitrogen at

normal operating pressures up to 300 pounds per square inch (PSI) in conjunction with a foaming leak detectant (Tab J-9). In order to test each fitting, the damaged flex hose (between Junction #5 and Junction #11) was replaced using the flex hose connected to Junction #1 (which was undamaged in the fire), after Junction #1 had been pressure tested (Tab J-9).

As stated above, Junction #4, Junction #5 and Junction #11 were found to be finger tight during initial inspection, therefore these fittings were pressure tested finger tight (Tab J-9). In the case of Junction #11, the missing B-nut (from the other side of the elbow joint) was replaced with the B-nut from Junction #2 and tested finger tight (Tab J-9).

The oxygen system leaked at 20 PSI from Junction #4 and Junction #11 (Tab J-9). The B-nut at Junction #4 was then tightened 1/10th of a turn, but still leaked at 50 PSI (Tab J-9). Except for Junction #4 and Junction #11, all other areas of the tubing system held 300 PSI with no leaks detected (Tab J-9).

Following pressure testing, the tubing system was disassembled and the individual components examined (Tab J-9). The torque required to loosen each nut is known as breakaway torque (Tab J-9). Laboratory testing and analysis indicated that tightening torque was approximately 40 in-lbs higher than breakaway torque (Tab J-9). Therefore, adding 40 in-lbs to the measured breakaway torque values for each B-nut will indicate their approximate tightening torque values (Tab J-9). See Figure 9.

Nut Number	Breakaway Torque, in-lbs	Estimated Tightening Torque, in-lbs
1	150	190
2	40	80
3	20	60
4	50	90
5	30	70
6	30	70
7	50	90
8	60	100
9	40	80
10	130	170

Figure 9. Measured and Estimated Torque Values (Tabs J-9 and J-39).

Figure 9 indicates that only Junction #8 meets the minimum/maximum torque requirements of 100/125 in-lbs (Tabs J-9, J-39). Additionally, only Junctions #1 and #10 had breakaway torques over 100 in-lbs (Tabs J-9, J-39). As stated above, all fittings except Junctions #4 and #11 held 300 PSI prior to disassembly, notwithstanding the low estimated tightening torque values noted in Figure 5 (Tab J-9). The lack of leaking on B-nuts with very low torque values indicates that the difference between a leaking and non-leaking fitting is very small (Tab J-12). The laboratory experiments indicated that a slight rotation of the fitting can cause a large change in the leaking pressure (Tab J-12).

AFRL/RXSA also determined that the T-shaped fitting connecting Junctions #4, #5 and #6 (4/5/6 fitting) lacked required letter markings and appeared to have a parting line and a rough surface (Tab J-10). See Figure 10. Parting lines and rough surfaces are both typical of a casting, whereas a machined or forged part is required by the specifications (Tab J-10). The 4/5/6 fitting also showed uneven wear patterns, nicks, gouges, and large areas of exposed metal which would also be cause for rejection of the fitting (Tab J-10). AFRL/RXSA determined that fittings similar to the 4/5/6 fitting were last manufactured in 2003 (Tabs J-10, J-34).

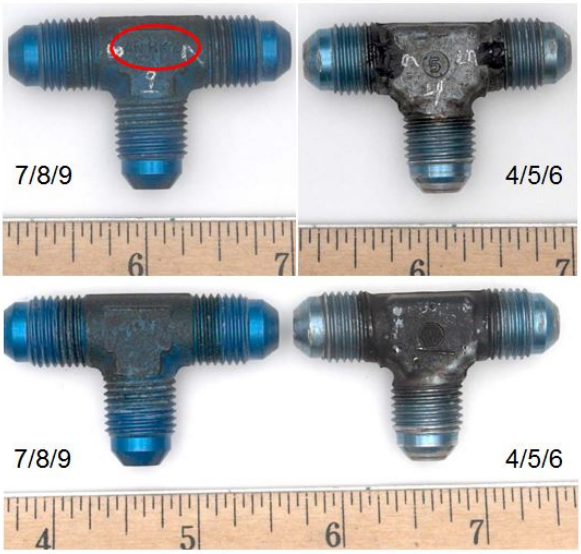


Figure 10. T-Shaped Fittings. Red circle indicates a correct marking (Tab J-34).

(3) Wiring and Electrical

Visual inspection of the damaged aircraft showed the fire damage was intense and well-focused in a specific area of the rear compartment near the galley (Tab J-6). The interior area with the most severe wire damage coincided with a large hole in the fuselage (Tab J-6). Electrical system components in the direct proximity of the fire-damaged region were severely compromised (Tab J-6). Portions of cables and wiring harnesses in this area completely lacked insulation and showed signs of having partially melted (Tab J-6). AFRL/RXSA removed portions of cables and wiring harnesses for further analysis (Tab J-6).

The galley contained two refrigerators, microwave oven, convection oven, lighting, and receptacles for up to four separate beverage jugs, along with the galley control panel (Tabs J-6, J-17). The electrical connections immediately behind the galley control panel were blackened due to smoke, but showed no evidence of arcing or insulation failure (Tab J-7). The wires associated with the beverage jugs were heavily damaged, but only in the region directly under the hole in the fuselage (Tab J-7). The wires associated with the microwave and convection ovens were blackened due to smoke, but showed no evidence of arcing or insulation failure (Tabs J-7, J-23). The beverage jugs and light switches were all found in the off position (Tabs J-7, J-17).

AFRL/RXSA examined two wire harnesses supplying power to the microwave and convection ovens within the galley (Tabs J-7, J-23). Both harnesses exhibited little damage; insulation was intact and only displayed slight discoloration in areas that would have been exposed to the fire as it was burning (Tabs J-7, J-23). A 3-foot section of coaxial cable removed from the MA was also analyzed (Tabs J-7, J-24). The outer shield and visible inner conductor displayed no visual evidence of electrical arcing (Tabs J-7, J-24).

AFRL/RXSA also examined an 8-foot section of a wire harness that runs along the roof of the fuselage above the galley (Tab J-7). Overall, the harness showed exposure to a wide temperature range, with each end showing little to no heat damage, and the middle showing severe damage (Tabs J-7, J-18). Testing of the wires indicated exposure to temperatures greater than 450° Celsius for an extended period (Tabs J-7, J-18, J-19). Numerous wires had molten copper ends (Tabs J-7, J-19). Cross-sectioned samples of these ends contained voids (i.e., tiny holes), which are indicators of electrical arcing, as well as a structured grain pattern or morphology, which occurs from extended exposure to a high temperature environment (Tabs J-7, J-19). An analysis of the relatively undamaged ends of the 8-foot wire harness indicated no evidence of arcing, continuous overcurrent, or degradation to the insulation (Tab J-7). Although evidence of electrical arcs was present within the large wire bundle, many electrical lines were powered for some period after the fire occurred (Tabs J-7, J-13). It is likely that the highly localized flame removed the insulation from the wires very quickly, while power was still feeding the wires, and the wires in the bundle were then able to freely arc to each other (Tab J-13).

7. WEATHER

a. Forecast Weather

Weather at Offutt AFB, NE, was forecast for winds from 150 degrees (out of the southeast) at 06 knots, with few clouds at 25,000 feet (Tab F-1). Temperature was forecast to be +23 degrees Celsius with 7 miles visibility (Tab F-1).

b. Observed Weather

Reported weather at the time of the mishap was winds from 120 degrees (out of the southeast) at 05 knots with clear skies, a temperature of +22 degrees Celsius and visibility of 10 miles (Tab F-2). The ATC tower at Offutt AFB, NE, passed current runway winds to the MC as calm (Tab N-2).

c. Space Environment

Not applicable.

d. Operations

Weather was well within operational limits. There is no evidence to suggest that weather was a factor in this mishap.

8. CREW QUALIFICATIONS

a. Mishap Crew

The MC was current and qualified for this mission (Tabs G-1.1 through G-1.12, G-2.1 through G-2.12). A review of the 30/60/90 day look-back, flight evaluation folders, and training records for all members of the MC revealed no deficiencies related to the mishap (Tabs G-1.1 through G-1.12, G-2.1 through G-2.12).

The MP was a qualified Aircraft Commander (Tab G-1.1). The mishap flight was to be his first sortie as Aircraft Commander following an initial qualification checkride on 2 April 2015 (Tab G-1.1). He had a total of 1108.7 hours, with 834.6 hours in the RC-135V/W (Tab G-1.1.2).

His recent flight time was as follows on the day of the mishap (Tab G-1.1.3):

	Hours	Sorties
Last 30 Days	5.5	1
Last 60 Days	42.9	7
Last 90 Days	42.9	7

The MCP was a qualified and experienced Mission Copilot (Tab G-1.2). He had a total of 902.3 hours, with 660.3 hours in the RC-135V/W (Tab G-1.2.2).

His recent flight time was as follows on the day of the mishap (Tab G-1.2.3):

	Hours	Sorties
Last 30 Days	0	0
Last 60 Days	33.4	5
Last 90 Days	43.2	7

The MN was a qualified and experienced Mission Navigator (Tab G-1.3). He had a total of 1918.1 hours, with 1845.5 hours in the RC-135V/W (Tab G-1.3.2).

His recent flight time was as follows on the day of the mishap (Tab G-1.3.3):

	Hours	Sorties
Last 30 Days	11.5	3
Last 60 Days	16.7	4
Last 90 Days	16.7	4

The MTC was a qualified and experienced Instructor and Evaluator Electronic Warfare Officer (Tab G-1.5). He had a total of 2036.6 hours, with 1994.0 hours in the RC-135V/W and 259.2 hours as an Instructor (Tab G-1.5.2).

His recent flight time was as follows on the day of the mishap (Tab G-1.5.3):

	Hours	Sorties
Last 30 Days	0	0
Last 60 Days	0	0
Last 90 Days	7.5	1

The MAMS was a qualified and experienced Instructor and Evaluator Airborne Mission Supervisor. He had a total of 2100.7 hours, all in the RC-135V/W, with 120.8 hours as an Instructor (Tab G-1.7.2).

His recent flight time was as follows on the day of the mishap (Tab G-1.7.3):

	Hours	Sorties
Last 30 Days	6.8	1
Last 60 Days	35.1	5
Last 90 Days	59.9	9

9. MEDICAL

a. Qualifications

At the time of the mishap, the MC was fully medically qualified for flight duty without medical restrictions or waivers (Tab AA-2).

b. Health

The medical records for the MC, as well as their 72-hour histories were reviewed (Tabs R-1 through R-12). Medical records revealed all individuals were in good health and had no recent performance-limiting illnesses prior to the mishap. All members of the MC had current physical health assessments (Tab AA-3). No relevant medical information was noted in the medical records. Four crewmembers were treated for minor injuries related to smoke inhalation. None of these individuals required further treatment after initial treatment on the day of the mishap (Tab AA-3).

c. Pathology

Not applicable.

d. Lifestyle

There is no evidence to suggest lifestyle factors were a factor in the mishap.

e. Crew Rest and Crew Duty Time

Air Force Instructions require flight crew to have proper crew rest, as defined in AFI 11-202, Volume 3, *General Flight Rules*, 07 November 2014, prior to performing in-flight duties. 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 begins. 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.

A review of the duty cycles of the MC leading up to the mishap indicated they all had adequate crew rest (Tabs G-1.1 through G-1.12, R-1 through R-12). The MC was near the beginning of their 16-hour duty day when this incident occurred (Tab V-6.1).

10. OPERATIONS AND SUPERVISION

a. Operations

None of the MC reported an elevated operations tempo (i.e. more than ten flights per month) leading up to the mishap or that operations tempo was negatively affecting their ability to accomplish the mission (Tabs G-1.1 through G-1.12, R-1 through R-12).

There is no evidence to suggest that operations tempo was a factor in this mishap.

b. Supervision

The 343 RS reviewed and approved the mishap sortie (Tabs K-1.3, AA-1).

There is no evidence to suggest that 343 RS supervision was a factor in this mishap.

11. HUMAN FACTORS

a. Introduction

AFI 91-204, *Safety Investigations and Reports*, 24 September 2008, Attachment 5, contains the Department of Defense Human Factors Analysis and Classification System, which lists potential human factors that can play a role in any mishap. Human factors consider how people's tools, tasks and working environment systematically influence human performance.

b. Applicable Factors

There is no evidence that human factors contributed to this mishap.

12. GOVERNING DIRECTIVES AND PUBLICATIONS

a. Publically Available Directives and Publications Relevant to the Mishap

(1) Air Force Instruction 11-202, Volume 3, *General Flight Rules*, 7 November 2014
(2) Air Force Instruction 11-2RC-135, Volume 3, *RC/OC/WC/TC-135 Operations Procedures*, 22 April 2010
(3) Air Force Instruction 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015

(4) Air Force Instruction 51-503, *Aerospace and Ground Accident Investigations*, 14 April 2015
(5) Air Force Instruction 91-204, *Safety Investigations and Reports*, 12 February 2014

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

(1) T.O. 00-25-4, *Depot Maintenance of Aerospace Vehicles and Training Equipment*, 15 January 2012
(2) T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*, 15 June 2013
(3) TPS3-100, *Installation of Oxygen Systems* (L-3 Communications), 22 May 2014

The following T.O.s are not publically available and are subject to the Arms Export Control Act of 1976.

(4) T.O. 1C-135-6WC-1, *Preflight/Postflight/Hourly Post-Flight Inspection Workcards*, 9 January 2015
(5) T.O. 1C-135-6WC-2, *Periodic Inspection Workcards*, 15 June 2015
(6) T.O. 1C-135-6WC-7, *Hourly Inspection Workcards*, 15 June 2015

c. Known or Suspected Deviations from Directives or Publications

Evidence indicates that L-3 Communications maintenance personnel deviated from TPS3-100, *Installation of Oxygen Systems*, dated 22 May 2014, by failing to tighten the B-nuts located at Junction #4, Junction #5 and Junction #11 properly as required by paragraphs 3.5 through 3.5.2 and Table II of that publication (Tab U-2).

13. ADDITIONAL AREAS OF CONCERN

Not applicable.

30 June 2015

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

STATEMENT OF OPINION

RC-135V, T/N 64-14848
OFFUTT AIR FORCE BASE, NEBRASKA
30 APRIL 2015

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 30 April 2015, at approximately 1825 local time (L), the mishap aircraft (MA), an RC-135V, Tail Number 64-14848, assigned to the 343rd Reconnaissance Squadron, 55th Wing, Offutt Air Force Base (AFB), Nebraska (NE), experienced a fire in the rear cabin during initial takeoff. The MA and its crew were conducting a routine training mission in support of an Air Force Special Operations Command exercise. The Mishap Crewmembers (MC) consisted of cockpit crew, electronic warfare officers, intelligence operators and in-flight maintenance technicians. The Mishap Pilot (MP) aborted the takeoff, and all 27 MC safely evacuated the MA. Four crewmembers received treatment for minor smoke inhalation.

Fire crews arrived at approximately 1829L and extinguished the flames. The fire burned hole through the upper fuselage above the rear galley area of the MA, causing structural damage and damage to aircraft control and mission related systems. Repair cost to the MA is estimated at $62.4 million. There were no injuries to civilians or damage to private property.

I find by preponderance of the evidence that the cause of the mishap was a leak in the high-pressure oxygen system due to poor assembling of the system tubing at depot maintenance.

Failure by L-3 Communications depot maintenance personnel to tighten a retaining nut connecting a metal oxygen tube to a junction fitting above the galley properly caused an oxygen leak. This created a highly flammable oxygen-rich environment that ignited. The resulting fire melted the retaining nut causing the tubing to become detached from the junction fitting, feeding more oxygen to the fire, increasing its size, and causing severe damage to the airframe, galley, and mission equipment onboard the aircraft.

I developed my opinion by analyzing factual data from witness testimony and information provided by subject matter experts to include technical reviews, engineering and laboratory testing, and analysis of post-mishap aircraft components.

2. CAUSE

The cause of the mishap was the failure of depot maintenance personnel to assemble the oxygen system properly, specifically the high-pressure oxygen hose connection above the galley of the MA. The improper assembly of tubing system caused an oxygen leak. This leak created a highly flammable oxygen-rich environment that ignited.

The lack of a contact scar on the flared tube end of the connection above the galley and the improper torque values on other undamaged high-pressure oxygen system tubing connections in the MA, as tested by the Air Force Research Laboratory/Materials Integrity Branch, support the conclusion that the B-nut on the connection above the galley was torqued insufficiently. The work order indicates that the oxygen hose and oxygen tube assemblies were installed at programmed depot maintenance. There is no evidence that would indicate that any disassembly, reassembly, or adjustments were made to the high-pressure oxygen system tubing at the location of the fire after the mishap aircraft was delivered from programmed depot maintenance.

In addition, I found no evidence that the MC caused, could have prevented, or substantially contributed to the damage to the MA.

3. CONCLUSION

I find by preponderance of the evidence that the cause of the mishap was a leak in the high-pressure oxygen system due to poor assembling of the system tubing at depot maintenance.

Failure by depot maintenance personnel to tighten a retaining nut connecting a metal oxygen tube to a junction fitting above the galley properly caused an oxygen leak. This leak created a highly flammable oxygen-rich environment that ignited. The resulting fire melted the retaining nut causing the tubing to become detached from the junction fitting, feeding more oxygen to the fire, increasing its size, and causing severe damage to the airframe, galley, and mission equipment onboard the aircraft.

30 June 2015

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

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TAB A

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A1. ORDERS APPOINTING SIB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

SPECIAL ORDER: F15-10 5 May 15

Pursuant to AFI 91-204, and IAW COMACC's authority to convene aircraft safety investigations under that instruction, ACC appoints the following individuals, organization indicated, as Safety Investigation Board members to investigate the Class A aircraft mishap involving a RC-135V, tail number 64-4848, Offutt AFB, NE which occurred on 30 April 2015. The Board will determine the cause(s) of this mishap and make recommendations to prevent recurrence. The Board will produce a formal mishap report as prescribed by AFI 91-204 and a final AFSAS message as approved by HQ ACC and AFSC/SEF. Board duties imposed on these individuals take precedence until the investigation is complete. The investigation is complete when COMACC releases the Board.

Primary Board Members:

Board President	Col	25 AF/OC	Lackland AFB, TX
Pilot Member	Capt	82 ATRS/DO	Offutt AFB, NE
Investigating Officer:	Capt	552 ACW/SE	Tinker AFB, OK
Maintenance Member:	Lt Col	55 MXG/CD	Offutt AFB, NE
Medical Member:	Capt	99 RS/SGPF	Beale AFB, CA
AFE Member	SMSgt	55 OSS/OSL	Offutt AFB, NE

Non-Primary Board Members:

AFSEC Representative:	CMSgt	AFSEC/SEFF	Kirtland AFB, NM
Recorder	Capt	338 CTS/X-Flt	Offutt AFB, NE

FOR THE COMMANDER

Director of Safety **Colonel, USAF**

Agile Combat Power

A1.1. AMMENDED ORDERS APPOINTING SIB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

SPECIAL ORDER: F15-10 (Amended) 6 May 15

Pursuant to AFI 91-204, and IAW COMACC's authority to convene aircraft safety investigations under that instruction, ACC appoints the following individuals, organization indicated, as Safety Investigation Board members to investigate the Class A aircraft mishap involving a RC-135V, tail number 64-4848, Offutt AFB, NE which occurred on 30 April 2015. The Board will determine the cause(s) of this mishap and make recommendations to prevent recurrence. The Board will produce a formal mishap report as prescribed by AFI 91-204 and a final AFSAS message as approved by HQ ACC and AFSC/SEF. Board duties imposed on these individuals take precedence until the investigation is complete. The investigation is complete when COMACC releases the Board.

Primary Board Members:

Board President	Col	25 AF/OC	Lackland AFB, TX
Pilot Member	Capt	55 OG/OGV	Offutt AFB, NE
Investigating Officer	Capt	552 ACW/SE	Tinker AFB, OK
Maintenance Member	Lt Col	55 MXG/CD	Offutt AFB, NE
Medical Member	Capt	99 RS/SGPF	Beale AFB, CA
AFE Member	SMSgt	55 OSS/OSL	Offutt AFB, NE
AFSEC Representative	CMSgt	AFSEC/SEFF	Kirtland AFB, NM

Non-Primary Board Members:

Recorder	Capt	38 RS/DOFA	Offutt AFB, NE

FOR THE COMMANDER

Director of Safety Colonel, USAF

Agile Combat Power

A1.2. WAIVER FOR HOME STATION PM AND MM

From:
To:
Cc:

Subject: RE: WAIVER REQUEST - RC-135 CLASS A PM & MM
Date: Tuesday, May 05, 2015 2:23:11 PM

Waiver approved

Colonel, USAF
Chief, Air Force Aviation Safety (SEF)
Air Force Safety Center, Kirtland AFB, NM

-----Original Message-----
From:
Sent: Tuesday, May 05, 2015 2:16 PM
To:
Cc:

Subject: WAIVER REQUEST - RC-135 CLASS A PM & MM

MEMORANDUM FOR AFSEC/SEF

FROM: ACC/SE

SUBJECT: Waiver request to AFMAN 91-223 para 4.2.1.5.3 and para 4.2.1.6.3

1. Pursuant to AFMAN 91-223 para 1.2.1, ACC/SE requests waiver to subject paragraphs for the PM and MM for the 30 Apr 15 Class A RC-135 SIB. The 55th Wing is the sole operating wing of the MA type.

2. Please let us know if you need further information.

Colonel, USAF
Director of Safety

A2. CONTACT INFORMATION FOR SIB MEMBERS AND ADVISORS

SIB ROLE	NAME	CONTACT INFORMATION
President	Col	
Safety Center Rep	CMSgt	
Investigating Officer	Capt	
Medical Member	Capt	
Pilot Member	Capt	
Maintenance Member	Lt Col	
AFE Member	SMSgt	
Recorder	Capt	
Air Force Research Laboratory Advisor	Mr.	
Air Force Research Laboratory Advisor	Mr.	
Air Force Research Laboratory Advisor	Mr.	
Air Force Research Laboratory Advisor	Mr.	

A3. MEMORANDUM DOCUMENTING GUIDANCE TO INVESTIGATORS ON CONTROLLING INFORMATION

MEMO FOR RECORD

7 May 15

1. The members, whose names and signatures appear below, of the safety team formed to investigate the mishap on 30 April 2015 involving RC-135V have been advised by Colonel Kyle Forrer 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 avoid: 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 CA. 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.

Col, USAF
SIB President

Capt, USAF
SIB Investigating Officer

, Capt, USAF
SIB Medical Member

Capt, USAF
SIB Pilot Member

Lt Col, USAF
SIB Maintenance Member

SMSgt, USAF
SIB Aircrew Flight Equipment Member

CMSgt, USAF
AFSEC Representative

Capt, USAF
SIB Recorder

A4. NON-DISCLOSURE AGREEMENTS OF SIB ADVISORS

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

8 MAY 2015
(Date)

1. 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 an Air Force safety investigation.

2. 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 access to this information. 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.

3. 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.

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

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

DR-02
Print Full Name and Rank/Grade

Signature Block

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

8 MAY 2015
(Date)

1. 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 an Air Force safety investigation.

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, DR-0
Print Full Name and Rank/Grade

Signature Block

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement 5/8/2015
(Date)

1. 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 an Air Force safety investigation.

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Print Full Name and Rank/Grade

Signature Block

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

8 MAY 2015
(Date)

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3. 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.

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

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

DP-02
Print Full Name and Rank/Grade

Signature Block

TAB B

THIS TAB NOT USED

INTENTIONALLY

LEFT

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TAB C

THIS TAB NOT USED

INTENTIONALLY

LEFT

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TAB D

MAINTENANCE REPORT, RECORDS, AND DATA

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INTENTIONALLY

LEFT

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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)
64000148 48	RC135V

3. HISTORICAL DATA

AIRCRAFT/UAV

AIR FORCE ACCEPTANCE DATE	19650125
TOTAL FLIGHT HOURS	39422.9
LAST OVERHAUL DATE	20140221
HOURS SINCE OVERHAUL	681.8
OVERHAULING ACTIVITY *(Name & Location)*	L-3 Mission Integration Division Greenville, Texas
DATE OF LAST SCHEDULED INSPECTION	20150210
HOURS SINCE LAST SCHEDULED INSPECTION	219.5
TYPE OF LAST SCHEDULED INSPECTION	900 HR

ENGINE *(Complete a Column for each Engine)*

INSTALLED POSITION	1	2	3	4
ENGINE MODEL AND SERIES	F108-201	F108-201	F108-201	F108-201
ENGINE SERIAL NUMBER	714136	714235	712976	714138
TOTAL ENGINE HOURS	10756.3	8893.8	11050.7	10804.8
HOURS SINCE LAST OVERHAUL / PE	NA	NA	NA	NA
DATE OF LAST OVERHAUL / PE	NA	NA	NA	NA
OVERHAUL / PE ACTIVITY	NA	NA	NA	NA
DATE LAST INSTALLED	06/20/14	06/20/14	06/20/14	08/30/13
HOURS SINCE INSTALLATION	583.7	582.3	584.8	735.8
DATE OF LAST SCHEDULED INSPECTION	04/22/15	4/22/15	4/22/15	4/22/15
TYPE OF LAST SCHEDULED INSPECTION	1800hr fuel filter	1800hr fuel filter	1800hr fuel filter	1800hr fuel filter
FUEL *(Type & Octane Rating)*				
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 FORM 781F, FLIGHT AND MAINTENANCE REPORT

1. DCC	2. ASST DCC
SSGT	SSGT

HOURS AND MINUTES TO HOURS AND TENTHS CONVERSION TABLE			
	1 OR 2 MIN = .0HR	21 THRU 26 MIN = .4 HR	46 THRU 51 MIN = .8 HR
	3 THRU 8 MIN = .1 HR	27 THRU 33 MIN = .5 HR	52 THRU 57 MIN = .9 HR
	9 THRU 14 MIN = .2 HR	34 THRU 39 MIN = .6 HR	58 THRU 60 MIN = 1.0 HR
	15 THRU 20 MIN = .3 HR	40 THRU 45 MIN = .7 HR	

4. DOD ACTIVITY ADDRESS CODE	5. CUSTOMER ID CODE	6. MISSION DESIGN SERIES	7. SERIAL NUMBER
FP4600	1C	RC-135V	64-14848

8. ORGANIZATION	9. LOCATION	10. STATION CODE
55TH WING	OFFUTT AFB, NE 68113	KOFF

AFTO FORM 781F, 20100915 PREVIOUS EDITION IS OBSOLETE AEROSPACE VEHICLE FLIGHT REPORT AND MAINTENANCE

INSTRUCTIONS FOR AFTO FORM 781
AIRBORNE DUTY/POSITION SYMBOLS

PILOT

FP	- First Pilot
IP	- Instructor Pilot
CC	- Command Pilot
CP	- Co-Pilot
AC	- Auxiliary Pilot
RP	- Radio Control Pilot
OP	- Pilot systems Operator
EP	- Pilot Evaluator
OV	- Operational Evaluator

NAVIGATOR/OBSERVER

NN	- Navigator
NB	- Navigator-Bombardier
NI	- Weapon Systems Officer
NE	- Electronic Warfare Officer
IN	- Instructor Navigator
ID	- Instructor Navigator Bombadier
II	- Instructor Weapon Systems Officer
IE	- Instructor Electronic Warfare Officer
AN	- Auxiliary Navigator/Observer
CC	- Command
SV	- Systems Evaluator

FLIGHT SURGEON

FS	- Flight Surgeon

STUDENT

SP	- Student Pilot Sol (or First Pilot in Multi-Engine
SC	- Student Co-Pilot
SN	- Student Navigator

NONRATED

BO	- Boom Operator
AO	- Assistant Boom Operator
FM	- Flight Mechanic
HM	- Helicopter Mechanic
FE	- Flight Engineer
SE	- Systems Engineer
IC	- Intercept Controller
CS	- Communications System Operator
SO	- Radar Operator
EO	- ECM Operator
AW	- Aircraft and Warning Operations
TR	- Tow Reel Operator
AP	- Aerial Photographer
WR	- Weather Reconnaissance
RS	- Pararescue Man
LM	- Loadmaster
FT	- Inflight Passenger Specialist
FN	- Flight Nurse
MT	- Medical Technician
AG	- Aerial Gunner all positions
AB	- Airborne Battle Staff Duty
IS	- Instructor/Examiner
IO	- Illumination Operator
FF	- Firefighter
FI	- Navaid Flt. Insp. Tech.
AS	- Airborne Support

TYPE LANDING

LL	- Left Seat Landing on Hard Surface
RL	- Right Seat Landing on Hard Surface
TG	- Tough and Go Landing on Hard Surface
TN	- Touch and Go Landing at Night on Hard Surface
LN	- Left Seat Landing at Night on Hard Surface
RN	- Right Seat Landing at Night on Hard Surface
FL	- Front Seat Landing on Hard Surface
BL	- Back Seat Landing on Hard Surface
FN	- Front Seat Landing at Night on Hard Surface
BN	- Back Seat Landing at Night on Hard Surface
LW	- Left Seat Water Landing
RW	- Right Seat Water Landing
WN	- Left Seat Water Landing (Night)
WB	- Right Seat Water Landing (Night)
SS	- Ski Landing

JUMP CONDITION SYMBOLS

T	- Tactical or Operational
M	- Mass Tactical or Operational
A	- Administrative
C	- Combat
N	- Night
W	- Water
E	- Full Equipment
ES	- Ejection Seat
O	- Oxygen Procedures
F	- Free Fall
X	- Operational or test

PARACHUTIST

P	- Parachutist
M	- Jumpmaster
S	- Student Parachutist

INDIVIDUAL FLIGHT CHECKS
(For use in Column E, Form 781)

Pilot	*Navigator/Observer*	*Non Rated*
PP - Qualification YP - Instrument	DP - Qualification	GP - Instrument

CREDIT CODES FOR USE IN COLUMN U, OF AFTO FORM 781

L	- LEAVE STATUS
R	- NOT CREDITABLE FOR PROFICIENCY
N	- NOT CREDITABLE FOR PAY OR PROFICIENCY
T	SIMULATOR OR TRAINER

REMARKS GENERAL

T.O. 00-20-5, Section III is the prescribing directive for the preparation of AFTO Form 781, Columnar headings clarify each block to be filled in. The above flying duty symbols reflect the authorized codes to be used. A line entry will be filled in for each type of duty performed by the individual. Departure and arrival points; landing, takeoff, and elapsed times; total time; total landings, total sorties and mission symbol will be recorded in the spaces provided on AFTO Form 781.

AFTO FORM 781F, 20080108

D2.2. AFTO FORM 781H, FLIGHT AND MAINTENANCE STATUS

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20150430		RC-135V	64-14848

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		20150429	2230				
QT		20150430	1509				

6. STATUS DATA

SEE AFTO FORM 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)
	13	2	MC-1	25 37		
	14	4	3 Sept 4	26 38		
	15			27 39		
	16			28 40		
	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. ~~GAS~~/JFS STARTS NO	9. ~~GAS~~/JFS STARTS ENG	9. ~~GAS~~/JFS STARTS NO	9. ~~GAS~~/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	39417.2														
1	5.7	1	2												
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
TOTAL															

FLIGHTS

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~~, ~~gallons~~)																OXY ~~PRESS OR~~ QTY	NITROGEN	WATER
	~~OCTANE OR~~ GRADE	QTY SRVCD	TOTAL IN TANKS	1 SER	1 IN	2 SER	2 IN	3 SER	3 IN	4 SER	4 IN	5 SER	5 IN	6 SER	6 IN	7 SER	7 IN	8 SER	8 IN			
PRE TOT	JAA	-P	79364P	-	20	-	20	-	20	-	20									64L	N/A	
1	JAA	++		1	20	1	20	1	20	0	20										N/A	
2	JAA	2000	34800P																	60L	N/A	
3	JAA	-P	17600P																	60L	N/A	
4				0	20	0	20	0	20	0	20										N/A	
5	JAA	5584?	10557P																	61L	N/A	
6																						
7																						
8																						
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	AIC		7	BY			13	BY				
	AT	OAFB	DATE 20150429		AT		DATE		AT		DATE		
2	BY			8	BY			14	BY				
	AT	INFLT	DATE 20150430		AT		DATE		AT		DATE		
3	BY			9	BY			15	BY				
	AT	OAFB	DATE 20150430		AT		DATE		AT		DATE		
4	BY	SRA		10	BY			16	BY				
	AT	OAFB	DATE 20150430		AT		DATE		AT		DATE		
5	BY	SrA		11	BY			17	BY				
	AT	OAFB	DATE 20150430		AT		DATE		AT		DATE		
6	BY			12	BY			18	BY				
	AT		DATE		AT		DATE		AT		DATE		

AFTO FORM 781H, 20100915

D2.3. AFTO FORM 781A, DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 1 OF ___

INFORMATIONAL NOTES

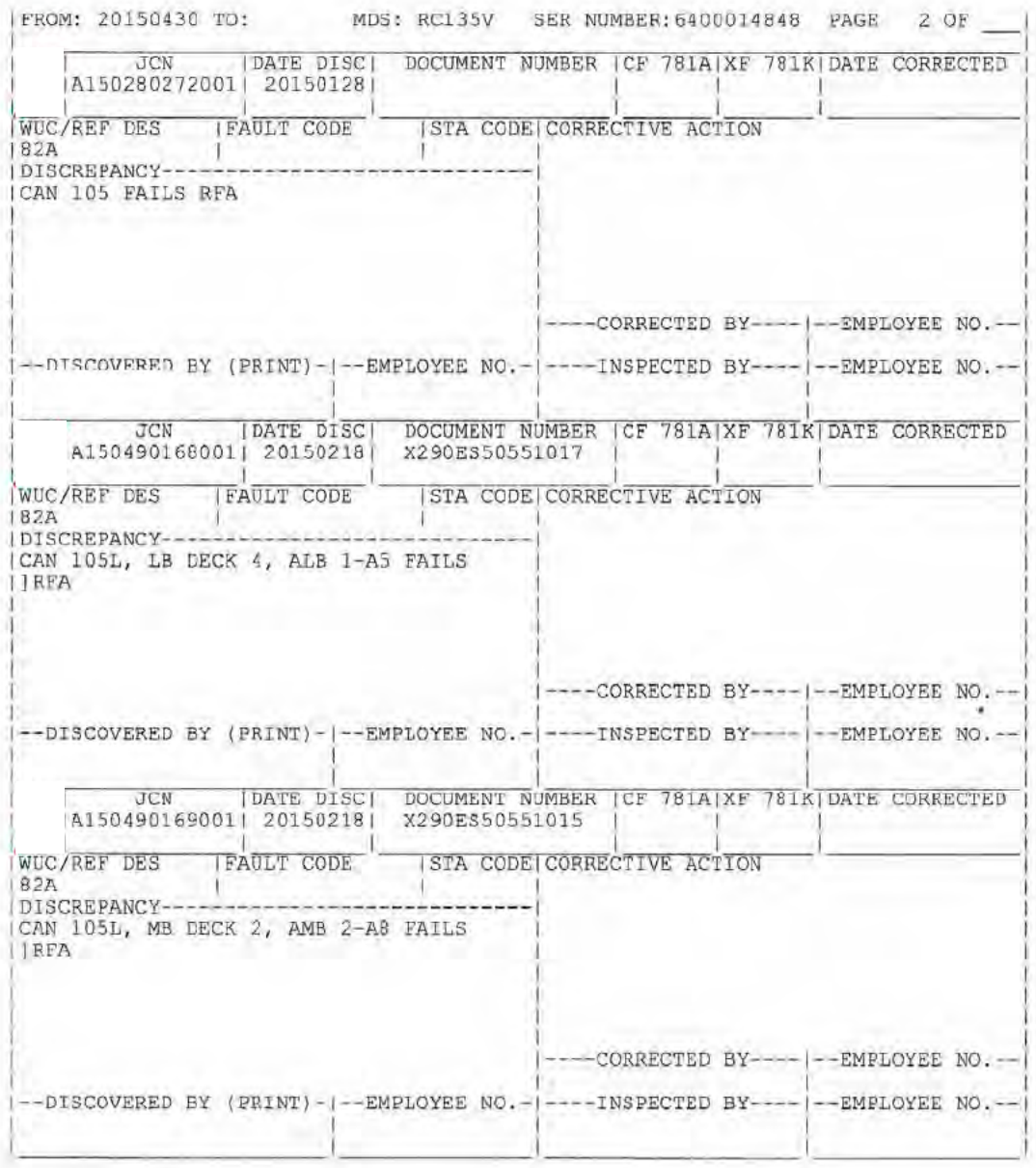
EVENT A150930018 FORM F UPDATE REQUIRED DUE TO INSTALLATION OF STAMPEDING SEROW PER ETM-RC135V/W-2 VOL 2 PARA 73.10.1 (16 LBS. @ FS1100)

EVENT A150980123 IAW LPS-55MXG-1C-135-2-2-2 OFC2, TO AVOID POTENTIAL POWER SPIKES AND FORCE INTPH ISSUES, PLACE A/C IN EMER FOR 60SECS PRIOR TO GOING TO NORMAL.

EVENT A151110029 FORM F UPDATE REQUIRED DUE TO INSTALLATION OF DREAMIN NO 2 SEE 781C FOR W/B DETAILS (25 LBS. @ FS900)

~~EVENT A151190010 FORM F UPDATE REQUIRED DUE TO INSTALLATION OF SHARKBYTE QRC KIT PER ETM-RC135V/W-2 VOL II. SEE 781C FOR WEIGHT AND BALANCE DETAILS.~~

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT



FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 2 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150280272001	20150128				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82A			

DISCREPANCY

CAN 105 FAILS RFA

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150490168001	20150218	X290ES50551017			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82A			

DISCREPANCY

CAN 105L, LB DECK 4, ALB 1-A5 FAILS

]RFA

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150490169001	20150218	X290ES50551015			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82A			

DISCREPANCY

CAN 105L, MB DECK 2, AMB 2-A8 FAILS

]RFA

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 3 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150490170001	20150218	X290ES50551016			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82A			

DISCREPANCY

CAN 105L, MB DECK 3, AMB 2-A7 FAILS
]RFA

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150490171001	20150218				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82L			

DISCREPANCY

KG250 #4 HAS ALTERNATING RED/GREEN P
WR LIGHT

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150490173001	20150218	X290ES50551018			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82A			

DISCREPANCY

CAN 105L, MB DECK 4, AMB 2-A8 FAILS
]RFA

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 4 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A150680157001	20150309				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82L			

DISCREPANCY
BLK ROUTER CONFIG FOR FIREBAT

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151110163001	20150421	X290ES51122145			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
81F			

DISCREPANCY
SPARE DATA IFCD INOP

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151130114003	20150423	J503EE51138026			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
44263			

DISCREPANCY
LH LANDING LIGHT RELAY REQS REPLACEM
ENT

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 5 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151170086001	20150427				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82S			

DISCREPANCY
DSS RPU #2 HAS NO INTERNAL VOLTAGES

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151180271001	20150428	X438FE51181358			

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
41000			

DISCREPANCY
DIFFERENTIAL PRESSURE INDICATING SYS
TEM REQS CHECKOUT AT NEX T AVAILABLE DO
WNTIME ON LH PACK IAW 1C-135-2-3-2 PG 1
3-19 PA RA 13.8
DOCUMENT NO
X438FE51181359

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151190096006	20150429				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			INSP C/IAW OAFBI 21-100 PARA 7.2.1

DISCREPANCY
SECONDARY STRUCTURE/PANEL INSPECTION
DUE PRIOR TO FLIGHT IAW OAFBI 21-100 P
ARA 7.2.1

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 6 OF

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151190096007	20150429				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			INSP C/W ZAW
DISCREPANCY----------			IC-135-2-4CL-1-1 PARA 4.1.1
ALL 4 ENGINES INLETS AND EXHAUST REQ UIRE INSP FOD PRIOR TO NEXT ENGINE FUNC TION			Steps x through RR.
			----CORRECTED BY---- --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- --EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151190097001	20150429				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82AFB			
DISCREPANCY----------			
E5/E6 ANTENNA FOIL PATCH REQUIRES TO UCH UP			
			----CORRECTED BY---- --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- --EMPLOYEE NO.--
HERD ANTHONY			

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151190100001	20150429				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82C			
DISCREPANCY----------			
RF GEN FAILED CALL TEST IN 9 & 13 GH Z RANGE			
			----CORRECTED BY---- --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER: 6400014848 PAGE 7 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15120541000	20150430				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY
AFT LAVATORY WATER PUMP LINE CRACKED / BROKEN REQUIRES R&R

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15120541000 2	20150430				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY
AFT LAVATORY WATER PUMP CANNOT PLUG DISCONNECTED TO F.O.M SEE THIS JCN 15120541O WCE 001
NOTE: TOILET CANNOT FLUSH

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15120079	20150430				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY
Posn 22 cannot transfer files to EE.

----CORRECTED BY---- | --EMPLOYEE NO.--

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

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER: 6400014848 PAGE 8 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15120080	20150430				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY: ESP unable to acquire UXI Revrs.			
			----CORRECTED BY---- / --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)- / --EMPLOYEE NO.-			----INSPECTED BY---- / --EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15120081	20150430				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY: Aux heat valve would not go below 2% no matter how long you hold "cooler"			
			----CORRECTED BY---- / --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)- / --EMPLOYEE NO.-			----INSPECTED BY---- / --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY: NOT USED			
			----CORRECTED BY---- / --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)- / --EMPLOYEE NO.-			----INSPECTED BY---- / --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 9 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151200078003	20150430				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			CAO Dfined

DISCREPANCY
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD1-001

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151200078005	20150430				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			Postflight C/W

DISCREPANCY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151200078006	20150430				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			Insp. S/W IAW 21-100 Para 7.2.1

DISCREPANCY
SECONDARY STRUCTURE/PANEL INSPECTIONDUE PRIOR TO FLIGHT IAW OAFBI 21-10 0 PARA 7.2.1

----CORRECTED BY---- | --EMPLOYEE NO.--

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

(781A ENTRIES-EVT AND ALL OPEN WCES ON 150430 AT 14:39)

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 10 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151200078007	20150430				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
0413C			Insp. IAW T.O. 1C-135-3-4-1 Para 3.8.12 Steps 35-47
DISCREPANCY----------			
ALL 4 ENGINES INLETS AND EXHAUST REQUIR E INSP FOD PRIOR TO NEXT ENGINE FUNCTIO N			
			----CORRECTED BY---- --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- --EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151200078008	20150430				20150430

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Data entered in error
DISCREPANCY----------			
ACFT LAV REQ SERVICE AT CREW SHOW PER E TM-RC135-6WC-1 CARD 1-001			
			----CORRECTED BY---- --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- --EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15120614847	20150430				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
ACFT/EQUIP Impounded per COL Carlson. Impound official is 1st Lt G Warren			
			----CORRECTED BY---- --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- --EMPLOYEE NO.--

(781A ENTRIES-EVT AND ALL OPEN WCES ON 150430 AT 14:39)

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.4. AFTO FORM 781K, TCTOs AND DELAYED DISCREPANCIES

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848

A. AIRCRAFT INSPECTION STATUS

NEXT PER,MAJ,PH INSP DUE	01				
TYP	FREQ	COMPL	NEXT	COMPL	NEXT
ISO	720		20160211		

B. ENG DATA TYPE F0108201

POS	ENG SER NO	CHG DUE TIME
1	CF0E714136	
2	CF0E714235	
3	CF0E712976	
4	CF0E714138	

C. CALENDAR AND HOURLY INSP SCHEDULE

INSPECTION ITEM	FREQ	NEXT	NEXT	NEXT
60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER	60	39443.1		
60 HR INSP IDG DIFFERENTIAL OIL PRESSURE IN	60	39443.1		
150920106 60 HOUR CHIP INSP	60	39443.1		
142300059 1500 HR FAN BLADE INSPECTION	1500	39499.8		
150480204 120 HR FUEL FILERS	120	39503.1		
150480206 1800 HR FUEL FILTER REPLACEMENT	1800	40975.3		
141830022 7 DAY LCS VALVE LEAK CK IAW ETM-R	7	20150504		
30 DAY WASTE SYSTEM SANITIZING	30	20150514		
60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-	60	20150522		
090130064 28-DAY FMS DATABASE UPDATE	28	20150528		
60D MODE IV/MODE C CHECK DUE IAW AFI 21-101	60	20150605		
60 DAY AIRCRAFT RECORDS CHECK DUE IAW AFI 2	60	20150606		
180 DAY CORROSION INSPECTION	180	20150614		
12M CHECK KIT 1-C BATTERY VOLTAGE CHECK	12	20150624		
12M ACOUSTIC BEACON TEST IAW T.O. 1C-135-6	12	20150624		
ANNUAL AUTOMATED JACKET FILE REVIEW IAW AFI	12	20150625		
12M PORTABLE HALON 1211 FIRE EXTING DUE SER	12	20150820		
720 DAY PE INSP DUE IAW 1C-135-6, 2-A-013,	720	20160211		

AFTO FORM 781K VERSION DATE: 20130724 PAGE 1 OF

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
		1RC-TC135-1159 20150101 MAIN LANDING GEAR WIRING PROTECTION N/C/W DEPOT LEVEL TCTO	20171102	
		1C-135-WA-1-1879 20150415 INSTALLATION OF FUEL COMP/TANK UNIT PROB N/C/W DEPOT LEVEL TCTO	20250214	

AFTO FORM 781K VERSION DATE: 20130724 PAGE 2 OF ___

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#

AFTO FORM 781K VERSION DATE: 20130724 PAGE 3 OF ___

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
	122420286 001/EMGR	HOLD FOR COMPONENT CHANGE #1 ENG DATA PLATE READS -100 HAND ETCHED -201 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	122420287 001/EMGR	HOLD FOR COMPONENT CHANGE #3 ENG DATA PLATE READS -100 HAND ETCHED -201 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	122420288 001/EMGR	HOLD FOR COMPONENT CHANGE #4 ENG DATA PLATE READS -100 HAND ETCHED -201 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	141840080 001/LGNJ	HOLD FOR COMPONENT CHANGE EAN105AL DECK B RESETS DOWN TO HCP DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	141900178 001/COCO	HOLD FOR PHASE LEFT TRUCK INSP BOLTS HAVE 2 SPOTS OF BARE METAL SHOWING REQ PAINT. DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	143360014 001/LGNJ	HOLD FOR PHASE BATHTUB PANEL AFT CENTER SCREW NUTPLATE BAD #5 POSITION (SCREW REMOVED) DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	150270025 001/LGNJ	AWAITING MAINTENANCE TEMP CABLE INSTALLED FROM ESW116 TO EAP132. 6441J513 (JSS RACK DISCONNECT PANEL) REQ'S REPAIR DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC X290ES42596153 CONNECTOR BQ 1 1 TNB		
	150400059 001/COCO	AWAITING FACILITIES #5 COVE LIP DOOR REQUIRES PAINT (TANKER GREY) DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		

AFTO FORM 781K VERSION DATE: 20130724 PAGE 4 OF ___

FROM: 20150430 TO: MDS: RC135V SER NUMBER:6400014848

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

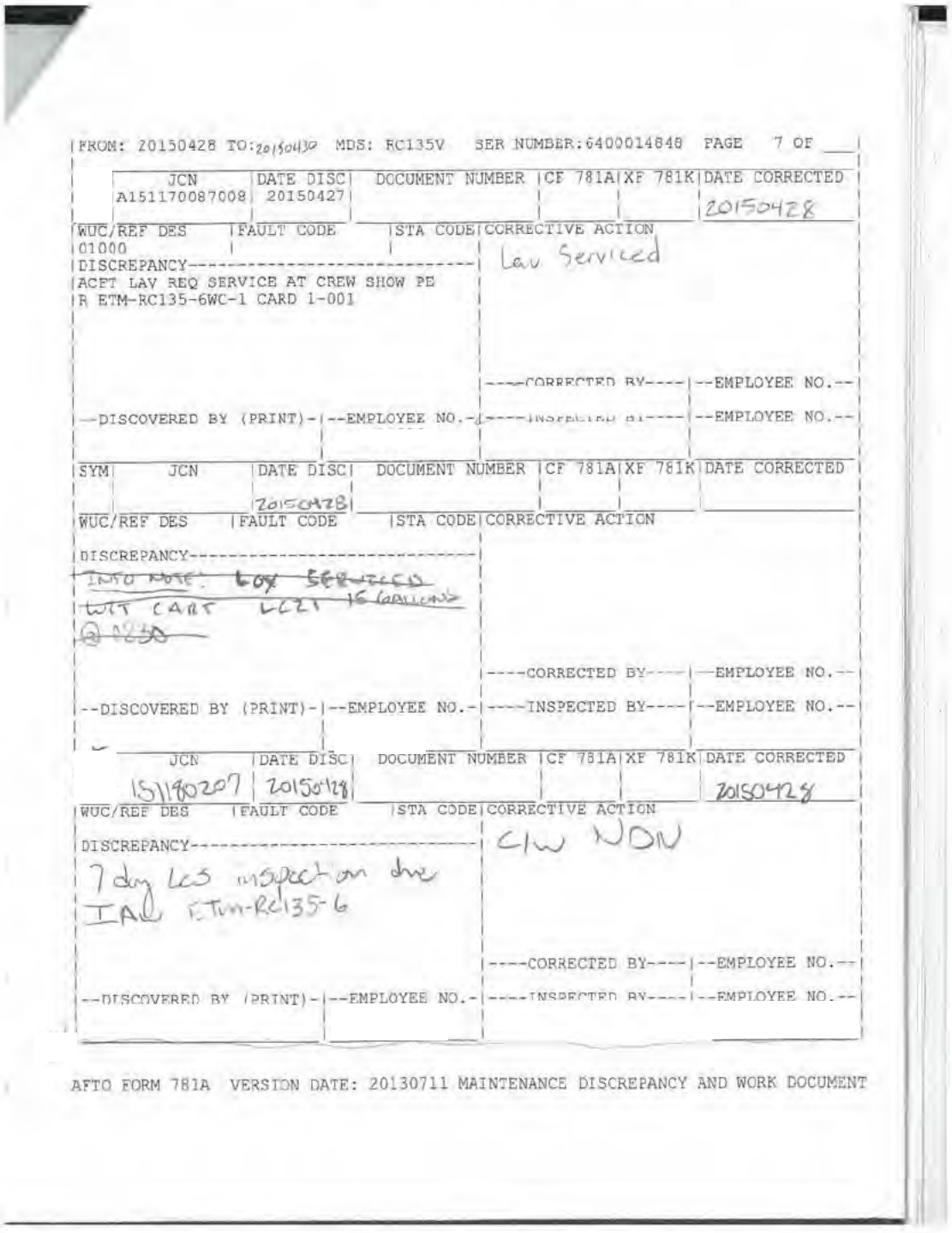
SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
	150565410 001/STMA	HOLD FOR PHASE #2 ENGINE MISSING 1 EA TURKEY FEATHER O/B SIDE DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	150995410 001/COCO	AWAITING MAINTENANCE PAINT MISSING ON CARGO DOORPAINT MISSING ON CARGO DOOR, FWD TOP FUSELAGE, ABOVE PILOTS NUMBER 1 WINDOW, AND CO-PILOTS NUMBER 1 WINDOW DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		

ITEMS CARRIED FORWARD TO 781K SIGNATURE AND EMP #

AFTO FORM 781K VERSION DATE: 20130724 PAGE 5 OF

D2.5. AFTO 781A PULLED FORMS

D2.5.1. AFTO 781A PULLED FORMS, 20150428 – 20150430



FROM: 20150428 TO: 20150430 MDS: RC135V SER NUMBER: 6400014848 PAGE 7 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151170087008	20150427				20150428

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			Lav Serviced

DISCREPANCY
ACFT LAV REQ SERVICE AT CREW SHOW PE
R ETM-RC135-6WC-1 CARD 1-001

--DISCOVERED BY (PRINT)-- --EMPLOYEE NO.-- ----CORRECTED BY---- --EMPLOYEE NO.-- ----INSPECTED BY---- --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150428				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY
~~INTO NOTE: Lav Serviced~~
~~WIT CARD LC21 16 Gallons~~
~~@ 1230~~

--DISCOVERED BY (PRINT)-- --EMPLOYEE NO.-- ----CORRECTED BY---- --EMPLOYEE NO.-- ----INSPECTED BY---- --EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
151180207	20150428				20150428

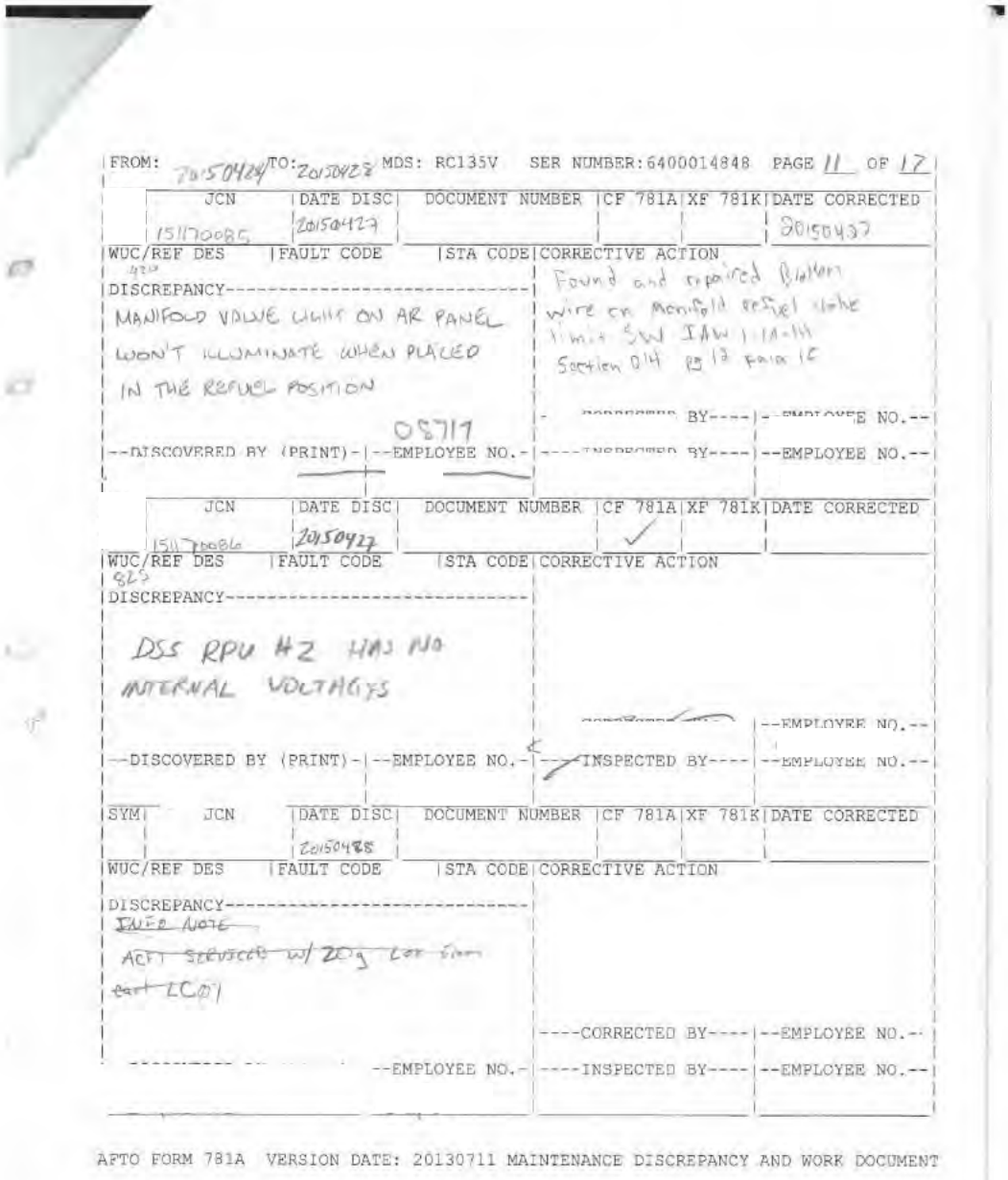
WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
			CIW NON

DISCREPANCY
7 day LCS inspection due
IAW ETM-RC135-6

--DISCOVERED BY (PRINT)-- --EMPLOYEE NO.-- ----CORRECTED BY---- --EMPLOYEE NO.-- ----INSPECTED BY---- --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.5.2. AFTO 781A PULLED FORMS, 20150424 - 20150428



FROM: 20150424 TO: 20150428 MDS: RC135V SER NUMBER: 6400014848 PAGE 11 OF 17

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15117008S	20150427				20150427

WUC/REF DES: 42P | FAULT CODE | STA CODE | CORRECTIVE ACTION: Found and repaired Broken wire on manifold refuel valve limit SW IAW 1-1A-11 Section 014 pg 12 para 1E

DISCREPANCY: MANIFOLD VALVE LIGHT ON AR PANEL WON'T ILLUMINATE WHEN PLACED IN THE REFUEL POSITION

--DISCOVERED BY (PRINT): 08719 | --EMPLOYEE NO.: | ----CORRECTED BY---- | --EMPLOYEE NO.: | ----INSPECTED BY---- | --EMPLOYEE NO.:

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
15117008G	20150427		✓		

WUC/REF DES: 82S | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: DSS RPU #2 HAS NO INTERNAL VOLTAGES

--DISCOVERED BY (PRINT): | --EMPLOYEE NO.: | ----INSPECTED BY---- | --EMPLOYEE NO.:

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150425				

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

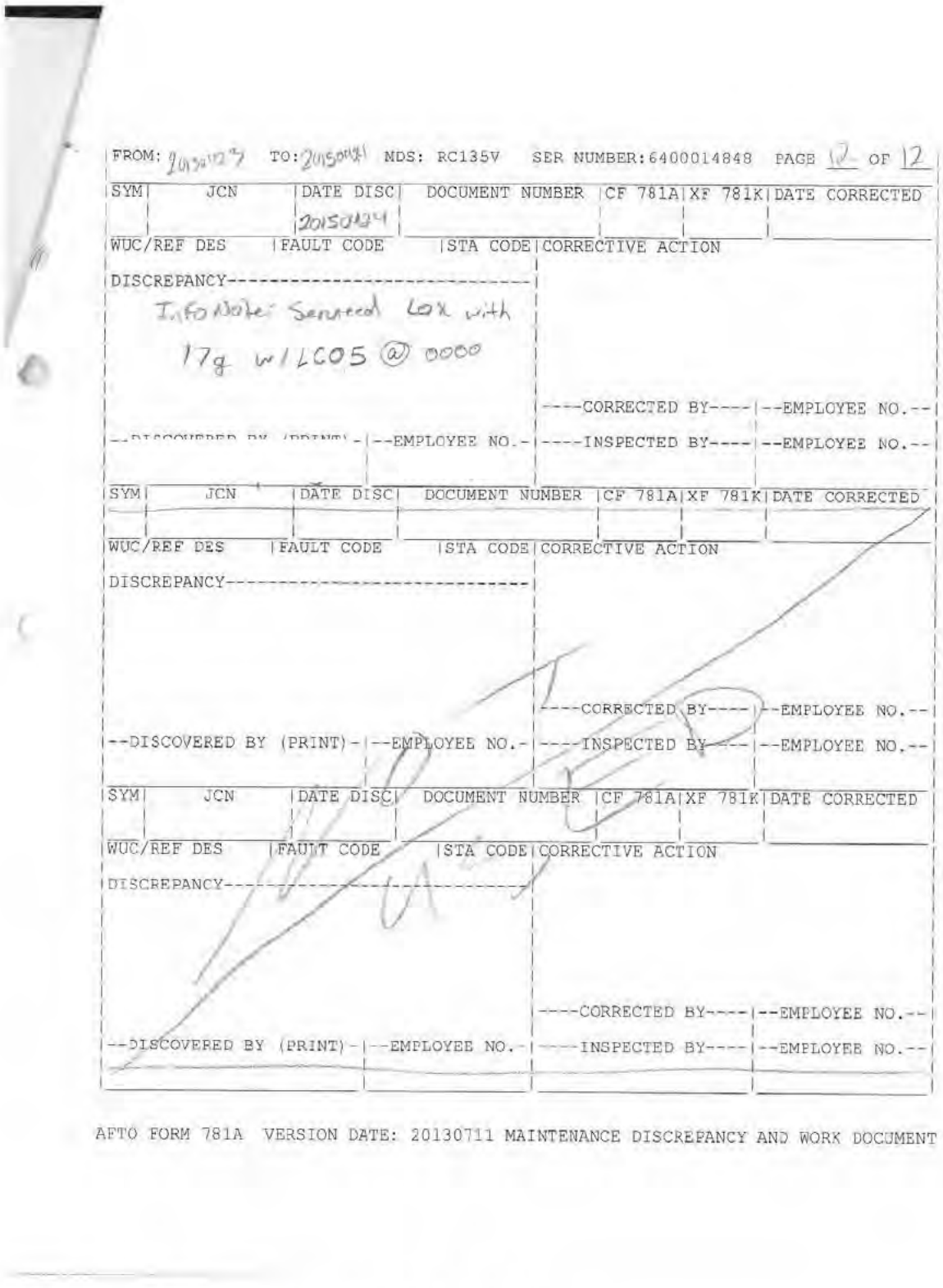
DISCREPANCY: ~~IMIE NOTE~~ ~~ACFT SERVICED W/ 20g LOX from cart LC01~~

----CORRECTED BY---- | --EMPLOYEE NO.:

--EMPLOYEE NO.: | ----INSPECTED BY---- | --EMPLOYEE NO.:

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.5.3. AFTO 781A PULLED FORMS, 20150423 - 20150424



FROM: 20130127 TO: 20150421 MDS: RC135V SER NUMBER: 6400014848 PAGE 12 OF 12

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150421				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
Info Note: Serviced LOX with 17g W/LC05 @ 0000			
			----CORRECTED BY---- / --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- / --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

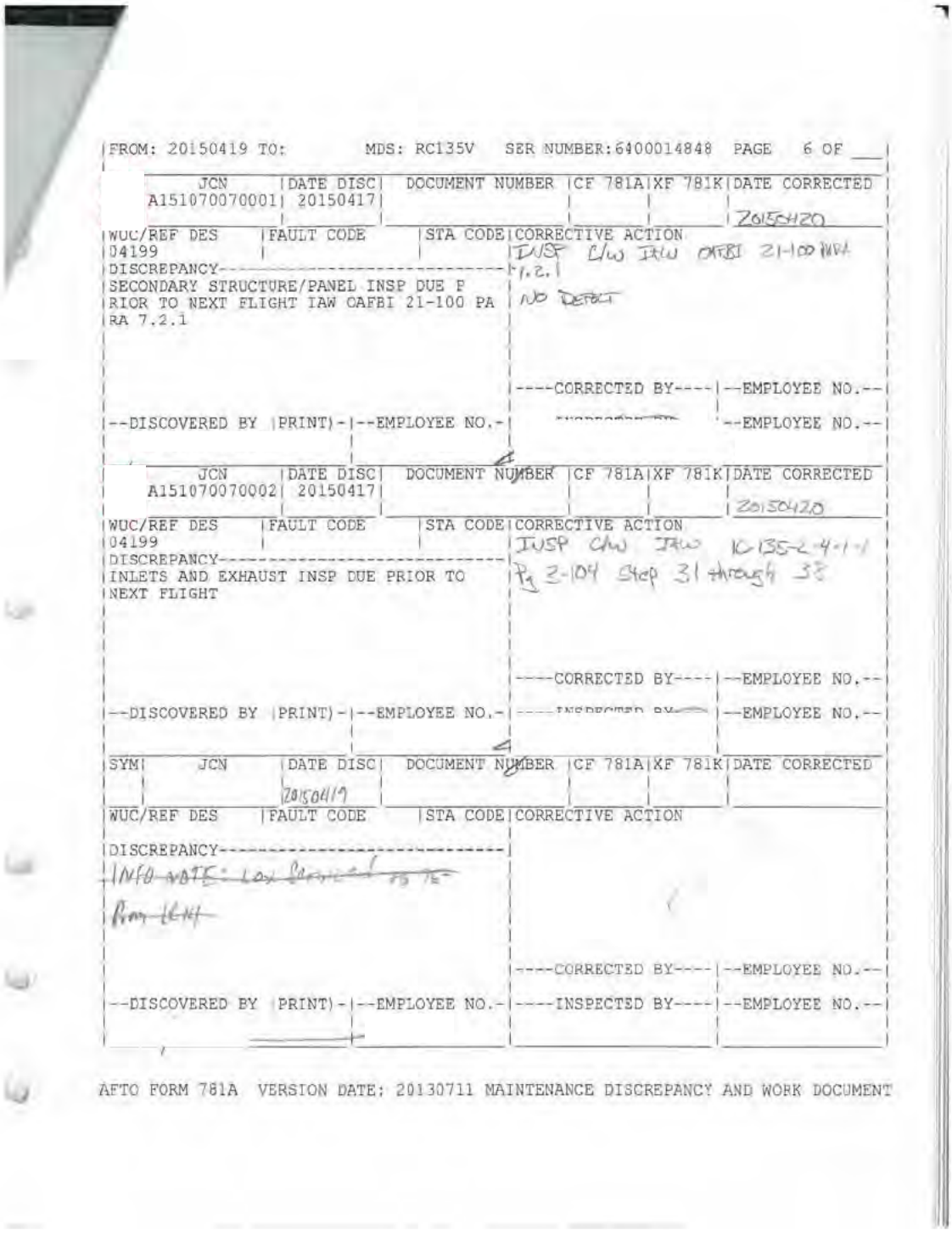
WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
			----CORRECTED BY---- / --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- / --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
			----CORRECTED BY---- / --EMPLOYEE NO.--
--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-		----INSPECTED BY---- / --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.5.4. AFTO 781A PULLED FORMS, 20150419



FROM: 20150419 TO: MDS: RC135V SER NUMBER:6400014848 PAGE 6 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A1510700700001	20150417				20150420

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			INSP C/W IAW CAFBI 21-100 PARA 7.2.1

DISCREPANCY
SECONDARY STRUCTURE/PANEL INSP DUE PRIOR TO NEXT FLIGHT IAW CAFBI 21-100 PARA 7.2.1

NO DEFECT

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | [illegible] | --EMPLOYEE NO.--

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A1510700700002	20150417				20150420

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
04199			INSP C/W IAW KC-135-2-4-1-1 Pg 2-104 Step 31 through 38

DISCREPANCY
INLETS AND EXHAUST INSP DUE PRIOR TO NEXT FLIGHT

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | [illegible] | --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150419				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

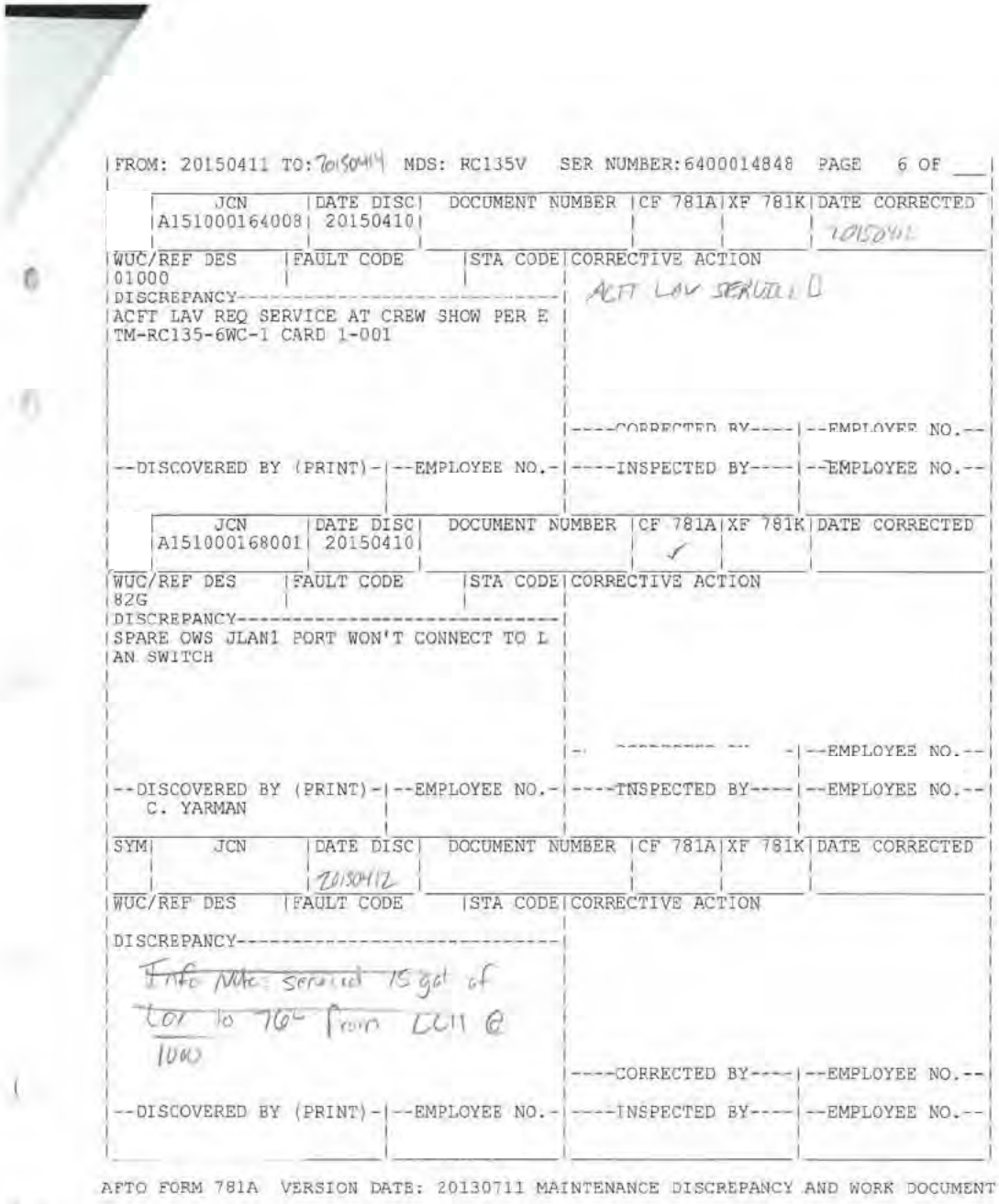
DISCREPANCY
~~INFO NOTE: Low Service~~ ~~PS TE~~
~~Rem Ltr~~

----CORRECTED BY---- | --EMPLOYEE NO.--

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

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.5.5. AFTO 781A PULLED FORMS, 20150411 - 20150414



FROM: 20150411 TO: 20150414 MDS: RC135V SER NUMBER: 6400014848 PAGE 6 OF ___

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151000164008	20150410				20150411

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
01000			ACFT LAV SERVICED

DISCREPANCY: ACFT LAV REQ SERVICE AT CREW SHOW PER E TM-RC135-6WC-1 CARD 1-001

----CORRECTED BY---- | --EMPLOYEE NO.--

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

JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A151000168001	20150410		✓		

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
82G			

DISCREPANCY: SPARE OWS JLAN1 PORT WON'T CONNECT TO L AN SWITCH

--EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- C. YARMAN | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150412				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY: ~~Info Note: Serviced 15 gal of~~ ~~tot to 760 from LC11 @~~ 1000

----CORRECTED BY---- | --EMPLOYEE NO.--

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

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.5.6. AFTO 781A PULLED FORMS, 20150407

FROM: TO: MDS: RC135V SER NUMBER:6400014848 PAGE 12 OF ___

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		[illegible]				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
INFO NOTE: [illegible]			

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150409				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
INFO NOTE: AIRCRAFT ACCEPTED BY CREW AT 0900Z			

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20150409				

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
DISCREPANCY----------			
INFO NOTE: [illegible]			

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 20130711 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D2.6. MAINTENANCE SNAPSHOT INQUIRY, 900-HR INSPECTION

```
                        MAINTENANCE SNAPSHOT INQUIRY              20/MAY/15 10:37

TRIC: QMS  UNIT: A     OMS/RDMS IND: D

EVENT-ID  EQUIP-ID WUC/LCN        WD REP/REC SYM PRI SORTIE-NO  CP  COMPLETED
150400039   AMELT  03999                    X   03                 10FEB15
DISCREPANCY: 12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13
             5-6

-------------------------------------------------------------------------------
********************** ON-EQUIPMENT WORK CENTER EVENTS **********************
-------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
001  AISOD  AMELT  03999              N    X       AS1  NO   COMP    10FEB15
                                                  INSP BY USERID:
NARR: 12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13
      5-6

    T C                  A W                          C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P O 03999                01 0015 15041 0020 2  3                  1C 8852
CORR-ACTION: SYMBOL ENTERED IN ERROR, DISCREPANCY AND CORRECT          SYM
             BOLENTERED ON PAGE 31 ITEM 1. IAW 00-20-1 PG 4-4 STP 4.6.6.2

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

-------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
002  AISOD  AMELT  01000              N    X       AS1  NO   COMP    10FEB15
                                                  INSP BY USERID:
NARR: PANEL SHEET IN USE FOR 900 HOUR INSPECTION
      IAW 00-20-1 PG5-7PARA5.7.3.16.3.3.1

    T C                  A W                          C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P O 01000                01 1430 15041 1445 2  3                  1C 8852
CORR-ACTION: PANEL SHEET C/W IAW 00-20-1 PG 5-7 PARA 5.7.3.16.3.3.1

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

-------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
003  AISOD  AMELT  01490              N    X       AS1  NO   COMP    09FEB15
                                                  INSP BY USERID:
NARR: 3EA WARNTAGS 1OF3 I/B CUTOUT SW,2OF3 O/B CUTOUT
      SW,3OF3 SPOILER HANDLE,NOTE DO NOT RESET /MOVE

    T C                  A W                          C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P O 01490                01 1530 15040 1600 2  3                  1C 8852
CORR-ACTION: REMOVED 3EA WARNING TAGS IAW LPS-55MXG-00-20-1-OFC3 PG2
             PA5.7.3.16.5.1.3.10

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

-------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
004  AISOD  AMELT  06000              N    X       AS1  NO   COMP    09FEB15
                                                  INSP BY USERID:
NARR: 8 EA SPOILER LOCKS INSTALLED FOR INSPECTION
```

```
    T C                 A W                              C     A
DDR M P WUC/LCN         T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 06000                   01 1700 15040 1800 2  3                 1C 8852
CORR-ACTION: REMOVED 8 EA SPOILER LOCKS IAW 1C135 2-2-2 PG 14-14 PA
             14.4.4

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE         EQUIP                                                IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
005  AISOD  AMELT  01490              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: 1EA WARN TAG 1OF1 INSTALLED ON FLAP HANDLE. NOTE:
      DO NOT OPERATE FLAPS. 900 HR INSP INPROGRESS

    T C                 A W                              C     A
DDR M P WUC/LCN         T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 01490                   01 1630 15040 1700 2  3                 1C 8852
CORR-ACTION: REMOVED 1EA WARNING TAG IAW LPS-55MXG-00-20-1-OFC3 PG2 PA
             5.7.3.16.5.1.3.10

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE         EQUIP                                                IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
006  AISOD  AMELT  14E00              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: INSPECTION INPROGRESS IN & AROUND MAIN & LEADING
      EDGE FLAPS DO NOT OPERATE

    T C                 A W                              C     A
DDR M P WUC/LCN         T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 14E00           X M 799 01 1800 15040 1830 2  3                 1C 8852
CORR-ACTION: MAINT. C/W AROUND L/E FLAPS IAW 1C135 6WC-2 I CARDS

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE         EQUIP                                                IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
007  AISOD  AMELT  06000              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: 8 EA LEADING EDGE FLAP LOCKS INSTALLED FOR 900
      HOUR INSPECTION

    T C                 A W                              C     A
DDR M P WUC/LCN         T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 06000                   01 0005 15040 0030 2  3                 1C 8852
CORR-ACTION: REMOVED LEADING EDGE F;AP LOCKS IAW 1C-135-2-2-2 PARA
             14.4.6 PG 14-17

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE         EQUIP                                                IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
008  AISOD  AMELT  01490              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: 2EA WARN TAGS 1OF2 STAB TRIM CUTOUT SW;2OF2 FCS
      PER SWITCH,  NOTE DO NOT OPERATE

    T C                 A W                              C     A
DDR M P WUC/LCN         T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
```

```
001 P 0 01490                    01 0015 15040 0030 2  3                  1C 8852
CORR-ACTION: 2 WARNING TAGS REMOVED IAW 1C-135-2-2-2 PG 14-18 PARA 14.4.8

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
009  AISOD  AMELT  06000              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: STAB TRIM LOCK INSTALLED. 3EA C/B SAFETY LOCKS
      INSTALLED

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 06000                    01 0100 15040 0130 2  3                  1C 8852
CORR-ACTION: STAB LOCK AND 3 C/B SAFETY LOCKS REMOVED IAW 1C-135-2-2-2
             PG 14-18 PARA 14.4.8

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
010  AISOD  AMELT  06000              N    X       AS1  NO   COMP    10FEB15
                                                   INSP BY USERID:
NARR: ANTENNA COVERS INSTALLED FOR 900 HR INSP

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 06000                    01 0300 15041 0315 2  3                  1C 8852
CORR-ACTION: ANTENNA COVERS REMOVED IAW 1C-135-2-2-2 PG 2-41 PARA 2-4

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
011  AISOD  AMELT  14EM0              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: LT WING O/B LEADING EDGE FLAP REMOVED FOR #1 ENG
      FAN DUCT OPENING

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 14EM0            X M 799 01 0030 15040 0035 2  3                  1C 8852
CORR-ACTION: L/E FLAP NOT REMOVED FOR FAN DUCT OPENING IAW 1C-135-2-2-2 P
             ARA 20.7.2 STEP 2 PG 20-19

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
012  AISOD  AMELT  14EM0              N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: RT WING O/B LEADING EDGE FLAP REMOVED FOR #4 ENG
      FAN DUCT OPENING

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 14EM0            X M 799 01 0035 15040 0040 2  3                  1C 8852
CORR-ACTION: L/E FLAP NOT REMOVED FOR FAN DUCT OPENING IAW 1C-135-2-2-2 P
             ARA 20.7.2 STEP 2 PG 20-19
```

```
***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
013  AISOD  AMELT  01490             N    X       AS1  NO    COMP    10FEB15
                                                  INSP BY USERID:
NARR: 3RA WARNTAGS 1OF1LTHYD DP SW,2OF3 RTHYD DPSW;3OF3
      BLEEDAIR DOOR. NOTE:DON'T MOVE SWITCHES/APPLY AIR

    T C                A W                              C     A
DDR M P WUC/LCN        T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 01490                  01 0230 15041 0245 2  3                  1C 8852
CORR-ACTION: 3 WARNING TAGS REMOVED IAW LPS-55MXG- 00-20-1- OFC3 PG2
             PARA 5.7.3.16.5.1.3.10

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
014  AISOD  AMELT  45199             N    X       AS1  NO    COMP    09FEB15
                                                  INSP BY USERID:
NARR: REMOVE,CLEAN & INSPECT LT HYD BLEED ORIFICE

    T C                A W                              C     A
DDR M P WUC/LCN        T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45199          S M 804 01 0200 15040 0215 2  3                  1C 8852
CORR-ACTION: REMOVED, INSPECTED, CLEANED AND REINSTALLED BLEED ORIFICE IA
             W 1C-135-2-13-1 PG 3-94 PAR 3.11.6 STEP 9

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
015  AISOD  AMELT  45199             N    -       AS1  NO    COMP    10FEB15
                                                  INSP BY USERID:
NARR: LT HYD BLEED ORIFICE REQUIRES LEAK CHECK

    T C                A W                              C     A
DDR M P WUC/LCN        T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45199          X M 799 01 0015 15041 0030 4  3                  1C 8852
CORR-ACTION: LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-125 PARA 3.16.3

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
016  AISOD  AMELT  45199             N    X       AS1  NO    COMP    09FEB15
                                                  INSP BY USERID:
NARR: REMOVE,CLEAN & INSPECT RT HYD BLEED ORIFICE

    T C                A W                              C     A
DDR M P WUC/LCN        T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45199          S M 804 01 0500 15040 0530 2  3                  1C 8852
CORR-ACTION: REMOVED, CLEANED, INSP, REINSTALLED ORIFICE IAW 1C-135-2-13-
             1 PARA 3-11-6 PG 3-94

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                          IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
```

```
017  AISOD  AMELT  45199              N    -        AS1  NO   COMP    10FEB15
                                                   INSP BY USERID:
NARR: RT HYD BLEED ORIFICE REQUIRES LEAK CHECK

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45199            X M 799 01 0030 15041 0045 4  3                  1C 8852
CORR-ACTION: LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-125 PARA 3.16.3

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                                 IN
SEQ   PWC    ID        WUC/LCN        J/F  SYM  R/I SRD SHOP   WCE ACTION
018  AISOD  AMELT  45154               N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: REMOVE,CLEAN,REPLACE LT HYD RETURN FILTER

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45154            R M 878 01 0001 15040 0200 2  3                  1C 8852
CORR-ACTION: REMOVED AND REPLACED HYDRAULIC RETURN FILTER IAW 1C-135-2-13
             -1 PG 3-210 PAR 3.3.39.3 AND PG 3-214 PAR 3.40.3

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                                 IN
SEQ   PWC    ID        WUC/LCN        J/F  SYM  R/I SRD SHOP   WCE ACTION
019  AISOD  AMELT  45199               N    -       AS1  NO   COMP    10FEB15
                                                   INSP BY USERID:
NARR: LT HYD RETURN FILTER REQUIRES LEAK CHECK

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45199            X M 799 01 0045 15041 0100 4  3                  1C 8852
CORR-ACTION: LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-218 PARA 3.40.5

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                                 IN
SEQ   PWC    ID        WUC/LCN        J/F  SYM  R/I SRD SHOP   WCE ACTION
020  AISOD  AMELT  45154               N    X       AS1  NO   COMP    09FEB15
                                                   INSP BY USERID:
NARR: REMOVE,CLEAN,REPLACE RT HYD RETURN FILTER

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45154            R M 878 01 0200 15040 0300 2  3                  1C 8852
CORR-ACTION: REMOVED AND REPLACED FILTER IAW 1C-135-2-13-1 PARA 3.39.3 PG
             3-210 AND PARA 3.40.3 PG 3-214

--- SER CTL/TIME CHG INFO: FSC  PART NUMBER     SERIAL-NBR NWRM  OP-TIME   TAG
                  REMOVED: 1320 6651341        TAGS226774                 226774

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

--------------------------------------------------------------------------------
WCE          EQUIP                                                 IN
SEQ   PWC    ID        WUC/LCN        J/F  SYM  R/I SRD SHOP   WCE ACTION
021  AISOD  AMELT  45154               N    -       AS1  NO   COMP    10FEB15
                                                   INSP BY USERID:
NARR: RT HYD RETURN FILTER REQUIRES LEAK CHECK
```

```
    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 45154            X M 799 01 0100 15041 0115 4  3                 1C 8852
CORR-ACTION: LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-218 PARA 3.40.5

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

-------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
022  AISOD  AMELT  03999             N    X       AS1  NO   COMP    09FEB15
                                                  INSP BY USERID:
NARR: 2 EA WARNING TAGS 1 OF 2 PILOTS YOKE STAB TRIM SWITCH; 2 OF2
      CO-PILOT YOKE STAB TRIM SWITCH. NOTE: DO NOT OPERATE.

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 01490                    01 0030 15040 0045 2  3                 1C 8852
CORR-ACTION: 2 WARNING TAGS REMOVED IAW 1C-135-2-2-2 PG 14-18 PARA14.4.8

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

-------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
023  AISOD  AMELT  03999             N    X       AS1  NO   COMP    10FEB15
                                                  INSP BY USERID:
NARR: LT HYDRAULIC RESERVOIR DRAINED FOR RETURN FILTER MAINTENANCE

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 01000                    01 0200 15041 0230 2  3                 1C 8852
CORR-ACTION: SERVICED HYD RESERVOIR 1C-135-2-2-2 PG 15-415 PARA15.45.2

***** FORMS ENTRY COMPLETE FOR THIS WCE *****

-------------------------------------------------------------------------------
WCE          EQUIP                                              IN
SEQ   PWC    ID       WUC/LCN       J/F  SYM  R/I SRD SHOP   WCE ACTION
024  AISOD  AMELT  03999             N    X       AS1  NO   COMP    10FEB15
                                                  INSP BY USERID:
NARR: RT HYDRAULIC RESERVOIR DRAINED FOR RETURN FILTER MAINTENANCE

    T C                  A W                              C     A
DDR M P WUC/LCN          T D HM  UP STRT DATE  STOP S CLB I CORRECTED BY CC AFSC
001 P 0 01000                    01 0115 15041 0130 2  3                 1C 8852
CORR-ACTION: SERVICED RT HYD RESERVOIR IAW 1C-135-2-2-2 PG
             15-415PARA14.45.2

***** FORMS ENTRY COMPLETE FOR THIS WCE *****
```

D3. RC-135 LOX WAIVER LETTER

RC-135 LOX Wavier Letter

This wavier is granted only for RC-135 aircraft supporting Operation Iraqi Freedom, Operation enduring Freedom and Combined Joint Task Force Horn of Africa missions. If the 24hour leak check can not be performed due to mission availability. Ensure that maintenance personnel and aircrews follow the following guidelines.

The Converter Evaporation Loss Test per Paragraph 3-144 of T.O. 1C-135-2-3 for 25 liter converters may be modified to reduce the 24 hour no more than 2 liters loss per converter, to 12 hours no more than 1 liter loss per converter.

- We will document the level of LOX and we will consider a failure of the leak check if more than 1 liter loss per converter in the 12 hour period.

- Flying crews will monitor lox levels curing flying operations and plan mission accordingly.

- When A/C lands we will document the final lox amount (if landing occurs greater than 24 hours from start of test)

- If less than 2 litters are lost per converter, this system will be considered mission capable and not require any further testing.

L-3 Liaison Engineering and 645AESS/PAA is in agreement with the above statement for the aircraft and the mission's named.

/Fleet Support Manager

D4. MAINTENANCE RECORDS FROM OTHER INVOLVED EQUIPMENT

D4.1. AFTO FORM 134, BREATHING OXYGEN SERVICING TRAILER LOGS

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC14

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20150423	40	6	P				Transcribed from previous AFTO 134
				20150425	16 g	A4139	
				20150427	2 g	Maint	
	50	6	P				
				20150502	40	A0187	
	40	6	P				
				20150504	8	Maint	
				20150505	21	A4153	
					11	A4135	
				20150506	2	A8657	
	45	6	P				
				20150508	13	A8657	
				20150509	15	4135	
	25	6	P				
	25	6	P				
	~~25~~	6		20150512	25GAL	166406	
	25	6	P				
				20150516	18 GAL	A 41 35	
	30	6	P				
~~20150518~~	~~35~~	6	P	20150518	35 GAL	A4126	
	45	6	P				
				20150505	15 GAL	A1671	WONT CONNECT
				20150511	14 g	A4127	

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC21

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20141120	20	6	P				Transcribed from previous AFTO 134
				20141120	8 GAL	78-502	TH F15
				20141203	14 GAL	11135	
20141124	10	6	P				
				20141205	300 GAL	AD167	
20141206	45	6	P				
				20141224	20 GAL	163919	
20141203							Card pulled
20141227	50	6	P				
				20150428	15 g	A4848	
				20150429	19 g	A4133	
20150429							

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC01

I. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20150108							Cart purged
20150318	50	6	P				
20150402							Cart purged

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC05

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20130730	40	6	P				Transcribed from previous AFTO 134
				20130731	1	Meter	
				20130913	260	A4704	
[illegible]	35	6	P				
				20130[illegible]	209	A4129	
[illegible]							Cart has pressure
[illegible]	[illegible]	[illegible]	[illegible]				Cart purged
20130930	50	6	P				
[illegible]				20131004	260 g	Meter	
20131011	40	6	P				
[illegible]				20131015	226	A4849	
[illegible]	[illegible]	[illegible]	[illegible]				
				20131025	256	A2662	
20131017							Cart purged
20140118	50	6	P				
				20140127	260	A01745	
20140502							Cart purged
20140513	50	6	P				
20140602							Cart purged
20141008	50	6	P				
20141027							Cart has pressure
20141103	50	5	P				
20141125							Cart purged
20141215	50	6	P				
[illegible]				20141225	250	A1007	
20150112							Cart purged
[illegible]							

S LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE

20150125 172 A4848

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC05

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20150403	50	6	P				
				20150403 21	406	1677	
20150404	50	6	P				
				20150330	20	Maint	
[illegible]	25	5	P				
				[illegible]	23	[illegible]	Hole in roof x Maintenance
[illegible]			/	[illegible]	10	Maint	
20150331	25	5	P				
				20150401	28	1077	
20150401	50	5	P				
				20150406	20Gal	A4127	
				20150406	25Gal	A2663	
20150406	20	5	P				
			/	20150406	11Gal	14126	
				20150407	5	Maint	
				20150407	10Gal	A2663	
20150407	45	6	P				
				20150408	22 GAL	164409	
20150408	30	6	P				
				20150412	15Gal	A4126	
				20150413	16	A1135	
20150416	35	5	P				
20150416				20150417	106	164909	
				20150419	206	624126	
20150419	50	5	P				
				20150420	406	A1676	
20150420	50	6	P	GASEOUS LOG - ON REVERSE			

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS

20150423 35 6 P 20150422 30G A1677

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC05

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
				20150424	17	A4848	Transcribed from previous AFTO 134
				20150425	25	A4179	
2015 04 25							Cart purged
20150514	00	6	P				
				20150515 P	35	A1677	

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC07

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20141216							Cart purged
20150218	50	6	P				
				20150325	15	Maint	
				20150326	35g	4128	
20150329	40	6	P				
				20150328	20g	4135	
				20150329	20g	4131	
20150330	40	6	P				
				20150330	40	126	
				20150336	26g	A4845	
20150331	40	5	P				
2-15				20150401	15g	A1677	
				20150404	206	A4139	
20150406							Cart still has pressure
20150407	50	5	P				
				20150408	32g	A1677	
20150410	30	5	P				
				20150413	25g	04132	
20150410	35	5	P				
				20150412	24g	A4139	
20150414	40	5	P				
				20150414	40g	A1676	
20150420							Cart needs Purge Hospital Fee
20150421							Purge not required, still has positive pressure
20150422	50	6	P				
				20150422	35G	A1677	
				20150425	35G	A4787	

GASEOUS LOG ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC07

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
[illegible]	40	6	P	[illegible]		[illegible]	
				20150425	19	4139	
				20150428	19	4131	
[illegible]				[illegible]			
				[illegible]	[illegible]	[illegible]	
20150501	30	6	P	[illegible]			
[illegible]				[illegible]	409	A0787	
[illegible]	40	6	P	[illegible]			
				20150502	5.9	A0787	
				[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	6	P	[illegible]			
				[illegible]	20g	[illegible]4135	
				[illegible]	[illegible]	[illegible]	
	45		P	[illegible]			
				[illegible]	[illegible]	21676	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			
				[illegible]	[illegible]	[illegible]	
20150513	35	6	P	[illegible]			
20150513				20150513	10 gal	4127	
				20150516	22 gal	4139	
[illegible]	45	6	P	[illegible]			
				[illegible]	19	[illegible]	
				[illegible]	13g	[illegible]	
20150519	45	6	P	[illegible]			
				20150519	[illegible]	[illegible]	
				[illegible]	[illegible]	[illegible]	

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC13

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20150206							Cart purged
[illegible]	[illegible]	6	P				
				20150321	17G	A1677	
20150329	20	6	P				
				20150326	[illegible]	A4848	
				20150330	[illegible]	Main-1	Cart still has pressure
20150330	45	5	P				
			P	20150331	320	A128	
20150331	[illegible]	5					
				20150401	18 Gal	62-4135	
				20150401	15 Gal	A4137	
20150401	50	5	P				
				20150402	17 Gal	14128	
20150406	25	5	P				
				20150406	20 Gal	A4131	
				20150407	5 gal	A2653	
20150408	35	5	P				
				20150409	[illegible]	A4548	
				20150409	10 Gal	A4131	
20150409	35	5	P				
				20150412	15 G	14128	
20150413	35	5	P				
				20150415	15 G	A4131	
20150415	25	5	P				
				20150418	CO2	A4135	
				20150420	5	Main-1	

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

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AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC13

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
	35	6	P				
				20150426	30 gal	A4127	
	40	6	P				
				20150423	21 gal	A4126	
					22	Servicing	
	40	6	P				
				20150426	19	4128	
				20150428	21	A131	
	45	6	P				
				20150430	40	A 607	
	45	6	P				
				20150503	30 G	A0787	
				20150505	30G	177	
				20150506	27G	12667	
20150507	35	6	P				
				20150508	8 Gal	A-4123	
20150511	30	6	P				
				20150511	40 G	A 4127	.5 gal in tank
	45	6	P				
					25 G	C-16777	
20150518	45	6	P				
				20150513	20 gal	4127	

GASEOUS LOG - ON REVERSE

FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC14

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20141201							Cart purged
[illegible]	446			20150311	34 G	A2167	
20150311	48	6	P		30G	164409	
				20150322	24G	A41237	
[illegible]	46	6	P				
				20150324	20G	A41328	
				20150325	30 G	A41848	
20150516	45	6	P				
				20150317	14g	164409	
				20150317	10g	A41848	
[illegible]	30	6	P				
				20150511	2.9	A4171	
20150516	35	6	P				
				20150521	16g	A4849	
				20150521	20g	A4127	
[illegible]	45	6	P				
				20150323	23g	A4151	
				20150324	5g	A4848	
				20150511	6g	A4133	
[illegible]	30	6	P				
				[illegible]	20GAL	A6170	[illegible]
[illegible]	[illegible]	6	P				
				[illegible]	[illegible]	A2167	
[illegible]	40	6	P				
				20150327	20 gal	164408	
				20150328	16 GAL	164919	

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

AVIATOR BREATHING OXYGEN SERVICING TRAILER LOG (LIQUID/GASEOUS)

1. TRAILER SERIAL NO. LC14

1. LIQUID

2. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
20150328	50	6	P	—	—	—	
				20150328	33g	A2667	
20150330	40	6	P	—	—	—	
				20150330	15	126	
20150331	35	5	P	—	—	—	
				20150401	25g	A4135	
20150403	35	6	P	—	—	—	
				20150403	20 gal	A4126	
				20150406	18g	A4135	
20150406	45	5	P	—	—	—	
				20150407	25G	A4126	
				20150408	12 gal	A4126	
				20150413	18GAL	A4135	
20150413	45	5	P	—	—	—	
				20150417	10GAL	1649919	
				20150418	5gal	A4135	
20150419	40	5	P	—	—	—	
				20150419	15g	A4131	
				20150419	15g	A4126	
20150420	35	5	P	—	—	—	
				20150420	21g	A4132	
20150421	30	6	P	—	—	—	
				20150422	15g	31676	
20150423	40	6	P	—	—	—	

GASEOUS LOG - ON REVERSE

AFTO FORM 134,19780801 *(IMT-V1)* PREVIOUS EDITION IS OBSOLETE.

D5. FLUID SAMPLE TESTING

D5.1. TURBINE FUEL SAMPLES

AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA5385B001 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1416 hrs* Protocol:PU-AVI-0013

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: R-12(080) Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.006
ASTM D 1319 - 14	Aromatics (% vol)		25.0	15.3
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.05
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			156
	10% Recovered (°C)		205	177
	20% Recovered (°C)			185
	50% Recovered (°C)			206
	90% Recovered (°C)			253
	End Point (°C)		300	276
	Residue (% Vol)		1.5	1.1
	Loss (% vol)		1.5	1.1
ASTM D 93 - 15	Flash Point (°C)	38		46
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm²/s)		8.0	4.7
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.08	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	390
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

Approved By **Date** 05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858001	Date Received:05/08/15 1232 hrs*	Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848	Date Reported:05/11/15 1416 hrs*	Protocol:FU-AV1-0013

Sample Submitter:
SIB - Offutt

This report was electronically delivered to:

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** Date as provided by customer

AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858002 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1419 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: #4-Main Tank Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.005
ASTM D 1319 - 14	Aromatics (% vol)		25.0	15.5
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.05
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			160
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			206
	90% Recovered (°C)			253
	End Point (°C)		300	270
	Residue (% vol)		1.5	1.1
	Loss (% vol)		1.5	0.9
ASTM D 93 - 15	Flash Point (°C)	38		46
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm^2/s)		8.0	4.8
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.04	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	309
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

Approved By _____ **Date** 05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858002 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1419 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

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RC-135V, 64-14848, Class A, 30 April 15, AFSAS #739726

AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858003 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1424 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: #3 Main Tank Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.004
ASTM D 1319 - 14	Aromatics (% vol)		25.0	15.5
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.05
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			159
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			253
	End Point (°C)		300	270
	Residue (% vol)		1.5	1.0
	Loss (% vol)		1.5	1.1
ASTM D 93 - 15	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm^2/s)		8.0	4.4
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.0
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.04	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	324
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

Approved By _____ **Date** 05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858003 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1424 hrs* Protocol:FU-AVI-0013

Sample Submitter:
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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858004 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1428 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: AFT Body Fuel Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.005
ASTM D 1319 - 14	Aromatics (% vol)		25.0	16.1
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.05
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			158
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			254
	End Point (°C)		300	270
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	1.1
ASTM D 93 - 15	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm^2/s)		8.0	4.7
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.04	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	342
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

Approved By _____ **Date** 05/11/2015*

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** Date as provided by customer

AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858004 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1428 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858005 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1431 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIR - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: FWD Body Fuel Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.004
ASTM D 1319 - 14	Aromatics (% vol)		25.0	15.8
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.04
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			159
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			206
	90% Recovered (°C)			253
	End Point (°C)		300	270
	Residue (% vol)		1.5	1.1
	Loss (% vol)		1.5	1.3
ASTM D 93 - 15	Flash Point (°C)	38		46
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm^2/s)		8.0	4.7
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.04	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	294
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

Approved By **Date**
05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858005 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1431 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIR - Offutt

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858006 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1433 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: #2 Main Tank Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.005
ASTM D 1319 - 14	Aromatics (% vol)		25.0	15.0
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.05
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			158
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			253
	End Point (°C)		300	279
	Residue (% vol)		1.5	1.0
	Loss (% vol)		1.5	1.1
ASTM D 93 - 15	Flash Point (°C)	38		46
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm^2/s)		8.0	4.9
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.0
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.04	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	324
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858006 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1433 hrs* Protocol:FU-AVI-0013

Sample Submitter:
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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858007 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1437 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133H w/Amd 2 Grade:JP-8

Source: Center Wing Qty Submitted: 1 gal

Method	Test	Min	Max	Result
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.015	0.005
ASTM D 1319 - 14	Aromatics (% vol)		25.0	15.9
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.05
ASTM D 86 - 12	Distillation			
	Initial Boiling Point (°C)			158
	10% Recovered (°C)		205	178
	20% Recovered (°C)			184
	50% Recovered (°C)			206
	90% Recovered (°C)			253
	End Point (°C)		300	277
	Residue (% vol)		1.5	1.1
	Loss (% vol)		1.5	1.1
ASTM D 93 - 15	Flash Point (°C)	38		46
ASTM D 4052 - 11	Density @ 15°C (kg/L)	0.775	0.840	0.803
ASTM D 5972 - 05e1	Freezing Point (°C)		-47	-47
ASTM D 445 - 15	Viscosity @ -20°C (mm^2/s)		8.0	4.7
ASTM D 3338 - 09 (2014)e1	Net Heat of Combustion (MJ/kg)	42.8		43.3
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		13.9
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 3241 - 14a	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual		<3 (Max)	1
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7.0	<1
ASTM D 5006 - 11	FSII (% vol)	0.04	0.20	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	700	336
MIL-STD-3004D	Appearance			Pass

Dispositions:

Coordinated with Capt

Approved By **Date**
05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53858007 Date Received:05/08/15 1232 hrs* Date Sampled: 05/04/2015**
Cust Sample No:A/C A4848 Date Reported:05/11/15 1437 hrs* Protocol:FU-AVI-0013

Sample Submitter:
SIB - Offutt

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D5.2. HYDRAULIC FLUID SAMPLES

AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53962001 Date Received:05/18/15 1354 hrs* Date Sampled: 05/14/2015**
Cust Sample No:HT08 HYDRAULIC MULE Date Reported:05/21/15 0942 hrs* Protocol:PP-HYD-0044

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Hydraulic Fluid, Fire Resistant, Low Temperature
Specification: MIL-PRF-87257B

Source: A4848 Qty Submitted: 1 qt

Method	Test	Min	Max	Result	Fail
MIL-PRF-87257B	Workmanship			Pass	
ASTM D 664 - 11a	Acid Number (mg KOH/g)		0.20	0.16	
ASTM D 5185 - 13e1	Chemical Contamination				
	Barium (Ba) (ppm)		10	<1	
MIL-PRF-87257B	Color			Pass	
ASTM D 92 - 12b	Flash Point (°C)	160		176	
ASTM D 92 - 12b	Fire Point (°C)	170		192	
ASTM D 5949 - 14	Pour Point (°C)		-60	<-84	
ASTM D 445 - 15	Viscosity @ 40°C (mm^2/s)	6.7		6.8	
ASTM D 445 - 15	Viscosity @ 100°C (mm^2/s)	2.0		2.1	
ASTM D 6304-07	Water, Coulometric Karl Fischer Titration (ppm)		100	254	*
GC	Gas Chromatographic Analysis			See Below	

Dispositions:

GC/FID analysis indicated that the sample is a MIL-PRF-87257B type hydraulic fluid with no detectable volatile contamination.
For in-use hydraulic fluid recommended water content limits, refer to Table 4-1 in T.O. 42B2-1-3.

Approved By **Date**
05/21/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53861002 Date Received:05/08/15 1357 hrs* Date Sampled: 05/05/2015**
Cust Sample No:RIGHT SYSTEM Date Reported:05/11/15 1313 hrs* Protocol:PP-HYD-0044

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Hydraulic Fluid, Fire Resistant, Low Temperature
Specification: MIL-PRF-87257B

Source: A/C A4648 Qty Submitted: 1 qt

Method	Test	Min	Max	Result	Fail
MIL-PRF-87257B	Workmanship			Pass	
ASTM D 664 - 11a	Acid Number (mg KOH/g)		0.20	0.17	
ASTM D 5185 - 13e1	Chemical Contamination				
	barium (Ba) (ppm)		10	1	
MIL-PRF-87257B	Color			Pass	
ASTM D 92 - 12b	Flash Point (°C)	160		174	
ASTM D 92 - 12b	Fire Point (°C)	170		198	
ASTM D 5949 - 10	Pour Point (°C)		-60	<-69	
ASTM D 445 - 15	Viscosity @ 40°C (mm²/s)	6.7		6.9	
ASTM D 445 - 15	Viscosity @ 100°C (mm²/s)	2.0		2.1	
ASTM D 6304-07	Water, Coulometric Karl Fischer Titration (ppm)		100	257	X
GC	Gas Chromatographic Analysis			See Below	

Dispositions:

GC/FID analysis indicates that the sample is a MIL-PRF-87257 type hydraulic fluid with no detectable volatile contamination.
For in-use hydraulic fluid recommended water content limits, refer to Table 4-1 in T.O. 42B2-1-3.

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53861001 Date Received:05/08/15 1357 hrs* Date Sampled: 05/05/2015*+
Cust Sample No:LEFT SYSTEM Date Reported:05/11/15 1309 hrs* Protocol:PP-HYD-0044

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Hydraulic Fluid, Fire Resistant, Low Temperature
Specification: MIL-PRF-87257B

Source: A/C 64848 Qty Submitted: 1 qt

Method	Test	Min	Max	Result	Fail
MIL-PRF-87257B	Workmanship			Pass	
ASTM D 664 - 11a	Acid Number (mg KOH/g)		0.20	0.14	
ASTM D 5185 - 13e1	Chemical Contamination				
	Barium (Ba) (ppm)		10	1	
MIL-PRF-87257B	Color			Pass	
ASTM D 92 - 12b	Flash Point (°C)	160		182	
ASTM D 92 - 12b	Fire Point (°C)	170		194	
ASTM D 5949 - 14	Pour Point (°C)		-60	<-81	
ASTM D 445 - 15	Viscosity @ 40°C (mm^2/s)	6.7		6.9	
ASTM D 445 - 15	Viscosity @ 100°C (mm^2/s)	2.0		2.1	
ASTM D 6304-07	Water, Coulometric Karl Fischer Titration (ppm)		100	160	X
GC	Gas Chromatographic Analysis			See Below	

Dispositions:

GC/FID analysis indicates that the sample is a MIL-PRF-87257 type hydraulic fluid with no detectable volatile contamination.
For in-use hydraulic fluid recommended water content limits, refer to Table 4-1 in T.O. 42B2-1-3.

Approved By _____ **Date** 05/11/2015*

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D5.3. OXYGEN SAMPLES

AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53451001 Date Received:04/07/15 1431 hrs* Date Sampled: 04/02/2015**
Cust Sample No:1500385 Date Reported:04/07/15 1535 hrs* Protocol:GA-OXY-0028

Sample Submitter:

Supplier:
Matheson Tri-Gas

Reason for Submission: Base Storage Tank IAW T.O. 42B6-1-1
Product: Oxygen, Aviator's Breathing, Liquid
Specification: MIL-PRF-27210J Type:II

Sample Eq Ser No: 12V0009 Tank Pressure:1,400 psi Tank No: TK 6
Last Addition:03/30/2015** Last Purge:09/11/2011**

Method	Test	Min	Max	Result
CGA G-4.3-2007	Odor			None
CGA G-4.3-2007	Purity (% vol)	Report Only		100.0
CGA G-4.3-2007	Minor Constituents (By IR)			
	Carbon Dioxide (ppmv)		10	0
	Methane (ppmv)		50	21
	Acetylene (ppmv)		0.1	0.0
	Ethylene (ppmv)		0.4	0.0
	Ethane + Ethane Equivalents (ppmv)		6	0
	Nitrous Oxide (ppmv)		4	1
	Refrigerants (Freons) (ppmv)		2	0
	Others (ppmv)		0.2	0.0
	Halogenated Solvents (ppmv)		0.2	0.0

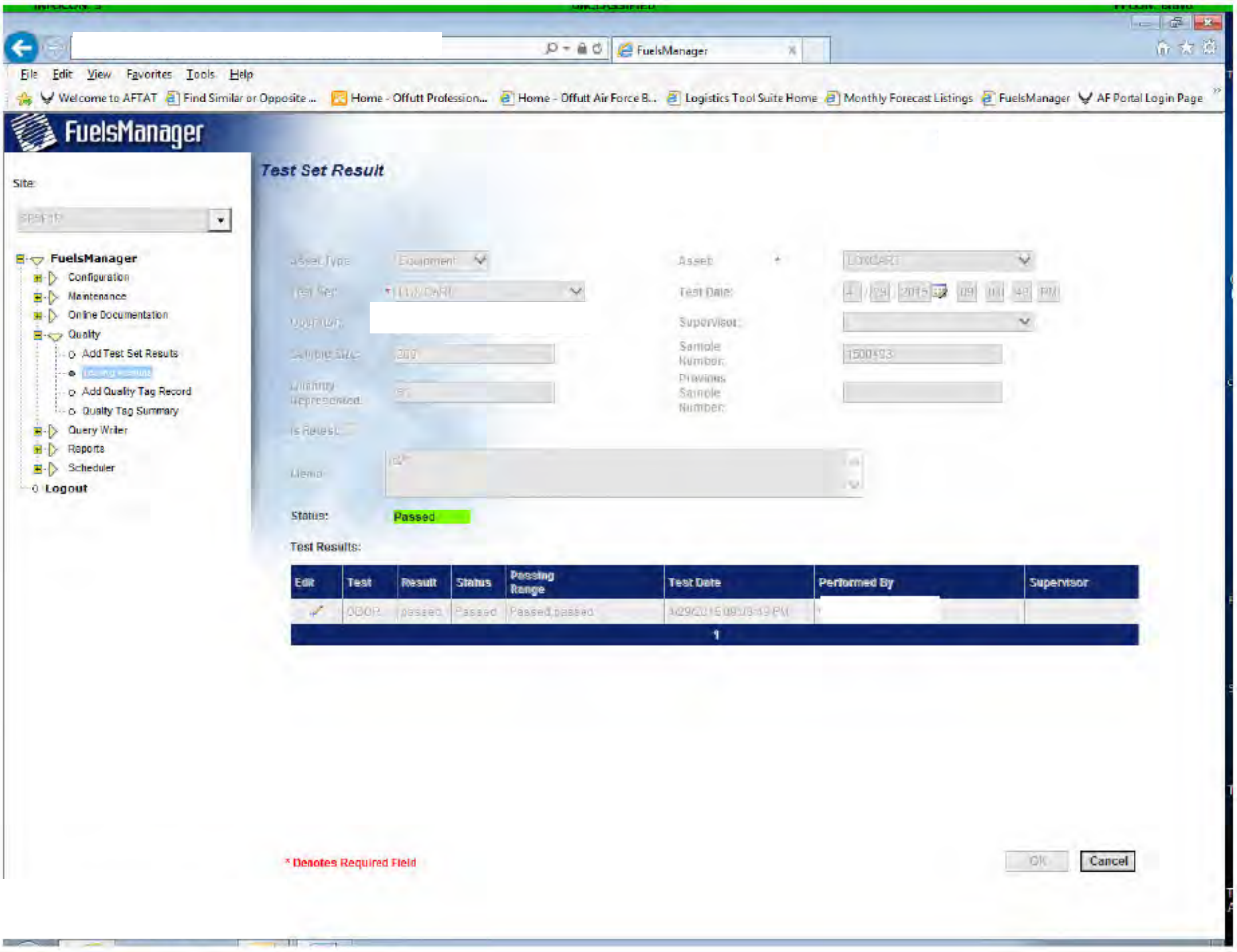
Dispositions:
Material meets T.O. requirements and is satisfactory for Air Force use.
Cylinder returned purged and under vacuum.

Approved By **Date**
04/07/2015*

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FuelsManager
File Edit View Favorites Tools Help
FuelsManager
Site:
FuelsManager
Configuration
Maintenance
Online Documentation
Quality
Add Test Set Results
Add Quality Tag Record
Quality Tag Summary
Query Writer
Reports
Scheduler
Logout
Test Set Result
Asset Type:
Equipment
Asset:
Test Set:
Test Date:
Supervisor:
Sample Size:
Sample Number:
Quantity Represented:
Previous Sample Number:
Is Reject:
Memo:
Status:
Passed
Test Results:
Edit
Test
Result
Status
Passing Range
Test Date
Performed By
Supervisor
* Denotes Required Field
OK
Cancel

D5.4. LUBRICATING OIL SAMPLES

AFPET LABORATORY REPORT
AFPA/PTPLA
2430 C Street

Lab Report No:2015LA53862001 Date Received:05/08/15 1408 hrs* Date Sampled: 05/05/2015**
Cust Sample No:ENGINE #1 Date Reported:05/11/15 1331 hrs* Protocol:PP-LUB-0166

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Lubricating Oil, Aircraft Turbine Engine
Specification: MIL-PRF-23699G Class:STD

Source: A/C A4848 Qty Submitted: 1 oz

Method	Test	Min	Max	Result
ASTM D 445 - 15	Viscosity @ 100°C (cSt)	4.90	5.40	4.95
ASTM D 445 - 15	Viscosity @ 40°C (cSt)	23.0		25.2
ASTM D 5949 - 14	Pour Point (°C)		-54	-60
SAE ARP5088A	Total Acid Number (mg KOH/g)		1.00	0.25
GC	Gas Chromatographic Analysis			See Below

Dispositions:

GC/FID analysis indicates that the sample is a MIL-PRF-23699 type lubricating oil with no detectable volatile contamination.

Approved By _____ **Date** 05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53862002 Date Received:05/08/15 1408 hrs* Date Sampled: 05/05/2015**
Cust Sample No:ENGINE #2 Date Reported:05/11/15 1341 hrs* Protocol:PP-LUB-0166

Sample Submitter:
SIB - Offutt
510 Custer Drive
Offutt AFB, NE 68113-4038

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Lubricating Oil, Aircraft Turbine Engine
Specification: MIL-PRF-23699G Class:STD

Source: A/C A48048 Qty Submitted: 1 oz

Method	Test	Min	Max	Result
ASTM D 445 - 15	Viscosity @ 100°C (cSt)	4.90	5.40	4.94
ASTM D 445 - 15	Viscosity @ 40°C (cSt)	23.0		25.1
ASTM D 5949 - 14	Pour Point (°C)		-54	-60
SAE ARP5088A	Total Acid Number (mg KOH/g)		1.00	0.20
GC	Gas Chromatographic Analysis			See Below

Dispositions:

GC/FID analysis indicates that the sample is a MIL-PRF-23699 type lubricating oil with no detectable volatile contamination.

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AFPET LABORATORY REPORT
AFPA/PTPLA

Lab Report No:2015LA53862003 Date Received:05/08/15 1408 hrs* Date Sampled: 05/05/2015**
Cust Sample No:ENGINE #3 Date Reported:05/11/15 1343 hrs* Protocol:PP-LUB-0166

Sample Submitter:
SIB - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Lubricating Oil, Aircraft Turbine Engine
Specification: MIL-PRF-23699G Class:STD

Source: A/C A4848 Qty Submitted: 1 oz

Method	Test	Min	Max	Result
ASTM D 445 - 15	Viscosity @ 100°C (cSt)	4.90	5.40	4.94
ASTM D 445 - 15	Viscosity @ 40°C (cSt)	23.0		25.2
ASTM D 5949 - 14	Pour Point (°C)		-54	-60
SAE ARP5088A	Total Acid Number (mg KOH/g)		1.00	0.23
GC	Gas Chromatographic Analysis			See Below

Dispositions:

GC/FID analysis indicates that the sample is a MIL-PRF-23699 type lubricating oil with no detectable volatile contamination.

Approved By **Date** 05/11/2015*

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AFPET LABORATORY REPORT
AFPA/PTPTA

Lab Report No:2015LA53862004 Date Received:05/08/15 1408 hrs* Date Sampled: 05/05/2015**
Cust Sample No:ENGINE #4 Date Reported:05/11/15 1406 hrs* Protocol:PP-LUB-0166

Sample Submitter:
SIG - Offutt

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Lubricating Oil, Aircraft Turbine Engine
Specification: MIL-PRF-23699G Class:STD

Source: A/C A4848 Qty Submitted: 2 Qt

Method	Test	Min	Max	Result
ASTM D 445 - 15	Viscosity @ 100°C (cSt)	4.90	5.40	4.93
ASTM D 445 - 15	Viscosity @ 40°C (cSt)	23.0		25.1
ASTM D 5949 - 14	Pour Point (°C)		-54	-60
SAE ARP5088A	Total Acid Number (mg KOH/g)		1.00	0.24
GC	Gas Chromatographic Analysis			See below

Dispositions:

GC/FID analysis indicates that the sample is a MIL-PRF-23699 type lubricating oil with no detectable volatile contamination.

Approved By _____ **Date** 05/11/2015*

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TAB E

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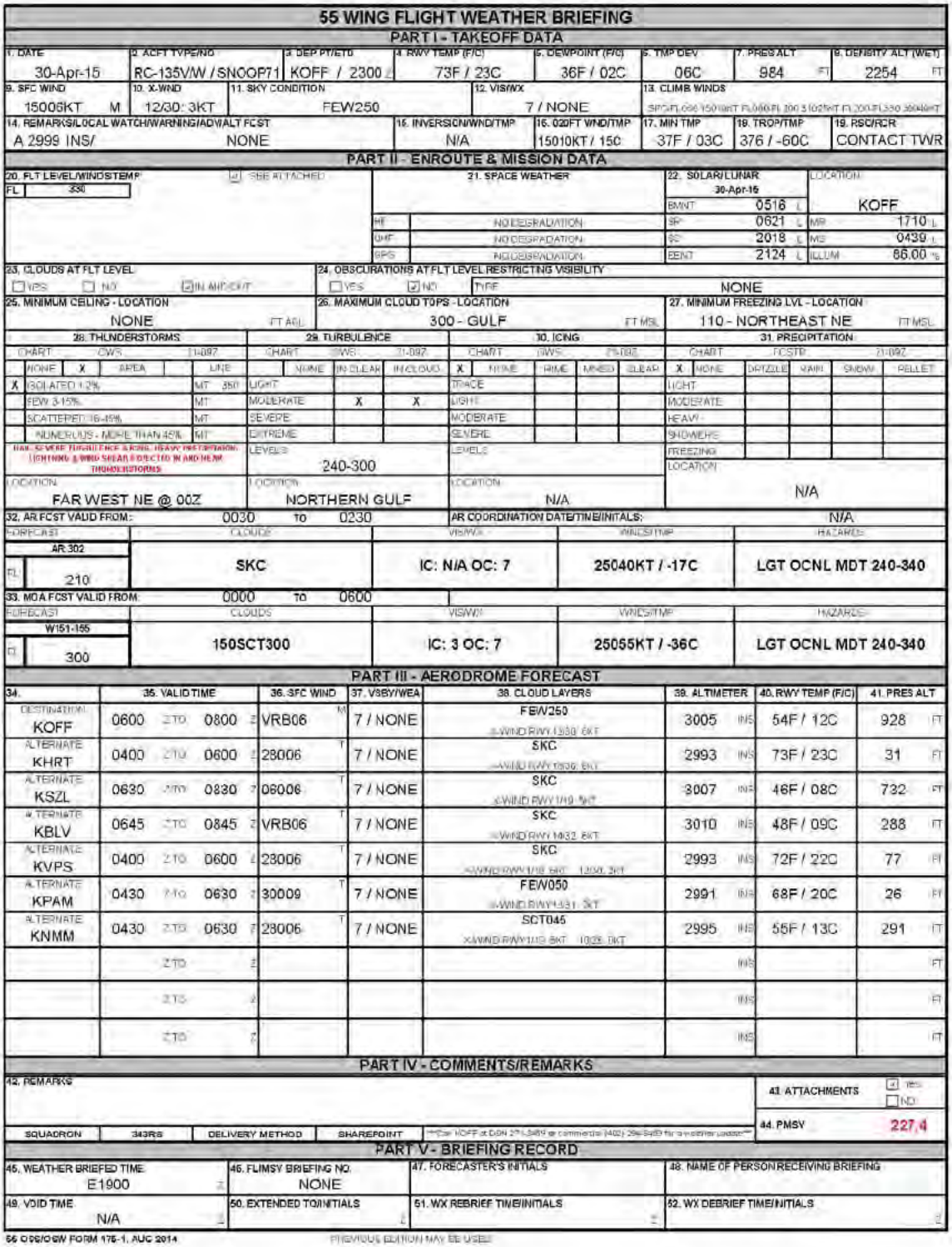
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TAB F

WEATHER AND ENVIRONMENTAL RECORDS AND DATA

F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS 2
F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT 12
F3. METEOROLOGICAL AERODROME REPORT 12
F4. TERMINAL AREA FORECAST 12

F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS



55 WING FLIGHT WEATHER BRIEFING

PART I - TAKEOFF DATA

1. DATE	2. ACFT TYPE/NO	3. DEP PT/ETD	4. RWY TEMP (F/C)	5. DEWPOINT (F/C)	6. TMP DEV	7. PRES ALT	8. DENSITY ALT (WET)
30-Apr-15	RC-135V/W / SNOOP71	KOFF / 2300 Z	73F / 23C	36F / 02C	06C	984 FT	2254 FT

9. SFC WIND	10. X-WND	11. SKY CONDITION	12. VIS/WX	13. CLIMB WINDS
15005KT M	12/30: 3KT	FEW250	7 / NONE	SFC/FL090 150/18KT FL090/FL180 280/31KT FL180/FL330 300/49KT

14. REMARKS/LOCAL WATCH/WARNING/ADV/ALT FCST	15. INVERSION/WND/TMP	16. 020FT WND/TMP	17. MIN TMP	18. TROP/TMP	19. RSC/RCR
A 2999 INS/ NONE	N/A	15010KT / 15C	37F / 03C	376 / -60C	CONTACT TWR

PART II - ENROUTE & MISSION DATA

20. FLT LEVEL/WINDS/TEMP	21. SPACE WEATHER		22. SOLAR/LUNAR 30-Apr-15		LOCATION
FL 330 ☑ SIGS ATTACHED	HF	NO DEGRADATION	BMNT 0516 L		KOFF
	UHF	NO DEGRADATION	SR 0621 L	MR 1710 L	
	GPS	NO DEGRADATION	SS 2018 L	MS 0439 L	
			EENT 2124 L	ILLUM 86.00 %	

23. CLOUDS AT FLT LEVEL	24. OBSCURATIONS AT FLT LEVEL RESTRICTING VISIBILITY
☐ YES ☐ NO ☑ IN AND/OR OUT	☐ YES ☑ NO TYPE: NONE

25. MINIMUM CEILING - LOCATION	26. MAXIMUM CLOUD TOPS - LOCATION	27. MINIMUM FREEZING LVL - LOCATION
NONE FT AGL	300 - GULF FT MSL	110 - NORTHEAST NE FT MSL

28. THUNDERSTORMS				29. TURBULENCE			30. ICING				31. PRECIPITATION				
CHART	CWS	21-09Z		CHART	CWS	21-09Z	CHART	CWS	FCSTD	21-09Z	CHART	FCSTD		21-09Z	
NONE	X	AREA	LINE	NONE	IN CLEAR	IN CLOUD	X NONE	RIME	MIXED	CLEAR	X NONE	DRIZZLE	RAIN	SNOW	PELLET
X ISOLATED <12%			MT 350	LIGHT			TRACE				LIGHT				
FEW 3-15%			MT	MODERATE	X	X	LIGHT				MODERATE				
SCATTERED 16-45%			MT	SEVERE			MODERATE				HEAVY				
NUMEROUS - MORE THAN 45%			MT	EXTREME			SEVERE				SHOWERS				
RAD, SQ WAVE TURBULENCE & SOME HEAVY PRECIPITATION, LIGHTNING & WIND SHEAR DETECTED IN AND NEAR THUNDERSTORMS				LEVELS: 240-300			LEVELS:				FREEZING				
											LOCATION: N/A				
LOCATION: FAR WEST NE @ 00Z				LOCATION: NORTHERN GULF			LOCATION: N/A								

32. AR FCST VALID FROM: 0030 TO 0230	AR COORDINATION DATE/TIME/INITIALS: N/A		
FORECAST	CLOUDS	VIS/WX	WINDS/TMP	HAZARDS
AR 302 FL 210	SKC	IC: N/A OC: 7	25040KT / -17C	LGT OCNL MDT 240-340

33. MOA FCST VALID FROM: 0000 TO 0600				
FORECAST	CLOUDS	VIS/WX	WINDS/TMP	HAZARDS
W151-155 FL 300	150SCT300	IC: 3 OC: 7	25055KT / -36C	LGT OCNL MDT 240-340

PART III - AERODROME FORECAST

34.	35. VALID TIME	36. SFC WIND	37. VSBY/WEA	38. CLOUD LAYERS	39. ALTIMETER	40. RWY TEMP (F/C)	41. PRES ALT
DESTINATION: KOFF	0600 ZTO 0800 Z	VRB06 M	7 / NONE	FEW250 X-WIND RWY 13/30: 6KT	3005 INS	54F / 12C	928 FT
ALTERNATE: KHRT	0400 ZTO 0600 Z	28006 T	7 / NONE	SKC X-WIND RWY 09/36: 6KT	2993 INS	73F / 23C	31 FT
ALTERNATE: KSZL	0630 ZTO 0830 Z	06006 T	7 / NONE	SKC X-WIND RWY 17/35: 5KT	3007 INS	46F / 08C	732 FT
ALTERNATE: KBLV	0645 ZTO 0845 Z	VRB06 T	7 / NONE	SKC X-WIND RWY 14/32: 6KT	3010 INS	48F / 09C	288 FT
ALTERNATE: KVPS	0400 ZTO 0600 Z	28006 T	7 / NONE	SKC X-WIND RWY 13/31: 6KT 12000: 3KT	2993 INS	72F / 22C	77 FT
ALTERNATE: KPAM	0430 ZTO 0630 Z	30009 T	7 / NONE	FEW050 X-WIND RWY 14/32: 5KT	2991 INS	68F / 20C	26 FT
ALTERNATE: KNMM	0430 ZTO 0630 Z	28006 T	7 / NONE	SCT045 X-WIND RWY 01/19: 8KT 10000: 8KT	2995 INS	55F / 13C	291 FT
	ZTO Z				INS		FT
	ZTO Z				INS		FT
	ZTO Z				INS		FT

PART IV - COMMENTS/REMARKS

42. REMARKS	43. ATTACHMENTS ☑ YES ☐ NO
	44. PMSV 227.4

SQUADRON	343RS	DELIVERY METHOD	SHAREPOINT
			Can KOFF at DSN 271-3489 or commercial (402) 294-3489 for a weather update

PART V - BRIEFING RECORD

45. WEATHER BRIEFED TIME	46. FLIMSY BRIEFING NO.	47. FORECASTER'S INITIALS	48. NAME OF PERSON RECEIVING BRIEFING
E1900 Z	NONE		
49. VOID TIME	**50. EXTENDED TO/INITIALS**	**51. WX REBRIEF TIME/INITIALS**	**52. WX DEBRIEF TIME/INITIALS**
N/A Z	Z	Z	Z

55 OSS/OSW FORM 175-1, AUG 2014 PREVIOUS EDITION MAY BE USED

PART VI - MISSION FEEDBACK

53. MISSION SUPPORT FEEDBACK

INSTRUCTIONS TO AIRCREW: PLEASE TAKE TIME TO COMPLETE THE FOLLOWING QUESTIONS AFTER YOUR MISSION AND RETURN THE FORM TO THE 55TH OPERATIONS SUPPORT SQUADRON WEATHER FLIGHT BY DROPPING IT OFF AT BASE OPS, FAX (DSN 271-8575), OR SEND IT THROUGH BITS (STOP CODE 2004). YOU ARE ENCOURAGED TO CONTACT THE WEATHER FLIGHT COMMANDER AT DSN 271-2031 TO PROVIDE DIRECT FEEDBACK.

		1=VERY POOR 7=VERY GOOD
1	How would you rate the accuracy of your ***mission-planning*** forecast?	1 2 3 4 5 6 7
2	How would you rate the accuracy of your ***mission execution*** forecast?	1 2 3 4 5 6 7
3	How would you rate the timeliness AND COURTESY of your weather service for this mission?	1 2 3 4 5 6 7
4	How would you rate the Pilot-to-Metro Service provided for this mission (if utilized)?	1 2 3 4 5 6 7
5	How would you rate the relevancy of the weather information provided compared to your mission profile	1 2 3 4 5 6 7

			Overall Assessment	
Mission Segment	**As Forecasted**	**Not as Forecasted**	**GO**	**NO-GO**
Take-Off				
Enroute				
MOA / Orbit				
Air Refueling				
Destination				
Additional Comments/Suggestions:				

PART VII - TRANSIENT WEATHER SUPPORT

54. OBTAINING WEATHER SUPPORT WHILE IN TRANSIENT STATUS

- Contact Offutt AFB Weather Flight at DSN 271-3459/2073/2031

and/or

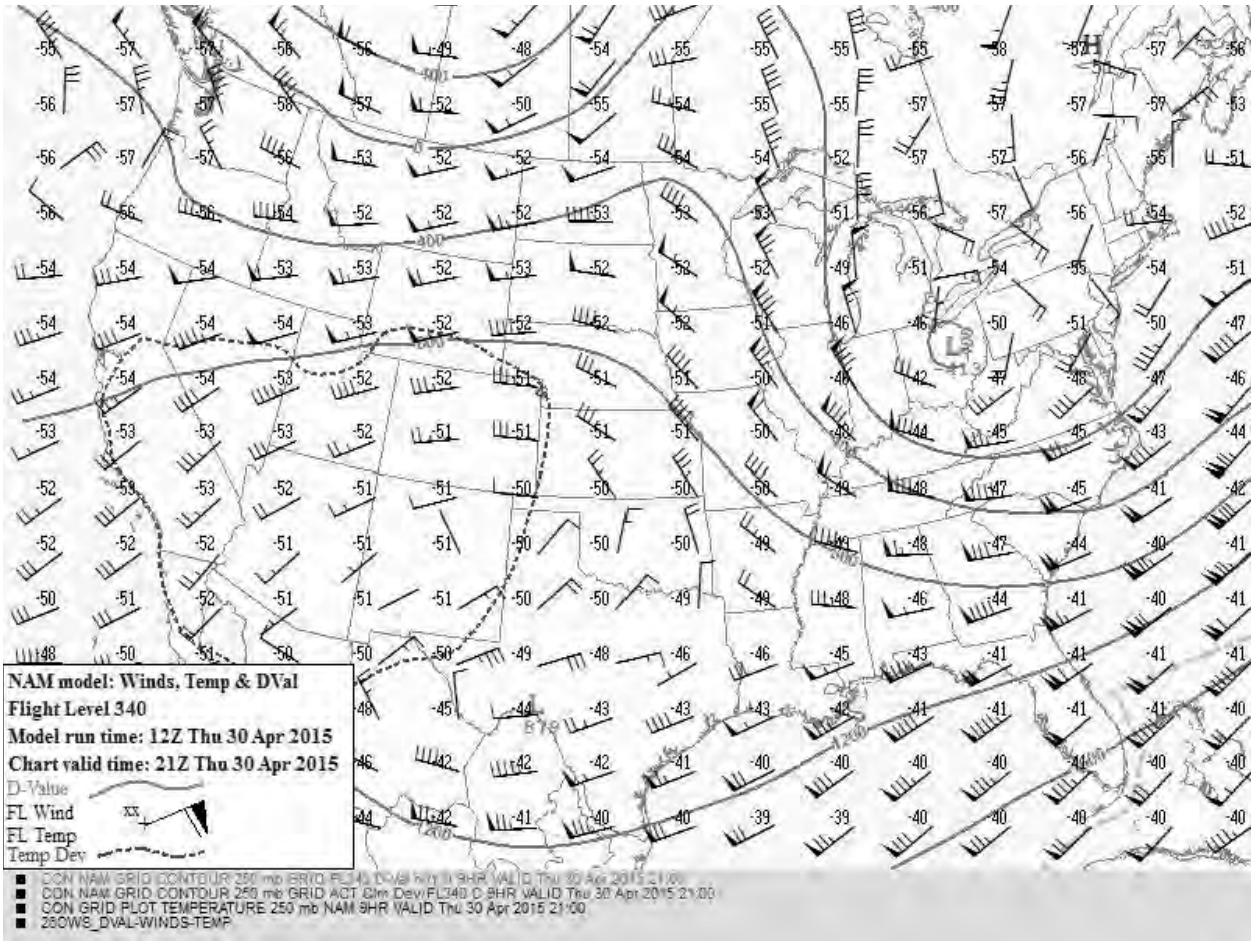
- Contact the 16 OWS, Scott AFB, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)
- Contact the 25 OWS, Davis-Monthan AFB, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)
- Contact the 26 OWS, Barksdale AFB, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)
- Contact the 28 OWS, Shaw AFB, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)
- Contact the 11 OWS, Elmendorf AFB, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)
- Contact the USAFE OWS, Sembach Annex, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)
- Contact the _____, at the numbers listed in appendix C of the Flight Information Pamphlet (FLIP)

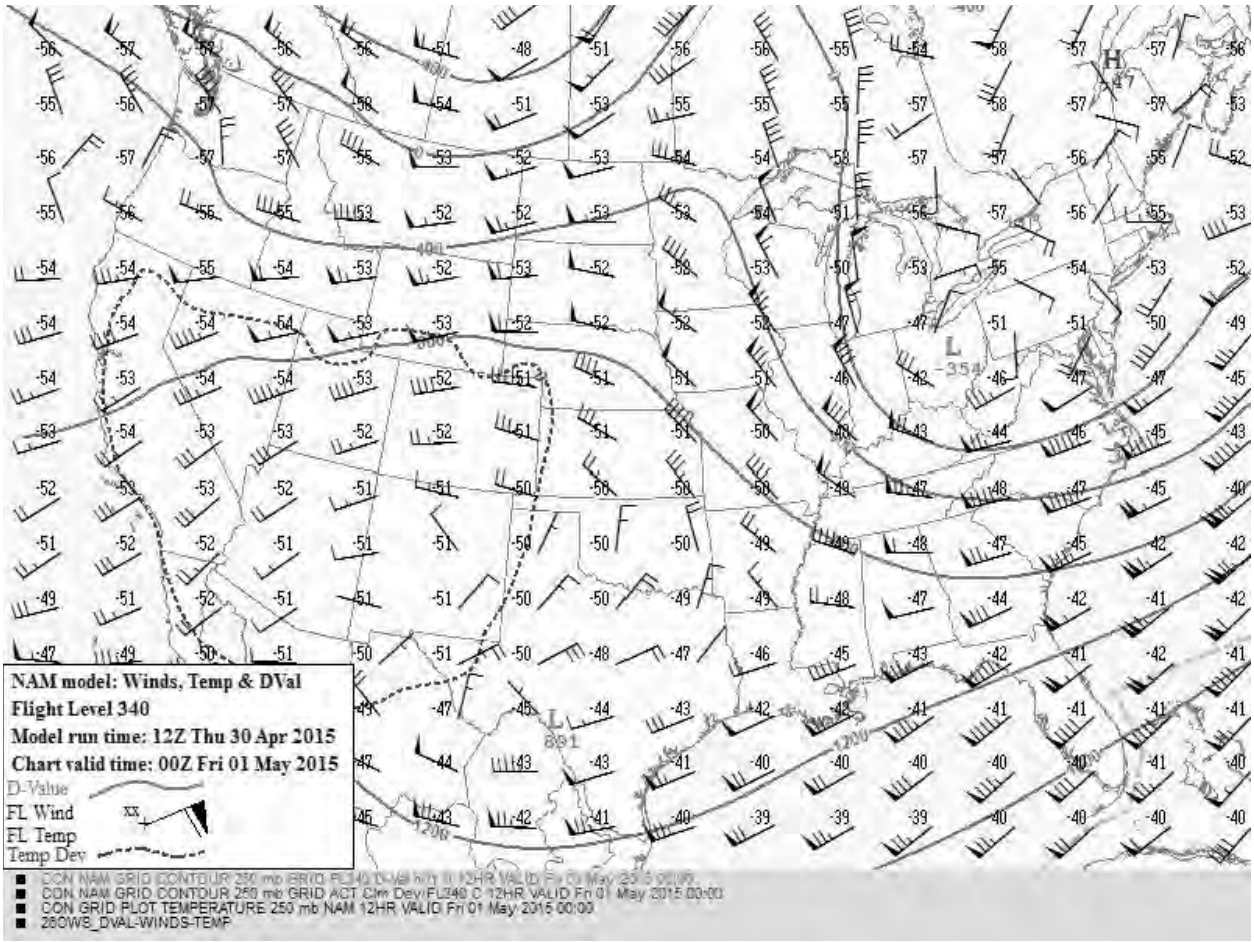
PART VIII - WEATHER FLIGHT USE ONLY

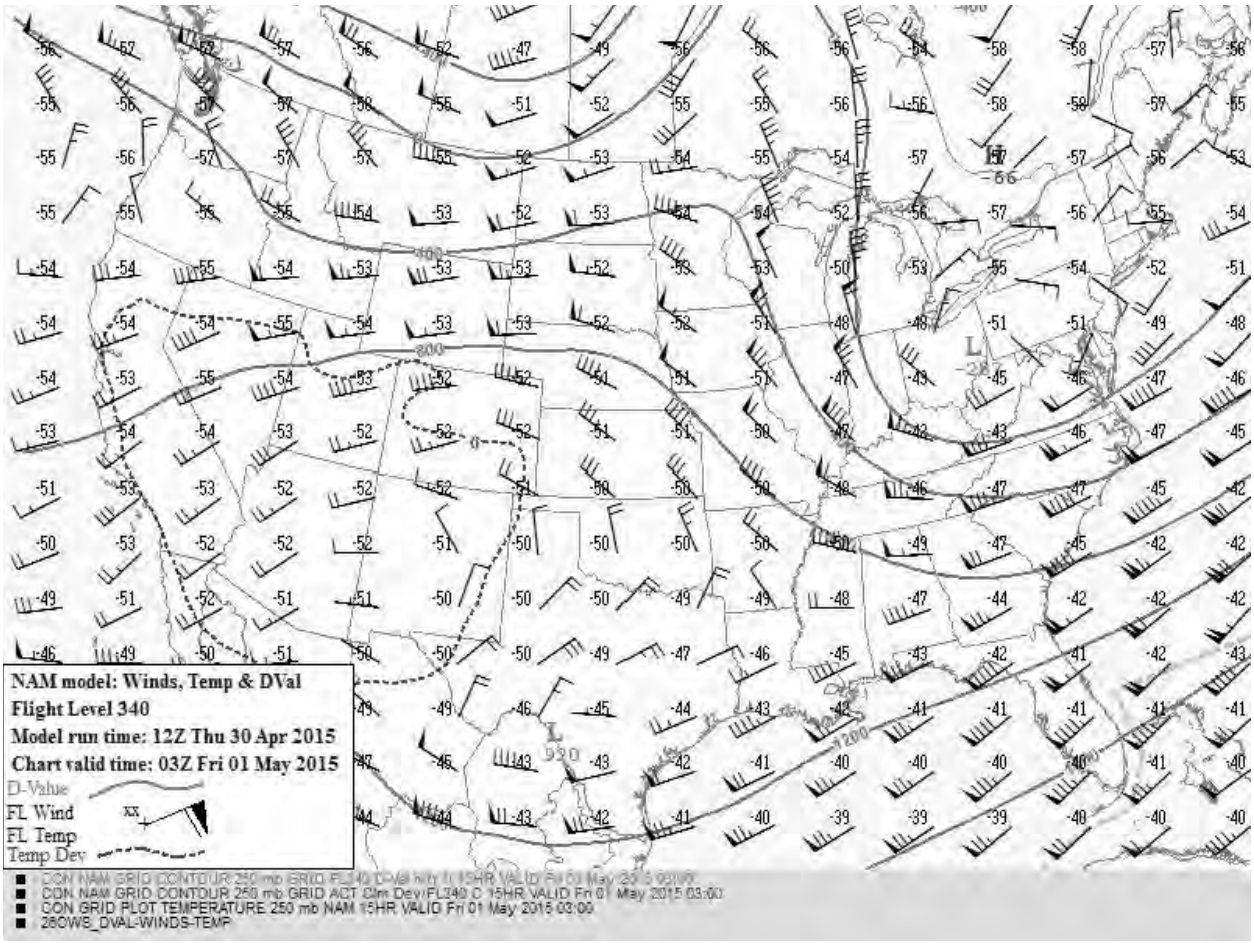
54. Mission Date: 30-Apr-15 56. Forecaster: TEF

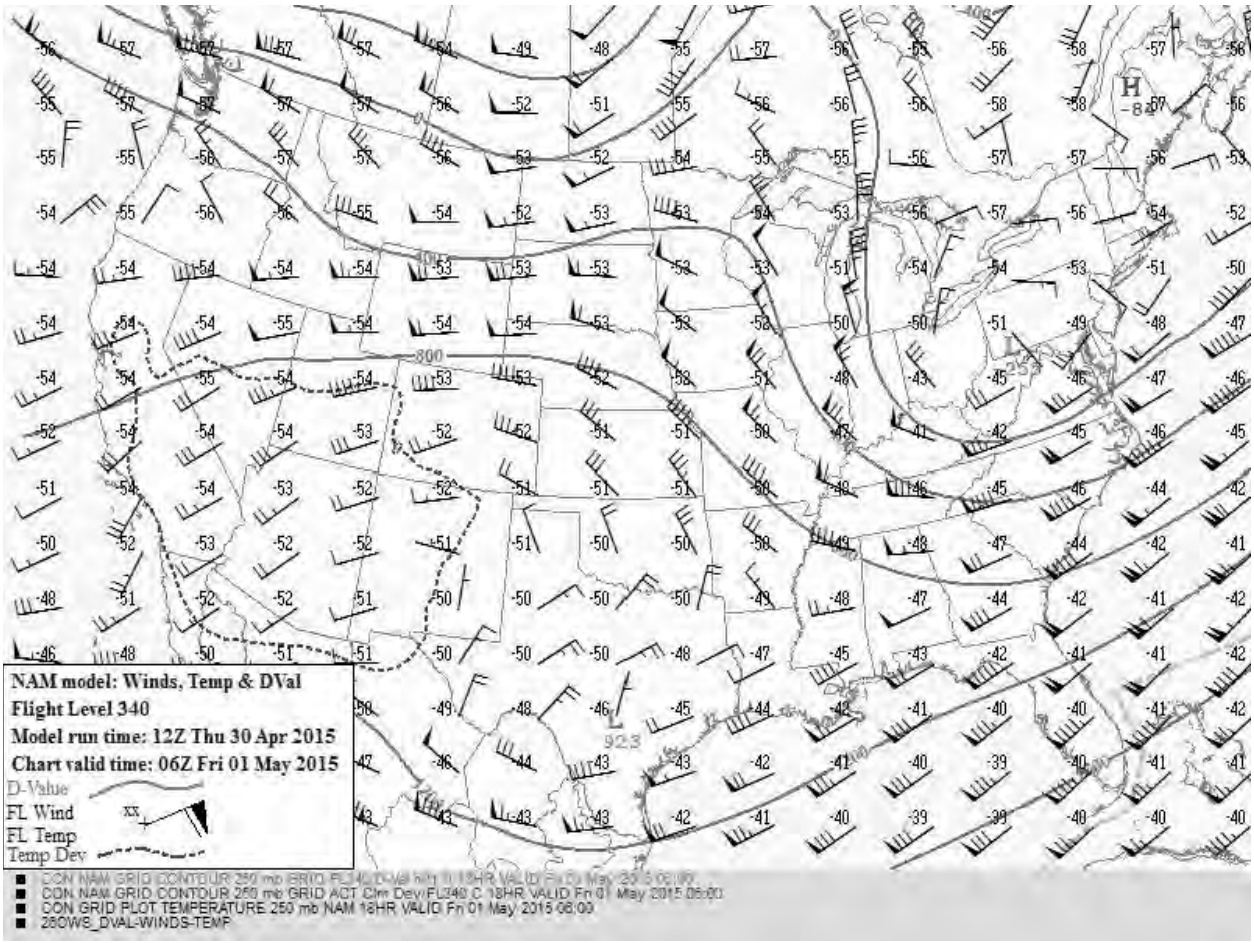
55. Mission Callsign: RC-135VMV / SNOOP71

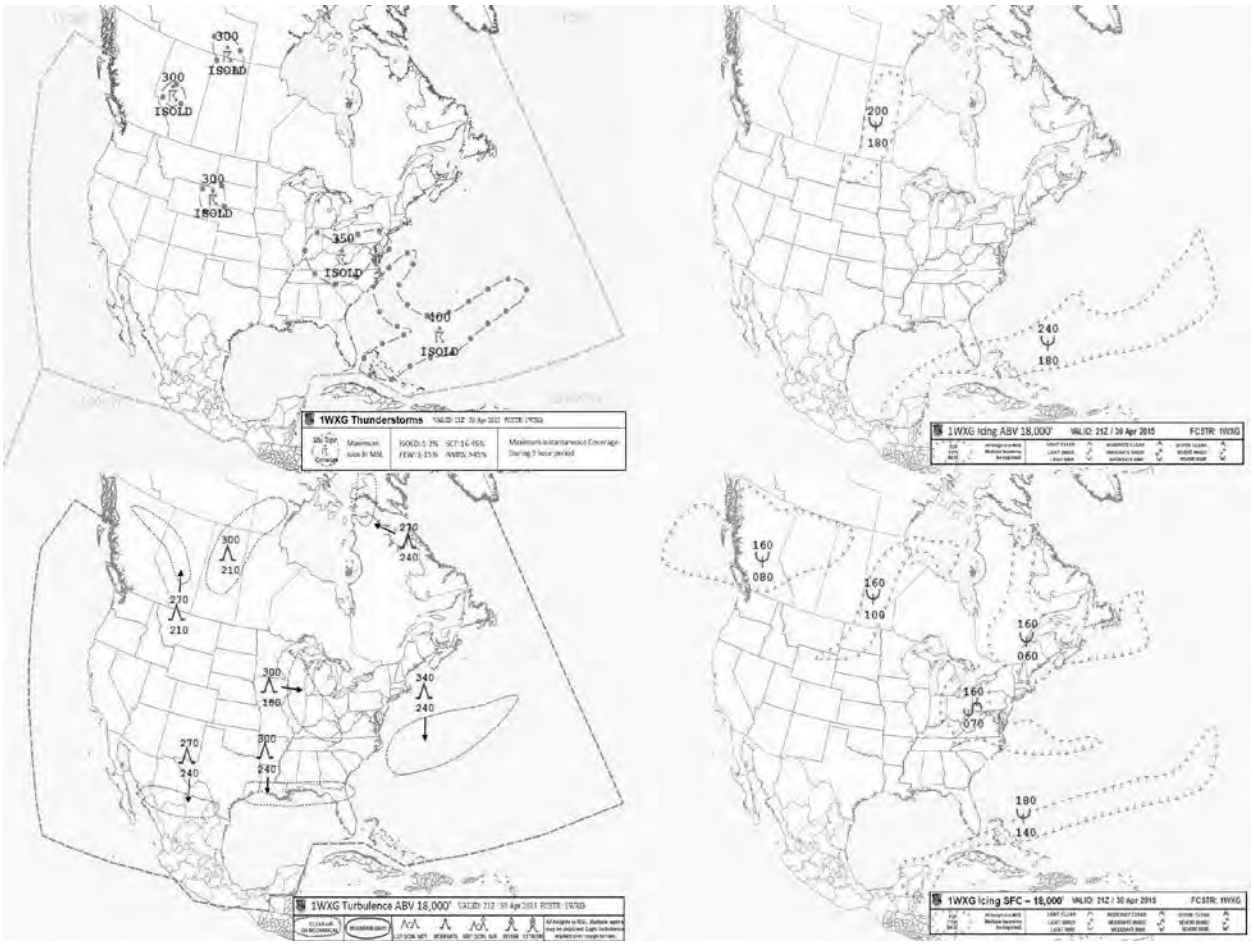
55 OSS/OSW FORM 175-1, AUG 2014 PREVIOUS EDITION MAY BE USED

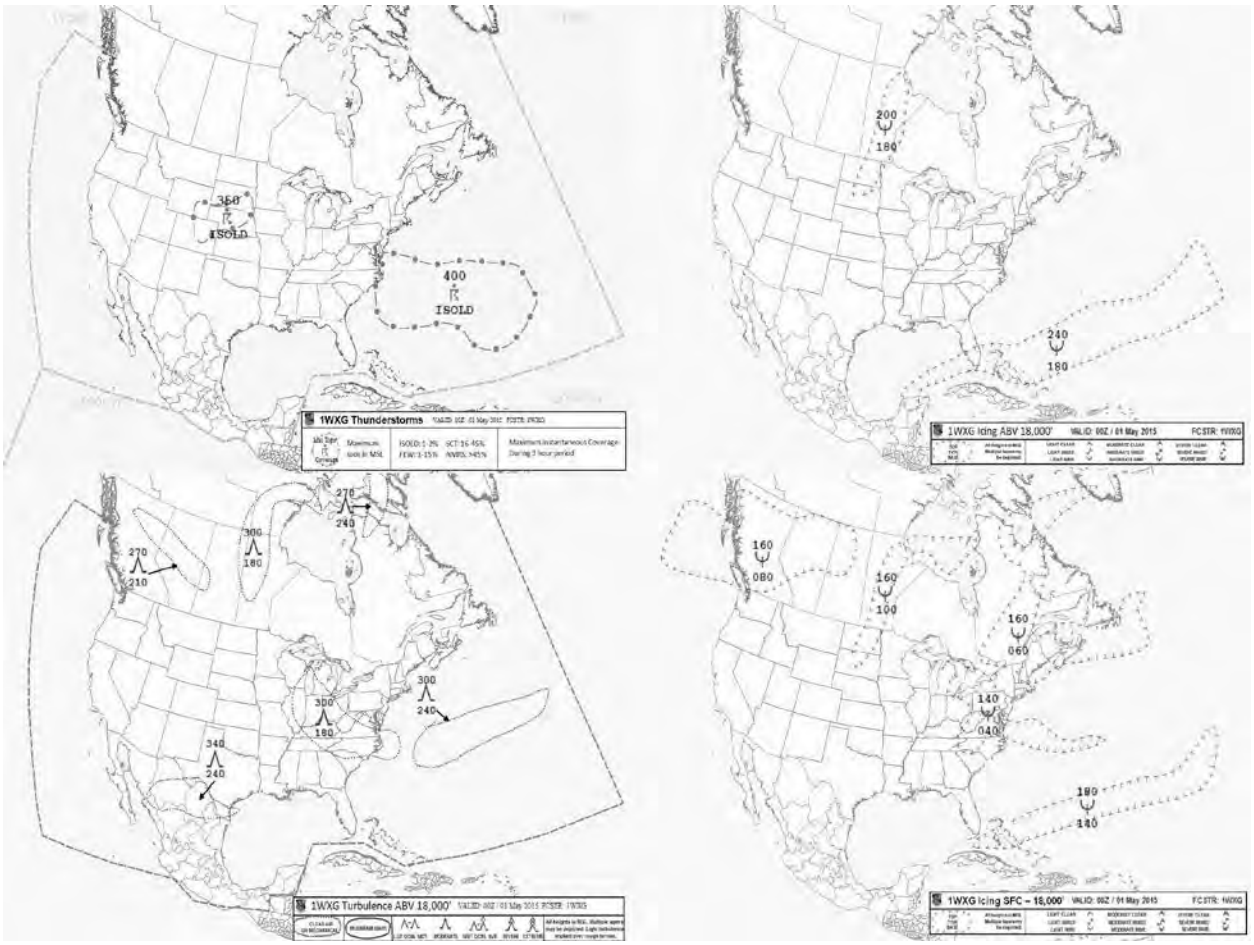

NAM model: Winds, Temp & DVal
Flight Level 340
Model run time: 12Z Thu 30 Apr 2015
Chart valid time: 21Z Thu 30 Apr 2015
D-Value
FL Wind
FL Temp
Temp Dev
CON NAM GRID CONTOUR 250 mb GRID FL340 DVal knty 9 9HR VALID Thu 30 Apr 2015 21:00
CON NAM GRID CONTOUR 250 mb GRID ACT Clm Dev FL340 C 9HR VALID Thu 30 Apr 2015 21:00
CON GRID PLOT TEMPERATURE 250 mb NAM 9HR VALID Thu 30 Apr 2015 21:00
260WS_DVAL-WINDS-TEMP

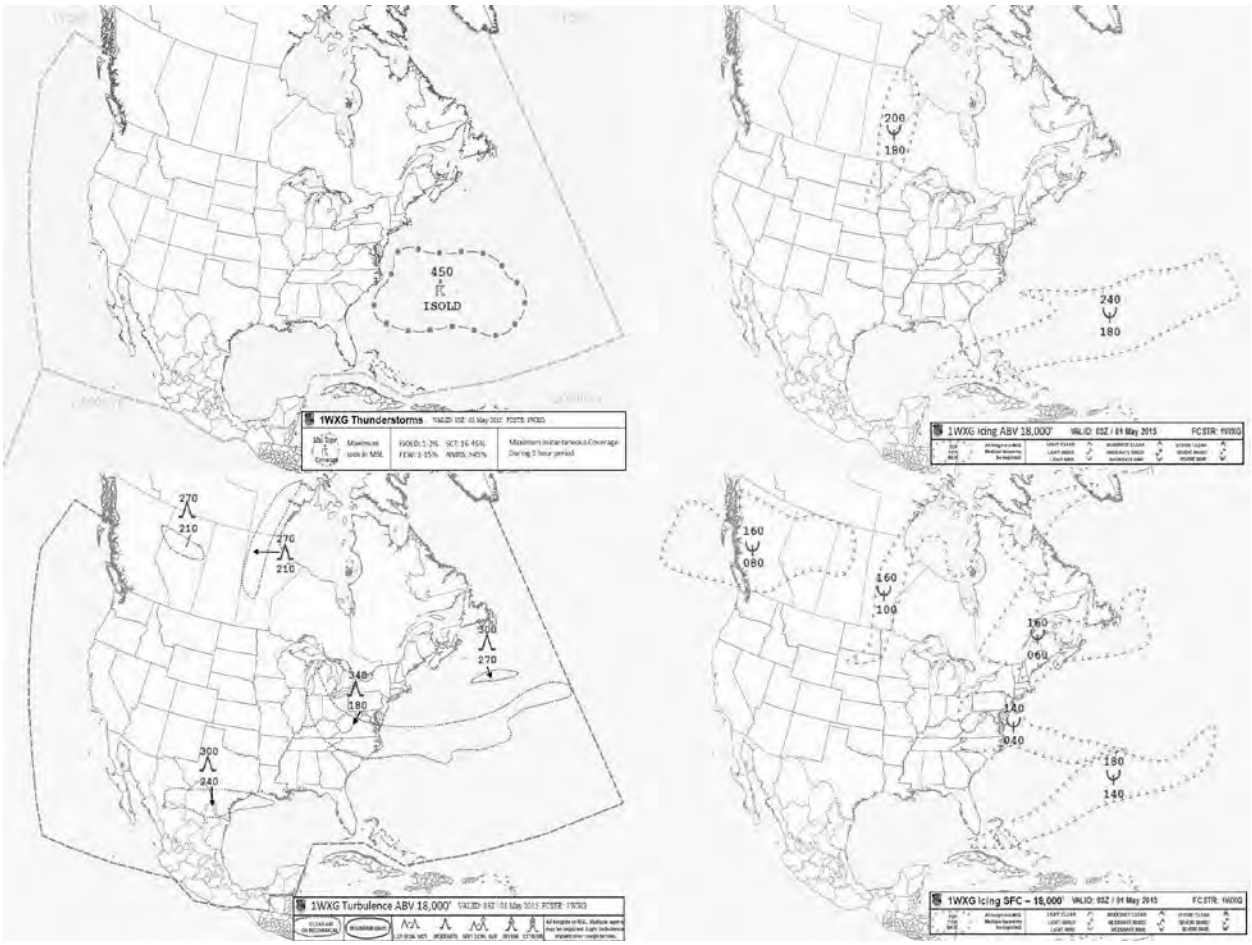

NAM model: Winds, Temp & DVal
Flight Level 340
Model run time: 12Z Thu 30 Apr 2015
Chart valid time: 00Z Fri 01 May 2015
D-Value
FL Wind
FL Temp
Temp Dev
CON NAM GRID CONTOUR 250 mb GRID FL340 DVal knty 0 12HR VALID Fri 01 May 2015 00:00
CON NAM GRID CONTOUR 250 mb GRID ACT Clm Dev/FL340 C 12HR VALID Fri 01 May 2015 00:00
CON GRID PLOT TEMPERATURE 250 mb NAM 12HR VALID Fri 01 May 2015 00:00
260WS_DVAL-WINDS-TEMP

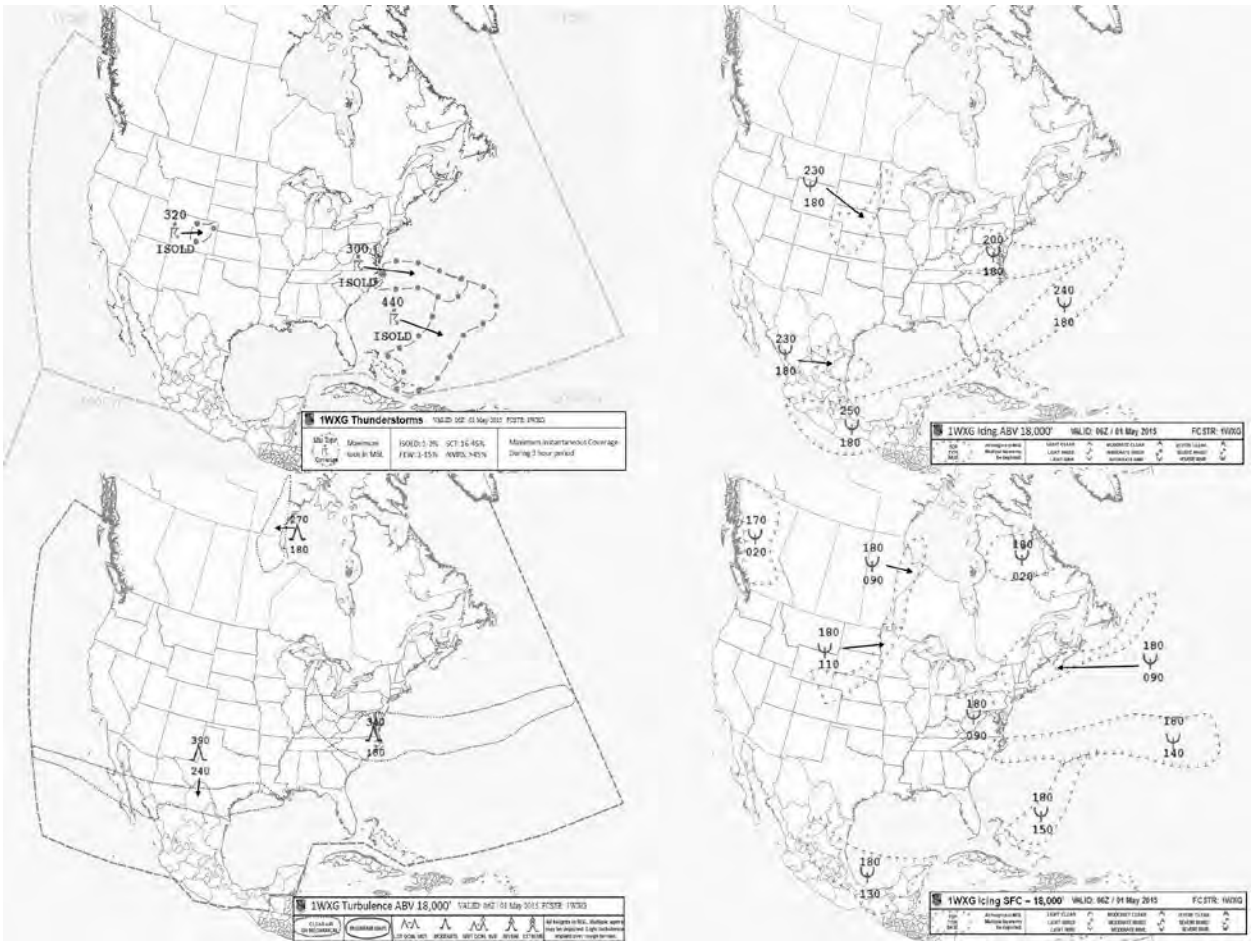

NAM model: Winds, Temp & DVal
Flight Level 340
Model run time: 12Z Thu 30 Apr 2015
Chart valid time: 03Z Fri 01 May 2015
D-Value
FL Wind
FL Temp
Temp Dev
CON NAM GRID CONTOUR 250 mb GRID ACT Clm Dev/FL340 C 15HR VALID Fri 01 May 2015 03:00
CON GRID PLOT TEMPERATURE 250 mb NAM 15HR VALID Fri 01 May 2015 03:00
26OWS_DVAL-WINDS-TEMP


NAM model: Winds, Temp & DVal
Flight Level 340
Model run time: 12Z Thu 30 Apr 2015
Chart valid time: 06Z Fri 01 May 2015
D-Value
FL Wind
FL Temp
Temp Dev
CON NAM GRID CONTOUR 250 mb GRID ACT Clm Dev/FL340 C 18HR VALID Fri 01 May 2015 06:00
CON GRID PLOT TEMPERATURE 250 mb NAM 18HR VALID Fri 01 May 2015 06:00
260WS_DVAL-WINDS-TEMP

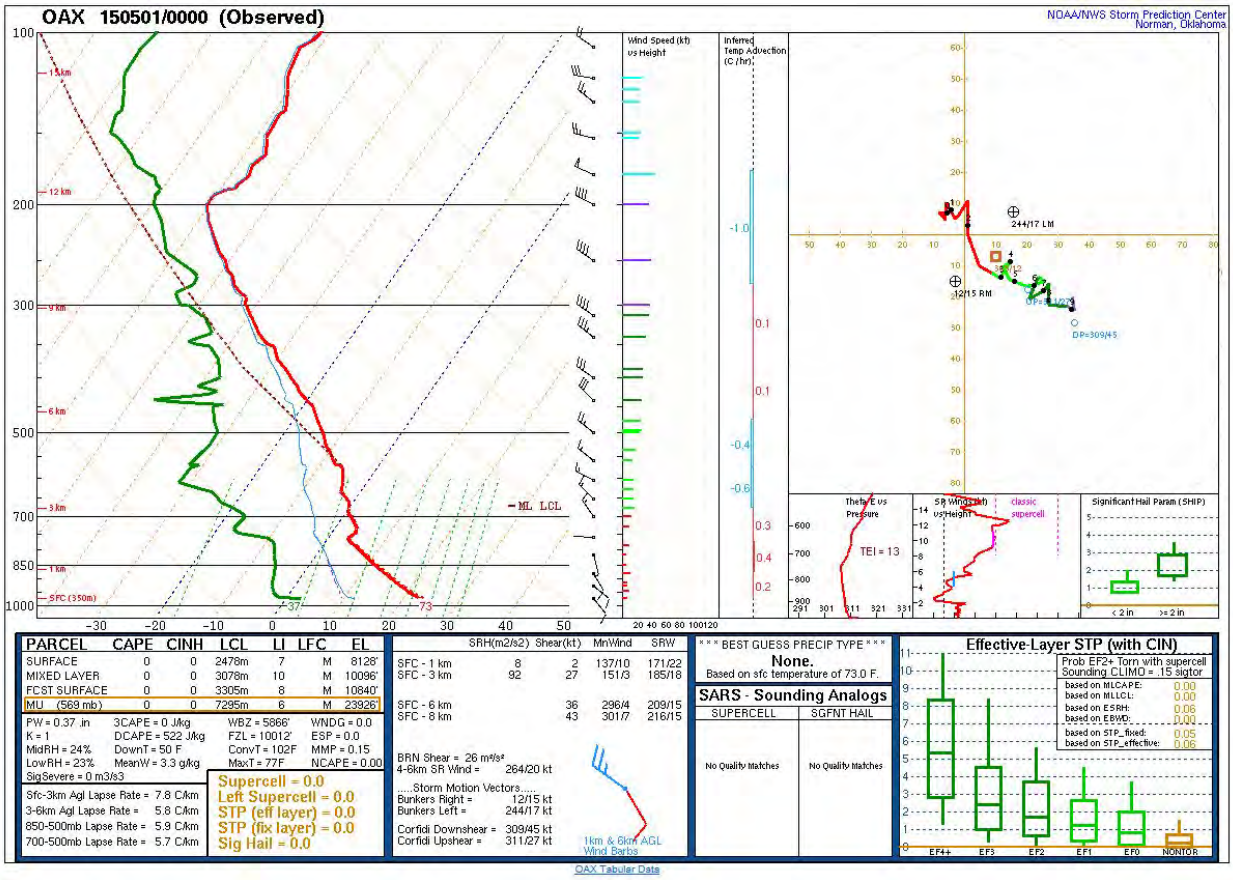

1WXG Thunderstorms
1WXG Icing ABV 18,000'
1WXG Turbulence ABV 18,000'
1WXG Icing SFC – 18,000'


350
ISOLD
400
ISOLD
1WXG Thunderstorms
270
240
300
180
270
210
300
240
300
180
340
240
1WXG Turbulence ABV 18,000'
200
180
240
180
1WXG Icing ABV 18,000'
160
080
160
100
160
060
140
040
180
140
1WXG Icing SFC – 18,000'


1WXG Thunderstorms
450
ISOLD
1WXG Turbulence ABV 18,000'
270
210
270
210
300
270
340
180
300
240
1WXG Icing ABV 18,000'
200
180
240
180
160
080
160
100
160
060
140
040
180
140
1WXG Icing SFC – 18,000'


1WXG Thunderstorms
320
ISOLD
300
ISOLD
440
ISOLD
1WXG Turbulence ABV 18,000'
270
180
390
240
340
180
1WXG Icing ABV 18,000'
230
180
200
180
240
180
230
180
250
180
1WXG Icing SFC – 18,000'
170
020
180
090
180
020
180
110
180
090
180
090
180
140
180
150
180
130

F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT



F3. METEOROLOGICAL AERODROME REPORT

METAR KOFF 302358Z AUTO 12005KT 10SM CLR 22/03 A2997 RMK AO2 SLP152 T02230032 10238 20217 55002

F4. TERMINAL AREA FORECAST

TAF KOFF 3018/0124 VRB06KT 9999 SKC QNH3000INS
BECMG 0111/0112 VRB06KT 9999 SCT080 QNH3009INS
BECMG 0114/0115 17009KT 9999 BKN060 QNH3013INS
BECMG 0120/0121 18009KT 9000 -SHRA BKN040 QNH3012INS TX24/3021Z
TN02/0112Z

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G1. FLIGHT RECORDS

G1.1. CAPT [Mishap Pilot] (MP)

G1.1.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015 SQUADRON: 343 RS

Letter of Certifications

								PILOT					RJ					REMARKS
NAME	RANK	CP	OFFICE	MSN	EXP	QUAL	RAP	FE	INSTR	FTC	OPS SUP	SQF	IE W/A,F,P	IE A/R ONLY	A/R	T/G	SDP	
[MP]	Capt	USPN	CAG	N-CMR														PUP/Unqual

Commander, 343 RS

G1.1.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 20:35 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-**- GRADE: CPT API: 1 FAC: 1 OFDA: 60 ASC: 1A ASC DATE: 04 MAR 15
CMD: ACC WING: 0343RCNS PRI CRW POS: C PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	TC135W(S)	AF37AT72(Q)	RC135S(S)	RC135U(S)	TC135S(S)	TC135S(S)
FLT DTY CERT CODE	MPAN	MPAN	MPAN	MPAN	MPAN	MPAN	MPAN	UCAE
DATE FIRST FLOWN	04 MAR 15	19 MAR 15	09 MAR 15	02 DEC 14	NO DATE	NO DATE	NO DATE	NO DATE
DATE LAST FLOWN	12 MAR 15	19 MAR 15	02 APR 15	14 APR 15	NO DATE	NO DATE	NO DATE	NO DATE
TOTAL TIME	14.7	7.8	20.4	99.0	0.0	0.0	0.0	0.0
PRIMARY TIME	7.0	3.8	13.8	51.0	0.0	0.0	0.0	0.0
SECONDARY TIME	7.1	3.9	6.3	48.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	0.6	0.1	0.3	0.0	0.0	0.0	0.0	0.0
NIGHT	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0
PRIMARY INST	2.0	1.0	3.5	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.5	0.0	1.1	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	0	0	0	0	0	0	0	0
CMBT SUPPORT SORTIES	0	0	0	0	0	0	0	0
TOTAL SORTIES	2	1	4	30	0	0	0	0

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PREPARED 01 MAY 2015 20:35 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-** GRADE: CPT API: 1 FAC: 1 OFDA: 60 ASC: 1A ASC DATE: 04 MAR 15
CMD: ACC WING: 0343RCNS PRI CRW POS: C PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	T006A(S)	T001A(S)	RC135W(S)	RC135V(S)	AF37AT72(Q)	TC135W(S)
FLT DTY CERT CODE	SP	SP	UCAE	UCAE	UCAE	UCIN
DATE FIRST FLOWN	NO DATE	NO DATE	20 MAR 12	09 MAR 12	06 DEC 11	05 MAR 12
DATE LAST FLOWN	NO DATE	NO DATE	11 FEB 14	07 NOV 14	04 NOV 14	25 FEB 14
TOTAL TIME	0.0	0.0	160.1	592.7	164.6	38.9
PRIMARY TIME	0.0	0.0	82.3	315.0	69.6	19.0
SECONDARY TIME	0.0	0.0	68.6	267.6	52.5	9.2
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	0.0	0.0	9.2	10.1	42.5	10.7
NIGHT	0.0	0.0	14.0	65.8	9.9	11.7
PRIMARY INST	0.0	0.0	21.1	68.6	3.2	7.8
PRIMARY SIM INST	0.0	0.0	1.5	2.4	12.0	1.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	0.0	38.2	267.4	0.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	0	0	4	26	0	0
CMBT SUPPORT SORTIES	0	0	0	0	0	0
TOTAL SORTIES	0	0	24	71	53	8

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	440.9
SECONDARY TIME	362.7
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	31.0
TOTAL TIME	834.6
STUDENT TIME	274.1
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	305.6
COMBAT SUPT TIME	0.0
TOTAL SORTIES	110
COMBAT SORTIES	30
COMBAT SUP SORTIES	0
NVG TIME	0.0
DATE FIRST FLOWN	05 MAR 12
DATE LAST FLOWN	02 APR 15

GRAND TOTAL 1108.7

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G1.1.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 08:58 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- API: 1 FAC: 1 ASC: 1A DAFSC: 011R2G AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MPAN ASC DATE: 04 MAR 2015
CURR RATING: PILOT AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	322.0	274.7	0.0	0.0	10.7	607.4	322.0	65.8	70.6	2.9	73
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	7.0	7.1	0.0	0.0	0.6	14.7	7.0	0.0	2.0	0.5	2
LAST 90 DAYS	7.0	7.1	0.0	0.0	0.6	14.7	7.0	0.0	2.0	0.5	2

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	86.1	72.5	0.0	0.0	9.3	167.9	86.1	14.0	22.1	1.5	25
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	3.8	3.9	0.0	0.0	0.1	7.8	3.8	0.0	1.0	0.0	1
LAST 90 DAYS	3.8	3.9	0.0	0.0	0.1	7.8	3.8	0.0	1.0	0.0	1
TC135W	32.8	15.5	0.0	0.0	11.0	59.3	32.8	15.7	11.3	2.1	12
LAST 30 DAYS	2.6	2.6	0.0	0.0	0.3	5.5	2.6	0.0	0.0	0.6	1
LAST 60 DAYS	13.8	6.3	0.0	0.0	0.3	20.4	13.8	4.0	3.5	1.1	4
LAST 90 DAYS	13.8	6.3	0.0	0.0	0.3	20.4	13.8	4.0	3.5	1.1	4
AF37AT72	120.6	100.5	0.0	0.0	42.5	263.6	120.6	9.9	3.2	12.0	83
LAST 30 DAYS	1.5	1.5	0.0	0.0	0.0	3.0	1.5	0.0	0.0	0.0	1
LAST 60 DAYS	7.5	4.5	0.0	0.0	0.0	12.0	7.5	0.0	0.0	0.0	4
LAST 90 DAYS	21.5	18.5	0.0	0.0	0.0	40.0	21.5	0.0	0.0	0.0	12
RC135S	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 08:58 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- API: 1 FAC: 1 ASC: 1A DAFSC: 011R2G AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MPAN ASC DATE: 04 MAR 2015
CURR RATING: PILOT AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
TC135S	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
AF37AT72	120.6	100.5	0.0	0.0	42.5	263.6	120.6	9.9	3.2	12.0	83
LAST 30 DAYS	1.5	1.5	0.0	0.0	0.0	3.0	1.5	0.0	0.0	0.0	1
LAST 60 DAYS	7.5	4.5	0.0	0.0	0.0	12.0	7.5	0.0	0.0	0.0	4
LAST 90 DAYS	21.5	18.5	0.0	0.0	0.0	40.0	21.5	0.0	0.0	0.0	12
RC135W	86.1	72.5	0.0	0.0	9.3	167.9	86.1	14.0	22.1	1.5	25
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	3.8	3.9	0.0	0.0	0.1	7.8	3.8	0.0	1.0	0.0	1
LAST 90 DAYS	3.8	3.9	0.0	0.0	0.1	7.8	3.8	0.0	1.0	0.0	1
T001A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 08:58 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- API: 1 FAC: 1 ASC: 1A DAFSC: 011R2G AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MPAN ASC DATE: 04 MAR 2015
CURR RATING: PILOT AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
T006A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
TC135S	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
TC135W	32.8	15.5	0.0	0.0	11.0	59.3	32.8	15.7	11.3	2.1	12
LAST 30 DAYS	2.6	2.6	0.0	0.0	0.3	5.5	2.6	0.0	0.0	0.6	1
LAST 60 DAYS	13.8	6.3	0.0	0.0	0.3	20.4	13.8	4.0	3.5	1.1	4
LAST 90 DAYS	13.8	6.3	0.0	0.0	0.3	20.4	13.8	4.0	3.5	1.1	4

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
PILOT 05 MAR 2012 02 APR 2015	440.9	362.7	0.0	0.0	31.0	834.6	440.9	274.1	305.6	0.0	110

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G1.1.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 20:35 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-** GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	DOT	SECURITY CLEARANCE DATE:	30 MAR 09
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:		JUMP STATUS	
PHYSIOLOGICAL TNG DATE:			
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	011R2G		
EFFECTIVE DATE OF DUTY:	01 JUN 13	SYSTEM MANAGEMENT	
PAS CODE:	0D1CFDVF		
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	27 MAY 13	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:		REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	25 AUG 11	SPECIAL CAT ID:	
DATE ARR THIS STATION:	26 AUG 11	RECORDS REVIEW ACC DATE:	15 APR 15
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	31 AUG 15
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:	PHA EMAIL 03/16/15 DMT		

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

ACC PAGE 1

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PI PARED 01 MAY 2015 20:35 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-**- GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MPAN
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	26 APR 10
LAST MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	25 APR 22
LAST PRODUCTIVE FLIGHT DATE:	02 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	30 MAR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	04 MAR 15
PRIOR ASC:	1S
EFFECTIVE DATE:	01 MAR 15
AERO ORDER TERM DATE:	25 APR 22
OFFICER SERVICE DATE:	27 MAY 09
AVIATION SERVICE DATE:	26 APR 10
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	1
EFFECTIVE DATE:	01 JUN 13
FLYING ACTIVITY CATEGORY:	1
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	60
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	60

Your current OFDA is 60 month(s). You need 36 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

DUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	10 APR 15
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	30 APR 10

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

ACC PAGE 2

PAGE 2

G1.1.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN 5A036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Pilot] SSAN: ***-** GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
AF37AT7	12 JUN 14	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0	
	18 JUN 14	62-6003	MCAE	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 JUL 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.5	0.0	
	31 JUL 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 OCT 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	28 OCT 14	62-6002	MCAE	0.5	0.5	0.0	0.0	2.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0	
	30 OCT 14	62-6002	MCAE	0.7	0.8	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 NOV 14	62-6002	MCAE	1.0	2.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0	
	02 DEC 14	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 DEC 14	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	08 DEC 14	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	19 DEC 14	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	05 JAN 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	08 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 JAN 15	62-6003	UPIN	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	
	12 JAN 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	13 JAN 15	62-6003	UPIN	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	
	14 JAN 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	21 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	22 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	23 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	26 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 JAN 15	62-6003	UPIN	3.0	3.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
AF37AT7	10 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	12 FEB 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 FEB 15	62-6003	UPIN	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	
	19 FEB 15	62-6003	UPIN	2.5	2.5	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 FEB 15	62-6003	UPIN	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	
	25 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	16 MAR 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 MAR 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 MAR 15	62-6002	UPIN	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	
	14 APR 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

AF37AT72 SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	60.7	57.3	0.0	0.0	5.0	123.0	38	N/A	N/A	N/A	N/A	0.0	0.0	4.0	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

RC135V	30 APR 14	64-4845	MCAE	1.0	3.1	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0	
	07 MAY 14	64-4845	MCAE	3.5	3.5	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.7	0.0	0.0	
	08 MAY 14	64-4845	MCAE	4.0	4.1	0.0	0.0	0.0	8.1	1	0.0	0	0.0	0	1.0	2.0	0.0	0.0	
	12 MAY 14	64-4845	MCAE	4.1	4.2	0.0	0.0	0.0	8.3	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	
	13 MAY 14	64-4845	MCAE	2.3	2.0	0.0	0.0	3.0	7.3	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	
	19 MAY 14	64-4845	MCAE	4.4	4.4	0.0	0.0	0.0	8.8	1	0.0	0	0.0	0	0.5	1.0	0.0	0.0	
	20 MAY 14	64-4845	MCAE	5.0	2.0	0.0	0.0	0.3	7.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	23 MAY 14	64-4845	MCAE	3.7	3.7	0.0	0.0	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	9.5	0.0	
	24 MAY 14	64-4845	MCAE	3.8	3.8	0.0	0.0	0.0	7.6	1	0.0	0	0.0	0	0.0	0.0	0.6	0.0	
	28 MAY 14	64-4845	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	
	29 MAY 14	64-4845	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN 5A036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	08 JUL 14	63-9792	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	07 AUG 14	62-4126	MCAE	4.7	4.6	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0	
	03 NOV 14	62-4131	UCAE	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	07 NOV 14	62-4135	UCAE	2.1	2.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 MAR 15	62-4126	UPIN	3.4	3.4	0.0	0.0	0.4	7.2	1	0.0	0	0.0	0	0.0	2.0	0.5	0.0	
	12 MAR 15	62-4126	UPIN	3.6	3.7	0.0	0.0	0.2	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	65.4	58.3	0.0	0.0	3.9	127.6	17	0.0	0	0.0	0	2.0	9.5	1.6	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	19 MAR 15	62-4135	UPIN	3.8	3.9	0.0	0.0	0.1	7.8	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	3.8	3.9	0.0	0.0	0.1	7.8	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

TC135W	09 MAR 15	62-4127	UPIN	2.2	2.2	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0	
	24 MAR 15	62-4127	UPIN	5.0	0.5	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	4.0	3.5	0.0	0.0	
	30 MAR 15	62-4133	UPIN	4.0	1.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 APR 15	62-4127	UPIN	2.6	2.6	0.0	0.0	0.3	5.5	1	0.0	0	0.0	0	0.0	0.0	0.6	0.0	

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PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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

TC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	13.8	6.3	0.0	0.0	0.3	20.4	4	0.0	0	0.0	0	4.0	3.5	1.1	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	83.0	68.5	0.0	0.0	4.3	155.8	22	0.0	0	0.0	0	6.0	14.0	2.7	0.0
SIMULATOR:	60.7	57.3	0.0	0.0	5.0	123.0	38	N/A	N/A	N/A	N/A	0.0	0.0	4.0	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

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G1.1.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 20:35 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-** GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	24 APR 14	64-4845	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0		S	20140505
RC135V	25 APR 14	64-4845	MCAE	3.4	3.5	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	1.0	1.0	0.0	0.0		S	20140505
RC135V	30 APR 14	64-4845	MCAE	1.0	3.1	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20140501
RC135V	07 MAY 14	64-4845	MCAE	3.5	3.5	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.7	0.0	0.0		S	20140508
RC135V	08 MAY 14	64-4845	MCAE	4.0	4.1	0.0	0.0	0.0	8.1	1	0.0	0	0.0	0	1.0	2.0	0.0	0.0		S	20140512
RC135V	12 MAY 14	64-4845	MCAE	4.1	4.2	0.0	0.0	0.0	8.3	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20140513
RC135V	13 MAY 14	64-4845	MCAE	2.3	2.0	0.0	0.0	3.0	7.3	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20140515
RC135V	19 MAY 14	64-4845	MCAE	4.4	4.4	0.0	0.0	0.0	8.8	1	0.0	0	0.0	0	0.5	1.0	0.0	0.0		S	20140528
RC135V	20 MAY 14	64-4845	MCAE	5.0	2.0	0.0	0.0	0.3	7.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140522
RC135V	23 MAY 14	64-4845	MCAE	3.7	3.7	0.0	0.0	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0		S	20140528
RC135V	24 MAY 14	64-4845	MCAE	3.8	3.8	0.0	0.0	0.0	7.6	1	0.0	0	0.0	0	0.0	0.0	0.6	0.0		S	20140527
RC135V	28 MAY 14	64-4845	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20140529
RC135V	29 MAY 14	64-4845	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20140604
AF37AT72	12 JUN 14	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0		Q	20140624
AF37AT72	18 JUN 14	62-6003	MCAE	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140619
RC135V	08 JUL 14	63-9792	MCAE	4.6	4.6	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140709
AF37AT72	29 JUL 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.5	0.0		Q	20140731
AF37AT72	31 JUL 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140804
RC135V	07 AUG 14	62-4126	MCAE	4.7	4.6	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0		S	20140819
AF37AT72	27 OCT 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141030
AF37AT72	28 OCT 14	62-6002	MCAE	0.5	0.5	0.0	0.0	2.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0		Q	20141030
AF37AT72	30 OCT 14	62-6002	MCAE	0.7	0.8	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141031
RC135V	03 NOV 14	62-4131	UCAE	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141105
AF37AT72	04 NOV 14	62-6002	MCAE	1.0	2.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0		Q	20141106
RC135V	07 NOV 14	62-4135	UCAE	2.1	2.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141112
AF37AT72	02 DEC 14	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126

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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 MAY 2015 20:35 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-** GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
AF37AT72	04 DEC 14	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126
AF37AT72	08 DEC 14	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126
AF37AT72	19 DEC 14	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126
AF37AT72	05 JAN 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126
AF37AT72	08 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126
AF37AT72	09 JAN 15	62-6003	UPIN	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	20150126
AF37AT72	12 JAN 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150114
AF37AT72	13 JAN 15	62-6003	UPIN	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	20150114
AF37AT72	14 JAN 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150114
AF37AT72	15 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150115
AF37AT72	20 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150121
AF37AT72	21 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150123
AF37AT72	22 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150123
AF37AT72	23 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150126
AF37AT72	26 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150127
AF37AT72	27 JAN 15	62-6003	UPIN	3.0	3.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150127
AF37AT72	29 JAN 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150129
AF37AT72	04 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150205
AF37AT72	06 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150206
AF37AT72	10 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150212
AF37AT72	12 FEB 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150219
AF37AT72	17 FEB 15	62-6003	UPIN	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	20150219
AF37AT72	19 FEB 15	62-6003	UPIN	2.5	2.5	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150219
AF37AT72	24 FEB 15	62-6003	UPIN	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	20150225
AF37AT72	25 FEB 15	62-6002	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150225
RC135V	04 MAR 15	62-4126	UPIN	3.4	3.4	0.0	0.0	0.4	7.2	1	0.0	0	0.0	0	0.0	2.0	0.5	0.0		S	20150305

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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 MAY 2015 20:35 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
TC135W	09 MAR 15	62-4127	UPIN	2.2	2.2	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0		S	20150310
RC135V	12 MAR 15	62-4126	UPIN	3.6	3.7	0.0	0.0	0.2	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150313
AF37AT72	16 MAR 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150318
AF37AT72	17 MAR 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150318
RC135W	19 MAR 15	62-4135	UPIN	3.8	3.9	0.0	0.0	0.1	7.8	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20150320
AF37AT72	20 MAR 15	62-6002	UPIN	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		Q	20150320
TC135W	24 MAR 15	62-4127	UPIN	5.0	0.5	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	4.0	3.5	0.0	0.0		S	20150325
TC135W	30 MAR 15	62-4133	UPIN	4.0	1.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150331
TC135W	02 APR 15	62-4127	UPIN	2.6	2.6	0.0	0.0	0.3	5.5	1	0.0	0	0.0	0	0.0	0.0	0.6	0.0		S	20150403
AF37AT72	14 APR 15	62-6003	UPIN	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150420

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	91.0	76.6	0.0	0.0	4.3	171.9	24	0.0	0	0.0	0	7.5	15.5	2.7	0.0
SIMULATOR:	60.7	57.3	0.0	0.0	5.0	123.0	38	N/A	N/A	N/A	N/A	0.0	0.0	4.0	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

ACC PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.1.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:44 — INDIVIDUAL TRAINING SUMMARY — AS OF 13 MAY 2015 — PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-** CREW POSITION: MPAN UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 03 AUG 16 PHYSIOLOGICAL DUE DATE: 30 APR 20 RECORDS REVIEW DUE DATE: 31 AUG 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
CH	PLT AC ONLY CMR (N)	S/E OUT GO-ARD	AP30	1	2	0	02 APR 15		31 JUL 15			I	
CH	PLT AC ONLY CMR (N)	A/R TOTAL	AR00	3	4	0	02 APR 15		17 MAY 15			I	
CH	PLT AC ONLY CMR (N)	A/P-OFF A/R	AR04	1	2	0	02 APR 15		29 SEP 15			I	
CH	PLT AC ONLY CMR (N)	RECEIVE REFUEL	AR06	0	2		02 APR 15					I	
CH	PLT AC ONLY CMR (N)	REC NIGHT A/R	AR12	2	2	0	02 APR 15		31 JUL 15			I	
CH	PLT AC ONLY CMR (N)	REC REFUEL KC-10	AR19	1	1	0	02 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIM ENG OUT L	LD12	3	2	33	02 APR 15		31 JUL 15			I	
CH	PLT AC ONLY CMR (N)	SSE GD ARND MTC	MF20	2	0	100						I	
CH	PLT AC ONLY CMR (N)	SIM A/R KC-10	MF94	1	1	0	02 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIM RECEIVER TOTAL	MF99	3	8	0	17 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIM 30 FLP TOUCH GO	MG01	2	1	50	02 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIM HVY WGT LAND	MG02	1	1	0	02 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIM OPP SEAT	MG07	3	1	67	02 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIMR 3 ENG LNDG	SQ57	3	1	67	02 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIMR A/R DAY	SQ66	0	4		17 APR 15					I	
CH	PLT AC ONLY CMR (N)	SIMR A/R NITE	SQ67	2	2	0	17 APR 15					I	
CH	PLT AC ONLY CMR (N)	OPP SEAT	SR56	3	2	33	02 APR 15		31 JUL 15			I	
CH	PLT AC ONLY CMR (N)	SIMENG LOSS T/O	TO65	1	2	0	02 APR 15		31 JUL 15			I	
CH	PLT RJ/CS/CB CMR (N)	COMB O/I EVAL	AA21	0	1		02 APR 15		30 SEP 16			I	
CH	PLT RJ/CS/CB CMR (N)	TOT APPROACHES	AP00	6	4	33	02 APR 15		17 MAY 15			I	
CH	PLT RJ/CS/CB CMR (N)	PREC APP	AP01	3	2	33	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	NON-PREC APP	AP02	3	2	33	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	PENETRATION	AP03	2	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	UNST-AUTO/COUP	AP18	1	2	0	02 APR 15					I	

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PREPARED 13 MAY 2015 19:44 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MPAN UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 03 AUG 16 PHYSIOLOGICAL DUE DATE: 30 APR 20 RECORDS REVIEW DUE DATE: 31 AUG 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
CH	PLT RJ/CS/CB CMR (N)	MISS APP-MAN	AP19	2	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	CIRCLING APP	AP21	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	VFR APP	AP22	3	2	33	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	HOLD PATTERN	AP25	2	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	GPS APP	AP29	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	ENROUTE DESCENT	AP37	2	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	ILS GYRO	AP39	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	AAR RDVU	AR05	3	2	33	02 APR 15		01 JUL 15			I	
CH	PLT RJ/CS/CB CMR (N)	REC BREAKAWAY	AR13	1	2	0	02 APR 15		31 JUL 15			I	
CH	PLT RJ/CS/CB CMR (N)	EMCON 3 RDZ	AR20	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	INSTR DEPART	DP01	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	TOTAL LNDG	LD00	9	7	22	02 APR 15		17 MAY 15			I	
CH	PLT RJ/CS/CB CMR (N)	DAY LNDG	LD01	0	2		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	NIGHT LNDG	LD02	3	2	33	02 APR 15		31 JUL 15			I	
CH	PLT RJ/CS/CB CMR (N)	TOUCH AND GO	LD03	2	3	0	02 APR 15		17 MAY 15			I	
CH	PLT RJ/CS/CB CMR (N)	LND GEAR ALT EX	LD25	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	DEG ELECTRO SPE	MC11	2	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM ILS	MF87	1	7	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM VFR APP	MF88	3	3	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM HOLD PAT	MF89	2	1	50	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM GPS/GLS APP	MF90	1	3	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM ENROUTE DES	MF91	2	2	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM ILS GM	MF92	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	REC A/R BRKAWAY	MF93	1	4	0	17 APR 15					I	

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PREPARED 13 MAY 2015 19:44 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MPAN UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 03 AUG 16 PHYSIOLOGICAL DUE DATE: 30 APR 20 RECORDS REVIEW DUE DATE: 31 AUG 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
CH	PLT RJ/CS/CB CMR (N)	SIM EMCON3 RDZ	MF95	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM INSTR DEP	MF96	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM TOTAL LAND	MF97	9	17	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM LND GEAR ALT EX	MF98	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM LOWAT OPS	MG03	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM ALERT PROC	MG04	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM START PROC	MG05	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM SYS NAV LEG	MG06	0	2		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM RIVET JOINT RAP	MG08	0	3		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM COBRA BALL RAP	MG09	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	SIM COMBAT SENT RAP	MG10	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	SIM T/O INITIAL	MG11	3	2	33	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM 135 CURRENCY	MG12	0	4		17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM T/O ROLLING	MG13	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM T/O STATIC	MG14	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM GYRO MODE	MG15	1	0	100	29 JUL 14					I	
CH	PLT RJ/CS/CB CMR (N)	SIM-PILOT PROF	MT42	2	3	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	TOT SIM SRTYS	MT57	9	4	56	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SYS NAV LEG	NE01	0	2		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	AUTHENT	RA11	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	TOT SIM RAP SRTYS	SQ00	9	3	67	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM REF SORTIE	SQ05	0	1		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM PETRAN	SQ14	2	2	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM CIR APP	SQ15	1	1	0	02 APR 15					I	

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PREPARED 13 MAY 2015 19:44 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MPAN UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 03 AUG 16 PHYSIOLOGICAL DUE DATE: 30 APR 20 RECORDS REVIEW DUE DATE: 31 AUG 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
CH	PLT RJ/CS/CB CMR (N)	SIM INST SORTIE	SQ17	6	4	33	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM PREC APP	SQ18	3	5	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM NPREC APP	SQ19	3	5	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	PRE DEPLOY SIM	SQ46	0	1		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	INS/FMS/NAV SIM	SQ47	1	1	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIMR DAY LAND	SQ54	0	9		17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIMR NIGHT LAND	SQ55	3	1	67	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIMR TCH & GO	SQ56	2	7	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIMR 2/3 ENGMIS	SQ73	2	5	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIMR TAKE OFF	SQ74	6	9	0	17 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	SIM RENDEZVOUS	SQ99	3	3	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	TOT RAP SRTYS	SR00	9	2	78	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	RJ RAP	SR59	0	2		02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	RJ RAP CO	SR59C	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	RJ RAP SRO/8010	SR59R	0	0		08 JUL 14					I	
CH	PLT RJ/CS/CB CMR (N)	CB RAP	SR60	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	CB RAP CO	SR60C	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	CB RAP SRO/8010	SR60R	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	CS RAP	SR61	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	CS RAP CO	SR61C	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	CS RAP SRO/8010	SR61R	0	0							I	
CH	PLT RJ/CS/CB CMR (N)	PILOT PRO SRTY	SR70	2	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	TOT SRTYS	SX00	9	2	78	02 APR 15		17 MAY 15			I	
CH	PLT RJ/CS/CB CMR (N)	BASIC SORTIE	SX03	0	2		02 APR 15		01 JUL 15			I	

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PREPARED 13 MAY 2015 19:44 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MPAN UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 03 AUG 16 PHYSIOLOGICAL DUE DATE: 30 APR 20 RECORDS REVIEW DUE DATE: 31 AUG 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	RES CODE	WVD
CH	PLT RJ/CS/CB CMR (N)	TOT T/OS	T000	6	5	17	02 APR 15		17 MAY 15			I	
CH	PLT RJ/CS/CB CMR (N)	T/O INITIAL	T008	3	2	33	02 APR 15		01 JUL 15			I	
CH	PLT RJ/CS/CB CMR (N)	ROLLING T/O	T009	1	2	0	02 APR 15					I	
CH	PLT RJ/CS/CB CMR (N)	STATIC T/O	T010	1	2	0	02 APR 15					I	
GT	GRND P/N/SEQ RJ/WC	AFE FIT CHECK	LL07	0	0		18 MAR 14					G	
GT	GRND PILOT TRAINING	BOLDFACE/CAPS	GA02	0	4		01 MAY 15		01 JUN 15			G	
GT	GRND PILOT TRAINING	ANTI-HIJACK	GA03	0	1		06 NOV 14		06 NOV 15			M	
GT	GRND PILOT TRAINING	CRM	GA06	0	0		19 DEC 13		31 DEC 15			G	
GT	GRND PILOT TRAINING	PODMA	GA26	0	1		06 NOV 14		30 NOV 15			M	
GT	GRND PILOT TRAINING	M9 QUAL	GA43	0	0		17 JUL 14		31 JUL 16			M	
GT	GRND PILOT TRAINING	TACT/EC ACAD	GA46	0	0		21 FEB 14		29 FEB 16			M	
GT	GRND PILOT TRAINING	SEPT	GS03	0	4		21 APR 15		31 MAY 15			G	
GT	GRND PILOT TRAINING	STAN EVAL TEST	GS05	0	1		06 APR 15	31 DEC 15	30 JUN 16		YES	M	
GT	GRND PILOT TRAINING	IRC	GS06	0	1		06 JAN 15		31 MAR 16			M	
GT	GRND PILOT TRAINING	OPLAN STUDY	GS22	0	0		27 MAR 14					M	
GT	GRND PILOT TRAINING	A/C SERVICE	GS25	0	1		06 NOV 14		30 NOV 15			O	
GT	GRND PILOT TRAINING	FLY SAFETY TRNG	GS26	0	0		18 NOV 13		31 MAR 14	YES		O	
GT	GRND PILOT TRAINING	RISNO CERT	GS50	0	0		13 MAR 14		30 SEP 15			M	
GT	GRND PILOT TRAINING	RISNO STUDY	GS51	0	0		13 MAR 14		30 SEP 14	YES		M	
GT	GRND PILOT TRAINING	8010 C2 PRO	GS59	0	2		05 MAY 15		31 MAY 16			M	
GT	GRND PILOT TRAINING	S/E TEST SEC	GS72	0	1		30 OCT 14	30 JUN 15	31 DEC 15		YES	M	
GT	GRND PILOT TRAINING	ISO PREP	IE02	0	1		06 MAY 15		31 MAY 16			M	
GT	GRND PILOT TRAINING	INTEL TRNG	IE05	0	1		06 MAY 15		31 MAY 16			M	
GT	GRND PILOT TRAINING	AFE FAM TRNG	LL01	0	8		15 NOV 11					G	

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PREPARED 13 MAY 2015 19:44 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MPAN UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 03 AUG 16 PHYSIOLOGICAL DUE DATE: 30 APR 20 RECORDS REVIEW DUE DATE: 31 AUG 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	RESI CODE	WVD
GT	GRND PILOT TRAINING	EGRESS (NONEJ)	LL03	0	1		22 APR 15		30 APR 18			G	
GT	GRND PILOT TRAINING	ACDT	LL04	0	1		14 APR 15		30 APR 18			M	
GT	GRND PILOT TRAINING	EGRESS W/ACDE	LL05	0	0		18 NOV 11					M	
GT	GRND PILOT TRAINING	AFE TRNG	LL06	0	2		13 JAN 15		31 JAN 16			M	
GT	GRND PILOT TRAINING	LOCAL AREA SURV	SS01	0	0		23 NOV 11					G	
GT	GRND PILOT TRAINING	CMBT SURV TRNG	SS02	0	2		16 APR 15		30 APR 18			M	
GT	GRND PILOT TRAINING	CAC TRNG	SS03	0	2		15 APR 15		30 APR 18			M	
GT	GRND PILOT TRAINING	WST	SS05	0	1		20 APR 15		30 APR 18			G	
GT	GRND PILOT TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND PILOT TRAINING	CENTCOM (CSI)	SS07C	0	1		06 APR 15		30 APR 18			M	
GT	GRND PILOT TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND PILOT TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND PILOT TRAINING	SOUTHCOM (CSI)	SS07S	0	0		30 OCT 13		31 OCT 16			M	
GT	GRND PILOT TRAINING	SPEC SERE TRNG	SS10	0	0		13 FEB 13		31 AUG 14	YES		M	
GT	GRND PILOT TRAINING	S-V83-A	SS24	0	0		07 OCT 11					M	

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G1.2. CAPT [Mishap Co-Pilot] (MCP)

G1.2.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015

SQUADRON: 343 RS

Letter of Certifications

NAME	RANK	CP	OFFICE	MSN	EXP	QUAL	RAP	PILOT						IU		S			REMARKS
								FE	INSTR	FTC	DPS SUP	SOF		BI TR/LTA	BI AS/IP	A/R	T/G	SDP	
[Mishap Pilot]	Capt	UPIN	OAG	N-CMR															PUP/Unqual

Commander, 343 RS

G1.2.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 20:24 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***-** GRADE: CPT API: 1 FAC: 1 OFDA: 49 ASC: 1A ASC DATE: 16 FEB 13

CMD: ACC WING: 0343RCNS PRI CRW POS: C PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	TC135W(S)	RC135S(S)	RC135U(S)	TC135S(S)	AF37AT72(Q)	T006A(S)
FLT DTY CERT CODE	MCAE	MCAE	MCAE	MCAE	MCAE	MCAE	MCAE	SP
DATE FIRST FLOWN	24 JAN 13	15 FEB 13	10 JAN 13	10 NOV 14	14 DEC 14	24 OCT 14	16 OCT 12	NO DATE
DATE LAST FLOWN	28 JAN 15	10 MAR 15	10 FEB 15	12 DEC 14	14 DEC 14	24 OCT 14	16 APR 15	NO DATE
TOTAL TIME	323.3	178.6	100.2	39.7	13.5	5.0	171.9	0.0
PRIMARY TIME	171.0	84.0	40.7	12.1	7.0	1.8	83.3	0.0
SECONDARY TIME	149.4	78.7	35.6	12.0	6.0	1.7	81.1	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	2.9	15.9	23.9	15.6	0.5	1.5	7.5	0.0
NIGHT	39.7	45.8	16.7	3.1	7.0	0.0	4.5	0.0
PRIMARY INST	32.9	27.5	10.9	4.1	0.0	1.0	6.8	0.0
PRIMARY SIM INST	6.4	3.1	4.4	0.3	0.0	0.5	20.6	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	88.8	95.0	0.0	0.0	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	8	9	0	0	0	0	0	0
CMBT SUPPORT SORTIES	0	0	0	0	0	0	0	0
TOTAL SORTIES	43	21	19	7	1	1	55	0

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PREPARED 01 MAY 2015 20:24 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***-** GRADE: CPT API: 1 FAC: 1 OFDA: 49 ASC: 1A ASC DATE: 16 FEB 13
CMD: ACC WING: 0343RCNS PRI CRW POS: C PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	T001A(S)
FLT DTY CERT CODE	SP
DATE FIRST FLOWN	NO DATE
DATE LAST FLOWN	NO DATE
TOTAL TIME	0.0
PRIMARY TIME	0.0
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
NIGHT	0.0
PRIMARY INST	0.0
PRIMARY SIM INST	0.0
NVG TIME	0.0
COMBAT TIME	0.0
CMBT SUPPORT TIME	0.0
COMBAT SORTIES	0
CMBT SUPPORT SORTIES	0
TOTAL SORTIES	0

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	316.6
SECONDARY TIME	283.4
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	60.3
TOTAL TIME	660.3
STUDENT TIME	242.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	183.8
COMBAT SUPT TIME	0.0
TOTAL SORTIES	92
COMBAT SORTIES	17
COMBAT SUP SORTIES	0
NVG TIME	0.0
DATE FIRST FLOWN	10 JAN 13
DATE LAST FLOWN	10 MAR 15
GRAND TOTAL	902.3

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G1.2.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:01 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-** API: 1 FAC: 1 ASC: 1A DAFSC: 011R2G AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MCAE ASC DATE: 16 FEB 2013
CURR RATING: PILOT AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	171.0	149.4	0.0	0.0	2.9	323.3	171.0	39.7	32.9	6.4	43
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	84.0	78.7	0.0	0.0	15.9	178.6	84.0	45.8	27.5	3.1	21
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	9.0	9.4	0.0	0.0	15.0	33.4	9.0	8.6	5.2	1.0	5
LAST 90 DAYS	9.0	9.4	0.0	0.0	15.0	33.4	9.0	8.6	5.2	1.0	5
TC135W	40.7	35.6	0.0	0.0	23.9	100.2	40.7	16.7	10.9	4.4	19
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	2.7	2.7	0.0	0.0	4.4	9.8	2.7	2.6	0.5	0.9	2
RC135S	12.1	12.0	0.0	0.0	15.6	39.7	12.1	3.1	4.1	0.3	7
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135U	7.0	6.0	0.0	0.0	0.5	13.5	7.0	7.0	0.0	0.0	1
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:01 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-**- API: 1 FAC: 1 ASC: 1A DAFSC: 011R2G AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MCAE ASC DATE: 16 FEB 2013
CURR RATING: PILOT AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
TC135S	1.8	1.7	0.0	0.0	1.5	5.0	1.8	0.0	1.0	0.5	1
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
AF37AT72	85.6	83.6	0.0	0.0	8.7	177.9	85.6	4.5	6.8	22.6	57
LAST 30 DAYS	2.8	3.0	0.0	0.0	0.2	6.0	2.8	0.0	0.0	1.0	2
LAST 60 DAYS	4.8	5.0	0.0	0.0	2.2	12.0	4.8	0.0	1.0	1.5	4
LAST 90 DAYS	7.3	7.5	0.0	0.0	2.2	17.0	7.3	0.0	1.0	3.0	6
T001A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
T006A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:01 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-** API: 1 FAC: 1 ASC: 1A DAFSC: 011R2G AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MCAE ASC DATE: 16 FEB 2013
CURR RATING: PILOT AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
*** CAREER TOTALS ***											
CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
PILOT 10 JAN 2013 10 MAR 2015	316.6	283.4	0.8	0.0	60.3	660.3	316.6	242.0	183.8	0.0	92

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G1.2.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 20:24 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***-** GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:	000-0000	SECURITY CLEARANCE:	V
OFFICE SYMBOL:		SECURITY CLEARANCE DATE:	22 DEC 14
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:			
PHYSIOLOGICAL TNG DATE:		JUMP STATUS	
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	011R2G		
EFFECTIVE DATE OF DUTY:	16 FEB 15		
PAS CODE:	OD1CFDVF	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	01 JUL 14	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:		REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	02 AUG 12	SPECIAL CAT ID:	
DATE ARR THIS STATION:	04 AUG 12	RECORDS REVIEW ACC DATE:	24 FEB 15
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	29 FEB 16
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_____

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PREPARED 01 MAY 2015 20:24 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***.**. GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MCAE
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	05 APR 11
LAST MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	04 APR 23
LAST PRODUCTIVE FLIGHT DATE:	10 MAR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	09 MAR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	16 FEB 13
PRIOR ASC:	1X
EFFECTIVE DATE:	27 APR 12
AERO ORDER TERM DATE:	04 APR 23
OFFICER SERVICE DATE:	05 MAY 10
AVIATION SERVICE DATE:	05 APR 11
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	1
EFFECTIVE DATE:	16 FEB 15
FLYING ACTIVITY CATEGORY:	1
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	49
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	49

Your current OFDA is 49 month(s). You need 47 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:	27 APR 12

OUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.2.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Co-Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
AF37AT7	16 MAY 14	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 MAY 14	62-6003	MCAE	1.4	1.5	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	12 AUG 14	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0	
	25 AUG 14	62-6002	MCAE	0.9	1.1	0.0	0.0	1.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0	
	29 SEP 14	62-6003	MCAE	1.0	1.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0	
	02 OCT 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 NOV 14	62-6002	MCAE	2.0	1.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	2.0	0.0	
	07 JAN 15	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	22 JAN 15	62-6003	MCAE	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	
	12 FEB 15	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.5	0.0	
	26 FEB 15	62-6002	MCAE	1.0	1.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	13 MAR 15	62-6003	MCAE	1.0	1.0	0.0	0.0	1.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0	
	23 MAR 15	62-6002	MCAE	1.0	1.0	0.0	0.0	1.0	3.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0	
	16 APR 15	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 APR 15	62-6002	MCAE	1.3	1.5	0.0	0.0	0.2	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0	

AF37AT72 SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	21.6	18.1	0.0	0.0	3.2	42.9	15	N/A	N/A	N/A	N/A	0.0	1.0	6.8	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

RC135S	10 NOV 14	62-4128	MCAE	0.6	0.8	0.0	0.0	2.1	3.5	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0	
	15 NOV 14	62-4128	MCAE	1.3	1.3	0.0	0.0	2.8	5.4	1	0.0	0	0.0	0	2.6	1.3	0.0	0.0	
	24 NOV 14	62-4128	MCAE	1.7	1.5	0.0	0.0	1.6	4.8	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0	
	28 NOV 14	62-4128	MCAE	2.7	2.7	0.0	0.0	2.5	7.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 DEC 14	62-4128	MCAE	0.1	0.0	0.0	0.0	1.6	1.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	10 DEC 14	62-4128	MCAE	3.7	3.7	0.0	0.0	3.0	10.4	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Co-Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135S	12 DEC 14	62-4128	MCAN	2.0	2.0	0.0	0.0	2.0	6.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	

RC135S SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	12.1	12.0	0.0	0.0	15.6	39.7	7	0.0	0	0.0	0	3.1	4.1	0.3	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135U	14 DEC 14	64-4849	MCAN	7.0	6.0	0.0	0.0	0.5	13.5	1	0.0	0	0.0	0	7.0	0.0	0.0	0.0	

RC135U SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	7.0	6.0	0.0	0.0	0.5	13.5	1	0.0	0	0.0	0	7.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135V	03 JUN 14	64-4845	MCAE	4.5	4.6	0.0	0.0	0.0	9.1	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	
	04 JUN 14	64-4845	MCAE	3.5	3.5	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0	
	05 JUN 14	64-4845	MCAE	4.5	4.5	0.0	0.0	0.0	9.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	
	08 JUN 14	64-4845	MCAE	3.3	3.2	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.1	1.0	0.0	0.0	
	10 JUN 14	64-4845	MCAE	2.4	2.3	0.0	0.0	0.0	4.7	1	0.0	0	0.0	0	0.0	2.4	0.0	0.0	
	11 JUN 14	64-4845	MCAE	4.4	4.4	0.0	0.0	0.1	8.9	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0	
	16 JUN 14	64-4845	MCAE	3.2	3.1	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 JUN 14	64-4845	MCAE	4.6	4.7	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.0	0.6	0.0	0.0	
	18 JUN 14	64-4845	MCAE	4.5	4.7	0.0	0.0	0.2	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 JUN 14	64-4845	MCAE	4.3	4.2	0.0	0.0	0.0	8.5	1	0.0	0	0.0	0	1.5	2.0	0.0	0.0	
	26 JUN 14	64-4845	MCAE	3.0	3.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	
	30 JUN 14	64-4845	MCAE	3.1	3.1	0.0	0.0	0.0	6.2	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	

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PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Co-Pilot] SSAN: ***-** GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	02 JUL 14	64-4845	MCAE	3.2	3.2	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	
	06 JUL 14	64-4845	MCAE	1.2	1.1	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 JUL 14	64-4845	MCAE	1.5	1.4	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	10 JUL 14	64-4845	MCAE	2.7	2.8	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	11 JUL 14	64-4845	MCAE	3.1	3.2	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	16 JUL 14	64-4845	MCAE	3.6	3.6	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 JUL 14	64-4845	MCAE	0.5	0.5	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	23 JUL 14	64-4845	MCAE	3.2	3.1	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0	
	24 JUL 14	64-4845	MCAE	3.4	3.4	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0	
	28 JUL 14	64-4845	MCAE	6.2	6.7	0.0	0.0	0.5	13.4	1	0.0	0	0.0	0	6.0	1.0	0.0	0.0	
	18 AUG 14	64-4841	MCAE	3.4	3.4	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0	
	22 SEP 14	64-4848	MCAE	4.0	2.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	
	17 OCT 14	62-4131	MCAE	3.2	3.2	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	1.0	1.0	0.0	
	12 JAN 15	64-4848	MCAE	2.8	2.8	0.0	0.0	1.0	6.6	1	0.0	0	0.0	0	1.6	0.0	1.0	0.0	
	28 JAN 15	64-4848	MCAE	4.0	1.0	0.0	0.0	1.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	91.3	86.7	0.0	0.0	2.8	180.8	27	0.0	0	0.0	0	9.2	11.9	3.4	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	06 MAR 15	62-4130	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	
	07 MAR 15	62-4130	MCAE	1.6	1.7	0.0	0.0	6.0	9.3	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	
	09 MAR 15	62-4130	MCAE	1.0	1.0	0.0	0.0	1.5	3.5	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0	
	09 MAR 15	62-4135	MCAE	0.7	0.7	0.0	0.0	2.7	4.1	1	0.0	0	0.0	0	1.4	0.7	0.0	0.0	
	10 MAR 15	62-4135	MCAE	4.2	4.5	0.0	0.0	4.8	13.5	1	0.0	0	0.0	0	6.2	4.0	0.0	0.0	

PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Co-Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135W SUMMARY				PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	
AIRCRAFT:				9.0	9.4	0.0	0.0	15.0	33.4	5	0.0	0	0.0	0	8.6	5.2	1.0	0.0	
SIMULATOR:				0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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	
TC135S	24 OCT 14	62-4133	MCAE	1.8	1.7	0.0	0.0	1.5	5.0	1	0.0	0	0.0	0	0.0	1.0	0.5	0.0	
TC135S SUMMARY				PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	
AIRCRAFT:				1.8	1.7	0.0	0.0	1.5	5.0	1	0.0	0	0.0	0	0.0	1.0	0.5	0.0	
SIMULATOR:				0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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	
TC135W	12 MAY 14	62-4127	MCAE	1.0	3.1	0.0	0.0	1.0	5.1	1	0.0	0	0.0	0	4.0	1.0	0.0	0.0	
	04 SEP 14	62-4127	MCAE	2.1	2.1	0.0	0.0	1.0	5.2	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0	
	08 SEP 14	62-4127	MCAE	2.3	2.3	0.0	0.0	0.4	5.0	1	0.0	0	0.0	0	0.0	0.0	0.8	0.0	
	11 SEP 14	62-4127	MCAE	2.1	2.3	0.0	0.0	0.3	4.7	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0	
	03 FEB 15	62-4133	MCAE	1.4	1.4	0.0	0.0	1.9	4.7	1	0.0	0	0.0	0	0.0	0.0	0.4	0.0	
	10 FEB 15	62-4127	MCAE	1.3	1.3	0.0	0.0	2.5	5.1	1	0.0	0	0.0	0	2.6	0.5	0.5	0.0	
TC135W SUMMARY				PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	
AIRCRAFT:				10.2	12.5	0.0	0.0	7.1	29.8	6	0.0	0	0.0	0	6.6	3.5	1.7	0.0	
SIMULATOR:				0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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	

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PREPARED 13 MAY 2015 20:08 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Co-Pilot] SSAN: ***-** GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V

CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	131.4	128.3	0.0	0.0	42.5	302.2	47	0.0	0	0.0	0	34.5	25.7	6.9	0.0
SIMULATOR:	21.6	18.1	0.0	0.0	3.2	42.9	15	N/A	N/A	N/A	N/A	0.0	1.0	6.8	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

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G1.2.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 20:24 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***-** GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
TC135W	12 MAY 14	62-4127	MCAE	1.0	3.1	0.0	0.0	1.0	5.1	1	0.0	0	0.0	0	4.0	1.0	0.0	0.0		S	20140513
AF37AT72	16 MAY 14	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140519
AF37AT72	27 MAY 14	62-6003	MCAE	1.4	1.5	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140610
RC135V	03 JUN 14	64-4845	MCAE	4.5	4.6	0.0	0.0	0.0	9.1	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20140604
RC135V	04 JUN 14	64-4845	MCAE	3.5	3.5	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0		S	20140604
RC135V	05 JUN 14	64-4845	MCAE	4.5	4.5	0.0	0.0	0.0	9.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20140609
RC135V	08 JUN 14	64-4845	MCAE	3.3	3.2	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.1	1.0	0.0	0.0		S	20140610
RC135V	10 JUN 14	64-4845	MCAE	2.4	2.3	0.0	0.0	0.0	4.7	1	0.0	0	0.0	0	0.0	2.4	0.0	0.0		S	20140612
RC135V	11 JUN 14	64-4845	MCAE	4.4	4.4	0.0	0.0	0.1	8.9	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0		S	20140616
RC135V	16 JUN 14	64-4845	MCAE	3.2	3.1	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140618
RC135V	17 JUN 14	64-4845	MCAE	4.6	4.7	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.0	0.6	0.0	0.0		S	20140618
RC135V	18 JUN 14	64-4845	MCAE	4.5	4.7	0.0	0.0	0.2	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140620
RC135V	24 JUN 14	64-4845	MCAE	4.3	4.2	0.0	0.0	0.0	8.5	1	0.0	0	0.0	0	1.5	2.0	0.0	0.0		S	20140625
RC135V	26 JUN 14	64-4845	MCAE	3.0	3.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20140701
RC135V	30 JUN 14	64-4845	MCAE	3.1	3.1	0.0	0.0	0.0	6.2	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0		S	20140701
RC135V	02 JUL 14	64-4845	MCAE	3.2	3.2	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20140714
RC135V	06 JUL 14	64-4845	MCAE	1.2	1.1	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140710
RC135V	09 JUL 14	64-4845	MCAE	1.5	1.4	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140710
RC135V	10 JUL 14	64-4845	MCAE	2.7	2.8	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140716
RC135V	11 JUL 14	64-4845	MCAE	3.1	3.2	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140714
RC135V	16 JUL 14	64-4845	MCAE	3.6	3.6	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140717
RC135V	20 JUL 14	64-4845	MCAE	0.5	0.5	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140721
RC135V	23 JUL 14	64-4845	MCAE	3.2	3.1	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0		S	20140725
RC135V	24 JUL 14	64-4845	MCAE	3.4	3.4	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0		S	20140728
RC135V	28 JUL 14	64-4845	MCAE	6.2	6.7	0.0	0.0	0.5	13.4	1	0.0	0	0.0	0	6.0	1.0	0.0	0.0		S	20140806
AF37AT72	12 AUG 14	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0		Q	20140827

ACC PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 20:24 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	18 AUG 14	64-4841	MCAE	3.4	3.4	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0		S	20140819
AF37AT72	25 AUG 14	62-6002	MCAE	0.9	1.1	0.0	0.0	1.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0		Q	20140904
TC135W	04 SEP 14	62-4127	MCAE	2.1	2.1	0.0	0.0	1.0	5.2	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20140912
TC135W	08 SEP 14	62-4127	MCAE	2.3	2.3	0.0	0.0	0.4	5.0	1	0.0	0	0.0	0	0.0	0.0	0.8	0.0		S	20140912
TC135W	11 SEP 14	62-4127	MCAE	2.1	2.3	0.0	0.0	0.3	4.7	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		S	20140918
RC135V	22 SEP 14	64-4848	MCAE	4.0	2.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20140923
AF37AT72	29 SEP 14	62-6003	MCAE	1.0	1.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0		Q	20141006
AF37AT72	02 OCT 14	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141017
RC135V	17 OCT 14	62-4131	MCAE	3.2	3.2	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	1.0	1.0	0.0		S	20141030
TC135S	24 OCT 14	62-4133	MCAE	1.8	1.7	0.0	0.0	1.5	5.0	1	0.0	0	0.0	0	0.0	1.0	0.5	0.0		S	20141029
AF37AT72	04 NOV 14	62-6002	MCAE	2.0	1.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	2.0	0.0		Q	20141106
RC135S	10 NOV 14	62-4128	MCAE	0.6	0.8	0.0	0.0	2.1	3.5	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0		S	20141111
RC135S	15 NOV 14	62-4128	MCAE	1.3	1.3	0.0	0.0	2.8	5.4	1	0.0	0	0.0	0	2.6	1.3	0.0	0.0		S	20141119
RC135S	24 NOV 14	62-4128	MCAE	1.7	1.5	0.0	0.0	1.6	4.8	1	0.0	0	0.0	0	0.5	0.5	0.0	0.0		S	20141205
RC135S	28 NOV 14	62-4128	MCAE	2.7	2.7	0.0	0.0	2.5	7.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141205
RC135S	04 DEC 14	62-4128	MCAE	0.1	0.0	0.0	0.0	1.6	1.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150107
RC135S	10 DEC 14	62-4128	MCAE	3.7	3.7	0.0	0.0	3.0	10.4	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0		S	20141211
RC135S	12 DEC 14	62-4128	MCAN	2.0	2.0	0.0	0.0	2.0	6.0	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0		S	20150112
RC135U	14 DEC 14	64-4849	MCAN	7.0	6.0	0.0	0.0	0.5	13.5	1	0.0	0	0.0	0	7.0	0.0	0.0	0.0		S	20141216
AF37AT72	07 JAN 15	62-6003	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150109
RC135V	12 JAN 15	64-4848	MCAE	2.8	2.8	0.0	0.0	1.0	6.6	1	0.0	0	0.0	0	1.6	0.0	1.0	0.0		S	20150128
AF37AT72	22 JAN 15	62-6003	MCAE	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		Q	20150430
RC135V	28 JAN 15	64-4848	MCAE	4.0	1.0	0.0	0.0	1.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150130
TC135W	03 FEB 15	62-4133	MCAE	1.4	1.4	0.0	0.0	1.9	4.7	1	0.0	0	0.0	0	0.0	0.0	0.4	0.0		S	20150205
TC135W	10 FEB 15	62-4127	MCAE	1.3	1.3	0.0	0.0	2.5	5.1	1	0.0	0	0.0	0	2.6	0.5	0.5	0.0		S	20150217
AF37AT72	12 FEB 15	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	1.5	0.0		Q	20150217

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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 MAY 2015 20:24 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Co-Pilot] SSAN: ***-**- GRADE: CPT PRI CREW POS: C PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
AF37AT72	26 FEB 15	62-6002	MCAE	1.0	1.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150305
RC135W	06 MAR 15	62-4130	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0		S	20150316
RC135W	07 MAR 15	62-4130	MCAE	1.6	1.7	0.0	0.0	6.0	9.3	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20150317
RC135W	09 MAR 15	62-4130	MCAE	1.0	1.0	0.0	0.0	1.5	3.5	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0		S	20150317
RC135W	09 MAR 15	62-4135	MCAE	0.7	0.7	0.0	0.0	2.7	4.1	1	0.0	0	0.0	0	1.4	0.7	0.0	0.0		S	20150317
RC135W	10 MAR 15	62-4135	MCAE	4.2	4.5	0.0	0.0	4.8	13.5	1	0.0	0	0.0	0	6.2	4.0	0.0	0.0		S	20150317
AF37AT72	13 MAR 15	62-6003	MCAE	1.0	1.0	0.0	0.0	1.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0		Q	20150317
AF37AT72	23 MAR 15	62-6002	MCAE	1.0	1.0	0.0	0.0	1.0	3.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0		Q	20150323
AF37AT72	16 APR 15	62-6002	MCAE	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150420

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	131.4	128.3	0.0	0.0	42.5	302.2	47	0.0	0	0.0	0	34.5	25.7	6.9	0.0
SIMULATOR:	20.3	16.6	0.0	0.0	3.0	39.9	14	N/A	N/A	N/A	N/A	0.0	1.0	5.8	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

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.2.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:48 — INDIVIDUAL TRAINING SUMMARY — AS OF 13 MAY 2015 — PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-** CREW POSITION: MCAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 19 AUG 15 PHYSIOLOGICAL DUE DATE: 30 APR 16 RECORDS REVIEW DUE DATE: 29 FEB 16

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
CH	CPLT RJ/CS/CB CMR(E)	COMB O/I EVAL	AA21	0	0		12 MAY 14		31 OCT 15			I	
CH	CPLT RJ/CS/CB CMR(E)	TOT APPROACHES	AP00	8	18	0	06 MAR 15		28 APR 15	YES		I	
CH	CPLT RJ/CS/CB CMR(E)	PREC APP	AP01	4	12	0	06 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	NON-PREC APP	AP02	4	6	0	10 FEB 15					I	
CH	CPLT RJ/CS/CB CMR(E)	PENETRATION	AP03	2	1	50	12 JAN 15					I	
CH	CPLT RJ/CS/CB CMR(E)	INST-AUTO/COUP	AP18	1	0	100	18 AUG 14					I	
CH	CPLT RJ/CS/CB CMR(E)	MISS APP-MAN	AP19	2	6	0	10 FEB 15					I	
CH	CPLT RJ/CS/CB CMR(E)	CIRCLING APP	AP21	1	1	0	06 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	VFR APP	AP22	4	9	0	28 JAN 15					I	
CH	CPLT RJ/CS/CB CMR(E)	HOLD PATTERN	AP25	2	3	0	03 FEB 15					I	
CH	CPLT RJ/CS/CB CMR(E)	GPS APP	AP29	1	4	0	10 FEB 15					I	
CH	CPLT RJ/CS/CB CMR(E)	ENROUTE DESCENT	AP37	2	5	0	06 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	ILS GYRO	AP39	1	1	0	17 OCT 14					I	
CH	CPLT RJ/CS/CB CMR(E)	A/R TOTAL	AR00	0	9		10 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	AAR RDVU	AR05	5	5	0	10 MAR 15		08 JUN 15			I	
CH	CPLT RJ/CS/CB CMR(E)	RECEIVE REFUEL	AR06	0	7		10 FEB 15					I	
CH	CPLT RJ/CS/CB CMR(E)	REC NIGHT A/R	AR12	0	2		10 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	REC BREAKAWAY	AR13	1	4	0	10 FEB 15		10 JUN 15			I	
CH	CPLT RJ/CS/CB CMR(E)	EMCON 3 ROZ	AR20	1	1	0	24 NOV 14					I	
CH	CPLT RJ/CS/CB CMR(E)	INSTR DEPART	DP01	1	4	0	10 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	TOTAL LNDG	LD00	12	36	0	06 MAR 15		28 APR 15	YES		I	
CH	CPLT RJ/CS/CB CMR(E)	DAY LNDG	LD01	0	12		06 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	NIGHT LNDG	LD02	3	5	0	10 FEB 15		10 JUN 15			I	
CH	CPLT RJ/CS/CB CMR(E)	TOUCH AND GO	LD03	0	19		10 FEB 15					I	

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PREPARED 13 MAY 2015 19:48 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN 5A036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MCAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 19 AUG 15 PHYSIOLOGICAL DUE DATE: 30 APR 16 RECORDS REVIEW DUE DATE: 29 FEB 16

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
CH	CPLT RJ/CS/CB CMR(E)	LND GEAR ALT EX	LD25	1	0	100	08 SEP 14					I	
CH	CPLT RJ/CS/CB CMR(E)	DEG ELECTRO SPE	MC11	2	0	100	24 JUN 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM ILS	MF87	1	10	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM VFR APP	MF88	6	16	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM HOLD PAT	MF89	4	7	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM GPS/GLS APP	MF90	2	2	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM ENROUTE DES	MF91	3	4	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM ILS GM	MF92	1	4	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	REC A/R BRKAWAY	MF93	2	5	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM EMCON3 RDZ	MF95	1	1	0	26 FEB 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM INSTR DEP	MF96	2	4	0	13 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM TOTAL LAND	MF97	18	59	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM LND GEAR ALT EX	MF98	1	1	0	03 NOV 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM RECEIVER TOTAL	MF99	0	5		13 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM ALERT PROC	MG04	1	1	0	02 OCT 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM START PROC	MG05	1	2	0	22 JAN 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM SYS NAV LEG	MG06	0	0		26 MAR 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM RIVET JOINT RAP	MG08	0	8		24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM COBRA BALL RAP	MG09	0	0							I	
CH	CPLT RJ/CS/CB CMR(E)	SIM COMBAT SENT RAP	MG10	0	0							I	
CH	CPLT RJ/CS/CB CMR(E)	SIM T/O INITIAL	MG11	4	8	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM 135 CURRENCY	MG12	0	9		24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM T/O ROLLING	MG13	1	3	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM T/O STATIC	MG14	1	3	0	24 APR 15					I	

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PREPARED 13 MAY 2015 19:48 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MCAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 19 AUG 15 PHYSIOLOGICAL DUE DATE: 30 APR 16 RECORDS REVIEW DUE DATE: 29 FEB 16

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
CH	CPLT RJ/CS/CB CMR(E)	SIM GYRO MODE	MG15	1	1	0	03 NOV 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM-PILOT PROF	MT42	2	7	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	TOT SIM SRTYS	MT57	12	9	25	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SYS NAV LEG	NE01	0	18		10 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	AUTHENT	RA11	1	1	0	06 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	TOT SIM RAP SRTYS	SQ00	12	8	33	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM REF SORTIE	SQ05	0	1		16 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM PETRAN	SQ14	2	2	0	16 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM CIR APP	SQ15	1	5	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM TNST SORTIE	SQ17	8	21	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM PREC APP	SQ18	4	18	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM NPREC APP	SQ19	4	7	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	PRE DEPLOY SIM	SQ46	0	0		27 MAY 14					I	
CH	CPLT RJ/CS/CB CMR(E)	INS/FMS/NAV SIM	SQ47	1	0	100	12 AUG 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR DAY LAND	SQ54	0	32		24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR NIGHT LAND	SQ55	3	4	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR TCH & GO	SQ56	0	23		24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR A/R DAY	SQ66	0	3		13 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR A/R NITE	SQ67	0	0		25 AUG 14					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR 2/3 ENGMIS	SQ73	2	9	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIMR TAKE OFF	SQ74	9	31	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	SIM RENDEZVOUS	SQ99	5	5	0	24 APR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	TOT RAP SRTYS	SR00	12	15	0	10 MAR 15					I	
CH	CPLT RJ/CS/CB CMR(E)	RJ RAP	SR59	0	11		10 MAR 15					I	

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PREPARED 13 MAY 2015 19:48 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN 5A036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-**- CREW POSITION: MCAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 19 AUG 15 PHYSIOLOGICAL DUE DATE: 30 APR 16 RECORDS REVIEW DUE DATE: 29 FEB 16

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
CH	CPLT RJ/CS/CB CMR(E)	RJ RAP CO	SR59C	0	0		09 DEC 13					I	
CH	CPLT RJ/CS/CB CMR(E)	RJ RAP SRO/8010	SR59R	0	0		25 JUL 14					I	
CH	CPLT RJ/CS/CB CMR(E)	CB RAP	SR60	0	3		24 NOV 14					I	
CH	CPLT RJ/CS/CB CMR(E)	CB RAP CO	SR60C	0	0							I	
CH	CPLT RJ/CS/CB CMR(E)	CB RAP SRO/8010	SR60R	0	1		12 DEC 14					I	
CH	CPLT RJ/CS/CB CMR(E)	CS RAP	SR61	0	0							I	
CH	CPLT RJ/CS/CB CMR(E)	CS RAP CO	SR61C	0	0							I	
CH	CPLT RJ/CS/CB CMR(E)	CS RAP SRO/8010	SR61R	0	0							I	
CH	CPLT RJ/CS/CB CMR(E)	PILOT PRO SRTY	SR70	2	5	0	28 JAN 15					I	
CH	CPLT RJ/CS/CB CMR(E)	TOT SRTYS	SX00	12	20	0	10 MAR 15		24 APR 15	YES		I	
CH	CPLT RJ/CS/CB CMR(E)	BASIC SORTIE	SX03	0	20		10 MAR 15		08 JUN 15			I	
CH	CPLT RJ/CS/CB CMR(E)	TOT T/OS	TO00	9	25	0	10 MAR 15		24 APR 15	YES		I	
CH	CPLT RJ/CS/CB CMR(E)	T/O INITIAL	TO08	4	6	0	10 MAR 15		08 JUN 15			I	
CH	CPLT RJ/CS/CB CMR(E)	ROLLING T/O	TO09	1	1	0	28 JAN 15					I	
CH	CPLT RJ/CS/CB CMR(E)	STATIC T/O	TO10	1	1	0	15 NOV 14					I	
GT	GRND P/N/SEO RJ/WC	AFE FIT CHECK	LL07	0	0		07 APR 14					G	
GT	GRND PILOT TRAINING	BOLDFACE/CAPS	GA02	0	7		01 MAY 15		01 JUN 15			G	
GT	GRND PILOT TRAINING	ANTI-HIJACK	GA03	0	1		05 FEB 15		05 FEB 16			M	
GT	GRND PILOT TRAINING	CRM	GA06	0	1		23 OCT 14		31 OCT 16			G	
GT	GRND PILOT TRAINING	PODMA	GA26	0	2		05 FEB 15		29 FEB 16			M	
GT	GRND PILOT TRAINING	M9 QUAL	GA43	0	0		03 MAR 13		31 MAR 15	YES		M	
GT	GRND PILOT TRAINING	TACT/EC ACAD	GA46	0	0		09 MAY 14		31 MAY 16			M	
GT	GRND PILOT TRAINING	SEPT	GS03	0	7		29 APR 15		31 MAY 15			G	
GT	GRND PILOT TRAINING	STAN EVAL TEST	GS05	0	0		02 APR 14	31 DEC 14	30 JUN 15		NO	M	

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PREPARED 13 MAY 2015 19:48 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-** CREW POSITION: MCAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 19 AUG 15 PHYSIOLOGICAL DUE DATE: 30 APR 16 RECORDS REVIEW DUE DATE: 29 FEB 16

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	GRND PILOT TRAINING	IRC	GS06	0	0		15 APR 14		30 JUN 15			M	
GT	GRND PILOT TRAINING	OPLAN STUDY	GS22	0	0		10 OCT 12					M	
GT	GRND PILOT TRAINING	A/C SERVICE	GS25	0	1		12 MAY 15		31 MAY 16			O	
GT	GRND PILOT TRAINING	FLY SAFETY TRNG	GS26	0	2		24 APR 15		30 SEP 15			O	
GT	GRND PILOT TRAINING	RISNO CERT	GS50	0	0		27 AUG 14		29 FEB 16			M	
GT	GRND PILOT TRAINING	RISNO STUDY	GS51	0	2		21 JAN 15		31 JUL 15			M	
GT	GRND PILOT TRAINING	8010 C2 PRO	GS59	0	0		03 APR 14		30 APR 15	YES		M	
GT	GRND PILOT TRAINING	S/E TEST SEC	GS72	0	1		10 OCT 14	30 JUN 15	31 DEC 15		YES	M	
GT	GRND PILOT TRAINING	ISO PREP	IE02	0	1		01 OCT 14		31 OCT 15			M	
GT	GRND PILOT TRAINING	INTEL TRNG	IE05	0	0		17 SEP 14		30 SEP 15			N	
GT	GRND PILOT TRAINING	AFE FAM TRNG	LL01	0	0		04 OCT 12					G	
GT	GRND PILOT TRAINING	EGRESS (NONEJ)	LL03	0	2		06 MAY 15		31 MAY 18			G	
GT	GRND PILOT TRAINING	ACDT	LL04	0	0		04 OCT 12		31 OCT 15			M	
GT	GRND PILOT TRAINING	EGRESS W/ACDE	LL05	0	0		05 OCT 12					M	
GT	GRND PILOT TRAINING	AFE TRNG	LL06	0	0		29 APR 14		30 APR 15	YES		M	
GT	GRND PILOT TRAINING	LOCAL AREA SURV	SS01	0	0		04 OCT 12					G	
GT	GRND PILOT TRAINING	CMBT SURV TRNG	SS02	0	0		13 JUL 12		31 JUL 15			M	
GT	GRND PILOT TRAINING	CAC TRNG	SS03	0	0		13 JUL 12		31 JUL 15			M	
GT	GRND PILOT TRAINING	WST	SS05	0	0		22 JUN 12		30 JUN 15			G	
GT	GRND PILOT TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND PILOT TRAINING	CENTCOM (CSI)	SS07C	0	0		24 SEP 13		30 SEP 16			M	
GT	GRND PILOT TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND PILOT TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND PILOT TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	

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PREPARED 13 MAY 2015 19:48 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN 5A036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Co-Pilot] GRADE: CPT SSAN: ***-** CREW POSITION: MCAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 19 AUG 15 PHYSIOLOGICAL DUE DATE: 30 APR 16 RECORDS REVIEW DUE DATE: 29 FEB 16

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	GRND PILOT TRAINING	SPEC SERE TRNG	SS10	0	0		25 FEB 14		31 AUG 15			M	
GT	GRND PILOT TRAINING	S-V83-A	SS24	0	0		27 JUL 12					M	

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G1.3. CAPT [Mishap Navigator] (MN)

G1.3.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015

SQUADRON: 343 RS

Letter of Certifications

								NAV					RJ		S	
NAME	RANK	CP	OFFICE	MSN	EXP	QUAL	RAP	INSTR	FTC	FE	OPS SUP	SOF	BL 10/127	BL A2 Diff	SOP	REMARKS
[Mishap Navigator]	Capt	MNAE	OSS/OSN	CMR	E	X						X	X	X	X	55 WG/XPS

Commander, 343 RS

G1.3.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 20:12 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Navigator] SSAN: ***-**- GRADE: CPT API: 6 FAC: 3 OFDA: 9S ASC: 1A ASC DATE: 10 MAR 09

CMD: ACC WING: 0343RCNS PRI CRW POS: 1 PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	RC135S(S)	RC135U(S)	TC135W(S)	TC135S(S)	AF37AT72(O)	F37AT45(O)
FLT QTY CERT CODE	MNAE	MNAE	MNAE	MNAE	MNAE	MNAE	MNAE	SN
DATE FIRST FLOWN	12 JAN 09	21 NOV 08	NO DATE	NO DATE	04 NOV 08	27 JAN 09	08 SEP 08	NO DATE
DATE LAST FLOWN	16 APR 15	25 JAN 15	NO DATE	NO DATE	17 MAR 15	06 JUL 11	15 APR 15	NO DATE
TOTAL TIME	583.0	1078.5	0.0	0.0	140.7	43.3	116.8	0.0
PRIMARY TIME	547.9	1039.7	0.0	0.0	125.5	37.1	85.6	0.0
SECONDARY TIME	11.6	2.9	0.0	0.0	7.7	3.2	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	23.5	35.9	0.0	0.0	7.5	3.0	31.2	0.0
NIGHT	11.2	19.1	0.0	0.0	24.8	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	397.6	669.8	0.0	0.0	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	36	58	0	0	0	0	0	0
CMBT SUPPORT SORTIES	0	1	0	0	0	0	0	0
TOTAL SORTIES	65	116	0	0	30	9	38	0

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PREPARED 01 MAY 2015 20:12 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Navigator] SSAN: ***-**- GRADE: CPT API: 6 FAC: 3 OFDA: 95 ASC: 1A ASC DATE: 10 MAR 09
CMD: ACC WING: 0343RCNS PRI CRW POS: 1 PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	T043A(S)
FLT DTY CERT CODE	SN
DATE FIRST FLOWN	NO DATE
DATE LAST FLOWN	NO DATE
TOTAL TIME	0.0
PRIMARY TIME	0.0
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
NIGHT	0.0
PRIMARY INST	0.0
PRIMARY SIM INST	0.0
NVG TIME	0.0
COMBAT TIME	0.0
CMBT SUPPORT TIME	0.0
COMBAT SORTIES	0
CMBT SUPPORT SORTIES	0
TOTAL SORTIES	0

CAREER TOTALS

CREW POSITION	CSO
PRIMARY TIME	1750.2
SECONDARY TIME	25.4
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	69.9
TOTAL TIME	1845.5
STUDENT TIME	72.6
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	1067.4
COMBAT SUPT TIME	4.3
TOTAL SORTIES	220
COMBAT SORTIES	94
COMBAT SUP SORTIES	1
NVG TIME	0.0
DATE FIRST FLOWN	06 SEP 09
DATE LAST FLOWN	16 APR 15
GRAND TOTAL	1918.1

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G1.3.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:10 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Navigator] GRADE: CPT SSAN: ***-** API: 6 FAC: 3 ASC: 1A DAFSC: L012R3Y AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MNAE ASC DATE: 10 MAR 2009
CURR RATING: SENIOR COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	547.9	11.6	0.0	0.0	23.5	583.0	547.9	11.2	0.0	0.0	65
LAST 30 DAYS	9.4	0.0	0.0	0.0	2.1	11.5	9.4	0.0	0.0	0.0	3
LAST 60 DAYS	9.4	0.0	0.0	0.0	2.1	11.5	9.4	0.0	0.0	0.0	3
LAST 90 DAYS	9.4	0.0	0.0	0.0	2.1	11.5	9.4	0.0	0.0	0.0	3

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	1039.7	2.9	0.0	0.0	35.9	1078.5	1039.7	19.1	0.0	0.0	116
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135S	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
TC135W	125.5	7.7	0.0	0.0	7.5	140.7	125.5	24.8	0.0	0.0	30
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	5.2	0.0	0.0	0.0	0.0	5.2	5.2	3.7	0.0	0.0	1
LAST 90 DAYS	5.2	0.0	0.0	0.0	0.0	5.2	5.2	3.7	0.0	0.0	1

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PREPARED 20 MAY 2015 09:10 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Navigator] GRADE: CPT SSAN: ***-** API: 6 FAC: 3 ASC: 1A DAFSC: L012R3Y AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MNAE ASC DATE: 10 MAR 2009
CURR RATING: SENIOR COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
TC135S	37.1	3.2	0.0	0.0	3.0	43.3	37.1	0.0	0.0	0.0	9
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
AF37AT72	85.6	0.0	0.0	0.0	31.2	116.8	85.6	0.0	0.0	0.0	38
LAST 30 DAYS	0.5	0.0	0.0	0.0	0.5	1.0	0.5	0.0	0.0	0.0	1
LAST 60 DAYS	2.0	0.0	0.0	0.0	2.0	4.0	2.0	0.0	0.0	0.0	2
LAST 90 DAYS	2.0	0.0	0.0	0.0	2.0	4.0	2.0	0.0	0.0	0.0	2
F37AT45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
T043A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:10 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Navigator] GRADE: CPT SSAN: ***-**- API: 6 FAC: 3 ASC: 1A DAFSC: L012R3Y AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MNAE ASC DATE: 10 MAR 2009
CURR RATING: SENIOR COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
COMBAT SYSTEMS OFFICER 06 SEP 2009 16 APR 2015	1750.2	25.4	0.0	0.0	69.9	1845.5	1750.2	72.6	1067.4	4.3	220

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G1.3.4. INDIVIDUAL DATA SUMMARY

FOR OFFICIAL USE ONLY

PREPARED 01 MAY 2015 20:12 — INDIVIDUAL DATA SUMMARY (PA) — AS OF 01 MAY 2015 — PCN SA036-A70

INQUIRY

NAME: [Mishap Navigator] SSAN: ***-** GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:	
OFFICE SYMBOL:	OSN
MBR SVC CAT:	USAF
LAST PHYS DATE:	
PHYS CODE:	
PHYS DUE DATE:	
PHYS AVAIL CODE:	
PHYS AVAIL DATE:	
PHYSIOLOGICAL TNG DATE:	
PHYSIOLOGICAL DUE DATE:	
DATE OF BIRTH:	
DUTY AFSC:	L012R3Y
EFFECTIVE DATE OF DUTY:	01 SEP 14
PAS CODE:	0D1CFHK3
SHORT TOUR INDICATOR:	N
DATE RETURN FROM OVERSEAS:	
DATE OF RANK:	26 JAN 11
DATE OF SEP/OBLIGATION:	
DATE DEP LAST DUTY STA:	30 MAY 08
DATE ARR THIS STATION:	02 JUN 08
PERSONNEL RECORD STATUS:	10
PROJECTED DAFSC:	
PROJECTED PAS CODE:	
PROJECTED DUTY LOCATION:	
PROJ DEPARTURE DATE:	
PROJ REPORTING DATE:	
FAC 8 EFFECTIVE DATE:	
LOCAL USE CODE:	

SECURITY CLEARANCE:	V
SECURITY CLEARANCE DATE:	09 FEB 14
RESTRICTED AREA BADGE NO:	
PROFESSIONAL QUAL INDEX (PQI):	
PROFESSIONAL QUAL INDEX DATE:	

JUMP STATUS

DATE ASSIGNED JUMP STATUS:

SYSTEM MANAGEMENT

HARM CODE:	SGBP
DEPLOYED HARM CODE:	
DEPLOYED DATE:	
REDEPLOYED DATE:	
SPECIAL CAT ID:	
RECORDS REVIEW ACC DATE:	20 MAY 14
RECORDS REVIEW DUE DATE:	31 MAY 15
RECORDS REVIEW STATUS CODE:	N

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 20:12 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Navigator] SSAN: ***-**- GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MNAE
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	18 MAY 07
LAST MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	17 MAY 19
LAST PRODUCTIVE FLIGHT DATE:	16 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	06 APR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	10 MAR 09
PRIOR ASC:	1X
EFFECTIVE DATE:	11 APR 08
AERO ORDER TERM DATE:	17 MAY 19
OFFICER SERVICE DATE:	26 JAN 07
AVIATION SERVICE DATE:	18 MAY 07
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	6
EFFECTIVE DATE:	01 SEP 14
FLYING ACTIVITY CATEGORY:	3
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	95
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	95

Your current OFDA is 95 month(s). You need 1 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:	SENIOR COMBAT SYSTEMS OFFICER
EFFECTIVE DATE:	11 APR 15
AERONAUTICAL RATING:	COMBAT SYSTEMS OFFICER
EFFECTIVE DATE:	11 APR 08

DUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	02 DEC 11
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	22 MAY 07

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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G1.3.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:07 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Navigator] SSAN: ***-** GRADE: CPT PRI CREW POS: N PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
AF37AT7	25 JUL 14	62-6003	MNBE	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	
	25 SEP 14	62-6003	MNBE	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	
	21 NOV 14	62-6003	MNBE	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 MAR 15	62-6003	MNBE	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 APR 15	62-6003	MNBE	0.5	0.0	0.0	0.0	0.5	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

AF37AT72 SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	9.0	0.0	0.0	0.0	3.5	12.5	5	N/A	N/A	N/A	N/A	0.0	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

RC135V	13 MAY 14	62-4135	MNBE	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	16 JUN 14	64-4841	MNBE	2.0	0.0	0.0	0.0	2.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 JUN 14	64-4841	MNBE	7.3	0.0	0.0	0.0	7.4	14.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 SEP 14	64-4848	MNBE	10.6	0.0	0.0	0.0	0.0	10.6	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	
	18 SEP 14	64-4848	MNBE	10.7	0.0	0.0	0.0	0.0	10.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 DEC 14	63-9792	MNBE	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	1.0	0.0	0.0	0.0	
	26 DEC 14	62-9792	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	1.0	0.0	0.0	0.0	
	29 DEC 14	63-9792	MNBE	11.8	0.0	0.0	0.0	0.0	11.8	1	11.8	1	0.0	0	1.0	0.0	0.0	0.0	
	01 JAN 15	63-9792	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.7	0.0	0.0	0.0	
	05 JAN 15	63-9792	MNBE	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0	
	12 JAN 15	63-9792	MNBE	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	0.0	0.0	0.0	0.0	
	20 JAN 15	63-9792	MNBE	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0	
	06 APR 15	64-4848	MNAE	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	
	16 APR 15	64-4848	MNAE	2.0	0.0	0.0	0.0	2.1	4.1	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:07 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Navigator] SSAN: ***-**- GRADE: CPT PRI CREW POS: N PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V SUMMARY		PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG			
AIRCRAFT:		126.6	0.0	0.0	0.0	11.5	138.1	15	79.4	7	0.0	0	5.7	0.0	0.0	0.0			
SIMULATOR:		0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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			
RC135W	14 JUN 14	62-4132	MNBE	6.2	0.0	0.0	0.0	6.1	12.3	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0	
	15 JUN 14	62-4132	MNBE	2.1	0.0	0.0	0.0	2.1	4.2	1	0.0	0	0.0	0	2.1	0.0	0.0	0.0	
	26 OCT 14	62-4131	MNAE	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 OCT 14	62-4131	MNAE	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	
	07 DEC 14	62-9792	MNBE	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	3.0	0.0	0.0	0.0	
	09 DEC 14	62-4139	MNBE	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	4.0	0.0	0.0	0.0	
	14 DEC 14	62-4126	MNBE	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	1.5	0.0	0.0	0.0	
	17 DEC 14	63-9792	MNBE	11.6	0.0	0.0	0.0	0.0	11.6	1	11.6	1	0.0	0	1.0	0.0	0.0	0.0	
	23 DEC 14	63-9792	MNBE	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	0.0	0.0	0.0	0.0	
	03 JAN 15	63-9792	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	
	09 JAN 15	62-4135	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	
	16 JAN 15	62-4138	MNBE	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.3	0.0	0.0	0.0	
	18 JAN 15	62-4138	MNBE	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.7	0.0	0.0	0.0	
	22 JAN 15	62-4138	MNBE	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0	
	25 JAN 15	62-4135	MNAE	5.7	0.0	0.0	0.0	5.7	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:07 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

[Mishap Navigator]

NAME: SSAN: ***-** GRADE: CPT PRI CREW POS: N PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: S6BP

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
TC135W	01 MAY 14	62-4129	MNBE	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	
	10 SEP 14	62-4127	MNBE	5.1	0.0	0.0	0.0	0.0	5.1	1	0.0	0	0.0	0	3.1	0.0	0.0	0.0	
	17 MAR 15	62-4127	MNAE	5.2	0.0	0.0	0.0	0.0	5.2	1	0.0	0	0.0	0	3.7	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	138.6	0.0	0.0	0.0	13.9	152.5	15	123.3	11	0.0	0	16.6	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

TC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	14.7	0.0	0.0	0.0	0.0	14.7	3	0.0	0	0.0	0	6.8	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	279.9	0.0	0.0	0.0	25.4	305.3	33	202.7	18	0.0	0	29.1	0.0	0.0	0.0
SIMULATOR:	9.0	0.0	0.0	0.0	3.5	12.5	5	N/A	N/A	N/A	N/A	0.0	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

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G1.3.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 20:12 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Navigator] SSAN: ***-**- GRADE: CPT PRI CREW POS: N PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	01 APR 14	62-4132	MNBE	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140501
TC135W	01 MAY 14	62-4129	MNBE	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	20140506
RC135V	13 MAY 14	62-4135	MNBE	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140514
RC135W	14 JUN 14	62-4132	MNBE	6.2	0.0	0.0	0.0	6.1	12.3	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0		S	20140626
RC135W	15 JUN 14	62-4132	MNBE	2.1	0.0	0.0	0.0	2.1	4.2	1	0.0	0	0.0	0	2.1	0.0	0.0	0.0		S	20140626
RC135V	16 JUN 14	64-4841	MNBE	2.0	0.0	0.0	0.0	2.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140624
RC135V	17 JUN 14	64-4841	MNBE	7.3	0.0	0.0	0.0	7.4	14.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140624
AF37AT72	25 JUL 14	62-6003	MNBE	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	20140731
RC135V	09 SEP 14	64-4848	MNBE	10.6	0.0	0.0	0.0	0.0	10.6	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20140912
TC135W	10 SEP 14	62-4127	MNBE	5.1	0.0	0.0	0.0	0.0	5.1	1	0.0	0	0.0	0	3.1	0.0	0.0	0.0		S	20140925
RC135V	18 SEP 14	64-4848	MNBE	10.7	0.0	0.0	0.0	0.0	10.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140924
AF37AT72	25 SEP 14	62-6003	MNBE	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	20141017
RC135W	26 OCT 14	62-4131	MNAE	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135W	27 OCT 14	62-4131	MNAE	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	20141030
AF37AT72	21 NOV 14	62-6003	MNBE	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141202
RC135W	07 DEC 14	62-9792	MNBE	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	3.0	0.0	0.0	0.0		S	20141209
RC135W	09 DEC 14	62-4139	MNBE	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	4.0	0.0	0.0	0.0		S	20141211
RC135W	14 DEC 14	62-4126	MNBE	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	1.5	0.0	0.0	0.0		S	20141214
RC135W	17 DEC 14	63-9792	MNBE	11.6	0.0	0.0	0.0	0.0	11.6	1	11.6	1	0.0	0	1.0	0.0	0.0	0.0		S	20141218
RC135V	20 DEC 14	63-9792	MNBE	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	1.0	0.0	0.0	0.0		S	20141221
RC135W	23 DEC 14	63-9792	MNBE	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	0.0	0.0	0.0	0.0		S	20141225
RC135V	26 DEC 14	62-9792	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	1.0	0.0	0.0	0.0		S	20141228
RC135V	29 DEC 14	63-9792	MNBE	11.8	0.0	0.0	0.0	0.0	11.8	1	11.8	1	0.0	0	1.0	0.0	0.0	0.0		S	20141230
RC135V	01 JAN 15	63-9792	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.7	0.0	0.0	0.0		S	20150102
RC135W	03 JAN 15	63-9792	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20150103
RC135V	05 JAN 15	63-9792	MNBE	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20150108

ACC PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 20:12 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

[Mishap Navigator]

NAME: SSAN: ***-**- GRADE: CPT PRI CREW POS: N PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135W	09 JAN 15	62-4135	MNBE	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20150109
RC135V	12 JAN 15	63-9792	MNBE	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20150113
RC135W	16 JAN 15	62-4138	MNBE	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.3	0.0	0.0	0.0		S	20150116
RC135W	18 JAN 15	62-4138	MNBE	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.7	0.0	0.0	0.0		S	20150118
RC135V	20 JAN 15	63-9792	MNBE	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0		S	20150120
RC135W	22 JAN 15	62-4138	MNBE	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20150123
RC135W	25 JAN 15	62-4135	MNAE	5.7	0.0	0.0	0.0	5.7	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0		S	20150126
AF37AT72	06 MAR 15	62-6003	MNBE	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		O	20150309
TC135W	17 MAR 15	62-4127	MNAE	5.2	0.0	0.0	0.0	0.0	5.2	1	0.0	0	0.0	0	3.7	0.0	0.0	0.0		S	20150324
RC135V	06 APR 15	64-4848	MNAE	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	20150407
AF37AT72	15 APR 15	62-6003	MNBE	0.5	0.0	0.0	0.0	0.5	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		O	20150420
RC135V	16 APR 15	64-4848	MNAE	2.0	0.0	0.0	0.0	2.1	4.1	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150424

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	287.1	0.0	0.0	0.0	25.4	312.5	34	202.7	18	0.0	0	29.1	0.0	0.0	0.0
SIMULATOR:	9.0	0.0	0.0	0.0	3.5	12.5	5	N/A	N/A	N/A	N/A	0.0	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

ACC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.3.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:49 — INDIVIDUAL TRAINING SUMMARY — AS OF 13 MAY 2015 — PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Navigator] — GRADE: CPT — SSAN: ***-** — CREW POSITION: MNAE — UNIT: 0343RCNSQ

PHYSICAL DUE DATE: 17 JAN 16 — PHYSIOLOGICAL DUE DATE: 31 DEC 16 — RECORDS REVIEW DUE DATE: 31 MAY 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
CH	NAV RJ CMR (E)	QUAL EVAL	AA01	0	0		13 MAY 14	30 APR 15	31 OCT 15		YES	I	
CH	NAV RJ CMR (E)	HOLD PATTERN	AP25	1	2	0	06 APR 15					I	
CH	NAV RJ CMR (E)	AAR ROVU	AR05	4	21	0	06 APR 15		05 JUL 15			I	
CH	NAV RJ CMR (E)	REC BREAKAWAY	AR13	1	4	0	06 APR 15		04 AUG 15			I	
CH	NAV RJ CMR (E)	EMCON 3 RDZ	AR20	1	0	100						I	
CH	NAV RJ CMR (E)	LND GEAR ALT EX	LD25	2	1	50	27 OCT 14					I	
CH	NAV RJ CMR (E)	SIM HOLD PAT	MF89	1	1	0	21 NOV 14					I	
CH	NAV RJ CMR (E)	REC A/R BRKAWAY	MF93	1	2	0	06 MAR 15					I	
CH	NAV RJ CMR (E)	SIM EMCON3 RDZ	MF95	1	1	0	21 NOV 14					I	
CH	NAV RJ CMR (E)	SIM LND GEAR ALT EX	MF98	2	1	50	21 NOV 14					I	
CH	NAV RJ CMR (E)	SIM SYS NAV LEG	MG06	6	2	67	06 MAR 15					I	
CH	NAV RJ CMR (E)	SIM RIVET JOINT RAP	MG08	0	2		06 MAR 15					I	
CH	NAV RJ CMR (E)	SIM 135 CURRENCY	MG12	0	2		06 MAR 15					I	
CH	NAV RJ CMR (E)	SIM MILSTAR	MG17	3	1	67	21 NOV 14					I	
CH	NAV RJ CMR (E)	TOT SIM SRTYS	MT57	12	2	83	06 MAR 15					I	
CH	NAV RJ CMR (E)	SYS NAV LEG	NE01	4	23	0	16 APR 15		15 JUL 15			I	
CH	NAV RJ CMR (E)	MILSTAR	RA04	3	11	0	16 APR 15					I	
CH	NAV RJ CMR (E)	AUTHENT	RA11	1	1	0	27 OCT 14					I	
CH	NAV RJ CMR (E)	TOT SIM RAP SRTYS	SQ00	12	2	83	06 MAR 15					I	
CH	NAV RJ CMR (E)	PRE DEPLOY SIM	SQ46	0	1		21 NOV 14					I	
CH	NAV RJ CMR (E)	INS/FMS/NAV SIM	SQ47	1	1	0	21 NOV 14					I	
CH	NAV RJ CMR (E)	SIM RENDEZVOUS	SQ99	4	2	50	06 MAR 15					I	
CH	NAV RJ CMR (E)	TOT RAP SRTYS	SR00	12	22	0	06 APR 15					I	
CH	NAV RJ CMR (E)	RJ RAP	SR59	0	4		06 APR 15					I	

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PREPARED 13 MAY 2015 19:49 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Navigator] GRADE: CPT SSAN: ***-**- CREW POSITION: MNAE UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 17 JAN 16 PHYSIOLOGICAL DUE DATE: 31 DEC 16 RECORDS REVIEW DUE DATE: 31 MAY 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
CH	NAV RJ CMR (E)	RJ RAP CO	SR59C	0	18		25 JAN 15					I	
CH	NAV RJ CMR (E)	RJ RAP SRO/8010	SR59R	0	0		18 SEP 14					I	
CH	NAV RJ CMR (E)	TOT SRTYS	SX00	12	23	0	16 APR 15		15 JUN 15			I	
CH	NAV RJ CMR (E)	BASIC SORTIE	SX03	0	23		16 APR 15		15 JUL 15			I	
GT	COMSEC TRAINING	COMSEC	GA09	0	0		02 APR 14		02 APR 15	YES		M	
GT	COMSEC TRAINING	COMSEC Read	GA41	0	2		04 MAR 15		04 SEP 15			M	
GT	GRND NAV TRAINING	ANTI-HIJACK	GA03	0	1		04 MAR 15		04 MAR 16			M	
GT	GRND NAV TRAINING	CRM	GA06	0	2		14 OCT 14		31 OCT 16			G	
GT	GRND NAV TRAINING	PODMA	GA26	0	1		22 OCT 14		31 OCT 15			M	
GT	GRND NAV TRAINING	M9 QUAL	GA43	0	0		02 JUL 13		31 JUL 15			M	
GT	GRND NAV TRAINING	TACT/EC ACAD	GA46	0	1		31 OCT 14		31 OCT 16			M	
GT	GRND NAV TRAINING	SEPT	GS03	0	2		03 APR 15		31 MAY 15			G	
GT	GRND NAV TRAINING	STAN EVAL TEST	GS05	0	0		06 JAN 14	31 DEC 14	30 JUN 15		YES	M	
GT	GRND NAV TRAINING	IRC	GS06	0	0		15 SEP 14		30 SEP 15			M	
GT	GRND NAV TRAINING	OPLAN STUDY	GS22	0	1		04 MAR 15					M	
GT	GRND NAV TRAINING	A/C SERVICE	GS25	0	0		07 JUN 14		30 JUN 15			O	
GT	GRND NAV TRAINING	FLY SAFETY TRNG	GS26	0	1		04 MAR 15		30 JUN 15			O	
GT	GRND NAV TRAINING	RISNO CERT	GS50	0	0		24 JUL 14		31 JAN 16			M	
GT	GRND NAV TRAINING	RISNO STUDY	GS51	0	0		13 AUG 14		28 FEB 15	YES		M	
GT	GRND NAV TRAINING	8010 C2 PRO	GS59	0	0		24 JUN 14		30 JUN 15			M	
GT	GRND NAV TRAINING	S/E TEST SEC	GS72	0	0		25 SEP 14	30 JUN 15	31 DEC 15		YES	M	
GT	GRND NAV TRAINING	ISO PREP	TE02	0	0		13 AUG 14		31 AUG 15			M	
GT	GRND NAV TRAINING	INTEL TRNG	TE05	0	0		13 AUG 14		31 AUG 15			M	
GT	GRND NAV TRAINING	AFE FAM TRNG	LL01	0	0		05 AUG 08					G	

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PREPARED 13 MAY 2015 19:49 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Navigator] GRADE: CPT SSAN: ***-**- CREW POSITION: MNAE UNIT: 0343RCNSQ

PHYSICAL DUE DATE: 17 JAN 16 PHYSIOLOGICAL DUE DATE: 31 DEC 16 RECORDS REVIEW DUE DATE: 31 MAY 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	GRND NAV TRAINING	EGRESS (NONEJ)	LL03	0	0		05 AUG 14		31 AUG 17			G	
GT	GRND NAV TRAINING	ACDT	LL04	0	0		15 APR 14		30 APR 17			M	
GT	GRND NAV TRAINING	EGRESS W/ACDE	LL05	0	0		20 JUL 11					M	
GT	GRND NAV TRAINING	AFE TRNG	LL06	0	0		30 SEP 14		30 SEP 15			M	
GT	GRND NAV TRAINING	LOCAL AREA SURV	SS01	0	0		05 AUG 08					G	
GT	GRND NAV TRAINING	CMBT SURV TRNG	SS02	0	0		19 MAR 14		31 MAR 17			M	
GT	GRND NAV TRAINING	CAC TRNG	SS03	0	0		19 MAR 14		31 MAR 17			M	
GT	GRND NAV TRAINING	WST	SS05	0	0		28 APR 14		30 APR 17			G	
GT	GRND NAV TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND NAV TRAINING	CENTCOM (CSI)	SS07C	0	0		06 NOV 14		30 NOV 17			M	
GT	GRND NAV TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND NAV TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND NAV TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	
GT	GRND NAV TRAINING	SPEC SERE TRNG	SS10	0	0		22 APR 14		31 OCT 15			M	
GT	GRND NAV TRAINING	S-V83-A	SS24	0	0		16 OCT 12					M	
GT	GRND P/N/SEO RJ/WC	AFE FIT CHECK	LL07	0	0		24 MAR 14					G	
GT	GROUND SOF	FLT LINE BRIVE	GA32	0	0		30 AUG 11		30 AUG 12	YES		0	
GT	GROUND SOF	SOF TRNG	GS28	0	1		20 MAR 15		31 MAR 16			0	
GT	GROUND SOF	SOF TOUR	GS29	0	2		24 MAR 15		30 JUN 15			0	

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G1.4. CAPT [Mishap Raven 1] (MR1)

G1.4.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015

SQUADRON: 343 RS

Letter of Certifications

								EWO							RI					
NAME	RANK	CP	OFFICE	MSN	EXP	QUAL	RAP	INSTR	FTC	FE	OPS SUP	SOF	RI TC	RI NAV X	BL 9.2	BL 10	BL 10.2	BL 10.3	BL 11	REMARKS
[Mishap Raven 1]	Capt	LEAET	DOS	CMR	E	X		X		X			X	X	X	X	X	X	X	DOS FLT/CC

Commander, 343 RS

G1.4.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 19:38 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT API: 2 FAC: 1 OFDA: 68 ASC: 1A ASC DATE: 05 MAR 13

CMD: ACC WING: 0343RCNS PRI CRW POS: 1 PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	T043A(S)	F37AT45(Q)
FLT DTY CERT CODE	EEAET	EEAET	EEAET	SN	SN
DATE FIRST FLOWN	07 NOV 11	01 DEC 10	30 JAN 12	NO DATE	NO DATE
DATE LAST FLOWN	06 APR 15	13 FEB 15	24 APR 15	NO DATE	NO DATE
TOTAL TIME	1147.1	441.3	330.0	0.0	0.0
PRIMARY TIME	1022.4	256.8	261.0	0.0	0.0
SECONDARY TIME	9.0	6.5	3.0	0.0	0.0
INSTRUCTOR TIME	89.6	168.0	64.0	0.0	0.0
EVALUATOR TIME	21.1	5.9	0.0	0.0	0.0
OTHER TIME	5.0	4.1	2.0	0.0	0.0
NIGHT	135.2	74.8	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	827.6	281.9	0.0	0.0	0.0
CMBT SUPPORT TIME	37.8	8.5	0.0	0.0	0.0
COMBAT SORTIES	77	29	0	0	0
CMBT SUPPORT SORTIES	6	2	0	0	0
TOTAL SORTIES	124	56	95	0	0

CAREER TOTALS

CREW POSITION	CSO
PRIMARY TIME	1279.2
SECONDARY TIME	15.5
INSTRUCTOR TIME	257.6
EVALUATOR TIME	27.0
OTHER TIME	9.1
TOTAL TIME	1588.4
STUDENT TIME	46.5
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	1109.5
COMBAT SUPT TIME	46.3
TOTAL SORTIES	180
COMBAT SORTIES	106
COMBAT SUP SORTIES	8
NVG TIME	0.0
DATE FIRST FLOWN	12 OCT 11
DATE LAST FLOWN	06 APR 15

GRAND TOTAL 1634.9

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G1.4.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:21 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Raven 1] GRADE: CPT SSAN: ***-** API: 2 FAC: 1 ASC: 1A DAFSC: 0012R3H AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: EEAET ASC DATE: 05 MAR 2013
CURR RATING: COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	1022.4	9.0	89.6	21.1	5.0	1147.1	1112.0	135.2	0.0	0.0	124
LAST 30 DAYS	0.0	0.0	6.8	7.4	0.0	14.2	6.8	0.0	0.0	0.0	2
LAST 60 DAYS	0.0	0.0	23.6	7.4	0.0	31.0	23.6	8.7	0.0	0.0	4
LAST 90 DAYS	0.0	0.0	29.5	14.6	0.0	44.1	29.5	8.7	0.0	0.0	6

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	256.8	6.5	168.0	5.9	4.1	441.3	424.8	74.8	0.0	0.0	56
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	16.2	0.0	0.0	16.2	16.2	16.2	0.0	0.0	4
SRC135W	261.0	3.0	64.0	0.0	2.0	330.0	325.0	0.0	0.0	0.0	95
LAST 30 DAYS	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	0.0	1
LAST 60 DAYS	0.0	0.0	15.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	5
LAST 90 DAYS	0.0	0.0	15.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	5
F37AT45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
T043A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:21 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Raven 1] GRADE: CPT SSAN: ***-** API: 2 FAC: 1 ASC: 1A DAFSC: Q012R3H AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: EEAET ASC DATE: 05 MAR 2013
CURR RATING: COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
COMBAT SYSTEMS OFFICER											
12 OCT 2011	1279.2	15.5	257.6	27.0	9.1	1588.4	1536.8	46.5	1109.5	46.3	180
06 APR 2015											

G1.4.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 19:38 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	CCA	SECURITY CLEARANCE DATE:	12 FEB 14
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:		JUMP STATUS	
PHYS AVAIL DATE:			
PHYSIOLOGICAL TNG DATE:		DATE ASSIGNED JUMP STATUS:	
PHYSIOLOGICAL DUE DATE:			
DATE OF BIRTH:			
DUTY AFSC:	Q012R3H	SYSTEM MANAGEMENT	
EFFECTIVE DATE OF DUTY:	01 NOV 14		
PAS CODE:	0D1CFDVF	HARM CODE:	SGBP
SHORT TOUR INDICATOR:	N	DEPLOYED HARM CODE:	
DATE RETURN FROM OVERSEAS:		DEPLOYED DATE:	
DATE OF RANK:	10 AUG 12	REDEPLOYED DATE:	
DATE OF SEP/OBLIGATION:		SPECIAL CAT ID:	
DATE DEP LAST DUTY STA:	10 JUL 10	RECORDS REVIEW ACC DATE:	13 MAR 13
DATE ARR THIS STATION:	13 JUL 10	RECORDS REVIEW DUE DATE:	31 AUG 13
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW STATUS CODE:	N
PROJECTED DAFSC:			
PROJECTED PAS CODE:			
PROJECTED DUTY LOCATION:			
PROJ DEPARTURE DATE:			
PROJ REPORTING DATE:			
FAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:	PHA EMAIL SENT 2/12/15 CLT		

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 19:38 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN 5A036-A70

INQUIRY

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	EEAET
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPD DATE:	05 JUN 09
LAST MPD REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	04 JUN 21
LAST PRODUCTIVE FLIGHT DATE:	06 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	02 APR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	05 MAR 13
PRIOR ASC:	1S
EFFECTIVE DATE:	01 JAN 13
AERO ORDER TERM DATE:	04 JUN 21
OFFICER SERVICE DATE:	10 MAY 08
AVIATION SERVICE DATE:	05 JUN 09
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	2
EFFECTIVE DATE:	01 NOV 14
FLYING ACTIVITY CATEGORY:	1
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	68
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	68

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING:	COMBAT SYSTEMS OFFICER
EFFECTIVE DATE:	09 APR 10

DUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	16 JUN 14
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	10 JUN 09

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.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.4.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:03 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 1] SSAN: ***-** GRADE: CPT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	02 MAY 14	62-4132	IEAET	0.0	0.0	9.5	0.0	0.0	9.5	1	0.0	0	0.0	0	7.5	0.0	0.0	0.0	
	23 JUL 14	63-9792	IEAET	0.0	0.0	8.5	0.0	0.0	8.5	1	8.5	1	0.0	0	0.0	0.0	0.0	0.0	
	26 AUG 14	64-4848	IEAET	0.0	0.0	7.3	0.0	0.0	7.3	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	
	10 SEP 14	64-4848	IEAET	0.0	0.0	7.5	0.0	0.0	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 SEP 14	64-4848	MEAET	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	23 SEP 14	64-4848	EEAET	0.0	0.0	0.0	6.5	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	28 OCT 14	64-4848	IEAET	0.0	0.0	6.7	0.0	0.0	6.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 FEB 15	64-4848	EEAET	0.0	0.0	0.0	7.2	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	25 FEB 15	62-4131	IEAET	0.0	0.0	5.9	0.0	0.0	5.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 MAR 15	62-4131	IEAET	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	
	27 MAR 15	64-4848	IEAET	0.0	0.0	10.7	0.0	0.0	10.7	1	0.0	0	0.0	0	8.7	0.0	0.0	0.0	
	02 APR 15	64-4848	IEAET	0.0	0.0	6.8	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 APR 15	64-4848	EEAET	0.0	0.0	0.0	7.4	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	6.6	0.0	69.0	21.1	0.0	96.7	13	8.5	1	0.0	0	19.2	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	17 JUN 14	62-4135	IEAET	0.0	0.0	9.2	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 JUN 14	62-4135	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	23 JUN 14	62-4135	IEAET	0.0	0.0	3.7	0.0	0.0	3.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	26 JUN 14	62-4130	IEAET	0.0	0.0	8.2	0.0	0.0	8.2	1	8.2	1	0.0	0	5.9	0.0	0.0	0.0	
	29 JUN 14	62-4125	IEAET	0.0	0.0	3.5	0.0	0.0	3.5	1	3.5	1	0.0	0	0.0	0.0	0.0	0.0	
	29 JUN 14	62-4130	IEAET	0.0	0.0	7.3	0.0	0.0	7.3	1	7.3	1	0.0	0	0.0	0.0	0.0	0.0	
	02 JUL 14	62-4130	IEAET	0.0	0.0	2.7	0.0	0.0	2.7	1	0.0	0	0.0	0	2.7	0.0	0.0	0.0	
	03 JUL 14	62-4125	IEAET	0.0	0.0	9.4	0.0	0.0	9.4	1	9.4	1	0.0	0	7.2	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:03 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135W	07 JUL 14	62-4125	IEAET	0.0	0.0	8.9	0.0	0.0	8.9	1	8.9	1	0.0	0	0.0	0.0	0.0	0.0	
	09 JUL 14	62-4130	IEAET	0.0	0.0	9.1	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0	
	12 JUL 14	62-4125	IEAET	0.0	0.0	9.8	0.0	0.0	9.8	1	9.8	1	0.0	0	0.0	0.0	0.0	0.0	
	14 JUL 14	62-4130	IEAET	0.0	0.0	8.9	0.0	0.0	8.9	1	8.9	1	0.0	0	0.0	0.0	0.0	0.0	
	17 JUL 14	62-4130	IEAET	0.0	0.0	10.3	0.0	0.0	10.3	1	10.3	1	0.0	0	0.0	0.0	0.0	0.0	
	20 JUL 14	62-4130	IEAET	0.0	0.0	8.8	0.0	0.0	8.8	1	8.8	1	0.0	0	0.0	0.0	0.0	0.0	
	26 JUL 14	62-4125	IEAET	0.0	0.0	8.8	0.0	0.0	8.8	1	8.8	1	0.0	0	0.0	0.0	0.0	0.0	
	29 JUL 14	62-4130	IEAET	0.0	0.0	9.1	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0	
	01 AUG 14	62-4135	IEAET	0.0	0.0	8.6	0.0	0.0	8.6	1	8.6	1	0.0	0	0.0	0.0	0.0	0.0	
	04 AUG 14	63-9792	IEAET	0.0	0.0	8.6	0.0	0.0	8.6	1	8.6	1	0.0	0	0.0	0.0	0.0	0.0	
	26 OCT 14	62-4131	IEAET	0.0	0.0	6.8	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 OCT 14	62-4131	EEAET	0.0	0.0	0.0	5.9	0.0	5.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 JAN 15	62-4131	MEAET	3.5	0.0	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0	3.5	0.0	0.0	0.0	
	04 FEB 15	62-4131	IEAET	0.0	0.0	3.4	0.0	0.0	3.4	1	0.0	0	0.0	0	3.4	0.0	0.0	0.0	
	06 FEB 15	62-4131	IEAET	0.0	0.0	4.6	0.0	0.0	4.6	1	0.0	0	0.0	0	4.6	0.0	0.0	0.0	
	10 FEB 15	62-4131	IEAET	0.0	0.0	4.4	0.0	0.0	4.4	1	0.0	0	0.0	0	4.4	0.0	0.0	0.0	
	13 FEB 15	62-4131	IEAET	0.0	0.0	3.8	0.0	0.0	3.8	1	0.0	0	0.0	0	3.8	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	3.5	0.0	161.9	5.9	0.0	171.3	25	119.3	14	0.0	0	35.5	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

SRC135W	15 MAY 14	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	23 AUG 14	62-6001	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	26 SEP 14	62-6001	MEAET	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	
	29 SEP 14	62-6001	IEAET	0.0	0.0	1.5	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

PREPARED 13 MAY 2015 20:03 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	07 OCT 14	62-6003	IEAET	0.0	0.0	6.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	19 DEC 14	62-6006	IEBET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	07 JAN 15	62-6001	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	08 JAN 15	62-6001	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	14 JAN 15	62-6001	IEAET	0.0	0.0	5.5	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 MAR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 MAR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 MAR 15	62-6005	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 MAR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 APR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	3.0	0.0	46.0	0.0	0.0	49.0	14	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	10.1	0.0	230.9	27.0	0.0	268.0	38	127.8	15	0.0	0	54.7	0.0	0.0	0.0
SIMULATOR:	3.0	0.0	46.0	0.0	0.0	49.0	14	N/A	N/A	N/A	N/A	0.0	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

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G1.4.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 19:38 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	02 MAY 14	62-4132	IEAET	0.0	0.0	9.5	0.0	0.0	9.5	1	0.0	0	0.0	0	7.5	0.0	0.0	0.0		S	20140506
SRC135W	15 MAY 14	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140612
RC135W	17 JUN 14	62-4135	IEAET	0.0	0.0	9.2	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140629
RC135W	18 JUN 14	62-4135	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140629
RC135W	23 JUN 14	62-4135	IEAET	0.0	0.0	3.7	0.0	0.0	3.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140626
RC135W	26 JUN 14	62-4130	IEAET	0.0	0.0	8.2	0.0	0.0	8.2	1	8.2	1	0.0	0	5.9	0.0	0.0	0.0		S	20140627
RC135W	29 JUN 14	62-4125	IEAET	0.0	0.0	3.5	0.0	0.0	3.5	1	3.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20140702
RC135W	29 JUN 14	62-4130	IEAET	0.0	0.0	7.3	0.0	0.0	7.3	1	7.3	1	0.0	0	0.0	0.0	0.0	0.0		S	20140702
RC135W	02 JUL 14	62-4130	IEAET	0.0	0.0	2.7	0.0	0.0	2.7	1	0.0	0	0.0	0	2.7	0.0	0.0	0.0		S	20140703
RC135W	03 JUL 14	62-4125	IEAET	0.0	0.0	9.4	0.0	0.0	9.4	1	9.4	1	0.0	0	7.2	0.0	0.0	0.0		S	20140704
RC135W	07 JUL 14	62-4125	IEAET	0.0	0.0	8.9	0.0	0.0	8.9	1	8.9	1	0.0	0	0.0	0.0	0.0	0.0		S	20140707
RC135W	09 JUL 14	62-4130	IEAET	0.0	0.0	9.1	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140710
RC135W	12 JUL 14	62-4125	IEAET	0.0	0.0	9.8	0.0	0.0	9.8	1	9.8	1	0.0	0	0.0	0.0	0.0	0.0		S	20140714
RC135W	14 JUL 14	62-4130	IEAET	0.0	0.0	8.9	0.0	0.0	8.9	1	8.9	1	0.0	0	0.0	0.0	0.0	0.0		S	20140715
RC135W	17 JUL 14	62-4130	IEAET	0.0	0.0	10.3	0.0	0.0	10.3	1	10.3	1	0.0	0	0.0	0.0	0.0	0.0		S	20140718
RC135W	20 JUL 14	62-4130	IEAET	0.0	0.0	8.8	0.0	0.0	8.8	1	8.8	1	0.0	0	0.0	0.0	0.0	0.0		S	20140721
RC135V	23 JUL 14	63-9792	IEAET	0.0	0.0	8.5	0.0	0.0	8.5	1	8.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20140724
RC135W	26 JUL 14	62-4125	IEAET	0.0	0.0	8.8	0.0	0.0	8.8	1	8.8	1	0.0	0	0.0	0.0	0.0	0.0		S	20140728
RC135W	29 JUL 14	62-4130	IEAET	0.0	0.0	9.1	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140730
RC135W	01 AUG 14	62-4135	IEAET	0.0	0.0	8.6	0.0	0.0	8.6	1	8.6	1	0.0	0	0.0	0.0	0.0	0.0		S	20140802
RC135W	04 AUG 14	63-9792	IEAET	0.0	0.0	8.6	0.0	0.0	8.6	1	8.6	1	0.0	0	0.0	0.0	0.0	0.0		S	20140807
SRC135W	23 AUG 14	62-6001	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140828
RC135V	26 AUG 14	64-4848	IEAET	0.0	0.0	7.3	0.0	0.0	7.3	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20140828
RC135V	10 SEP 14	64-4848	IEAET	0.0	0.0	7.5	0.0	0.0	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140917
RC135V	15 SEP 14	64-4848	MEAET	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140919
RC135V	23 SEP 14	64-4848	EEAET	0.0	0.0	0.0	6.5	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140925

ACC PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 19:38 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

[Mishap Raven 1]

NAME: SSAN: ***-** GRADE: CPT PRI CREW POS: E PRI AIRCRAFT: RC135V

CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	26 SEP 14	62-6001	MEAET	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		Q	20141016
SRC135W	29 SEP 14	62-6001	IEAET	0.0	0.0	1.5	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141006
SRC135W	07 OCT 14	62-6003	IEAET	0.0	0.0	6.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141017
RC135W	26 OCT 14	62-4131	IEAET	0.0	0.0	6.8	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135W	27 OCT 14	62-4131	EEAET	0.0	0.0	0.0	5.9	0.0	5.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135V	28 OCT 14	64-4848	IEAET	0.0	0.0	6.7	0.0	0.0	6.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
SRC135W	19 DEC 14	62-6006	IEBET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150103
SRC135W	07 JAN 15	62-6001	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150108
SRC135W	08 JAN 15	62-6001	IEAET	0.0	0.0	4.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150115
SRC135W	14 JAN 15	62-6001	IEAET	0.0	0.0	5.5	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150125
RC135W	27 JAN 15	62-4131	MEAET	3.5	0.0	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0	3.5	0.0	0.0	0.0		S	20150128
RC135W	04 FEB 15	62-4131	IEAET	0.0	0.0	3.4	0.0	0.0	3.4	1	0.0	0	0.0	0	3.4	0.0	0.0	0.0		S	20150213
RC135W	06 FEB 15	62-4131	IEAET	0.0	0.0	4.6	0.0	0.0	4.6	1	0.0	0	0.0	0	4.6	0.0	0.0	0.0		S	20150210
RC135W	10 FEB 15	62-4131	IEAET	0.0	0.0	4.4	0.0	0.0	4.4	1	0.0	0	0.0	0	4.4	0.0	0.0	0.0		S	20150219
RC135W	13 FEB 15	62-4131	IEAET	0.0	0.0	3.8	0.0	0.0	3.8	1	0.0	0	0.0	0	3.8	0.0	0.0	0.0		S	20150219
RC135V	20 FEB 15	64-4848	EEAET	0.0	0.0	0.0	7.2	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150224
RC135V	25 FEB 15	62-4131	IEAET	0.0	0.0	5.9	0.0	0.0	5.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150302
RC135V	03 MAR 15	62-4131	IEAET	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	20150313
SRC135W	06 MAR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150310
SRC135W	17 MAR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150317
SRC135W	20 MAR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150325
SRC135W	20 MAR 15	62-6005	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150323
RC135V	27 MAR 15	64-4848	IEAET	0.0	0.0	10.7	0.0	0.0	10.7	1	0.0	0	0.0	0	8.7	0.0	0.0	0.0		S	20150402
RC135V	02 APR 15	64-4848	IEAET	0.0	0.0	6.8	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150403
RC135V	06 APR 15	64-4848	EEAET	0.0	0.0	0.0	7.4	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150407
SRC135W	24 APR 15	62-6002	IEAET	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150429

ACC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2

PREPARED 01 MAY 2015 19:38 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Raven 1] SSAN: ***-**- GRADE: CPT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	10.1	0.0	230.9	27.0	0.0	268.0	38	127.8	15	0.0	0	54.7	0.0	0.0	0.0
SIMULATOR:	3.0	0.0	46.0	0.0	0.0	49.0	14	N/A	N/A	N/A	N/A	0.0	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
													ACC	PAGE 3	

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.4.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:54 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 1] GRADE: CPT SSAN: ***-**- CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 01 AUG 16 PHYSIOLOGICAL DUE DATE: 30 JUN 19 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	OVR DUE	ACC IN PHS	REST CODE	WVD
CH	EWO RJ TC CMR (E)	QUAL EVAL	AA01	0	0		15 SEP 14	31 AUG 15	29 FEB 16		YES	I	
CH	EWO RJ TC CMR (E)	RJ TACT COORD	EC12	8	16	0	06 APR 15		05 JUN 15			I	
CH	EWO RJ TC CMR (E)	AEP CC TC	EC14	2	16	0	06 APR 15					I	
CH	EWO RJ TC CMR (E)	ESP/PE CC TC	EC16	2	16	0	06 APR 15					I	
CH	EWO RJ TC CMR (E)	SYNC TUNE	MC12	1	13	0	06 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM OPP SEAT	MG07	3	8	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM RIVET JOINT RAP	MG08	0	11		24 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM 135 CURRENCY	MG12	0	11		24 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM RJ TACT COORD	MG19	8	10	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM AEP CC TC	MG21	1	10	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM ESP/P CC TC	MG23	1	10	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM OCA/A	MT05	2	9	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	OCA ACA	MT06	2	9	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	MTC CAS	MT14	2	4	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	AI OR AI/OCA-AO	MT20	2	6	0	24 APR 15					I	
CH	EWO RJ TC CMR (E)	CSAR DMO	MT32	2	1	50	08 JAN 15					I	
CH	EWO RJ TC CMR (E)	SIM SRO PROFILE	MT43	2	2	0	16 MAR 15					I	
CH	EWO RJ TC CMR (E)	TOT SIM SRTYS	MT57	12	11	8	24 APR 15					I	
CH	EWO RJ TC CMR (E)	TOT SIM RAP SRTYS	SQ00	12	11	8	24 APR 15					I	
CH	EWO RJ TC CMR (E)	TOT RAP SRTYS	SR00	12	20	0	06 APR 15					I	
CH	EWO RJ TC CMR (E)	CSAR	SR07	2	13	0	03 MAR 15		30 AUG 15			I	
CH	EWO RJ TC CMR (E)	CAS	SR18	2	12	0	24 APR 15		21 OCT 15			I	
CH	EWO RJ TC CMR (E)	OCA/SEAD/DEAD	SR29	2	15	0	24 APR 15		21 OCT 15			I	
CH	EWO RJ TC CMR (E)	SRO	SR40	2	2	0	27 MAR 15		23 SEP 15			I	

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PREPARED 13 MAY 2015 19:54 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 1] GRADE: CPT SSAN: ***-** CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 01 AUG 16 PHYSIOLOGICAL DUE DATE: 30 JUN 19 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	OVR DUE	ACC IN PHS	REST CODE	WVD
CH	EWO RJ TC CMR (E)	OPP SEAT	SR56	3	16	0	06 APR 15		05 JUL 15			I	
CH	EWO RJ TC CMR (E)	RJ RAP	SR59	0	13		03 MAR 15					I	
CH	EWO RJ TC CMR (E)	RJ RAP CO	SR59C	0	6		06 APR 15					I	
CH	EWO RJ TC CMR (E)	RJ RAP SRO/B010	SR59R	0	1		27 MAR 15					I	
CH	EWO RJ TC CMR (E)	DCA	SR62	2	15	0	24 APR 15		21 OCT 15			I	
CH	EWO RJ TC CMR (E)	AI OR AI/OCA-AO	SR72	2	14	0	24 APR 15		21 OCT 15			I	
CH	EWO RJ TC CMR (E)	SIM INFL DCA/SEAD	SR89	0	13		06 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL AI/OCA-A	SR90	0	11		06 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL DCA	SR91	0	12		06 APR 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL CAS	SR92	0	8		03 MAR 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL CSAR	SR93	0	8		03 MAR 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL SRO	SR95	0	1		13 FEB 15					I	
CH	EWO RJ TC CMR (E)	TOT SRTYS	SX00	12	14	0	06 APR 15		05 JUN 15			I	
CH	EWO RJ TC CMR (E)	BASIC SORTIE	SX03	0	14		06 APR 15		05 JUN 15			I	
CH	RJ EWO BL TRNG	RJ BL 10.3 CERT	GS78	0	0		31 OCT 13					G	
CH	RJ EWO BL TRNG	RJ BL 9 CURRENCY	XB09	0	0		02 MAY 14		29 OCT 14	YES		I	
CH	RJ EWO BL TRNG	RJ BL 9 CERT	XB09Q	0	0		01 OCT 13					G	
CH	RJ EWO BL TRNG	RJ BL 10 CURRENCY	XB10	0	21		24 APR 15		21 OCT 15			I	
CH	RJ EWO BL TRNG	RJ BL 11 CERT	XB11Q	0	0		25 AUG 14					G	
GT	GRND EWO TRAINING	ANTI-HIJACK	GA03	0	1		30 MAR 15		30 MAR 16			M	
GT	GRND EWO TRAINING	CRM	GA06	0	0		20 NOV 13		30 NOV 15			G	
GT	GRND EWO TRAINING	M9 QUAL	GA43	0	1		26 FEB 15		28 FEB 17			M	
GT	GRND EWO TRAINING	TACT/EC ACAD	GA46	0	1		31 OCT 14		31 OCT 16			M	
GT	GRND EWO TRAINING	SEPT	GS03	0	5		29 APR 15		31 MAY 15			G	

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PREPARED 13 MAY 2015 19:54 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 1] GRADE: CPT SSAN: ***-** CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 01 AUG 16 PHYSIOLOGICAL DUE DATE: 30 JUN 19 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	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	GRND EWO TRAINING	STAN EVAL TEST	GS05	0	1		12 MAR 15	31 DEC 15	30 JUN 16		YES	M	
GT	GRND EWO TRAINING	OPLAN STUDY	GS22	0	0		07 APR 14					M	
GT	GRND EWO TRAINING	A/C SERVICE	GS25	0	1		06 APR 15		30 APR 16			O	
GT	GRND EWO TRAINING	FLY SAFETY TRNG	GS26	0	2		24 APR 15		30 SEP 15			O	
GT	GRND EWO TRAINING	RISNO CERT	GS50	0	0		03 APR 14		31 OCT 15			M	
GT	GRND EWO TRAINING	RISND STUDY	GS51	0	1		15 OCT 14		30 APR 15	YES		M	
GT	GRND EWO TRAINING	8010 C2 PRO	GS59	0	0		15 APR 14		30 APR 15	YES		M	
GT	GRND EWO TRAINING	S/E TEST SEC	GS72	0	0		11 SEP 14	30 JUN 15	31 DEC 15		NO	M	
GT	GRND EWO TRAINING	ISO PREP	IE02	0	2		26 MAR 15		31 MAR 16			M	
GT	GRND EWO TRAINING	INTEL TRNG	IE05	0	1		18 FEB 15		29 FEB 16			M	
GT	GRND EWO TRAINING	AFE FAM TRNG	LL01	0	0		19 OCT 10					G	
GT	GRND EWO TRAINING	EGRESS (NONEJ)	LL03	0	0		03 AUG 12		31 AUG 15			G	
GT	GRND EWO TRAINING	ACDT	LL04	0	0		16 APR 13		30 APR 16			M	
GT	GRND EWO TRAINING	EGRESS W/ACDE	LL05	0	0		13 AUG 10					N	
GT	GRND EWO TRAINING	AFE TRNG	LL06	0	2		28 APR 15		30 APR 16			M	
GT	GRND EWO TRAINING	LOCAL AREA SURV	SS01	0	0		13 OCT 10					G	
GT	GRND EWO TRAINING	CMBT SURV TRNG	SS02	0	0		08 MAY 13		31 MAY 16			M	
GT	GRND EWO TRAINING	CAC TRNG	SS03	0	0		08 MAY 13		31 MAY 16			M	
GT	GRND EWO TRAINING	WST	SS05	0	0		08 APR 13		30 APR 16			G	
GT	GRND EWO TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND EWO TRAINING	CENTCOM (CSI)	SS07C	0	0		30 OCT 13		31 OCT 16			M	
GT	GRND EWO TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND EWO TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND EWO TRAINING	SOUTHCOM (CSI)	SS07S	0	0		30 OCT 13		31 OCT 16			M	

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PREPARED 13 MAY 2015 19:54 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 1] GRADE: CPT SSAN: ***-**- CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 01 AUG 16 PHYSIOLOGICAL DUE DATE: 30 JUN 19 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	OVR DUE	ACC IN PHS	REST CODE	WVD
GT	GRND EWO TRAINING	SPEC SERE TRNG	SS10	0	3		06 JAN 15		31 JUL 16			M	
GT	GRND EWO TRAINING	S-V83-A	SS24	0	0		09 NOV 11					M	
GT	GROUND SOF	FLT LINE DRIVE	GA32	0	1		02 MAR 15		02 MAR 16			O	
GT	GROUND SOF	SOF TRNG	GS28	0	1		03 MAR 15		31 MAR 16			O	
GT	GROUND SOF	SOF TOUR	GS29	0	1		07 APR 15		31 JUL 15			O	

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G1.5. LT COL [Mishap Tactical Coordinator] (MTC)

G1.5.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015

SQUADRON: 343 RS

Letter of Certifications

									EWO						RI					
NAME	RANK	CP	OFFICE	MSN	EXP	QUAL	RAP	INSTR	FTC	PE	OPS SUP	SOF	RI TC	RI RAV X	BL 9.2	BL 10	BL 10.2	BL 10.3	BL 11	REMARKS
[MTC]	Lt Col	EEAET	DO	CMR	E	X		X		X	X		X	X	X	X	X	X	X	343 RS/DO

Commander, 343 RS

G1.5.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 18:46 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [MTC] SSAN: ***-**- GRADE: LTC API: 6 FAC: 3 OFDA: 129 ASC: 2A ASC DATE: 03 OCT 13

CMD: ACC WING: 0343RCNS PRI CRW POS: E PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	RC135S(S)
FLT DTY CERT CODE	EEAET	EEAET	EEAET	IEBET
DATE FIRST FLOWN	06 SEP 01	13 AUG 01	08 JAN 02	21 JUL 06
DATE LAST FLOWN	18 FEB 15	30 MAY 14	29 APR 15	27 JUL 06
TOTAL TIME	890.8	1098.6	94.0	4.6
PRIMARY TIME	736.1	923.7	53.0	0.0
SECONDARY TIME	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	132.2	127.0	37.0	0.0
EVALUATOR TIME	13.8	13.6	0.0	0.0
OTHER TIME	8.7	34.3	4.0	4.6
NIGHT	1.6	1.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0
COMBAT TIME	496.4	358.6	0.0	0.0
CMBT SUPPORT TIME	162.1	192.0	0.0	0.0
COMBAT SORTIES	42	34	0	0
CMBT SUPPORT SORTIES	22	28	0	0
TOTAL SORTIES	100	138	40	2

CAREER TOTALS

CREW POSITION	NAVIGATOR
PRIMARY TIME	1659.8
SECONDARY TIME	0.0
INSTRUCTOR TIME	259.2
EVALUATOR TIME	27.4
OTHER TIME	47.6
TOTAL TIME	1994.0
STUDENT TIME	42.6
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	855.0
COMBAT SUPT TIME	354.1
TOTAL SORTIES	240
COMBAT SORTIES	76
COMBAT SUP SORTIES	50
NVG TIME	0.0
DATE FIRST FLOWN	13 AUG 01
DATE LAST FLOWN	18 FEB 15
GRAND TOTAL	2036.6

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G1.5.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:26 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MTC] GRADE: LTC SSAN: ***-**- API: 6 FAC: 3 ASC: 2A DAFSC: B012R3H AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: EEAET ASC DATE: 03 OCT 2013
CURR RATING: SENIOR NAVIGATOR AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	736.1	0.0	132.2	13.8	8.7	890.8	868.3	1.6	0.0	0.0	100
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	7.5	0.0	7.5	0.0	0.0	0.0	0.0	1

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	923.7	0.0	127.0	13.6	34.3	1098.6	1050.7	1.0	0.0	0.0	138
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SRC135W	57.0	0.0	37.0	0.0	4.0	98.0	94.0	0.0	0.0	0.0	42
LAST 30 DAYS	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	1
LAST 60 DAYS	4.0	0.0	2.0	0.0	0.0	6.0	6.0	0.0	0.0	0.0	3
LAST 90 DAYS	6.0	0.0	2.0	0.0	0.0	8.0	8.0	0.0	0.0	0.0	4
RC135S	0.0	0.0	0.0	0.0	4.6	4.6	0.0	0.0	0.0	0.0	2
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:26 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MTC] GRADE: LTC SSAN: ***-**- API: 6 FAC: 3 ASC: 2A DAFSC: B012R3H AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: EEAET ASC DATE: 03 OCT 2013
CURR RATING: SENIOR NAVIGATOR AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
NAVIGATOR 13 AUG 2001 18 FEB 2015	1659.8	0.0	259.2	27.4	47.6	1994.0	1919.0	42.6	855.0	354.1	240

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G1.5.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 18:46 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN 5A036-A70

INQUIRY

NAME: [MTC] SSAN: ***-**- GRADE: LTC CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	DO	SECURITY CLEARANCE DATE:	26 APR 13
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:			
PHYSIOLOGICAL TNG DATE:		JUMP STATUS	
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	B012R3H		
EFFECTIVE DATE OF DUTY:	02 MAY 14		
PAS CODE:	0D1CFDVF	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	01 JAN 15	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	30 NOV 27	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	06 JUN 12	SPECIAL CAT ID:	
DATE ARR THIS STATION:	25 JUN 12	RECORDS REVIEW ACC DATE:	27 MAR 15
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	31 MAR 16
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_____

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PREPARED 01 MAY 2015 18:46 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MTC] SSAN: ***-**- GRADE: LTC CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	FEAET
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	17 FEB 00
LAST MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	16 FEB 18
LAST PRODUCTIVE FLIGHT DATE:	18 FEB 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	16 DEC 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	2A
EFFECTIVE DATE:	03 OCT 13
PRIOR ASC:	2S
EFFECTIVE DATE:	01 OCT 13
AERO ORDER TERM DATE:	16 FEB 18
OFFICER SERVICE DATE:	19 NOV 99
AVIATION SERVICE DATE:	17 FEB 00
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	6
EFFECTIVE DATE:	02 MAY 14
FLYING ACTIVITY CATEGORY:	3
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	97
OFDA GATE 15/15:	127
OFDA GATE 20/18:	129
OFDA TO DATE:	129

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING:	SENIOR NAVIGATOR
EFFECTIVE DATE:	03 NOV 07
AERONAUTICAL RATING:	NAVIGATOR
EFFECTIVE DATE:	03 NOV 00

OUS MIL RTG DT:

CURR PARA RATING:

CURR PARA RATING DATE:

ORIG PARA RATING:

ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	14 MAR 14
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	12 APR 00
RANDOLPH AFB, TX	17 MAR 00
VERTIGON, RANDOLPH AFB, TX	25 FEB 00
NIGHT VISION DEMO, RANDOLPH AFB, TX	25 FEB 00

Your current OFDA is 129 month(s). You need 15 additional month(s) OFDA to meet your 18 Year gate requirement to receive continuous ACIP through 25 years of aviation service and you must maintain a valid flight physical.

You have met OFDA requirements for 18 year gate to receive continuous ACIP through 22 years of aviation service.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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G1.5.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 19:56 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MTC] SSAN: ***-**- GRADE: LTC PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	24 MAY 14	64-4841	IEAET	8.3	0.0	1.0	0.0	0.0	9.3	1	9.3	1	0.0	0	0.1	0.0	0.0	0.0	
	10 JUN 14	62-4132	EEAET	0.0	0.0	0.0	6.3	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 JUL 14	64-4848	MEAET	5.6	0.0	0.0	0.0	0.0	5.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	19 SEP 14	64-4841	MEAET	2.9	0.0	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	16 OCT 14	62-4131	IEAET	0.0	0.0	6.9	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	16 DEC 14	62-4131	IEAET	3.0	0.0	3.6	0.0	0.0	6.6	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	
	18 FEB 15	64-4848	EEAET	0.0	0.0	0.0	7.5	0.0	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	19.8	0.0	11.5	13.8	0.0	45.1	7	9.3	1	0.0	0	0.6	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	30 MAY 14	62-4126	IEAET	6.2	0.0	1.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	6.2	0.0	1.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

SRC135W	09 MAY 14	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 MAY 14	62-6003	IEAEV	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 JUN 14	62-0001	MEAEW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 JUN 14	62-0001	MEAEW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 JUL 14	62-6001	IEAET	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	05 AUG 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 19:56 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MTC] SSAN: ***-**- GRADE: LTC PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	19 AUG 14	62-6001	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 SEP 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	11 SEP 14	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 OCT 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 NOV 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 NOV 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 DEC 14	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	14 JAN 15	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	22 JAN 15	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	11 FEB 15	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 MAR 15	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 MAR 15	62-6002	IEAET	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 APR 15	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	05 MAY 15	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	07 MAY 15	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	36.0	0.0	6.0	0.0	0.0	42.0	21	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	26.0	0.0	12.5	13.8	0.0	52.3	8	9.3	1	0.0	0	0.6	0.0	0.0	0.0
SIMULATOR:	36.0	0.0	6.0	0.0	0.0	42.0	21	N/A	N/A	N/A	N/A	0.0	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

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G1.5.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 18:46 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA030-F70

INQUIRY

NAME: [MTC] SSAN: ***-**- GRADE: LTC PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	13 JUN 13	62-6003	IEAEV	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140606
SRC135W	09 MAY 14	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140715
RC135V	24 MAY 14	64-4841	IEAET	8.3	0.0	1.0	0.0	0.0	9.3	1	9.3	1	0.0	0	0.1	0.0	0.0	0.0		S	20140524
SRC135W	29 MAY 14	62-6003	IEAEV	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140530
RC135W	30 MAY 14	62-4126	IEAET	6.2	0.0	1.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140531
RC135V	10 JUN 14	62-4132	EEAET	0.0	0.0	0.0	6.3	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140619
SRC135W	24 JUN 14	62-0001	MEAEW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140625
SRC135W	24 JUN 14	62-0001	MEAEW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140624
RC135V	09 JUL 14	64-4848	MEAET	5.6	0.0	0.0	0.0	0.0	5.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140711
SRC135W	15 JUL 14	62-6001	IEAET	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140717
SRC135W	05 AUG 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140819
SRC135W	19 AUG 14	62-6001	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140905
SRC135W	09 SEP 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140911
SRC135W	11 SEP 14	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140925
RC135V	19 SEP 14	64-4841	MEAET	2.9	0.0	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140922
SRC135W	02 OCT 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141017
RC135V	16 OCT 14	62-4131	IEAET	0.0	0.0	6.9	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141017
SRC135W	04 NOV 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141106
SRC135W	18 NOV 14	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141119
SRC135W	03 DEC 14	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141205
RC135V	16 DEC 14	62-4131	IEAET	3.0	0.0	3.6	0.0	0.0	6.6	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0		S	20141218
SRC135W	14 JAN 15	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150125
SRC135W	22 JAN 15	62-6006	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150128
SRC135W	11 FEB 15	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150212
RC135V	18 FEB 15	64-4848	EEAET	0.0	0.0	0.0	7.5	0.0	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150220
SRC135W	06 MAR 15	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150306

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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 MAY 2015 18:46 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MTC]
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ SSAN: ***-** GRADE: LTC PRI CREW POS: E PRI AIRCRAFT: RC135V
ACFT OPLOC: SGBP

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
SRC135W	17 MAR 15	62-6002	IEAET	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	Q	20150317
SRC135W	29 APR 15	62-6002	MEAET	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	Q	20150429

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	26.0	0.0	12.5	13.8	0.0	52.3	8	9.3	1	0.0	0	0.6	0.0	0.0	0.0
SIMULATOR:	32.0	0.0	9.0	0.0	0.0	41.0	20	N/A	N/A	N/A	N/A	0.0	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

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.5.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:51 — INDIVIDUAL TRAINING SUMMARY — AS OF 13 MAY 2015 — PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MTC] — GRADE: LTC — SSAN: ***-**- — CREW POSITION: EEAET — UNIT: 0343RCNSQ

PHYSICAL DUE DATE: 06 JUL 16 — PHYSIOLOGICAL DUE DATE: 31 MAR 19 — RECORDS REVIEW DUE DATE: 31 MAR 16

PCM 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
CH	EWO RJ TC CMR (E)	QUAL EVAL	AA01	0	0		22 JAN 14	31 DEC 14	30 JUN 15		YES	I	
CH	EWO RJ TC CMR (E)	RJ TACT COORD	EC12	8	3	63	18 FEB 15		19 APR 15	YES		I	
CH	EWO RJ TC CMR (E)	AEP CC TC	EC14	2	3	0	18 FEB 15					I	
CH	EWO RJ TC CMR (E)	ESP/P6 CC TC	EC16	2	3	0	18 FEB 15					I	
CH	EWO RJ TC CMR (E)	SYNC TUNE	MC12	1	0	100	03 OCT 13					I	
CH	EWO RJ TC CMR (E)	SIM OPP SEAT	MG07	3	19	0	10 MAY 15					I	
CH	EWO RJ TC CMR (E)	SIM RIVET JOINT RAP	MG08	0	11		05 MAY 15					I	
CH	EWO RJ TC CMR (E)	SIM 135 CURRENCY	MG12	0	12		10 MAY 15					I	
CH	EWO RJ TC CMR (E)	SIM RJ TACT COORD	MG19	8	12	0	10 MAY 15					I	
CH	EWO RJ TC CMR (E)	SIM AEP CC TC	MG21	1	12	0	10 MAY 15					I	
CH	EWO RJ TC CMR (E)	SIM ESP/P CC TC	MG23	1	12	0	10 MAY 15					I	
CH	EWO RJ TC CMR (E)	SIM OCA/A	MT05	2	7	0	05 MAY 15					I	
CH	EWO RJ TC CMR (E)	OCA ACA	MT06	2	7	0	05 MAY 15					I	
CH	EWO RJ TC CMR (E)	MTC CAS	MT14	2	6	0	05 MAY 15					I	
CH	EWO RJ TC CMR (E)	AI OR A1/OCA-AO	MT20	2	7	0	05 MAY 15					I	
CH	EWO RJ TC CMR (E)	CSAR DMO	MT32	2	4	0	03 DEC 14					I	
CH	EWO RJ TC CMR (E)	SIM SRO PROFILE	MT43	2	7	0	10 MAY 15					I	
CH	EWO RJ TC CMR (E)	TOT SIM SRTYS	MT57	12	12	0	10 MAY 15					I	
CH	EWO RJ TC CMR (E)	TOT SIM RAP SRTYS	S000	12	11	8	05 MAY 15					I	
CH	EWO RJ TC CMR (E)	TOT RAP SRTYS	SR00	12	4	67	18 FEB 15					I	
CH	EWO RJ TC CMR (E)	CSAR	SR07	2	0	100	03 DEC 14		01 JUN 15			I	
CH	EWO RJ TC CMR (E)	CAS	SR18	2	0	100	05 MAY 15		01 NOV 15			I	
CH	EWO RJ TC CMR (E)	OCA/SEAD/DEAD	SR29	2	1	50	05 MAY 15		01 NOV 15			I	
CH	EWO RJ TC CMR (E)	SRO	SR40	2	0	100	10 MAY 15		06 NOV 15			I	

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PREPARED 13 MAY 2015 19:51 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN 5A036-T10

CURRENT TRAINING PERIOD

NAME: [MTC] GRADE: LTC SSAN: ***-**- CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 06 JUL 16 PHYSIOLOGICAL DUE DATE: 31 MAR 19 RECORDS REVIEW DUE DATE: 31 MAR 16

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
CH	EWO RJ TC CMR (E)	OPP SEAT	SR56	3	3	0	18 FEB 15		19 MAY 15			I	
CH	EWO RJ TC CMR (E)	RJ RAP	SR59	0	3		18 FEB 15					I	
CH	EWO RJ TC CMR (E)	RJ RAP CO	SR59C	0	1		16 OCT 14					I	
CH	EWO RJ TC CMR (E)	RJ RAP SRO/B010	SR59R	0	0		09 JUL 14					I	
CH	EWO RJ TC CMR (E)	DCA	SR62	2	0	100	05 MAY 15		01 NOV 15			I	
CH	EWO RJ TC CMR (E)	AI OR AI/DCA-AO	SR72	2	1	50	05 MAY 15		01 NOV 15			I	
CH	EWO RJ TC CMR (E)	SIM INFL OCA/SEAD	SR89	0	1		18 FEB 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL AI/OCA-A	SR90	0	1		18 FEB 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL DCA	SR91	0	1		18 FEB 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL CAS	SR92	0	1		18 FEB 15					I	
CH	EWO RJ TC CMR (E)	SIM INFL CSAR	SR93	0	0							I	
CH	EWO RJ TC CMR (E)	SIM INFL SRO	SR95	0	1		16 DEC 14					I	
CH	EWO RJ TC CMR (E)	TOT SRTYS	SX00	12	3	75	18 FEB 15		19 APR 15	YES		I	
CH	EWO RJ TC CMR (E)	BASIC SORTIE	SX03	0	3		18 FEB 15		19 APR 15	YES		I	
CH	RJ EWO BL TRNG	RJ BL 10.3 CERT	GS78	0	0		02 OCT 13					G	
CH	RJ EWO BL TRNG	RJ BL 9 CURRENCY	XB09	0	0		19 SEP 14		18 MAR 15	YES		I	
CH	RJ EWO BL TRNG	RJ BL 9 CERT	XB09Q	0	0		01 OCT 12					G	
CH	RJ EWO BL TRNG	RJ BL 10 CURRENCY	XB10	0	8		18 MAY 15		06 NOV 15			I	
CH	RJ EWO BL TRNG	RJ BL 11 CERT	XB11Q	0	0		09 JUL 14					G	
GT	GRND EWO TRAINING	ANTI-HIJACK	GA03	0	1		06 MAR 15		06 MAR 16			M	
GT	GRND EWO TRAINING	CRM	GA06	0	0		03 JUL 14		31 JUL 16			G	
GT	GRND EWO TRAINING	M9 QUAL	GA43	0	1		26 MAR 15		31 MAR 17			M	
GT	GRND EWO TRAINING	TACT/EC ACAD	GA46	0	1		14 NOV 14		30 NOV 16			M	
GT	GRND EWO TRAINING	SEPT	GS03	0	3		27 APR 15		31 MAY 15			G	

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PREPARED 13 MAY 2015 19:51 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MTC] GRADE: LTC SSAN: ***.**. CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 06 JUL 16 PHYSIOLOGICAL DUE DATE: 31 MAR 19 RECORDS REVIEW DUE DATE: 31 MAR 16

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	GRND EWO TRAINING	STAN EVAL TEST	GS05	0	1		24 MAR 15	31 DEC 15	30 JUN 16		YES	M	
GT	GRND EWO TRAINING	OPLAN STUDY	GS22	0	0		21 OCT 13					M	
GT	GRND EWO TRAINING	A/C SERVICE	GS25	0	1		03 NOV 14		30 NOV 15			O	
GT	GRND EWO TRAINING	FLY SAFETY TRNG	GS26	0	2		05 JAN 15		30 JUN 15			O	
GT	GRND EWO TRAINING	RISNO CERT	GS58	0	1		06 FEB 15		31 AUG 16			M	
GT	GRND EWO TRAINING	RISNO STUDY	GS51	0	0		06 FEB 15		31 AUG 15			M	
GT	GRND EWO TRAINING	8010 C2 PRO	GS59	0	2		10 FEB 15		29 FEB 16			M	
GT	GRND EWO TRAINING	S/E TEST SEC	GS72	0	1		10 OCT 14	30 JUN 15	31 DEC 15		YES	M	
GT	GRND EWO TRAINING	ISO PREP	IE02	0	3		29 APR 15		30 APR 16			M	
GT	GRND EWO TRAINING	INTEL TRNG	IE05	0	1		29 APR 15		30 APR 16			M	
GT	GRND EWO TRAINING	AFE FAM TRNG	LL01	0	0		10 JUL 12					G	
GT	GRND EWO TRAINING	EGRESS (NONE)	LL03	0	1		24 MAR 15		31 MAR 18			G	
GT	GRND EWO TRAINING	ACDT	LL04	0	4		17 MAR 15		31 MAR 18			M	
GT	GRND EWO TRAINING	EGRESS W/ACDE	LL05	0	0		10 AUG 12					M	
GT	GRND EWO TRAINING	AFE TRNG	LL06	0	2		24 MAR 15		31 MAR 16			M	
GT	GRND EWO TRAINING	LOCAL AREA SURV	SS01	0	0		17 JUL 12					G	
GT	GRND EWO TRAINING	CMBT SURV TRNG	SS02	0	0		19 MAR 14		31 MAR 17			M	
GT	GRND EWO TRAINING	CAC TRNG	SS03	0	0		19 MAR 14		31 MAR 17			M	
GT	GRND EWO TRAINING	WST	SS05	0	0		10 SEP 12		30 SEP 15			G	
GT	GRND EWO TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND EWO TRAINING	CENTCOM (CSI)	SS07C	0	1		04 MAY 15		31 MAY 18			M	
GT	GRND EWO TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND EWO TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND EWO TRAINING	SOUTHCOM (CSI)	SS07S	0	0		13 DEC 12		31 DEC 15			M	

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PREPARED 13 MAY 2015 19:51 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MTC] GRADE: LTC SSAN: ***-** CREW POSITION: EEAET UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 06 JUL 16 PHYSIOLOGICAL DUE DATE: 31 MAR 19 RECORDS REVIEW DUE DATE: 31 MAR 16

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	GRND EWO TRAINING	SPEC SERE TRNG	SS10	0	0		28 JAN 14		31 JUL 15			M	
GT	GRND EWO TRAINING	S-V83-A	SS24	0	0		17 JUL 12					M	

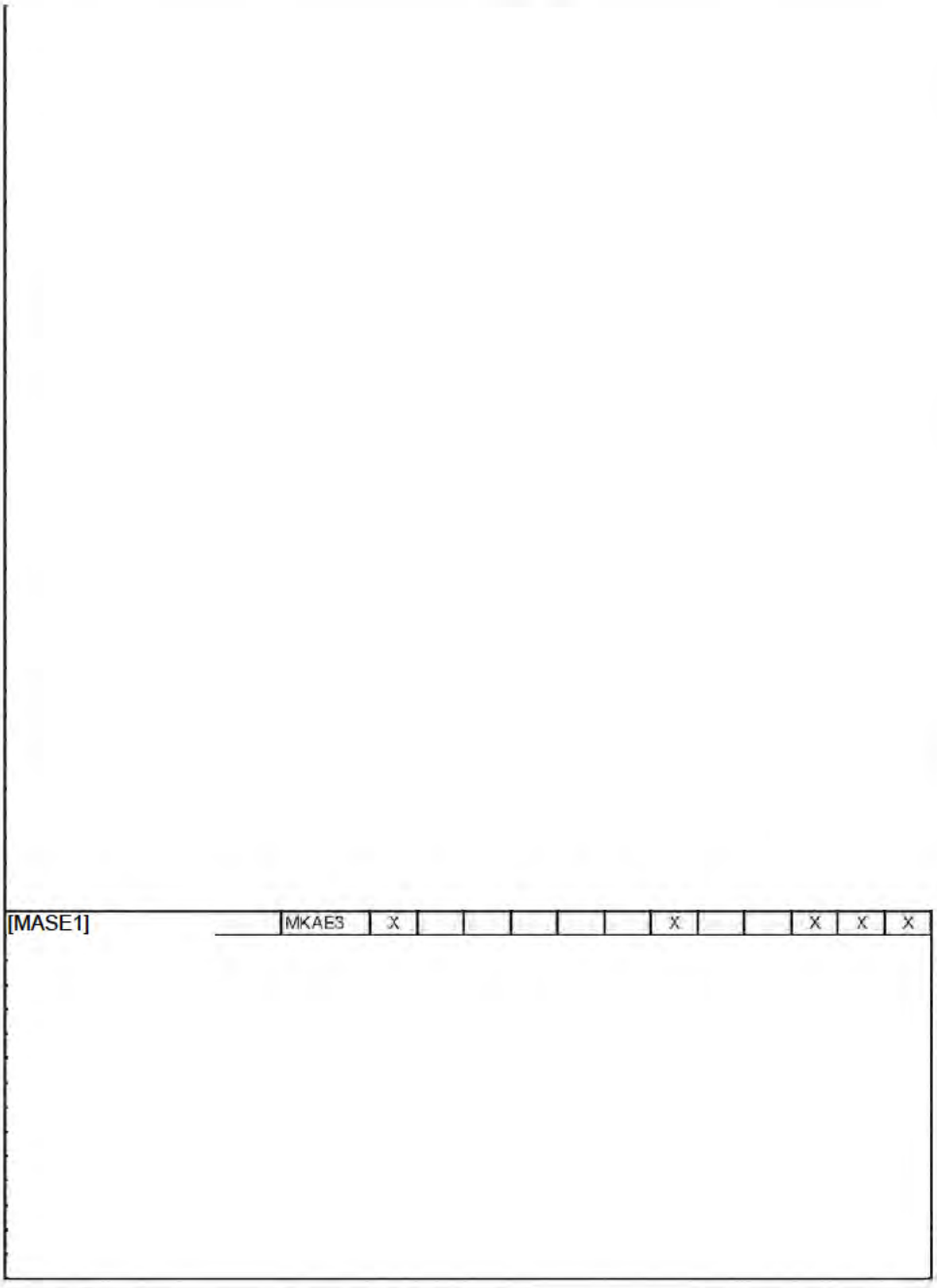
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G1.6. SRA [Mishap Airborne Systems Engineer 1] (MASE1)

G1.6.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

Letter of Certifications

Name	CF	ASE											
		QUAL	INSTR	FLT EVALUATOR	FTC	RJ ASE 1	RJ ASE 2	RJ ASE 3	RJ ASE 4	RJ ASE 5	BL 9.2	BL 10.3	BL 11
[MASE2]	MKAE2	X					X				X	X	X
[Mishap Raven 1]	EEAET	X	X	X								X	X


[MASE1]
MKAE3
X
X
X
X
X

G1.6.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 20:01 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F48

INQUIRY

NAME: [MASE1] SSAN: ***-**- GRADE: SRA API: A FAC: A OFDA: 52 ASC: AA ASC DATE: 21 JUN 11
CMD: AIA WING: 0343RCNS PRI CRW POS: K PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	RC135U(S)
FLT DTY CERT CODE	MKAE3	MKAE3	MKAE3	UKIN
DATE FIRST FLOWN	14 APR 11	17 JUN 11	17 SEP 14	NO DATE
DATE LAST FLOWN	15 APR 15	22 APR 15	17 SEP 14	NO DATE
TOTAL TIME	1132.3	593.4	2.5	0.0
PRIMARY TIME	1112.1	584.8	2.5	0.0
SECONDARY TIME	6.7	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0
OTHER TIME	13.5	8.6	0.0	0.0
NIGHT	95.1	129.1	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0
COMBAT TIME	870.4	200.2	0.0	0.0
CMBT SUPPORT TIME	4.1	4.7	0.0	0.0
COMBAT SORTIES	79	18	0	0
CMBT SUPPORT SORTIES	1	2	0	0
TOTAL SORTIES	120	79	1	0

CAREER TOTALS

CREW POSITION	RADIO OP
PRIMARY TIME	1696.9
SECONDARY TIME	6.7
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	22.1
TOTAL TIME	1725.7
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	1070.6
COMBAT SUPT TIME	8.8
TOTAL SORTIES	199
COMBAT SORTIES	97
COMBAT SUP SORTIES	3
NVG TIME	0.0
DATE FIRST FLOWN	14 APR 11
DATE LAST FLOWN	22 APR 15
GRAND TOTAL	1725.7

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G1.6.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:14 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MASE1] GRADE: SRA SSAN: ***-**- API: A FAC: A ASC: AA DAFSC: 1A351 AGE:
CMD: AIA WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MKAE3 ASC DATE: 21 JUN 2011
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	1112.1	6.7	0.0	0.0	13.5	1132.3	1112.1	95.1	0.0	0.0	120
LAST 30 DAYS	6.7	0.0	0.0	0.0	0.0	6.7	6.7	0.0	0.0	0.0	1
LAST 60 DAYS	22.1	0.0	0.0	0.0	0.0	22.1	22.1	0.0	0.0	0.0	3
LAST 90 DAYS	39.3	0.0	0.0	0.0	0.0	39.3	39.3	9.7	0.0	0.0	5

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	584.8	0.0	0.0	0.0	8.6	593.4	584.8	129.1	0.0	0.0	79
LAST 30 DAYS	9.7	0.0	0.0	0.0	0.0	9.7	9.7	0.0	0.0	0.0	1
LAST 60 DAYS	40.1	0.0	0.0	0.0	3.0	43.1	40.1	21.1	0.0	0.0	6
LAST 90 DAYS	40.1	0.0	0.0	0.0	3.0	43.1	40.1	21.1	0.0	0.0	6
SRC135W	2.5	0.0	0.0	0.0	0.0	2.5	2.5	0.0	0.0	0.0	1
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:14 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MASE1] GRADE: SRA SSAN: ***-**- API: A FAC: A ASC: AA DAFSC: 1A351 AGE:
CMD: AIA WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MKAE3 ASC DATE: 21 JUN 2011
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
*** CAREER TOTALS ***											
CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
AIRBORNE COMMUNICATION SYSTEM 14 APR 2011 22 APR 2015	1696.9	6.7	0.0	0.0	22.1	1725.7	1696.9	0.0	1070.6	8.8	199

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G1.6.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 20:01 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MASE1] SSAN: ***-**- GRADE: SRA CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	UDM	SECURITY CLEARANCE DATE:	30 JUN 10
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:			
PHYSIOLOGICAL TNG DATE:		JUMP STATUS	
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	1A351		
EFFECTIVE DATE OF DUTY:	31 JAN 13		
PAS CODE:	0D0UF3CH	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	28 SEP 12	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	29 MAR 16	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	02 NOV 10	SPECIAL CAT ID:	
DATE ARR THIS STATION:	02 NOV 10	RECORDS REVIEW ACC DATE:	05 JAN 15
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	31 JAN 16
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 _____

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PREPARED 01 MAY 2015 20:01 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MASE1] SSAN: ***-**- GRADE: SRA CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MKAE3
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	03 JAN 11
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	02 JAN 21
LAST PRODUCTIVE FLIGHT DATE:	22 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	15 APR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	AA
EFFECTIVE DATE:	21 JUN 11
PRIOR ASC:	AX
EFFECTIVE DATE:	20 JUN 11
AERO ORDER TERM DATE:	02 JAN 21
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	03 JAN 11
TRANSITION STATUS CODE:	
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	31 JAN 13
FLYING ACTIVITY CATEGORY:	A
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	52
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	52

Your current OFDA is 52 month(s). You need 20 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:	29 OCT 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

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.6.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE1] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135V	05 MAY 14	64-4846	MKAE3	9.7	0.0	0.0	0.0	0.0	9.7	1	9.7	1	0.0	0	0.0	0.0	0.0	0.0	
	08 MAY 14	64-4841	MKAE3	11.7	0.0	0.0	0.0	0.0	11.7	1	11.7	1	0.0	0	1.0	0.0	0.0	0.0	
	26 MAY 14	64-4841	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	31 MAY 14	64-4841	MKAE3	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0	
	02 JUN 14	64-4841	MKAE3	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.5	0.0	0.0	0.0	
	05 JUN 14	64-4846	MKAE3	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	
	24 JUL 14	64-4848	MKAE3	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	
	09 SEP 14	64-4848	MKAE3	10.6	0.0	0.0	0.0	0.0	10.6	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	
	10 DEC 14	64-4842	MKAE3	11.6	0.0	0.0	0.0	0.0	11.6	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	
	14 JAN 15	64-4848	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	
	18 FEB 15	64-4848	MKAE3	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	
	24 FEB 15	64-4848	MKAE3	9.7	0.0	0.0	0.0	0.0	9.7	1	0.0	0	0.0	0	9.7	0.0	0.0	0.0	
	27 MAR 15	62-4131	MKAE3	8.1	0.0	0.0	0.0	0.0	8.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	31 MAR 15	64-4848	MKAE3	7.3	0.0	0.0	0.0	0.0	7.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 APR 15	64-4848	MKAE3	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	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	139.4	0.0	0.0	0.0	0.0	139.4	15	54.2	5	0.0	0	17.2	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	11 MAY 14	62-4130	MKAE3	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	1.0	0.0	0.0	0.0	
	16 MAY 14	62-4130	MKAE3	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0	
	18 MAY 14	62-4130	MKAE3	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	
	21 MAY 14	62-4126	MKAE3	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0	
	23 MAY 14	62-4130	MKAE3	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0	
	28 MAY 14	62-4126	MKAE3	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	1.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE1] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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	STM INS	NVG	RES
RC135W	07 JUN 14	62-4126	MKAE3	7.1	0.0	0.0	0.0	0.0	7.1	1	7.1	1	0.0	0	0.0	0.0	0.0	0.0	
	07 OCT 14	62-4132	MKAE3	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	
	15 OCT 14	62-4132	MKAE3	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 OCT 14	62-4132	MKAE3	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.9	0.0	0.0	0.0	
	21 OCT 14	62-4132	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	22 OCT 14	62-4132	MKAE3	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.3	0.0	0.0	0.0	
	23 OCT 14	62-4132	MKAE3	10.5	0.0	0.0	0.0	0.0	10.5	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	
	24 OCT 14	62-4132	MKAE3	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	
	25 OCT 14	62-4132	MKAE3	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 OCT 14	62-4132	MKAE3	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	28 OCT 14	62-4132	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 OCT 14	62-4132	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 NOV 14	62-4132	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	05 NOV 14	62-4132	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 NOV 14	62-4125	MKAN3	9.0	0.0	0.0	0.0	0.0	9.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 NOV 14	62-4125	MKAE3	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	0.2	0.0	0.0	0.0	
	20 NOV 14	62-4125	MKAE3	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	
	21 NOV 14	62-4125	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0	
	26 NOV 14	62-4132	MKAE3	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 NOV 14	62-4132	MKAE3	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	30 NOV 14	62-4132	MKAE3	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 DEC 14	62-4132	MKAE3	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 MAR 15	62-4130	MKAE3	0.0	0.0	0.0	0.0	3.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	07 MAR 15	62-4130	MKAE3	9.3	0.0	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	6.0	0.0	0.0	0.0	
	09 MAR 15	62-4130	MKAE3	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	
	09 MAR 15	62-4135	MKAE3	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	4.1	0.0	0.0	0.0	
	10 MAR 15	62-4135	MKAE3	13.5	0.0	0.0	0.0	0.0	13.5	1	0.0	0	0.0	0	11.0	0.0	0.0	0.0	
	22 APR 15	64-4131	MKAE3	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	

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PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE1] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
SRC135W	17 SEP 14	62-6003	MKAE3	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	259.4	0.0	0.0	0.0	3.0	262.4	34	73.6	7	0.0	0	28.5	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	2.5	0.0	0.0	0.0	0.0	2.5	1	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	398.8	0.0	0.0	0.0	3.0	401.8	49	127.8	12	0.0	0	45.7	0.0	0.0	0.0
SIMULATOR:	2.5	0.0	0.0	0.0	0.0	2.5	1	N/A	N/A	N/A	N/A	0.0	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

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G1.6.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 20:01 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE1] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135V	05 MAY 14	64-4846	MKAE3	9.7	0.0	0.0	0.0	0.0	9.7	1	9.7	1	0.0	0	0.0	0.0	0.0	0.0		S	20140505
RC135V	08 MAY 14	64-4841	MKAE3	11.7	0.0	0.0	0.0	0.0	11.7	1	11.7	1	0.0	0	1.0	0.0	0.0	0.0		S	20140508
RC135W	11 MAY 14	62-4130	MKAE3	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	1.0	0.0	0.0	0.0		S	20140512
RC135W	16 MAY 14	62-4130	MKAE3	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0		S	20140516
RC135W	18 MAY 14	62-4130	MKAE3	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20140518
RC135W	21 MAY 14	62-4126	MKAE3	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20140521
RC135W	23 MAY 14	62-4130	MKAE3	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140523
RC135V	26 MAY 14	64-4841	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140526
RC135W	28 MAY 14	62-4126	MKAE3	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	1.0	0.0	0.0	0.0		S	20140529
RC135V	31 MAY 14	64-4841	MKAE3	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140531
RC135V	02 JUN 14	64-4841	MKAE3	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.5	0.0	0.0	0.0		S	20140603
RC135V	05 JUN 14	64-4846	MKAE3	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20140606
RC135W	07 JUN 14	62-4126	MKAE3	7.1	0.0	0.0	0.0	0.0	7.1	1	7.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140607
RC135V	24 JUL 14	64-4848	MKAE3	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	20140728
RC135V	09 SEP 14	64-4848	MKAE3	10.6	0.0	0.0	0.0	0.0	10.6	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20140912
SRC135W	17 SEP 14	62-6003	MKAE3	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140925
RC135W	07 OCT 14	62-4132	MKAE3	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	20141204
RC135W	15 OCT 14	62-4132	MKAE3	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141021
RC135W	17 OCT 14	62-4132	MKAE3	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.9	0.0	0.0	0.0		S	20141027
RC135W	21 OCT 14	62-4132	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141027
RC135W	22 OCT 14	62-4132	MKAE3	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.3	0.0	0.0	0.0		S	20141028
RC135W	23 OCT 14	62-4132	MKAE3	10.5	0.0	0.0	0.0	0.0	10.5	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20141028
RC135W	24 OCT 14	62-4132	MKAE3	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0		S	20141204
RC135W	25 OCT 14	62-4132	MKAE3	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135W	27 OCT 14	62-4132	MKAE3	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135W	28 OCT 14	62-4132	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141104

AIA PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 20:01 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE1] SSAN: ***-** GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135W	29 OCT 14	62-4132	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141104
RC135W	03 NOV 14	62-4132	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141105
RC135W	05 NOV 14	62-4132	MKAE3	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141112
RC135W	17 NOV 14	62-4125	MKAN3	9.0	0.0	0.0	0.0	0.0	9.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141117
RC135W	18 NOV 14	62-4125	MKAE3	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	0.2	0.0	0.0	0.0		S	20141119
RC135W	20 NOV 14	62-4125	MKAE3	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	20141124
RC135W	21 NOV 14	62-4125	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0		S	20141124
RC135W	26 NOV 14	62-4132	MKAE3	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141202
RC135W	29 NOV 14	62-4132	MKAE3	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141201
RC135W	30 NOV 14	62-4132	MKAE3	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141201
RC135W	02 DEC 14	62-4132	MKAE3	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141203
RC135V	10 DEC 14	64-4842	MKAE3	11.6	0.0	0.0	0.0	0.0	11.6	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20141216
RC135V	14 JAN 15	64-4848	MKAE3	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20150115
RC135V	18 FEB 15	64-4848	MKAE3	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	20150220
RC135V	24 FEB 15	64-4848	MKAE3	9.7	0.0	0.0	0.0	0.0	9.7	1	0.0	0	0.0	0	9.7	0.0	0.0	0.0		S	20150224
RC135W	06 MAR 15	62-4130	MKAE3	0.0	0.0	0.0	0.0	3.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150316
RC135W	07 MAR 15	62-4130	MKAE3	9.3	0.0	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	6.0	0.0	0.0	0.0		S	20150317
RC135W	09 MAR 15	62-4130	MKAE3	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	20150317
RC135W	09 MAR 15	62-4135	MKAE3	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	4.1	0.0	0.0	0.0		S	20150317
RC135W	10 MAR 15	62-4135	MKAE3	13.5	0.0	0.0	0.0	0.0	13.5	1	0.0	0	0.0	0	11.0	0.0	0.0	0.0		S	20150317
RC135V	27 MAR 15	62-4131	MKAE3	8.1	0.0	0.0	0.0	0.0	8.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150331
RC135V	31 MAR 15	64-4848	MKAE3	7.3	0.0	0.0	0.0	0.0	7.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150402
RC135V	15 APR 15	64-4848	MKAE3	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	20150417
RC135W	22 APR 15	64-4131	MKAE3	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	20150428

AIA PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2

PREPARED 01 MAY 2015 20:01 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE1] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC:

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	398.8	0.0	0.0	0.0	3.0	401.8	49	127.8	12	0.0	0	45.7	0.0	0.0	0.0
SIMULATOR:	2.5	0.0	0.0	0.0	0.0	2.5	1	N/A	N/A	N/A	N/A	0.0	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

AIA PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.6.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:51 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE1] GRADE: SRA SSAN: ***-**- CREW POSITION: NKAE3 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 18 APR 16 PHYSIOLOGICAL DUE DATE: 30 SEP 15 RECORDS REVIEW DUE DATE: 31 JAN 16

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
CH	ASE 3 RJ SORTIE	ASE-3 QUAL EVAL	AB03	0	1		15 JAN 15	31 DEC 15	30 JUN 16		YES	I	
CH	ASE 3 RJ SORTIE	LND GEAR ALT EX	LD25	1	0	100	24 JUL 14					I	
CH	ASE 3 RJ SORTIE	SIM LND GEAR ALT EX	MF98	0	0		25 FEB 14					I	
CH	ASE 3 RJ SORTIE	SIM RJ ASE 3	MT49	0	2		30 MAR 15					I	
CH	ASE 3 RJ SORTIE	RJ ASE 3	SX15	0	33		27 APR 15		19 OCT 15			I	
CH	ASE RJ CMR (E)	SIM RIVET JOINT RAP	MG08	0	2		30 MAR 15					I	
CH	ASE RJ CMR (E)	SIM 135 CURRENCY	MG12	0	2		30 MAR 15					I	
CH	ASE RJ CMR (E)	TOT SIM SRTYS	MT57	12	2	83	30 MAR 15					I	
CH	ASE RJ CMR (E)	TOT SIM RAP SRTYS	SQ00	12	2	83	30 MAR 15					I	
CH	ASE RJ CMR (E)	TOT RAP SRTYS	SR00	12	31	0	22 APR 15					I	
CH	ASE RJ CMR (E)	RJ RAP	SR59	0	7		27 MAR 15					I	
CH	ASE RJ CMR (E)	RJ RAP CO	SR59C	0	2		15 APR 15					I	
CH	ASE RJ CMR (E)	RJ RAP SRO/8010	SR59R	0	22		22 APR 15					I	
CH	ASE RJ CMR (E)	TOT SRTYS	SX00	12	36	0	22 APR 15		21 JUL 15			I	
CH	ASE RJ CMR (E)	BASIC SORTIE	SX03	0	36		22 APR 15		21 JUL 15			I	
CH	RJ ASE BL TRNG	RJ BL 10.3 CERT	GS78	0	0		08 OCT 13					G	
CH	RJ ASE BL TRNG	RJ BL 9 CURRENCY	XB09	0	11		02 DEC 14		31 MAY 15			I	
CH	RJ ASE BL TRNG	RJ BL 9 CERT	XB09Q	0	0		01 OCT 13					G	
CH	RJ ASE BL TRNG	RJ BL 10 CURRENCY	XB10	0	9		30 MAR 15		26 SEP 15			I	
CH	RJ ASE BL TRNG	RJ BL 11 CURRENCY	XB11	0	9		22 APR 15		19 OCT 15			I	
CH	RJ ASE BL TRNG	RJ BL 11 CERT	XB11Q	0	0		30 JUL 14					G	
GT	GRND ASE RJ TRAINING	ANTI-HIJACK	GA03	0	1		12 JAN 15		12 JAN 16			M	
GT	GRND ASE RJ TRAINING	CRM	GA06	0	1		22 JAN 15		31 JAN 17			G	
GT	GRND ASE RJ TRAINING	M9 QUAL	GA43	0	1		26 FEB 15		28 FEB 17			M	

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PREPARED 13 MAY 2015 19:51 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE1] GRADE: SRA SSAN: ***-**- CREW POSITION: MKAE3 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 18 APR 16 PHYSIOLOGICAL DUE DATE: 30 SEP 15 RECORDS REVIEW DUE DATE: 31 JAN 16

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	GRND ASE RJ TRAINING	TACT/EC ACAD	GA46	0	9		10 FEB 14		29 FEB 16			M	
GT	GRND ASE RJ TRAINING	SEPT	GS03	0	5		29 APR 15		31 MAY 15			G	
GT	GRND ASE RJ TRAINING	STAN EVAL TEST	GS05	0	1		07 APR 15	31 DEC 15	30 JUN 16		YES	M	
GT	GRND ASE RJ TRAINING	OPLAN STUDY	GS22	0	0		30 AUG 12					M	
GT	GRND ASE RJ TRAINING	A/C SERVICE	GS25	0	1		07 JAN 15		31 JAN 16			O	
GT	GRND ASE RJ TRAINING	FLY SAFETY TRNG	GS26	0	2		24 APR 15		30 SEP 15			O	
GT	GRND ASE RJ TRAINING	S/E TEST SEC	GS72	0	0		29 JUL 14	30 JUN 15	31 DEC 15		YES	M	
GT	GRND ASE RJ TRAINING	ISO PREP	IE02	0	3		14 JAN 15		31 JAN 16			M	
GT	GRND ASE RJ TRAINING	AFE FAM TRNG	LL01	0	0		15 JUL 14					G	
GT	GRND ASE RJ TRAINING	EGRESS (NONEJ)	LL03	0	0		18 NOV 14		30 NOV 17			G	
GT	GRND ASE RJ TRAINING	ACDT	LL04	0	0		25 JUN 13		30 JUN 16			M	
GT	GRND ASE RJ TRAINING	EGRESS W/ACDE	LL05	0	0		07 JAN 11					M	
GT	GRND ASE RJ TRAINING	AFE TRNG	LL06	0	0		15 JUL 14		31 JUL 15			M	
GT	GRND ASE RJ TRAINING	LOCAL AREA SURV	SS01	0	0		30 MAR 11					G	
GT	GRND ASE RJ TRAINING	CMBT SURV TRNG	SS02	0	0		24 JUL 13		31 JUL 16			M	
GT	GRND ASE RJ TRAINING	CAC TRNG	SS03	0	0		24 JUL 13		31 JUL 16			M	
GT	GRND ASE RJ TRAINING	WST	SS05	0	0		08 JUL 13		31 JUL 16			G	
GT	GRND ASE RJ TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND ASE RJ TRAINING	CENTCOM (CSI)	SS07C	0	0		27 FEB 14		28 FEB 17			M	
GT	GRND ASE RJ TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND ASE RJ TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND ASE RJ TRAINING	SOUTHCOM (CSI)	SS07S	0	1		06 JAN 15		31 JAN 18			M	
GT	GRND ASE RJ TRAINING	SPEC SERE TRNG	SS10	0	2		06 JAN 15		31 JUL 16			M	
GT	GRND ASE RJ TRAINING	S-V83-A	SS24	0	0		22 FEB 12					M	

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PREPARED 13 MAY 2015 19:51 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE1] GRADE: SRA SSAN: ***-**- CREW POSITION: MKAE3 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 18 APR 16 PHYSIOLOGICAL DUE DATE: 30 SEP 15 RECORDS REVIEW DUE DATE: 31 JAN 16

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	GRND ASE RJ TRAINING	ALERT RESPONSE	XA03	0	1		10 DEC 14		10 DEC 15			M	

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G1.7. MSGT [Mishap Airborne Mission Supervisor] (MAMS)

G1.7.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

Date: 5/16/2015 07 Intelligence Squadron

Name	Rank	CO	Office	EXP	ACCMD	RAP	INSTR	FE	RJ							CB					CS				Remarks
									EL 10	EL 11	RJ ABS	RJ AA	RJ DLO	RJ CO	SEO	IIO	CB ABS	CB AA	CB DLO	CB ACC	CB SEO	CS ABS	CS AA	CS ACC	CS SEO	
[MAMS]		MSgt	SQAEM	CCV	E		P	X	X	X	E			E			E									Reserves - AGR

Date/time printed: 5/18/2015 1:59 PM Page 1

G1.7.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 18:21 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [MAMS] SSAN: ***-**- GRADE: MSG APT: A FAC: A OFDA: 109 ASC: BA ASC DATE: 14 FEB 15
CMD: AFR WING: 0055RECW PRI CRW POS: 0 PRI ACFT: RC135V UNIT: 0097INTSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	RC135S(S)	RC135U(S)	SRC135X(Q)
FLT DTY CERT CODE	EQAEM	EQAEM	EQAEM	EQAEM	UQAEM	EQAEL
DATE FIRST FLOWN	15 JUN 05	20 JUN 05	06 MAR 13	27 SEP 07	01 AUG 12	13 MAY 08
DATE LAST FLOWN	23 APR 15	06 MAR 15	22 APR 15	23 FEB 15	01 AUG 12	31 MAY 13
TOTAL TIME	1007.3	664.1	238.2	426.0	3.3	12.2
PRIMARY TIME	869.8	645.4	206.7	408.0	3.3	10.7
SECONDARY TIME	0.0	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	84.1	18.7	26.5	18.0	0.0	1.5
EVALUATOR TIME	41.7	0.0	5.0	0.0	0.0	0.0
OTHER TIME	11.7	0.0	0.0	0.0	0.0	0.0
NIGHT	26.7	6.9	0.0	18.0	1.1	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	550.0	309.4	0.0	59.5	0.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	50	27	0	5	0	0
CMBT SUPPORT SORTIES	0	0	0	0	0	0
TOTAL SORTIES	118	79	94	48	1	4

CAREER TOTALS

CREW POSITION	LINGUIST
PRIMARY TIME	1926.5
SECONDARY TIME	0.0
INSTRUCTOR TIME	120.8
EVALUATOR TIME	41.7
OTHER TIME	11.7
TOTAL TIME	2100.7
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	918.9
COMBAT SUPT TIME	0.0
TOTAL SORTIES	246
COMBAT SORTIES	82
COMBAT SUP SORTIES	0
NVG TIME	0.0
DATE FIRST FLOWN	15 JUN 05
DATE LAST FLOWN	23 APR 15

GRAND TOTAL 2100.7

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G1.7.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:33 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MAMS] GRADE: MSGT SSAN: ***-** API: A FAC: A ASC: BA DAFSC: 1A871G AGE:
CMD: AFK WING: 00SSRECWG ORGANIZATION: 0097INTSQ CREW POSITION: EQAEM ASC DATE: 14 FEB 2015
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	869.8	0.0	84.1	41.7	11.7	1007.3	953.9	26.7	0.0	0.0	118
LAST 30 DAYS	0.0	0.0	6.8	0.0	0.0	6.8	6.8	3.0	0.0	0.0	1
LAST 60 DAYS	22.8	0.0	6.8	0.0	0.0	29.6	29.6	11.7	0.0	0.0	4
LAST 90 DAYS	30.0	0.0	6.8	7.4	6.2	50.4	36.8	12.2	0.0	0.0	7

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	645.4	0.0	18.7	0.0	0.0	664.1	664.1	6.9	0.0	0.0	79
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	5.5	0.0	0.0	0.0	0.0	5.5	5.5	1.4	0.0	0.0	1
LAST 90 DAYS	5.5	0.0	0.0	0.0	0.0	5.5	5.5	1.4	0.0	0.0	1
SRC135W	213.2	0.0	26.5	5.0	0.0	244.7	239.7	0.0	0.0	0.0	97
LAST 30 DAYS	7.0	0.0	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0	3
LAST 60 DAYS	16.4	0.0	0.0	2.5	0.0	18.9	16.4	0.0	0.0	0.0	8
LAST 90 DAYS	18.7	0.0	0.0	2.5	0.0	21.2	18.7	0.0	0.0	0.0	9
RC135S	408.0	0.0	18.0	0.0	0.0	426.0	426.0	18.0	0.0	0.0	48
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	1.0	0.0	3.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	1
RC135U	3.3	0.0	0.0	0.0	0.0	3.3	3.3	1.1	0.0	0.0	1
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:33 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MAMS] GRADE: MSGT SSAN: ***-** API: A FAC: A ASC: BA DAFSC: 1A871G AGE:
CMD: AFR WING: 0055RECWG ORGANIZATION: 0097INTSQ CREW POSITION: EQAEM ASC DATE: 14 FEB 2015
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
SRC135X	10.7	0.0	1.5	0.0	0.0	12.2	12.2	0.0	0.0	0.0	4
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
AIRBORNE LINGUIST/ISR OPERATOR 15 JUN 2005 23 APR 2015	1926.5	0.0	120.8	41.7	11.7	2100.7	2047.3	0.0	918.9	0.0	246

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G1.7.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 18:21 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA936-A70

INQUIRY

NAME: [MAMS] SSAN: ***-** GRADE: MSG CMD: AFR WING: 0055RECWG UNIT: 0097INTSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	RE/CCV	SECURITY CLEARANCE DATE:	19 JUL 10
MBR SVC CAT:	AFRC	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:		JUMP STATUS	
PHYSIOLOGICAL TNG DATE:			
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	1A871G		
EFFECTIVE DATE OF DUTY:	01 APR 15	SYSTEM MANAGEMENT	
PAS CODE:	0D0UFX1F		
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	01 MAY 12	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	21 OCT 15	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	25 MAY 04	SPECIAL CAT ID:	
DATE ARR THIS STATION:	22 OCT 09	RECORDS REVIEW ACC DATE:	09 SEP 14
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	30 JUN 15
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 _____

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PREPARED 01 MAY 2015 18:21 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036 A70

INQUIRY

NAME: [MAMS] SSAN: ***-**-

GRADE: MSG CMD: AFR WING: 0055RECWG UNIT: 0097INTSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	EQAEM
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	26 NOV 13
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	13 FEB 20
LAST PRODUCTIVE FLIGHT DATE:	23 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	27 MAR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	8A
EFFECTIVE DATE:	14 FEB 15
PRIOR ASC:	AA
EFFECTIVE DATE:	03 FEB 15
AERO ORDER TERM DATE:	13 FEB 20
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	14 FEB 05
TRANSITION STATUS CODE:	
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	01 APR 15
FLYING ACTIVITY CATEGORY:	A
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	106
OFDA GATE 15/15:	109
OFDA GATE 20/18:	0
OFDA TO DATE:	109

You have met OFDA requirements for current gate.

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE:	SENIOR AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	22 FEB 12
AVIATION BADGE:	(BASIC) AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	21 FEB 06

OUS MIL RTG DT:	
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	19 SEP 14
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	09 NOV 04

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.7.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:03 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MAMS] SSAN: ***-**- GRADE: MSGT PRI CREW PDS: Q PRI AIRCRAFT: RC135V
CMD: AFR WING: 0855RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
RC135S	06 MAY 14	61-2663	MQAEL	10.5	0.0	0.0	0.0	0.0	10.5	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	1
	08 MAY 14	61-2663	MQAEL	19.3	0.0	0.0	0.0	0.0	19.3	1	0.0	0	0.0	0	7.0	0.0	0.0	0.0	1
	18 MAY 14	61-2663	MQAEL	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	22 MAY 14	61-2663	MQAEL	8.8	0.0	0.0	0.0	0.0	8.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	03 JUN 14	61-2663	MQAEL	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	1
	09 JUN 14	61-2663	MQAEL	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	1
	15 JUN 14	61-2663	MQAEL	13.4	0.0	0.0	0.0	0.0	13.4	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	1
	23 FEB 15	62-4128	IQAEM	1.0	0.0	3.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1

RC135S SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	68.3	0.0	3.0	0.0	0.0	71.3	8	0.0	0	0.0	0	11.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135V	07 AUG 14	62-4126	MQAEL	9.3	0.0	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	1
	05 SEP 14	62-4130	MQAEL	8.2	0.0	0.0	0.0	0.0	8.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	07 OCT 14	64-4848	MQAEL	11.4	0.0	0.0	0.0	0.0	11.4	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	1
	03 FEB 15	64-4848	MQAEM	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	1
	10 FEB 15	62-4130	MQAEM	0.0	0.0	0.0	0.0	6.2	6.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	17 FEB 15	64-4848	EQAEM	0.0	0.0	0.0	7.4	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	16 MAR 15	64-4848	MQAEM	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	19 MAR 15	64-4848	MQAEM	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	27 MAR 15	64-4848	MQAEM	10.7	0.0	0.0	0.0	0.0	10.7	1	0.0	0	0.0	0	8.7	0.0	0.0	0.0	1
	23 APR 15	62-4131	IQAEM	0.0	0.0	6.8	0.0	0.0	6.8	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	1

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PREPARED 13 MAY 2015 20:03 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MAMS] SSAN: ***-**- GRADE: MSGT PRI CREW POS: Q PRI AIRCRAFT: RC135V
CMD: AFR WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SG8P

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
RC135V SUMMARY		PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG			
AIRCRAFT:		58.9	0.0	6.8	7.4	6.2	79.3	10	0.0	0	0.0	0	14.7	0.0	0.0	0.0			
SIMULATOR:		0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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			
RC135W	02 OCT 14	62-4131	MQAEL	10.8	0.0	0.0	0.0	0.0	10.8	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0	1
	06 MAR 15	62-4131	MQAEM	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	1.4	0.0	0.0	0.0	1
RC135W SUMMARY		PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG			
AIRCRAFT:		16.3	0.0	0.0	0.0	0.0	16.3	2	0.0	0	0.0	0	3.9	0.0	0.0	0.0			
SIMULATOR:		0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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			
SRC135W	02 JUL 14	62-0001	MQAEL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01
	08 JUL 14	62-0001	MQAEL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01
	25 AUG 14	62-0001	MQAEL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01
	26 AUG 14	62-0001	MQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01
	02 SEP 14	62-0001	EQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	10 SEP 14	62-0001	MQAEL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01
	22 SEP 14	62-0001	EQAEL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	23 SEP 14	62-0001	MQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	25 SEP 14	62-0001	MQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	10 OCT 14	62-6001	MQAEL	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	1
	24 NOV 14	62-0001	MQAEL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	04 DEC 14	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1

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PREPARED 13 MAY 2015 20:03 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MAMS] SSAN: ***-**- GRADE: MSGT PRI CREW POS: Q PRI AIRCRAFT: RC135V
CMD: AFR WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
SRC135W	18 DEC 14	62-0001	EQAEM	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	1
	13 JAN 15	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	09 FEB 15	62-0001	MQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	09 MAR 15	62-0001	MQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	11 MAR 15	62-0001	EQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	12 MAR 15	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	18 MAR 15	62-0001	MQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	23 MAR 15	62-0001	EQAEM	0.0	0.0	0.0	2.5	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01
	06 APR 15	62-0001	EQAEM	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	15 APR 15	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	22 APR 15	62-0001	EQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	04 MAY 15	62-0001	EQAEM	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	13 MAY 15	62-0001	EQAEM	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	57.0	0.0	0.0	2.5	0.0	59.5	25	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	143.5	0.0	9.8	7.4	6.2	166.9	20	0.0	0	0.0	0	29.6	0.0	0.0	0.0
SIMULATOR:	57.0	0.0	0.0	2.5	0.0	59.5	25	N/A	N/A	N/A	N/A	0.0	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

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G1.7.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 18:21 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME:[MAMS] SSAN: ***-** GRADE: MSGT PRI CREW POS: Q PRI AIRCRAFT: RC135V
CMD: AFR WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
RC135S	06 MAY 14	61-2663	MQAEL	10.5	0.0	0.0	0.0	0.0	10.5	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	1	S	20140507
RC135S	08 MAY 14	61-2663	MQAEL	19.3	0.0	0.0	0.0	0.0	19.3	1	0.0	0	0.0	0	7.0	0.0	0.0	0.0	1	S	20140512
RC135S	18 MAY 14	61-2663	MQAEL	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20140521
RC135S	22 MAY 14	61-2663	MQAEL	8.8	0.0	0.0	0.0	0.0	8.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20140606
RC135S	03 JUN 14	61-2663	MQAEL	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	1	S	20140606
RC135S	09 JUN 14	61-2663	MQAEL	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	1	S	20140610
RC135S	15 JUN 14	61-2663	MQAEL	13.4	0.0	0.0	0.0	0.0	13.4	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	1	S	20140617
SRC135W	02 JUL 14	62-0001	MQAEL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01	Q	20140702
SRC135W	08 JUL 14	62-0001	MQAEL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01	Q	20140710
RC135V	07 AUG 14	62-4126	MQAEL	9.3	0.0	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	1	S	20140819
SRC135W	25 AUG 14	62-0001	MQAEL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01	Q	20140825
SRC135W	26 AUG 14	62-0001	MQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01	Q	20140828
SRC135W	02 SEP 14	62-0001	EQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140904
RC135V	05 SEP 14	62-4130	MQAEL	8.2	0.0	0.0	0.0	0.0	8.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20140908
SRC135W	10 SEP 14	62-0001	MQAEL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01	Q	20140910
SRC135W	22 SEP 14	62-0001	EQAEL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140922
SRC135W	23 SEP 14	62-0001	MQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140923
SRC135W	25 SEP 14	62-0001	MQAEL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140925
RC135W	02 OCT 14	62-4131	MQAEL	10.8	0.0	0.0	0.0	0.0	10.8	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0	1	S	20141015
RC135V	07 OCT 14	64-4848	MQAEL	11.4	0.0	0.0	0.0	0.0	11.4	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	1	S	20141015
SRC135W	10 OCT 14	62-6001	MQAEL	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	1	Q	20141015
SRC135W	24 NOV 14	62-0001	MQAEL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20141124
SRC135W	04 DEC 14	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20141204
SRC135W	18 DEC 14	62-0001	EQAEM	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	1	Q	20141218
SRC135W	13 JAN 15	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150113
RC135V	03 FEB 15	64-4848	MQAEM	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	1	S	20150204

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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 MAY 2015 18:21 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F/0

INQUIRY

NAME: [MAMS] SSAN: ***-** GRADE: MSGT PRI CREW POS: Q PRI AIRCRAFT: RC135V
CMD: AFR WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
SRC135W	09 FEB 15	62-0001	MQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150209
RC135V	10 FEB 15	62-4130	MQAEM	0.0	0.0	0.0	0.0	6.2	6.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20150219
RC135V	17 FEB 15	64-4848	EQAEM	0.0	0.0	0.0	7.4	0.0	7.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20150219
RC135S	23 FEB 15	62-4128	IQAEM	1.0	0.0	3.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20150224
RC135W	06 MAR 15	62-4131	MQAEM	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	1.4	0.0	0.0	0.0	1	S	20150423
SRC135W	09 MAR 15	62-0001	MQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150309
SRC135W	11 MAR 15	62-0001	EQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150311
SRC135W	12 MAR 15	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150312
RC135V	16 MAR 15	64-4848	MQAEM	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20150323
SRC135W	18 MAR 15	62-0001	MQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150318
RC135V	19 MAR 15	64-4848	MQAEM	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20150323
SRC135W	23 MAR 15	62-0001	EQAEM	0.0	0.0	0.0	2.5	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	01	Q	20150323
RC135V	27 MAR 15	64-4848	MQAEM	10.7	0.0	0.0	0.0	0.0	10.7	1	0.0	0	0.0	0	8.7	0.0	0.0	0.0	1	S	20150402
SRC135W	06 APR 15	62-0001	EQAEM	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150406
SRC135W	15 APR 15	62-0001	EQAEM	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150415
SRC135W	22 APR 15	62-0001	EQAEM	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	Q	20150422
RC135V	23 APR 15	62-4131	IQAEM	0.0	0.0	6.8	0.0	0.0	6.8	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	1	S	20150428

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	143.5	0.0	9.8	7.4	6.2	166.9	20	0.0	0	0.0	0	29.6	0.0	0.0	0.0
SIMULATOR:	53.0	0.0	0.0	2.5	0.0	55.5	23	N/A	N/A	N/A	N/A	0.0	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

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.7.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 20:03 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MAMS] GRADE: MSGT SSAN: ***-**- CREW POSITION: EQAEM UNIT: 0097INTSQ
PHYSICAL DUE DATE: 21 APR 16 PHYSIOLOGICAL DUE DATE: 30 SEP 19 RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CO	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
CH	AA/AMS/DLO LANG TRNG	CRYPT LANG EVT	LA24	48	3	94	25 JAN 15					I	
CH	AMS DUTY	AMS RECUR EVAL	AB07	0	0		24 JAN 14	31 DEC 14	30 JUN 15		YES	I	
CH	AMS DUTY	AMS DUTY	MC01	0	11		23 APR 15		22 JUL 15			I	
CH	AMS DUTY	SIM AMS DUTY	MG39	0	13		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (E)	CMC SRO/8010	MC06	0	8		27 MAR 15					I	
CH	CMC RJ/CB/CS CMR (E)	CMC CONT PRO	MC07	0	3		23 APR 15					I	
CH	CMC RJ/CB/CS CMR (E)	SIM RIVET JOINT RAP	MG08	0	13		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (E)	SIM COBRA BALL RAP	MG09	0	0							I	
CH	CMC RJ/CB/CS CMR (E)	SIM COMBAT SENT RAP	MG10	0	0							I	
CH	CMC RJ/CB/CS CMR (E)	SIM 135 CURRENCY	MG12	0	4		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (E)	SIM CMC SRO	MG44	0	10		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (E)	SIM CMC CONT	MG45	0	3		22 APR 15					I	
CH	CMC RJ/CB/CS CMR (E)	TOT SIM SRTYS	MT57	12	4	67	13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (E)	TOT SIM RAP SRTYS	SQ00	12	13	0	13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (E)	TOT RAP SRTYS	SR00	12	12	0	23 APR 15					I	
CH	CMC RJ/CB/CS CMR (E)	RJ RAP	SR59	1	8	0	23 APR 15		22 APR 16			I	
CH	CMC RJ/CB/CS CMR (E)	RJ RAP CO	SR59C	0	1		03 FEB 15					I	
CH	CMC RJ/CB/CS CMR (E)	RJ RAP SRO/8010	SR59R	0	1		02 OCT 14					I	
CH	CMC RJ/CB/CS CMR (E)	CB RAP	SR60	1	1	0	23 FEB 15		23 FEB 16			I	
CH	CMC RJ/CB/CS CMR (E)	CB RAP CO	SR60C	0	0							I	
CH	CMC RJ/CB/CS CMR (E)	CB RAP SRO/8010	SR60R	0	0		08 MAY 14					I	
CH	CMC RJ/CB/CS CMR (E)	CS RAP	SR61	1	0	100						I	
CH	CMC RJ/CB/CS CMR (E)	CS RAP CO	SR61C	0	0							I	
CH	CMC RJ/CB/CS CMR (E)	CS RAP SRO/8010	SR61R	0	1		23 NOV 14					I	

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PREPARED 13 MAY 2015 20:03 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

[MAMS]

NAME: GRADE: MSGT SSAN: ***-**- CREW POSITION: EQAEM UNIT: 0097INTSQ

PHYSICAL DUE DATE: 21 APR 16 PHYSIOLOGICAL DUE DATE: 30 SEP 19 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
CH	CMC RJ/CB/CS CMR (E)	TOT SRTYS	SX00	12	12	0	23 APR 15		22 JUN 15			I	
CH	CMC RJ/CB/CS CMR (E)	BASIC SORTIE	SX03	0	12		23 APR 15		22 JUN 15			I	
CH	CO DUTY	CO RECUR EVAL	AB05	0	0		24 JAN 14	31 DEC 14	30 JUN 15		YES	I	
CH	CO DUTY	CO DUTY	MC04	0	11		23 APR 15		22 JUL 15			I	
CH	CO DUTY	SIM CO DUTY	MG42	0	13		13 MAY 15					I	
CH	RJ CMC BL TRNG	RJ BL 10.3 CERT	GS78	0	0		22 MAR 13					I	
CH	RJ CMC BL TRNG	RJ BL 9 CERT	XB09Q	0	0		01 OCT 13					G	
CH	RJ CMC BL TRNG	RJ BL 10 CURRENCY	XB10	0	11		13 MAY 15		09 NOV 15			I	
CH	RJ CMC BL TRNG	RJ BL 11 CERT	XB11Q	0	0		03 JUL 14					G	
GT	COMSEC TRAINING	COMSEC	GA09	0	1		21 JAN 15		21 JAN 16			M	
GT	COMSEC TRAINING	COMSEC Read	GA41	0	0		21 JAN 15		21 JUL 15			M	
GT	GRND AMS TRAINING	ANTI-HIJACK	GA03	0	0		16 SEP 14		16 SEP 15			M	
GT	GRND AMS TRAINING	CRM	GA06	0	0		27 MAR 14		31 MAR 16			G	
GT	GRND AMS TRAINING	M9 QUAL	GA43	0	0		19 JUL 13		31 JUL 15			M	
GT	GRND AMS TRAINING	TACT/EC ACAD	GA46	0	0		01 APR 14		30 APR 16			M	
GT	GRND AMS TRAINING	SEPT	GS03	0	5		29 APR 15		31 MAY 15			G	
GT	GRND AMS TRAINING	STAN EVAL TEST	GS05	0	0		04 APR 14	31 DEC 14	30 JUN 15		NO	M	
GT	GRND AMS TRAINING	OPLAN STUDY	GS22	0	0		04 APR 14					M	
GT	GRND AMS TRAINING	FLY SAFETY TRNG	GS26	0	1		06 FEB 15		30 JUN 15			O	
GT	GRND AMS TRAINING	RISNO CERT	GS50	0	1		16 APR 15		31 OCT 16			M	
GT	GRND AMS TRAINING	RISNO STUDY	GS51	0	3		16 APR 15		31 OCT 15			M	
GT	GRND AMS TRAINING	NICKELBACK	GS55	0	1		01 OCT 14		30 APR 15	YES		M	
GT	GRND AMS TRAINING	CSPT	GS57	0	0		11 JUL 14		31 DEC 15			M	
GT	GRND AMS TRAINING	8010 C2 PRO	GS59	0	1		03 MAR 15		31 MAR 16			M	

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PREPARED 13 MAY 2015 20:03 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MAMS] GRADE: MSGT SSAN: ***-**- CREW POSITION: EQAEM UNIT: 0097INTSQ
PHYSICAL DUE DATE: 21 APR 16 PHYSIOLOGICAL DUE DATE: 30 SEP 19 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	GRND AMS TRAINING	S/E TEST SEC	GS72	0	0		03 JUL 14	30 JUN 15	31 DEC 15		NO	M	
GT	GRND AMS TRAINING	ISQ PREP	IE02	0	2		26 MAR 15		31 MAR 16			M	
GT	GRND AMS TRAINING	AFE FAM TRNG	LL01	0	0		01 JUN 10					G	
GT	GRND AMS TRAINING	EGRESS (NONEJ)	LL03	0	1		30 APR 15		30 APR 18			G	
GT	GRND AMS TRAINING	ACDT	LL04	0	0		08 MAY 12		31 MAY 15			M	
GT	GRND AMS TRAINING	EGRESS W/ACDE	LL05	0	0		19 MAY 05					M	
GT	GRND AMS TRAINING	AFE TRNG	LL06	0	0		05 AUG 14		31 AUG 15			M	
GT	GRND AMS TRAINING	LOCAL AREA SURV	SS01	0	0		15 FEB 05					G	
GT	GRND AMS TRAINING	CMBT SURV TRNG	SS02	0	0		20 AUG 14		31 AUG 17			M	
GT	GRND AMS TRAINING	CAC TRNG	SS03	0	0		20 AUG 14		31 AUG 17			M	
GT	GRND AMS TRAINING	WST	SS05	0	0		04 AUG 14		31 AUG 17			G	
GT	GRND AMS TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND AMS TRAINING	CENTCOM (CSI)	SS07C	0	0		29 SEP 14		30 SEP 17			M	
GT	GRND AMS TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND AMS TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND AMS TRAINING	SOUTHCOM (CSI)	SS07S	0	0		06 JAN 14		31 JAN 17			M	
GT	GRND AMS TRAINING	SPEC SERE TRNG	SS10	0	0		14 JAN 14		31 JUL 15			M	
GT	GRND AMS TRAINING	S-V83-A	SS24	0	0		03 JUL 12					M	
GT	GRND AMS TRAINING	SSHT	XA01	0	1		23 MAR 15		23 SEP 15			M	
GT	GRND AMS TRAINING	ALERT RESPONSE	XA03	0	0		16 SEP 14		16 SEP 15			M	
GT	GRND CMC LANG TRNG	GLOBAL LANG EVT	LA25	72	3	96	11 MAY 15		11 JUN 15			G	

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G1.8. SRA [Mishap Cryptologic Operator] (MCO)

G1.8.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

Date: 5/18/2015 [illegible] Intelligence Squadron

Name	Rank	CQ	Office	Exp	Aroom	RAP	INST	FE	RJ							CB					CS				Remarks
									RL 10	RL 11	RJ AMS	RJ AA	RJ DLO	RJ CO	SEN	ITO	CB AMS	CB AA	CB DLO	CB Act.	CB SSO	CS AMS	CS AA	CS ACL	CS SSO	
[MCO]	SRA	MQANLZ	CCV	I		P								X												

Date/time printed: 5/18/2015 3:47 PM Page 1

G1.8.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 17:47 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [MCO] SSAN: ***-**- GRADE: SRA API: A FAC: A OFDA: 18 ASC: AA ASC DATE: 15 MAR 14

CMD: AIA WING: 0055RECW PRI CRW POS: Q PRI ACFT: RC135V UNIT: 0097INTSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	RC135S(S)	RC135U(S)
FLT DTY CERT CODE	MQANL	MQANL	MQANL	UQANL	UQANL
DATE FIRST FLOWN	06 FEB 14	14 MAR 14	08 JUL 14	NO DATE	NO DATE
DATE LAST FLOWN	03 OCT 14	06 MAR 15	06 APR 15	NO DATE	NO DATE
TOTAL TIME	50.7	15.9	24.2	0.0	0.0
PRIMARY TIME	43.8	15.9	24.2	0.0	0.0
SECONDARY TIME	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0
OTHER TIME	6.9	0.0	0.0	0.0	0.0
NIGHT	2.0	1.4	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	0	0	0	0	0
CMBT SUPPORT SORTIES	0	0	0	0	0
TOTAL SORTIES	8	3	10	0	0

CAREER TOTALS

CREW POSITION	LINGUIST
PRIMARY TIME	59.7
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	6.9
TOTAL TIME	66.6
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	0.0
COMBAT SUPT TIME	0.0
TOTAL SORTIES	11
COMBAT SORTIES	0
COMBAT SUP SORTIES	0
NVG TIME	0.0
DATE FIRST FLOWN	06 FEB 14
DATE LAST FLOWN	06 MAR 15

GRAND TOTAL 66.6

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G1.8.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:40 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MCO] GRADE: SRA SSAN: ***-**- API: A FAC: A ASC: AA DAFSC: 1AB31H AGE:
CMD: A1A WING: 0055RECWG ORGANIZATION: 0097INTSQ CREW POSITION: MQANL ASC DATE: 15 MAR 2014
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	43.8	0.0	0.0	0.0	5.9	50.7	43.8	2.0	0.0	0.0	8
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	15.9	0.0	0.0	0.0	0.0	15.9	15.9	1.4	0.0	0.0	3
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	5.5	0.0	0.0	0.0	0.0	5.5	5.5	1.4	0.0	0.0	1
LAST 90 DAYS	5.5	0.0	0.0	0.0	0.0	5.5	5.5	1.4	0.0	0.0	1
SRC135W	26.2	0.0	0.0	0.0	0.0	26.2	26.2	0.0	0.0	0.0	11
LAST 30 DAYS	2.2	0.0	0.0	0.0	0.0	2.2	2.2	0.0	0.0	0.0	1
LAST 60 DAYS	7.0	0.0	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0	3
LAST 90 DAYS	11.5	0.0	0.0	0.0	0.0	11.5	11.5	0.0	0.0	0.0	5
RC135S	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:40 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MCO] GRADE: SRA SSAN: ***-**- API: A FAC: A ASC: AA DAFSC: 1A831H AGE:
CMD: AIA WING: 0055RECWG ORGANIZATION: 0097INTSQ CREW POSITION: MQANL ASC DATE: 15 MAR 2014
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
AIRBORNE LINGUIST/ISR OPERATOR											
06 FEB 2014 06 MAR 2015	59.7	0.0	0.0	0.0	6.9	66.6	59.7	0.0	0.0	0.0	11

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G1.8.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 17:47 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MCO] SSAN: ***-**- GRADE: SRA CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ
BASE: Offutt Afb

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	CCV	SECURITY CLEARANCE DATE:	17 AUG 11
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:		JUMP STATUS	
PHYSIOLOGICAL TNG DATE:			
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	1A831H		
EFFECTIVE DATE OF DUTY:	21 NOV 14	SYSTEM MANAGEMENT	
PAS CODE:	OD0UFX1F		
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	15 NOV 13	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	16 MAY 17	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	12 OCT 13	SPECIAL CAT ID:	
DATE ARR THIS STATION:	01 NOV 13	RECORDS REVIEW ACC DATE:	19 FEB 14
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	28 FEB 15
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 _____

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PREPARED 01 MAY 2015 17:47 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A/0

INQUIRY

NAME: [MCO] SSAN: ***-**- GRADE: SRA CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MQANL
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	15 NOV 13
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	14 NOV 23
LAST PRODUCTIVE FLIGHT DATE:	06 MAR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	15 DEC 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	A A
EFFECTIVE DATE:	15 MAR 14
PRIOR ASC:	A X
EFFECTIVE DATE:	14 MAR 14
AERO ORDER TERM DATE:	14 NOV 23
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	15 NOV 13
TRANSITION STATUS CODE:	0
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	21 NOV 14
FLYING ACTIVITY CATEGORY:	A
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	18
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	18

AERONAUTICAL RATING/AVIATION BADGE

*** NO RATINGS OR BADGES SELECTED ***

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	10 AUG 11

Your current OFDA is 18 month(s). You need 54 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.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.8.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:10 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MCO] SSAN: ***-**- GRADE: SRA PRI CREW POS: Q PRI AIRCRAFT: RC135V
CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ 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
RC135V	15 MAY 14	63-9792	MQANL	7.9	0.0	0.0	0.0	0.0	7.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	08 AUG 14	64-4841	MQANL	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 OCT 14	63-9792	MQANL	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	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	20.0	0.0	0.0	0.0	0.0	20.0	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	15 DEC 14	62-4131	MQANL	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	
	06 MAR 15	62-4131	MQANL	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	1.4	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	9.9	0.0	0.0	0.0	0.0	9.9	2	0.0	0	0.0	0	1.4	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

SRC135W	08 JUL 14	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	16 JUL 14	62-0001	MQANL	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	
	15 AUG 14	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 OCT 14	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 NOV 14	62-0001	MQANL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 FEB 15	62-0001	MQANL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 FEB 15	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 MAR 15	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	11 MAR 15	62-0001	MQANL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:10 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MCO] SSAN: ***-**- GRADE: SRA PRI CREW POS: Q PRI AIRCRAFT: RC135V
CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ 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
SRC135W	06 APR 15	62-0001	MQANL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	13 MAY 15	62-0001	MQANL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	26.2	0.0	0.0	0.0	0.0	26.2	11	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	29.9	0.0	0.0	0.0	0.0	29.9	5	0.0	0	0.0	0	1.4	0.0	0.0	0.0
SIMULATOR:	26.2	0.0	0.0	0.0	0.0	26.2	11	N/A	N/A	N/A	N/A	0.0	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

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G1.8.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 17:47 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MCO] SSAN: ***-**- GRADE: SRA PRI CREW POS: 0 PRI AIRCRAFT: RC135V
CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ 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
RC135V	15 MAY 14	63-9792	MQANL	7.9	0.0	0.0	0.0	0.0	7.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140521
SRC135W	08 JUL 14	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140710
SRC135W	16 JUL 14	62-0001	MQANL	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		Q	20140718
RC135V	08 AUG 14	64-4841	MQANL	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140814
SRC135W	15 AUG 14	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140818
RC135V	03 OCT 14	63-9792	MQANL	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	20141006
SRC135W	17 OCT 14	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141027
SRC135W	24 NOV 14	62-0001	MQANL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141124
RC135W	15 DEC 14	62-4131	MQANL	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	20141216
SRC135W	03 FEB 15	62-0001	MQANL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150204
SRC135W	06 FEB 15	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150207
SRC135W	03 MAR 15	62-0001	MQANL	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150303
RC135W	06 MAR 15	62-4131	MQANL	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	1.4	0.0	0.0	0.0		S	20150423
SRC135W	11 MAR 15	62-0001	MQANL	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150311
SRC135W	06 APR 15	62-0001	MQANL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150406

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	29.9	0.0	0.0	0.0	0.0	29.9	5	0.0	0	0.0	0	1.4	0.0	0.0	0.0
SIMULATOR:	24.2	0.0	0.0	0.0	0.0	24.2	10	N/A	N/A	N/A	N/A	0.0	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

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.8.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 20:09 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MCO] GRADE: SRA SSAN: ***-**- CREW POSITION: MQANL UNIT: 0097INTSQ
PHYSICAL DUE DATE: 14 FEB 16 PHYSIOLOGICAL DUE DATE: 31 AUG 16 RECORDS REVIEW DUE DATE: 28 FEB 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
CH	CMC RJ/CB/CS CMR (N)	CMC SRO/B010	MCB6	0	2		06 MAR 15					I	
CH	CMC RJ/CB/CS CMR (N)	CMC CONT PRO	MC67	0	1		03 OCT 14					I	
CH	CMC RJ/CB/CS CMR (N)	SIM RIVET JOINT RAP	MG08	0	6		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (N)	SIM COBRA BALL RAP	MG09	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	SIM COMBAT SENT RAP	MG10	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	SIM 135 CURRENCY	MG12	0	6		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (N)	SIM CMC SRO	MG44	0	6		13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (N)	SIM CMC CONT	MG45	0	1		24 NOV 14					I	
CH	CMC RJ/CB/CS CMR (N)	TOT SIM SRTYS	MTS7	18	6	67	13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (N)	TOT SIM RAP SRTYS	SQ00	18	6	67	13 MAY 15					I	
CH	CMC RJ/CB/CS CMR (N)	TOT RAP SRTYS	SR00	18	3	83	06 MAR 15					I	
CH	CMC RJ/CB/CS CMR (N)	RJ RAP	SR59	1	2	0	06 MAR 15		05 MAR 16			I	
CH	CMC RJ/CB/CS CMR (N)	RJ RAP CO	SR59C	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	RJ RAP SRO/B010	SR59R	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	CB RAP	SR60	1	0	100						I	
CH	CMC RJ/CB/CS CMR (N)	CB RAP CO	SR60C	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	CB RAP SRO/B010	SR60R	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	CS RAP	SR61	1	0	100						I	
CH	CMC RJ/CB/CS CMR (N)	CS RAP CO	SR61C	0	0							I	
CH	CMC RJ/CB/CS CMR (N)	CS RAP SRO/B010	SR61R	0	1		23 NOV 14					I	
CH	CMC RJ/CB/CS CMR (N)	TOT SRTYS	SX00	18	4	78	06 MAR 15		05 MAY 15	YES		I	
CH	CMC RJ/CB/CS CMR (N)	BASIC SORTIE	SX03	0	4		06 MAR 15		05 MAY 15	YES		I	
CH	CO DUTY	CO RECUR EVAL	AB05	0	0		14 MAR 14	28 FEB 15	31 AUG 15			I	
CH	CO DUTY	CO DUTY	MC04	0	3		06 MAR 15		04 JUN 15			I	

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PREPARED 13 MAY 2015 20:09 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MCO] GRADE: SRA SSAN: ***-**- CREW POSITION: MQANL UNIT: 0097INTSQ
PHYSICAL DUE DATE: 14 FEB 16 PHYSIOLOGICAL DUE DATE: 31 AUG 16 RECORDS REVIEW DUE DATE: 28 FEB 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
CH	CO DUTY	SIM CO DUTY	MG42	0	7		13 MAY 15					I	
CH	CO LANG TRNG	CRYPT LANG EVT	LA24	72	8	89	13 MAY 15		30 JUN 15			I	
CH	RJ CMC BL TRNG	RJ BL 10.3 CERT	GS78	0	0		14 MAR 14					I	
CH	RJ CMC BL TRNG	RJ BL 9 CERT	XB09Q	0	0		14 MAR 14					G	
CH	RJ CMC BL TRNG	RJ BL 10 CURRENCY	XB10	0	7		13 MAY 15		09 NOV 15			I	
CH	RJ CMC BL TRNG	RJ BL 11 CERT	XB11Q	0	1		03 MAR 15					G	
GT	GRND CO TRAINING	ANTI-HIJACK	GA03	0	1		03 NOV 14		03 NOV 15			M	
GT	GRND CO TRAINING	CRM	GA06	0	0		11 DEC 14		31 DEC 16			G	
GT	GRND CO TRAINING	M9 QUAL	GA43	0	0		23 APR 14		30 APR 16			M	
GT	GRND CO TRAINING	TACT/EC ACAD	GA46	0	0		04 APR 14		30 APR 16			M	
GT	GRND CO TRAINING	SEPT	GS03	0	1		29 APR 15		31 MAY 15			G	
GT	GRND CO TRAINING	STAN EVAL TEST	GS05	0	0		07 MAR 14	31 DEC 14	30 JUN 15			M	
GT	GRND CO TRAINING	OPLAN STUDY	GS22	0	0		10 OCT 13					M	
GT	GRND CO TRAINING	FLY SAFETY TRNG	GS26	0	2		24 APR 15		30 SEP 15			O	
GT	GRND CO TRAINING	NICKELBACK	GS55	0	1		02 OCT 14		30 APR 15	YES		M	
GT	GRND CO TRAINING	CSPT	GS57	0	0		22 AUG 14		31 JAN 16			M	
GT	GRND CO TRAINING	S/E TEST SEC	GS72	0	1		30 OCT 14	30 JUN 15	31 DEC 15			M	
GT	GRND CO TRAINING	ISO PREP	IE02	0	1		11 FEB 15		29 FEB 16			M	
GT	GRND CO TRAINING	GLOBAL LANG EVT	LA25	72	7	90	30 APR 15		31 MAY 15			G	
GT	GRND CO TRAINING	AFE FAM TRNG	LL01	0	0		29 JAN 14					G	
GT	GRND CO TRAINING	EGRESS (NONE)	LL03	0	0		27 NOV 13		30 NOV 16			G	
GT	GRND CO TRAINING	ACDT	LL04	0	0		29 JAN 14		31 JAN 17			M	
GT	GRND CO TRAINING	EGRESS W/ACDE	LL05	0	0		27 NOV 13					M	
GT	GRND CO TRAINING	AFE TRNG	LL06	0	3		04 NOV 14		30 NOV 15			M	

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PREPARED 13 MAY 2015 20:09 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MCO] GRADE: SRA SSAN: ***-**- CREW POSITION: MQANL UNIT: 0097INTSQ
PHYSICAL DUE DATE: 14 FEB 16 PHYSIOLOGICAL DUE DATE: 31 AUG 16 RECORDS REVIEW DUE DATE: 28 FEB 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	GRND CO TRAINING	LOCAL AREA SURV	SS01	0	0		03 JAN 14					G	
GT	GRND CO TRAINING	CMBT SURV TRNG	SS02	0	0		04 OCT 13		31 OCT 16			M	
GT	GRND CO TRAINING	CAC TRNG	SS03	0	0		04 OCT 13		31 OCT 16			M	
GT	GRND CO TRAINING	WST	SS05	0	0		13 OCT 13		31 OCT 16			G	
GT	GRND CO TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND CO TRAINING	CENTCOM (CSI)	SS07C	0	0		19 JUN 14		30 JUN 17			M	
GT	GRND CO TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND CO TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND CO TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	
GT	GRND CO TRAINING	SPEC SERE TRNG	SS10	0	0		11 OCT 13		30 APR 15	YES		M	
GT	GRND CO TRAINING	S-V83-A	SS24	0	0		11 OCT 13					M	
GT	GRND CO TRAINING	ALERT RESPONSE	XA03	0	0		21 MAY 14		21 MAY 15			M	

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G1.9. SRA [Mishap Airborne Systems Engineer 2] (MASE2)

G1.9.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015

SQUADRON: 343 RS

Letter of Certifications

NAME	RANK	CD	OFFICE	MSN	EXP	QUAL	MAP	BI ASE 1	BI ASE 2	BI ASE 3	BI ASE 4	FC	IMSTR	ITC	BI 9/2	BI 10	BI 10/2	BI 10/3	BI 11	REMARKS
[MASE2]	SrA	MKAE	CAC	CMR	E	X			X						X	X	X		X	
[MASE1]	SrA	MKAE	DOW	CMR	E	X				X					X	X	X	X	X	

Commander, 343 RS

G1.9.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 20:08 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [MASE2] SSAN: ***-**- GRADE: SRA API: A FAC: A OFDA: 23 ASC: AA ASC DATE: 04 DEC 13

CMD: AIA WING: 0343RCNS PRI CRW POS: K PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)
FLT DTY CERT CODE	MKAE2	MKAE2	MKAE2
DATE FIRST FLOWN	26 SEP 13	23 SEP 13	30 JUL 14
DATE LAST FLOWN	23 APR 15	13 FEB 15	13 APR 15
TOTAL TIME	328.6	343.4	11.0
PRIMARY TIME	328.6	343.4	11.0
SECONDARY TIME	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0
OTHER TIME	0.0	0.0	0.0
NIGHT	36.0	51.9	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	173.6	121.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0
COMBAT SORTIES	16	11	0
CMBT SUPPORT SORTIES	0	0	0
TOTAL SORTIES	39	47	5

CAREER TOTALS

CREW POSITION	RADIO OP
PRIMARY TIME	672.0
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
TOTAL TIME	672.0
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	294.6
COMBAT SUPT TIME	0.0
TOTAL SORTIES	86
COMBAT SORTIES	27
COMBAT SUP SORTIES	0
NVG TIME	0.0
DATE FIRST FLOWN	23 SEP 13
DATE LAST FLOWN	23 APR 15

GRAND TOTAL 672.0

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G1.9.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:12 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MASE2] GRADE: SRA SSAN: ***-**- API: A FAC: A ASC: AA DAFSC: 1A351 AGE:
CMD: AIA WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MKAE2 ASC DATE: 04 DEC 2013
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	328.6	0.0	0.0	0.0	0.0	328.6	328.6	36.0	0.0	0.0	39
LAST 30 DAYS	27.7	0.0	0.0	0.0	0.0	27.7	27.7	3.0	0.0	0.0	4
LAST 60 DAYS	37.2	0.0	0.0	0.0	0.0	37.2	37.2	12.5	0.0	0.0	5
LAST 90 DAYS	37.2	0.0	0.0	0.0	0.0	37.2	37.2	12.5	0.0	0.0	5

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	343.4	0.0	0.0	0.0	0.0	343.4	343.4	51.9	0.0	0.0	47
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	23.5	0.0	0.0	0.0	0.0	23.5	23.5	23.5	0.0	0.0	6
SRC135W	14.0	0.0	0.0	0.0	0.0	14.0	14.0	0.0	0.0	0.0	6
LAST 30 DAYS	6.0	0.0	0.0	0.0	0.0	6.0	6.0	0.0	0.0	0.0	2
LAST 60 DAYS	6.0	0.0	0.0	0.0	0.0	6.0	6.0	0.0	0.0	0.0	2
LAST 90 DAYS	6.0	0.0	0.0	0.0	0.0	6.0	6.0	0.0	0.0	0.0	2

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
AIRBORNE COMMUNICATION SYSTEM											
23 SEP 2013 23 APR 2015	672.0	0.0	0.0	0.0	0.0	672.0	672.6	0.0	294.6	0.0	86

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G1.9.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 20:08 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MASE2] SSAN: ***-**- GRADE: SRA CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	DOTKS	SECURITY CLEARANCE DATE:	29 JAN 13
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:		JUMP STATUS	
PHYSIOLOGICAL TNG DATE:			
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	1A351		
EFFECTIVE DATE OF DUTY:	20 JAN 15	SYSTEM MANAGEMENT	
PAS CODE:	0D0UF3CH		
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	11 JAN 15	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	10 SEP 16	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	25 MAY 13	SPECIAL CAT ID:	
DATE ARR THIS STATION:	03 JUN 13	RECORDS REVIEW ACC DATE:	07 APR 15
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	31 MAR 16
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_____

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PREPARED 01 MAY 2015 20:08 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MASE2] SSAN: ***-** GRADE: SRA CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MKAE2
CATEGORICAL FLYING WAIVER:	

INCENTIVE PAY DATA

LAST MPO DATE:	14 JUN 13
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	13 JUN 23
LAST PRODUCTIVE FLIGHT DATE:	23 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	15 APR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	AA
EFFECTIVE DATE:	04 DEC 13
PRIOR ASC:	AX
EFFECTIVE DATE:	03 DEC 13
AERO ORDER TERM DATE:	13 JUN 23
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	14 JUN 13
TRANSITION STATUS CODE:	0
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	20 JAN 15
FLYING ACTIVITY CATEGORY:	A
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	23
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	23

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE:	(BASIC) AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	14 APR 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
INITITAL PHYSIOLOGICAL HYPOXIA TRAINING	14 DEC 12

Your current OFDA is 23 month(s). You need 49 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.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.9.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE2] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135V	05 MAY 14	64-4846	MKAN2	9.7	0.0	0.0	0.0	0.0	9.7	1	9.7	1	0.0	0	0.0	0.0	0.0	0.0	
	08 MAY 14	64-4841	MKAN2	11.7	0.0	0.0	0.0	0.0	11.7	1	11.7	1	0.0	0	1.0	0.0	0.0	0.0	
	26 MAY 14	64-4841	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	31 MAY 14	64-4841	MKAN2	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0	
	02 JUN 14	64-4841	MKAN2	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.5	0.0	0.0	0.0	
	05 JUN 14	64-4846	MKAN2	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	
	24 JUL 14	64-4848	MKAN2	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	
	07 AUG 14	62-4126	MKAN2	9.3	0.0	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	
	12 AUG 14	64-4841	MKAN2	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 SEP 14	62-4848	MKAN2	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 DEC 14	62-4130	MKAN2	7.5	0.0	0.0	0.0	0.0	7.5	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	
	22 DEC 14	62-4131	MKAN2	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	
	23 DEC 14	64-4848	MKAN2	6.2	0.0	0.0	0.0	0.0	6.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	10 MAR 15	64-4848	MKAE2	9.5	0.0	0.0	0.0	0.0	9.5	1	0.0	0	0.0	0	9.5	0.0	0.0	0.0	
	02 APR 15	64-4848	MKAE2	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 APR 15	64-4848	MKAE2	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	
	15 APR 15	64-4848	MKAE2	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	
	23 APR 15	62-4131	MKAE2	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	149.8	0.0	0.0	0.0	0.0	149.8	18	54.2	5	0.0	0	17.5	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	11 MAY 14	62-4130	MKAN2	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	1.0	0.0	0.0	0.0	
	16 MAY 14	62-4130	MKAN2	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0	
	18 MAY 14	62-4130	MKAN2	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE2] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135W	21 MAY 14	62-4126	MKAN2	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0	
	23 MAY 14	62-4130	MKAN2	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0	
	28 MAY 14	62-4126	MKAN2	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	1.0	0.0	0.0	0.0	
	07 JUN 14	62-4126	MKAN2	7.1	0.0	0.0	0.0	0.0	7.1	1	7.1	1	0.0	0	0.0	0.0	0.0	0.0	
	07 OCT 14	62-4132	MKAN2	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	
	15 OCT 14	62-4132	MKAN2	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 OCT 14	62-4132	MKAN2	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.9	0.0	0.0	0.0	
	21 OCT 14	62-4132	MKAN2	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	22 OCT 14	62-4132	MKAN2	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.3	0.0	0.0	0.0	
	23 OCT 14	62-4132	MKAN2	10.5	0.0	0.0	0.0	0.0	10.5	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	
	24 OCT 14	62-4132	MKAN2	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	
	25 OCT 14	62-4132	MKAN2	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 OCT 14	62-4132	MKAN2	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	28 OCT 14	62-4132	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 OCT 14	62-4132	MKAN2	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	03 NOV 14	62-4132	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	05 NOV 14	62-4132	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	17 NOV 14	62-4125	MKAN2	9.0	0.0	0.0	0.0	0.0	9.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 NOV 14	62-4125	MKAN2	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	0.2	0.0	0.0	0.0	
	20 NOV 14	62-4125	MKAN2	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	
	21 NOV 14	62-4125	MKAN2	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0	
	26 NOV 14	62-4132	MKAN2	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 NOV 14	62-4132	MKAN2	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	30 NOV 14	62-4132	MKAN2	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 DEC 14	62-4132	MKAN2	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	28 JAN 15	62-4131	MKAN2	4.4	0.0	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	4.4	0.0	0.0	0.0	
	30 JAN 15	62-4131	MKAN2	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	4.3	0.0	0.0	0.0	
	03 FEB 15	62-4131	MKAN2	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	4.3	0.0	0.0	0.0	
	04 FEB 15	62-4131	MKAN2	3.4	0.0	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0	3.4	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE2] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135W	05 FEB 15	62-4131	MKAN2	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	4.1	0.0	0.0	0.0	
	07 FEB 15	62-4131	MKAN2	3.9	0.0	0.0	0.0	0.0	3.9	1	0.0	0	0.0	0	3.9	0.0	0.0	0.0	
	11 FEB 15	62-4131	MKAN2	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0	
	13 FEB 15	62-4131	MKAN2	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	3.8	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	251.5	0.0	0.0	0.0	0.0	251.5	36	73.6	7	0.0	0	39.6	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

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
SRC135W	30 JUL 14	62-6001	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	31 JUL 14	62-6001	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	05 AUG 14	62-6002	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 AUG 14	62-6001	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 APR 15	62-6001	MKAE2	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	
	13 APR 15	62-6002	MKAN2	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	

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	14.0	0.0	0.0	0.0	0.0	14.0	6	N/A	N/A	N/A	N/A	0.0	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

PREPARED 13 MAY 2015 20:06 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE2] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC:

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	TNS	SIM INS	NVG
AIRCRAFT:	401.3	0.0	0.0	0.0	0.0	401.3	54	127.8	12	0.0	0	57.1	0.0	0.0	0.0
SIMULATOR:	14.0	0.0	0.0	0.0	0.0	14.0	6	N/A	N/A	N/A	N/A	0.0	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

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G1.9.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 20:08 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE2] SSAN: ***-**- GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135V	05 MAY 14	64-4846	MKAN2	9.7	0.0	0.0	0.0	0.0	9.7	1	9.7	1	0.0	0	0.0	0.0	0.0	0.0		S	20140505
RC135V	08 MAY 14	64-4841	MKAN2	11.7	0.0	0.0	0.0	0.0	11.7	1	11.7	1	0.0	0	1.0	0.0	0.0	0.0		S	20140508
RC135W	11 MAY 14	62-4130	MKAN2	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	1.0	0.0	0.0	0.0		S	20140512
RC135W	16 MAY 14	62-4130	MKAN2	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0		S	20140516
RC135W	18 MAY 14	62-4130	MKAN2	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20140518
RC135W	21 MAY 14	62-4126	MKAN2	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20140521
RC135W	23 MAY 14	62-4130	MKAN2	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140523
RC135V	26 MAY 14	64-4841	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140526
RC135W	28 MAY 14	62-4126	MKAN2	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	1.0	0.0	0.0	0.0		S	20140529
RC135V	31 MAY 14	64-4841	MKAN2	10.1	0.0	0.0	0.0	0.0	10.1	1	10.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140531
RC135V	02 JUN 14	64-4841	MKAN2	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.5	0.0	0.0	0.0		S	20140603
RC135V	05 JUN 14	64-4846	MKAN2	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20140606
RC135W	07 JUN 14	62-4126	MKAN2	7.1	0.0	0.0	0.0	0.0	7.1	1	7.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140607
RC135V	24 JUL 14	64-4848	MKAN2	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	20140728
SRC135W	30 JUL 14	62-6001	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140731
SRC135W	31 JUL 14	62-6001	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140804
SRC135W	05 AUG 14	62-6002	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140819
RC135V	07 AUG 14	62-4126	MKAN2	9.3	0.0	0.0	0.0	0.0	9.3	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0		S	20140819
RC135V	12 AUG 14	64-4841	MKAN2	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140827
SRC135W	20 AUG 14	62-6001	MKAN2	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140827
RC135V	02 SEP 14	62-4848	MKAN2	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140905
RC135W	07 OCT 14	62-4132	MKAN2	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	20141016
RC135W	15 OCT 14	62-4132	MKAN2	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141021
RC135W	17 OCT 14	62-4132	MKAN2	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.9	0.0	0.0	0.0		S	20141027
RC135W	21 OCT 14	62-4132	MKAN2	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141027
RC135W	22 OCT 14	62-4132	MKAN2	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.3	0.0	0.0	0.0		S	20141028

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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 MAY 2015 20:08 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE2] SSAN: ***-** GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135W	23 OCT 14	62-4132	MKAN2	10.5	0.0	0.0	0.0	0.0	10.5	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0		S	20141028
RC135W	24 OCT 14	62-4132	MKAN2	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0		S	20141204
RC135W	25 OCT 14	62-4132	MKAN2	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135W	27 OCT 14	62-4132	MKAN2	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
RC135W	28 OCT 14	62-4132	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141104
RC135W	29 OCT 14	62-4132	MKAN2	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141104
RC135W	03 NOV 14	62-4132	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141105
RC135W	05 NOV 14	62-4132	MKAN2	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141112
RC135W	17 NOV 14	62-4125	MKAN2	9.0	0.0	0.0	0.0	0.0	9.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141117
RC135W	18 NOV 14	62-4125	MKAN2	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	0.2	0.0	0.0	0.0		S	20141119
RC135W	20 NOV 14	62-4125	MKAN2	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	20141124
RC135W	21 NOV 14	62-4125	MKAN2	9.4	0.0	0.0	0.0	0.0	9.4	1	0.0	0	0.0	0	2.5	0.0	0.0	0.0		S	20141124
RC135W	26 NOV 14	62-4132	MKAN2	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141202
RC135W	29 NOV 14	62-4132	MKAN2	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141201
RC135W	30 NOV 14	62-4132	MKAN2	9.2	0.0	0.0	0.0	0.0	9.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141201
RC135W	02 DEC 14	62-4132	MKAN2	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141203
RC135V	17 DEC 14	62-4130	MKAN2	7.5	0.0	0.0	0.0	0.0	7.5	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20141218
RC135V	22 DEC 14	62-4131	MKAN2	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	20150106
RC135V	23 DEC 14	64-4848	MKAN2	6.2	0.0	0.0	0.0	0.0	6.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150106
RC135W	28 JAN 15	62-4131	MKAN2	4.4	0.0	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	4.4	0.0	0.0	0.0		S	20150129
RC135W	30 JAN 15	62-4131	MKAN2	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	4.3	0.0	0.0	0.0		S	20150203
RC135W	03 FEB 15	62-4131	MKAN2	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	4.3	0.0	0.0	0.0		S	20150204
RC135W	04 FEB 15	62-4131	MKAN2	3.4	0.0	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0	3.4	0.0	0.0	0.0		S	20150213
RC135W	05 FEB 15	62-4131	MKAN2	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	4.1	0.0	0.0	0.0		S	20150213
RC135W	07 FEB 15	62-4131	MKAN2	3.9	0.0	0.0	0.0	0.0	3.9	1	0.0	0	0.0	0	3.9	0.0	0.0	0.0		S	20150210
RC135W	11 FEB 15	62-4131	MKAN2	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0		S	20150213

AIA PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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PREPARED 01 MAY 2015 20:08 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE2] SSAN: ***-** GRADE: SRA PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ 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
RC135W	13 FEB 15	62-4131	MKAN2	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	3.8	0.0	0.0	0.0		S	20150219
RC135V	10 MAR 15	64-4848	MKAE2	9.5	0.0	0.0	0.0	0.0	9.5	1	0.0	0	0.0	0	9.5	0.0	0.0	0.0		S	20150310
RC135V	02 APR 15	64-4848	MKAE2	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150403
RC135V	06 APR 15	64-4848	MKAE2	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	20150407
SRC135W	13 APR 15	62-6002	MKAN2	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		Q	20150420
RC135V	15 APR 15	64-4848	MKAE2	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	20150417
RC135V	23 APR 15	62-4131	MKAE2	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20150428

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	401.3	0.0	0.0	0.0	0.0	401.3	54	127.8	12	0.0	0	57.1	0.0	0.0	0.0
SIMULATOR:	11.0	0.0	0.0	0.0	0.0	11.0	5	N/A	N/A	N/A	N/A	0.0	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

AIA PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.9.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:50 — INDIVIDUAL TRAINING SUMMARY — AS OF 13 MAY 2015 — PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE2] GRADE: SRA SSAN: ***-** CREW POSITION: MKAE2 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 15 NOV 15 PHYSIOLOGICAL DUE DATE: 31 DEC 17 RECORDS REVIEW DUE DATE: 31 MAR 16

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
CH	ASE 2 RJ SORTIE	ASE-2 QUAL EVAL	ABG2	0	1		06 APR 15	31 MAR 16	30 SEP 16		YES	I	
CH	ASE 2 RJ SORTIE	SIM RJ ASE 2	MT48	0	3		13 APR 15					I	
CH	ASE 2 RJ SORTIE	RJ ASE 2	SX14	0	36		23 APR 15		20 OCT 15			I	
CH	ASE RJ CMR (E)	SIM RIVET JOINT RAP	MG08	0	3		13 APR 15					I	
CH	ASE RJ CMR (E)	SIM 135 CURRENCY	MG12	0	2		13 APR 15					I	
CH	ASE RJ CMR (E)	TOT SIM SRTYS	MT57	12	2	83	13 APR 15					I	
CH	ASE RJ CMR (E)	TOT SIM RAP SRTYS	SQ00	12	3	75	13 APR 15					I	
CH	ASE RJ CMR (E)	TOT RAP SRTYS	SR00	12	35	0	23 APR 15					I	
CH	ASE RJ CMR (E)	RJ RAP	SR59	0	14		23 APR 15					I	
CH	ASE RJ CMR (E)	RJ RAP CO	SR59C	0	0		24 JUL 14					I	
CH	ASE RJ CMR (E)	RJ RAP SRO/8010	SR59R	0	21		22 DEC 14					I	
CH	ASE RJ CMR (E)	TOT SRTYS	SX00	12	36	0	23 APR 15		22 JUL 15			I	
CH	ASE RJ CMR (E)	BASIC SORTIE	SX03	0	36		23 APR 15		22 JUL 15			I	
CH	RJ ASE BL TRNG	RJ BL 10.3 CERT	GS78	0	0		03 DEC 13					G	
CH	RJ ASE BL TRNG	RJ BL 9 CURRENCY	XB09	0	11		02 DEC 14		31 MAY 15			I	
CH	RJ ASE BL TRNG	RJ BL 9 CERT	XB09Q	0	0		01 OCT 13					G	
CH	RJ ASE BL TRNG	RJ BL 10 CURRENCY	XB10	0	7		06 APR 15		03 OCT 15			I	
CH	RJ ASE BL TRNG	RJ BL 11 CURRENCY	XB11	0	15		23 APR 15		20 OCT 15			I	
CH	RJ ASE BL TRNG	RJ BL 11 CERT	XB11Q	0	0		24 JUL 14					G	
GT	COMSEC TRAINING	COMSEC	GA09	0	1		04 MAR 15		04 MAR 16			M	
GT	COMSEC TRAINING	COMSEC Read	GA41	0	1		04 MAR 15		04 SEP 15			M	
GT	GRND ASE RJ TRAINING	ANTI-HIJACK	GA03	0	1		11 MAY 15		11 MAY 16			M	
GT	GRND ASE RJ TRAINING	CRM	GA06	0	0		28 JUN 13		30 JUN 15			G	
GT	GRND ASE RJ TRAINING	M9 QUAL	GA43	0	0		24 JAN 14		31 JAN 16			M	

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PREPARED 13 MAY 2015 19:50 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN 5A036-T10

CURRENT TRAINING PERIOD

NAME: [MASE2] GRADE: SRA SSAN: ***-**- CREW POSITION: MKAE2 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 15 NOV 15 PHYSIOLOGICAL DUE DATE: 31 DEC 17 RECORDS REVIEW DUE DATE: 31 MAR 16

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	GRND ASE RJ TRAINING	TACT/EC ACAD	GA46	0	0		10 FEB 14		29 FEB 16			M	
GT	GRND ASE RJ TRAINING	SEPT	GS03	0	4		14 APR 15		31 MAY 15			G	
GT	GRND ASE RJ TRAINING	STAN EVAL TEST	GS05	0	1		26 FEB 15	31 DEC 15	30 JUN 16		YES	M	
GT	GRND ASE RJ TRAINING	OPLAN STUDY	GS22	0	0		10 FEB 14					M	
GT	GRND ASE RJ TRAINING	A/C SERVICE	GS25	0	1		25 FEB 15		29 FEB 16			O	
GT	GRND ASE RJ TRAINING	FLY SAFETY TRNG	GS26	0	2		24 APR 15		30 SEP 15			O	
GT	GRND ASE RJ TRAINING	S/E TEST SEC	GS72	0	0		02 JUL 14	30 JUN 15	31 DEC 15			M	
GT	GRND ASE RJ TRAINING	ISO PREP	IE02	0	3		09 MAR 15		31 MAR 16			M	
GT	GRND ASE RJ TRAINING	AFE FAM TRNG	LL01	0	0		20 JUN 13					G	
GT	GRND ASE RJ TRAINING	EGRESS (NONE)	LL03	0	0		18 NOV 14		30 NOV 17			G	
GT	GRND ASE RJ TRAINING	ACDT	LL04	0	0		20 JUN 13		30 JUN 16			M	
GT	GRND ASE RJ TRAINING	EGRESS W/ACDE	LL05	0	0		21 JUN 13					M	
GT	GRND ASE RJ TRAINING	AFE TRNG	LL06	0	1		03 MAR 15		31 MAR 16			M	
GT	GRND ASE RJ TRAINING	LOCAL AREA SURV	SS01	0	0		19 JUN 13					G	
GT	GRND ASE RJ TRAINING	CMBT SURV TRNG	SS02	0	0		17 MAY 13		31 MAY 16			M	
GT	GRND ASE RJ TRAINING	CAC TRNG	SS03	0	0		17 MAY 13		31 MAY 16			M	
GT	GRND ASE RJ TRAINING	WST	SS05	0	0		26 APR 13		30 APR 16			G	
GT	GRND ASE RJ TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND ASE RJ TRAINING	CENTCOM (CSI)	SS07C	0	0		27 FEB 14		28 FEB 17			M	
GT	GRND ASE RJ TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND ASE RJ TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND ASE RJ TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	
GT	GRND ASE RJ TRAINING	SPEC SERE TRNG	SS10	0	0		29 JUL 14		31 JAN 16			M	
GT	GRND ASE RJ TRAINING	S-V83-A	SS24	0	0		24 MAY 13					M	

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PREPARED 13 MAY 2015 19:50 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE2] GRADE: SRA SSAN: ***-**- CREW POSITION: MKAE2 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 15 NOV 15 PHYSIOLOGICAL DUE DATE: 31 DEC 17 RECORDS REVIEW DUE DATE: 31 MAR 16

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	GRND ASE RJ TRAINING	ALERT RESPONSE	XAQJ	0	1		19 DEC 14		19 DEC 15			M	

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G1.10. TSGT [Mishap Airborne Systems Engineer 3] (MASE3)

G1.10.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015 SQUADRON: 343 RS

Letter of Certifications

NAME	RANK	ICP	OFFICE	MSN	EXP	QUAL	RAP	ASE							BU					REMARKS
								BI ASE 1	BI ASE 2	BI ASE 3	BI ASE 4	FF	INSTR	FTC	BL 9.2	BL 10	BL 10.2	BL 10.3	BL 11	
[MASE3]	TSgt	MKAN	SE	CMR	I	X					X					X	X			

Commander, 343 RS

G1.10.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 19:52 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN 5A036-F40

INQUIRY

NAME: [MASE3] SSAN: ***-**- GRADE: TSG API: A FAC: A OFDA: 163 ASC: BA ASC DATE: 18 FEB 15
CMD: AIA WING: 0343RCNS PRI CRW POS: K PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	C037A(Z)	RC135S(S)
FLT DTY CERT CODE	MKAN4	MKAN4	UKIN	EKA	EKAEI
DATE FIRST FLOWN	27 NOV 01	01 NOV 01	17 NOV 14	20 AUG 05	16 MAY 02
DATE LAST FLOWN	23 APR 15	15 MAY 14	12 DEC 14	10 DEC 13	16 JUN 05
TOTAL TIME	163.1	64.0	24.0	2459.5	722.7
PRIMARY TIME	163.1	64.0	24.0	2017.9	545.9
SECONDARY TIME	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	301.8	127.8
EVALUATOR TIME	0.0	0.0	0.0	127.5	21.8
OTHER TIME	0.0	0.0	0.0	3.3	27.2
NIGHT	5.0	0.0	0.0	98.5	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	0.0	0.0	211.6	144.6
CMBT SUPPORT TIME	0.0	0.0	0.0	53.3	28.9
COMBAT SORTIES	0	0	0	92	10
CMBT SUPPORT SORTIES	0	0	0	16	3
TOTAL SORTIES	23	9	6	947	78

CAREER TOTALS

CREW POSITION	RADIO OP
PRIMARY TIME	2790.9
SECONDARY TIME	0.0
INSTRUCTOR TIME	429.6
EVALUATOR TIME	149.3
OTHER TIME	30.5
TOTAL TIME	3400.3
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	356.2
COMBAT SUPT TIME	82.2
TOTAL SORTIES	1057
COMBAT SORTIES	102
COMBAT SUP SORTIES	19
NVG TIME	0.0
DATE FIRST FLOWN	01 NOV 01
DATE LAST FLOWN	23 APR 15

GRAND TOTAL 3400.3

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G1.10.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:17 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MASE3] GRADE: TSGT SSAN: ***-** API: A FAC: A ASC: BA DAFSC: 1A371 AGE:
CMD: AIA WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MKAN4 ASC DATE: 18 FEB 2015
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	163.1	0.0	0.0	0.0	0.0	163.1	163.1	5.0	0.0	0.0	23
LAST 30 DAYS	20.3	0.0	0.0	0.0	0.0	20.3	20.3	3.0	0.0	0.0	3
LAST 60 DAYS	48.0	0.0	0.0	0.0	0.0	48.0	48.0	3.0	0.0	0.0	7
LAST 90 DAYS	55.5	0.0	0.0	0.0	0.0	55.5	55.5	3.0	0.0	0.0	8

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	64.0	0.0	0.0	0.0	0.0	64.0	64.0	0.0	0.0	0.0	9
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SRC135W	24.0	0.0	0.0	0.0	0.0	24.0	24.0	0.0	0.0	0.0	6
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
C037A	2017.9	0.0	301.8	127.5	3.3	2450.5	2319.7	98.5	0.0	0.0	947
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135S	545.9	0.0	127.8	21.8	27.2	722.7	673.7	0.0	0.0	0.0	78
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:17 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MASE3] GRADE: TSGT SSAN: ***-** API: A FAC: A ASC: 8A DAFSC: 1A371 AGE:
CMD: AIA WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MKAN4 ASC DATE: 18 FEB 2015
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
AIRBORNE COMMUNICATION SYSTEM 01 NOV 2001 23 APR 2015	2790.9	0.0	429.6	149.3	30.5	3400.3	3220.5	0.0	356.2	82.2	1057

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G1.10.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 19:52 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MASE3] SSAN: ***-**- GRADE: TSG CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	SE	SECURITY CLEARANCE DATE:	10 SEP 14
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:			
PHYSIOLOGICAL TNG DATE:		JUMP STATUS	
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	1A371		
EFFECTIVE DATE OF DUTY:	18 AUG 14	SYSTEM MANAGEMENT	
PAS CODE:	0D0UF3CH		
SHORT TOUR INDICATOR:	N	HARM CODE:	SGBP
DATE RETURN FROM OVERSEAS:		DEPLOYED HARM CODE:	
DATE OF RANK:	01 APR 11	DEPLOYED DATE:	
DATE OF SEP/OBLIGATION:	12 JUN 17	REDEPLOYED DATE:	
DATE DEP LAST DUTY STA:	01 JAN 14	SPECIAL CAT ID:	B
DATE ARR THIS STATION:	03 JAN 14	RECORDS REVIEW ACC DATE:	26 JAN 15
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW DUE DATE:	31 DEC 15
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_____

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PREPARED 01 MAY 2015 19:52 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MASE3] SSAN: ***-**- GRADE: TSG CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MKAN4
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	01 JAN 05
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	12 AUG 16
LAST PRODUCTIVE FLIGHT DATE:	23 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	15 APR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	8A
EFFECTIVE DATE:	18 FEB 15
PRIOR ASC:	8S
EFFECTIVE DATE:	01 JAN 15
AERO ORDER TERM DATE:	12 AUG 16
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	13 AUG 01
TRANSITION STATUS CODE:	N
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	18 AUG 14
FLYING ACTIVITY CATEGORY:	A
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	118
OFDA GATE 15/15:	163
OFDA GATE 20/18:	0
OFDA TO DATE:	163

You have met OFDA requirements for current gate.

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE:	SENIOR AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	13 AUG 08
AVIATION BADGE:	(BASIC) AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	31 MAY 02

OUS MIL RTG DT:

CURR PARA RATING:

CURR PARA RATING DATE:

ORIG PARA RATING:

ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	17 MAR 11
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	13 JUN 01

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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G1.10.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:04 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE3] SSAN: ***-** GRADE: TSGT PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	06 MAY 14	62-4139	UKIN4	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 MAY 14	62-9792	UKIN4	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	
	29 MAY 14	63-9792	UKIN4	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	14 JUL 14	63-9792	MKAN4	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 AUG 14	64-4841	MKAN4	6.4	0.0	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	04 SEP 14	63-9792	MKAN4	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 SEP 14	64-4848	MKAN4	10.6	0.0	0.0	0.0	0.0	10.6	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	
	15 SEP 14	64-4848	MKAN4	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 SEP 14	64-4848	MKAN4	10.7	0.0	0.0	0.0	0.0	10.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 FEB 15	64-4848	MKAN4	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	
	16 MAR 15	64-4848	MKAN4	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	19 MAR 15	64-4848	MKAN4	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	24 MAR 15	64-4848	MKAN4	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	
	27 MAR 15	62-4131	MKAN4	8.1	0.0	0.0	0.0	0.0	8.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 APR 15	64-4848	MKAN4	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	15 APR 15	64-4848	MKAN4	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	
	23 APR 15	62-4131	MKAN4	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	121.1	0.0	0.0	0.0	0.0	121.1	17	0.0	0	0.0	0	5.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	15 MAY 14	62-4135	UKIN4	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:04 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [MASE3] SSAN: ***-**- GRADE: TSGT PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	17 NOV 14	62-6004	UKIN5	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	19 NOV 14	62-6004	UKIN5	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	21 NOV 14	62-6004	UKIN5	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	
	05 DEC 14	62-6004	UKIN5	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	
	08 DEC 14	62-6004	UKIN5	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	
	12 DEC 14	62-6001	UKIN	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	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	24.0	0.0	0.0	0.0	0.0	24.0	6	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	127.2	0.0	0.0	0.0	0.0	127.2	18	0.0	0	0.0	0	5.0	0.0	0.0	0.0
SIMULATOR:	24.0	0.0	0.0	0.0	0.0	24.0	6	N/A	N/A	N/A	N/A	0.0	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

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G1.10.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 19:52 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE3] SSAN: ***-**- GRADE: TSGT PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	06 MAY 14	62-4139	UKIN4	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140507
RC135W	15 MAY 14	62-4135	UKIN4	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140516
RC135V	20 MAY 14	62-9792	UKIN4	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	20140521
RC135V	29 MAY 14	63-9792	UKIN4	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140530
RC135V	14 JUL 14	63-9792	MKAN4	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140723
RC135V	15 AUG 14	64-4841	MKAN4	6.4	0.0	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140828
RC135V	04 SEP 14	63-9792	MKAN4	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140905
RC135V	09 SEP 14	64-4848	MKAN4	10.6	0.0	0.0	0.0	0.0	10.6	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0		S	20140912
RC135V	15 SEP 14	64-4848	MKAN4	6.6	0.0	0.0	0.0	0.0	6.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140919
RC135V	18 SEP 14	64-4848	MKAN4	10.7	0.0	0.0	0.0	0.0	10.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140924
SRC135W	17 NOV 14	62-6004	UKIN5	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150112
SRC135W	19 NOV 14	62-6004	UKIN5	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150109
SRC135W	21 NOV 14	62-6004	UKIN5	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		Q	20150112
SRC135W	05 DEC 14	62-6004	UKIN5	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		Q	20150112
SRC135W	08 DEC 14	62-6004	UKIN5	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		Q	20150112
SRC135W	12 DEC 14	62-6001	UKIN	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		Q	20150109
RC135V	18 FEB 15	64-4848	MKAN4	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	20150220
RC135V	16 MAR 15	64-4848	MKAN4	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150323
RC135V	19 MAR 15	64-4848	MKAN4	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150323
RC135V	24 MAR 15	64-4848	MKAN4	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	20150327
RC135V	27 MAR 15	62-4131	MKAN4	8.1	0.0	0.0	0.0	0.0	8.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150331
RC135V	02 APR 15	64-4848	MKAN4	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150403
RC135V	15 APR 15	64-4848	MKAN4	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	20150417
RC135V	23 APR 15	62-4131	MKAN4	6.8	0.0	0.0	0.0	0.0	6.8	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0		S	20150428

AIA PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 1

PREPARED 01 MAY 2015 19:52 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MASE3] SSAN: ***-**- GRADE: TSGT PRI CREW POS: K PRI AIRCRAFT: RC135V
CMD: AIA WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	127.2	0.0	0.0	0.0	0.0	127.2	18	0.0	0	0.0	0	5.0	0.0	0.0	0.0
SIMULATOR:	24.0	0.0	0.0	0.0	0.0	24.0	6	N/A	N/A	N/A	N/A	0.0	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

AIA PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.10.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:52 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE3] GRADE: TSGT SSAN: ***-**- CREW POSITION: MKAN4 UNIT: 0343RCNSQ

PHYSICAL DUE DATE: 02 JUN 16 PHYSIOLOGICAL DUE DATE: 31 MAR 16 RECORDS REVIEW DUE DATE: 31 DEC 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
CH	ASE 4 RJ SORTIE	ASE-4 QUAL EVAL	AB04	0	0		29 MAY 14	30 APR 15	31 OCT 15			I	
CH	ASE 4 RJ SORTIE	SIM RJ ASE 4	MT50	0	2		19 FEB 15					I	
CH	ASE 4 RJ SORTIE	RJ ASE 4	SX10	8	8		23 APR 15		20 OCT 15			I	
CH	ASE RJ CMR (N)	SIM RIVET JOINT RAP	MG08	0	2		19 FEB 15					I	
CH	ASE RJ CMR (N)	SIM 135 CURRENCY	MG12	0	2		19 FEB 15					I	
CH	ASE RJ CMR (N)	TOT SIM SRTYS	MT57	18	2	89	19 FEB 15					I	
CH	ASE RJ CMR (N)	TOT SIM RAP SRTYS	SQ00	18	2	89	19 FEB 15					I	
CH	ASE RJ CMR (N)	TOT RAP SRTYS	SR00	18	8	56	23 APR 15					I	
CH	ASE RJ CMR (N)	RJ RAP	SR59	0	8		23 APR 15					I	
CH	ASE RJ CMR (N)	RJ RAP CO	SR59C	0	0							I	
CH	ASE RJ CMR (N)	RJ RAP SRO/8010	SR59R	0	0		18 SEP 14					I	
CH	ASE RJ CMR (N)	TOT SRTYS	SX00	18	8	56	23 APR 15		22 JUL 15			I	
CH	ASE RJ CMR (N)	BASIC SORTIE	SX03	0	8		23 APR 15		22 JUL 15			I	
CH	RJ ASE BL TRNG	RJ BL 10.3 CERT	GS78	0	0		30 MAY 14					G	
CH	RJ ASE BL TRNG	RJ BL 9 CURRENCY	XB09	0	0		18 AUG 14		14 FEB 15	YES		I	
CH	RJ ASE BL TRNG	RJ BL 9 CERT	XB09Q	0	0							G	
CH	RJ ASE BL TRNG	RJ BL 10 CURRENCY	XB10	0	1		12 DEC 14		10 JUN 15			I	
CH	RJ ASE BL TRNG	RJ BL 11 CURRENCY	XB11	0	9		23 APR 15		20 OCT 15			I	
CH	RJ ASE BL TRNG	RJ BL 11 CERT	XB11Q	0	1		19 FEB 15					G	
GT	GRND ASE RJ TRAINING	ANTI-HIJACK	GA02	0	0		11 AUG 14		11 AUG 15			M	
GT	GRND ASE RJ TRAINING	CRM	GA06	0	0		28 JAN 14		31 JAN 16			G	
GT	GRND ASE RJ TRAINING	M9 QUAL	GA43	0	0		30 MAY 14		31 MAY 16			M	
GT	GRND ASE RJ TRAINING	TACT/EC ACAD	GA46	0	0		27 JAN 14		31 JAN 16			M	
GT	GRND ASE RJ TRAINING	SEPT	GS03	0	11		29 APR 15		31 MAY 15			G	

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PREPARED 13 MAY 2015 19:52 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MASE3] GRADE: TSGT SSAN: ***-**- CREW POSITION: MKAN4 UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 02 JUN 16 PHYSIOLOGICAL DUE DATE: 31 MAR 16 RECORDS REVIEW DUE DATE: 31 DEC 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	GRND ASE RJ TRAINING	STAN EVAL TEST	GS05	0	1		23 JAN 15	31 DEC 15	30 JUN 16			M	
GT	GRND ASE RJ TRAINING	OPLAN STUDY	GS22	0	0		18 JUN 14					M	
GT	GRND ASE RJ TRAINING	A/C SERVICE	GS25	0	0		28 MAY 14		31 MAY 15			O	
GT	GRND ASE RJ TRAINING	FLY SAFETY TRNG	GS26	0	1		06 JAN 15		30 JUN 15			O	
GT	GRND ASE RJ TRAINING	S/E TEST SEC	GS72	0	0		22 JUL 14	30 JUN 15	31 DEC 15			M	
GT	GRND ASE RJ TRAINING	ISO PREP	IE02	0	0		13 AUG 14		31 AUG 15			M	
GT	GRND ASE RJ TRAINING	AFE FAM TRNG	LL01	0	0		29 JAN 14					G	
GT	GRND ASE RJ TRAINING	EGRESS (NONEJ)	LL03	0	0		24 JAN 14		31 JAN 17			G	
GT	GRND ASE RJ TRAINING	ACDT	LL04	0	0		29 JAN 14		31 JAN 17			M	
GT	GRND ASE RJ TRAINING	EGRESS W/ACDE	LL05	0	0		29 JAN 14					M	
GT	GRND ASE RJ TRAINING	AFE TRNG	LL06	0	1		17 FEB 15		29 FEB 16			M	
GT	GRND ASE RJ TRAINING	LOCAL AREA SURV	SS01	0	0		28 JAN 14					G	
GT	GRND ASE RJ TRAINING	CMBT SURV TRNG	SS02	0	0		14 NOV 12		30 NOV 15			M	
GT	GRND ASE RJ TRAINING	CAC TRNG	SS03	0	0		24 NOV 13		30 NOV 16			M	
GT	GRND ASE RJ TRAINING	WST	SS05	0	1		11 MAY 15		31 MAY 18			G	W
GT	GRND ASE RJ TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND ASE RJ TRAINING	CENTCOM (CSI)	SS07C	0	0							M	
GT	GRND ASE RJ TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND ASE RJ TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND ASE RJ TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	
GT	GRND ASE RJ TRAINING	SPEC SERE TRNG	SS10	0	0		15 JUL 14		31 JAN 16			M	
GT	GRND ASE RJ TRAINING	S-V83-A	SS24	0	0		20 JUL 01					M	
GT	GRND ASE RJ TRAINING	ALERT RESPONSE	XA03	0	0							M	

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G1.11. 1LT (MR2)

G1.11.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

DATE: 6 Mar 2015

SQUADRON: 343 RS

Letter of Certifications

								FWO						RI					
NAME	RANK	CP	OFFICE	MSN	DXP	QUAL	RAP	INSTR	FTC	PE	OPS SUP	SOF	RI IC	RI RAV X	BL 9/2	BL 10	BL 10.2	BL 10.3	BL 11	REMARKS
[Mishap Raven 2]	1st Lt	MEANX	DOF-A	CMR	I	X								X		X	X		X	
[MTC]	Lt Col	EEAET	DO	CMR	E	X		X		X	X		X	X	X	X	X	X	X	343 RS/DO

Commander, 343 RS

G1.11.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 18:50 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [Mishap Raven 2] SSAN: ***-** GRADE: 1LT API: 2 FAC: 1 OFDA: 29 ASC: 1A ASC DATE: 17 SEP 14

CMD: ACC WING: 0343RCNS PRI CRW POS: 1 PRI ACFT: RC135V UNIT: 0343RCNSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135V(S)	RC135W(S)	SRC135W(Q)	T001A(S)	T006A(S)
FLT QTY CERT CODE	MEANX	MEANX	MEANX	SN	SN
DATE FIRST FLOWN	29 JUL 14	07 DEC 14	21 MAY 14	NO DATE	NO DATE
DATE LAST FLOWN	20 JAN 15	22 APR 15	17 APR 15	NO DATE	NO DATE
TOTAL TIME	140.1	293.6	79.0	0.0	0.0
PRIMARY TIME	140.1	293.6	77.5	0.0	0.0
SECONDARY TIME	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0
OTHER TIME	0.0	0.0	1.5	0.0	0.0
NIGHT	3.7	23.8	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	79.4	283.9	0.0	0.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	7	26	0	0	0
CMBT SUPPORT SORTIES	0	0	0	0	0
TOTAL SORTIES	16	27	25	0	0

CAREER TOTALS

CREW POSITION	CSO
PRIMARY TIME	433.7
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
TOTAL TIME	433.7
STUDENT TIME	97.2
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	363.3
COMBAT SUPT TIME	0.0
TOTAL SORTIES	43
COMBAT SORTIES	33
COMBAT SUP SORTIES	0
NVG TIME	0.0
DATE FIRST FLOWN	29 JUL 14
DATE LAST FLOWN	22 APR 15

GRAND TOTAL 530.9

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G1.11.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:25 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Raven 2] GRADE: 1LT SSAN: ***-**- API: 2 FAC: 1 ASC: 1A DAFSC: 012R3H AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MEANX ASC DATE: 12 SEP 2014
CURR RATING: COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	140.1	0.0	0.0	0.0	0.0	140.1	140.1	3.7	0.0	0.0	16
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135W	293.6	0.0	0.0	0.0	0.0	293.6	293.6	23.8	0.0	0.0	27
LAST 30 DAYS	9.7	0.0	0.0	0.0	0.0	9.7	9.7	0.0	0.0	0.0	1
LAST 60 DAYS	42.6	0.0	0.0	0.0	0.0	42.6	42.6	0.1	0.0	0.0	4
LAST 90 DAYS	174.5	0.0	0.0	0.0	0.0	174.5	174.5	9.6	0.0	0.0	16
SRC135W	84.5	0.0	0.0	0.0	1.5	86.0	84.5	0.0	0.0	0.0	27
LAST 30 DAYS	8.0	0.0	0.0	0.0	0.0	8.0	8.0	0.0	0.0	0.0	2
LAST 60 DAYS	8.0	0.0	0.0	0.0	0.0	8.0	8.0	0.0	0.0	0.0	2
LAST 90 DAYS	8.0	0.0	0.0	0.0	0.0	8.0	8.0	0.0	0.0	0.0	2
T001A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
T006A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:25 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [Mishap Raven 2] GRADE: 1LT SSAN: ***-**- API: 2 FAC: 1 ASC: 1A DAFSC: 012R3H AGE:
CMD: ACC WING: 0343RCNSQ ORGANIZATION: 0343RCNSQ CREW POSITION: MEANX ASC DATE: 12 SEP 2014
CURR RATING: COMBAT SYSTEMS OFFICER AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
COMBAT SYSTEMS OFFICER 29 JUL 2014 22 APR 2015	433.7	0.0	0.0	0.0	0.0	433.7	433.7	97.2	363.3	0.0	43

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G1.11.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 18:49 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Raven 2] SSAN: ***-**- GRADE: 1LT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	14-03	SECURITY CLEARANCE DATE:	09 APR 12
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:		JUMP STATUS	
PHYSIOLOGICAL TNG DATE:			
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	012R3H		
EFFECTIVE DATE OF DUTY:	01 APR 15		
PAS CODE:	QD1CFQVF	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N		
DATE RETURN FROM OVERSEAS:		HARM CODE:	SGBP
DATE OF RANK:	17 JUL 14	DEPLOYED HARM CODE:	
DATE OF SEP/OBLIGATION:		DEPLOYED DATE:	
DATE DEP LAST DUTY STA:	20 DEC 13	REDEPLOYED DATE:	
DATE ARR THIS STATION:	23 DEC 13	SPECIAL CAT ID:	
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW ACC DATE:	10 APR 15
PROJECTED DAFSC:		RECORDS REVIEW DUE DATE:	31 JAN 16
PROJECTED PAS CODE:		RECORDS REVIEW STATUS CODE:	N
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_____

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PREPARED 01 MAY 2015 18:49 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [Mishap Raven 2] SSAN: ***-**- GRADE: 1LT CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135V
FLT DUTY CERT CODE:	MEANX
CATEGORICAL FLYING WAIVER:	

INCENTIVE PAY DATA

LAST MPQ DATE:	27 NOV 12
LAST MPQ REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	26 NOV 24
LAST PRODUCTIVE FLIGHT DATE:	22 APR 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	11 MAR 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	12 SEP 14
PRIOR ASC:	1X
EFFECTIVE DATE:	22 NOV 13
AERO ORDER TERM DATE:	26 NOV 24
OFFICER SERVICE DATE:	17 JUL 12
AVIATION SERVICE DATE:	27 NOV 12
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	2
EFFECTIVE DATE:	01 APR 15
FLYING ACTIVITY CATEGORY:	1
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	29
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	29

Your current OFDA is 29 month(s). You need 67 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:	COMBAT SYSTEMS OFFICER
EFFECTIVE DATE:	22 NOV 13

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	06 DEC 12

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.11.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:00 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 2] SSAN: ***-**- GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	29 JUL 14	62-4126	UEINW	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	
	04 AUG 14	62-4126	UEINW	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	08 AUG 14	62-4139	UEINW	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	21 AUG 14	62-4139	UEINW	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	28 AUG 14	63-9792	UEINW	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	08 SEP 14	62-4139	UEINW	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	11 SEP 14	62-4130	UEINW	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	
	16 SEP 14	62-4139	UEINW	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 OCT 14	64-4848	MEANX	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 DEC 14	63-9792	MEANX	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	1.0	0.0	0.0	0.0	
	26 DEC 14	62-9792	MEANX	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	1.0	0.0	0.0	0.0	
	29 DEC 14	63-9792	MEANX	11.8	0.0	0.0	0.0	0.0	11.8	1	11.8	1	0.0	0	1.0	0.0	0.0	0.0	
	01 JAN 15	63-9792	MEANX	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.7	0.0	0.0	0.0	
	05 JAN 15	63-9792	MEANX	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0	
	12 JAN 15	63-9792	MEANX	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	0.0	0.0	0.0	0.0	
	20 JAN 15	63-9792	MEANX	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0	

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	140.1	0.0	0.0	0.0	0.0	140.1	16	79.4	7	0.0	0	3.7	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	07 DEC 14	62-9792	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	3.0	0.0	0.0	0.0	
	09 DEC 14	62-4139	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	4.0	0.0	0.0	0.0	
	14 DEC 14	62-4126	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	1.5	0.0	0.0	0.0	
	16 DEC 14	62-4139	MEANX	9.7	0.0	0.0	0.0	0.0	9.7	1	9.7	1	0.0	0	0.7	0.0	0.0	0.0	
	23 DEC 14	63-9792	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:00 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 2] SSAN: ***-**- GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	STM INS	NVG	RES
RC135W	09 JAN 15	62-4135	MEANX	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0	
	16 JAN 15	62-4138	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.3	0.0	0.0	0.0	
	18 JAN 15	62-4138	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.7	0.0	0.0	0.0	
	22 JAN 15	62-4138	MEANX	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0	
	25 JAN 15	62-4135	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0	
	28 JAN 15	62-4135	MEANX	8.9	0.0	0.0	0.0	0.0	8.9	1	8.9	1	0.0	0	4.0	0.0	0.0	0.0	
	31 JAN 15	62-4139	MEANX	11.6	0.0	0.0	0.0	0.0	11.6	1	11.6	1	0.0	0	0.0	0.0	0.0	0.0	
	02 FEB 15	62-4138	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	0.0	0.0	0.0	0.0	
	04 FEB 15	62-4138	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	4.0	0.0	0.0	0.0	
	06 FEB 15	63-9792	MEANX	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	0.0	0.0	0.0	0.0	
	08 FEB 15	62-4135	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	2.0	0.0	0.0	0.0	
	11 FEB 15	62-4135	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	1.5	0.0	0.0	0.0	
	14 FEB 15	63-9792	MEANX	9.6	0.0	0.0	0.0	0.0	9.6	1	9.6	1	0.0	0	1.0	0.0	0.0	0.0	
	17 FEB 15	62-4135	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	1.0	0.0	0.0	0.0	
	20 FEB 15	62-4135	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.0	0.0	0.0	0.0	
	23 FEB 15	62-4135	MEANX	11.7	0.0	0.0	0.0	0.0	11.7	1	11.7	1	0.0	0	0.0	0.0	0.0	0.0	
	26 FEB 15	62-4139	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0	
	01 MAR 15	62-4135	MEANX	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0	
	04 MAR 15	62-4135	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	0.1	0.0	0.0	0.0	
	08 MAR 15	62-4125	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	0.0	0.0	0.0	0.0	
	11 MAR 15	62-4125	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	0.0	0.0	0.0	0.0	
	22 APR 15	64-4131	MEANX	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	

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PREPARED 13 MAY 2015 20:00 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 2] SSAN: ***-** GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135W SUMMARY		PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG			
AIRCRAFT:		293.6	0.0	0.0	0.0	0.0	293.6	27	283.9	26	0.0	0	23.8	0.0	0.0	0.0			
SIMULATOR:		0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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			
SRC135W	21 MAY 14	62-6002	UEINW	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 JUN 14	62-6002	UEINW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	06 JUN 14	62-6002	UEINW	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	
	09 JUN 14	62-6002	UEINW	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	
	12 JUN 14	62-6002	UEINW	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	
	23 JUN 14	62-6002	UEINW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	25 JUN 14	62-6002	UEINW	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	
	26 JUN 14	62-6003	UEINW	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	
	27 JUN 14	62-6002	UEINW	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	
	30 JUN 14	62-6002	UEINW	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	
	01 JUL 14	62-6002	UEINW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	02 JUL 14	62-6002	UEINW	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	
	03 JUL 14	62-6002	UEIN	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 JUL 14	62-6004	UEINW	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	
	11 JUL 14	62-6002	UEINW	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	
	22 JUL 14	62-6002	UEIN	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	
	24 JUL 14	62-6002	UEINW	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	
	13 AUG 14	62-6004	UEINW	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	
	26 AUG 14	62-6002	UEINW	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	
	03 SEP 14	62-6002	UEINW	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	
	29 OCT 14	62-6001	MEANX	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	

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PREPARED 13 MAY 2015 20:00 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 30 APR 2015

NAME: [Mishap Raven 2] SSAN: ***-**- GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	31 OCT 14	62-6001	MEANX	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	
	21 NOV 14	62-6001	MEANX	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	
	24 NOV 14	62-6004	MEANX	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	
	13 APR 15	62-6002	MEANX	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	
	17 APR 15	62-6002	MEANX	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	

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	81.5	0.0	0.0	0.0	1.5	83.0	26	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	433.7	0.0	0.0	0.0	0.0	433.7	43	363.3	33	0.0	0	27.5	0.0	0.0	0.0
SIMULATOR:	81.5	0.0	0.0	0.0	1.5	83.0	26	N/A	N/A	N/A	N/A	0.0	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

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G1.11.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 18:49 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Raven 2] SSAN: ***-** GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
SRC135W	21 MAY 14	62-6002	UEINW	1.5	0.0	0.0	0.0	1.5	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140710
SRC135W	02 JUN 14	62-6002	UEINW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140708
SRC135W	06 JUN 14	62-6002	UEINW	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		Q	20140709
SRC135W	09 JUN 14	62-6002	UEINW	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		Q	20140708
SRC135W	12 JUN 14	62-6002	UEINW	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		Q	20140708
SRC135W	23 JUN 14	62-6002	UEINW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140709
SRC135W	25 JUN 14	62-6002	UEINW	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		Q	20140709
SRC135W	26 JUN 14	62-6003	UEINW	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		Q	20140709
SRC135W	27 JUN 14	62-6002	UEINW	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		Q	20140709
SRC135W	30 JUN 14	62-6002	UEINW	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		Q	20140709
SRC135W	01 JUL 14	62-6002	UEINW	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140709
SRC135W	02 JUL 14	62-6002	UEINW	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		Q	20140709
SRC135W	03 JUL 14	62-6002	UEIN	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20140716
SRC135W	09 JUL 14	62-6004	UEINW	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		Q	20140724
SRC135W	11 JUL 14	62-6002	UEINW	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	20140714
SRC135W	22 JUL 14	62-6002	UEIN	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	20140724
SRC135W	24 JUL 14	62-6002	UEINW	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	20140725
RC135V	29 JUL 14	62-4126	UEINW	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	20140730
RC135V	04 AUG 14	62-4126	UEINW	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140805
RC135V	08 AUG 14	62-4139	UEINW	7.0	0.0	0.0	0.0	0.0	7.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140814
SRC135W	13 AUG 14	62-6004	UEINW	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	20140818
RC135V	21 AUG 14	62-4139	UEINW	6.0	0.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140825
SRC135W	26 AUG 14	62-6002	UEINW	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	20140827
RC135V	28 AUG 14	63-9792	UEINW	6.1	0.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140902
SRC135W	03 SEP 14	62-6002	UEINW	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	20140904
RC135V	08 SEP 14	62-4139	UEINW	6.5	0.0	0.0	0.0	0.0	6.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140909

ACC PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 1

PREPARED 01 MAY 2015 18:49 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Raven 2] SSAN: ***-**- GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135V	11 SEP 14	62-4130	UEINW	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	20140915
RC135V	16 SEP 14	62-4139	UEINW	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140917
RC135V	27 OCT 14	64-4848	MEANX	6.9	0.0	0.0	0.0	0.0	6.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141030
SRC135W	29 OCT 14	62-6001	MEANX	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		Q	20141106
SRC135W	31 OCT 14	62-6001	MEANX	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	20141104
SRC135W	21 NOV 14	62-6001	MEANX	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		Q	20141202
SRC135W	24 NOV 14	62-6004	MEANX	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		Q	20141125
RC135W	07 DEC 14	62-9792	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	3.0	0.0	0.0	0.0		S	20141209
RC135W	09 DEC 14	62-4139	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	4.0	0.0	0.0	0.0		S	20141211
RC135W	14 DEC 14	62-4126	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	1.5	0.0	0.0	0.0		S	20141214
RC135W	16 DEC 14	62-4139	MEANX	9.7	0.0	0.0	0.0	0.0	9.7	1	9.7	1	0.0	0	0.7	0.0	0.0	0.0		S	20141217
RC135V	20 DEC 14	63-9792	MEANX	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	1.0	0.0	0.0	0.0		S	20141221
RC135W	23 DEC 14	63-9792	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	0.0	0.0	0.0	0.0		S	20141225
RC135V	26 DEC 14	62-9792	MEANX	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	1.0	0.0	0.0	0.0		S	20141228
RC135V	29 DEC 14	63-9792	MEANX	11.8	0.0	0.0	0.0	0.0	11.8	1	11.8	1	0.0	0	1.0	0.0	0.0	0.0		S	20141230
RC135V	01 JAN 15	63-9792	MEANX	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.7	0.0	0.0	0.0		S	20150102
RC135V	05 JAN 15	63-9792	MEANX	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20150108
RC135W	09 JAN 15	62-4135	MEANX	11.2	0.0	0.0	0.0	0.0	11.2	1	11.2	1	0.0	0	0.0	0.0	0.0	0.0		S	20150109
RC135V	12 JAN 15	63-9792	MEANX	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20150113
RC135W	16 JAN 15	62-4138	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.3	0.0	0.0	0.0		S	20150116
RC135W	18 JAN 15	62-4138	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.7	0.0	0.0	0.0		S	20150118
RC135V	20 JAN 15	63-9792	MEANX	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0		S	20150120
RC135W	22 JAN 15	62-4138	MEANX	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	0.0	0.0	0.0	0.0		S	20150123
RC135W	25 JAN 15	62-4135	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0		S	20150126
RC135W	28 JAN 15	62-4135	MEANX	8.9	0.0	0.0	0.0	0.0	8.9	1	8.9	1	0.0	0	4.0	0.0	0.0	0.0		S	20150129
RC135W	31 JAN 15	62-4139	MEANX	11.6	0.0	0.0	0.0	0.0	11.6	1	11.6	1	0.0	0	0.0	0.0	0.0	0.0		S	20150131

ACC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2

PREPARED 01 MAY 2015 18:49 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [Mishap Raven 2] SSAN: ***-**-**** GRADE: 1LT PRI CREW POS: E PRI AIRCRAFT: RC135V
CMD: ACC WING: 0343RCNSQ UNIT: 0343RCNSQ ACFT OPLOC: SGBP

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
RC135W	02 FEB 15	62-4138	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	0.0	0.0	0.0	0.0		S	20150202
RC135W	04 FEB 15	62-4138	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	4.0	0.0	0.0	0.0		S	20150204
RC135W	06 FEB 15	63-9792	MEANX	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20150206
RC135W	08 FEB 15	62-4135	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	2.0	0.0	0.0	0.0		S	20150209
RC135W	11 FEB 15	62-4135	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	1.5	0.0	0.0	0.0		S	20150211
RC135W	14 FEB 15	63-9792	MEANX	9.6	0.0	0.0	0.0	0.0	9.6	1	9.6	1	0.0	0	1.0	0.0	0.0	0.0		S	20150215
RC135W	17 FEB 15	62-4135	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	1.0	0.0	0.0	0.0		S	20150217
RC135W	20 FEB 15	62-4135	MEANX	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.0	0.0	0.0	0.0		S	20150221
RC135W	23 FEB 15	62-4135	MEANX	11.7	0.0	0.0	0.0	0.0	11.7	1	11.7	1	0.0	0	0.0	0.0	0.0	0.0		S	20150223
RC135W	26 FEB 15	62-4139	MEANX	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	0.0	0.0	0.0	0.0		S	20150227
RC135W	01 MAR 15	62-4135	MEANX	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0		S	20150302
RC135W	04 MAR 15	62-4135	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	0.1	0.0	0.0	0.0		S	20150304
RC135W	08 MAR 15	62-4125	MEANX	11.0	0.0	0.0	0.0	0.0	11.0	1	11.0	1	0.0	0	0.0	0.0	0.0	0.0		S	20150311
RC135W	11 MAR 15	62-4125	MEANX	10.9	0.0	0.0	0.0	0.0	10.9	1	10.9	1	0.0	0	0.0	0.0	0.0	0.0		S	20150319
SRC135W	17 APR 15	62-6002	MEANX	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	20150421
RC135W	22 APR 15	64-4131	MEANX	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	20150428

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	433.7	0.0	0.0	0.0	0.0	433.7	43	363.3	33	0.0	0	27.5	0.0	0.0	0.0
SIMULATOR:	77.5	0.0	0.0	0.0	1.5	79.0	25	N/A	N/A	N/A	N/A	0.0	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

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.11.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 19:57 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 2] GRADE: 1LT SSAN: ***-**- CREW POSITION: MEANX UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 28 DEC 15 PHYSIOLOGICAL DUE DATE: 31 DEC 17 RECORDS REVIEW DUE DATE: 31 JAN 16

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	QVR DUE	ACC IN PHS	REST CODE	WVD
CH	EWO RJ RX CMR (N)	QUAL EVAL	AA01	0	8		11 SEP 14	31 AUG 15	29 FEB 16			I	
CH	EWO RJ RX CMR (N)	RAVEN X	EC11	18	35	0	22 APR 15		21 JUN 15			I	
CH	EWO RJ RX CMR (N)	AEP CC RX	EC13	5	35	0	22 APR 15					I	
CH	EWO RJ RX CMR (N)	ESP/PE CC RX	EC15	7	35	0	22 APR 15					I	
CH	EWO RJ RX CMR (N)	SYNC TUNE	MC12	2	2	0	11 MAR 15					I	
CH	EWO RJ RX CMR (N)	SIM RIVET JOINT RAP	MG08	0	4		24 NOV 14					I	
CH	EWO RJ RX CMR (N)	SIM 135 CURRENCY	MG12	0	4		24 NOV 14					I	
CH	EWO RJ RX CMR (N)	SIM RAVEN X	MG18	18	5	72	17 APR 15					I	
CH	EWO RJ RX CMR (N)	SIM AEP CC RX	MG20	5	5	0	17 APR 15					I	
CH	EWO RJ RX CMR (N)	SIM ESP/P CC RX	MG22	7	5	29	17 APR 15					I	
CH	EWO RJ RX CMR (N)	SIM OCA/A	MT05	3	4	0	17 APR 15					I	
CH	EWO RJ RX CMR (N)	DCA ACA	MT06	3	4	0	17 APR 15					I	
CH	EWO RJ RX CMR (N)	MTC CAS	MT14	3	3	0	21 NOV 14					I	
CH	EWO RJ RX CMR (N)	AI OR AI/OCA-AO	MT20	3	5	0	17 APR 15					I	
CH	EWO RJ RX CMR (N)	CSAR DMO	MT32	3	3	0	21 NOV 14					I	
CH	EWO RJ RX CMR (N)	SIM SRO PROFILE	MT43	3	3	0	24 NOV 14					I	
CH	EWO RJ RX CMR (N)	TOT SIM SRTYS	MT57	18	4	78	24 NOV 14					I	
CH	EWO RJ RX CMR (N)	TOT SIM RAP SRTYS	SQ00	18	4	78	24 NOV 14					I	
CH	EWO RJ RX CMR (N)	TOT RAP SRTYS	SR00	18	35	0	22 APR 15					I	
CH	EWO RJ RX CMR (N)	CSAR	SR07	3	1	67	21 NOV 14		20 MAY 15			I	
CH	EWO RJ RX CMR (N)	CAS	SR18	3	10	0	11 MAR 15		07 SEP 15			I	
CH	EWO RJ RX CMR (N)	OCA/SEAD/DEAD	SR29	3	10	0	17 APR 15		14 OCT 15			I	
CH	EWO RJ RX CMR (N)	SRO	SR40	3	25	0	22 APR 15		19 OCT 15			I	
CH	EWO RJ RX CMR (N)	RJ RAP	SR59	0	1		27 OCT 14					I	

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PREPARED 13 MAY 2015 19:57 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 2] GRADE: 1LT SSAN: ***-**- CREW POSITION: MEANX UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 28 DEC 15 PHYSIOLOGICAL DUE DATE: 31 DEC 17 RECORDS REVIEW DUE DATE: 31 JAN 16

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
CH	EWO RJ RX CMR (N)	RJ RAP CO	SR59C	0	33		11 MAR 15					I	
CH	EWO RJ RX CMR (N)	RJ RAP SR0/8010	SR59R	0	1		22 APR 15					I	
CH	EWO RJ RX CMR (N)	DCA	SR62	3	9	0	17 APR 15		14 OCT 15			I	
CH	EWO RJ RX CMR (N)	AI OR AI/OCA AO	SR72	3	9	0	17 APR 15		14 OCT 15			I	
CH	EWO RJ RX CMR (N)	SIM INFL OCA/SEAD	SR89	0	0							I	
CH	EWO RJ RX CMR (N)	SIM INFL AI/OCA A	SR90	0	0							I	
CH	EWO RJ RX CMR (N)	SIM INFL DCA	SR91	0	0							I	
CH	EWO RJ RX CMR (N)	SIM INFL CAS	SR92	0	0							I	
CH	EWO RJ RX CMR (N)	SIM INFL CSAR	SR93	0	0							I	
CH	EWO RJ RX CMR (N)	SIM INFL SRO	SR95	0	0							I	
CH	EWO RJ RX CMR (N)	TOT SRTYS	SX00	18	36	0	22 APR 15		21 JUN 15			I	
CH	EWO RJ RX CMR (N)	BASIC SORTIE	SX03	0	36		22 APR 15		21 JUN 15			I	
CH	RJ EWO BL TRNG	RJ BL 10.3 CERT	GS78	0	1		27 OCT 14					G	
CH	RJ EWO BL TRNG	RJ BL 9 CURRENCY	XB09	0	0							I	
CH	RJ EWO BL TRNG	RJ BL 9 CERT	XB09Q	0	0							G	
CH	RJ EWO BL TRNG	RJ BL 10 CURRENCY	XB10	0	37		11 MAR 15		07 SEP 15			I	
CH	RJ EWO BL TRNG	RJ BL 11 CERT	XB11Q	0	1		27 OCT 14					G	
GT	GRND EWO TRAINING	ANTI-HIJACK	GA83	0	0		12 SEP 14		12 SEP 15			M	
GT	GRND EWO TRAINING	CRM	GA86	0	0		05 MAY 14		31 MAY 16			G	
GT	GRND EWO TRAINING	M9 QUAL	GA43	0	0		18 SEP 14		30 SEP 16			M	
GT	GRND EWO TRAINING	TACT/EC ACAD	GA46	0	0		02 MAY 14		31 MAY 16			M	
GT	GRND EWO TRAINING	SEPT	GS03	0	6		29 APR 15		31 MAY 15			G	
GT	GRND EWO TRAINING	STAN EVAL TEST	GS95	0	1		18 APR 15	31 DEC 15	30 JUN 16			M	
GT	GRND EWO TRAINING	OPLAN STUDY	GS22	0	0		02 MAY 14					M	

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PREPARED 13 MAY 2015 19:57 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [Mishap Raven 2] GRADE: 1LT SSAN: ***-**- CREW POSITION: MEANX UNIT: 0343RCNSQ
PHYSICAL DUE DATE: 28 DEC 15 PHYSIOLOGICAL DUE DATE: 31 DEC 17 RECORDS REVIEW DUE DATE: 31 JAN 16

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	GRND EWO TRAINING	A/C SERVICE	GS25	0	0		12 SEP 14		30 SEP 15			0	
GT	GRND EWO TRAINING	FLY SAFETY TRNG	GS26	0	2		24 APR 15		30 SEP 15			0	
GT	GRND EWO TRAINING	RISNO CERT	GS50	0	1		20 NOV 14		31 MAY 16			M	
GT	GRND EWO TRAINING	RISNO STUDY	GS51	0	3		15 APR 15		31 OCT 15			M	
GT	GRND EWO TRAINING	8010 C2 PRO	GS59	0	1		18 NOV 14		30 NOV 15			M	
GT	GRND EWO TRAINING	S/E TEST SEC	GS72	0	0		29 SEP 14	30 JUN 15	31 DEC 15			M	
GT	GRND EWO TRAINING	ISO PREP	IE02	0	1		01 OCT 14		31 OCT 15			M	
GT	GRND EWO TRAINING	INTEL TRNG	IE05	0	1		01 OCT 14		31 OCT 15			M	
GT	GRND EWO TRAINING	AFE FAM TRNG	LL01	0	0		07 MAY 14					G	
GT	GRND EWO TRAINING	EGRESS (NONEJ)	LL03	0	0		02 MAY 14		31 MAY 17			G	
GT	GRND EWO TRAINING	ACDT	LL04	0	0		07 MAY 14		31 MAY 17			M	
GT	GRND EWO TRAINING	EGRESS W/ACDE	LL05	0	0		02 MAY 14					M	
GT	GRND EWO TRAINING	AFE TRNG	LL06	0	1		21 APR 15		30 APR 16			M	
GT	GRND EWO TRAINING	LOCAL AREA SURV	SS01	0	0		06 MAY 14					G	
GT	GRND EWO TRAINING	CMBT SURV TRNG	SS02	0	0		14 MAR 14		31 MAR 17			M	
GT	GRND EWO TRAINING	CAC TRNG	SS03	0	0		14 MAR 14		31 MAR 17			M	
GT	GRND EWO TRAINING	WST	SS05	0	0		23 OCT 13		31 OCT 16			G	
GT	GRND EWO TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND EWO TRAINING	CENTCOM (CSI)	SS07C	0	0		06 NOV 14		30 NOV 17			M	
GT	GRND EWO TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND EWO TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND EWO TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	
GT	GRND EWO TRAINING	SPEC SERE TRNG	SS10	0	0		21 MAR 14		30 SEP 15			M	
GT	GRND EWO TRAINING	S-V83-A	SS24	0	0		21 MAR 14					M	

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G1.12. CMSGT [Mishap Signals, Search & Development] (MSSD)

G1.12.1. CERTIFICATE OF AIRCREW QUALIFICATIONS

Dated: 5/19/2015 37 Intelligence Squadron

Letter of Certifications

									BJ							CB					CS					
Name	Rank	CD	Office	Exp	AFCMD	PAR	INST	FE	BJ 10	BJ 11	BJ ABS	BJ AA	BJ DAD	BJ CD	BJ GSD	BJ ICO	CB ABS	CB AA	CB DAD	CB ACL	CB GSD	CS ABS	CS AA	CS ACL	CS GSD	Remarks
[MSSD]	CMSgt	MSSD	CBN	E		P			X	X					X											

Date/time printed: 5/19/2015 1:11 PM Page 1

G1.12.2. FLYING HISTORY REPORT

PREPARED 01 MAY 2015 17:42 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [MSSD] SSAN: ***-** GRADE: CMS API: A FAC: A OFDA: 233 ASC: CA ASC DATE: 22 JUN 11

CMD: AIA WING: 0055RECW PRI CRW POS: Q PRI ACFT: RC135S UNIT: 0097INTSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	RC135S(S)	RC135V(S)	RC135W(S)	SRC135W(Q)	SRC135V(Q)	RC135U(S)	C130H(S)	SRC135X(Q)
FLT DTY CERT CODE	EQBE1	MQBE1	MQBE1	MQBE1	MQBE1	UQBE1	UQAE	EQAE
DATE FIRST FLOWN	04 JAN 96	22 JAN 97	20 DEC 96	09 OCT 14	NO DATE	21 DEC 95	09 FEB 01	27 APR 04
DATE LAST FLOWN	08 JUL 03	20 FEB 15	19 AUG 14	27 MAR 15	NO DATE	12 MAY 97	18 MAY 01	04 MAY 04
TOTAL TIME	358.5	1553.4	1486.8	7.0	0.0	117.4	42.5	2.0
PRIMARY TIME	357.5	1023.4	1086.1	7.0	0.0	117.4	23.4	0.0
SECONDARY TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	1.0	253.0	188.2	0.0	0.0	0.0	12.8	1.0
EVALUATOR TIME	0.0	277.0	195.0	0.0	0.0	0.0	6.3	1.0
OTHER TIME	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0
NIGHT	0.0	10.2	9.0	0.0	0.0	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	374.2	693.4	0.0	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	29.2	455.3	204.2	0.0	0.0	0.0	19.1	0.0
COMBAT SORTIES	0	37	68	0	0	0	0	0
CMBT SUPPORT SORTIES	2	67	30	0	0	0	0	0
TOTAL SORTIES	38	206	181	3	0	13	5	2

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PREPARED 01 MAY 2015 17:42 FLYING HISTORY REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F40

INQUIRY

NAME: [MSSD] SSAN: ***-**- GRADE: CMS API: A FAC: A OFDA: 233 ASC: CA ASC DATE: 22 JUN 11
CMD: AIA WING: 0055RECW PRI CRW POS: Q PRI ACFT: RC135S UNIT: 0097INTSQ BASE: OFFUTT AFB

AIRCRAFT TOTALS

AIRCRAFT MDS	EC130E(S)
FLT DTY CERT CODE	UQAE
DATE FIRST FLOWN	17 JAN 01
DATE LAST FLOWN	02 FEB 01
TOTAL TIME	51.8
PRIMARY TIME	45.0
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	6.8
OTHER TIME	0.0
NIGHT	0.0
PRIMARY INST	0.0
PRIMARY SIM INST	0.0
NVG TIME	0.0
COMBAT TIME	0.0
CMBT SUPPORT TIME	0.0
COMBAT SORTIES	0
CMBT SUPPORT SORTIES	0
TOTAL SORTIES	6

CAREER TOTALS

CREW POSITION	LINGUIST
PRIMARY TIME	2652.8
SECONDARY TIME	0.0
INSTRUCTOR TIME	455.0
EVALUATOR TIME	485.1
OTHER TIME	17.5
TOTAL TIME	3610.4
STUDENT TIME	0.0
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	1067.6
COMBAT SUPT TIME	707.8
TOTAL SORTIES	449
COMBAT SORTIES	105
COMBAT SUP SORTIES	99
NVG TIME	0.0
DATE FIRST FLOWN	21 DEC 95
DATE LAST FLOWN	20 FEB 15
GRAND TOTAL	3610.4

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G1.12.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 20 MAY 2015 09:43 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MSSD] GRADE: CMS SSAN: ***-**- API: A FAC: A ASC: CA DAFSC: 1A800 AGE:
CMD: AIA WING: 0055RECWG ORGANIZATION: 0097INTSQ CREW POSITION: EQBE1 ASC DATE: 22 JUN 2011
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135V	1023.4	0.0	253.0	277.0	0.0	1553.4	1276.4	10.2	0.0	0.0	206
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	7.2	0.0	0.0	0.0	0.0	7.2	7.2	0.0	0.0	0.0	1

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135S	357.5	0.0	1.0	0.0	0.0	358.5	358.5	0.0	0.0	0.0	38
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
RC135W	1086.1	0.0	188.2	195.0	17.5	1486.8	1274.3	9.0	0.0	0.0	181
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SRC135W	7.0	0.0	0.0	0.0	0.0	7.0	7.0	6.0	0.0	0.0	3
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	2.2	0.0	0.0	0.0	0.0	2.2	2.2	0.0	0.0	0.0	1
LAST 90 DAYS	4.5	0.0	0.0	0.0	0.0	4.5	4.5	0.0	0.0	0.0	2
SRC135V	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:43 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MSSD] GRADE: CMS SSAN: ***-**- API: A FAC: A ASC: CA DAFSC: 1A800 AGE:
CMD: A1A WING: 0055RECWG ORGANIZATION: 0097INTSQ CREW POSITION: EQBEI ASC DATE: 22 JUN 2011
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
RC135U	117.4	0.0	0.0	0.0	0.0	117.4	117.4	0.0	0.0	0.0	13
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
C130H	23.4	0.0	12.8	6.3	0.0	42.5	36.2	0.0	0.0	0.0	5
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
EC130E	45.0	0.0	0.0	6.8	0.0	51.8	45.0	0.0	0.0	0.0	6
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SRC135X	0.0	0.0	1.0	1.0	0.0	2.0	1.0	0.0	0.0	0.0	2
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

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PREPARED 20 MAY 2015 09:43 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 20 MAY 2015 PCN SA036-F20

NAME: [MSSD] GRADE: CMS SSAN: ***-**- API: A FAC: A ASC: CA DAFSC: 1A800 AGE:
CMD: AIA WING: 0055RECWG ORGANIZATION: 0097INTSQ CREW POSITION: EQBE1 ASC DATE: 22 JUN 2011
CURR RATING: AIRCRAFT TYPE: RC135V SERIAL NO: 64-4848 MISHAP DATE: 30 APR 2015

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI TIME	SEC	INST	EVAL SUPPORT	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
AIRBORNE LINGUIST/ISR OPERATOR 21 DEC 1995 20 FEB 2015	2652.8	0.0	455.8	485.1	17.5	3610.4	3107.8	0.0	1067.6	707.8	449

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G1.12.4. INDIVIDUAL DATA SUMMARY

PREPARED 01 MAY 2015 17:42 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN 5A036-A70

INQUIRY

NAME: [MSSD] SSAN: ***-**- GRADE: CMS CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ
BASE: OFFUTT AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	SUU	SECURITY CLEARANCE DATE:	16 APR 14
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:		PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:		PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:			
PHYS AVAIL CODE:			
PHYS AVAIL DATE:		JUMP STATUS	
PHYSIOLOGICAL TNG DATE:			
PHYSIOLOGICAL DUE DATE:		DATE ASSIGNED JUMP STATUS:	
DATE OF BIRTH:			
DUTY AFSC:	1A800		
EFFECTIVE DATE OF DUTY:	01 SEP 14		
PAS CODE:	0D0UFX1F	SYSTEM MANAGEMENT	
SHORT TOUR INDICATOR:	N		
DATE RETURN FROM OVERSEAS:		HARM CODE:	SGBP
DATE OF RANK:	01 FEB 14	DEPLOYED HARM CODE:	
DATE OF SEP/OBLIGATION:	05 JAN 18	DEPLOYED DATE:	
DATE DEP LAST DUTY STA:	26 APR 11	REDEPLOYED DATE:	
DATE ARR THIS STATION:	01 MAY 11	SPECIAL CAT ID:	
PERSONNEL RECORD STATUS:	10	RECORDS REVIEW ACC DATE:	14 JUN 13
PROJECTED DAFSC:		RECORDS REVIEW DUE DATE:	30 JUN 14
PROJECTED PAS CODE:		RECORDS REVIEW STATUS CODE:	N
PROJECTED DUTY LOCATION:			
PROJ DEPARTURE DATE:			
PROJ REPORTING DATE:			
FAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:	PHA EMAIL SENT 03/10/2015 AF		

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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PREPARED 01 MAY 2015 17:42 INDIVIDUAL DATA SUMMARY (PA) AS OF 01 MAY 2015 PCN SA036-A70

INQUIRY

NAME: [MSSD] SSAN: ***-** GRADE: CMS CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ

BASE: OFFUTT AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	SGBP
CMD OF AIRCRAFT:	1C
ACFT SVC CAT:	USAF
PRIMARY ACFT:	RC135S
FLT DUTY CERT CODE:	EQBE1
CATEGORICAL FLYING WAIVER:	

INCENTIVE PAY DATA

LAST MPO DATE:	22 JUN 11
LAST MPO REASON:	C
AD/IAD:	NONE
PAY STOP DATE:	11 DEC 15
LAST PRODUCTIVE FLIGHT DATE:	20 FEB 15
PREVIOUS PRODUCTIVE FLIGHT DATE:	30 JAN 15

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	CA
EFFECTIVE DATE:	22 JUN 11
PRIOR ASC:	07
EFFECTIVE DATE:	14 JUN 11
AERO ORDER TERM DATE:	11 DEC 15
OFFICER SERVICE DATE:	
AVIATION SERVICE DATE:	12 DEC 95
TRANSITION STATUS CODE:	0
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	01 SEP 14
FLYING ACTIVITY CATEGORY:	A
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	120
OFDA GATE 15/15:	180
OFDA GATE 20/18:	233
OFDA TO DATE:	233

You have met OFDA requirements for current gate.

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE:	CHIEF AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	19 SEP 11
AVIATION BADGE:	SENIOR AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	01 JAN 01
AVIATION BADGE:	(BASIC) AIRMAN AIRCREWMEMBER
EFFECTIVE DATE:	01 DEC 96

OUS MIL RTG DT:

CURR PARA RATING:

CURR PARA RATING DATE:

ORIG PARA RATING:

ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
REFRESHER PHYSIOLOGICAL HYPOXIA TRAINING	12 JUL 11
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING	01 NOV 95

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE_____

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G1.12.5. INDIVIDUAL FLYING TIME SUMMARY

PREPARED 13 MAY 2015 20:13 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MSSD] SSAN: ***-**- GRADE: CMS PRI CREW POS: 0 PRI AIRCRAFT: RC135S
CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
RC135V	17 JUN 14	62-4132	MQBEI	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.5	0.0	0.0	0.0	
	19 JUL 14	64-4846	MQAEI	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	2.0	0.0	0.0	0.0	
	25 NOV 14	62-4125	MQBEI	5.7	0.0	0.0	0.0	0.0	5.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	10 DEC 14	62-4131	MQBEI	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.7	0.0	0.0	0.0	
	30 JAN 15	64-4848	MQBEI	5.7	0.0	0.0	0.0	0.0	5.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	20 FEB 15	64-4848	MQBEI	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1

RC135V SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	45.5	0.0	0.0	0.0	0.0	45.5	6	21.9	2	0.0	0	3.2	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

RC135W	27 MAY 14	62-4125	MQBEI	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0	
	23 JUN 14	62-4132	MQBEI	9.1	0.0	0.0	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0	
	09 JUL 14	62-4130	MQAEI	9.1	0.0	0.0	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0	
	23 JUL 14	62-4135	MQBEI	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	29 JUL 14	62-4132	MQBEI	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	3.0	0.0	0.0	0.0	
	05 AUG 14	62-4130	MQBEI	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	3.0	0.0	0.0	0.0	
	13 AUG 14	62-4126	MQBEI	10.5	0.0	0.0	0.0	0.0	10.5	1	10.5	1	0.0	0	2.0	0.0	0.0	0.0	
	17 AUG 14	63-9792	MQAEI	0.0	0.0	0.0	0.0	4.3	4.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	18 AUG 14	63-9792	MQAEI	0.0	0.0	0.0	0.0	4.2	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	19 AUG 14	63-9792	MQAEI	0.0	0.0	0.0	0.0	9.0	9.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

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PREPARED 13 MAY 2015 20:13 INDIVIDUAL FLYING TIME SUMMARY (PA) AS OF 13 MAY 2015 PCN SA036-F70

REQUEST PERIOD FROM: 30 APR 2014 TO: 13 MAY 2015

NAME: [MSSD] SSAN: ***-**- GRADE: CMS PRI CREW POS: Q PRI AIRCRAFT: RC135S
CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
SRC135W	09 OCT 14	62-0001	MQBEI	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	09 FEB 15	62-0001	MQBEI	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
	27 MAR 15	62-0001	MQBE1	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	

RC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	64.9	0.0	0.0	0.0	17.5	82.4	10	62.2	6	0.0	0	8.0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	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

SRC135W SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	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
SIMULATOR:	7.0	0.0	0.0	0.0	0.0	7.0	3	N/A	N/A	N/A	N/A	0.0	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

GRAND TOTALS	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	110.4	0.0	0.0	0.0	17.5	127.9	16	84.1	8	0.0	0	11.2	0.0	0.0	0.0
SIMULATOR:	7.0	0.0	0.0	0.0	0.0	7.0	3	N/A	N/A	N/A	N/A	0.0	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

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G1.12.6. INDIVIDUAL FLIGHT RECORD

PREPARED 01 MAY 2015 17:42 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 01 MAY 2015 PCN SA036-F70

INQUIRY

NAME: [MSSD] SSAN: ***-**- GRADE: CMS PRI CREW POS: Q PRI AIRCRAFT: RC135S
CMD: AIA WING: 0055RECWG UNIT: 0097INTSQ ACFT OPLOC: SGBP

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
RC135V	29 APR 14	64-4841	MQAEI	11.5	0.0	0.0	0.0	0.0	11.5	1	11.5	1	0.0	0	3.0	0.0	0.0	0.0		S	20140430
RC135W	27 MAY 14	62-4125	MQBEI	11.3	0.0	0.0	0.0	0.0	11.3	1	11.3	1	0.0	0	0.0	0.0	0.0	0.0		S	20140529
RC135V	17 JUN 14	62-4132	MQBEI	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	0.5	0.0	0.0	0.0		S	20140619
RC135W	23 JUN 14	62-4132	MQBEI	9.1	0.0	0.0	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140710
RC135W	09 JUL 14	62-4130	MQAEI	9.1	0.0	0.0	0.0	0.0	9.1	1	9.1	1	0.0	0	0.0	0.0	0.0	0.0		S	20140710
RC135V	19 JUL 14	64-4846	MQAEI	11.1	0.0	0.0	0.0	0.0	11.1	1	11.1	1	0.0	0	2.0	0.0	0.0	0.0		S	20140721
RC135W	23 JUL 14	62-4135	MQBEI	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140724
RC135W	29 JUL 14	62-4132	MQBEI	10.8	0.0	0.0	0.0	0.0	10.8	1	10.8	1	0.0	0	3.0	0.0	0.0	0.0		S	20140801
RC135W	05 AUG 14	62-4130	MQBEI	11.4	0.0	0.0	0.0	0.0	11.4	1	11.4	1	0.0	0	3.0	0.0	0.0	0.0		S	20140808
RC135W	13 AUG 14	62-4126	MQBEI	10.5	0.0	0.0	0.0	0.0	10.5	1	10.5	1	0.0	0	2.0	0.0	0.0	0.0		S	20140814
RC135W	17 AUG 14	63-9792	MQAEI	0.0	0.0	0.0	0.0	4.3	4.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140820
RC135W	18 AUG 14	63-9792	MQAEI	0.0	0.0	0.0	0.0	4.2	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140820
RC135W	19 AUG 14	63-9792	MQAEI	0.0	0.0	0.0	0.0	9.0	9.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20140820
SRC135W	09 OCT 14	62-0001	MQBEI	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20141016
RC135V	25 NOV 14	62-4125	MQBE1	5.7	0.0	0.0	0.0	0.0	5.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20141126
RC135V	10 DEC 14	62-4131	MQBEI	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.7	0.0	0.0	0.0		S	20141215
RC135V	30 JAN 15	64-4848	MQBEI	5.7	0.0	0.0	0.0	0.0	5.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		S	20150203
SRC135W	09 FEB 15	62-0001	MQBEI	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150209
RC135V	20 FEB 15	64-4848	MQBE1	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20150224
SRC135W	27 MAR 15	62-0001	MQBE1	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0		Q	20150327

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	121.9	0.0	0.0	0.0	17.5	139.4	17	95.6	9	0.0	0	14.2	0.0	0.0	0.0
SIMULATOR:	7.0	0.0	0.0	0.0	0.0	7.0	3	N/A	N/A	N/A	N/A	0.0	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

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

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G1.12.7. INDIVIDUAL TRAINING SUMMARY

PREPARED 13 MAY 2015 20:13 — INDIVIDUAL TRAINING SUMMARY — AS OF 13 MAY 2015 — PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MSSD] — GRADE: CMS — SSAN: ***-**- — CREW POSITION: EQBE1 — UNIT: 0097INTSQ

PHYSICAL DUE DATE: 31 JUL 16 — PHYSIOLOGICAL DUE DATE: 31 JUL 16 — RECORDS REVIEW DUE DATE: 30 JUN 14

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
CH	CMC RJ BMC	CMC SRO/8010	MC06	0	3		30 JAN 15					I	
CH	CMC RJ BMC	CMC CONT PRO	MC07	0	1		20 FEB 15					I	
CH	CMC RJ BMC	SIM RIVET JOINT RAP	MG08	0	3		27 MAR 15					I	
CH	CMC RJ BMC	SIM 135 CURRENCY	MG12	0	3		27 MAR 15					I	
CH	CMC RJ BMC	SIM CMC SRO	MG44	0	2		09 FEB 15					I	
CH	CMC RJ BMC	SIM CMC CONT	MG45	0	1		27 MAR 15					I	
CH	CMC RJ BMC	TOT SIM SRTYS	MT57	6	3	50	27 MAR 15					I	
CH	CMC RJ BMC	TOT SIM RAP SRTYS	SQ00	6	3	50	27 MAR 15					I	
CH	CMC RJ BMC	TOT RAP SRTYS	SR00	6	4	33	20 FEB 15					I	
CH	CMC RJ BMC	RJ RAP	SR59	1	6	0	20 FEB 15		20 FEB 16			I	
CH	CMC RJ BMC	RJ RAP CO	SR59C	0	0		14 AUG 14					I	
CH	CMC RJ BMC	RJ RAP SRO/8010	SR59R	0	0		28 NOV 12					I	
CH	CMC RJ BMC	TOT SRTYS	SX00	6	4	33	20 FEB 15		21 APR 15	YES		I	
CH	CMC RJ BMC	BASIC SORTIE	SX03	0	4		20 FEB 15		21 APR 15	YES		I	
CH	RJ CMC BL TRNG	RJ BL 10.3 CERT	GS7H	0	0		31 OCT 13					I	
CH	RJ CMC BL TRNG	RJ BL 9 CERT	XB09Q	0	0		01 OCT 13					G	
CH	RJ CMC BL TRNG	RJ BL 10 CURRENCY	XB10	0	4		27 MAR 15		23 SEP 15			I	
CH	RJ CMC BL TRNG	RJ BL 11 CERT	XB11Q	0	1		18 NOV 14					G	
CH	SSD DUTY	SSD RECUR EVAL	AB09	0	1		20 FEB 15	31 JAN 16	31 JUL 16		YES	I	
CH	SSD DUTY	SSD DUTY	MC05	0	4		20 FEB 15		21 MAY 15			I	
CH	SSD DUTY	SIM SSD DUTY	MG43	0	3		27 MAR 15					I	
GT	GRND SSD TRAINING	ANTI-HIJACK	GA03	0	0		04 MAR 14		04 MAR 15	YES		M	
GT	GRND SSD TRAINING	CRM	GA06	0	0		30 MAY 13		31 MAY 15			G	
GT	GRND SSD TRAINING	M9 QUAL	GA43	0	0		05 MAR 14		31 MAR 16			M	

AIA PAGE 1

PAGE 1

PREPARED 13 MAY 2015 20:13 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MSSD] GRADE: CMS SSAN: ***-**- CREW POSITION: EOBE1 UNIT: 0097INTSQ
PHYSICAL DUE DATE: 31 JUL 16 PHYSIOLOGICAL DUE DATE: 31 JUL 16 RECORDS REVIEW DUE DATE: 30 JUN 14

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	GRND SSD TRAINING	TACT/EC ACAD	GA46	0	0		02 APR 14		30 APR 16			M	
GT	GRND SSD TRAINING	SEPT	GS03	0	3		29 APR 15		31 MAY 15			G	
GT	GRND SSD TRAINING	STAN EVAL TEST	GS05	0	0		18 MAR 14	31 DEC 14	30 JUN 15		YES	M	
GT	GRND SSD TRAINING	OPLAN STUDY	GS22	0	0		13 AUG 11					M	
GT	GRND SSD TRAINING	FLY SAFETY TRNG	GS26	0	0		30 SEP 14		31 DEC 14	YES		O	
GT	GRND SSD TRAINING	NICKELBACK	GS55	0	0		01 APR 14		31 OCT 14	YES		M	
GT	GRND SSD TRAINING	S/E TEST SEC	GS72	0	1		10 NOV 14	30 JUN 15	31 DEC 15		YES	M	
GT	GRND SSD TRAINING	ISO PREP	IE02	0	0		12 MAR 14		31 MAR 15	YES		M	
GT	GRND SSD TRAINING	AFE FAM TRNG	LL01	0	0		01 NOV 95					G	
GT	GRND SSD TRAINING	EGRESS (NONEJ)	LL03	0	0		03 MAR 14		31 MAR 17			G	
GT	GRND SSD TRAINING	ACDT	LL04	0	0		11 MAR 14		31 MAR 17			M	
GT	GRND SSD TRAINING	EGRESS W/ACDE	LL05	0	0		25 AUG 05					M	
GT	GRND SSD TRAINING	AFE TRNG	LL06	0	0		18 FEB 14		28 FEB 15	YES		M	
GT	GRND SSD TRAINING	LOCAL AREA SURV	SS01	0	0		01 NOV 95					G	
GT	GRND SSD TRAINING	CMBT SURV TRNG	SS02	0	0		19 MAR 14		31 MAR 17			M	
GT	GRND SSD TRAINING	CAC TRNG	SS03	0	0		19 MAR 14		31 MAR 17			M	
GT	GRND SSD TRAINING	WST	SS05	0	0		22 OCT 12		31 OCT 15			G	
GT	GRND SSD TRAINING	AFRICOM (CSI)	SS07A	0	0							M	
GT	GRND SSD TRAINING	CENTCOM (CSI)	SS07C	0	0		27 MAR 14		31 MAR 17			M	
GT	GRND SSD TRAINING	EUCOM (CSI)	SS07E	0	0							M	
GT	GRND SSD TRAINING	PACOM (CSI)	SS07P	0	0							M	
GT	GRND SSD TRAINING	SOUTHCOM (CSI)	SS07S	0	0							M	
GT	GRND SSD TRAINING	SPEC SERE TRNG	SS10	0	0		25 MAR 14		30 SEP 15			M	
GT	GRND SSD TRAINING	S-V83-A	SS24	0	0		17 OCT 06					M	

AIA PAGE 2

PAGE 2

PREPARED 13 MAY 2015 20:13 INDIVIDUAL TRAINING SUMMARY AS OF 13 MAY 2015 PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: [MSSD] GRADE: CMS SSAN: ***-**- CREW POSITION: EQBE1 UNIT: 0097INTSQ
PHYSICAL DUE DATE: 31 JUL 16 PHYSIOLOGICAL DUE DATE: 31 JUL 16 RECORDS REVIEW DUE DATE: 30 JUN 14

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	GRND SSD TRAINING	ALERT RESPONSE	XA03	0	0		03 APR 14		03 APR 15	YES		M	

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G2. FLIGHT EVALUATION AND TRAINING RECORDS.

G2.1. CAPT [Mishap Pilot] (MP)

G2.1.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 10 Jun 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Pilot]	Capt		Apr - Sep 13
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MC		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	04 Jun 13	100	N/N INSTM/QUAL/MSN	22 May 13
Open Book	06 Jun 13	100		
Boldface	28 May 13	Q		
EPE	28 May 13	1		
Instrument	10 Jun 13	94		

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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/DOV	☐	☐	☒		11 Jun 13
2	REVIEWING OFFICER	343 RS/DO	☒	☐	☐		13 Jun 13
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		18 Jun 13

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE
02Jul13	[Mishap Pilot] Capt 343 RS/DOW

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description. This was a No-Notice Copilot Qualification, Instrument and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, takeoff, air refueling, orbit, transition, and landing. The examinee planned, briefed, accomplished, and was evaluated on the following events: mission planning, pre-flight, takeoff, departure, receiver air refueling, practice emergency separation, simulated orbit procedures, enroute descent and transition. Transition consisted of precision, non-precision and VFR approach work to include landings, missed approach, and touch gos.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 2. Mission Planning. Outstanding EP brief to full crew on jammed stabilizer.

Examinee elected to re-align expiration dates.
Alert/scramble start, emergency procedures, systems knowledge, unusual attitudes, fix to fix, holding, and tactical employment were evaluated in the RC-135 OFT on 28 May 2013 by Capt. in conjunction with the EPE.

Requisites and flight satisfy all requirements for the Copilot position on RC-135S/U/V/W and TC-135S/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERS'

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 06 Apr 12

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Pilot]	1Lt		N/A
ORGANIZATION AND LOCATION: 338 CTS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MC		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	04 Apr 12	92	INIT INSTM/QUAL/MSN	06 Apr 12
Open Book	21 Mar 12	100		
Boldface	27 Jan 12	Q		
EPE	27 Jan 12	1		
Instrument	20 Jan 12	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 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: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/ADO	☐	☐	☒		30 Apr 12
2	REVIEWING OFFICER	338 CTS/DO	☒	☐	☐		02 MAY 12
3	FINAL APPROVING OFFICER	338 CTS/CC	☒	☐	☐		06 May 12

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE
11 MAY 12	[Mishap Pilot]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Copilot Qualification, Instrument and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, air refueling, orbit, transition, and landing. The examinee planned, briefed, accomplished, and was evaluated on the following events: mission planning, preflight, takeoff, departure, receiver air refueling, practice emergency separation, simulated orbit procedures, enroute descent and transition. Transition consisted of a four engine non-precision approach and planned missed approach, a four engine precision approach and touch and go landing and a four engine VFR approach and touch and go landing.

B. Discrepancies.

1. Ground. None.

2. Flight. Area 12. Departure/Climb (IFR/VFR) - Q-. Debriefed. Examinee exceeded Q airspeed tolerances for departure and climb out. Did not hinder mission accomplishment.

C. Recommended Additional Training. None.

D. Additional Comments. Alert/scramble start, emergency procedures, systems knowledge, unusual attitudes, fix to fix, holding, and tactical employment were evaluated in the RC-135 OFT on 27 Jan 12 by in conjunction with the EPE. Requisites and flight satisfy all requirements for the Co-pilot position on RC-135S/U/V/W and TC-135S/W aircraft.

AF FORM 8, 20061208 (REVERS

G2.1.2. AF FORM 8A

Temporary Flight Evaluation Certificate	
Discrepancies None	
Recommended Additional Training/Corrective Action None	
Additional Training Accomplished None	
Restrictions None	
Signature of Flight Examiner 4/3/2015 X Signed by:	Date 3 Apr 15

55 OG FORM 8A-135P, FEB 15

FLIGHT EVALUATION WORKSHEET		DATE COMPLETED: 2 Apr 15	
NAME (Last, First, MI): [Mishap Pilot]		GRADE: O-3	SSN: XXX-XX-
ORGANIZATION/LOCATION: 338 CTS, OFFUTT AFB, NE		ACFT/CREW POS: RC-135V/W / MP	ELIGIBILITY PERIOD: N/A
QUALIFICATION			
GROUND PHASE			FLIGHT PHASE
EXAM/CHECK	DATE	GRADE	MISSION/CHECK / DATE
CLOSED	1 Apr 15	100	INIT INSTM/QUAL/MSN / 2 Apr 15
OPEN	20 Mar 15	98	
BOLDFACE	17 Mar 15	Q	
EPE	17 Mar 15	I	
IRC	6 Jan 15	100	
QUALIFICATION LEVEL			**ADDITIONAL TRAINING**
QUALIFIED	UNQUALIFIED	Restrictions (Explain in comments)	DUE DATES: N/A
I		YES O NO O	DATE ADDITIONAL TRAINING COMPLETED: N/A
Expiration Date of Qualification:			
COMMENTS: ** The Form 8a is due to 338 CTS/DOV by COB the next working day. Email the Form 8a to the Form 8 inbox. If you are on the road and unable to email the form 8a, fax a copy to DSN as soon as possible			
CERTIFICATION			
PRINT NAME AND GRADE			ORGANIZATION
1. FLIGHT EXAMINER:			338 CTS/DOT
2. REVIEWING OFFICER:			338 CTS/DO
3. APPROVING OFFICER:			338 CTS/CC
TYPE EVALUATION/MINIMUM REQUIREMENTS			
NOTE: -135 Pilot INSTM/QUAL (circle all that apply) Difference (Y or N) Initial (Y or N) Instructor (Y or N). {SEE BACK FOR NOTES} Boldface (Q/U) critiqued by: Mai _____. Date: 17 Mar 15 Pubs checked on Capt _____ by 1 Apr 15 The eval satisfies requirements for (circle all that apply): RC/TC OC/WC			
CLOSED BOOK CRITIQUED BY/DATE: 338 CTS STAN/EVAL 1 Apr 15		IRC CRITIQUED BY/DATE: CTI 6 Jan 15	
OPEN BOOK CRITIQUED BY/DATE: 338 CTS STAN/EVAL 20 Mar 15		EPE GIVEN BY/DATE: 338 CTS 17 Mar 15	

55 OG FORM 8A-135P, FEB 15

AREA/SUB-AREA	Q	Q-	U	REMARKS
(P) – Pilot Only (I) – Initial Only *Difference*				
I. QUALIFICATION	---	---	---	**9. Commendable. Pilot's briefings on mission planning day were outstanding. He ensured all information was briefed in detail and gave an excellent description of 3-engine pattern procedures to his copilot.**
1. *Equipment/Publications*	X			
2. Mission Planning	X			
3. *Checklist Procedures*	X			
4. *Emergency Procedures*	X			
5. *Airmanship* (Critical)	X	N/A		
6. *Safety* (Critical)	X	N/A		
7. *Aircrew Discipline* (Critical)	X	N/A		
8. *CRM/Crew Coordination*	X			
9. Briefings (P)	X			
10. Pre-Takeoff	X			
11. *Takeoff*	X			
12. Departure/Climb (IFR/VFR) {15}	X			
13. Cruise/Navigation	X			
14. In-Flight Checks	X			
15. *ATC Comm/IFF/SIF*	X			
18. *Comm, Logs, Reports*	X			
19. Air Refueling/Receiver {1,5, 6}	X			
20. Descent (Enroute or Published)	X			
25. VFR Traffic Pattern {9}	X			
26. *Landing* {4}	X			
27. *Touch and Go Landings* {10}	X			
28. Go Around {11}	X			
29. Sim Eng Out Pat/Lndg (P)	X			
30. Eng Fail/Takeoff Con (P)	X			
31. Sim E/O Go-Around (P)	X			
32. *EP – Boldface (Critical)*	X	N/A		
33. *Systems Knowledge/Operations*	X			
34. *After Landing*	X			
35. *Postflight/Debrief*	X			
39. Air Refueling/Tanker {1, 12, 13, 14, 17}	X			
40. *Cobra Ball Duties*				
41. *Rivet Joint Duties*	X			
42. *Open Skies Duties*				
43. *Constant Phoenix Duties*				

55 OG FORM 8A-135P, FEB 15

AREA/SUB-AREA	Q	Q-	U	REMARKS
II. INSTRUMENT	---	---	---	
16. Unusual Attitudes {3}	X			
17. Holding {3}	X			
21. IFR Pattern (prior to FAF)	X			
22. Precision App (GP-DH) {2}	X			
23. Non-Precision App (FAF-MAP)	X			
24. Missed Approach {8, 15}	X			
III. INSTRUCTOR {18}	---	---	---	
27. Touch and Go Landings {10}				
36. Instructional Ability				
37. Instructional Briefing/Critique				
38. Demonstration and Performance				
-- A/R Limits Demo {7}				
-- App to Initial Buffet (I)				
-- 30 Flap Landing {16}				
-- Sim 3-eng Rud Pwr Off L/A (I)				
-- Touch and Go Landing				

NOTES: {1} See Vol. 2 {2} Both a PAR and ILS are required if equip and facilities are available or traffic flow permits. If both aren't available the flight eval may be completed with one precision approach flown. Do not verbally evaluate the approach that wasn't flown {3} Unusual attitudes will, and holding may, be accomplished in the OFT {4} Include reverse thrust. Initial AC and diff AC evals must be accomplished inflight (OG waiver to OFT). All other reverse thrust evals may be evaluated in the OFT {5} CPs will be checked on performance of duties during mdz and refueling ops, including fuel panel, checklist, CG, and breakaway procedures. CP AR checks may be completed on the ground or in OFT if unable in flight {6} Track time should be scheduled to allow for 30 min of contact. DOV may establish a max time from initial pre-contact to achieve required contact time {7} Inadvertent disconnects are permissible and will not be counted against examinee {8} Missed approach must be initiated from an instm approach {9} May be graded using rectangular pattern or circling maneuver {10} IP must perform a touch and go as both the pilot flying and pilot not flying to complete this area {11} May be flown from IFR or VFR. SEFE may direct a go around at any point in an approach or landing to evaluate procedures. May be graded during a missed approach {12} Area includes and limitations are established for orbit, mdz, platform, post A/R, and breakaway. Momentary deviations are acceptable during refueling {13} COs will be evaluated only on performance of CO duties during mdz and A/R ops {14} When auto pilot off, add 100 ft, 5Kts, and 5 degrees to all tolerances {15} Airspeed "+" tolerances do not apply unless assigned/restricted by ATC/tech data. Must not exceed placard speeds {16} For Q must meet area 25 and 26 standards {17} Only required if mission certified in tanker air refueling {18} Awarding a "U" in any of these areas will result in a Q-3 for the overall instructor grade. The overall grade for the instructor portion of the evaluation will be no higher than the lowest overall grade awarded under QUAL/INSTM

Data entered date:_____ Initials:_____

55 OG FORM 8A-135P, FEB 15

G2.1.3. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [Mishap Pilot] | SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC	01 Apr 12					
RC-135V /MC	INIT INSTM/QUAL/MSN	06 Apr 12	1				
	Initial Review 343RS	23 Apr 12					
RC-135V /MC	N/N INSTM/QUAL/MSN	10 Jun 13	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.1.4. TRAINING RECORDS

TRAINING SUMMARY AND CLOSEOUT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK
[Mishap Pilot]	15-02	

NUMBER OF INSTR	DATE ENTRY	DATE COMPLETE	TOTAL DAYS	AIRCRAFT	COURSE
5	12-Nov-14	2-Apr-15	142	RC-135 S/U/V/W	RC-135AC

GENERAL COMMENTS/REMARKS:

[Mishap Pilot] has completed RC-135 AIRCRAFT COMMANDER QUALIFICATION in the RC-135S/U/V/W and TC-135S/W. Training consisted of all ground and flight events required by AFI 11-2RC-135 Vol 1. Training covered events listed in ACC Syllabus Course RC135 AIRCRAFT COMMANDER QUALIFICATION.

OVERALL PERFORMANCE:

[Mishap Pilot] excelled during Aircraft Commander Qualification. [Mishap Pilot] scored 98% on Computer Based Training, 99% on stan/eval exams, and 98% on Academic exams. No weaknesses were noted during training. [Mishap Pilot] earned a Q1 on his flight eval. [Mishap Pilot] will make an excellent addition to the 343 RS Aircraft Commander force.

[Mishap Pilot] deserves consideration for early upgrade to Instructor Pilot based on his performance in IQT.

TRAINING TO BE COMPLETED AT GAINING UNIT:

None.

ADDITIONAL COMMENTS:

[Mishap Pilot] had 5 FTU Instructors. Per the syllabus, aircraft commander students are allowed a maximum of 3 instructors during IQT. Exceeding this limit requires documentation of this fact in the student's training folder. Also, inclement weather and maintenance cancels, [Mishap Pilot] exceeded the number of allotted syllabus training days. These MFRs are in his training folder.

[Mishap Pilot] was recommended for his check ride by Capt on 30 Mar 15 and his check ride was given by Capt 2 Apr 15.

INSTRUCTOR'S SIGNATURE	DOT CHIEF SIGNATURE

338 CTS Form 46 (11 Jun 14)

TRAINING ACCOMPLISHMENT REPORT (GROUND MASTER)

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK	COURSE
[Mishap Pilot]	15-02		RC-135AC

FLYING PREREQUISITES / MOBILITY

	GROUNDING / PRIOR TO FIRST FLIGHT EVENTS	Date
	Physiological Training	10APR15
	Flight Physical	9 AUG14
	Flight Records Review	9 AUG14
	Security Clearance	Oct 08
LL01	Life Support Familiarization Training	13-Nov-14
LL03	Ground Egress, Non Ejection	21-Nov-14
GA06	Crew Resource Management	24 Nov 14
SS01	Local SERE Orientation (Offutt Initial Qual Only)	23NOV11

	ACADEMIC TRAINING	Date
	CTI Formal Training Course - See TMS Printout	30-Jan-15
	SIGINT Warrior Course - Test Score	NA -

	AIR FORCE AWARENESS & MOBILITY	Date
	Information Protection	9 Nov 14
	Human Relations	3APR15

	AIR FORCE AWARENESS & MOBILITY (Continued)	Date
	Force Protection	3APR15
	Suicide Prevention	28Oct14
	DoD IAA Cyberawareness v2.0	28Oct14
	Law of Armed Conflict	10MAY13
	Sexual Assault Prevention Response	20MAY14
	Intelligence Oversight Training	13Nov14
	Free Exercise of Religion	10MAY13
	Derivative Classification	Oct 08
	Travel Card Holder Training (GTC 101)	2APR15
	DADT Repeal	JUN 11
	AF Risk Management	14JUN13
	AF Counter-IED Awareness	10 MAY13
	Explosive Ordinance Reconnaissance	10 MAY13
	Professional and Unprofessional Relationships	10 MAY13
	Air Force ZA Culture General Course	10 MAY13

MISSION READY EVENTS / OPERATIONAL TRAINING REQUIREMENTS

	MISSION READY / OPERATIONAL	Date
LL04	Aircrew Chemical Defense Training (ACDT)	14-Nov-14
LL05	Egress with ACDE	21-Nov-14
LL06	Aircrew Life Support Equipment Training	13-Nov-14
IE02	ISOPREP	19MAR14
IE05	Intelligence Training	2JUL14
GA46	Tactics	21FEB14

	MISSION READY / OPERATIONAL	Date
GS22	Ops Study and Cert (NA for AC,TC,AMS,DLO,AA)	20-Nov-14
SS02	Combat SERE Training (SV-80-A)	30Sep11
SS03	Conduct After Capture	20ct11
SS05	Water Survival Training (SV-90-A)	9SEP11
SS24/10	Governmental Detention Level C (SV-83/SERE 220)	7Oct11

CHECKRIDE / EVALUATION PREREQUISITES

	CHECKRIDE REQUIREMENTS	Date
	Open Book Examination	20MAR15
	Closed Book Examination	1 APR15
	Mission Qualification Evaluation	2APR15

	POSITION SPECIFIC EVALUATION REQUIREMENTS	Date
	Flight Publications Check	17MAR15
	OFT Emergencies Procedures Evaluation	17MAR15
GS06	Instrument Refresher Course	6-Jan-15

POSITION SPECIFIC TRAINING REQUIREMENTS

	8010 TRAINING / CERTIFICATION (V/W Only)	Date
G551	RISNO Study	13MAR14
GS59	8010 C2 Procedures	11 Feb 14
GS50	RISNO Certification	13MAR14

	PRE-DEPLOYMENT TRAINING	Date
	CBRNE Defense Survival Skills*	10MAR14
	Self-Aid/ Buddy Care*	13NOV13
GA43	M9 Qualification*	17JUL14

*Pre-deployment training to be accomplished at gaining squadron

	TRAINING / CERTIFICATIONS	Date
	Aircraft Marshalling Training and Examination	25-Nov-14
MF95	EMCON 3 Rendezvous Procedures	19 Feb 15
MG04	Alert Start Procedures	17MAR15
MG05	Jet Fuel Starter (JFS) Start	17MAR15
GA03	Anti Hijack	4Dec13
GA26	US/Russia Prevention of Dangerous Military Activities	30NOV15
GS25	Aircraft Servicing	6 NOV14
GS26	Flying Safety Training	18 NOV13
GS78	BL-A2	13MAR12
	BL-A2 (127)	13MAR12
	SDP	18-Dec-14

TRAINING FOLDER INSTRUCTOR PRE-EVENT REVIEW / SPECIALTY CHIEF FLIGHTLINE WEEKLY REVIEW

TRAINING EVENT	PO-1	PO-2	PO-3	PO-4	PO-5	FC-1	FC-2	FC-3	FC-4	M-1	M-2	M-3	M-4	M-5	M-6	11-202
INSTRUCTOR	TAC	TAC	TAC	TAC		TAC	TAC	TAC	TAC							
SPECIALTY CHIEF																
WEEKLY REVIEW DATE	4 Feb	6 Feb	10 Feb	25 Feb	20 Mar	12 Feb	1 Feb	19 Feb	24 Feb	4 Mar	9 Mar	12 Mar	19 Mar	24 Mar	30 Mar	2 Apr

338 CTS Form 45 Ground Master (11 Jun 14)

TRAINING ACCOMPLISHMENT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK	COURSE
[Mishap Pilot]	15-02		RC-135AC

TRAINING PERIODS

INSTRUCTOR'S INITIALS			sar		kms		ETR		aar		JAO		kam		daw										Total		
EVENT DATE	ITEMS FROM TP 1-10		12-Mar		17-Mar		18-Mar		20-Mar		24-Mar		30-Mar		2-Apr												
FLIGHT / SIMULATOR DURATION			7.5		3.0		7.8		3.0		5.5		5.0		5.5		0.0		0.0		0.0				30.2		
OVERALL GRADE			S		Q1		S		S		E		P		Q1												
TRAINING PERIOD			M-3		EPE		M-4		P05		M-5		M-6		M-7												
TRAINING EVENT/TASK LISTING	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	Total Accom	Pro Level	RPL
INFLIGHT TRAINING EVENTS / TASKS																											
Mission Planning/Briefing	6	3	1	3			1	3			1	4	1	3											10	3	3
Preflight Operations	7	3	1	3			1	3			1	3	1	3											11	3	3
BL-A2/Force Training	0	0	1	3							1	3													2	3	3
Checklist Procedures	20	3	1	3			1	3			1	3	1	3											24	3	3
Crew Coordination & CRM	10	3	1	3			1	3			1	4	1	3											14	3	3
Airmanship/Discipline/SA	10	3	1	1			1	3			1	3	1	3											14	3	3
Aircraft Equipment Ops	10	3	1	3			1	3			1	3	1	3											14	3	3
Takeoff-Initial	14	1	1	3			1	3			1	3	1	3											18	3	3
Instrument (IFR) Departure	4	2	1	3			1	3			1	3	1	3											8	3	3
Receiver A/R Day	7	3					1	3					1	3											9	3	3
Rec A/R-Tanker AP Off Day	3	0					1	3																	4	3	3
Receiver A/R Night	1	0.2									1	3													2	3	3
Rec A/R-Tanker AP Off Night	0	0									1	3													1	3	3
ILS Approach	10	3	3	3			1	3			3	3	4	3											21	3	3
TAC/VOR/LOC Approach	6	0.3					1	3			1	3													8	3	3
GPS Approach	10	3									1	3	1	3											12	3	3
Visual Traffic Pat	15	3	2	3			3	3					4	3											24	3	3
Missed Appch/Go Around	12	3	1	3			1	3			1	3	2	3											17	3	3
App & Go Sim Eng Out	7	3	2	2									1	3											10	3	3
App & Land Sim Eng Out	8	3	1	3			1	3					2	3											12	3	3
Landing - Day	49	3	3	3			4	3			1	3	4	3											61	3	3
Landing - Night	3	0.3									3	3													6	3	3
Landing - 30 Degrees Flap	0	0					1	3																	1	3	3
Landing, Full Stop Procd	3	2									1	3	1	3											5	3	3
Opposite Seat Landing	2	0											1	3											3	3	3
Landing T&G Procd	21	3					4	3					3	3											28	3	3
T/O Landing PNF Duties	15	0.3	1	3									1	3											17	3	3
	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																							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	0
	0	0																							0	0	0
	0	0																							0	0	0
	0	0																							0	0	0
	0	0																							0	0	0
Team Taxi	1	Y																							1	Y	Y
Team Approach	1	Y																							1	Y	Y
Night A/R	0	N					1	Y																	1	Y	Y

338 CTS Form 45 Flight Master (11 Jun 14)

TRAINING ACCOMPLISHMENT REPORT

TRAINING PERIOD

TRAINING EVENT/TASK LISTING	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	Total Accum	Pre Level	RPL
SIMULATOR OR INFLIGHT TRAINING EVENTS / TASKS																									
JFS Engine Start	2	3																					2	3	3
Takeoff - Night	1	3																					1	3	3
Takeoff - Gyro Mode	3	3																					3	3	3
PNF Takeoff Duties	12	3																					12	3	3
Takeoff Sim Eng Failure	3	0											1	3									4	3	3
Max Mode T/O - 30 Flaps	10	3																					10	3	3
Main Flap Emer Op	1	3																					1	3	3
Autopilot Off Cruise	1	3																					1	3	3
Spoiler Demo	1	3																					1	3	3
Trim Demo	1	3																					1	3	3
Rendz Golf (Enroute)	4	3					1	3					1	3									6	3	3
Rendz Delta (Pt Parallel)	5	3																					5	3	3
Receiver Overrun Proc	1	3																					1	3	3
Receiver A/R Heavyweight	4	3																					4	3	3
Rec Breakaway Procedure	4	2					1	3															5	3	3
EMCON Rendz & Procedure	1	3																					1	3	3
Manual Boom Latching	1	3																					1	3	3
Director Lites Fail to Illumin	1	3					1	3															2	3	3
Holding	3	3																					3	3	3
Fix-to-Fix	6	3																					6	3	3
Penetration (Published)	2	3																					2	3	3
Enroute Descent	7	3	1	3			1	3					1	3									10	3	3
Landing Gear Alt Extension	2	3																					2	3	3
Approach - ILS Coupled	2	3											1	3									3	3	3
Approach - ILS Gyro Mode	2	3																					2	3	3
Approach - Circling	4	3																					4	3	3
App/Go Sim Eng Out(RPO)	2	3																					2	3	3
ESIS Instrument Approach	1	3																					1	3	3
FMS	14	3					1	3															15	3	3
Have Quick Radio Ops	0	0									1	3											1	3	3
Secure Radio Operation	0	0									1	3											1	3	3
Contingency Operations	0	0	1	3			1	3															2	3	3
EWO Ops (V/W Only)	0	0	1	3																			1	3	3
SRO	0	0	1	3			1	3															2	3	3
Adverse Weather	3	3																					3	3	3
Non Sys Specific Emerg	2	3	1	3																			3	3	3
Sys Specific Emerg	3	3	1	3																			4	3	3
SIMULATOR ONLY TRAINING EVENTS / TASKS																									
T/O PMC Off (Sim Only)	2	3																					2	3	3
Sim Jammed Stab	1	3																					1	3	3

EVENT TASK GRADES

U - "UNKNOWN" Performance was not observed or the element was not performed.
D - "DANGEROUS" Performance was unsafe (one element marked "DANGEROUS" will require an overall grade of "zero").
0.0 - Performance indicates a lack of ability or knowledge.
1.0 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
2.0 - Performance is essentially correct. Recognizes and corrects errors.
3.0 - Performance is correct, efficient, skillful and without hesitation.
4.0 - Performance reflects a high degree of ability.

OVERALL TRAINING EVENT GRADE

U - Unsatisfactory; unsatisfactory progress or regression
S - Satisfactory; progress is satisfactory, but required proficiency level is not achieved
E - Excellent; significant progress beyond required proficiency levels for specified training period
P - Proficient; achieved the required proficiency level [Note: Student must be graded (P) Proficient to progress to 11-202 Evaluation]
NE/OTH - Non-effective/events not completed for weather, equipment malfunction, abort, cancellation, **AND** unable to accomplish on future sortie
NE/SNP - Non-effective/student non-progression (student unable to meet RPL by/at Precheck)

338 CTS Form 45 Flight Master (11 Jun 14)

TRAINING ACCOMPLISHMENT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK	COURSE
[Mishap Pilot]	15-02		RC-135AC

TRAINING PERIODS

INSTRUCTOR'S INITIALS	ITEMS FROM CTI Sim Periods	TAC	TAC	TAC	TAC	TAC	TAC	TAC	TAC	JAO	AAR	Total
EVENT DATE		4-Feb	6-Feb	10-Feb	12-Feb	17-Feb	19-Feb	24-Feb	25-Feb	4-Mar	9-Mar	
FLIGHT / SIMULATOR DURATION		3.0	3.0	3.0	5.0	4.0	5.0	4.0	4.5	7.2	4.2	80.2
OVERALL GRADE		S	S	S	S	S	S	S	S	S	S	
TRAINING PERIOD		PO-1	PO-2	PO-3	FC-1	FC-2	FC-3	FC-4	PO-4	M-1	M-2	

TRAINING EVENT/TASK LISTING	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	Total Accom	Prior Levels	RPL
INFLIGHT TRAINING EVENTS / TASKS																							
Mission Planning/Briefing									1	0.3	1	0.3	1	0.3	1	0.3			1	2	1	3	10	3	3
Preflight Operations	3								1	0.3			1	0.2					1	2	1	3	11	3	3
BL-A2/Force Training																							2	3	3
Checklist Procedures	10		1	0.3	1	0.3	1	0.3	1	0.3	1	0.2	1	0.3	1	0.3	1		1	2	1	3	24	3	3
Crew Coordination & CRM			1	0.3	1	0.3	1	0.3	1	0.3	1	0.3	1	0.3	1	0.3	1		1	2	1	3	14	3	3
Airmanship/Discipline/SA			1	0.3	1	0.3	1	0.3	1	0.3	1	0.3	1	0.3	1	0.3	1		1	2	1	3	14	3	3
Aircraft Equipment Ops			1	0.3	1	0.3	1	0.3	1	0.3	1	0.2	1	0.3	1	0.3	1		1	3	1	3	14	3	3
Takeoff-Initial	7		4	0.3							1	0.3			1	0.3			1	1			18	3	3
Instrument (IFR) Departure			1	0.3							1	0.2			1	0.3			1	2			8	3	3
Receiver A/R Day									1	0.2	1	0.2	1	0.2			2		1	2	1	3	9	3	3
Rec A/R-Tanker AP Off Day	3																						4	3	3
Receiver A/R Night															1	0.2							2	3	3
Rec A/R-Tanker AP Off Night																							1	3	3
ILS Approach	2		1	0.3	1	0.3			1	0.3	1	0.3	1	0.3			1	0.3	1	2	1	3	21	3	3
TAC/VOR/LOC Approach	3		1	0.3			2	0.3															8	3	3
GPS Approach	6						2	0.3											1	2	1	3	12	3	3
Visual Traffic Pat			3	0.2	3	0.2	2	0.2	2	0.3							2	0.2	2	2	1	3	24	3	3
Missed Appch/Go Around	2				1	0.3	3	0.3	3	0.3							1	0.3	1	2	1	3	17	3	3
App & Go Sim Eng Out	5																				2	3	10	3	3
App & Land Sim Eng Out	6												1	0.3							1	3	12	3	3
Landing - Day			6	0.3	21	0.2					1	0.3	1	0.3			13	0.3	3	1	6	3	61	3	3
Landing - Night							3	0.3															6	3	3
Landing - 30 Degrees Flap																							1	3	3
Landing, Full Stop Procd													1	0.3			1	0.3	1	2			5	3	3
Opposite Seat Landing	2																						3	3	3
Landing T&G Procd			5	0.3	3	0.3	3	0.3			1	0.3					3	0.3	1	2	5	3	28	3	3
T/G Landing PNF Duties			5	0.3	4	0.3			1	0.3							5	0.3					17	3	3
																							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
																							0	0	0
																							0	0	0
																							0	0	0
																							0	0	0
Team Taxi																			1	Y			1	Y	Y
Team Approach																					1	Y	1	Y	Y
Night A/R																							1	Y	Y

338 CTS Form 45 Flight Master (11 Jun 14)

TRAINING ACCOMPLISHMENT REPORT

TRAINING PERIOD

TRAINING EVENT/TASK LISTING	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	# ACCM	GRADE	Total Accum	Pro Level	RPL
SIMULATOR OR INFLIGHT TRAINING EVENTS / TASKS																									
JFS Engine Start	1	3							1	3													2	3	3
Takeoff - Night															1	3							1	3	3
Takeoff - Gyro Mode	3	3																					3	3	3
PNF Takeoff Duties	4	3	4	3			1	3	1	3			1	3			1	3					12	3	3
Takeoff Sim Eng Failure	3																						4	3	3
Max Mode T/O - 30 Flaps	6	3	4	3																			10	3	3
Main Flap Emer Op	1	3																					1	3	3
Autopilot Off Cruise	1	3																					1	3	3
Spoiler Demo	1	3																					1	3	3
Trim Demo	1	3																					1	3	3
Rendz Golf (Enroute)											1	3	1	3					1	3	1	3	6	3	3
Rendz Delta (Pt Parallel)	3	3							1	3					1	3							5	3	3
Receiver Overrun Proc															1	3							1	3	3
Receiver A/R Heavyweight													1	2	1	2	2	3					4	3	3
Rec Breakaway Procedure	3														1	2							5	3	3
EMCON Rendz & Procedure													1	3									1	3	3
Manual Boom Latching									1	3													1	3	3
Director Lites Fail to Illumin									1	3													2	3	3
Holding	3	3																					3	3	3
Fix-to-Fix	6	3																					6	3	3
Penetration (Published)	2	3																					2	3	3
Enroute Descent	2	3							1	3	1	3	1	3	1	3					1	3	10	3	3
Landing Gear Alt Extension									1	2	1	3											2	3	3
Approach - ILS Coupled	2	3																					3	3	3
Approach - ILS Gyro Mode	2	3																					2	3	3
Approach - Circling	2	3					2	3															4	3	3
App/Go Sim Eng Out(RPO)	2	3																					2	3	3
ESIS Instrument Approach	1	3																					1	3	3
FMS	10		1	3			1	3			1	3	1	3									15	3	3
Have Quick Radio Ops																							1	3	3
Secure Radio Operation																							1	3	3
Contingency Operations																							2	3	3
EWO Ops (V/W Only)																							1	3	3
SRO																							2	3	3
Adverse Weather											1	3	1	3					1	3			3	3	3
Non Sys Specific Emerg											1	2	1	3									3	3	3
Sys Specific Emerg											1	3	1	3	1	3							4	3	3
SIMULATOR ONLY TRAINING EVENTS / TASKS																									
T/O PMC Off (Sim Only)	2	3																					2	3	3
Sim Jammed Stab	1	3																					1	3	3

EVENT TASK GRADES

U - "UNKNOWN" Performance was not observed or the element was not performed.
D - "DANGEROUS" Performance was unsafe (one element marked "DANGEROUS" will require an overall grade of "zero").
0.0 - Performance indicates a lack of ability or knowledge.
1.0 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
2.0 - Performance is essentially correct. Recognizes and corrects errors.
3.0 - Performance is correct, efficient, skillful and without hesitation.
4.0 - Performance reflects a high degree of ability.

OVERALL TRAINING EVENT GRADE

U - Unsatisfactory; unsatisfactory progress or regression
S - Satisfactory; progress is satisfactory, but required proficiency level is not achieved
E - Excellent; significant progress beyond required proficiency levels for specified training period
P - Proficient; achieved the required proficiency level [Note: Student must be graded (P) Proficient to progress to 11-202 Evaluation]
NE/OTH - Non-effective/events not completed for weather, equipment malfunction, abort, cancellation, **AND** unable to accomplish on future sortie
NE/SNP - Non-effective/student non-progression (student unable to meet RPL by/at Precheck)

338 CTS Form 45 Flight Master (11 Jun 14)

G2.2. CAPT [Mishap Co-Pilot] (MCP)

G2.2.1. AF FORM 8s

CERTIFICATE Or AIRCREW QUALIFICATION — DATE COMPLETED: 21 May 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Co-Pilot]	Capt		Feb - Jul 14
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MC		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	19 May 14	100	INSTM/QUAL/MSN	12 May 14
Open Book	14 May 14	98		
Boldface	11 May 14	Q		
EPE	16 May 14	1		
Instrument	21 May 14	98		

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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	238 CTS/ADO	☐	☐	☒		26 Feb 15
2	REVIEWING OFFICER [MTC] Lt Col	343 RS/DO	☒	☐	☐	[MTC]	02 Mar 15
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		02 Mar 15

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
03 Mar 15	[Mishap Co-Pilot] Capt 343 RS / OSF	[Mishap Co-Pilot]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Copilot Instrument, Qualification, and Mission evaluation flown on a local training sortie out of Offutt AFB, NE., IAW AFI 11-202V2/ACCSUP1/55OGSUP1, AFI 11-2RC-135V2, and the 55 OG Evaluation Profile Letter. The flight profile consisted of pre-flight, takeoff, air refueling, orbit, transition, and landing. The examinee planned, briefed, accomplished, and was evaluated on the following events: mission planning, pre-flight, takeoff, departure, receiver air refueling, practice emergency separation, simulated orbit procedures, enroute descent and transition. Transition consisted of ILS 4 engine touch and go, LOC 4 engine missed approach, VFR 4 engine touch and go.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.
Alert/scramble start, emergency procedures, systems knowledge, unusual attitudes, fix to fix, holding, and tactical employment were evaluated in the RC-135 OFT on 16 May 14 by in conjunction with the EPE. Requisites and flight satisfy all requirements for the Copilot position on RC-135S/U/V/W and TC-135S/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None

AF FORM 8, 20061208 (REVERSE

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 Feb 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Co-Pilot]	1Lt		N/A
ORGANIZATION AND LOCATION: 338 CTS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MC		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	07 Feb 13	96	INIT INSTM/QUAL/MSN	15 Feb 13
Open Book	05 Feb 13	96		
Boldface	30 Nov 12	Q		
EPE	30 Nov 12	1		
Instrument	21 Nov 12	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
Jul 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/DOT	☐	☐	☒		15 MAR 13
2	REVIEWING OFFICER	338 CTS/DO	☒	☐	☐		27 Mar 13
3	FINAL APPROVING OFFICER	338 CTS/CC	☒	☐	☐		28 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
22 Apr 13	[Mishap Co-Pilot] 1Lt 338 CTS/DOF-A	

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Copilot Qualification, Instrument and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, air refueling, orbit, transition, and landing. The examinee planned, briefed, accomplished, and was evaluated on the following events: mission planning, preflight, takeoff, departure, receiver air refueling, practice emergency separation, simulated orbit procedures, enroute descent and transition. Transition consisted of a right-seat 4E ILS touch & go, VFR touch & go, and a LOC missed approach.

B. Discrepancies.

1. Ground. None.

2. Flight. Area 15. ATC Comm/IFF/SIF - Q-. Debriefed. Missed multiple radio calls, slow to comply with controlling agency instructions. Made errors in the operation of Comm/IFF equipment.

C. Recommended Additional Training. None.

D. Additional Comments. Alert/scramble start, emergency procedures, systems knowledge, unusual attitudes, fix to fix, holding, and tactical employment were evaluated in the RC-135 OFT on 30 Nov 12 by in conjunction with the EPE. Requisites and flight satisfy all requirements for the Copilot position on RC-135S/U/V/W and TC-135S/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None

AF FORM 8, 20061208 (REVERS

G2.2.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)*
[Mishap Co-Pilot]

SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /MC	INIT INSTM/QUAL/MSN	15 Feb 13	1				
	Initial Review 343 RS	01 May 13					
RC 135V/MC	INSTM/QUAL/MSN	21 MAY 14	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.3. CAPT [Mishap Navigator] (MN)

G2.3.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 13 May 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Navigator]	Capt		MSN: Dec 13 - May 14 QUAL: N/A
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MN		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	27 Mar 14	100	QUAL/MSN	13 May 14
Open Book	27 Mar 14	100		
EPE	12 May 14	1		
Instrument	05 May 14	98		

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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/CCE	☐	☐	☒		15 May 14
2	REVIEWING OFFICER [MTC] Maj	343 RS/DO	☒	☐	☐	[MTC]	16 May 14
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		19 May 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
08 Jun 14	[Mishap Navigator] 343 RS/DOT	[Mishap Navigator]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Navigator Qualification and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, departure, air refueling, recon orbit area, transition and landing. The examinee performed and was evaluated on mission planning, pre-flight, checklist procedures, general navigation, air refueling procedures, recon orbit area procedures, and transition.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 8. CREW RESOURCE MANAGEMENT (CRM)/CREW COORDINATION. Did a great job providing backup to the pilots during critical phases of flight.

Commendable. Area 23. RECONNAISSANCE ORBIT AREA PROCEEDURES (RC-135V/W). Multiple timing problems were handled with no issues and perfect execution

Requisites and flight satisfy all requirements for the Navigator position on RC-135S/U/V/W and TC-135S/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERS'

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 13 Dec 12

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Navigator]	Capt		Sep 12 - Feb 13
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MN		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	05 Nov 12	100	QUAL/MSN	13 Dec 12
Open Book	07 Nov 12	98		
EPE	12 Dec 12	1		
Instrument	05 Dec 12	94		

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 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/CC	☐	☐	☒		14 Dec 12
2	REVIEWING OFFICER	343 RS/DO	☒	☐	☐		11 JAN 13
3	FINAL APPROVING OFFICER	55 OG/CC	☒	☐	☐		14 Jan 13

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
04 MAR 13	[Mishap Navigator] 343 RS/DOT	

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Navigator Qualification and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, departure, rendezvous, navigation leg procedures, transition and landing. The examinee performed and was evaluated on preflight, checklist procedures, general navigation, rendezvous procedures, recon orbit, and transition.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the Navigator position on RC-135S/U/V/W and TC-135 aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE)

CERTIFICATE AIRCREW QUALIFICATION

DATE COMPLETED: 29 Sep 11

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Navigator]	Capt		Jul - Dec 11

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
343 RS/DOT, Offutt AFB, NE	RC-135V /MN

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	26 Sep 11	100	QUAL/MSN	29 Sep 11
Open Book	27 Sep 11	100		
EPE	28 Sep 11	1		
Instrument	28 Sep 11	92		

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 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: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/DOV	☐	☐	☒		14 Oct 11
2	REVIEWING OFFICER	343 RS/DO	☒	☐	☐		14 Oct 11
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		04 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
21 Nov 11	[Mishap Navigator]	21 Nov 11

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Navigator Qualification evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, departure, air refueling, Rivet Joint orbit procedures, transition, and landing. The evaluatee performed and was evaluated on preflight, checklist procedures, general navigation, air refueling procedures, Rivet Joint orbit procedures, and transition. Ground EPE was on Unscheduled Rudder deflection and stab trim runaway. Flight EPE was on changing the signal amplifier.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments.
Commendable. Area 2. Mission Planning. Expertly replanned the mission in an hour; then replanned again when the mission profile changed 15 minutes prior to engine start. Guaranteed mission success for all crew members with skillful mission planning.

This evaluation satisfies all requirements for the navigator position on the RC-135S/U/V/W and TC-135S/W.

AF FORM 8, 20061208 (REVERSE

CERTIFICATE OF AIRCREW QUALIFICATION — DATE COMPLETED: 25 Aug 10

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Navigator]	1LT		N/A

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
343 RS, Offutt AFB, NE	RC-135V /MN

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	25 Aug 10

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 RANK	ORGANIZATION	CHECK: DOCO	CHECK: DOT	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/DOF	☐	☐	☒		30 AUG 10
2	REVIEWING OFFICER	343 RS/DOT	☒	☐	☐		31 AUG 10
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		1 Sep 10

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SI
20100901	[Mishap Navigator]	

AF FORM 8, 20061208 — PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a No-Notice Navigator evaluation flown on a local training sortie out of Offutt AFB NE. The flight profile consisted of pre-flight, departure, rendezvous, navigation leg procedures, transition, and landing. The evaluatee performed and was evaluated on preflight, checklist procedures, general navigation, rendezvous procedures, navigation leg procedures, and transition.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

AF FORM 8, 20061208 (REVERSE)

DEPARTMENT OF THE AIR FORCE
343D RECONNAISSANCE SQUADRON (ACC)
OFFUTT AIR FORCE BASE NEBRASKA

20 Nov 11

MEMORANDUM FOR RECORD

FROM: 343 RS/ DOV

SUBJECT: 04 May 10 AF Form 8 Discrepancy

1. Additional Comments in Section IV block D should read "Requisites and Flight satisfy all requirements for the Navigator position on the RC-135S/U/V/W and TC-135S/W aircraft."

2. Place this MFR in Section II of members FEF above affected Form 8.

343 RS/DOV

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 04 May 10

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Navigator]	1LT		Feb-Jul 10

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
343 RS, Offutt AFB, NE	RC-135V /MN

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	04 May 10	96	QUAL	14 Apr 10
Open Book	28 Apr 10	98		
EPE	13 Apr 10	1		
Instrument	04 May 10	88		

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 11				

☐ 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: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/OSKR	☐	☐	☒		16 Jul 10
2	REVIEWING OFFICER	343 RS/DO	☒	☐	☐		19 AUG 10
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		19 Aug 10

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
23 Aug 10	[Mishap Navigator]	

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Navigator Qualification evaluation flown on a local training sortie out of Offutt AFB NE. The flight profile consisted of pre-flight, departure, rendezvous, navigation leg procedures, transition, and landing. The evaluatee performed and was evaluated on preflight, checklist procedures, general navigation, rendezvous procedures, navigation leg procedures, and transition.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the Navigator position on the RC-135V/W aircraft.

AF FORM 8, 20061208 (REVER

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 04 Feb 09

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Navigator]	1LT		N/A
ORGANIZATION AND LOCATION: 338 CTS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MN		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	24 Nov 08	100	INIT QUAL	04 Feb 09
Open Book	24 Nov 08	100		
EPE	03 Feb 09	1		
Instrument	02 Oct 08	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
Jul 10				

☐ 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: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/DOF	☐	☐	☒		19 FEB 09
2	REVIEWING OFFICER	338 CTS/DOV	☒	☐	☐		24 Feb 09
3	FINAL APPROVING OFFICER	338 CTS/CC	☒	☐	☐		25 Mar 09

I CERTIFY that I have been briefed and understand the action [illegible]

DATE	TYPED NAME AND GRADE OF EXAMINEE	
2 MAR 09	[Mishap Navigator]	

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Navigator Qualification evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, departure, recon orbit area procedures, rendezvous, alternate landing gear extension, transition and landing. The evaluatee performed and was evaluated on preflight, checklist procedures, general navigation, rendezvous procedures, recon orbit area procedures, alternate landing gear extension, and transition.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the Navigator position on RC-135S/U/V/W and TC-135S/W aircraft.

Reviewing Officer's Remarks:

Approving Officer's Remarks:

AF FORM 8, 20061208 (REVERS

G2.3.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)*
[Mishap Navigator]

SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /MN	INIT QUAL	04 Feb 09	1				
	Initial Review 343 RS	05 May 09					
RC-135V /MN	QUAL	04 May 10	1				
RC-135V /MN	N/N SPOT	25 Aug 10	1				
RC-135V /MN	QUAL	29 Sep 11	1				
RC-135V /MN	QUAL/MSN	13 Dec 12	1				
	Periodic Review	13 Dec 13					
RC-135V /MN	QUAL/MSN	13 May 14	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.4. CAPT [Mishap Raven 1] (MR1)

G2.4.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION — DATE COMPLETED: 16 Sep 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Raven1]	Capt		Apr - Sep 14

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
343 RS, Offutt AFB, NE	RC-135V /IE

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	16 Sep 14	100	QUAL/MSN	15 Sep 14
Open Book	11 Sep 14	94		
EPE	12 Sep 14	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
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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/DOW	☐	☐	☒		10 Feb 15
2	REVIEWING OFFICER [MTC] Lt Col	343 RS/DO	☒	☐	☐	[MTC]	11 Feb 15
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		24 Feb 15

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
26 Feb 15	[Mishap Raven1] Capt 343 RS/DOS	[Mishap Raven1]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Instructor Tactical Coordinator Qualification and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment/system operation, and data collection recording. Instructional focus was on BL11 Diff Cert.

B. Discrepancies.

1. Ground. None.

2. Flight. Area 13. Employment - Q-. Debriefed. Radio Operations.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the Instructor TC position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERS

G2.4.2. AF FORM 942

RECORD OF EVALUATION

NAME (Last, First Middle Initial)
[Mishap Raven 1]

SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /ME	INIT QUAL	24 Jan 11	1				
	Initial Review 343 RS	07 Feb 11					
RC-135V /ME	QUAL/MSN	19 Dec 11	1				
RC-135V /ME	INIT QUAL/MSN	01 Apr 13	1				
RC-135V/IE	INIT INSTR	15 Jan 14	1				
RC-135V/SE	QUAL/MSN	16 SEP 14	1				

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.4.3. TRAINING RECORDS

TRAINING SUMMARY AND CLOSEOUT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK
[Mishap Raven 1] Capt	N/A	

NUMBER OF INSTR	DATE ENTRY	DATE COMPLETE	TOTAL DAYS	AIRCRAFT	COURSE
1	25-Aug-14	25-Aug-14	1	RC-135 Baseline 11	RC-135V/W EWO Diff Qual Baseline 11

OVERALL PERFORMANCE, STRENGTHS, WEAKNESSES, ETC.

Training Summary: Capt [MR1] accomplished a PGOT/Classroom training event and has completed the training program for Baseline 11 Diff Qualifacation.

Capt [MR1] has completed all training requirements to be certified on Baseline 11 aircraft.

INSTRUCTOR'S SIGNATURE	OPERATIONS OFFICER SIGNATURE

G2.5. LT COL [Mishap Tactical Coordinator] (MTC)

G2.5.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 22 Jan 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MTC]	Maj		Nov 13 - Apr 14

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
38 RS, Offutt AFB, NE	RC-135V /IE

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	15 Jan 14	100	QUAL/MSN	22 Jan 14
Open Book	21 Jan 14	100		
EPE	21 Jan 14	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 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	38 RS/ADO	☐	☐	☑		23 Jan 14
2	REVIEWING OFFICER	38 RS/DO	☑	☐	☐		31 Jan 14
3	FINAL APPROVING OFFICER	38 RS/CC	☑	☐	☐		04 Feb 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
05 Feb 14	[MTC] Maj	[MTC]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Instructor Tactical Coordinator (TC) Qualification evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment/system operation, and data collection recording. Instructional focus was on signal recording.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 4. Emergency Procedures. Superior handling of fumes EP.

Commendable. Area 8. CRM/Crew Coordination. Demonstrated exceptional coordination during bag drag and fumes EP.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: Smoke and fumes EPE was verbally evaluated. Requisites and flight satisfy all requirements for the Instructor TC position on the RC-135 V/W.

AF FORM 8, 20061208 (REVERSE

G2.5.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [MTC] | SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
	Initial Review 336 CTS	09 Jul 12					
RC-135V /IE	RQ QUAL/MSN	30 Nov 12	1				
RC-135V /IE	QUAL/MSN	22 Jan 14	1				
	Initial Review 343 RS	07 Apr 14					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.5.3. TRAINING RECORDS

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT			
STUDENT'S NAME (Last, First) RANK [MTC] / Maj	INSTRUCTOR'S NAME / RANK		DATE 09 Jul 14
SORTIE NUMBER FMT	AIRCRAFT TYPE RIVET JOINT Baseline 11	DURATION 5.6	OVERALL GRADE S

Todays instruction was a guided discussion which provided an overview to mission aircraft including compartment layout and capabilities.

In addition, OWS upgrades including emphasizing new functionality and how to accomplish current requirements with new increased communications capabilities, Digital SIGINT System (operator customizable settings, RAID, LAN and increased processing capabilities), and SHAWNA system, emphasizing new functionality and how to accomplish current requirements with the new system.

Maj [MTC] had the opportunity to setup the BL11 Operator Workstation and use the DSS/Database, as well as set up and employment of the DSS and other BL-11 upgrades on an FMT.

STUDENT'S SIGNATURE	INSTRUCTOR'S SIGNATURE

G2.6. SRA [Mishap Airborne Systems Engineer 1] (MASE1)

G2.6.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 15 Jan 15

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MASE1]	SrA		Aug 14 - Jan 15
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MK		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	06 Jan 15	96	QUAL/MSN	15 Jan 15
Open Book	12 Jan 15	92		
EPE	14 Jan 15	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 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	343 RS/DOS	☐	☐	☒		15 Jan 15
2	REVIEWING OFFICER [MTC] Lt Col	343 RS/DO	☒	☐	☐ [MTC]		16 Jan 15
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		26 Jan 15

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
27 Jan 15	[MASE1] 343 RS/DOM	[MASE1]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Airborne System Engineer (ASE) 3 Qualification and Mission evaluation flown on an HHQ sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment and system knowledge, and maintenance and troubleshooting.

B. Discrepancies.

1. Ground. None

2. Flight. Area 12. COMMUNICATIONS, LOGS, AND REPORTS - Q-. Debriefed. All logs, reports, media, and forms required were completed with minor omissions which did not significantly impact the planned mission.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the ASE 3 position on RC135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE

G2.6.2. AF FORM 942

RECORD OF EVALUATION

[MASE1] SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /MK	INIT QUAL	20 Jun 11	1				
	Initial Review 343 RS	06 Sep 11					
RC-135V /MK	QUAL/MSN	29 Aug 12	2				
RC-135V /MK	QUAL/MSN	27 Aug 13	1				
RC-135V/1K	QUAL/MSN	'5 Jan 15	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.6.3. TRAINING RECORDS

TRAINING ACCOMPLISHMENT REPORT

STUDENT'S NAME / RANK	CLASS	PRIMARY INSTRUCTOR	SECONDARY INSTRUCTOR	COURSE
[MASE1] SrA	N/A			RC-135V/W ASE 3 Diff Qual Baseline 11

TRAINING EVENTS

TRAINING EVENT/TASK LISTING	Aircraft/SAT	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	Total ACCM	Pro Level	Req Pro Lvl
INSTRUCTOR																								
DATE		10-Jul		15-Jul		21-Jul		22-Jul																
SORTIE		T-1		G-1		G-2		G-2A		M-1												Flight Hours 7.0		
SORTIE DURATION										7.0														
ATD DURATION				6.8				7.5		7.0												ATD Hours		
TRAINING DURATION		3.5				4.8		8.5																
OVERALL GRADE		N/A		S		NE/OT		S		S												21.3		
																						100.00%		
Processor's																								
Location / Function																								
09CD0064-7 CWS		1	1.0	1	1.0	1	2.0			1	3.0											4	3.0	3.0
Configure BP7 as MP procedure		1	1.0	1	1.0	1	2.0			1	3.0											4	3.0	3.0
Location / Function / CB / Signal Flow / Theory																								
10CD0111-3 ELINT Raid		1	1.0	1	1.0	1	2.0			1	3.0											4	3.0	3.0
EPR297-0000-2 ECP/NPC		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
EPR 347-0000-1 MP/BP7		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Tasks																								
Load ER Software	X	0	0.0	1	1.0	1	2.0			1	3.0											3	3.0	3.0
Maintenance																								
Location / Function																								
Explain changes to Procstat		1	1.0	1	1.0			1	3.0													3	3.0	3.0
Explain changes to KVM System		1	1.0	1	1.0			1	3.0													3	3.0	3.0
Explain how MT3 KVM position interacts with the system		1	1.0	1	1.0			1	3.0													3	3.0	3.0
MLT access		1	1.0	1	1.0			1	3.0													3	3.0	3.0
Keepass changes		1	1.0	1	1.0			1	3.0													3	3.0	3.0
Tasks																								
Manipulate new Switchview	X	0	0.0	1	2.0	1	2.0			1	3.0											3	3.0	3.0
Manipulate Procstat	X	0	0.0	1	2.0	1	2.0			1	3.0											3	3.0	3.0
Explain Procstat Help panel	X	0	0.0	1	2.0	1	2.0			1	3.0											3	3.0	3.0
Access Maintenance functions from MP desktop	X	0	0.0	1	2.0					1	3.0											2	3.0	3.0
Digital Data Distribution and Storage																								
Location / Function / CB / Signal Flow / Theory																								
ES752a Lan Switch		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
WS-C3750's		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
SK13-0071-1 DSS Lan Switch		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Lan Hub		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Location / Function																								
FAS 2240 Filer		1	1.0	1	1.0			1	3.0													3	3.0	3.0
High Speed Data Recorder (HSDC)		1	1.0	1	1.0			1	3.0													3	3.0	3.0
Nav/Time																								
Location / Function / CB / Signal Flow / Theory																								
12CD0117-3 Gsync		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Tasks																								
Trace signal flow utilizing ETM's/Help & Pic files		1	1.0					1	2.0	1	3.0											3	3.0	3.0
Receivers																								
Location / Function / CB / Signal Flow / Control																								
ES822-0000-13		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
ES822-0000-14		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Tasks																								
Utilize HCP system status to do the following:																								
Check ES822 receiver status	X	0	0.0	1	2.0					1	3.0											2	3.0	3.0
Up/Down and Pool control receivers	X	0	0.0	1	2.0					1	3.0											2	3.0	3.0
Reset ES822 Receiver Chassis	X	0	0.0	1	2.0					1	3.0											2	3.0	3.0
RF Distribution																								
Location / Function / CB / Power Monitor																								
CAN105 Steerable Beam Array		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Frequency Range		1	1.0	1	1.0			1	1.0	2	3.0											5	3.0	3.0
CAN105 TR / TR Monitor Panel		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
CCN105 Controllers		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0
Tasks																								
Acquire and control Steerable Beams	X	0	0.0	1	2.0					1	3.0											2	3.0	3.0
DSS																								
Location / Function / CB / Signal Flow / Control																								
DSS RPU		1	1.0	1	1.0			1	2.0	1	3.0											4	3.0	3.0

ASE 3 Electronic Form 45 (30 Jan 12)

DSS internal components		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Explain what the SCC is		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Explain interaction with OWS		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
IF Pan Display function		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Bandscan/Sector Scan Display function		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
PAU Display		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
DF Display and Control		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
DSS Status Display		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Shawna		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Raven External HD		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
08CD0246-3 DF Antenna Pedestal		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
08CD0246-2 Pedestal Control Unit		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Tasks																								
Explain/Interpret DSS Status Page	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Configure DSS Bandscan, IF Pan, Sector Scan	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Manipulate and interpret DSS Scan Tasking Panel	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Configure and control DF Display/Pedestals	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Explain/Interpret PAU Config Page	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Accomplish PAU collect and transfer	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Configure CE for Shawna, and return to DSS configuration	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Set up/connect/display AWG Shawna test signal	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Return AWG to SEI waveform after Shawna test signal	X	0	0.0	1	2.0					1	3.0									2	3.0	3.0
Miscellaneous ELINT Changes																								
Function / Theory																								
SEI Changes		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
CED Database		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
PEOB		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
E-Vector Changes		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
DRP Changes		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
Tasks																								
Display and explain E-Vector Changes	X	0	0.0	1	1.0			1	2.0	1	3.0									3	3.0	3.0
Launch CED Database	X	0	0.0					1	1.0	2	3.0									3	3.0	3.0
Environmental Control System																								
Function / Theory																								
USB S-NET Adapter		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0
EDIS Changes		1	1.0	1	1.0			1	2.0	1	3.0									4	3.0	3.0

EVENT TASK GRADES
U - Performance was not observed or the element was not performed.
D - Performance was unsafe. (Item requires a "0" overall grade.)
0 - Performance indicates a lack of ability or knowledge
1.0 - Lack of knowledge, demonstration required by instructor
2.0 - Significant errors or deviations, required substantial assistance
3.0 - Performed at basic proficiency level, only coached for technique

OVERALL GRADE

U - Unsatisfactory; unsatisfactory progress or regression

S - Satisfactory; progress is satisfactory, but required proficiency level is not achieved
P - Proficient; achieved the required proficiency level
NE/SNP - Non-effective/student non-progression (cumulative low PLRs)
NE/OTH - Non-effective/events not completed for weather, equipment malfunction,

ASE 3 Electronic Form 45 (30 Jan 12)

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MASE1] SrA		24 Jul 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
M-1	RIVET JOINT Baseline 11	7.0	S

Profile: This was an local training sortie out of Offutt AFB.

Mission Planning: [MASE1] attended the mission planning briefs as well as the alternate gear brief.

Preflight: [MASE1] ran the preflight checklist with no issues.

System Boot / Init: [MASE1] ran the system boot and init with no problems.

On-Watch: ONce we were on-watch [MASE1] kept an eye on the system while we went through required tasks and Q&A. We had some issues with the CAN105s being unable to be controlled. [MASE1] and I troubleshot inbetween taks and Q&A.

System Shutdown: [MASE1] did the system shutdown with no errors noted.

Forms / Debrief: [MASE1] wrote up the CAN105 issue in the forms and the green book.

Strengths/Weaknesses: [MASE1] did pretty well on this flight. He knew the answers to nearly all the questions asked with only a little help from the ETMs. He was able to preform the required tasks with no difficulty.

Recommendations: Diff. Cert. complete

STI

G2.7. MSGT [Mishap Airborne Mission Supervisor] (MAMS)

G2.7.1. AF FORM 8s

CERTIFICAT F AIRCREW QUALIFICATION — DATE COMPLETED: 24 Jan 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MAMS]	MSgt		N/A
ORGANIZATION AND LOCATION: 97 IS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /IQ		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	17 Jan 14	100	RQ QUAL/MSN	24 Jan 14
Open Book	17 Jan 14	96		
EPE	24 Jan 14	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 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	97 IS/RE	☐	☐	☒		30 Jan 14
2	REVIEWING OFFICER	97 IS/DO	☒	☐	☐		06 Feb 14
3	FINAL APPROVING OFFICER	97 IS/CC	☒	☐	☐		07 Feb 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 Feb 14	[MAMS] MSgt 97 IS/DOMC	[MAMS]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description. This was a Requalification Instructor Airborne Mission Supervisor (AMS) Qualification evaluation flown on a local sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, on-watch, off-watch, and landing. The evaluatee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, operation workstation utilization, communication systems, and crew management. Instructional focus was on communications equipment, setup and usage.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 2. Mission Planning. Very thorough and professional mission planning session. A benchmark for Offutt training sorties.

Commendable. Area 23. Tasking and Reporting. Excellent job explaining tasking to the crew. STW scenario was handled well. Great job with crew coordination and anticipation of what was happening.

Requalification was necessary due to loss of qualification. Requisites and flight satisfy all requirements for the Instructor AMS position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE)

G2.7.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [MAMS] | **SSAN**

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
	Initial Review 97 IS	01 Aug 07					
RC-135V /MQ	INIT QUAL/MSN	09 May 08	1				
RC-135V /UQ	INIT QUAL/MSN	10 Mar 09	3				
RC-135V /MQ	INIT QUAL/MSN	20 Mar 09	1				
RC-135V /IQ	INIT INSTR	01 Jul 10	1				
RC-135V /IQ	INSTR/QUAL/MSN /QUAL/MSN	23 Nov 10	1				
RC-135V /IQ	QUAL/MSN	31 May 12	1				
	Periodic Review	24 Sep 12					
	Periodic Review	19 Feb 13					
RC-135V /IQ	RQ QUAL/MSN	24 Jan 14	1				
	Periodic Review	15 May 14					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.7.3. TRAINING RECORDS

TRAINING SUMMARY AND CLOSEOUT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK
[MAMS] MSgt	N/A	

NUMBER OF INSTR	DATE ENTRY	DATE COMPLETE	TOTAL DAYS	AIRCRAFT	COURSE
1	3-Jul-14	3-Jul-14	1	RC-135 Baseline 11	RC-135V/W AMS Diff Cert Baseline 11

OVERALL PERFORMANCE, STRENGTHS, WEAKNESSES, ETC.

Training Summary: [MAMS] accomplished academics and a POGT event and has completed the training program for Baseline 11.

[MAMS] has completed all training requirements to be certified on Baseline 11 aircraft.

INSTRUCTOR'S SIGNATURE	OPERATIONS OFFICER SIGNATURE

G2.8. SRA [Mishap Cryptologic Operator] (MCO)

G2.8.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION — DATE COMPLETED: 14 Mar 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MCO]	A1C		N/A

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
338 CTS, Offutt AFB, NE	RC-135V /MQ

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	07 Mar 14	100	INIT QUAL/MSN	14 Mar 14
Open Book	07 Mar 14	94		
EPE	14 Mar 14	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
Aug 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/X-Flight	☐	☐	☒		21 Mar 14
2	REVIEWING OFFICER	338 CTS/DO	☒	☐	☐		27 Mar 14
3	FINAL APPROVING OFFICER	338 CTS/CC	☒	☐	☐		31 Mar 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
31 Mar 14	[MCO] A1C 338 CTS/X-Flight	[MCO]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Cryptologic Operator (CO) Qualification and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, operator workstation utilization, graphics functions, and geo-location data.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the CO position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE)

G2.8.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [MCO] | SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /MQ	INIT QUAL/MSN	14 Mar 14	1				
	Initial Review 97 IS	01 Apr 14					
	Periodic Review	21 Jul 14					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.9. SRA [Mishap Airborne Systems Engineer 2] (MASE2)

G2.9.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 06 Apr 15

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MASE2]	SrA		Dec 14 - May 15
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MK		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	11 Mar 15	96	QUAL/MSN	06 Apr 15
Open Book	05 Mar 15	100		
EPE	06 Apr 15	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 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER [	55 OG/OGT	☐	☐	☒		07 Apr 15
2	REVIEWING OFFICER	343 RS/DO	☒	☐	☐		13 Apr 15
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		13 Apr 15

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
14 Apr 15	[MASE2] 343 RS/CAG	[MASE2]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a Recurring Airborne System Engineer (ASE) 2 Qualification and Mission evaluation flown IAW AFI 11-202V2/ACCSUP1/55OGSUP1, AFI 11-2RC-135V2, and the 55 OG Evaluation Profile letter. The evaluation was conducted on a local sortie flown out of Offutt AFB, NE. The flight profile consisted of pre-flight, takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment and system knowledge, and maintenance and troubleshooting.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the ASE 2 position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERS

CERTI..ATE OF AIRCREW QUALIFICATION | DATE COMPLETED: 12 Aug 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MASE2]	A1C		N/A

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
343 RS, Offutt AFB, NE	RC-135V /MK

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	12 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	55 OSS/OST	☐	☐	☒		19 Aug 14
2	REVIEWING OFFICER [MTC] Maj	343 RS/DO	☒	☐	☐ [MTC]		19 Aug 14
3	FINAL APPROVING OFFICER	343 RS/CC	☒	☐	☐		25 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
28 Aug 14	[MASE2] 343 RS/CAS	[MASE2]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a No-notice SPOT Airborne System Engineer (ASE) 2 evaluation flown on a local sortie out of Offutt AFB, NE. The flight profile consisted of pre-flight, takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on Equipment/Publications, Saftey, Postflight/Debrief, and maintenance and troubleshooting.

B. Discrepancies.

1. Ground. None

2. Flight. Area 9. Post Flight/Debrief - Q-. Debriefed. Failed to make appropriate inputs into both the 781s and pass on book. Did not affect sortie success.

C. Recommended Additional Training. None.

D. Additional Comments. None.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (R. ERSE)

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 03 Dec 13

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MASE2]	A1C		N/A

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
338 CTS, Offutt AFB, NE	RC-135V /MK

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	27 Nov 13	96	INIT QUAL/MSN	03 Dec 13
Open Book	26 Nov 13	100		
EPE	02 Dec 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
May 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/DOV	☐	☐	☑		30 Dec 13
2	REVIEWING OFFICER	338 CTS/DO	☑	☐	☐		02 Jan 14
3	FINAL APPROVING OFFICER	338 CTS/CC	☑	☐	☐		07 Jan 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
07 Jan 14	[MASE2] 338 CTS/Z-Flight	[MASE2]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Airborne System Engineer (ASE) 2 Qualification and Mission evaluation flown on a local sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment and system knowledge, and maintenance and troubleshooting.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the ASE 2 position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE

G2.9.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [MASE2] | SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /MK	INIT QUAL/MSN	03 Dec 13	1				
	Initial Review	14 Mar 14					
RC-135V /MK	N/N SPOT	12 Aug 14	1				
RC-135V/MK	QUAL/MSN	6 Apr 15	II				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.9.3. TRAINING RECORDS

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT			
STUDENT'S NAME (Last, First) RANK [MASE2]	INSTRUCTOR'S NAME / RANK		DATE 24 Jul 14
SORTIE NUMBER M-1	AIRCRAFT TYPE RC-135V/W Baseline 11	DURATION 7.4	OVERALL GRADE P

Profile: This was a local sortie flown out of Offutt AFB, NE on AC 848. The flight consisted of preflight, system boot, on-watch, system shutdown, and post flight.

Mission Planning: All briefs attended.

Preflight: No errors noted. [MASE2] coordinated with the ASE 4 to see who would do each part of the checklist.

System Boot / Init: [MASE2] booted all the ASE 2 systems without any assistance.

On-Watch: Once all the systems were up, [MASE2] was notified of NABRE issues. He worked with the AMS/TC to solve the issues. After troubleshoot NABRE, the DLO had him assist with some link problems. [MASE2] used proper troubleshoot techniques to narrow down the issue. After all systems were troubleshot, we began covering the BL 11 differences. He was able to recall from memory all the differences between BL 10 and BL 11 ASE 2 systems.

System Shutdown: No errors noted.

Forms / Debrief: [MASE2] made all the appropriate write-ups and debriefed the ground.

Strengths/Weaknesses: [MASE2] came well prepared for the BL 11 flight. He used all his resources to troubleshoot the systems that were having problems.

Recommendations: [MASE2] has completed all the requirements for BL 11 ASE 2 position.

S

INSTRUCTOR'S SIGNATURE

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MASE2]		14 Jul 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
G-1	RC-135V/W Baseline 11	4.0	S

Profile: This a was an OGT on AC 848. This was the first BL11 DQ event for [MASE2] . All ASE 2 and common academic slides were covered on 11 Jul 14.

On-Watch: [MASE2] followed the checklist and coordinated with the ASE 4 to bring the system up. Once everything was powered on we started going over the BL11 changes. The topics covered were OWS, Maintenance, NAV TIME, LAN, Data Storage, ICS, JTIDS windows, NABRE/WGS, and STE-RI.

Strengths/Weaknesses: [MASE2] asked questions on the changes for the ASE 2 systems.

Recommendations: Proceed to next event.

STUDENT'S SIGNATURE	INSTRUCTOR'S SIGNATURE

TRA...NG ACCOMPLISHMENT REPO..T

STUDENT'S NAME / RANK	CLASS	PRIMARY INSTRUCTOR	SECONDARY INSTRUCTOR	COURSE
[MASE2]	N/A		N/A	ASE 2 BL10.2 to 11 Diff Cert

TRAINING EVENTS

INSTRUCTOR														
DATE	14-Jul													
SORTIE	G-1	G-2	M-1	M-2	M-3	M-4	M-5	M-6	M-7	M-8				Flight Hours 0.0
SORTIE DURATION														
ATD DURATION	4.0													ATD Hours 4.0
OVERALL GRADE	S													0.00%

TRAINING EVENT/TASK LISTING	Aircraft/SAT	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	Total ACCM	Pro Level	Req Pro Lvl
Checklist Procedures																								
Pre-Flight	X	1	2.0																			1	2.0	3.0
In-Flight	X	1	2.0																			1	2.0	3.0
Post-Flight	X	1	2.0																			1	2.0	3.0
OWS																								
Location / Function / Signal Flow																								
OWS, 09CD0064-7		1	2.0																			1	2.0	3.0
Maintenance																								
Location / Function / CB / Signal Flow																								
MP, EPR347-0000-1		1	2.0																			1	2.0	3.0
MT3 LCD and Keyboard, PD000429-001		1	2.0																			1	2.0	3.0
Maintenance Laptop		1	2.0																			1	2.0	3.0
SwitchView, SC640-001		1	2.0																			1	2.0	3.0
Associated Windows Interpretation / Manipulation																								
Proc Stat	X	1	2.0																			1	2.0	3.0
Keepass	X	1	2.0																			1	2.0	3.0
NAV TIME																								
Location / Function / CB / Signal Flow																								
Gsync, 12CD0117-3		1	2.0																			1	2.0	3.0
LAN																								
Location / Function / CB / Signal Flow																								
System LAN Switch, ES752A0000-16		1	2.0																			1	2.0	3.0
LAN Hub, SK08-0084-1/3		1	2.0																			1	2.0	3.0
LAN Switch, WS-C3750G-48TS-E		1	2.0																			1	2.0	3.0
DSS LAN Switch, SK13-0071-1		1	2.0																			1	2.0	3.0
Data Storage																								
Location / Function / CB / Signal Flow																								
Filer, FAS2240-2-R5		1	2.0																			1	2.0	3.0
High Speed Data Recorder (HSDC)		1	2.0																			1	2.0	3.0
ICS																								
Location / Function / CB / Signal Flow																								
ICS Mainframe, 91CD0103-4		1	2.0																			1	2.0	3.0
JTIDS																								
Associated Windows Interpretation / Manipulation																								
J14.2 Message	X	1	2.0																			1	2.0	3.0
Address Panel	X	1	2.0																			1	2.0	3.0
NABRE / WGS																								
Location / Function / CB / Signal Flow																								
NABRE Router, SK10-0111-3		1	2.0																			1	2.0	3.0
Expand Accelerator		1	2.0																			1	2.0	3.0
KG-250		1	2.0																			1	2.0	3.0
ASM Modem		1	2.0																			1	2.0	3.0
IDIRECT Modem		1	2.0																			1	2.0	3.0
IF Combiner		1	2.0																			1	2.0	3.0
Tasks																								
Power on Procedures	X	1	2.0																			1	2.0	3.0
Set up NABRE / WGS	X	1	2.0																			1	2.0	3.0
STE-RI																								
Location / Function / CB / Signal Flow																								
STE-RI		1	2.0																			1	2.0	3.0
67090 Relay Box		1	2.0																			1	2.0	3.0
Tasks																								
Power on Procedures	X	1	2.0																			1	2.0	3.0
Use ICS to make call	X	1	2.0																			1	2.0	3.0
Update Address Book	X	1	2.0																			1	2.0	3.0

EVENT TASK GRADES

- **U** - Performance was not observed or the element was not performed.
- **D** - Performance was unsafe. (Item requires a "0" overall grade.)
- **0** - Performance indicates a lack of ability or knowledge
- **1.0** - Lack of knowledge, demonstration required by instructor
- **2.0** - Significant errors or deviations, required substantial assistance
- **3.0** - Performed at basic proficiency level, only coached for technique
- **4.0** - Performance reflects a high degree of ability

OVERALL GRADE

U - Unsatisfactory; unsatisfactory progress or regression

S - Satisfactory; progress is satisfactory, but required proficiency level is not achieved

P - Proficient; achieved the required proficiency level

NE/SNP - Non-effective/student non-progression (cumulative low PLRs)

NE/OTH - Non-effective/events not completed for weather, equipment malfunction, abort, cancellation

TRAINING SUMMARY AND CLOSEOUT REPORT

STUDENT'S NAME / RANK		CLASS	INSTRUCTOR'S NAME / RANK		
[MASE2] A1C		N/A			
NUMBER OF INSTR	**DATE ENTRY**	**DATE COMPLETE**	**TOTAL DAYS**	**AIRCRAFT**	**COURSE**
1	14-Jul-14	24-Jul-14	11	RC-135V/W Baseline 11	RC-135V/W ASE 2 Difference Cert (BL 11)

OVERALL PERFORMANCE, STRENGTHS, WEAKNESSES, ETC.

[MASE2] showed a strong desire to learn the new BL 11 systems. He was able to use his knowledge of BL 10 to help with all the changes.

[MASE2] **has completed all required training and is certified to fly the ASE 2 position on all BL11 aircraft.**

INSTRUCTOR'S SIGNATURE	OPERATIONS OFFICER SIGNATURE

G2.10. TSGT [Mishap Airborne Systems Engineer 3] (MASE3)

G2.10.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 11 Mar 15

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MASE3]	TSgt		N/A
ORGANIZATION AND LOCATION: 343 RS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MK		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
			N/N SPOT	11 Mar 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
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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER TSgt	343 RS/C4I	☐	☐	☒		18 Mar 15
2	REVIEWING OFFICER Maj	343 RS/DO	☒	☐	☐		30 Mar 15
3	FINAL APPROVING OFFICER Lt Col	343 RS/CC	☒	☐	☐		13 Apr 15

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
14 Apr 15	[MASE3] Sgt	[MASE3]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an Airborne System Engineer (ASE) 4 No-Notice Spot evaluation conducted on pre-flight for a local training sortie from Offutt AFB, NE. The examinee performed and was evaluated on publication usage.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. None.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERS

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 30 May 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MASE3]	TSgt		N/A
ORGANIZATION AND LOCATION: 338 CTS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /MK		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	01 May 14	100	INIT QUAL/MSN	30 May 14
Open Book	02 May 14	100		
EPE	30 May 14	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
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 RANK	ORGANIZATION	CHECK: RECOMMEND	CHECK: DO NOT RECOMMEND	CHECK: RESTRICTIONS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/B-Flight	☐	☐	☒		02 Jun 14
2	REVIEWING OFFICER	338 CTS/DO	☒	☐	☐		10 Jun 14
3	FINAL APPROVING OFFICER	338 CTS/CC	☒	☐	☐		18 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
18 Jun 14	[MASE3] 338 CTS/Z-Flight	[MASE3]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Airborne System Engineer (ASE) 4 Qualification and Mission evaluation flown on a local sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment and system knowledge, and maintenance and troubleshooting.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Requisites and flight satisfy all requirements for the ASE 4 position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVER

G2.10.2. AF FORM 942

RECORD OF EVALUATION

NAME (Last, First, Middle Initial)
[MASE3]

SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /MK	INIT QUAL/MSN	30 May 14	1				
	Initial Review 343 RS	05 Jun 14					
RC-135V/MK	N/N SPOT	11 MAR 15	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

RECORD OF EVALUATION

[MASE3] SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	16 Aug 05					
C-37A/MK	INIT QUAL/MSN	17 Dec 05	1				
	Annual Review	21 Dec 05					
C-37A/MK	SPOT	05 Jan 06	1				
C-37A/MK	N/N SPOT	16 Mar 06	1				
	Annual Review	07 Dec 06					
C-37A/MK	QUAL/MSN	04 May 07	1				
	Annual Review	04 Dec 07					
C-37A/IK	INIT INSTR/QUAL/MSN	08 Jul 08	1				
C-37A/IK	N/N SPOT	09 Sep 08	1				
	Annual Review	02 Dec 08					
C-37A/IK	SPOT	08 May 09	1				
C-37A/IK	QUAL/MSN	03 Dec 09	1				
	Annual Review	16 Dec 09					
	Annual Review	01 Dec 10					
C-37A/IK	QUAL/MSN	03 May 11	1				
	Annual Review	14 Dec 11					
C-37A/IK	QUAL/MSN	07 Jun 12	1				
C-37A/IK	N/N SPOT	10 Oct 12	1				
	Annual Review	18 Dec 12					
C-37A/IK	QUAL/MSN	22 Nov 13	1				
	Annual Review	02 Dec 13					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

RECORD OF EVALUATION

NAME (Last, First, Middle Initial) SSN

[MASE3]

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (Unit)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (Unit)
	Assigned 338 CTS	01 Oct 2001	(ACC)				
RC-135W	INIT QUAL	01 May 2002	1 (ACC)				
	Assigned 45 RS	02 May 2002	(ACC)				
RC-135S	INIT QUAL	16 Aug 2002	1 (45 RS)				
	Annual Review	31 Mar 2003	(45 RS)				
RC-135S	QUAL	02 Dec 2003	1 (45 RS)				
RC-135S	INIT INSTR	23 Jul 2004	1 (45 RS)				
RC-135S	QUAL	12 Apr 2005	~~1~~ 2 yrs (45 RS)				

AF FORM 942, 19961201 (EF-V2) PREVIOUS EDITIONS ARE OBSOLETE

G2.10.3. TRAINING RECORDS

TRAINING ACCOMPLISHMENT REPORT

STUDENT'S NAME / RANK	CLASS	PRIMARY INSTRUCTOR	SECONDARY INSTRUCTOR	COURSE
[MASE3]	N/A			RC-135V/W ASE 4 Diff Cert Baseline 11

TRAINING EVENTS

INSTRUCTOR																									
DATE				10-Jul		10-Sep		11-Sep		12-Sep															
SORTIE				G1		M1		G2		G3															
SORTIE DURATION						10																			
ATD DURATION				NA				3		3															
OVERALL GRADE				S		S		S		P															

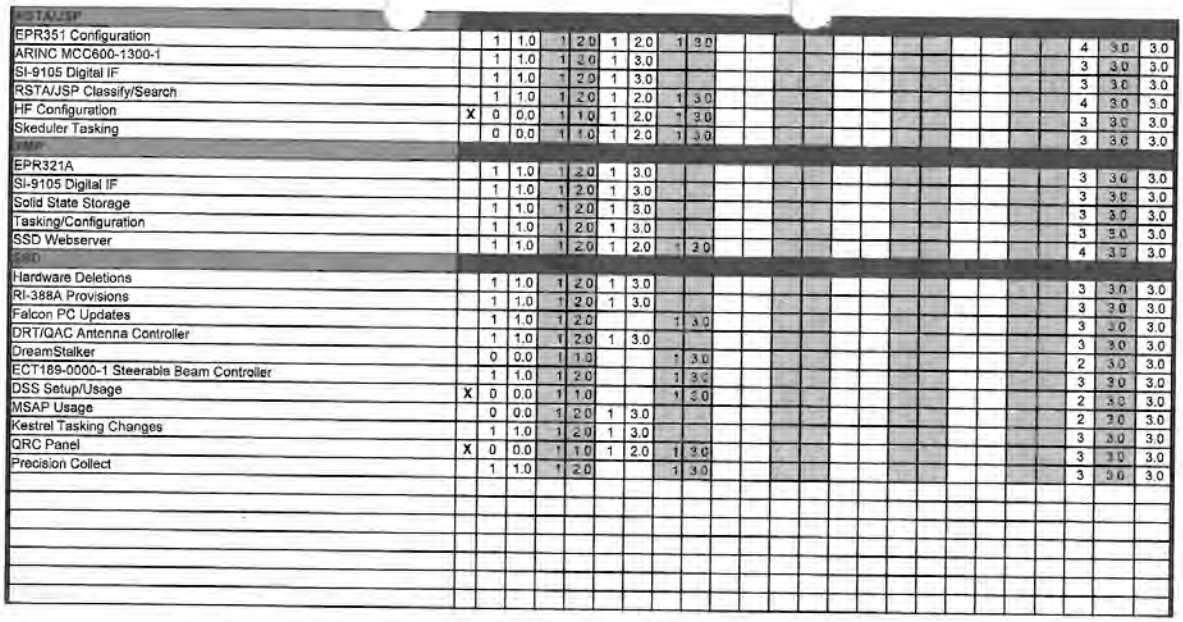
TRAINING EVENT/TASK LISTING	Aircraft/SAT	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	#ACCM	GRADE	Total ACCM	Pro Level	Req Pro Lvl
Aircraft Changes																								
Applicable ETM/ES2000		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Emergency Equipment Changes	X	0	0.0	1	2.0	1	3.0															2	3.0	3.0
Checklist Changes	X	0	0.0	1	2.0	1	3.0															2	3.0	3.0
12CD0117-3, Gsync		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Maintenance Changes																								
MPC Removal		1	1.0	1	2.0	1	3.0															3	3.0	3.0
MP, EPR-347-0000-1		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Switchview		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Maintenance Laptop		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
Maintenenance position 3	X	0	0.0	1	2.0	1	3.0															2	3.0	3.0
ERS112		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Processor Status Panel		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Wingding Removal		1	1.0	1	2.0	1	3.0															3	3.0	3.0
OWS Position																								
09CD0084-7 Changes		1	1.0	1	2.0	1	3.0															3	3.0	3.0
11CD0259-1 Keyboard		1	1.0	1	2.0	1	3.0															3	3.0	3.0
VIDS24AR-W2DDAC-1 Widescreen Display (Raven)		1	1.0	1	2.0	1	3.0															3	3.0	3.0
STE Integration		1	1.0	1	2.0			1	3.0													3	3.0	3.0
POSN 1-8/21/22 KVM rework		1	1.0	1	2.0	1	3.0															3	3.0	3.0
ECT199-0000-1 Steerable Beam Controller		1	1.0	1	2.0			1	3.0													3	3.0	3.0
Element Database/Editor enhancements		0	0.0	1	2.0	1	3.0															2	3.0	3.0
Signal Data Distribution																								
HSDC		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Filer, FAS2240-R5		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
FAS2240 Reconfiguration/Setup Procedures		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
ES752 -16 Upgrade		1	1.0	1	2.0	1	3.0															3	3.0	3.0
WS-X6708-10G-CXL 10GbE		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Processor NIC changes and cable reduction		1	1.0	1	2.0	1	3.0															3	3.0	3.0
RF Systems																								
MRK Self Test		1	1.0	1	2.0	1	3.0															3	3.0	3.0
ES822-0003-13/-14		1	1.0	1	2.0	1	3.0															3	3.0	3.0
ERV-133 reduction		1	1.0	1	2.0	1	3.0															3	3.0	3.0
SI-9105		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
SK11-0287-1		1	1.0	1	2.0	1	3.0															3	3.0	3.0
RCE Chassis 1-4		1	1.0	1	2.0	1	3.0															3	3.0	3.0
RCE Applications 1A-4D		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
Thundermonkey		1	1.0	1	2.0			1	3.0													3	3.0	3.0
Geolocation Calculation Improvements	X	0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
DF BITE Interference Improvements		1	1.0	1	2.0	1	3.0															3	3.0	3.0
LBCA CAN105-0000-1		1	1.0	1	2.0	1	3.0															3	3.0	3.0
CAN105-0000-1 Power		1	1.0	1	2.0	1	3.0															3	3.0	3.0
CAN105 TR Monitor	X	0	0.0	1	2.0	1	3.0															3	3.0	3.0
DMCA Hardware Removal/ Reconfiguration		1	1.0	1	2.0	1	3.0															2	3.0	3.0
AWP																								
11CD0260 Blade Center		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
Reconfiguration/Setup Procedures		0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
11CD0260/09CD0139 Configuration/Tasking		0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
AWP Receiver Tasking/IF Flow		1	1.0	1	2.0	1	3.0															3	3.0	3.0
AWP Tasking Window		0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
MSAP Reporting		0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
OWS Map and Element integration		1	1.0	1	2.0	1	3.0															3	3.0	3.0
AWP Data Miner/ Manager		1	1.0	1	2.0	1	3.0															3	3.0	3.0
AWP System Status Panel		1	1.0	1	2.0	1	3.0															3	3.0	3.0
LBCA Tasking	X	0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0

Flight Hours 10.0

ATD Hours 6.0

100.00%

55 OG Electronic Form 45 (30 Jan 12)



RSTA/JSP																									
EPR351 Configuration		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
ARINC MCC600-1300-1		1	1.0	1	2.0	1	3.0															3	3.0	3.0
SI-9105 Digital IF		1	1.0	1	2.0	1	3.0															3	3.0	3.0
RSTA/JSP Classify/Search		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
HF Configuration	X	0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
Skeduler Tasking		0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
VMF																									
EPR321A		1	1.0	1	2.0	1	3.0															3	3.0	3.0
SI-9105 Digital IF		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Solid State Storage		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Tasking/Configuration		1	1.0	1	2.0	1	3.0															3	3.0	3.0
SSD Webserver		1	1.0	1	2.0	1	2.0	1	3.0													4	3.0	3.0
SSD																									
Hardware Deletions		1	1.0	1	2.0	1	3.0															3	3.0	3.0
RI-388A Provisions		1	1.0	1	2.0	1	3.0															3	3.0	3.0
Falcon PC Updates		1	1.0	1	2.0			1	3.0													3	3.0	3.0
DRT/QAC Antenna Controller		1	1.0	1	2.0	1	3.0															3	3.0	3.0
DreamStalker		0	0.0	1	1.0			1	3.0													2	3.0	3.0
ECT189-0000-1 Steerable Beam Controller		1	1.0	1	2.0			1	3.0													3	3.0	3.0
DSS Setup/Usage	X	0	0.0	1	1.0			1	3.0													2	3.0	3.0
MSAP Usage		0	0.0	1	2.0	1	3.0															2	3.0	3.0
Kestrel Tasking Changes		1	1.0	1	2.0	1	3.0															3	3.0	3.0
QRC Panel	X	0	0.0	1	1.0	1	2.0	1	3.0													3	3.0	3.0
Precision Collect		1	1.0	1	2.0			1	3.0													3	3.0	3.0

55 OG Electronic Form 45 (30 Jan 12)

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MASE3]		10 Jul 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
M-1	RIVET JOINT Baseline 11	8.0	S

Profile:
This was a ground training academic event. All common and ASE 4 specific slides were covered and additional questions were answered. This academic review is an initial introduction to the overall changes to the Baseline 11 aircraft and does not cover all tasking abilities or objectives that can only be taught on the aircraft.

Due to the high experience level all topics were covered in a very expeditious manner as the fundamentals from Basline 10 have not changed.

Strengths/Weaknesses:
All systems were covered and a understanding of knowledge/theory was demonstrated to the targeted level for each subject. No weakness were noted .

Recommendations:
Continue with training using Ground Power-On Trainers.

STUDENT'S SIGNATURE	INSTRUCTOR'S SIGNATURE

55 OG Form 44

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MASE3]		10 Sep 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
M-1	RIVET JOINT Baseline 11	10.0	S

Profile: This was a HHQ sortie flown on 848 consisting of system preflight, power on and shutdown.

Mission Planning: During mission planning, [MASE3] went over BL11 differences.

Preflight: [MASE3] completed preflight in a timely manor while working with the ASE 2 to complete the new combined checklist.

System Boot / Init: System power-on was completed in conjunction with the ASE 2. During system boot up we reviewed some of the hardware and emergency equipment chances. [MASE3] was able to tell me many of the BL11 differences from memory.

On-Watch: During on watch [MASE3] was able to recall much of BL 11 differences while I added additional information sthis was a long flight. He also showed me how to use the different AWP and RSTA windows during this time.

System Shutdown: System shutdown was completed with minor deviations to the overall ASE 5 checklist. Tool and software inventory was completed.

Forms / Debrief: No write ups for [MASE3] during this sortie.

Strengths/Weaknesses: [MASE3] showed his growing knowledge in RJ operations.

Recommendations: I recommend [MASE3] be PA 1 event. Continue to next training event.

STUDENT'S SIGNATURE	INSTRUCTOR'S SIGNATURE
	// Signed / / 11 Sep 14

55 OG Form 44

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MASE3]		11 Sep 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
M-1	RIVET JOINT Baseline 11	3.0	S

Profile:
This was a ground training academic event on aircraft 848 with SrA and [MASE3]

Preflight: [MASE3] assisted SrA run the ASE 5 preflight checklist coordinating with the ASE 2 to complete it. During preflight we had power issue that delayed the overall system power one. We reviewed RJ system operations focusing on position, OWS operations, lan and systems setup. [MASE3] was able to recall much of the information discussed from last event.

System Power on: [MASE3] assisted SrA run the ASE 5 checklist coordinating with the ASE 2 to complete it. After the system was powered on we focused our training on software and under-glass computer operations. We covered AWP, RSTA, XMP and associated equipment operations. [MASE3] has a good grasp of how the systems work together.

Strengths/Weaknesses: [MASE3] is progressing well and ahead of schedule for BL11 difference training.

Recommendations: Review and work on DRT, DSS and DS operations during next event. Continue with training using Ground Power-On Trainers.

STUDENT'S SIGNATURE	INSTRUCTOR'S SIGNATURE
	// Signed // 11 Sep 14

55 OG Form 44

TRAINING ACCOMPLISHMENT AND PROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MASE3]		12 Sep 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
M-1	RIVET JOINT Baseline 11	3.0	P

Profile:
This was a ground training academic event on aircraft 848.

Preflight: During preflight we arrived at the aircraft and nothing was set up, there was a miscommunication for the start times of the OGT. However once the power and air conditioning carts were hooked up, [MASE3] was able to load software and run the ASE 5 checklist coordinating with another ASE 4 to complete both sides of the system power on.

System Power on: System power on was uneventful with no checklist errors. During this time we reviewed DSS, DRT and DS operations. We also brought up the DCP OWS software to see how that setup effects the OWS operations.

Strengths/Weaknesses: [MASE3] is good to go with BL 11 difference training. Keep reviewing the ETMs for BL 9, BL10 and BL 11.

Recommendations: [MASE3] is BL 11 difference certified.

STUDENT'S SIGNATURE	INSTRUCTOR'S SIGNATURE
	// Signed // // 12 Sep 14

55 OG Form 44

TRAINING SUMMARY AND CLOSEOUT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK
[MASE3]	N/A	

NUMBER OF INSTR	DATE ENTRY	DATE COMPLETE	TOTAL DAYS	AIRCRAFT	COURSE
2	10-Jul-14	12-Sep-14	64	RC-135 Baseline 11	RC-135V/W ASE 4 Diff Cert Baseline 11

OVERALL PERFORMANCE, STRENGTHS, WEAKNESSES, ETC.

[MASE3 has completed all training events and has demonstrated that he has achieved proficiency in all required events/items.

INSTRUCTOR'S SIGNATURE	OPERATIONS OFFICER SIGNATURE
// Signed // // 12 Sep 14	

55 OG Form 46

G2.11. 1LT [Mishap Raven 2] (MR2)

G2.11.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION — DATE COMPLETED: 11 Sep 14

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[Mishap Raven 2]	1st Lt		N/A

ORGANIZATION AND LOCATION	ACFT/CREW POSITION
338 CTS, Offutt AFB, NE	RC-135V /ME

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	04 Sep 14	96	INIT QUAL/MSN	11 Sep 14
Open Book	05 Sep 14	100		
EPE	11 Sep 14	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
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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	338 CTS/CCE	☐	☐	☒		24 Sep 14
2	REVIEWING OFFICER	338 CTS/DO	☒	☐	☐		22 Oct 14
3	FINAL APPROVING OFFICER	338 CTS/CC	☒	☐	☐		23 Oct 14

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
24 Oct 14	[Mishap Raven 2] 1st Lt 338 CTS/A-Flight	[Mishap Raven 2]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. **COMMENTS**

EXAMINER'S REMARKS:

A. Mission Description. This was an Initial Raven X Qualification and Mission evaluation flown on a local training sortie out of Offutt AFB, NE. The flight profile consisted of takeoff, air refueling, on-watch, off-watch, and landing. The examinee performed and was evaluated on mission planning, checklist procedures, CRM/crew coordination, equipment/system operation, and data collection recording.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Commendable. Area 8. CRM/Crew Coordination. Examinee demonstrated well above average CRM by coordinating 3-1 communications, de-conflicting signals and keeping the TC informed at all times.

Requisites and flight satisfy all requirements for the Raven X position on RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVERSE)

G2.11.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [Mishap Raven 2] | SSAN

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
RC-135V /ME	INIT QUAL/MSN	11 Sep 14	1				
	Initial Review 343 RS	10 Oct 14					

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G211.3. TRAINING RECORDS

TRAINING SUMMARY AND CLOSEOUT REPORT

STUDENT'S NAME / RANK	CLASS	INSTRUCTOR'S NAME / RANK
[Mishap Raven 2] / Lt	N/A	

NUMBER OF INSTR	DATE ENTRY	DATE COMPLETE	TOTAL DAYS	AIRCRAFT	COURSE
1	24 Oct 14	27 Oct 14	1	RC-135 Baseline 11	RC-135V/W Raven Diff Qual Baseline 11

OVERALL PERFORMANCE, STRENGTHS, WEAKNESSES, ETC.

Training Summary: [MR2] has accomplished a FMT /Classroom training event and has completed the training program for Baseline 11 Difference Qualifacation.

[MR2] has completed all training requirements to be certified on Baseline 11 aircraft.

INSTRUCTOR'S SIGNATURE	OPERATIONS OFFICER SIGNATURE
	[MTC]

G2.12. CMSGT [Mishap Signals, Search & Development] (MSSD)

G2.12.1. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 24 Feb 15

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	RANK	SSAN	ELIGIBILITY PERIOD
[MSSD]	CMSgt		Feb - Jul 15
ORGANIZATION AND LOCATION: 97 IS, Offutt AFB, NE	ACFT/CREW POSITION: RC-135V /IQ		

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	24 Feb 15	100	N/N QUAL/MSN	20 Feb 15
Open Book	23 Feb 15	98		
EPE	20 Feb 15	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
Jul 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 RANK	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER	97 IS/DOOB	☐	☐	☒		24 Feb 15
2	REVIEWING OFFICER	97 IS/DO	☒	☐	☐		25 Feb 15
3	FINAL APPROVING OFFICER	97 IS/CC	☒	☐	☐		03 Mar 15

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
03 Mar 15	[MSSD] :MSgt	[MSSD]

AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET

IV. COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was a No-Notice Instructor Signal Search and Development (SSD) Qualification and Mission evaluation flown IAW AFI 11-202V2/ACCSUP1/55OGSUP1, AFI 11-2RC-135V2, and the 55 OG Evaluation Profile letter. Instructional focus was on the PLP panel along with how to create and modify a PROFUSION assignment.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Higher level FE was not available per AFI11-202V2, ACC SUP1, para 3.2.4. Examinee elected to realign their qualification dates. Requisites and flight satisfy all requirements for the Instructor SSD position on the RC-135V/W aircraft.

REVIEWING OFFICER'S REMARKS: None.

APPROVING OFFICER'S REMARKS: None.

ADDITIONAL REVIEWS: None.

AF FORM 8, 20061208 (REVER

G2.12.2. AF FORM 942

RECORD OF EVALUATION

NAME *(Last, First Middle Initial)* [MSSD] | **SSAN**

ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
	Annual Review	15 Nov 06					
RC-135V /EA	SPOT	15 May 07	1				
	Annual Review	30 Jul 07					
	Annual Review	26 Jun 08					
RC-135V /IQ	RQ QUAL/MSN	23 Aug 11	1				
	Initial Review 338 CTS	01 Jun 11					
RC-135V /IQ	QUAL/MSN	28 Nov 12	1				
RC-135V /IQ	QUAL/MSN	06 Feb 14	1				
	Initial Review 97 IS	27 Oct 14					
RC-135V /IQ	N/N QUAL/MSN	24 Feb 15	1				

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

RECORD OF EVALUATION

NAME (Last, First, Middle Initial) SSN

[MSSD]

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (UNIT)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (UNIT)
RC-135V	SPOT	22 Jun 04	1 (97 IS)				
	Annual Review	22 Nov 04	(97 IS)				
RC-135V	QUAL	06 Jan 05	1 (97 IS)				
	Annual Review	18 Nov 05	(97 IS)				
RC-135V	QUAL	26 Apr 06	1 (97 IS)				

Last Item

Last Item

AF IMT 942, 20030601, V1 PREVIOUS EDITIONS ARE OBSOLETE.

RECORD OF EVALUATION

NAME (Last, First, Middle Initial) SSN

[MSSD]

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)
	AIA						
	Assigned 488 IS	07 Jan 99	(AIA)				
RC-135V	INIT QUAL	07 Mar 99	1 (AIA)				
RC-135V	INIT QUAL	26 Mar 99	1 (AIA)				
RC-135V	INIT QUAL	28 Apr 99	1 (AIA)				
	Annual Review	07 Jan 00	(AIA)				
	Assigned 97 IS	17 Aug 00	(AIA)				
RC-135V	RQ INSTR QUAL	08 Nov 00	1 (AIA)				
	Annual Review	20 Nov 00	(AIA)				
C-130(SS)	INIT INSTR/QUAL	20 Jan 01	1 (AIA)				
	ACC						
	Annual Review	20 Nov 01	(ACC)				
RC-135V	INIT QUAL	04 Dec 01	1 (ACC)				
RC-135V	INIT INSTR/QUAL	02 Apr 02	1 (ACC)				
RC-135V	SPOT	24 Jul 02	1 (97 IS)				
	Annual Review	20 Nov 02	(97 IS)				
	Annual Review	06 Mar 03	(97 IS)				
RC-135V	QUAL	25 Aug 03	1 (97 IS)				
	Annual Review	24 Nov 03	(97 IS)				

Last Item

Last Item

AF FORM 942, 19961201 (EF-V2) PREVIOUS EDITIONS ARE OBSOLETE

G2.12.3. TRAINING RECORDS

TRAINING AC[illegible]OMPLI[illegible]ROGRESS REPORT

STUDENT'S NAME (Last, First) RANK	INSTRUCTOR'S NAME / RANK	DATE
[MSSD] CMSgt		10 Nov 14

SORTIE NUMBER	AIRCRAFT TYPE	DURATION	OVERALL GRADE
OGT	RC-135 Baseline 11	2 Hrs	S

OVERALL PERFORMANCE, STRENGTHS, WEAKNESSES, ETC.

SORTIE PROFILE AND CONDITIONS:

This was a BL11 difference certification completed on the OGT Tail 848.

Pre-Mission Planning/Preflight:

[MSSD] completed all BL11 academics with SrA DiVittorio 10 Nov 2014.

***Flight/SIM:**

[MSSD] was shown and performed all required BL11 training on the OGT. He demonstrated basic knowledge of the baseline updates and was able to complete all updated system tasks.

Paperwork- [MSSD] was shown the updated SSD web page and was instructed proper paperwork updates.

CO- Performed various CO tasks to include seize, DF, PAN/SDU, Steerable beam, and map manipulation.

SSD- [MSSD] completed standard procedures then proceeded to work on BL11 upgrade familiarization. He was able to task a DSS reciever and use both steerable beam and DF. Additionally, we covered how to patch RF to XMP for use of additional collection tools.

STRENGTHS AND WEAKNESSES/PROGRESS:

[MSSD] showed the abililty to complete all tasks in a timely manner. He showed a sufficient understanding of the system, however could use additional BL11 practice.
[MSSD] has completed all tasks required for a BL11 difference certification, and is capable of operating all tasked BL11 functions.

G3. MAINTENANCE TRAINING RECORDS

No data available.

G4. OTHER PERSONNEL EVALUATION AND TRAINING RECORDS.

No data available

TAB H

EGRESS, AIRCREW FLIGHT EQUIPMENT (AFE), IMPACT, AND CRASHWORTHINESS ANALYSIS

H1. EGRESS ANALYSIS 2
H2. AFE ANALYSIS 3
H2.1. AIRCRAFT INSTALLED AFE 4
H2.2. CAREER FIELD EDUCTION TRAINING PLAN RECORDS 5
H2.3. AFE CONTINUTATION TRAINING EVENTS 5
H2.4. AFTO FORM 46CG PREPOSITIONED LIFE SUPPORT EQUIPMENT 6
H3. IMPACT ANALYSIS 7
H4. AIRFRAME CRASHWORTHINESS ANALYSIS 7

H1. EGRESS ANALYSIS

No data applicable.

INTENTIONALLY

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H2. AFE ANALYSIS

Analysis of Aircrew Flight Equipment

AFSAS Number: 739726
Mishap Aircraft (MA): 64-14848
Mishap Date: 30 April 2015

I. INTRODUCTION: The following pertains to an RC-135V aircraft assigned to the 55th Wing, Offutt Air Force Base Nebraska that was involved in a mishap involving a fire around the aft galley section of the aircraft. A thorough review of all Flight Equipment Records Management System data was accomplished. Additionally, other available computerized products to include crewmember Individual Training Summaries (ITS) and Training Business Area (TBA) training records were also reviewed.

II. BACKGROUND: AFE requirements and equipment configurations are dictated by AFI 11-301v1, AFI 11-301v2, AFI 11-301v1 ACC Supplement, and associated equipment technical orders. An evaluation of the AFE recovered from the MA was accomplished to confirm that evaluated subsystems worked as designed. There were no overdue inspections, time changes, or Time Compliance Technical Orders that required accomplishment. All crewmembers on board were current on required, grounding related and AFE continuation training events.

H2.1. AIRCRAFT INSTALLED AFE

The aircraft installed AFE was located throughout the MA and each item was found to be in its proper place. The equipment was later removed from the MA, collected by the SIB and retained at an area adjacent to the main entry control point of the MA controlled area. Photographs were taken of several oxygen masks as items potentially damaged during the incident. An accurate assessment as to the condition of each item will be determined based upon a thorough review and inspection of these components by qualified AFE personnel. At this time only one Scott Model 358 mask appears to be damaged beyond repair.

a. **Scott Model 358 Oxygen Quick Don Smoke Mask (used).** There were 35 quick don oxygen masks prepositioned aboard the MA. Based off non-privileged written statements, 21 of the 27 crewmembers indicted donning the mask upon indication of the fire and ensuing smoke in the cabin. None indicated any failures of the AFE or problems donning the mask. An electronically generated AFTO 334CG indicated the next mask inspection wasn't due until 21 May 15, so all were current. There were three AFE technicians who completed the last inspections of the masks with all being qualified to perform the task.

b. **Fire Fighters Smoke Mask (used).** There were two firefighter smoke masks prepositioned aboard the aircraft. Based off non-privileged written statements, only one of the 27 crewmembers indicted donning the firefighter mask, in lieu of the Scott 358 Quick Don, in an attempt to extinguish the fire. There was no mention or indication of malfunctions of the AFE or problems donning. The electronically generated AFTO 334CG indicated the next mask inspection was due 20 Jun 15. There was one AFE technician who completed the last inspection of the mask on 22 Dec 14 and was fully qualified.

c. **Protective Breathing Equipment (PBE) (not used).** There were two PBEs prepositioned aboard the aircraft. The electronically generated AFTO 152CG indicated the next inspection was due 31 May 15. According to these records, one AFE technician was responsible for the last inspection accomplished on 2 Mar 15. Upon verification of training records, the member was qualified on this item.

d. **Emergency Passenger Oxygen System (EPOS) (not used).** There were 30 EPOSs prepositioned aboard the aircraft. The electronically generated AFTO 152CG indicated the next inspection was due 9 Aug 15. According to these records, one AFE technician was responsible for the last inspection accomplished on 10 Feb 15. Upon verification of training records, the member was qualified on this item.

e. **Anti-Exposure Coverall, CWU-16/P (not used).** There were 36 CWU-16/Ps prepositioned aboard the aircraft. The electronically generated AFTO 335CG indicated the next inspection was due 14 Sep 15. According to these records, there were three AFE technicians who completed the last inspection accomplished on 18 Mar 15. Upon verification of training records, all members were qualified on this item.

f. **Restraint Harness, PCU-17/P (not used).** There were two PCU-17/P restraint harnesses prepositioned aboard the aircraft. The electronically generated AFTO 392CG indicated the next inspection was due 27 Jan 16. According to these records, one AFE technician was responsible for the last inspection accomplished on 27 Jan 15. Upon verification of training records, the member was qualified on this item.

g. **Life Preserver, LPU-10/P (not used).** There were 36 LPU-10/Ps prepositioned aboard the aircraft. The electronically generated AFTO 336CG indicated the next inspection was due 18 Feb 16. According to these records, there were two AFE technicians who completed the last inspection accomplished on 18 Feb 15. Upon verification of training records, both members were qualified on this item.

h. **Life Raft, F-2B (not used).** There were two F-2B life rafts prepositioned aboard the aircraft. The electronically generated AFTO 338CG indicated the next inspection was due 18 Dec 15. According to these records, one AFE technician was responsible for the last inspection accomplished on 18 Dec 14. Upon verification of training records, the member was qualified on this item.

i. **Life Raft, F-2B, Inner Kit (not used).** There were two F-2B life raft inner kits prepositioned aboard the aircraft. The electronically generated AFTO 338CG indicated the next inspection was due 18 Dec 15. According to these records, one AFE technician was responsible for the last inspection accomplished on 18 Dec 14. Upon verification of training records, the member was qualified on this item.

j. **Life Raft, F-2B, Outer Kit (not used).** There were two F-2B life raft outer kits prepositioned aboard the aircraft. The electronically generated AFTO 338CG indicated the next inspection was due 19 Dec 15. According to these records, there were two AFE technicians who completed the last inspection accomplished on 19 Dec 14. Upon verification of training records, both members are qualified on this item.

H2.2. CAREER FIELD EDUCTION TRAINING PLAN RECORDS

Technician Training: A thorough review of all mishap-related AFE technicians' training records was accomplished utilizing TBA. All equipment inspections, maintenance, and continuation training provided to the crewmembers was accomplished by AFE personnel trained on the applicable equipment and training events.

H2.3. AFE CONTINUTATION TRAINING EVENTS

Aircrew Individual Training Summaries (ITS): A thorough review of all mishap-related crewmembers ITS records were reviewed. All items identified as grounding events per the 15 RC/OC/WC-135 Ready Aircrew Program (RAP) Tasking Memo were current for all crewmembers on board.

H2.4. AFTO FORM 46CG PREPOSITIONED LIFE SUPPORT EQUIPMENT

PREPOSITIONED LIFE SUPPORT EQUIPMENT	Originating Station:	Type Aircraft: RC-135V	Aircraft Num: 848	Mission Number:

Equipment Type: A	Qty: B	Local/Serial Number/Set ID C	Insp 1 Due D	Insp 2 Due E	Date Installed F
CWU-16/P	36	Set ID: 17	14-Sep-2015		14- Apr- 2015
EPOS	30	Set ID: 22	09-Aug-2015		14- Apr- 2015
F2B IN	2	Set ID: 3	18-Dec-2015		14- Apr- 2015
F2B OUT	2	Set ID: 3	19-Dec-2015		14- Apr- 2015
F2B RAFT	2	Set ID: 3	18-Dec-2015		14- Apr- 2015
LPU-10/P	35	Set ID: 6	18-Feb-2016		14- Apr- 2015
LPU-10/P	1	Set ID: 6	20-Apr-2016		14- Apr- 2015
PBE	2	Set ID: 25	31-May-2015		14- Apr- 2015
PCU-17/P	2	Set ID: 22	27-Jan-2016		14- Apr- 2015
QUICKDON	36	Set ID: 2	21-May-2015		14- Apr- 2015
SMOKE	2	Set ID: 19	20-Jun-2015		14- Apr- 2015

I certify the life support equipment listed on this form was prepositioned on this aircraft on the date indicated

DATE:	GRADE:	NAME:	
28-Apr-2015	Sra		

To be reviewed and signed by the aircraft commander or designated representative prior to departure IAW AFI 11-301 V2.

I certify the items on this form are on board and in apparent serviceable condition on the date indicated by my signature.

DATE:	LS INITIALS	A/C CC OR REP. SIGNATURE:	DATE:	LS INITIALS	A/C CC OR REP. SIGNATURE:
29 Apr					
30 Apr					

AFTO FORM 46CG OCT 2004 (COMPUTER GENERATED) Page 1 of 1

H3. IMPACT ANALYSIS

No data applicable.

H4. AIRFRAME CRASHWORTHINESS ANALYSIS

No data applicable.

TAB I

DEFICIENCY REPORTS

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INTENTIONALLY

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I1. DEFICIENCY REPORTS (DR)

I1.1. DR OFF-15-0004 REFRIGERATOR

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0004
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8879
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	400-1378-02
Manufacturer	TIA
Cage Code	N/A
S/N	03-11-34468
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624957193
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

Page 1

DR Form (Printed on: 27MAY2015)

Nomen	REFRIGERATOR
Tech Data Deficient	N/A
End Item	400-1378-02
NHA	400-1378-02
Circumstance Prior to Diff.	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	15MAY2015/
Customer Approved	15MAY2015/
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

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I1.2. DR OFF-15-0005 REFRIGERATOR

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0005
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8880
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	400-1378-02
Manufacturer	TIA
Cage Code	N/A
S/N	03-6-33776
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624957193
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

Page 1

DR Form (Printed on: 27MAY2015)

Nomen	REFRIGERATOR
Tech Data Deficient	N/A
End Item	400-1378-02
NHA	400-1378-02
Circumstance Prior to Diff	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

I1.3. DR OFF-15-0006 OVEN, CONVECTION

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0006
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8881
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	91145-001
Manufacturer	ENFLITE
Cage Code	0C0ML
S/N	24064
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624881769
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

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DR Form (Printed on: 27MAY2015)

Nomen	OVEN, CONVECTION
Tech Data Deficient	N/A
End Item	91145-001
NHA	91145-001
Circumstance Prior to Diff.	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

I1.4. DR OFF-15-0007 MICROWAVE OVEN, WAVEJET

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0007
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8882
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	400-1409-03-L
Manufacturer	TIA
Cage Code	UNK
S/N	04-4-34969
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624881769
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

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DR Form (Printed on: 27MAY2015)

Nomen	MICROWAVE OVEN, WAVEJET
Tech Data Deficient	N/A
End Item	400-1409-03-L
NHA	400-1409-03-L
Circumstance Prior to Diff.	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

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I1.5. DR OFF-15-0008 FAN

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0008
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8883
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	033454
Manufacturer	AMETEK ROTRON
Cage Code	82877
S/N	C03400082
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624881769
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

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DR Form (Printed on: 27MAY2015)

Nomen	FAN
Tech Data Deficient	N/A
End Item	033454
NHA	033454
Circumstance Prior to Diff	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

I1.6. DR OFF-15-0009 FAN

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0009
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	No
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8884
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	033454
Manufacturer	AMETEK ROTRON
Cage Code	82877
S/N	C03400085
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624881769
Work Unit Code	UNK
OTP	UNK
Unit Cost	UNK

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DR Form (Printed on: 27MAY2015)

Nomen	FAN
Tech Data Deficient	N/A
End Item	033454
NHA	033454
Circumstance Prior to Diff	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAF Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

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I1.7. DR OFF-15-0010 FAN

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0010
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8885
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	033454
Manufacturer	AMETEK ROTRON
Cage Code	82877
S/N	C03400088
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624881769
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

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DR Form (Printed on: 27MAY2015)

Nomen	FAN
Tech Data Deficient	N/A
End Item	033454
NHA	033454
Circumstance Prior to Diff.	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

Il.8. DR OFF-15-0011 FAN

DR Form (Printed on: 27MAY2015)

DR Number	OFF-15-0011
Type	Mishap
Priority	I/1B
Command	ACC
Flight Safety Crit.	Yes
Tracking	No
Kit	No
Accpt. Inspect.	No
Difficulty Discovered	15MAY2015
DB Ref	-8886
Description of Difficulty	ITEM INVOLVED IN AN AIRCRAFT FIRE
Action to Prevent Deficiency	THIS DR WAS SUBMITTED AS PART OF AN ON-GOING AIRCRAFT MISHAP INVESTIGATION, AFSAS #739726.
Operational Impact	ITEM IS SUSPECT IN CURRENT MISHAP
Depot Corrective Action	
Deficiency Resp.	
Severity Of Defect	
Material Disp.	
Life Cycle	
Results	
Action Taken	
Status Location	1 Quality
Status Code	A Evaluation
DR Status	OPEN
**** Field Input ****	
Mfr P/N	033454
Manufacturer	AMETEK ROTRON
Cage Code	82877
S/N	C03400091
Condition	
Qty Def	1
Qty Rcvd	0
Qty Insp	0
Exhibit Disp	
Shipping Invoice #	773624881769
Work Unit Code	UNK
OTF	UNK
Unit Cost	UNK

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DR Form (Printed on: 27MAY2015)

Nomen	FAN
Tech Data Deficient	N/A
End Item	033454
NHA	033454
Circumstance Prior to Diff.	AIRCRAFT MISHAP INVESTIGATION
Comments To Field	
Cognizant Official	
E-Mail	
Phone	
Certification Official	
E-Mail	
Phone	
Authorized	
Customer Approved	
**** Mishap ****	
Mishap/HAP Number	739726
Hazard Severity	II
Safety Officer	
E-Mail	
Phone	
**** Tracking ****	
Origination	15MAY2015
Due	24JUL2015
Extension	24JUL2015
Cognizant Complete	15MAY2015
Certification Complete	15MAY2015

TAB J

RELEASABLE TECHNICAL REPORTS AND ENGINEERING EVALUATIONS

J1. AIR FORCE RESEARCH LAB TECHNICAL REPORT AFRL/RXS 15-030A..... 2

J1. AIR FORCE RESEARCH LAB TECHNICAL REPORT AFRL/RXS 15-030A

RC-135V Onboard Fire Mishap Investigation
(Failure Analysis)

27 May 2015

Evaluation Report
(SA102002)

Report No. AFRL/RXS 15-030A

AUTHOR(S)

Materials Integrity Branch (AFRL/RXSA)

REQUESTER

Safety Investigation Board President
ACC 25 AF/OC

AFRL/RXS 15-030A

EXECUTIVE SUMMARY

The Materials Integrity Branch (AFRL/RXSA) was requested to support a Safety Investigation Board (SIB) for an RC-135V on-board fire (Class A Mishap). Members of the team examined the incident aircraft on-site and for laboratory analysis removed both the electrical and oxygen system near the origin of the fire. The analysis found the root cause was a leaking oxygen system, caused by poor assembly practices. The ignition source could not be determined with the available physical evidence, although multiple sources were available onboard. Recommendations include inspecting the oxygen systems on all other RC-135 aircraft, reviewing refurbishment procedures with the manufacturer, and removing loose debris near electrical systems. The final recommendation was to identify any other programs that have oxygen systems refurbished at the same site and notify them of the risk.

::

ACKNOWLEDGMENTS

This report reflects the efforts of a dedicated and talented team. The authors would like to recognize the following individuals' contributions to this analysis: for his assistance with on-site and in-house technical evaluation, and reporting of electrical components. (Materials Integrity Branch), and (University of Dayton Research Institute) for their component analysis, subject matter expertise, and sectioning assistance, and (University of Dayton Research Institute) for data records analysis. Further, the authors would like to acknowledge (University of Davton Research Institute), (Southwest Council on Higher Education) and (Materials Integrity Branch) for disassembly, sectioning, and digging through seven bags of debris. Finally, the authors would like to acknowledge (Materials Integrity Branch) for document preparation, formatting, and editing.

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APPENDIX 37

APPENDIX A - Wire Number for Each Conductor in Large Wire Harness

AFRL/RXS 15-030A

RC-135V Onboard Fire Mishap Investigation

PURPOSE

Determine root cause of an RC-135V onboard fire.

BACKGROUND

On 30 April 2015, an RC-135V (Tail Number 64-14848) sustained an onboard fire in the galley section of the aircraft immediately before takeoff at Offutt Air Force Base, Nebraska. All 27 of the aircrew members onboard at the time of the mishap safely evacuated. Other mishap information for this Class A mishap can be found in Air Force Safety Automated System (AFSAS) report 739726.

The Air Force Research Laboratory/Materials Integrity Branch (AFRL/RXSA) was asked to provide support for the Safety Investigation Board (SIB) in charge of the investigation. Structural and Electrical Materials Evaluation Teams provided on-site support at Offutt AFB for evidence analysis within the mishap aircraft. A number of components from the galley area were removed from the aircraft and returned to RXSA for detailed laboratory analysis. Items collected included portions of the onboard oxygen system and portions of wiring harnesses. A full list of components that RXSA collected, and a preliminary laboratory analysis plan were detailed in a trip report (Memorandum for AFRL/RXS, dated 20 May 2015) submitted to the SIB.

The RC-135V reportedly undergoes a significant refurbishment every five years at L3 Communications in Greenville, Texas.

Factual data for the structural and electrical analyses are broken out into individual sections for easy reference.

FACTUAL DATA

ELECTRICAL

Analysis Performed at Offutt AFB – Visual inspection of the damaged aircraft showed the fire damage was intense and well-focused in a specific area of the interior near the galley. The interior area with the most severe wire damage coincided with a large hole in the fuselage. Electrical system components in the direct proximity of the fire damaged region were severely compromised. Portions of cables and wiring harnesses in this area completely lacked insulation and showed signs of having partially melted. These examples were eventually removed for further analysis (Figure 1).

The galley contained two refrigerators, microwave oven, convection oven, lighting, and receptacles for up to four separate beverage jugs, along with the GALLEY CONTROL PANEL (Figure 2). The electrical connections immediately behind the GALLEY CONTROL PANEL were

blackened due to smoke, but showed no evidence of arcing or insulation failure. The wires associated with the beverage jugs were heavily damaged, but only in the region directly under the hole in the fuselage. The wires associated with the microwave and convection ovens were blackened due to smoke, but showed no evidence of arcing or insulation failure. The beverage jugs and light switches were all found in the off position. The BOX ASSY – GALLEY/60HZ CB PANEL had three circuit breakers that were open circuit (not conducting): the MICROWAVE OVEN (10A, 115 VAC, 400 HZ), the CONVECTION OVEN (15A, 115 VAC, 400 HZ), and the SPARE 25A breaker (Figure 3). All other circuit breakers were closed (conducting).

The remains of flammable debris were identified in the galley area. Further inspections of undamaged RC-135 aircraft showed the area behind the beverage jug receptacles collected debris.

Analysis performed at RXSA – An 8-foot section of a wire harness that runs along the roof of the fuselage above the galley was analyzed. Overall, the harness showed a wide temperature gradient, with each end showing little to no heat damage (Figure 4), and the middle showing severe damage. Insulation from the middle of the 8-foot wire harness was completely removed and the conductors exhibited a bright red color. The red coloring was identified as red copper oxide, which forms when copper is exposed to temperatures greater than 450°C for an extended period where oxygen is present. Numerous wires had molten copper terminations (Figure 5). Cross-sectioned samples of these terminations contained voids, which are indicators of electrical arcing. Termination samples also displayed structured grain morphology, which occurs from extended exposure to a high temperature environment (Figure 6).

An analysis of the relatively undamaged ends of the 8-foot wire harness was conducted. Insulation at the ends of a select number of wires was removed to allow visual analysis of the tin-plated copper conductors. The tin plating appeared slightly dull compared to a new wire, and there were no visual abnormalities on the inside surface of the insulation (Figure 7). No evidence of arcing, continuous overcurrent, or degradation to the insulation was noted. Each conductor of the wire harness from Figure 4 was documented (Appendix B) to aid in any follow-on systems analysis that may occur.

A 3-foot section of a wire harness, shown in Figure 8, was analyzed. This harness is routed through the galley to power the four beverage jug cannon plugs. This harness was exposed to high temperatures, as red copper oxide was prevalent. Molten copper terminations were observed in possibly unpowered wires. Similar molten terminations Figure 9) were created by pointing a methylacetylene-propadiene propane (MAPP) gas torch at a locally-manufactured, small wire bundle.

Two wire harnesses supplying power to the microwave and convection ovens within the galley were submitted for analysis. Both harnesses exhibited little damage; insulation was intact and only displayed slight discoloration in areas that would have been exposed to the fire as it was burning (Figure 10).

A 3-foot section of an RF coaxial cable was submitted for analysis (Figure 11). The outer shield and visible inner conductor displayed no visual evidence of electrical arcing.

Finally, an undamaged aircraft showed debris near the harness that powers the four beverage cannon plugs (Figure 12).

STRUCTURAL

The components of the oxygen system are shown in the as-received condition in Figure 13. The components are shown in their approximate location on board the aircraft in Figure 14. Figure 14 also has a numbering system for the joints that will be used throughout the report. In addition to the oxygen system, the upper portion of the kitchen galley, various galley components, several bags of debris, and exemplar components were collected at the site and analyzed. These are shown as-received in Figure 15.

The fittings in the oxygen system are commonly referred to as "AN" fittings because each fitting has a specification that begins with "AN." These fittings consist of four components; a male threaded end, a female nut (referred to as a B-nut), a sleeve, and a flared tube. A schematic of the system shown in Figure 16 indicates the sealing surface is the male fitting cone and the inside of the flared tube. The B-nut does not provide sealing, only clamping force.

The examination began with a visual and stereo optical examination of the components at magnifications up to 40X. A small piece of aluminum foil was found packed behind the circuit breaker panel in the galley. There was no evidence of primary ignition on the galley or on the piece of aluminum foil. In addition, the most significant heat damage during the on-site examination was well above the galley, with a portion of the oxygen tube at its center. These facts focused the investigation on the oxygen system.

Oxygen system visual examination revealed there was no B-nut at junction 11. The examination further revealed no evidence that the B-nut had forcibly passed over either the tube clamp or the flared end. The male threaded end of the elbow fitting that at junction 11 is shown in Figure 17. As seen in the figure, there is some discoloration on the threads, indicating the B-nut came off during, but not at the beginning of the fire. This is in direct contrast to the sleeve side of junction 11. The sleeve and the flared end were heavily discolored; indicating the B-nut came off from that side at the beginning of the fire.

During laboratory examination of the debris, a fragment of the missing B-nut from junction 11 was recovered (Figure 18). Examination of the fragment with a Zeiss Sigma VP Scanning Electron Microscope (SEM) indicated large areas of the nut were melted. Material melting and removal is highlighted in Figure 18.

Further visual examination of the tubing system showed the inner liner of the flex hose near junction 5 was destroyed. Heat damage to the tube was indicated by rumpling found using computed tomography (CT) scanning (Figure 19).

Torque stripes were noted only on junctions 1, 5, 6, and 10. The torque stripes at junctions 5 and 6 were charred, likely from the on-board fire. Torque stripes at junctions 1 and 10 did not show signs of heat damage. The tee fitting at junction 4, 5, and 6 appeared to be a lighter color blue than all of

the other fittings. Finally, the B-nuts at junction 4 and on either end of the damaged flex hose between junctions 5 and 11 were all finger tight. The B-nuts on the flex hose were the only ones in the system where stainless steel nuts were attached to aluminum fittings.

No other defects or discrepancies, outside of deposits of combustion by-products, were noted on the remainder of the installed oxygen system. The outer diameters (ODs) of the tubes were measured using dial calipers. The ODs were consistent with $5/16^{th}$ tubing per AMS 4071. It was noted that one of the supplied exemplar nuts from the maintenance shop at Offutt AFB did not have any markings indicating it was an "AN" fitting.

Following optical examination, the oxygen system was pressure tested in segments using compressed nitrogen at pressures up to 300 psi and a foaming leak detectant. The damaged flex hose (between 5 and 11) was replaced using the flex hose connected to junction 1, after junction 1 had been pressure tested. Where nuts were found to be finger tight during initial evaluation, these locations were tested finger tight. In the case of junction 11, the nut from junction 2 was used to replace the missing B-nut. This nut was tightened only to the point where it covered the blue portion of the threads, which corresponded to finger tight.

The oxygen system leaked at 20 psi from junctions 4 and 11. The junction 11 leak was audible at 50 psi. Following this test, the nut at junction 4 was tightened $1/10^{th}$ rotation. The nut at junction 4 still leaked at 50 psi after the $1/10^{th}$ turn. All other areas of the tubing system held 300 psi with no leaks detected.

Following pressure testing, the tubing system was disassembled and the individual components examined. The breakaway torques were noted during disassembly and are shown in the Table. Of note, junction 4 required 50 in-lbs. for disassembly. This nut was known to be $1/10^{th}$ turn past finger tight. Further, only the two nuts with non-heat damaged torque stripes had break away torques over 100 in-lbs. Comparing tightening torque and breakaway torque in the laboratory indicated tightening torque was typically 40 in-lbs higher than breakaway. If 40 in-lbs of torque are added to the values in the Table, only one of the non-torque striped nuts (junction 8) meets the installation torque requirements found in TPS3-100.

The disassembled nuts are shown in Figure 20. The outside of all nuts were in good condition and showed no damage to the blue anodized layer or tool marks. The majority of nuts had a loss of anodize layer on the inner surface that contacts the sleeve, leaving exposed metal. No evidence of Teflon tape was found on any of the threads.

The cone ends of the disassembled fittings are shown in Figure 21. The cone ends, with the exception of the 4, 5, and 6 tee fitting, show uniform contact and negligible exposed metal. The 4, 5, and 6 tee fitting cones are all heavily damaged, showing uneven wear patterns, nicks, gouges, and large areas of exposed metal. The documents provided by the SIB show L3 uses "AN" specifications for their fittings. All "AN" specifications refer to AS4841A, the industry standard procurement specification of fittings of this type. Section 3.4.1.1 of AS4841A states "Bare areas occurring on 37 degree cone or spherical sealing surfaces, bearing or threaded surfaces shall be cause for rejection."

AS4841A also states that all fittings must be marked with the manufacturer's name, CAGE code or trademark, and the letters AN, MS, AS, or NAS as applicable. A comparison of the 7, 8, and 9 tee, and the 4, 5, and 6 tee fitting is shown in Figure 22. This figure clearly shows there are no letter markings on the 4, 5, and 6 fitting. AS4841A requires all blue anodized fittings to be fabricated from 2014 (AMS4133) or 2024(AMS-QQ-A-225/6) aluminum. These specifications indicate the fittings must be machined from bars or forgings. The 4, 5, and 6 tee fitting appears to have a parting line and a rough surface, both typical of a casting. Finally, X-Ray Fluorescence (XRF) testing of all fittings using a Niton Goldd XL3t indicated they were consistent with 2xxx aluminum alloys, except for the 4, 5, and 6 fitting. XRF results showed the 4, 5, and 6 tee fitting was consistent with 6xxx or cast high silicon aluminum alloy.

Based on the trademark, the 4, 5, and 6 fitting was manufactured by Weatherhead. Weatherhead was purchased by Eaton in 2002. Telephone discussions with Eaton indicated fittings similar to the 4, 5, and 6 tee were last manufactured in 2003.

The flared tube ends are shown in Figure 23. Examination of the flares indicates they all had a circular contact impression from the sleeve, through the tube coating to the base metal, except the flare at junction 11. The discoloration on tube 11 stopped at a circular boundary, but it did not penetrate the coating. Tubes 6 and 11 showed significant discoloration on the tube past the area covered by the sleeve. The sleeve on tube 1 did not slide freely on the tube and was left on the assembly.

The sleeves are shown after disassembly in Figure 24. There was significant discoloration on sleeves 4, 6, 7, 8, 9, and 11. Of these, only sleeves 6 and 11 showed discoloration under the location of the B-nut.

To determine the reason for the discoloration, both sleeves were cleaned using acetate replication and subsequently re-examined (Figure 25). The majority of the surface deposits on sleeve 6 were removed, and some of the copper colored area flaked off, which is consistent with surface contamination. A large amount of black residue was removed from sleeve 11, revealing a dark gray area directly under the letters "ASPJ." The fact that the replication did not remove the dark gray discoloration suggests it is likely a tenacious oxide, which indicates this area of the bushing was exposed to high heat.

The cleaning of sleeves 6 and 11 revealed significant pitting on one side of sleeve 11. All other sleeves were re-examined using either stereo optical or electron microscopy. While some machining defects were found, no other sleeve had similar pitting. SEM examination of sleeve 11 showed the pitting had an irregular shape, intermixed with very round pits (Figure 25). Oxides were noted at the bottoms of some pits.

The pitting on sleeve 11 indicates the damage was directional, since it was present on one side and not the other. To determine if this damage occurred to the assembly, or to the sleeve by itself, the tube at junction 11 was cleaned using acetate replication and examined. Pitting was found more frequently on one side of the tube, just past the area the sleeve covered (Figure 26). No pitting damage was found beneath the sleeve. Electron microscope examination of these pits showed

bulbous metal structures and heavy oxidation. These artifacts are consistent with corrosion and melting.

The large coaxial cable shown in Figure 11 was examined using the SEM. The discoloration on the outer surface indicates the cable was deformed after heating. Examination of the fracture surfaces showed only indications of melting.

The composition and temper of all tubing system components were verified. As previously determined using XRF, the composition of all fittings (including the B-nut fragment) were consistent with 2xxx aluminum alloys, with the exception of the 4, 5, and 6 tee fitting. Conductivity on all fittings, except the B-nut fragment, was measured using a Hocking AutoSigma 3000 Conductivity Meter. All oxygen system nuts measured between 42.8 and 45.1 International Annealed Copper Standard (IACS). This is consistent with 2024 in the T6 temper. The male fittings measured between 36.9 and 45.0 IACS. These readings are consistent with 2024-T6 or 2014-T6. Hardness values for all fittings and nuts were over 72 HRB, with the exception nut 4, 6, the elbow at junction 11 and the 4, 5, and 6 tee fitting. Hardness values for these fitting ranged between 33 and 63 HRB, indicating various levels of heat damage. Similar to conductivity, the hardness of the B-nut fragment was not measured.

Composition of all tubing was consistent with 5xxx or 6xxx aluminum using XRF. Specification AMS 4071 is required by L3 for oxygen system tubing and states all tubing shall be fabricated from aluminum alloy 5052. It is likely a combination of contaminants containing silicon and the Niton Goldd XL3t's low accuracy on silicon caused the 6xxx series identification. With these factors in mind, the tubing appeared to be consistent with aluminum alloy 5052. The shape of the tubing made conductivity or hardness measurements impractical. Finally all sleeves were identified as 3xx series stainless steel. According to AS4841A, the "J" marking found on all sleeves indicates they are 304 stainless.

DISCUSSION

Based on the available physical evidence, the most likely sequence of events is that a small oxygen leak formed on one side of junction 11. The leak allowed oxygen to escape between the B-nut and the sleeve. The locally rich oxygen environment allowed a fire to ignite. Physical evidence indicates the area of high heat was localized, causing damage predominantly to one side of the sleeve and tube. This area of high heat likely melted the portion of the nut that held it on to the sleeve. For reference, the melting range of 2xxx alloys starts at 945°F, while 5052 starts at 1125°F and 304 stainless starts to melt at 2550°F, so the B-nut would have melted first. This allowed the flex hose to fall away from the primary oxygen line, resulting in a much larger fire. The damaged B-nut likely fell off the male fitting later in the fire, with a fragment falling onto the top of the galley. This fragment had localized melting, which is consistent with damage on one side of the tube, starting at the shoulder of the nut.

The physical evidence also indicates the most likely cause of the leaking fitting is poor assembly. Disassembly of the system showed widespread low torque values, the use of improper fittings, re-use of significantly damaged fittings and inconsistent torque striping. While the torque at

nut 11 could not be measured, there is no contact scar on the flare at this location. This indicates it had the lowest torque of all the fittings examined.

The oxygen system installation document provided by L3 indicates there are a large number of gaps in their refurbishment process. All fittings used in the examined sections of oxygen system are required to be "AN" fitting per the provided manufacturing documents. All "AN" specifications cite AS4841A as a requirement. The L3 inspection of the fittings only requires a visual examination for contaminants (Section 3.3.7.1). Damaged fittings or bare metal are not causes for rejection in L3 documents, even though those are both rejectable per AS 4841. The L3 document does not have an inspection for thread and is silent on the re-use of fittings. The provided work orders seem to indicate that tube assemblies should be locally manufactured and new fittings should be used during each refurbishment, but it is clear that fittings and tubes are being widely re-used. Finally, the L3 documents are self-contradictory. The L3 document requires that oxygen system tubing be fabricated using AMS 4071 tubing, but the other manufacturing documents direct the workers to use AMS 4070 tubing. AMS 4070 tubing is the same material as AMS 4071, but does not undergo the same level of quality inspection.

The evidence also indicates there may have been a local area of corrosion on the top of the nut that could have led to a corrosion failure. It is impossible to determine if there was a corrosion failure followed by an oxygen leak, or an oxygen leak followed by high temperature corrosion. However, the preponderance of the evidence indicates the leak occurred first, likely caused by low torque.

The lack of leaking on some other nuts with very low torque values indicates the difference between a leaking and non-leaking fitting is very small. It is possible the fitting at number 11 did not leak after refurbishment, but the repeated stresses induced on the fitting due to aircraft operations caused the leak to develop over time. The laboratory experiments show a very small rotation of the fitting causes a large change in the leaking pressure.

Physical evidence also indicates that problems with the oxygen system are not caused by local maintenance. The improper 4, 5, and 6 fitting was last manufactured in 2003. The age of this improper fitting indicates it was on the aircraft when it was last refurbished.

While there is a large number of fuel sources on-board the RC-135, the ignition source could not be identified with the available physical evidence. Based on SAE AIR825/13 "Guide for Evaluating Combustion Hazards in Aircraft Oxygen Systems," sections 3.2 and 5.5.6, potential ignition sources include:

Contamination
Particle impact
Heating to ignition
Friction heating
Compression heating
Mechanical impact
Vibration

Electrical arc
Trapped volume pressurization

All of these were potential ignition sources in the current mishap.

Normally, any evidence of arcing could be a clear indication of an ignition source in an oxygen-rich environment. However, a number of factors specific to this mishap preclude that conclusion:
The damage caused by the fire, and the subsequent firefighting efforts likely would have destroyed any evidence of an electrical power system (EPS)-related trigger mechanism, if it existed.

Clear evidence of electrical arcs was present within the large wire bundle. It is known that many electrical lines were powered for some period after the fire occurred. It is likely that the highly localized flame removed the insulation from the wires very quickly while power was still on and the wires in the bundle were then able to freely arc to each other.

Detailed examinations of undamaged RC-135 aircraft showed generally good wiring practices were followed by the manufacturers, modification centers, and maintainers. A notable exception was the beverage jug wiring in the galley. No chafed wires, poor splices, or undersized wires - all possible fire triggers - were noted on the undamaged aircraft.

The route chosen for the beverage jug wiring in the galley is poor. The wiring crosses a sharp edge created by a raised joint in the top shelf of the galley, behind the beverage jug connectors (Figure 8). Collected debris in this area could be a potential fire source, if the beverage jug circuits are powered (Figure 12).

CONCLUSIONS

Physical evidence indicates the most likely source of the fire was a leak at junction 11, leading to local heating, followed by failure of the B-nut and then an uncontained oxygen leak.

Evidence indicates the most likely cause of the leak was poor assembly practices in the oxygen tubing system. Poor assembly practices include use of improper fittings, use of damaged fittings, low torque values, intermittent torque striping, and self-contradictory manufacturing documents.

Physical evidence could not identify the ignition source, although several well-documented ignition sources were available on the mishap aircraft.

The possibility that the EPS provided the initial trigger mechanism for the fire cannot be ruled out. However, any conclusive evidence regarding the trigger mechanism was lost in the fire and subsequent firefighting actions.

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FIGURES

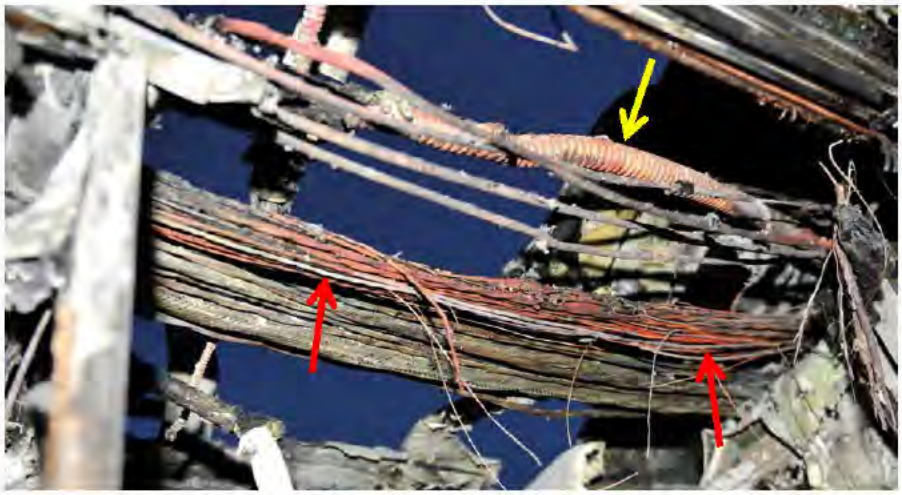


Figure 1. Condition of the wiring system in direct proximity of the mishap fire, immediately after the incident. Red arrows are pointing to a damaged wire harness, and the yellow arrow points to a damaged coaxial RF cable removed for detailed analysis. Both examples show a bright red color, copper oxide, which occurs when copper is subjected to high temperatures.



Figure 2. The GALLEY CONTROL PANEL on the mishap aircraft. The switches controlling the power distribution to the beverage jugs and galley light were found to be in the off position.



Figure 3. The BOX ASSY – GALLEY/60 HZ CB PANEL on the mishap aircraft. Red arrows indicate the circuit breakers that were found to be disengaged: MICROWAVE OVEN, CONVECTION OVEN, and SPARE. The SPARE circuit breaker was mechanically prevented from being engaged.

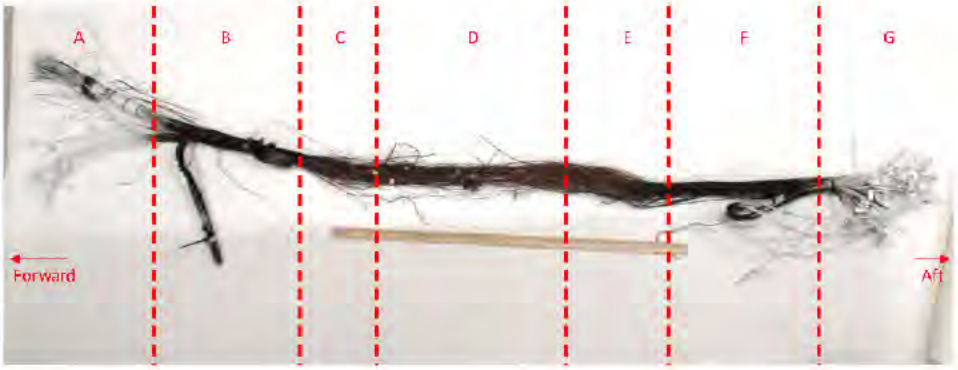


Figure 4. Overall thermal gradient map of wire bundle. Zones A and G show insulation still intact (less than 200°C). Zones B and F show charred and melted insulation (200°C – 300°C). Zones C and E show missing insulation (300°C – 450°C). Zone D shows red copper oxide and molten copper wire terminations (greater than 450°C).

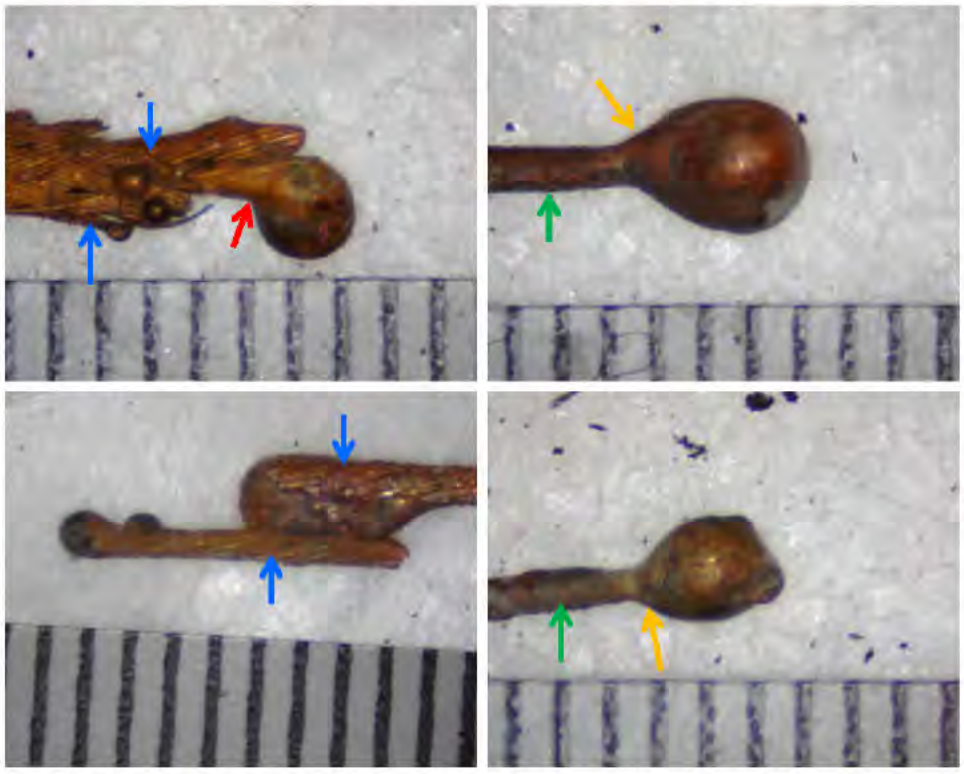


Figure 5. Examples of molten copper wire terminations. Blue arrows point out individual wire strands and the red arrow points out a very sharp transition from the melted end to the wire strand; both are characteristics of an electrical arc. Green arrows point to wire strands melted together and yellow arrows point out gradual transitions from melted end to wire strand; both are characteristics of extended exposure to high temperature.

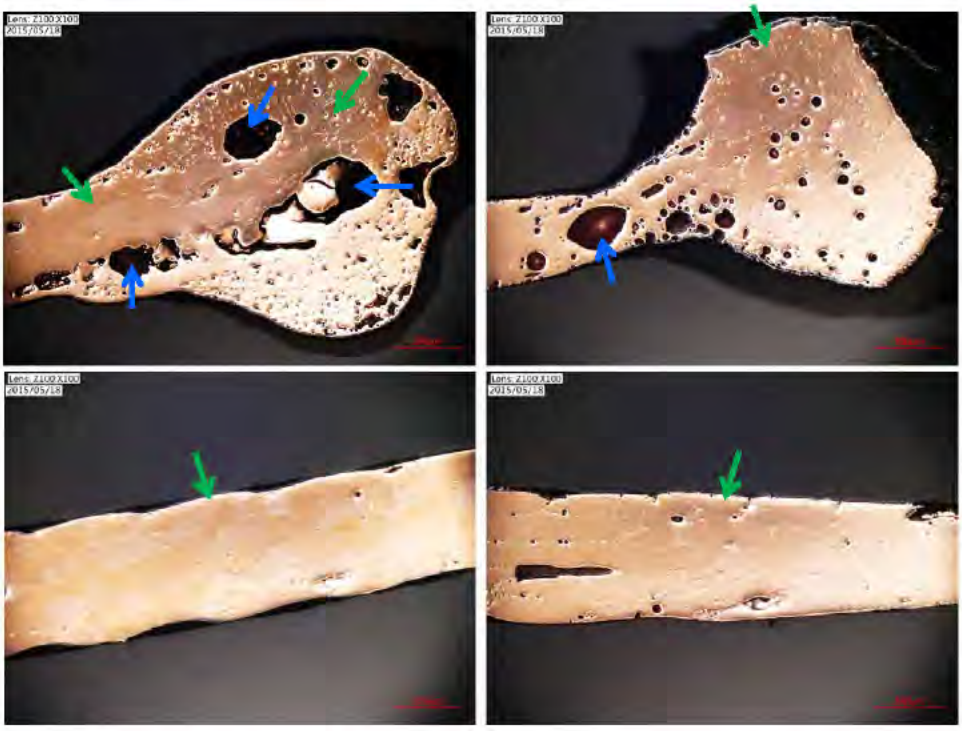


Figure 6. Cross-sectioned wires with molten copper ends. The upper images are of the molten ends and the lower images are of the wire a short distance back from the end. Blue arrows point to voids which indicate arcing occurred. Green arrows point out regions of structured grain morphology, which is indicative of a copper exposed to high temperatures for an extended period of time.

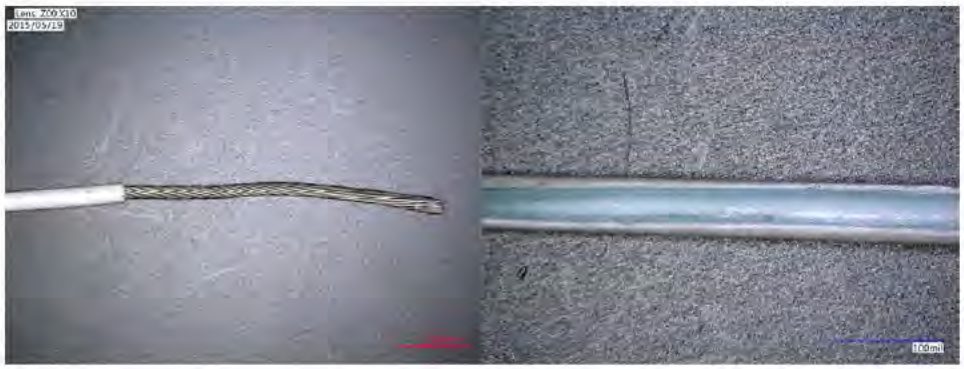


Figure 7. Bare conductor from wire (left) on the forward end of the wire harness that displays a uniform, slightly dull finish of tin plating. A dull appearance can be explained by exposure to slightly elevated temperatures. The inner surface of removed insulation (right) shows no sign of discoloration or degradation. Clean insulation indicates it did not experience prolonged temperatures above 200°C.

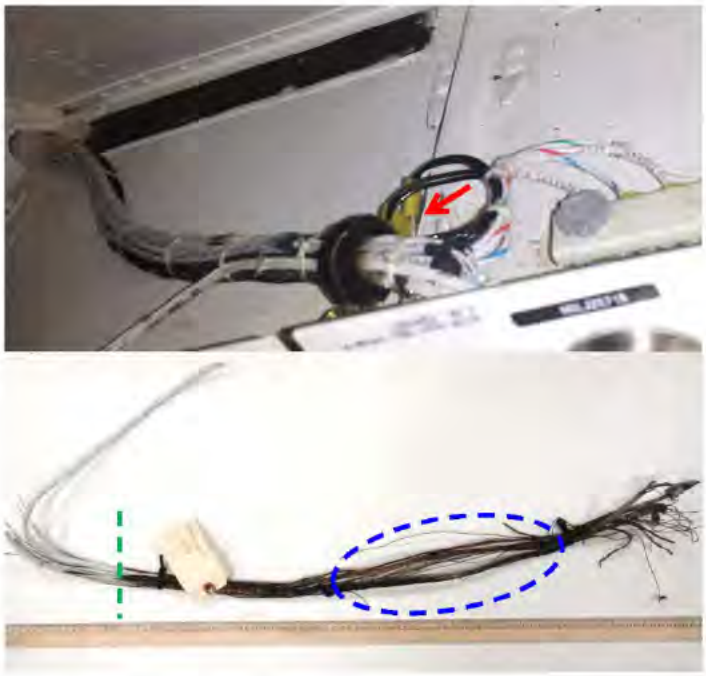


Figure 8. Beverage jug harness as it is routed in an exemplar aircraft (top). The red arrow indicates an unprotected spline that the wire is routed over; this is a potential chafing hazard over time given the high vibration environment. The incident harness (bottom) showed severe wire damage once the wire entered the section from the top image (to right of green line). There was several molten wire terminations located within the blue circle.

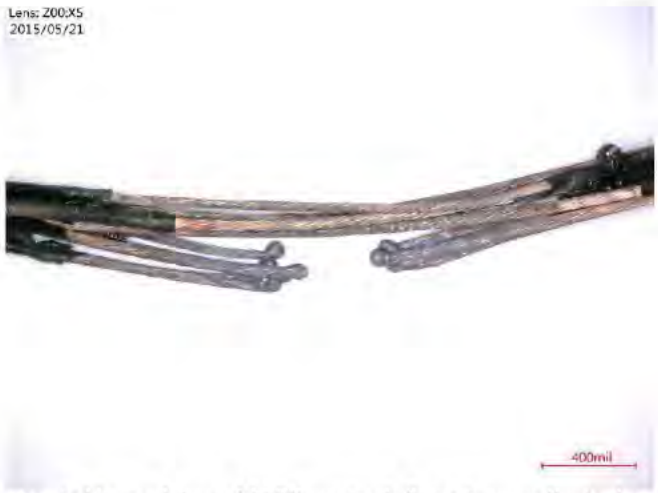


Figure 9. Damage created by applying a MAPP gas torch flame to a small wire bundle for approximately 5 minutes. This experiment proved it is possible to produce molten wire terminations without electrical arcing.



Figure 10. The convection oven (left) and microwave oven (right) wiring harnesses as-received. Both cables showed little to no damage and slight discoloration of the insulation in areas exposed to the fire. No evidence or electrical arcing or overcurrent was noted.



Figure 11. Section of RF coaxial cable removed from damage site. The outer, corrugated shield was subjected to high temperatures for a prolonged period, as evidenced by the bright red coloration. There was no visual evidence of electrical arcing on the shield or inner conductor.



Figure 12. Loose debris found in area behind beverage jug electrical receptacles of undamaged RC-135V.

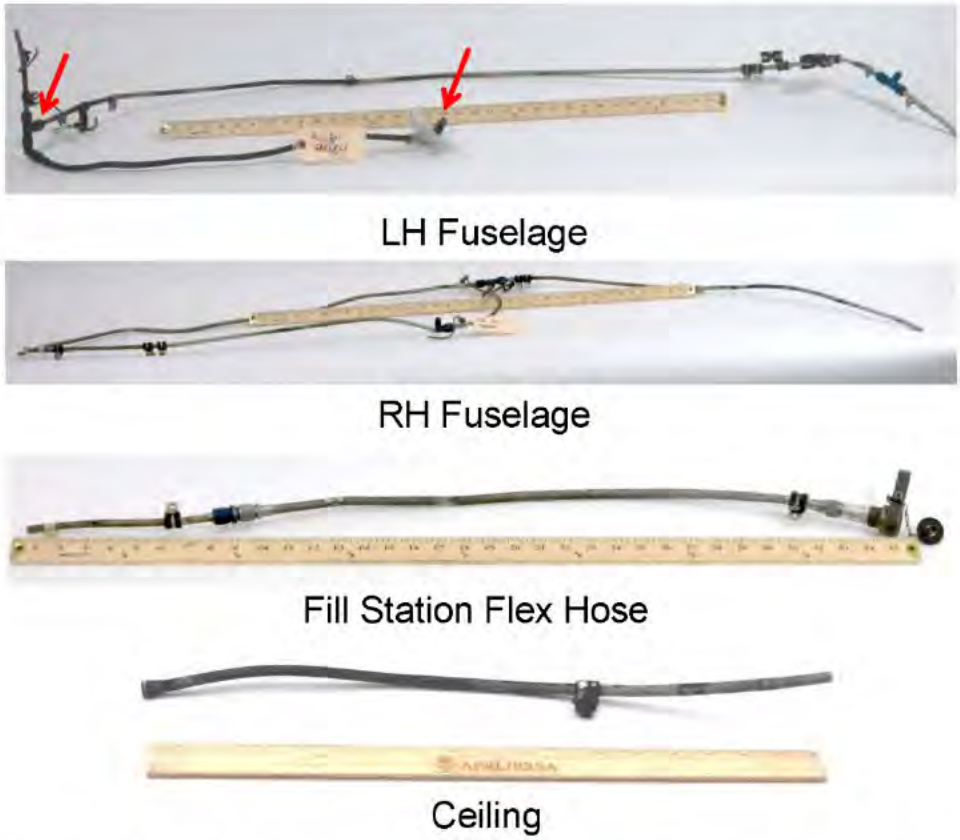


Figure 13. Sections of the incident oxygen system in the as-received condition. Connections that leaked during pressure testing are highlighted with red arrows.

Major scale division = 1 inch

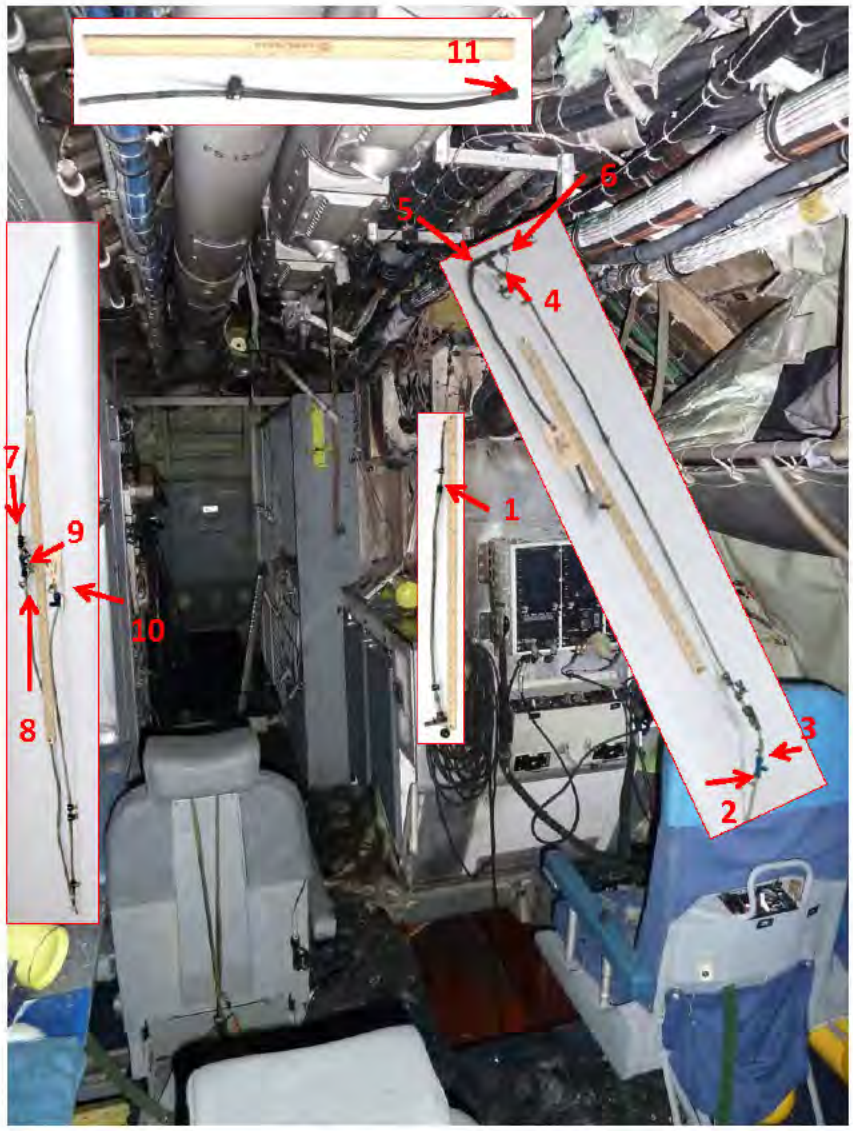


Figure 14. Approximate location of oxygen system superimposed on image of mishap aircraft. Mishap aircraft photo submitted by the Safety Investigation Board. Junctions are numbered consistently throughout this report.

Major scale division = 1 inch

21

Top of galley



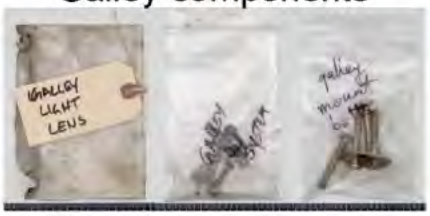
Exemplar samples



Bags of debris from galley*



Galley components



*Three additional debris bags not pictured

Figure 15. Components from near the galley in the as-received condition. A piece of aluminum foil, reportedly found behind the microwave, was shipped in the top of the galley (not pictured).
Wood colored scale major division = 1 inch
Black scale divisions = 1/16th inch

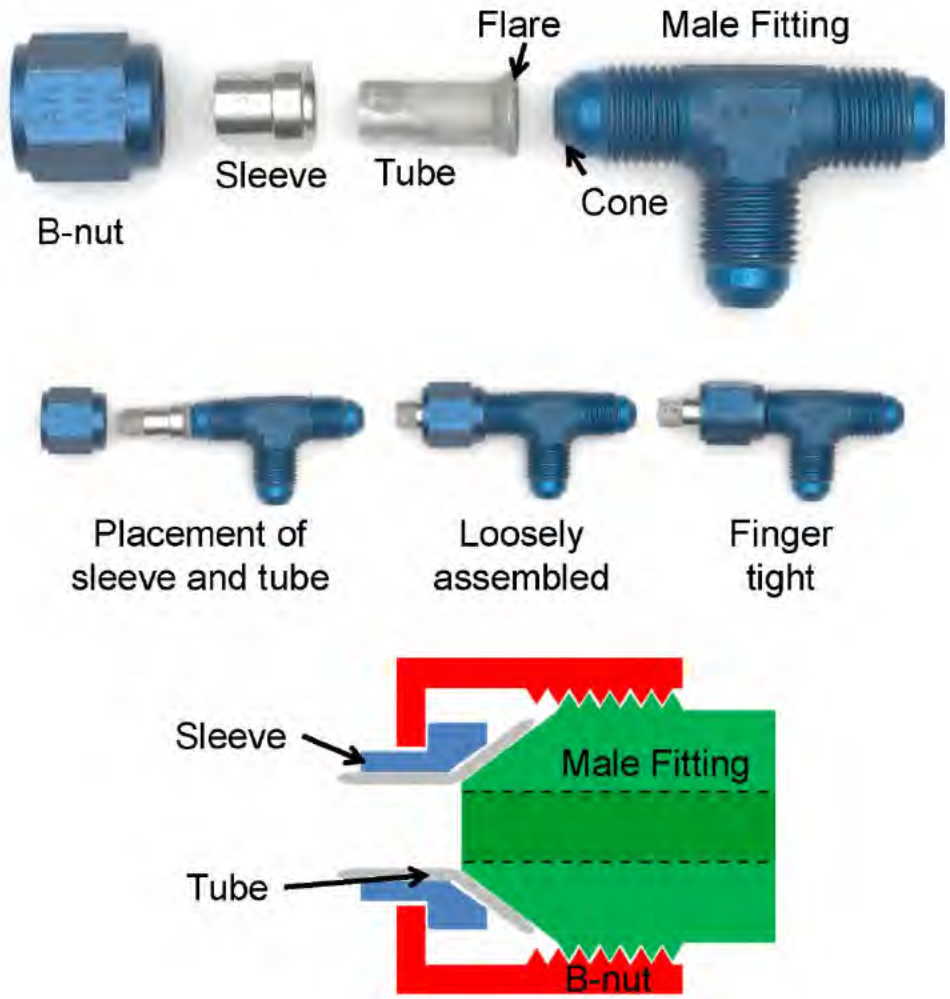


Figure 16. Components of flared "AN" fittings in various states of assembly. Schematic at bottom illustrates a cross section of an assembled joint. The seal is provided by pushing the flared tube and cone of the male fitting together. Threads do not provide any sealing, only the force required to press sealing surfaces together.

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Before disassembly



After disassembly

Figure 17. Close up of the elbow fitting whose B-nut was missing (junction 11). Fitting shows clear evidence that B-nut was attached while fire deposited combustion products onto surface. Difference in colors between protected side (left) and missing B-nut side (right) indicate that the B-nut side was exposed to some combustion products, but not as much as the unprotected body.

Minor scale division = $1/16^{th}$ inch

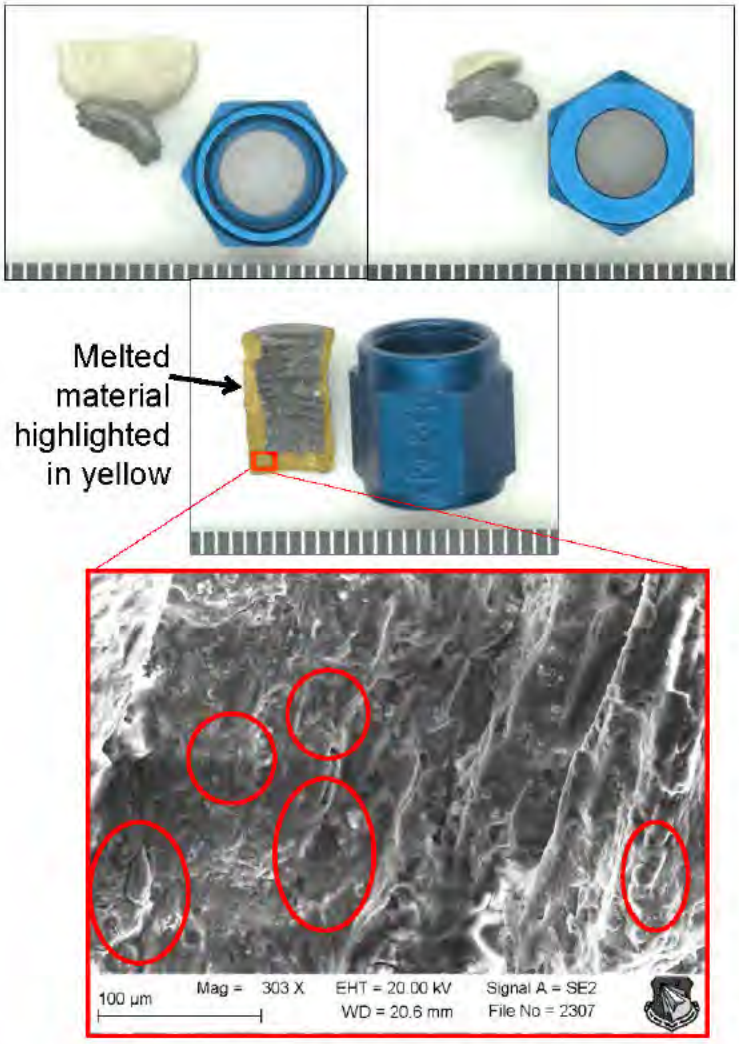


Figure 18. Missing B-nut fragment recovered from submitted debris bags, compared to an exemplar B-nut (blue). Yellow highlighted area outlines material removal due to melting. Secondary electron image in lower portion of figure shows nodular formations and mud-flat cracking indicative of melting.

Scale division = 1/16th inch

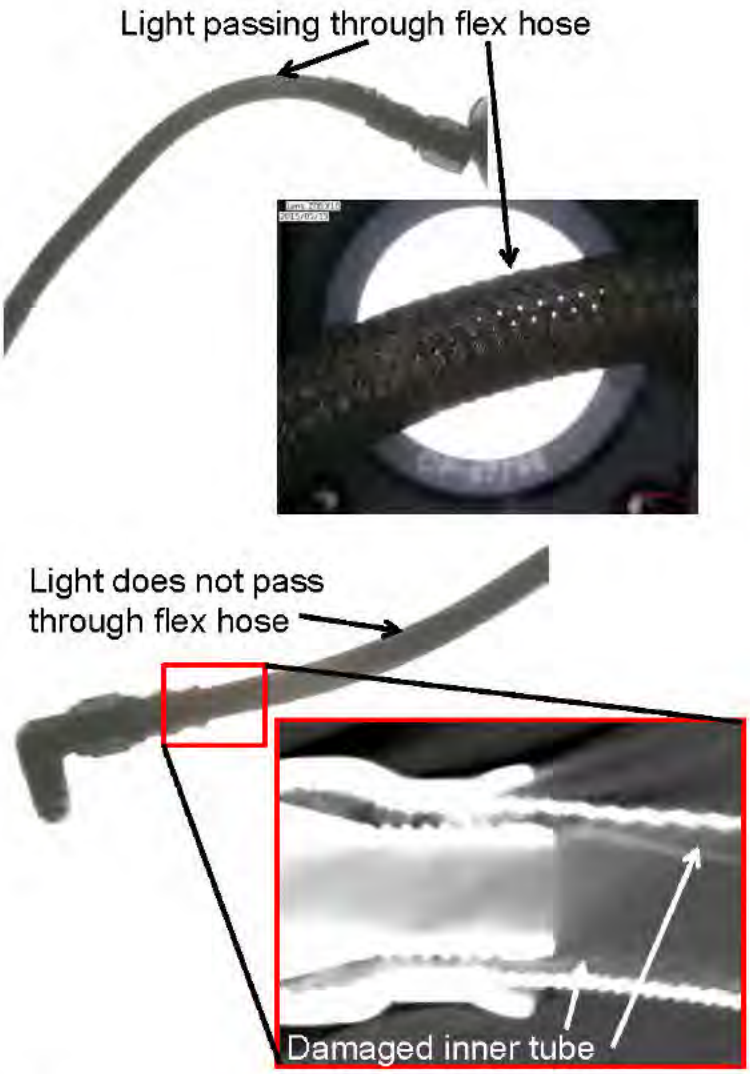


Figure 19. Flex hose between junctions 5 and 11. Light passing through indicates inner tubing is completely destroyed near junction 5. CT imaging of flex hose near junction 11 shows rumpling deformation on inner tube, indicating exposure to heat.



Figure 20. Nuts from all junctions after disassembly. No significant damage was noted, although there were bare areas on the inside of the nut's bases, where the nut contacts the sleeve.
Major scale division = 1 inch



Figure 21. Cones of male fittings after disassembly. Fitting 4, 5, and 6 had significant damage to all cones and threads. This damage would be rejectable per AS4841A.

Major scale division = 1 inch



Figure 22. Comparison of the 4, 5, and 6 to the 7, 8, and 9 tee fitting. The 4, 5, and6 fitting does not have required "AN" fitting markings, while 7, 8, and 9 does (red oval). Further, the trademark on the 4, 5, and 6 fitting (circled in yellow) shows the fitting was produced by Weatherhead. Weatherhead has not produced this type of fitting since 2003. A parting line indicating the 4, 5, and 6 fitting is a casting was found on the top of the tee.

Major scale division = 1 inch

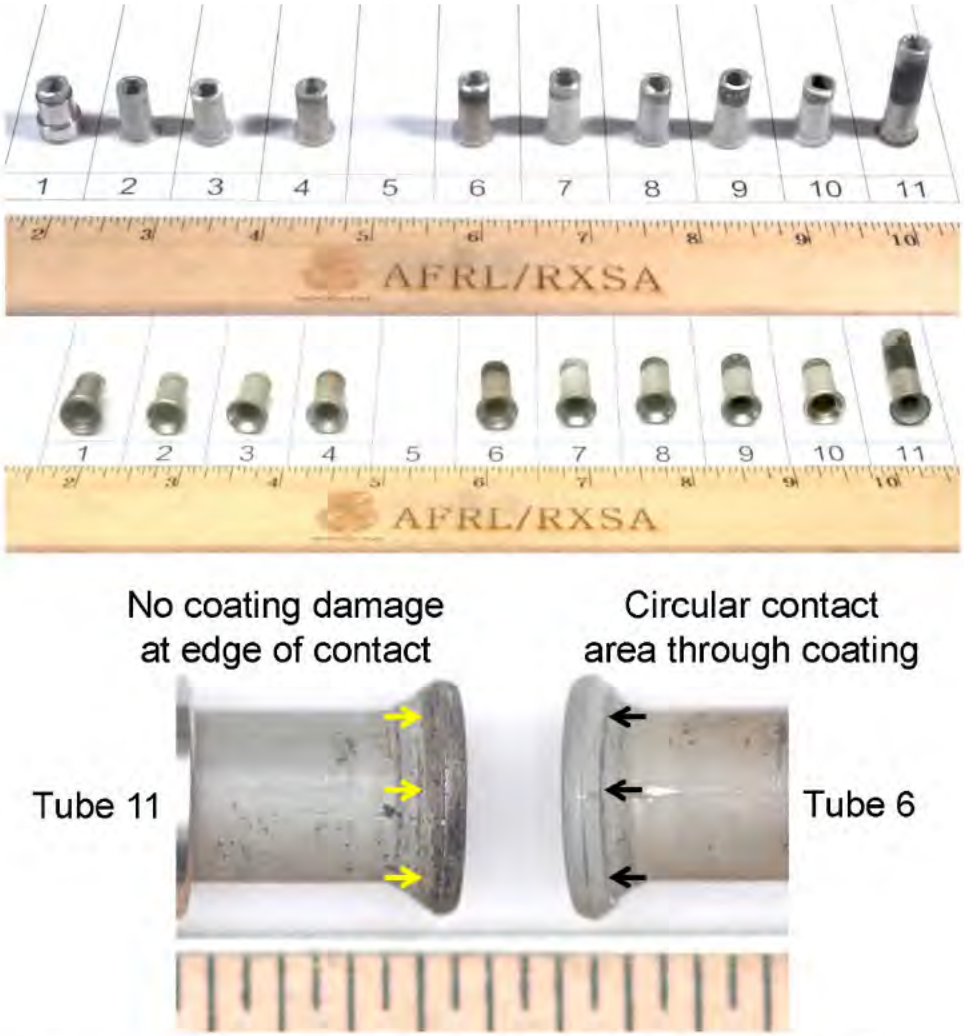


Figure 23. The flared tube ends after disassembly. All tubes, with the exception of tube 11, evidenced a circular contact area through the tube coating on the flare. Sleeve #1 would not come off tube flare #1. All tubes ODs were consistent with 5/16th inch tube per AMS 4071. Tube flares were dimensionally consistent with AS4330.

Minor scale division = 1/16th inch



Figure 24. Sleeves after disassembly. Sleeves 6 and 11 are heavily discolored; the only sleeves discolored in the area are under the location of the B-nut.

Major scale division = 1 inch

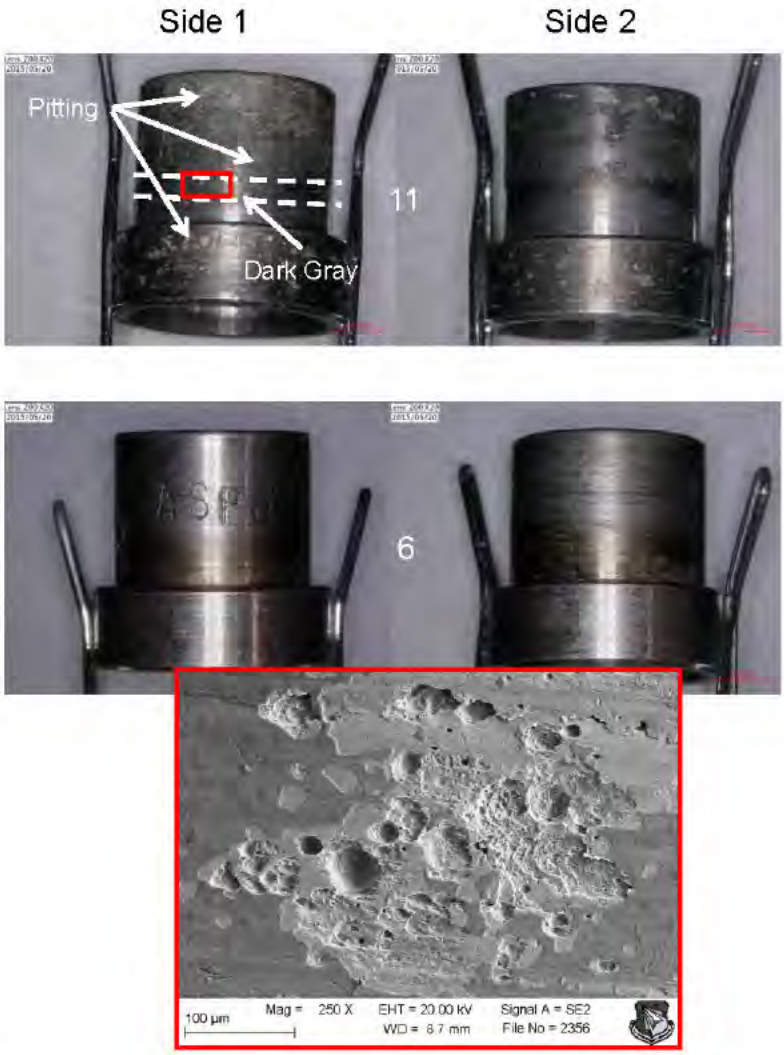


Figure 25. Sleeves from junctions 6 and 11 after cleaning with acetate replication. The junction 6 sleeve shows no pitting, evidence that the discoloration is a contaminant. The junction 11 sleeve shows the discoloration is an oxide and pitting damage was found predominantly on one side. Secondary electron image of pitting in red boxed area shown at the bottom of the figure.

AFRL/RXS 15-030A

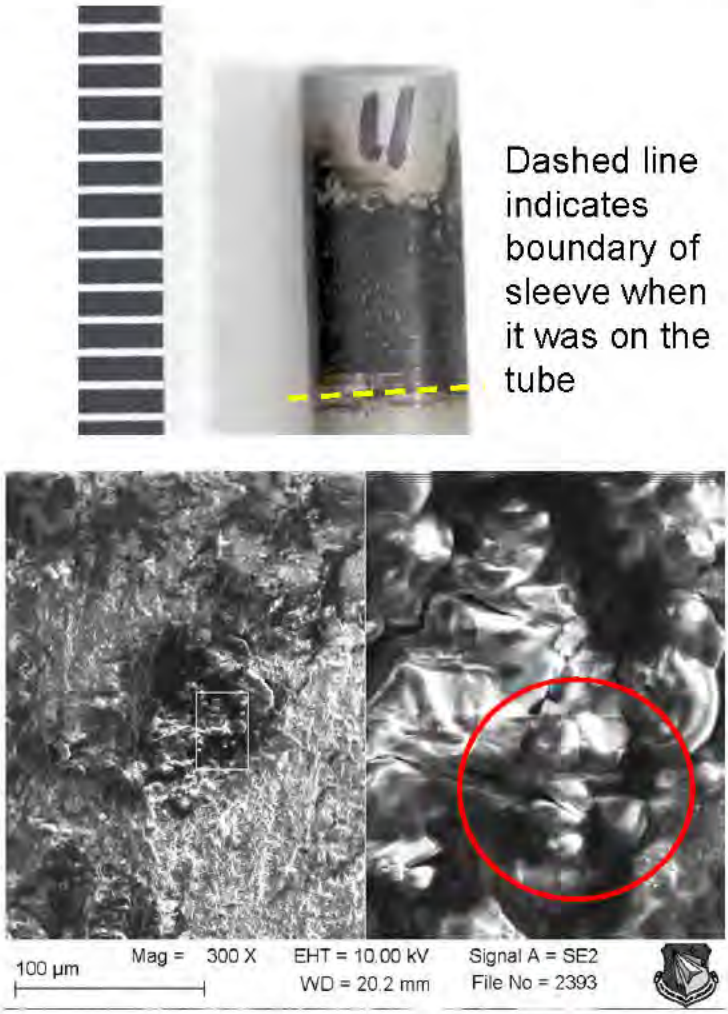


Figure 26. Evidence of pitting on junction 11tube adjacent to sleeve after cleaning by acetate replication. Similar to the sleeve, the pitting was more prevalent on one side of the tube. A secondary electron image at the bottom of the figure shows nodular formations, circled in red, in the pit. The nodular formations are consistent with melting. Melting damage was localized in the pitted features.

Black scale division = 1/16th inch

Table

Breakaway Torque Values Found During Disassembly

Nut Number	Break Away Torque (in-lbs)	Torque Stripe
1	150	yes
2	40	no
3	20	no
4	50	no
5	30	yes
6	30	yes
7	50	no
8	60	no
9	40	no
10	130	yes

AFRL/RXS 15-030A

PREPARED BY

Structural Materials Evaluation Team
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

Electrical & Electronic Materials Evaluation Team
Materials Integrity Branch
Systems Support Division
Materials & Manufacturing Directorate

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REVIEWED BY

PhD, Team Lead
Structural Materials Evaluation Team
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

PUBLICATION REVIEW: This report has been reviewed and approved.

Branch Chief
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

Branch Chief

Team Lead
Structures

Team Lead
Electronic Materials Evaluations

Team Lead
Adhesives & Composite

- **Failure Analysis/Accident Investigation**
  - **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**

APPENDIX A

Wire Number for Each Conductor in Large Wire Harness

Label	Wire	Gauge		Label	Wire	Gauge
1	1-284102B20	20		41	Unlabeled Twiste dPair	16
2	1-284534A20	20		42	C412 A 20 WHT C413 A 20 BLU	20
3	1-284100B20	20		43	1-623248A20	20
4	1-284107B20	20		44	C421-A20	20
5	1-284106B20	20		45	C416 A 20 WHT C417 A 20 BLU	20
6	1-858170B22	22		46	1-623280A12	12
7	1-623272A22	22		47	1-283041A12	12
8	1-470800A20	20		48	1B282631A20...1W282630A20	20
9	1-284111B20	20		49	1B623128A22...1W623127A22	22
10	1-090013C20	20		50	C441A20	20
11	1-284099B20	20		51	C440A20	20
12	1-110001A20	20		52	C422A20	20
13	1-090012C20	20		53	1-282628A20	20
14	1-090013B20	20		54	C425A20	20
15	1-284500A20	20		55	1-471023A16	16
16	1-284110B20	20		56	C420A20	20
17	1-090012B20	20		57	1-282624A20	20
18	C423-A20	20		58	C20 A18 *?-barely visible	18?
19	H426A20V	20		59	1-06248982020	20
20	1-284098B20	20		60	1-623275A20	20
21	1-858322A22	22		61	C427-A20	
22	1-284103B20	20		62	C199??? - not visible	
23	1-062460A20	20		63	1-110011A20	20
24	1-284108B20	20		64	1-284105B20	20
25	1-062455A20	20		65	1-110019A20	20
26	C438-A20	20		66	C424-A20	20
27	1-623170A12	12		67	C426-A20	20
28	1-185100A20	20		68	1-623135B22	22
29	1B284651A20...1W284650A20	20		69	1B282623A20...1W282622A20	20
30	1B284647A20...1W284646A20	20		70	C411A20 C410A20	20
31	1B284645A20...1W284644A20	20		71	1B623142B22...1W623141B22	22
32	1-623133A22	22		72	1B284518A20...1W284517A20	20
33	1-350010A20	20		73	1B284516A20...1W284515A20	20
34	C408 A 20 WHT C409 A 20 BLU	20		74	1-623135A22	22
35	C414 A 20 WHT C415 A 20 BLU	20		75	1B623128B22...1W623127B22	22
36	C418 A 20 WHT C419 A 20 BLU	20		76	1B883023A20...1W883022A20	20
37	1B623130A22...1W623129A22	22		77	1B883025A20...1W883024A20	20
38	Unlabeled Twisted Pair	12		78	1B282627A20...1W282626A20	20
39	Unlabeled Twisted Pair	16		79	1-720030A16	16
40	1B284649A20...1W284648A20	20		80	1-470301B20	20

Label	Wire	Gauge
81	1-470302B20	20
82	1-470300B20	20
83	1-185132A20	20
84	1-185127A20	20
85	1-284533A20	20
86	1-720095A20	20
87	1-062457A20	20
88	1-858321A22	22
89	C147A20V	20
90	C437A20	20
91	1B282512A20...1W282633A20	20
92	1-470144A20	20
93	C429A22	22
94	C18A18V??	18
95	L50B20V	20
96	1-284633A20	20
97	1-623146A22	22
98	C146A20V	20
99	1-623145A22	22
100	1-720024A20	20
101	1-720031B16	16
102	1-284642A20	20
103	1-471022C16	16
104	1-470074A18	18
105	1-470305B20	20
106	1-470304B20	20
107	1-470303B20	20
108	1-185130A20	20
109	1-185125A20	20
110	C248A20V	20
111	Unshielded TP unreadable	
112	Unreadable	
113	1-623134A22	22
114	1-341015H20	20
115	1-470104D20	20
116	1-185120A20	20
117	1-185135A20	20
118	1-283042A12	12
119	1-284578A20	20
120	1B623144B22...1W623143B22	22

Label	Wire	Gauge
121	1B284514A20...1W284513A20	20
122	1B284656A20	20
123	1-284657A20	20
124	1B623132A22...1W623131A22	22
125	1B284653A20...1W284652A20	20
126	1-185121A20	20
127	1-287172A20	20
128	Unlabeled 4 Wire twisted	20
129	Unlabeled 4 Wire twisted	16
130	Unlabeled 4 Wire twisted	16
131	Unlabeled 2 Wire twisted pair	12
132	Unlabeled 2 Wire twisted pair	12
133	Unlabeled 2 Wire twisted pair	12
	Wires that branch off in forward bundle	
134	1-858261A22	22
135	1-282654A20	20
136	1-858260A22	22
137	1-751401A18	18
138	1-858268A22	22
139	1-858271A22	22
140	1-858263A22	22
141	1-858269A22	22
142	1-858270A22	22
143	1-751402A18	18
144	1-858270A22	22
145	1-858266A22	22
146	1-858277A22	22
147	1-858265A22	22
148	1-858276A22	22
149	1-858259A22	22
150	1-858267A20	20
151	1-251083A20	20
152	1-858323A22	22
153	1B112063A20...1W112062A20	20
154	1-553476A20	20
155	1-553474A20	20
156	1-553475A20	20
157	1-858264A22	22
158	1-858262A22	22
159	1B112061A20...1W112060A20	20
160	1B282637A16...1W282636A16	16
161	1B282635A16...1W282634A16	16

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TAB K

MISSION RECORDS AND DATA

K1. FLIGHT PLAN AND FLIGHT ORDERS 2
K1.1. DD FORM 175 2
K1.2. FLIGHT ORDERS 3
K2. AIRCRAFT WEIGHT AND BALANCE 5

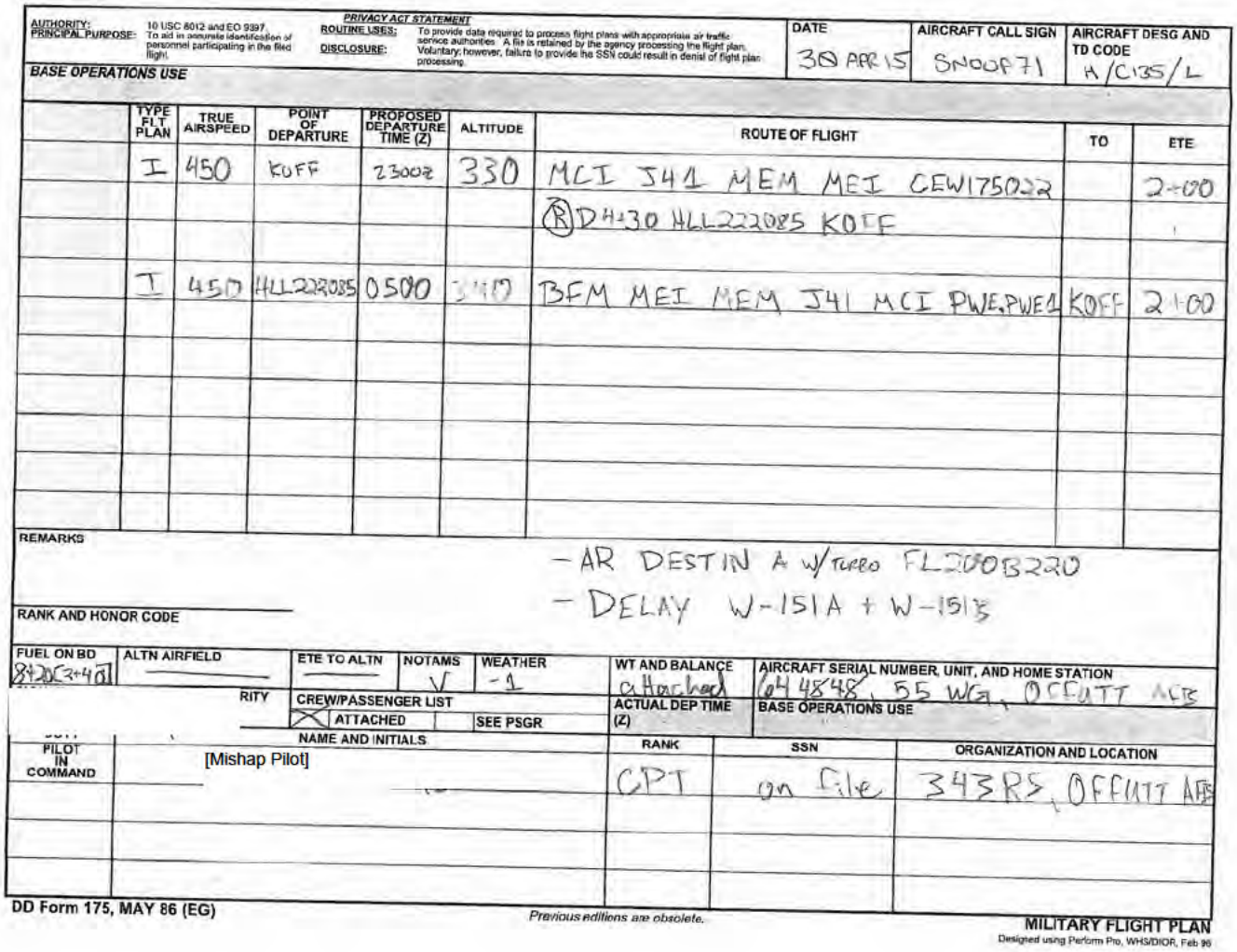
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K1. FLIGHT PLAN AND FLIGHT ORDERS

K1.1. DD FORM 175



AUTHORITY: 10 USC 8012 and EO 9397
PRINCIPAL PURPOSE: To aid in accurate identification of personnel participating in the filed flight.
PRIVACY ACT STATEMENT
ROUTINE USES: To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan.
DISCLOSURE: Voluntary; however, failure to provide the SSN could result in denial of flight plan processing.

DATE: 30 APR 15 | AIRCRAFT CALL SIGN: SNOOP71 | AIRCRAFT DESG AND TD CODE: H/C135/L

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	I	450	KOFF	2300Z	330	MCI J41 MEM MEI CEW175022		2+00
						(R) D430 HLL222085 KOFF		
	I	450	HLL222085	0500	330	BFM MEI MEM J41 MCI PWE.PWE1	KOFF	2+00

REMARKS
- AR DESTIN A W/TURBO FL300B220
- DELAY W-151A + W-151B

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
8+20[3+40]			√	-1	a Hatched	64-14848, 55 WG, OFFUTT AFB

RITY | CREW/PASSENGER LIST: [X] ATTACHED [ ] SEE PSGR | ACTUAL DEP TIME (Z) | BASE OPERATIONS USE

PILOT IN COMMAND	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND LOCATION
	[Mishap Pilot]	CPT	on file	343RS, OFFUTT AFB

DD Form 175, MAY 86 (EG) — Previous editions are obsolete. — MILITARY FLIGHT PLAN
Designed using Perform Pro, WHS/DIOR, Feb 99

K1.2. FLIGHT ORDERS

CREW FLIGHT *(FA)* AUTHORIZATION

1. PREPARED DATE:	2. MISSION NUMBER:	3. DEPARTURE LOCATION:	4. DESTINATION:
20150429	KOFF343X15120A	KOFF	KOFF

5. MISSION SYMBOL AND PURPOSE:	6. SCHEDULED DEP DATE/TIME:	7. SCHEDULED RET DATE/TIME:
T3XZ	20150501 0000Z	20150501 0800Z

8. AERO VEHICLE:	9. ACFT TAIL #:	10. CALL SIGN:
RC135V	64-4848	

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 8013; 44 U.S.C. 3101; AND EO 9397

PRINCIPAL PURPOSE: Source document used to authorize aircrew members to perform in-flight duties for this aircraft and provide accountability for aircrew personnel on mission. Additionally used to validate aircrew duties for entitlement to flight time, operational flying duty credit, and flight pay entitlements.

DISCLOSURE IS VOLUNTARY: SSAN is needed to meet qualification for accountability, flight documentation, and flight pay entitlements. Failure to provide may prevent authorization to fly and result in a loss of records, qualification, and incentive pay entitlements.

11. CREW INFORMATION:

A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. CREW POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG
[Mishap Pilot]	CPT		V	MPAN	MPAN	A	0343	1	
[Mishap Co-Pilot]	CPT		V	MCAE	MCAE		0343	2	
[Mishap Navigator]	CPT		V	MNAE	MNAE		0343	3	
[Mishap Airborne Systems Engineer	SRA		V	MKAE2	MKAE2		0343	4	
[MASE1]	SRA		V	MKAE3	MKAE3		0343	5	
[MASE3]	A1C		V	MKAN1	MKAN1	B	0343	6	
	TSGT		V	MKAN4	MKAN4	B	0343	7	
	MAJ		V	EEAET	EEAET	B	0343	8	
[MR1]	CPT		V	EEAET	IEAET	B	0343	9	
	1LT		V	MEANX	MEANX	B	0343	10	
	MAJ		V	UEINT	UEINT		0343	11	
[MR2]	1LT		V	MEANX	MEANX	B	0343	12	

12. REMARKS. *(Variations in Itinerary Authorized)*

A- Aircraft Commander or Pilot in Command
B- Non-current
C-Acting in Higher Qualification for Evaluation Purposes.
D- Pilot- Physician
G- Female Crew member
H- Instructor Candidate
Z- In-Flight Supervisor
RSC 1 = Active Duty, RSC 2 = Unit Training Assembly (Inactive Duty), RSC 3 = Flying Training Period (Inactive Period), RSC 4 = Civilian Technician

13. AUTHORIZATION DATE:	14. FA NUMBER:	15. DISTRIBUTION:
20150429	**15-0155**	

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: ____ **Aircraft Commander Review:** ____

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
343 RECONNAISSANCE SQUADRON OFFUTT AFB, NE (ACC)	Capt, USAF Assistant Director of Operations

19. ACCOUNTING CITATION:

AF IMT 4327a, 20031201 *(V1)* PREVIOUS EDITIONS ARE OBSOLETE

20. CREW INFORMATION (CONT'D)

A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. CREW POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG
[MTC]	LTC		V	EEAET	IEAET	B	0343	13	
	MSGT		V	EQAEA	MQAEA		0097	14	
	1LT		V	IAAEI	IAAEI	B	0097	15	
	SSGT		V	MQANL	MQANL		0097	16	
	SRA		V	MQANL	MQANL	B	0097	17	
[MAMS]	MSGT		V	EQAEM	MQAEM		0097	18	
	MSGT		V	MQINL	MQINL	B	0097	19	
	SRA		V	MQANL	MQANL		0097	20	
[MCO]	SRA		V	MQANL	MQANL		0097	21	
	SSGT		V	MQXEL	MQXEL	B	0097	22	
[MSSD]	CMS		V	EQBE1	MQBE1		0097	23	
	CPT		V	MAANI	MAANI	B	0097	24	
	SSGT		V	IQAEL	IQAEL	B	0097	25	
	SRA		V	MQANL	MQANL	B	0097	26	
	SSGT		V	IQAED	MQAED		0097	27	
27505								28	
								29	
								30	
								31	
								32	
								33	
								34	
								35	
								36	

21. REMARKS (Cont'd)

AF IMT 4327a, 20031201 (REVERSE)(V1)

K2. AIRCRAFT WEIGHT AND BALANCE

WEIGHT AND BALANCE CLEARANCE FORM F - TACTICAL

DATE	4/29/2015	AIRCRAFT TYPE	RC-135V	FROM	Offutt AFB, NE	HOME STATION	KOFF
MISSION	Exercise	SERIAL NUMBER	64-14848	TO	Offutt AFB, NE	PILOT	

MOST FWD, MOST AFT, CORRECTIONS

CMPT / ARM	ITEM	CHANGES (+ or -) WEIGHT	INDEX
TOTAL WEIGHT ADDED		+	+
TOTAL WEIGHT REMOVED		-	-
NET DIFFERENCE			

REMARKS
Fuel Density: 6.7 lbs/gal

Planned Fuel:	TAKEOFF	LANDING	RETAINED
RES	5816	0	
OB	(500) 28314	0	
IB	(500) 30538	0	
FWD	1000	0	0
CTR	23332	0	0
AFT	16000	0	0
UPDK	0	0	
RAMP	105000	0	0
TAXI	-1000		
T/O	104000		

LOAD ADJUSTER:

LIMITATIONS (LFL 2.0g)

TAKEOFF GWT	LANDING GWT
322500	322500

	FWD	AFT
PERMISSIBLE CG TAKEOFF (% MAC)	18.8%	33.0%
PERMISSIBLE CG LANDING (% MAC)	18.0%	33.0%

COMPUTED BY SIGNATURE

WEIGHT AND BALANCE AUTHORITY SIGNATURE

REF	ITEM			CREW / PAX NO.	CREW / PAX WEIGHT	CARGO WEIGHT	WEIGHT	INDEX
1	BASIC AIRCRAFT (FROM CHART C)						170085	35.9
2	OIL		(Gal.)					
3	DISTRIBUTION OF LOAD	ARM	CMPT					
		279	B	5	1250	0	1250	32.4
		400	C	0	0	0	0	32.4
		450	D	2	500	0	500	31.4
		510	E	1	250	0	250	30.9
		580	F	2	500	0	500	30.3
		650	G	0	0	0	0	30.3
		710	H	1	250	0	250	30.1
		780	I	2	500	0	500	29.9
		860	J	2	500	0	500	30.0
		930	K	2	500	0	500	30.2
		990	L	2	500	0	500	30.5
		1050	M	2	500	0	500	31.0
		1110	N	6	1500	0	1500	33.0
		1170	O	0	0	0	0	33.0
		1220	P	0	0	0	0	33.0
		1260	Q	0	0	0	0	33.0
	CMPT TOTAL			27	6750	0	6750	33.0
	TOTAL						6750	33.0
4	OPERATING WEIGHT						176835	33.0
5								
6								
7	TAKEOFF FUEL						104000	44.6
8								
9	TAKEOFF CONDITION (Uncorrected)						280835	44.6
10	TAKEOFF CG IN % MAC						26.4%	
11	CORRECTIONS (if required)							
12	TAKEOFF CONDITION (Corrected)							
13	TAKEOFF CG IN % MAC							
14	ZERO FUEL WEIGHT						176835	33.0
	RETAINED C/L FUEL						-0	33.0
15	ESTIMATED LANDING FUEL						0	33.0
16	ESTIMATED LANDING CONDITION						176835	33.0
17	ESTIMATED LANDING CG IN % MAC						21.7%	

DD FORM 365-4 TACTICAL, Computer Generated - DAPA C135 Weight and Balance Calculator (Version 2.0, 10 Apr 2013)

TAB L

FACTUAL PARAMETRIC, AUDIO, AND VIDEO DATA FROM ON-BOARD RECORDERS

L1. PARAMETRIC DATA 2
L1.1. FLIGHT DATA RECORDER 2
L2. AUDIO RECORDINGS 3
L2.1. COCKPIT VOICE RECORDER 3
L3. VIDEO RECORDINGS 4
L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA 4

L1. PARAMETRIC DATA

L1.1. FLIGHT DATA RECORDER

The mishap aircraft was equipped with a Flight Data Recorder. The parametric data can be found in the following files.

1.1.1. FDR_RS81_Time_History_Data.xlsx

1.1.2. FDR_RS81_P_V_Data.xlsx

1.1.3. 48488AC.rdf

1.1.4. FDR_Parameter_List.xlsx

1.1.5. FDR_RS81_Documentary_Data.xlsx

L2. AUDIO RECORDINGS

L2.1. COCKPIT VOICE RECORDER

The aircraft was equipped with a cockpit voice recorder. The audio files can be found in the following files.

2.1.1. 848_cvr_mic1.wav
2.1.2. 848_cvr_cam.wav

L3. VIDEO RECORDINGS

No data applicable.

L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA

No data applicable.

TAB M

DATA FROM GROUND RADAR AND OTHER SOURCES

M1. MEMORANDUM FOR RECORD 2

M1. MEMORANDUM FOR RECORD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

20 May 2015

MEMORANDUM FOR RECORD

FROM: Safety Investigation Board

SUBJECT: Tab M, Class A Mishap, RC-135V, 64-14848, 30 Apr 2015, AFSAS #739726

1. I am the Board President for the RC-135V mishap convened at Offutt Air Force Base which occurred on 30 Apr 2015. The final report will include no data in Tab M: Data From Ground Radar And Other Sources. In accordance with AFMAN 91-223 paragraph 6.4.2., this memorandum serves to document the fact that there is no radar or other source data applicable to this mishap.

2. Please direct questions to me at DSN 312-969-2776 or Commercial 210-977-2776.

Colonel, USAF
Safety Investigation Board President

TAB N

TRANSCRIPTS OF VOICE COMMUNICATIONS

N1. COCKPIT VOICE RECORDING TRANSCRIPTS 2
N2. AIR TRAFFIC CONTROL TRANSCRIPTS 3
N3. COMMAND AND CONTROL TRANSCRIPTS 11
N4. OTHER AVAILABLE TRANSCRIPTS 11

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N1. COCKPIT VOICE RECORDING TRANSCRIPTS

No data applicable.

N2. AIR TRAFFIC CONTROL TRANSCRIPTS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 55TH WING (ACC)
OFFUTT AIR FORCE BASE NEBRASKA

8 May 2015

Subject: SNOOP 71/H Ground Emergency
Recording Facility: Offutt Tower
List of Facilities/Positions: Offutt Tower Local Control (OFF TWR LC), Offutt Tower Ground Control (OFF TWR GC), Offutt Tower Watch Supervisor (OFF TWR WS), OFF Ramp Net, OFF Crash Net, Omaha Approach Control (OMA TRACON), Unknown (UNK), Unintelligible Transmission (***)
Frequency/Position: Offutt Tower Local Control 120.1, Omaha Approach Control Shout Line, OFF Ramp Net, OFF Crash Net
Date/Time: 30 Apr15 23:24:15 – 30 Apr15 23:39:52
Time Source: Reconstruction from Digital Audio Legal Recording

"I certify this to be a true and exact transcript of the original recording on file at this office at Offutt Air Force Base" E-3
Transcription Date- 8 May 2015 @ 1000

23:24:15 OFF TWR LC: Snoop71 heavy, runway 12, wind calm, cleared for takeoff, caution wake turbulence heavy c135 departure.

23:24:23 SNOOP71/H: Snoop71 heavy is cleared for takeoff runway 12.

23:25:23 SNOOP71/H: Tower, uh, tow... tower snoop11 heavy is, uh egressing on the, uh runway, aborting the aircraft.

23:25:32 OFF TWR LC: Snoop71 heavy roger say nature of emergency, number of persons on board, and fuel remaining in pounds.

23:25:36 SNOOP71/H: Snoop11 has a fire, uh roll the, uh trucks at this time.

23:25:41 OFF TWR LC: Roger.

23:25:42 OFF TWR LC: Approach, Offutt Tower.

23:25:46 OMA TRACON: Approach.

23:25:48 OFF TWR LC: Emergency in progress, hold the Cessna and all my arrivals.

23:25:50 OMA TRACON: Cessna's already on you, ship 'em back to me.

23:25:54 OFF TWR LC: And Snoop, cancel release on Snoop, he had a fire.

23:25:56 LC: Victor Whiskey.

23:25:57 OMA TRACON: C H.

23:25:59 OFF TWR LC: Attention all aircraft runway operations suspended, emergency in progress, break, Cessna 87 Romeo contact Omaha approach 120.1.

23:26:09 N4987R: Switching to approach, 120.1, Cessna 87 Romeo.

23:26:40 UNK: Standby stations 1 and 2 for an incoming inflight emergency. Repeat standby stations 1 and 2 for an incoming inflight emergency.

23:27:01 UNK: Attention in the station, attention on the net, ground emergency full crash response. C135 type on Northwest section of runway. Fire reported, crew is evacuating.

23:27:25 UNK: Attention in the station, attention on the net, ground emergency full crash response. On Northwest section of runway C135 type. Fire reported on aircraft no further details, crew is evacuating.

23:27:49 UNK: Crew's out.

23:27:51 UNK: Copy.

23:27:55 OFF TWR GC: Offutt Tower's up on the crash net.

23:28:01 CHIEF2: Tower, chief 2 permission for myself and other fire department vehicles to access the runway.

23:28:08 OFF TWR GC: Chief 2 Offutt Tower, proceed on the runway as requested.

23:28:12 UNK: Crash out.

23:28:15 UNK: 16's out.

23:28:18 UNK: 9's out.

23:28:20 PHOENIX5: Offutt Tower, Phoenix5.

23:28:21 UNK: 3's out.

23:28:25 OFF TWR GC: Last calling to tower say again.

23:28:29 PHOENIX5: Offutt Tower this is Phoenix5.

23:28:32 OFF TWR GC: Phoenix5, tower.

23:28:36 PHOENIX5: Offutt Tower this is Phoenix5 requesting permission to enter runway at Juliet apron.

23:28:38 CHIEF2: Tower, chief 2 is the aircraft on the hammer head or on the runway?

23:28:42 OMA TRACON: Tower, approach.

23:28:44 OFF TWR LC: Tower.

23:28:45 OMA TRACON: Transition request Cessna 87 Romeo, I'm just going to have him hold to the Southwest of Offutt.

23:28:46 CRASH8: Chief 2 this is crash 8. The aircraft is on the runway right now. Offutt show crash 8 arriving on location. We got a 135 type aircraft, complete stop on the runway. Crew is egressing at this time, I got no smoke or fire. Go ahead and establish command of this aircraft.

23:28:51 OFF TWR LC: Yea that's fine, Victor Whiskey.

23:28:52 OMA TRACON: C H.

23:28:53 OFF TWR GC: Phoenix5 say again, something about an aircraft on Juliet.

23:29:10 UNK: Medic's in service.

23:29:14 UNK: Chief 2 is on the scene and will be taking command of the aircraft.

23:29:20 BASE OPS: Airfield 3, airfield ops.

23:29:23 AIRFIELD 3: A M OPS, Airfield 3, go ahead.

23:29:25 UNK: Chief 2 will be going over to talk to the aircrew to find out what's going on.

23:29:28 BASE OPS: Airfield 3, Airfield Ops, be advised there's a ground emergency in progress.

23:29:32 CRASH8: Command crash 8. I do have smoke showing from over wing door, uh, left side of the aircraft fuselage.

23:29:35 AIRFIELD 3: Airfield 3, A M OPS copies thank you.

23:29:54 UNK: Let's get a ladder out, or excuse me, get on the aircraft and we have a galley fire in the back of the aircraft under the stabilizer.

23:30:06 UNK: 16 Copies, wait hang on.

23:30:10 CRASH8: This is crash 8, I got smoke also coming from a Peto tube on the aft of the fuselage, just forward of the tail.

23:30:19 UNK: Copy that.

23:30:32 UNK: Four get a ladder off the truck and get it up there.

23:30:44 AIRFIELD 3: Tower airfield 3 request permission onto the runway from taxiway Lima

23:30:47 OFF TWR GC: Airfield 3 proceed on runway 12 from Lima, report off.

23:30:51 AIRFIELD 3: Tower airfield 3 proceeding on runway 12 from Lima will advise off.

23:31:12 UNK: Crash 16 and crash 4, you're going to be fire attack. Crash 3 you're going to be the red team. Tanker go ahead and get re-supply on 16 and 4.

23:31:16 OMA TRACON: Tower, approach.

23:31:19 OFF TWR LC: Tower.

23:31:20 OMA TRACON: Any idea how long, I've got Snoop 44 asking.

23:31:23 OFF TWR WS: Undetermined at this time, the aircraft on the runway, he aborted. He has a no fire on his airplane. We don't know how long it's going to take.

23:31:28 UNK: Tanker copies.

23:31:31 UNK: Also I've designated the personnel *** safety officer and probability at this time.

23:31:32 OMA TRACON: Ok. T B.

23:31:33 OFF TWR WS: Charlie Echo.

23:31:46 UNK: Dispatch go ahead and make notification to the tower. I want the airfield shutdown at this time. Make notification of aircraft fire.

23:31:57 OFF TWR GC: Tower copies all thank you.

23:32:01 UNK: Command, 11 we'll get tanker 10.

23:32:08 UNK: 16, command entering with 4.

23:32:19 UNK: Crash 3 go ahead and chock the aircraft, if you can.

23:32:29 UNK: We have an electrical fire here ***.

23:32:32 UNK: I copy ***.

23:32:38 UNK: Copy, make sure you take a dry chem extinguisher in with you, if you have one handy.

23:32:44 UNK: ***.

23:32:48 UNK: Copy that.

23:33:11 TANKER 10: Command, tanker 10, we're going to resupply crash 16 and crash 3. Those are the ones with the hand lines full.

23:33:19 UNK: Copy that, that'll be fine, break, dispatch, command I'll need medics here. We have personnel that have had smoke exposure.

23:33:30 UNK: Copy, how copy medic 4?

23:33:34 UNK: Copy coming out of the gate.

23:33:39 UNK: We're going to need multiple medics because they're saying that almost all personnel had smoke exposure. There were 27 personnel on the aircraft.

23:33:49 UNK: Offutt 11 West gate please.

23:33:51 UNK: Copy all.

23:33:54 UNK: 16, command you got flames showing out of the tail.

23:34:00 UNK: ***

23:34:05 UNK: Let's go get a hand line on the outside set ready to attack it.

23:34:12 UNK: We have flames showing through the skin of the aircraft.

23:34:16 UNK: Copy are we getting fire… or we getting foam on the fire on the interior guys?

23:34:17 UNK: Do you see this?

23:34:26 UNK: 16, are you on foam?

23:34:29 UNK: Affirmative.

23:34:31 UNK: Copy crash 4 come down a little bit with a turret, come down with turret just a little bit, come down with your turret.

23:34:43 UNK: Four to your left a hair.

23:34:47 UNK: You're right on it 4.

23:34:50 UNK: Command, 11's on the runway.

23:34:54 UNK: Straight stream on that 4.

23:34:59 UNK: Command, can we reposition 4 to the back end.

23:35:04: UNK: Copy, crash 4 reposition. 16 take over with the turret on the fire.

23:35:14 UNK: Command 11's ready for assignment when you have one for us.

23:35:19 UNK: Copy bunker out. Come on up here and get ready to man the hand line. It looks like they're getting her knocked out right now.

23:35:28 UNK: ***

23:35:38 UNK: 11, give me a 35 foot ladder and get ready to go ahead and ladder that back of the aircraft. I don't know if they're able to get to the fire area or not. You may have to take a hand line up there.

23:35:49 UNK: Copy you want that in the rear personnel door?

23:35:54 UNK: I want that back by the stabilizer, rear stabilizer.

23:35:59 UNK: 11 copies.

23:36:02 UNK: Control medical.

23:36:10 UNK: We've just got the two of us, and we're running ALS and need multiple medics, copy?

23:36:15 UNK: I need ventilation now, inside the aircraft.

23:36:24 UNK: Fire attack repeat.

23:36:40 UNK: Fire attack repeat.

23:37:08 MED4: Med 4 to control, did you copy? We're gonna need more medics, uh, ALS if you need 'em.

23:37:23 COMMAND: Dispatch, command I'm gonna go to tap 1 with you. I'm gonna leave the fire crews on fire main, break, crash 4 round up another sets of chocks, and put them on the back of the aircraft at this time.

23:37:40 FIRE ATTACK: Command, fire attack. Request a ventilation fan for the inside of the aircraft. I need engine 9 with power.

23:38:03 UNK: 16, 4 come down about 3 feet.

23:38:09 UNK: ***.

23:38:13 UNK: 9 1, I've got engine 11 crew bringing a ventilation fan up to the wing.

23:38:26 CRASH8: Interior, crash 8. Do you guys have a change of condition in there, are we making any headway on this?

23:38:33 UNK: ***.

23:38:37 PHOENIX5: Offutt tower, Phoenix 5.

23:38:40 OFF TWR GC: Phoenix 5, tower.

23:38:42 UNK: No copy interior, re advise chief.

23:38:43 PHOENIX5: 49 we're almost there, Offutt tower phoenix 5.

23:38:48 UNK: ***.

23:38:52 OFF TWR GC: Phoenix 5 Offutt tower.

23:38:56 PHOENIX5: Yes ma'am this is phoenix 5 requesting permission to enter at Lima to the aircraft on runway.

23:39:03 OFF TWR GC: Phoenix 5 proceed on runway 12 from Lima.

23:39:07 PHOENIX5: Roger, will advise when off.

23:39:20 AIRFIELD4: Tower, airfield 4.

23:39:25 OFF TWR GC: Airfield 4, tower.

23:39:29 AIRFIELD4: Tower, airfield 4 request permission to go onto runway from taxiway Lima.

23:39:34 OFF TWR GC: Airfield 4 proceed on runway 30 from Lima report off.

23:39:40 AIRFIELD4: Tower airfield 4 proceeding onto runway from taxiway Lima, will report when off.

23:39:44 UNK: 11 are you setting that ladder up there for the top of the aircraft?

23:39:52 UNK: We need additional manpower.

END OF TRANSCRIPT

N3. COMMAND AND CONTROL TRANSCRIPTS

No data available.

N4. OTHER AVAILABLE TRANSCRIPTS

No data available.

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3-3.RC-135	Tactical Doctrine, Combat Aircraft Fundamentals – RC-135 (11 Jan 13)
55 CES/CEF AAR	After Action Report/Lessons Learned RC-135 Aircraft Fire (30 Apr 15)
55 OG Form 25	55 OG Mission Planning/Briefing Certificate
AFI 10-203	Duty Limiting Conditions (20 Nov 14)
AFI 11-2RC-135V3	RC/OC/WC/TC-135 Operations Procedures (22 Apr 10)
AFI 11-202V1 ACCSUP	Flying Operations – Aircrew Training (22 Nov 10)
AFI 11-202V3 ACCSUP1	General Flight Rules, Air Combat Command Supplement (28 Nov 12)
AFI 11-301V1	Flying Operations – Aircrew Flight Equipment (AFE) Program (2 May 14)
AFI 11-301V2	Flying Operations – Management and Configuration Requirements for Aircrew Flight Equipment (AFE) (30 Mar 15)
AFI 32-2001	Fire Emergency Services (FES) Program (27 Feb 14)
AFI 48-123	Medical Examinations and Standards (31 Oct 14)
AFI 48-149	Flight and Operational Medicine Program
AIR 825-13	Aerospace Information Report – Guide for Evaluating Combustion Hazards in Aircraft Oxygen Systems (1 Jan 03)
AFMAN 24-204	Preparing Hazardous Materials for Military Air Shipments (3 Dec 12)
Checklist	RC-135V/W ASE5 Mission Crew Checklist, Baseline 11, Change 2 (6 Feb 15)
Medical Reference	Air Force Waiver Guide (5 Mar 15)
Medical Reference	Medical Standards Directory (6 Oct 14)
Medical Reference	Official Aircrew OTC Medication List (9 Jan 14)
Medical Reference	Official Aircrew Prescribed Medication List (15 Mar 15)
T.O. 00-105E-9	Aerospace Emergency Rescue and Mishap Response Information (Emergency Services) (1 Apr 15)
T.O. 1C-135-2-2-2	Ground Handling, Servicing, and Airframe, RC-135V (15 Mar 15)
T.O. 1C-135-2-3-1	Environmental Control Systems, USAF Aircraft Models KC-135R/T (15 Mar 15)
T.O. 1C-135-2-3-2	Environmental Control Systems, USAF Aircraft Models RC-135V (6 Feb 15)
T.O. 1C-135-2-10-1	Electrical Systems, USAF Aircraft Models OC/NC/RC/TC/WC-135 (1 Mar 15)
T.O. 1C-135-6WC-1	Preflight/Postflight/Hourly Post-Flight Inspection Workcards – USAF Model All 135 Aircraft (9 Jan 15)
T.O. 1C-135-6WC-7	Hourly Inspection Workcards – USAF Model All 135 Aircraft (15 Nov 14)
T.O. 1C-135(RC)-1	Flight Manual Reference Data (1 Apr 14)
T.O. 1C-135(RC)(I)-1	Flight Manual Inflight Data (1 Apr 14)

T.O. 13B1-3-4.....Illustrated Parts Breakdown – Whirlwind Oven (1 Feb 65)
T.O. 13B2-7-1.....Overhaul Instructions and Parts List – Aircraft Skygalley (18 Aug 90)
T.O. 13B5-5-2.....Intermediate and Overhaul Instructions – Electrical Refrigerator (15 May 13)
T.O. 15X-1-1 .....Oxygen Equipment (1 Apr 15)
T.O. 15X-1-102.....General Care and Cleaning of Oxygen Gauges and Oxygen Device Related Test Equipment (31 Jul 12)
T.O. 15X2-2-5-13 .....Overhaul Instructions – 25-Liter Liquid Oxygen Converter (15 Jun 05)
T.O. 15X6-4-3-3 .....Overhaul – Demand-Pressure Breathing Oxygen Regulator Assembly (1 Apr 10)
T.O. 35E22-3-4-42.....Maintenance Instructions – Purging Kit, LOX Converter (15 Dec 04)
T.O. 35E22-3-4-43.....Overhaul Instructions – Purging Kit, LOX Converter (1 May 14)
T.O. 35E22-3-4-44.....Illustrated Parts Breakdown – Purging Kit, LOX Converter (1 Sep 05)
T.O. 42E1-1-1 .....Aviation Hose and Tube Manual (1 Jul 13)
SGOW OI 44-03 .....Mental Health (MH) and Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Records Management

O2. AEROSPACE INFORMATION REPORT 825-13

SAE Aerospace
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AEROSPACE INFORMATION REPORT

SAE AIR825/13

Issued 2003-01

Guide for Evaluating Combustion Hazards in Aircraft Oxygen Systems

FOREWORD

This document is one of a set of related documents. These documents comprehensively address the "Introduction to Oxygen Equipment for Aircraft," and are referred to as slash (/) documents, rather than chapters. The documents may be obtained as a set or individually. As the field of oxygen systems for aircraft has evolved, it became cumbersome for one document to cover the full range of subject matter. The reader who is seeking overall familiarity with oxygen systems for aircraft should read all of these documents that combine to form a general reference to oxygen systems. The reader who is familiar with oxygen systems for aircraft may want to obtain only the slash documents that pertain to topics that are of specific interest.

The document set is written as an introductory level, suitable for anyone who would like to understand the basics of oxygen systems in aircraft and specifically for the engineer who has just recently been assigned to aircraft oxygen systems. Many of these documents point the reader toward more detailed treatments located in other SAE documents.

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APPENDIX A EXAMPLE OF A HAZARD ANALYSIS ACCOMPLISHED ON A NEW DESIGN FOR A PRESSURE-BREATHING REGULATOR ON A HIGH-PRESSURE (2000 PSIG) CYLINDER 29

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1. SCOPE:

This guide is intended to promote safe designs, operations and maintenance on aircraft and ground support oxygen systems. This is also a summary of some work by the ASTM G 4 Committee related to oxygen fire investigations and design concerns to reduce the risk of an oxygen fire. There have been many recent technological advances and additional test data is available for evaluating and controlling combustion hazards in oxygen equipment. Standards that use this new information are rapidly evolving. A guide is needed to assist organizations and persons not completely familiar with this process to provide oxygen systems with minimum risks of combustion. This guide does not necessarily address all the detailed issues and provide all data that will be needed. For a complete analysis, supplemental publications need to be consulted. This guide does discuss the basics of oxygen systems fire hazards. The hazard analysis process is discussed and a simple example to explain this process. Also, this guide does not address the overall system safety issues normally evaluated in aircraft programs. This guide does provide some important background and observations about combustion in oxygen systems. Information is given describing how to accomplish a hazard analysis. Furthermore, background is provided to explain critical locations in oxygen systems that need to be evaluated and other locations that do not require hazard analysis.

It is important to note that any effort that requires a comprehensive and effective hazard analysis should use the complete information in the documents referenced herein. In general, the need for a hazard analysis applies primarily to gaseous oxygen equipment at 50 psi and higher pressures. LOX equipment does have hazards concerns as well and is usually treated similarly to GOX equipment at 500 psi. It should be noted that there are other phenomena associated with LOX equipment that must be considered. An example is that LOX can combine with hydrocarbons to form a gel, which explodes under impact. On the other hand, since LOX is a very cold liquid it tends to quench most possible ignition sources that could cause promoted ignition. When examining oxygen equipment at lower pressures the primary concern is the increased ignition and fire concern with combustible non-metals.

1.1 Purpose:

This document is intended to provide a guide for minimizing the risk of combustion hazards associated with the design, installation, and maintenance of aircraft oxygen systems. This guide also discusses a process of planning and organizing a project assisting someone who wishes to evaluate an oxygen system(s) such that combustion risks are minimized. The use of this guide and supporting documentation in part or whole is entirely elective.

2. REFERENCES:

2.1 Applicable Documents:

The following publications form a part of this document to the extent specified herein. The latest issue of SAE publications shall apply. The applicable issue of other publications shall be the issue in effect on the date of the purchase order. In the event of conflict between the text of this document and references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

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2.1.1 SAE Publications: Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

AIR1169	Bibliography of References Pertaining to the Effects of Oxygen on Ignition and Combustion of Materials
ARP1176	Oxygen System and Component Cleaning and Packaging
AIR4071	Lubricants for Oxygen Use

2.1.2 ASTM Publications: Available from ASTM, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

ASTM D 2863	Standard Test Method for Measuring the Minimum Oxygen Concentration to Support Candle-Like Combustion of Plastics (Oxygen Index)
ASTM G 63	Guide for Evaluating Nonmetallic Materials for Oxygen Service
ASTM G 88	Guide for Designing Systems for Oxygen Service
ASTM G 93	Practice for Cleaning Methods for Material and Equipment Used in Oxygen-Enriched Environments
ASTM G 94	Guide for Evaluating Metals for Oxygen Service
ASTM G 128	Standard Guide for the Control of Hazards and Risks in Oxygen Systems

2.1.3 Other Applicable References:

Dees, J., and R. F. Poe, Test Plan: Guide for Oxygen Hazards Analyses on Components and Systems, TP-WSTF-713, NASA Johnson Space Center, White Sands Test Facility, Las Cruces, NM July 7, 1993

Bamford, L. B., and M. A. Rucker, Guide for Oxygen Component Qualification Tests, TP-WSTF-712, NASA Johnson Space Center, White Sands Test Facility, Las Cruces, NM 1992

2.2 Definitions:

CRES: Corrosion REsistant Stainless (CRES) Steel.

Component: On any oxygen equipment item such as a regulator the components are subgroups of function equipment that make up the whole item. For example, the servicing or fill valve, the pressure relief valve, the pressure gauge, the outlet flow regulating device, and the supply vessel.

Flammable: Possible to burn, combustible, capable of being ignited.

Stress Risers: Elements that cause increased stress or a tendency to increase the risk of ignition and combustion.

Thermal compensator: Special device in a mechanical design carrying a gas such as oxygen that absorbs heat energy and carry away the heat energy from mechanical parts which are at risk of ignition. The temperature is more rapidly conducted away to the ambient to keep the oxygen temperature inside the tubing minimized. The device can also shut down oxygen flow if a maximum limit is reached.

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3. BACKGROUND:

3.1 What Factors Cause Fires:

Oxygen system fires and explosions are a result of numerous factors that are complex in their interaction and not easily understood. This guide will assist someone not familiar with these phenomena to better understand and analyze any oxygen system hazards. It is always best that an expert be consulted who has years of background with oxygen systems combustion issues when it is important to minimize these risks.

Any person thinking about investigating these issues to reduce risks must dispense with all biases concerning what is known about normal fires in the earth's atmosphere, which is approximately 21% oxygen, 78% nitrogen and 1% inert gases at 101.3 kPa (14.7 psi) at sea level.

Fires and fire hazards are most often conceptualized in an environment that is found at ground level. An increase in the partial pressure of oxygen increases the potential for combustion in terms of both initiation and severity. Combustion in 100% oxygen with increased pressure will occur more readily and spread more rapidly. Most persons are not familiar with oxygen fed fires and therefore more information is provided herein to explain how this phenomenon is different. Normal fires at ground level occur in a low concentration of oxygen with a relatively low pressure. The partial pressure of oxygen at sea level is 21.27 kPa (3.087 psi) which is determined by 0.21 kPa x 101.3 kPa (14.7 psi). There is 21% oxygen in the earth's atmosphere at all altitude levels. The magnitude of the oxygen pressure can be thought of as a stress riser. Figure 1 shows a comparison of stress risers in low and high-pressure oxygen equipment as compared to the partial pressure of oxygen in air at sea level.

A stress riser is also any of a number of key parameters that have been found to make ignition more likely. Stress risers in oxygen systems include:

1. pressure
2. oxygen concentration
3. other included gases
4. temperature
5. phase (liquid versus gaseous oxygen)
6. mechanical failure
7. higher oxygen velocities
8. time and age

A thorough discussion of stress risers is available in ASTM G 128-95.

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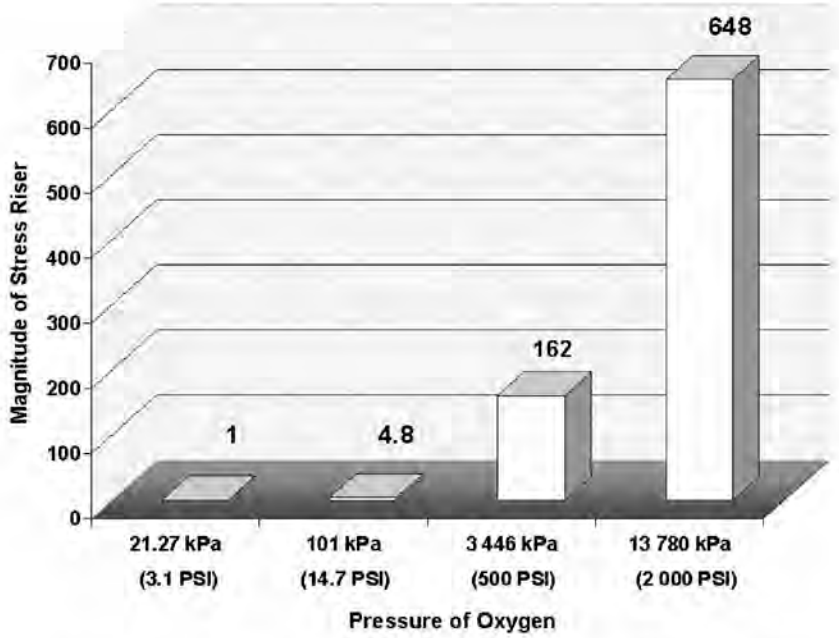


FIGURE 1 - Oxygen Pressure Stress Riser Comparisons for Low and High Pressure Oxygen Equipment

3.1 (Continued):

Dalton's Law states that the total pressure of a mixture of gases is equal to the sum of the partial pressures of each gas in the mixture. In the earth's atmosphere the following relationship describes the gas pressures.

Total Pressure at Sea Level = Partial Pressure Oxygen + Partial Pressure Nitrogen + Partial Pressure Inert Gases

Any combustion in an oxygen system occurs at an increased oxygen partial pressure and usually 100% oxygen. There will also be the additional pressure used in the supply and dispensing equipment. Normal supply equipment used in aircraft oxygen systems is typically 12,400 to 14,820 kPa (1800 to 2150 psig). Experience and test data show that combustion in pressurized oxygen equipment occur very rapidly and with much violence. Such fires are thought of as explosions by the observer, but high-speed film shows that these so called explosions are actually oxygen fed fires. Technically speaking, explosions are really detonations. Metal fires are the most violent and should be the greatest cause for concern to an oxygen systems designer.

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3.1 (Continued):

What are the chains of events that lead to combustion in oxygen equipment and any equipment that is nearby? It is helpful to think of a "fire and explosion triangle." See Figure 2. One side of the triangle is the oxygen, another side is the fuel and the other side is the ignition mechanism. Take away any side of the triangle and the combustion (fire and explosion) can not occur. The problem is that one cannot take away any side of the triangle with oxygen equipment.

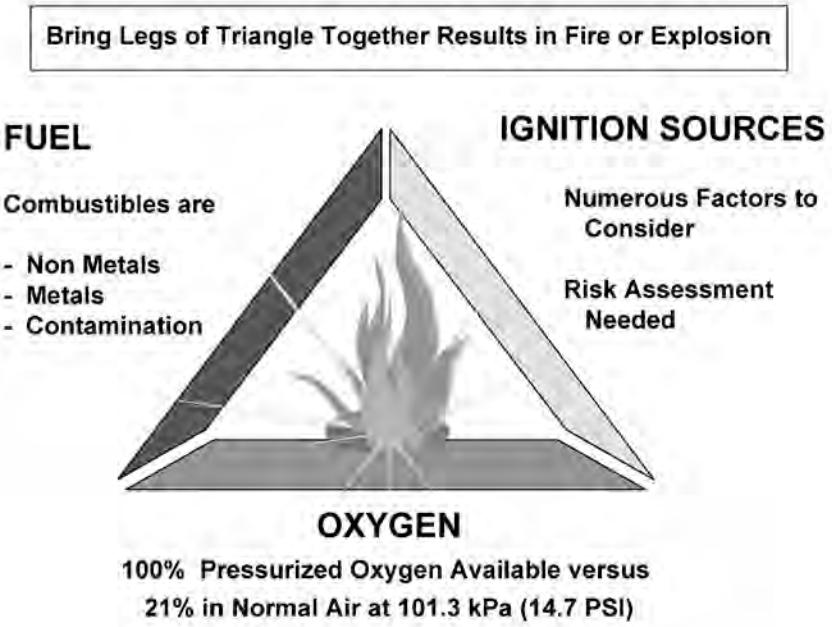


FIGURE 2 - Fire and Explosion Triangle

The oxygen is always present as it is stored and dispensed.

The fuel source is always present, as the container for oxygen and the dispensing equipment are metals and nonmetals, which can all combust in 100% oxygen. For example, the equipment will consist of pressurized cylinders, regulators, valves, tubing and fittings that are all made of metals and nonmetals. All of these materials can combust with 100% pressurized oxygen.

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3.1 (Continued):

The ignition side of the triangle is a more difficult issue to understand. It can be explained that it is a function of a number of factors that are always present to some degree in oxygen equipment. Experience shows us that the risk of ignition from all factors should be assessed and kept as low as possible. The risk must be kept within acceptable limits. An oxygen technical expert should be consulted to determine the level of risk. Ignition can come from a number of sources. More details are provided herein to explain this. For example, moving metal particles can cause ignition. As oxygen gas is supplied from a higher pressure to a lower pressure location and the gas encounters a restriction such as a fill valve, a temperature rise is associated with the compression of oxygen in this location. This occurs when filling pressure vessels or cylinders on the aircraft. The compression occurs at the first restriction to flow usually at the fill valve on the aircraft. Temperature rises are also associated with restrictions on other valves such as the pressure regulator or reducer on the aircraft pressure vessel. Experience with servicing oxygen cylinders and the resulting fires have shown that this is a likely cause of fires in much oxygen equipment occurring more frequently than is considered acceptable. Contamination, which is readily combustible, may be inadvertently introduced into the system. A risk assessment is advised to determine what may be done to minimize hazards associated with ignition.

3.2 Causes of Fires and Explosions:

The primary causes of oxygen systems fire and explosions that may be considered are:

- Improper design and manufacturing.
- Improper materials both metals and nonmetals used in equipment and assembly.
  - Examples of non-metals are soft goods used for seals, seats and diaphragms; lubricants; anti-seize compounds; and anti corrosion treatments.
- Improper cleanliness methods and lack of adequate verification of cleanliness.
- Improper operational procedures.
- Improper or poor maintenance methods and procedures.

See ASTM G 128-95 and ASTM G 88 for information on primary causes of oxygen fires and explosions. SAE AIR1169 gives a listing of references concerning the effects of oxygen on ignition and combustion of materials.

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3.2 (Continued):

As the number of stress risers associated with given oxygen system increases, the risk of a fire and/or explosion becomes greater. There will always be some degree of risk involved! Our goal should be to keep these risks as low as possible or within acceptable limits. One method to understand or visualize this is to remember each cause of combustion has a level of risk (stress riser) associated with it. Usually as all these causes are put into the equation, they become additive in nature. The extent to which these causes are additive is not an exact science. Each cause can have a different weight and associated level. Even more perplexing is that the ignition potential is not usually repeatable. For example, a series of tests accomplished under the same conditions does not provide repeatable results. This illustrates the need to run a number of test points at any given condition to determine the relevance of the data. In addition, to further confound the issue the severity of the combustion (fire and explosion) is not repeatable. It helps to keep these issues in mind when examining the risks for combustion per the illustration in Figure 3.

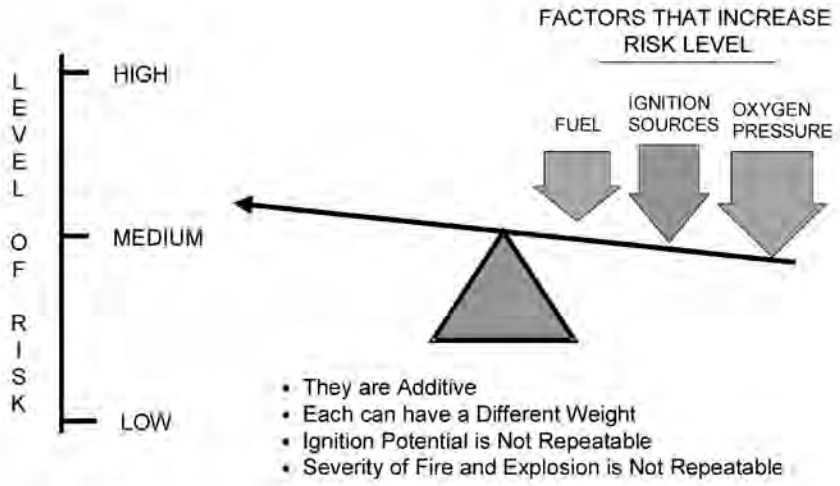


FIGURE 3 - How Fuel, Oxygen Pressure and Ignition Sources Contribute to the Risk of a Fire and Explosion

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3.3 Selection of Metals for use in Pressurized Oxygen Equipment:

Metal is a fuel that may be consumed and ignited in a fire. The fuel is one leg of the triangle and the ignition source is another. The principle recognized sources of metal ignition are:

- Most studied and understood
  - Contamination
  - Particle impact
  - Heating to ignition
  - Friction ignition
  - Compression heating
  - Kindling chain reaction
- Least studied and understood
  - Mechanical impact
  - Chatter
  - Resonance
  - Crack propagation
  - Electrical spark
  - Puncture
  - Trapped volume pressurization

For a detailed discussion of these sources of metal ignition refer to ASTM G 128-95 and ASTM G 94.

3.3.1 Metal Choices in Oxygen Systems Designs: There are several methods whereby metals are ranked according to their susceptibility to ignite. Some of these are from a kindling chain reaction in pressurized oxygen gas, from particle impact, from mechanical impact and from friction rubbing. Past test data shows that metals high in nickel or copper are the most resistant from ignition by any method! Metals that have iron or aluminum are the least resistant to ignition by any method. Past test data that looks at metals commonly used in oxygen equipment designs shows that aluminum is the most susceptible to ignition. Not only is aluminum much more easily ignited, but it also sustains combustion with the greatest release of energy. Testing has also shown that even metal alloys with even a small content of aluminum are easily ignited. Refer to ASTM documents referenced above for a detailed discussion. Aluminum and aluminum alloys should be used with great caution in any oxygen system design. Aluminum should not be used in locations considered especially susceptible to ignition. For example, the filler valve port on high-pressure supply equipment is particularly susceptible, as this is a location of compression heating and high velocity with possible particle impact.

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3.3.1 (Continued):

There is a generally accepted misconception by designers that parts made of steel and stainless steel are very safe for use in gaseous oxygen systems. Actually, steel ranks only a little above aluminum for susceptibility to combust. Steel is, however, a rugged material that does not shred or give off particles as easily as other softer metals. Steel has a longer life than other metals. An example about the misconception of steel is that brass valves were commonly used for years on gaseous oxygen servicing carts. Because brass is soft, the life on the release valves was short and it was decided to use steel release valves to increase the useful life. The incidents of an oxygen fed fire at these valves increased dramatically. Thus although steel was more rugged, it also led to more oxygen fed fires. Steel must be used as carefully as aluminum in critical locations in an oxygen system design.

Titanium easily ignites in the presence of high concentrations of oxygen and should not be used on any oxygen system.

3.3.2 Selection of Non-Metals for Use in Pressurized Oxygen Equipment: It is surprising to discover how many non-metals are used in oxygen equipment and are considered necessary to use for properly functioning oxygen equipment. This is primarily seen in equipment such as regulators, valves and pressure reducers.

In selecting and using non-metals in oxygen systems, the following principles should be considered and used.

- Oxygen compatibility is a function of the pressure level.
  - This is especially critical above 3445.6 kPa (500 psi).
  - First, examine the oxygen index rating (refer to ASTM D 2863).
    - Best choice is high index.
  - Second, examine the auto ignition temperature (AIT) when in oxygen gas.
    - The AIT should be above any expected temperature with factor of safety.
  - Third, consider the heat release from combustion.
    - Heat release should be as low as possible.
- The non-metal must satisfy other performance and environmental extremes as well.

Refer to ASTM G 128-95 and ASTM G 63 for information on selection of non-metals to minimize oxygen fires and explosions.

Lubricants, anti-seize compounds and thread locking substances may be needed to design a proper piece of oxygen equipment. SAE AIR4071 also provides information to assist in this selection of lubricants.

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3.3.3 Critical Locations for Risk of Combustion in Oxygen Equipment: For any oxygen system it is important to look for potential hazards where the risk of a fire might be the greatest or not within acceptable limits. These critical or questionable areas of the oxygen system should be examined in depth. Previous investigations on aircraft oxygen equipment have shown design flaws, improper materials and contamination as potential combustion hazards. It is not advisable to hang on to that old rule of thumb that is has been used successfully in the past so it is good enough now. Whether a new or modified aircraft, fire hazards concerns with oxygen equipment should be examined. New technology is available and aircraft systems are becoming a larger investment. Additionally, many new aircraft have large crew and passenger included and safety of these oxygen systems cannot be over-emphasized. Investigations have shown these hazards are universal problems with oxygen equipment. The highest risks are usually associated with high-pressure and liquid oxygen equipment.

Figure 4 is an example of some typical hazards that may be discovered on a high-pressure regulator or reducer. The possible intent of placing the filter into the inlet of the pressure vessel is to keep contamination out of it. What was overlooked though, is that even though this traps particles on servicing keeping them from the supply container, on initiating supply the particles are swept into the supply equipment. This can cause malfunctions from clogging the components. More critical though is that high-speed metal particles can impact components downstream and become an ignition source. A better location for this filter might be at the inlet of the filler valve to preclude contamination into the system at all. These filters could also introduce new hazards to the servicing equipment. Sintered bronze is considered the safest filter to use in high-pressure critical locations on transferring oxygen supply. This illustrates how a proper hazard analysis must look at the proposed system operation and piece parts and minimize all hazards.

4. THE PROCESS TO REDUCE HAZARDS:

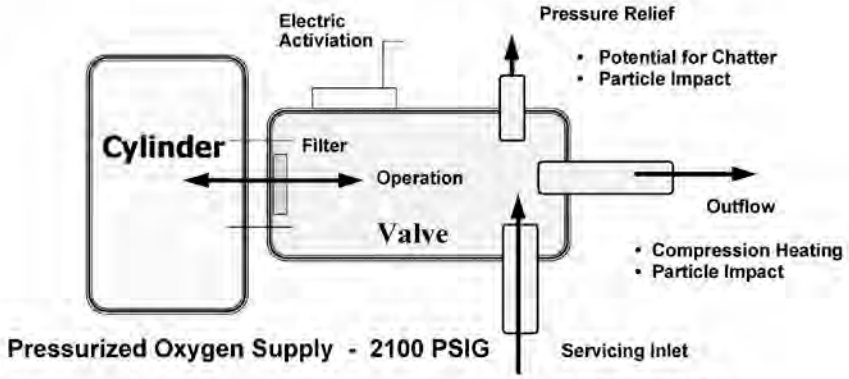
4.1 The Issues in Oxygen Equipment Development:

Initially, the concern is that the equipment may have design or materials problems. In other words, the design and materials may contribute to ignition in an oxygen environment. Later, the concern is that proper precautions are taken to minimize oxygen equipment hazards and contamination by procedure. The design approach and materials selections have usually been based on the aircraft manufacturer's and associated vendor's historical experience. For example, should the oxygen components such as valves, regulators, and plumbing already be used on an existing aircraft oxygen system that would often have been considered sufficient justification to continue its use on another oxygen system without questioning potential hazards. Also, there is a strong desire to minimize costs and manufacturing fabrication problems. These goals are not necessarily consistent with the design of a safe, non-hazardous oxygen system. It is recommended that an expert be consulted on any proposed oxygen system whether it has been used in the past or is a new design. Much information and knowledge that is now available was not available in the past.

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Example of Potential Hazards to Avoid in Oxygen Designs



Typical Examples of Problems that Contribute to Ignition Sources are Involved

- **Filter Traps Contamination on Servicing and Releases It into the Oxygen System on Supply**
- **Sharp Edges, Burrs and Metal Feathers**
- **Compression Heating on Servicing and Operation**
- **Improper Materials (not Oxygen Compatible)**
- **Electrical Hazard from Gauging and Sensors**

FIGURE 4 - An Example Illustrating Some Possible Hazards and Ignition Sources to be Avoided on Pressure Reducer or the Regulator Assembly for a High Pressure Cylinder

4.1 (Continued):

It is prudent that when assessing which designs may be used in an oxygen system, that a hazard analysis and contamination assessment be considered and accomplished when considered necessary. A quick examination of the oxygen systems by an expert familiar with oxygen systems combustion will provide insight about how to best approach this. Another good reason to evaluate the use of previously designed oxygen equipment components is that it may be used in a system that is different.

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4.2 Oxygen Systems Operations and Maintenance:

Improper operations can contribute to oxygen systems fires and explosions. It is difficult to point out specific methods of minimizing these types of hazards, as they are specific to the design under consideration. One well-known operational problem that contributed to fires in the past was manual or automatic valves which when opened too quickly would cause a rapid increase of heat at the dead end of the dispensing equipment from adiabatic compression. Designers have since developed valves that minimize this problem, but there are still many valves in the market, which open too quickly. These valves usually cost less, so there is a tendency for some oxygen equipment designers to use these valves. This can be verified by surveys conducted on the valves used on oxygen equipment and experience with fires caused by these valves. Oxygen safety training and the use of procedural checklists are important tools to keep accidents to a minimum.

Additionally, if proper contamination control measures are not taken for servicing oxygen equipment, contamination may be a prevalent problem. Contamination is not only a combustion (fire and explosion) hazard, but it may also prevent or degrade proper oxygen equipment operation. It has also been found that the servicing of pressurized oxygen equipment frequently contributes to accidents from the accumulation of contamination. Metal particles tend to shred from valves when in use and get into the oxygen stream. Contamination is a prevalent problem at fittings that are connected and disconnected if the proper care is not exercised. Additionally, past practice has shown the value in installing end caps to protect open oxygen system tubing and components like regulators and valves capping any open ports to prevent entry of contamination. This could initiate a fire or cause a component malfunction from clogging small orifices or blocking proper flow because valves and levers stick or malfunction.

ASTM G 93 and SAE AIR1176 provide information to assist in properly cleaning contamination from oxygen equipment. In the assembly of oxygen components, taking measures to prevent metal galling can minimize contamination. Inspection after the assembly of each component may reveal metal particles that can be removed before proceeding with the next step of the assembly. These inspections are done on sample(s) whereby the item is disassembled after the intended assembly for manufacturing. The sample item is checked for contamination caused by the proposed assembly. If contamination is found, then design and/or procedural changes may be needed to reduce contamination and the associated risks for fires. Several prevalent problems that always seem to be encountered are mentioned here. One is screwing softer metal components such as aluminum or brass into harder metal components or vise versa can cause metal feathers and particles that can get into the oxygen stream. This problem is most prevalent with pipe-type threads. Often lubricants, anti-seize compounds, and Teflon tape are used in assembly of oxygen components to minimize these problems. Careful assembly is required to ensure that excess material (i.e., lubricants, anti-seize compounds and Teflon tape) does not squeeze into the oxygen stream. This metal and non-metal contamination as discussed above can cause a kindling chain reaction as they can easily ignite when in the oxygen stream.

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4.3 Application of the Hazard Analysis Process:

The designer of aircraft oxygen system components should specify that a hazard analyses be performed on the oxygen system and components. This is as important as is the environmental testing to ensure a safe and effective oxygen system design. Additionally, a contamination investigation could be conducted later on in flight test evaluation and operations if problems are suspected. This could be accomplished as a separate effort to examine problems. A clean oxygen system in the operational environment will assist to reduce fire hazards. To ensure that the analyses and contamination investigation are competent, appropriate information must be available. It would be pertinent that the potential suppliers provide information needed such as the configuration, the intended operation(s), the materials used for components and any non-metal used including lubricants, anti corrosion (anti-seize) compounds and any thread lock compounds. This complete information is essential for a complete hazard analysis.

A "quick look" preliminary hazard analysis could be provided. This will assist in an early evaluation for a safe and effective oxygen system design and may be another criterion involved in the selection of the vendor. A more detailed hazard analysis and contamination investigation could be provided later. Areas that need examination are system problems that contribute to higher risks, materials compatibility issues, and proper component design.

This investigation should examine this equipment at the system and component level (piece part level) and consider the hazards from an oxygen systems operation and maintenance viewpoint. Drawings and a detailed listing of materials used in the design are essential for a proper evaluation.

Past experience has shown that issues concerning oxygen system and equipment hazards are not generally well known or understood. Therefore it is recommended that an oxygen systems technical expert familiar with oxygen systems combustion issues be consulted when examining potential fire hazards and contamination concerns. Supplemental information and guidance besides that customary with past practices may be necessary for review by oxygen technical expert(s).

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5. HOW TO DO AN OXYGEN SYSTEM HAZARD ANALYSIS:

5.1 Resources and Program Issues to Consider to Perform in the Process:

Ensure that the technical department and/or the independent organization or person that does the hazard analyses and contamination investigation furnishes the necessary personnel, funds, facilities, material supplies and data to perform hazard analysis and contamination assessment during an oxygen system development program or project. All phases of the development apply and are:

- Define requirements
- Conceptualization
- Design and development
- Final design and proto-typing
- Equipment qualification testing and man-rating
- Flight-testing
- Production
- Deployment and operations

5.2 Hazard Analyses Overview:

The actual step-by-step hazard analysis process is explained in ASTM G 63. Each piece of oxygen equipment is broken down into components or stages. Team of experts assesses the potential for ignition by each mechanism. This should include the oxygen combustion experts, the oxygen system designer and the technical experts from the organization purchasing or using the oxygen equipment. A level of risk is assigned to each stage for each possible ignition mechanism. Notes are taken for each important issue agreed upon or disputed. The oxygen system designer could choose to change the design to that with less risk(s) or a test could be conducted to assess the risk.

The system and equipment design, materials and operation of the components should be examined in complete detail. It is essential that actual hardware and associated drawings including materials lists be made available. The oxygen system designer may provide hardware and information to the organization or person, which does the hazard analysis. Also, so that materials compatibility issues may be examined, all appropriate parts and materials need to be identified. Often potential oxygen equipment vendors have proprietary and/or patent rights on this hardware. It may be necessary to take appropriate safeguards to ensure that all organizations involved in the hazard analysis protect the rights of the suppliers of this equipment.

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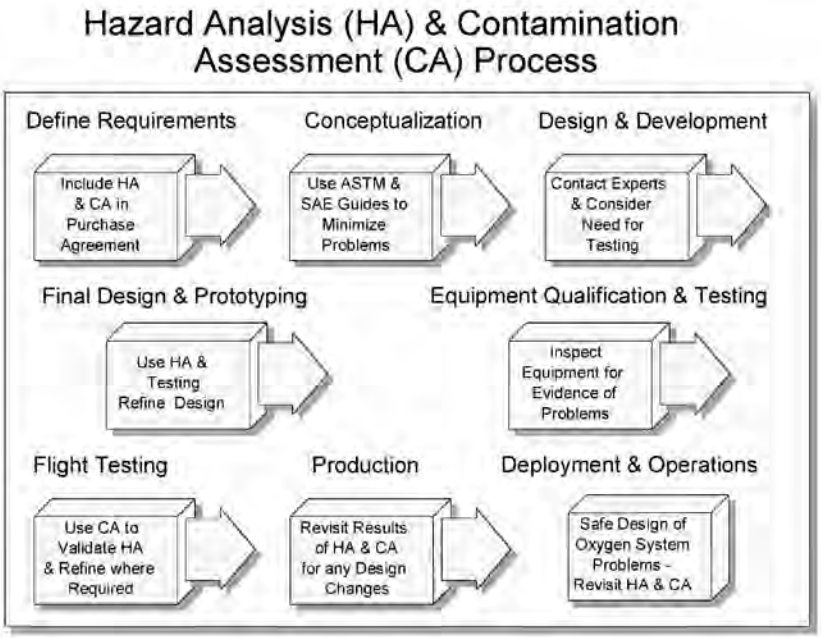


FIGURE 5 - How the Hazard Analysis and Contamination Assessment Might be Involved in an Oxygen System Project

5.2 (Continued):

The purpose of obtaining this equipment hardware is that tear down inspections and evaluation of the component designs is essential for a proper analysis. Fabrication and assembly problems may be discovered that are not necessarily design related. It is not expected that this equipment will be destroyed or consumed in the investigation. After the investigation, the equipment may be returned to the source for cleaning and re-assembly.

The purpose of this analysis is to identify any potential hazards in a qualitative manner. Any hazards identified should be explained in sufficient detail so that the primary aircraft designer may determine any necessary changes. Recommendations provided could include options for consideration of design, fabrication, assembly and/or operational changes.

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5.3 Hazard Analysis Steps:

A hazard analysis of an oxygen component or system is desired. Figure 6 shows the steps that are needed to do this. The oxygen equipment application and the scope of the investigation should be determined first, and a team should then be assembled to conduct the analysis. Information on the components and the worst-case operating conditions need to be collected. Drawings that show all components of the equipment under consideration and a materials list are essential.

Usually, a fire will not occur in an environment unless the materials of the component are flammable and a credible ignition mechanism is present. The flammability of the material is first reviewed to determine if any fire hazards exist under the worst-case operating conditions. For example, if oxygen were flowing into a dead-ended section of the system, the materials in this section would be subjected to the effects of compression heating. If the material is flammable, then the possible ignition mechanisms are surveyed to determine which are credible. If data for the particular ignition mechanism and the material(s) under consideration are not available, appropriate materials tests may be needed. These tests are useful to determine the oxygen fire risk. Another option would be to change the material(s) to something for which test data is already available. Finally, the secondary and reaction effects are evaluated to determine what effect an ignition and possible combustion would have on the system and the aircraft.

To use an oxygen hazard analysis as a tool, it needs to be properly documented from the beginning. Figure 7 shows an oxygen hazard analysis chart. This chart contains the component designation which indicates the materials of construction including soft goods, the possible ignition mechanisms, the probability of each ignition mechanism, and results of the secondary effects analysis and the reaction effects assessment. The documentation also includes any recommendations or limitations that the oxygen hazard analysis team decides is important, including recommendations of further testing if needed, stipulations of use, and any additional safety precautions. If component tests are required, these tests may be performed according to the "Guide for Oxygen Component Qualification Tests (Bamford and Rucker 1992)."

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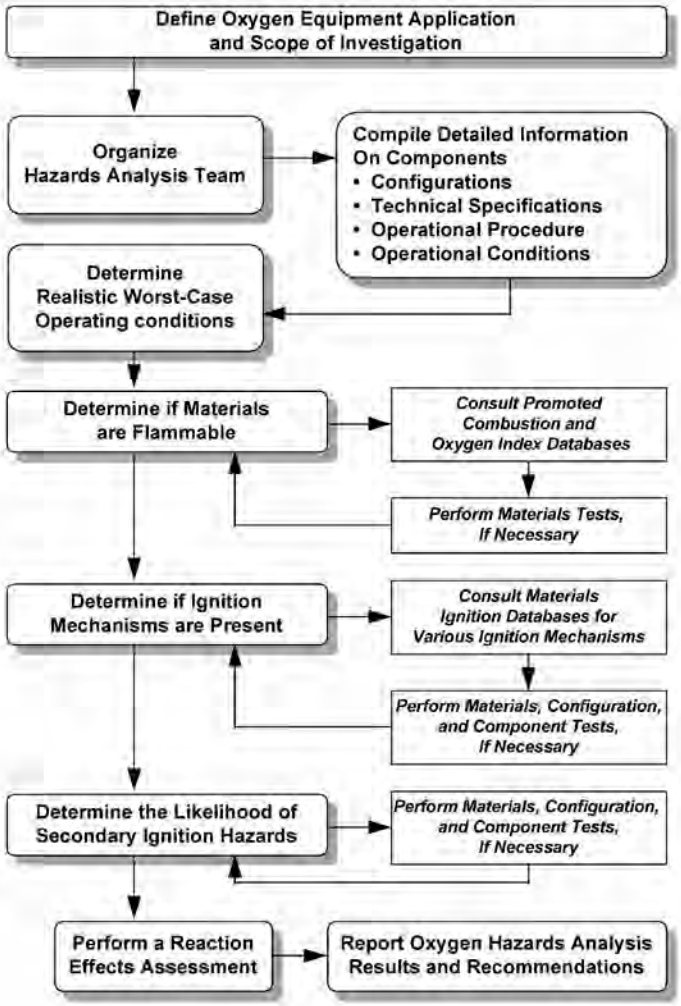


FIGURE 6 - Steps Involved in an Oxygen Hazard Analysis

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	Metal	Soft Goods	Frictional Heating	Adiabatic Compression	Mechanical Impact	Particle Impact	Mechanical Stress	Static Discharge	Electrical Arc	Chemical Reaction	Resonance	Other	Secondary Effect	Reaction Effect
Component A	F		3	2	0	0	0	0	0	0	0	0	-	A
Component B	F		3	3	0	0	0	0	0	0	0	2	+	C
Component C	N		0	0	0	0	0	0	0	0	0	0	-	A
Component D		F	0	4	0	0	2	0	0	0	0	0	+	A

Reaction Effect
A = Negligible
B = Marginal
C = Critical
D = Catastrophic

Materials
F = Flammable
N = Nonflammable

Ignition Hazards
0 = Impossible
1 = Remote
2 = Unlikely
3 = Possible
4 = Probable

Secondary Effect
+ = Analysis of affected components needed
- = No further analysis needed

FIGURE 7 - Oxygen Hazard Analysis Chart

5.4 Contamination Assessment:

A contamination assessment is a possible follow-on to a hazard analysis. Components of the aircraft oxygen system being evaluated could be examined after a relatively brief period of flight operations. Delays in an initial operational evaluation has the potential to result in increased difficulties and costs associated with any design and/or procedural changes that are found necessary. If a hazard analysis and/or contamination are part of an aircraft oxygen system program process, it is desirable not to wait too long to complete the task or it probably will be more difficult and costly to make any necessary design and/or procedural changes. On the other hand to do a proper contamination assessment, it is desirable to wait some amount of time so that a contamination buildup will be found that is representative of possible contamination that could occur on the operational aircraft later on.

An effective contamination assessment is only possible if the oxygen system components are taken from the aircraft and examined in a proper laboratory facility. It is also desirable to examine tubing and components on the aircraft oxygen system that are not removed. If excessive contamination is found on equipment left on the aircraft, it will be important to clean the oxygen system tubing before installing any clean replacement parts. If flight operations must continue, spare parts need to be made available and used to replace the components that have been removed.

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5.4 (Continued):

For proper shipment, these components should be properly packaged so that no contamination other than that, which may already be within the equipment while installed on the aircraft, be introduced. The equipment should also be disassembled in a properly clean environment and examined for contamination. Appropriate documentation and photographs can be used to record any contamination identified. Visual examinations may be enhanced by various techniques such as magnification, white and black lighting to discriminate hydrocarbon or halogen type contamination from other types. A nonvolatile residue analysis may also be accomplished which includes a particle size and weight distribution count on each component. An assessment of the contamination found could then be provided which identifies the level of problem and/or hazard, if any. Refer to SAE ARP1176 for additional information on oxygen equipment cleaning and packaging.

It may be found that proper measures are needed to control contamination during operations. For example, it may be necessary to add filters to the aircraft or ground support equipment. Other equipment or procedural changes may also be needed to keep the oxygen system from excessive contamination.

5.5 Detailed Oxygen Hazard Analysis Procedures:

5.5.1 Oxygen Application and Investigation Scope: The oxygen application and investigation scope may first be determined to provide the basis for choosing the oxygen hazard analysis team and for conducting the analysis. Components are examined individually and also as a part of an oxygen system. It may not be necessary to examine all components individually, but almost always a system analysis is desirable.

5.5.2 Oxygen Hazard Analysis Team: When an Oxygen Hazard Analysis Team is assembled, individual areas of expertise should be examined. The team should include, as a minimum, personnel with expertise in the following areas with emphasis on oxygen systems background:

- Mechanical design
- Metals ignition and combustion
- Nonmetals ignition and combustion
- Component testing

Other personnel may also be included into the team with expertise in the following areas:

- Electrical design
- Cryogenic fluids
- Materials
- Chemistry

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5.5.3 Component and System Information: Information on each component in the system is needed including materials of construction, which includes soft goods and lubricants. A drawing showing the cross-sectional view of each component, particularly fluid flow paths and the location of the soft goods is needed for a system fluid schematic. The cross-section of a component is used to locate and identify all the soft goods. If the cross-sectional view of a component is poor quality or unclear, a disassembled component complete with soft goods is sometimes useful. All materials of construction need to be identified. The flow path along with all oxygen-wetted materials must be determined.

The next step in the analysis is that the team should divide each item under consideration into manageable units' construction referred to as components. A component is a subset of the item, for example the pressure relief, the pressure gauging, the oxygen fill port, the outlet flow pressure regulating mechanism, and the supply vessel. The outlet that sends supply to the crew or passengers for breathing gas is the next component which leads to other parts of the oxygen system. Each component is examined, one at a time and usually it is best to start with the sequential flow of the oxygen. In other words start with the oxygen fill port, go the supply vessel and so on to the later stages of the item under consideration. In the following Figure 7 note that components A, B, C and D give examples of generic components under consideration. In looking at Component A, for example, the chart is best filled out from left to right. Is Component A meal flammable or nonflammable? Are soft goods under consideration? Each ignition mechanism can be looked at one at a time to determine how likely they are to occur. Note that footnotes should be added explaining the rationale for the rating given and the concerns and secondary effects. This will ensure that in the future should anyone examine the results of the hazard analysis it will be possible to follow the decisions of the team and see why the design was acceptable for an oxygen hazards standpoint or why changes were needed. If design changes are made, it is desired to again visit the same hazard analysis and determine if the design is now satisfactory.

Note that footnotes should be added explaining the rationale for the rating given and the concerns and secondary effects. In examining the following table one can look to see any higher risk components are included in the design being looked at.

The following includes a list of some common high-risk components:

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TABLE 1

Oxygen Component	*Most Probable Associated Ignition Mechanisms*
Ball Valve	Particulate generation (particle impact) and quick-opening (adiabatic compression)
Relief Valve	Chattering (mechanical impact or frictional heating)
Globe Valve	Impingement even when fully open (particle impact)
Butterfly Valve	Impingement even when fully open (particle impact)
Flex Hose	Susceptible to adiabatic compression when dead-ended
Regulator	Mechanical impact and high velocities generated (particle impact)
Check valve	Chattering (mechanical impact and frictional heating)
Filter	Pneumatic impact of contaminants on the filter element and possible particle impact if poorly located within the system
Fittings	Particulate introduced into the system during assembly (particle impact)
Soft Goods	Impingement on polymers in gas stream (pneumatic impact, mechanical impact, and particle impact

5.5.3 (Continued):

Most ignition mechanisms for the above components can be eliminated or minimized by proper material selection, system design and/or operating constraints.

5.5.4 Worst-Case Operating Conditions: The worst-case operating conditions that the component may undergo are now determined. This information is used to evaluate the materials of construction for resistance to ignition and combustion and includes maximum use pressures, temperatures, and flow rates. Pressures and temperatures are important because material flammability is often a function of these two parameters. Flow rates are important because they affect the particle impact and adiabatic compression ignition mechanisms.

5.5.5 Material Flammability: The materials are evaluated to determine if they are flammable at the worst-case operating conditions. A large material flammability database is available in ASTM references that contain flammability data from previous and ongoing tests of both metals and polymers (soft goods). If information on a material for the worst-case operating conditions cannot be located in the database, tests may be conducted to obtain this information. The oxygen hazard analysis chart is updated with the results, using N (nonflammable) or F (flammable). If the materials of a component are determined nonflammable, the ignition mechanisms need not be analyzed for that component.

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5.5.6 Ignition Mechanisms: The next step is to perform an ignition mechanism survey. Nine ignition mechanisms are evaluated for each component found to have flammable materials.

- Frictional heating
- Adiabatic compression (pneumatic impact) or compression heating
- Mechanical impact
- Particle impact
- Resonance
- Mechanical stress or vibration
- Static discharge
- Electrical arc
- Chemical reaction

Each ignition mechanism is evaluated to determine if it exists in the component and that the likelihood it will cause an ignition. The results of the analysis for each ignition mechanism are documented on the oxygen hazard analysis chart. Rating for the ignition mechanisms are:

- (impossible)
- (remote)
- (unlikely)
- (possible)
- (probable)

5.5.6.1 Frictional Heating: Parts of a component or system can rub against each other with enough force and/or velocity to raise any one part to its ignition temperature at the given oxygen pressure and concentration. Examples: Rotating or oscillating equipment and chattering relief valves.

5.5.6.2 Adiabatic Compression: A quantity of any gas can generate a considerable amount of heat if rapidly compressed. This happens when a gas is quickly released through a hose to a dead end or flow restriction. Low velocity release of gas will minimize the heat buildup. Also, thermal compensators, which reduce flow on a heat rise, can minimize the heat buildup. This heat can readily ignite polymers or flammable contaminants. Example: A downstream valve or flexible hose with a polymer liner in a dead-ended high-pressure oxygen manifold.

5.5.6.3 Mechanical Impact: An object with a relatively large mass or momentum striking a material can cause mechanical deformation and expose fresh surfaces. Example: A poppet of a solenoid-operated valve impacting the polymer seat.

5.5.6.4 Particle Impact: Combustible particles impinging on materials at velocities greater than 50 meters per second in an oxygen-enriched environment can cause ignition. Example: High-velocity particles from a contaminated hose or tubing are swept along with the oxygen gas at high speeds striking a valve.

5.5.6.5 Mechanical Stress or Vibration: Materials that are poor heat conductors such as plastics can reach their ignition temperatures when stressed or vibrated. Example: Unanchored joints or seats that protrude inside flow areas of oxygen service.

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5.5.6.6 Static Discharge: Discharges of static electricity can produce high temperatures, sometimes high enough to cause a material to reach its ignition temperature. Example: The accumulation of electrostatic charges created by the friction of dry oxygen flowing over nonmetals. Liquid oxygen creates static electricity when flowing and acts as an electrical conductor causing fireballs or high voltage discharges. Proper grounding is essential.

5.5.6.7 Electric Arc: Electric arcs can provide the energy to ignite materials in the presence of oxygen. Example: An insulated electrical heater short-circuiting and arcing through its sheath to the oxygen gas or liquid. The tubing wall of the oxygen gas is penetrated and escaping oxygen gas reacts with the metal tubing and the burning material outside to intensify a fire.

5.5.6.8 Chemical Reaction: A chemical reaction can produce sufficient heat to ignite materials in the presence of oxygen. Example: A chemical process like chemical oxygen generators that generates elevated temperatures.

5.5.6.9 Resonance: Acoustic oscillations within resonant cavities can cause a rapid gas temperature rise. The rise is more rapid and achieves higher values when particles are present. Ignition can result if the heat generated is not rapidly dissipated. Example: Gas flow into a tee and out of a branch port so that the remaining closed port forms a resonant chamber. This is not always easily determined without sophisticated analysis or testing.

5.5.7 Secondary Effects Analysis: After the ignition mechanisms have been surveyed, the secondary effects are analyzed. This analysis address the effects of failures that are not ignition-related, but may create an ignition hazard in a nearby component, such as an external leak caused by normal seal wear. The leaking oxygen could build up and allow an ignition by the static discharge ignition mechanism in some nearby component. Ratings for the secondary effects analysis are + (further analysis of affected components necessary) and - (no further analysis needed).

5.5.8 Reaction Effects Assessment: Finally, a reaction effects assessment is performed and documented. This is an assessment of the effect if a component fails or is ignited and useful for making judgments on the safe use of a component. The reaction effects assessment would then help determine if the component may be used safely. The ratings are A (negligible, no loss of equipment or life), B (marginal, equipment is damaged, but no lives are lost), C (critical, loss of test data and damage to equipment, but no loss of life), and D (catastrophic, loss of equipment and life).

5.5.9 Recommendations and Conclusions: The lead activity for the hazard analysis should document the recommendations and conclusions. A record of the review is desirable because it may need to be referenced numerous times through later design or procedural changes. Such information will also greatly assist a later accident investigation that needs to be conducted. Since so much effort and resources have been expended to do a thorough hazard analysis, it is good to have this information available to the team and other management persons not involved in the investigation.

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5.6 Evaluation of Results and Actions Taken:

Information generated in the hazard analysis is consolidated into a meaningful format and next presented to senior engineering and/or management within the organization, which manages the equipment under review. The next step is to develop a risk assessment versus cost to determine what changes in design, means of controlling the hazard and/or procedures are considered desirable. Since the hazard of combustion with oxygen equipment cannot be eliminated, it is desired to determine the level of risk that will be acceptable. I may also be a good idea to coordinate with the customer to determine whether they can accept some of the risks of combustion. Having the customer involved from the beginning of the process is good so they might have visibility into the risks and trade-off. Also, the use and installation of the oxygen equipment under consideration is something to consider. If it is used on a passenger aircraft it might be more desirable to expend resources to getting the risk as low as possible. It the equipment is mounted on the ground and there is no risk to the safety of persons, then some risks may be accepted more readily.

6. AN EXAMPLE:

See Appendix A. An oxygen component used to reduce pressure on bailout bottle (used when bailing out of the aircraft) was examined in a past effort. The pressure reducer was mounted on a 50 cubic inch steel 1800 psig cylinder. The functional block diagram shown in Figure 8 is actually only about 2 inches long. The internal detail is not shown because this is a generic example, but the materials of the included components are mentioned, as this is necessary for a proper hazard analysis. Information that includes the internal detail is essential for a proper hazard analysis. So that the view may be expanded for clarity, the cylinder has been left off the bottom of the figure.

7. NOTES:

7.1 Key Words:

Oxygen fires, oxygen explosions, oxygen guide, metal fire, contamination, oxygen contamination, fire triangle, ignition in oxygen, aircraft oxygen systems

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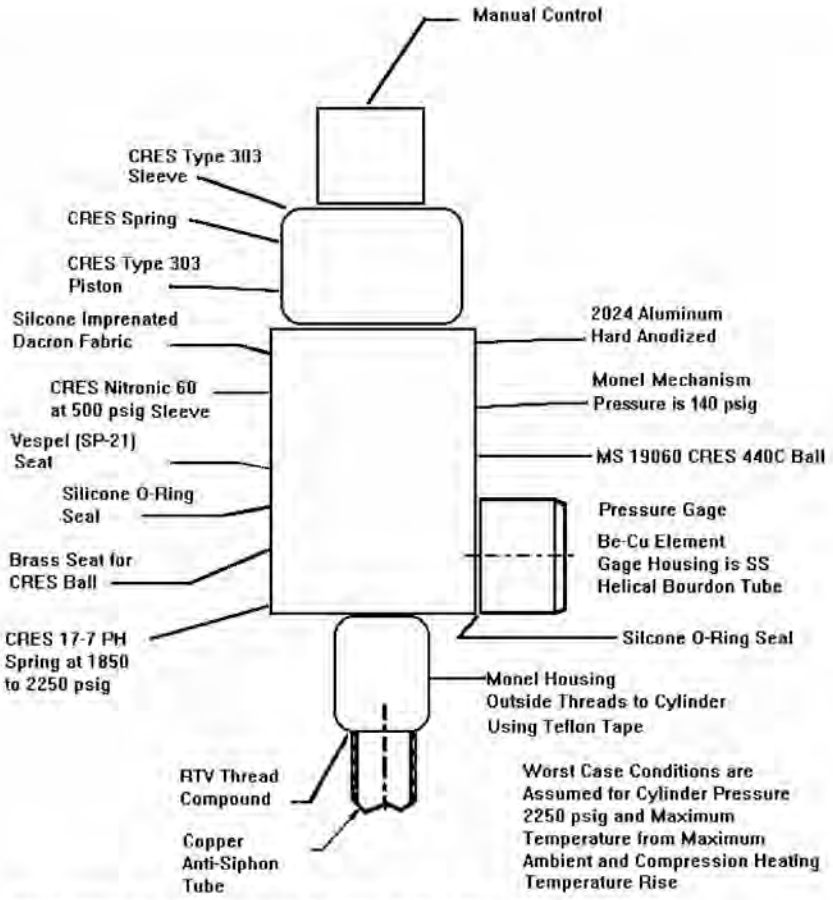


FIGURE 8 - Functional Block Diagram of a Pressure Reducer

NOTE 1: In an actual hazard analysis a detailed drawing is essential to an understanding of the potential hazards and analysis of the conbribution of included materials.

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APPENDIX A
EXAMPLE OF A HAZARD ANALYSIS ACCOMPLISHED ON A NEW DESIGN FOR A PRESSURE-BREATHING REGULATOR ON A HIGH-PRESSURE (2000 PSIG) CYLINDER

The first step is to divide this equipment under consideration into functional components. In this case the components are the regulator for supply, pressure gauge, fill valve (not shown in the figure) and pressure relief valve (not shown in the figure). Since the new design fill valve was used and had been looked at in another hazard analysis, it is not included in this example. Additionally, the pressure relief valve was looked at in another analysis. The main concern with the pressure relief valve is that it may chatter or have an elastomeric or soft good that is impacted by pneumatic force or particle in motion, start a fire and then cause a kindling chain reaction to ignite the metal.

Item	Materials Compatibility (Metals)	Materials Compatibility (Non-Metals)	Particle Impact	Pneumatic Impact	Mechanical Impact	Frictional Heating	Kindling Chain	Toxicity Issues	Chemical Reaction	Electrical Arc or Spark	Static Discharge	Mechanical Stress or Vibration	Resonance	Function	Secondary	Other
Fill Valve	N	F	0	1, a	0	0	1, b	0	0	0	0	0	0	0	+	
Supply Vessel	F	NA	0, c	0	0	0	0	0	0	0	0	0	0	0		
Pressure Gauge	F	F	0	1	0	0	0	0	0	0	0	0	0	0	-	
Pressure Relief Valve	F	F	0	0	0	0	1	0	0	0	0	1	0	0	-	
Outlet Flow Regulator	F, d	F, d	1, e	1, f	0, g	0, h	2, j	1, k	0	0	0	0	0	0	-	

FIGURE A1

RISK LEGEND:

F = Flammable
N = Non-Flammable

4 = Highly Probable
3 = Probable
2 = Unlikely
1 = Remote
0 = Almost Impossible

NOTE: Unless otherwise noted. Hazards are based on 100% oxygen.

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NOTES:

a. Fill valve is a new design with Monel and valve seat out of direct oxygen flow. It is possible to start a fire, but not likely.

b. The valve seat used to prevent leaking is an elastomeric and can burn and cause a kindling chain reaction. The design configuration will minimize this to a great extent.

c. The supply vessel is a steel cylinder with an anti-siphon tube. Steel can burn, but based on past experience it has been shown this rarely happens. The anti-siphon tube is inserted into the tube to prevent combustible metal particles or moisture entering the outlet flow-regulating component.

d. Spring is most flammable metal in high-pressure side. This is true because the spring has a large surface area in comparison to the amount of material. Any other non-metals such as the silicone O-ring seal would be a combustion concern. The best design would keep any of the surfaces of the silicone out of the oxygen-wetted area.

e. 10-micron filter, anti-siphon tube, oblique angles, polymer target reduces likelihood of particle ignition, negligible particle generation, deburred parts minimized particle generation. The 1 rating means to avoid assembly-generated contaminants by lubricating threads sparingly with Krytox prior to assembly.

f. A temperature in excess of 500 °C is possible from pneumatic impact (compression heating) in the diaphragm area that is within the pressure reducing region or the largest block on Figure 8. Since silicone Auto Ignition (AIT) is 460 °C, its ignition is a probability. Note that Vespel SP-21 ignites at 2500 psi in pneumatic impact (compression heating) testing. The probability of pneumatic impact causing ignition from a temperature rise is remote because of low pressurization rate.

g. At 1050 psi the mechanical impact ignition threshold for silicone diaphragm is 10 ft-lb. This is much higher than what the toggle valve/spring combination can produce so this ignition concern is considered remote for a rating of 1.

h. Friction loads extremely small. The valve is very stable so a rating of 0 is given.

j. A risk rating of 2 is given due to issues concerning the control of RTV thread compound. This is used to keep assembly together during vibration and handling. If excess thread compound gets into areas that see oxygen service a risk rating of 3 or 4 would apply. There should be assurance that the assembly process will be inspected and controlled to agreed upon procedures. Also upon disassembly and rebuilding, the ports will be cleaned again.

k. Ensure that Krytox and RTV are used sparingly and excess is not allowed into the areas of oxygen service in side the valve.

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RECOMMENDATIONS (pertain to this example only):

1. Determine Auto Ignition Temperature (AIT) of RTV thread sealant used and of Glyptal, a potential alternate sealant. Some experts disagree with choice of Glyptal as an alternate material to use in this application. Test data is needed for Glyptal so it may be compared with RTV for its AIT. The manufacturer chose RTV because it is considered safer to use than Glyptal but substantiating data is not available.

2. We should recall that this item has a long history for 30 years as pressure reducer on bailout bottle for parachute bailing out at altitudes of 35,000 feet and lower. In fact the materials have been changed from that item for this hazard analysis so it should be even safer.

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O3. BIG SAFARI PROGRAM MEMORANDUM OF AGREEMENT

Memorandum of Agreement

In support of the

Big Safari Program

Between

Defense Contract Management Agency
Aircraft Integrated Maintenance Operations – Greenville TX

And

645TH Aeronautical Systems Group

9 May 2011

Chief of Contracting
645th Aeronautical Systems Group

Commander
DCMA AIMO GREENVILLE TX

Reviewed and Concurred by:

, Colonel, USAF
Commander
645th Aeronautical Systems Group

Maj
Commander
645th Aeronautical Systems Squadron

Lt Col
Commander
661st Aeronautical Systems Squadron

1. **PURPOSE:** This agreement defines the roles and establishes the relationship between the 645th Aeronautical Systems Group (645 AESG/WIJ), inclusive of 661st and 645th Aeronautical Systems Squadron (AESS), herein after collectively referred to as the PMO (Program Management Office) and the Defense Contract Management Agency (DCMA) Aircraft Integrated Maintenance Operations (AIMO) Greenville TX, hereinafter referred to as the CMO (Contract Management Office). The PMO and CMO shall work in a collaborative effort to support the success of the Big Safari Program at L-3 Communications Integrated Systems (L-3/IS) in Greenville and Waco, Texas. This agreement identifies the current Program Manager's (PM's) desired outcomes and expectations. It is recognized that these outcomes and expectations are subject to change. This agreement will be modified to make those changes as they occur.

2. **INTEGRATED TEAM APPROACH:** An integrated team approach between the PMO and CMO will be utilized for managing contractor performance. This integrated team approach will maximize the use of limited resources, reduce duplicative efforts, and streamline management processes. Of paramount importance to effective government contract management is open communication between PMO and CMO functional specialists. PMO and CMO personnel shall keep each other fully informed of matters discussed with the contractor. Findings from surveillance activities and other contract performance reviews will be coordinated between appropriate team members. Direct communication between the PMO and CMO is authorized and encouraged.

3. **DCMA PERFORMANCE MEASURES:** The following performance commitments are agreed upon to track and rate DCMA performance in support of this MOA. Just as Customer Outcomes change, the measures of DCMA success will change as well. As changes to outcomes occur, the following measures will be changed accordingly. The performance commitment in the agreement may only be updated or changed at the direction of or concurrence by the Program Management Office.

DCMA Performance Commitment (Agency Standards)	DCMA Metric Standard	DCMA Target Date
Customer Outcome: Contract Administration supports program.		
Greater than 95% of all contract closeouts will be within FAR mandate. Monthly Actuals	**Green:** > 95% of all contract closeouts within FAR mandate.	Monthly
	Yellow: 87 - 95% of all contract closeouts within FAR mandate	
	Red: < 87% of contract closeouts closed within mandate.	
Greater than 95% of all cancelling funds will be eliminated by 30 Sep of each Fiscal Year	**Green:** >95% of all cancelling funds eliminated.	30 Sep 20XX
	Yellow: 87 to 93% of all cancelling funds eliminated.	
	Red: < than 87% of cancelling funds eliminated.	
Establish Forward Pricing Rate Agreement (FPRA) and monitor actual costs on a monthly basis.	**Green:** FPRA is established and actual costs vary less than 3% of FPRA rates for the past three months	FPRA/FPRR established as required Copy of Contractor's monthly rate review report to DCMA may be provided to Program Office
	Yellow: FPRA is established and actual costs vary more than 3% for one to two months in past three months	
	Red: FPRA has been revoked for any reason or actual costs vary more than 3% for the past three months	

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4. APPENDICES:

Appendix A: PMO Responsibilities

Appendix B: Customer Outcomes Listing

Appendix C: Cause and Effect Analysis

Appendix D: DCMA Strategies and Functions

Appendix E: Communication and Reporting

Appendix F: CMO & PMO Contract Administration Functions (CAS)

Appendix G: Points of Contact

APPENDIX A: PMO RESPONSIBILITIES

1. Plan, conduct, and report on all AESG, 645th and 661st AESS, flight and ground station test programs.
2. Provide operational support, Programmed Depot Maintenance (PDM), acceptance and test flight operations, and associated United States Air Force (USAF) Quality Assurance (QA).
3. Perform the key process and program specific contract administration functions outlined in FAR Subpart 42.302 and DFARS, Subpart 242.302, which have not been delegated to the CMO in Appendix F to this agreement.
4. Provide Program Manager (PM) interface during depot operations.
5. Perform on-site technical program management.
6. Provide technical advice to the PMO and CMO, as required.
7. Provide on-site technical support to pricing for field pricing reviews of contractor proposals as required by FAR 15.4. Request for review of proposals may be initiated and coordinated by the Procurement Contracting Officer (PCO), Administrative Contracting Officer (ACO), or the Defense Contract Audit Agency (DCAA).
8. Perform technical functions associated with over and above activities.
9. Accomplish product quality assurance (QA) for assigned programs. Inspection of services/supplies will be performed at the contractor's facilities in Greenville and Waco, TX.
10. Perform Safety of Flight (SOF) and Aviation Critical Safety Item (CSI) inspections.
11. Manage Product Quality Deficiency Reporting (PQDR) and Material Review Board (MRB) programs.
12. Provide production surveillance and status reporting, including timely reporting of potential and actual slippage in contract delivery schedules.
13. Perform engineering surveillance of contractor design, development, production, engineering changes, subcontractor performance and data, and configuration control. Review engineering change proposals, waivers, and deviations for proper classification. Report to PCO and ACO any inadequacies noted in specifications.
14. Perform logistics support service surveillance.
15. PMO will allow opportunities for select unit members to attend Government Flight Representative (GFR) and/or Government Ground Representative (GGR) training. DCMA Greenville in coordination with 645 AESG/CC may designate alternate DCMA GFRs and or alternate DCMA GGRs as desired. The primary and alternate GFRs will coordinate on all matters related to the conduct of ground and flight operations as required by the contract, the CMO, and service guidance. The primary and alternate GGR will coordinate on all matters related to contractor ground operations.
16. Squadron personnel will communicate/coordinate with the DCMA GFR on mishaps immediately by telephone with follow-up via e-mail message.
17. Screen, redistribute and dispose of FX items in the contractor's inventory.

APPENDIX B: CUSTOMER OUTCOMES LISTING

The following Customer Desired Outcomes were voiced by customer. The metrics and standards in this appendix represent how the customer measures successful accomplishment of their desired outcomes.

Customer Outcome Listing		
Customer Outcome and Customer Outcome Metric	**Goal**	**Target Date**
Customer Outcome: Contract Administration supports program.		
Timely contract closeouts.	No overage contracts	Monthly
Prevent funds cancellation.	Zero cancelled funds	30 September 20XX
Forward Pricing Rate Agreement	In Place	TBD

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APPENDIX C: CAUSE AND EFFECT ANALYSIS.

The customer has indicated that the Agency goals for contract closeout and cancelling funds are the same for the Big Safari Program. Historically the DCMA business support team has far exceeded this goal and the DCMA business team will strive to continue to do so. No cause and effect analysis was required for these performance commitments.

A Forward Pricing Rate Agreement (FPRA) is important to efficient and effective contract administration for the PCO and ACO. It has been difficult to establish an FRPA over the last year due to unresolved issues. An increased emphasis will be placed by DCMA to achieve resolution of ongoing issues in order to establish and maintain an agreement.

APPENDIX E: COMMUNICATION AND REPORTING

1. Monthly Program Status Reports are due on or before the 10th calendar day of each month.
2. The reports will contain an executive summary of the health of the program with special emphasis on red or yellow areas and DCMA's corrective actions with respect thereto.

APPENDIX F: CMO & PMO Contract Administration Functions (CAS)

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(a) The contracting officer normally delegates the following contract administration functions to a CMO. The contracting officer may retain any of these functions, except those in paragraphs (a) (5), (a) (9), and (a) (11) of this section, unless the cognizant Federal agency (FAR 2.101) has designated the contracting officer to perform these functions.			
(1) Review the contractor's compensation structure.		X	
(2) Review the contractor's insurance plans.		X	
(3) Conduct post-award orientation conferences.		X	
(4) Review and evaluate contractor's proposals under FAR 15.4 and, when negotiation will be accomplished by the contracting officer, furnish comments and recommendations to that officer.	X	X LEAD	Technical Evaluation will be conducted by the PMO as supplemented by the DCMA in accordance with FAR 15.404-1(e).
(5) Negotiate forward pricing rate agreements. (FAR 15.407-3)		X	
(6) Negotiate advance agreements applicable to treatment of costs under contracts currently assigned for administration. (FAR 31.109)		X	
(7) Determine the allowability of costs suspended or disapproved as required (see Subpart 42.8), direct the suspension or disapproval of costs when there is reason to believe they should be suspended or disapproved, approve final vouchers.		X	
(8) Issue Notices of Intent to Disallow or not Recognize Costs (FAR 42.8)		X	
(9) Establish final indirect cost rates and billing rates for those contractors meeting the criteria for contracting officer determination in Subpart 42.7.		X	
(10) Attempt to resolve issues in controversy, using ADR procedures when appropriate (FAR Subpart 33.2); prepare findings of fact and issue decisions under the Disputes clause on matters in which the administrative contracting officer (ACO) has the authority to take definitive action.		X	
(11) In connection with Cost Accounting Standards (FAR 30.601 and 48 CFR Chapter 99 (FAR Appendix))-			
(i) Determine the adequacy of the contractor's disclosure statements;		X	

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FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(ii) Determine whether disclosure statements are in compliance with Cost Accounting Standards and Part 31;		X	
(iii) Determine contractor's compliance with Cost Accounting Standards and disclosure statements, if applicable; and		X	
(iv) Negotiate price adjustments and execute supplemental agreements under the Cost Accounting Standards clauses at 52.230-2, 52.230-3, 52.230-4, 52.230-5, and 52.230-6.		X	
(12) Review and approve or disapprove the contractor's requests for payments under the progress payments or performance-based payments clauses.		X	
(13) Make payments on assigned contracts when prescribed in agency acquisition regulations.		X	
(14) Manage special bank accounts.		X	
(15) Ensure timely notification by the contractor of any anticipated overrun or under run of the estimated cost under cost-reimbursement contracts.		X	
(16) Monitor the contractor's financial condition and advise the contracting officer when it jeopardizes contract performance.		X	
(17) Analyze quarterly limitation on payments statements and recover overpayments from the contractor.		X	
(18) Issue tax exemption forms.		X	
(19) Ensure processing and execution of duty-free entry certificates.		X	
(20) For classified contracts, administer those portions of the applicable industrial security program delegated to the CMO. (FAR Subpart 4.4)	X LEAD	X	The PMO is responsible for providing oversight and guidance in accordance with the DD 254 contained in each contract/order.
(21) Issue work requests under maintenance, overhaul, and modification contracts.	X	X LEAD	
(22) Negotiate prices and execute supplemental agreements for spare parts and other items selected through provisioning procedures when prescribed by agency acquisition regulations.		X	
(23) Negotiate and execute contractual documents for settlement of partial and complete contract terminations for convenience, except as otherwise prescribed by Part 49.		X	

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FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(24) Negotiate and execute contractual documents settling cancellation charges under multiyear contracts		X	
(25) Process and execute novation and change of name agreements under Subpart 42.12.		X	
(26) Perform property administration. (FAR Part 45)	X	X LEAD	DCMA will perform property administration for all government assets not in the PMO (FX) managed supply accounts.
(27) Approve contractor acquisition or fabrication of special test equipment under the clause at 52.245-18, Special Test Equipment.	X	XLEAD	PMO will review requirements and make recommendations to DCMA prior to approval/disapproval. For Big Safari contracts only.
(28) Perform necessary screening, redistribution, and disposal of contractor inventory.	X	X LEAD	PMO will review all surplus lists prior to DCMA directing disposition. For Big Safari contracts only.
(29) Issue contract modifications requiring the contractor to provide packing, crating, and handling services on excess Government property. When the ACO determines it to be in the Government's interests, the services may be secured from a contractor other than the contractor in possession of the property.		X	
(30) In facilities contracts-			
(i) Evaluate the contractor's requests for facilities and for changes to existing facilities and provide appropriate recommendations to the contracting officer.		X	
(ii) Ensure required screening of facility items before acquisition by the contractor.		X	
(iii) Approve use of facilities on a noninterference basis in accordance with the clause at 52.245-9, Use and Charges.		X	
(iv) Ensure payment by the contractor of any rental due.		X	
(v) Ensure reporting of items no longer needed for Government production.		X	
(31) Perform production support, surveillance, and status reporting, including timely reporting of potential and actual slippages in contract delivery schedules.	X	X LEAD	PMO will be responsible for the integration and prioritization of schedules across all Big Safari orders.
(32) Perform pre-award surveys. (see Subpart 9.1)		X	

3

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(33) Advise and assist contractors regarding their priorities and allocations responsibilities and assists contracting officers in processing requests for special assistance and for priority ratings for privately owned capital equipment.	X	X LEAD	PMO will assist in advising the contractor on priorities for Big Safari contracts.
(34) Monitor contractor industrial relations matters under the contract; apprise the contracting officer and if designated by the agency, the cognizant labor relations advisor, of actual or potential labor disputes; and coordinate the removal of urgently required material from the strikebound contractor's plant upon instruction from, and authorization of, the contracting officer.		X	
(35) Perform traffic management services, including issuance and control of Government bills of lading and other transportation documents.		X	
(36) Review the adequacy of the contractor's traffic operations.		X	
(37) Review and evaluate preservation, packaging and packing.	X	X LEAD	PMO will review and evaluate all preservation, packaging, and packing requirements for property managed by the PMO (FX) supply accounts.
(38) Ensure contractor compliance with contractual quality assurance requirements. (FAR Part 46)	X LEAD	X	PMO will perform inspection and acceptance of all supplies and services. CMO will perform key process surveillance in accordance with DLAD 5000.4, Contract Management. For Big Safari contracts only.
(39) Ensure contractor compliance with contractual safety requirements.	X	X LEAD	PMO and CMO will ensure day-to-day compliance. PMO will provide inputs to the primary GFR's.
(40) Perform engineering surveillance to assess compliance with contractual terms for schedule, cost and technical performance in the areas of design, development and production.	X		
(41) Evaluate for adequacy and perform surveillance of contractor engineering efforts and management systems that relate to design, development, production, engineering changes, subcontractors, tests, management of engineering resources, reliability and maintainability, data control systems, configuration management and independent research and development.	X		PMO retained function.

4

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(42) Review and evaluate for technical adequacy the contractor's logistic support, maintenance and modification programs.	X		PMO retained function.
(43) Report to the contracting office any inadequacies noted in specifications.	X		PMO retained function.
(44) Perform engineering analyses of contractor cost proposals.	X		PMO retained function.
(45) Review and analyze contractor-proposed engineering and design studies and submit comments and recommendations to the contracting office as required.	X		PMO retained function.
(46) Review engineering change proposals for proper classification, and when required, for need, technical adequacy of design, producibility, and impact on quality, reliability, schedule and cost; submit comments to the contracting officer.	X		PMO retained function.
(47) Assist in evaluating and make recommendations for acceptance or rejection of waivers and deviations.	X		PMO retained function.
(48) Evaluate and monitor the contractor's procedures for complying with procedures regarding restrictive markings on data.		X	
(49) Monitor the contractor's value engineering program.		X	
(50) Review and approve or disapprove, and maintain surveillance of the contractor's purchasing system. (FAR Part 44)		X	
(51) Consent to placement of subcontracts.		X	
(52) Review, evaluate and approve plant or division-wide small, small disadvantaged and women-owned small business master subcontracting plans.		X	
(53) Obtain the contractor's currently approved company- or division-wide plans for small, small disadvantaged and women-owned small business subcontracting for its commercial products, or, if there is no currently approved plan, assist the contracting officer in evaluating the plans for those products.		X	

5

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(54) Assist the contracting officer, upon request, in evaluating an offeror's proposal small, small disadvantaged and women-owned small business subcontracting plans, including documentation of compliance with similar plans under prior contracts.		X	
(55) By periodic surveillance, ensure the contractor's compliance with small, small disadvantaged and women-owned small business subcontracting plans and any labor surplus area contractual requirements; maintain documentation of the contractor's performance under compliance with these plans and requirements; and provide advice and assistance to the firms involved as appropriate.		X	
(56) Maintain surveillance of flight operations.	X	X LEAD	DCMA GFR will work with each Squadron's commander and alternate GFRs.
(57) Assign and perform supporting contract administration.		X	
(58) Ensure timely submission of required reports.		X	
(59) Issue administrative changes, correcting errors or omissions in typing, contractor address, facility or activity code, remittance address, computations which do not require additional contract funds, and other such changes. (FAR Subpart 43.101)		X	
(60) Cause release of shipments from contractor's plants according to the shipping instructions. When applicable, the order of assigned priority shall be followed; shipments within the same priority shall be determined by date of the instruction.		X	
(61) Obtain contractor proposals for any contract price adjustments resulting from amended shipping instructions. Review all amended shipping instructions on a periodic, consolidated basis to ensure that adjustments are timely made. Except when the ACO has settlement authority, the ACO shall forward the proposal to the contracting officer for contract modification. The ACO shall not delay shipments pending completion and formalization of negotiations of revised shipping instructions.		X	

6

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(62) Negotiate and/or execute supplemental agreements, as required, making changes in packaging subcontractors or contract shipping costs.		X	
(63) Cancel unilateral purchase orders when notified of non-acceptance by the contractor. The CAO shall notify the contracting officer when the purchase order is cancelled.		X	
(64) Negotiate and execute one-time supplemental agreements providing for the extension of contract delivery schedules up to 90 days on contracts with an assigned Criticality Designator of C (FAR 42.1105). Notification that the contractor delivery schedule is being extended shall be provided to the contracting office. Subsequent extensions on any individual contract shall be authorized only upon concurrence of the contracting office.		X	
(65) Accomplish administrative closeout procedures. (FAR 4.804-5)		X	
(66) Determine that the contractor has a drug-free workplace program and drug-free awareness program. (see Subpart 23.5)		X	
(67) Support the program, product and project offices regarding program reviews, program status, program performance and actual or anticipated program problems.	XLEAD	X	DCMA will provide support on key process surveillance.
(68) Monitor the contractor's environmental practices for adverse impact on contract performance or contract cost, and for compliance with environmental requirements specified in the contract. ACO responsibilities include-			
(i) Requesting environmental technical assistance, if needed;		X	
(ii) Monitoring contractor compliance with specifications requiring the use of environmentally preferable products, energy-efficient products, and materials or delivery of end products with specified recovered material content. This must occur as part of the quality assurance procedures set forth in Part 46; and		X	

7

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(iii) As required in the contract, ensuring that the contractor complies with the reporting requirements relating to recovered material content utilized in contract performance. (see Subpart 23.4)		X	
(69) Administer commercial financing provisions and monitor contractor security to determine ensure its continued adequacy to cover outstanding payments, when on-site review is required.		X	
(70) Deobligate excess funds after final price determination.		X	
(b) The CMO shall perform the following functions only when and to the extent specifically authorized by the contracting office:			
(1) Negotiate or negotiate and execute supplemental agreements incorporating contractor proposals resulting from change orders issued under the Changes clause. Before completing negotiations, coordinate any delivery schedule change with the contracting office.		X	
(2) Negotiate prices and execute priced exhibits for unpriced orders issued by the contracting officer under basic ordering agreements.		X	
(3) Negotiate or negotiate and execute supplemental agreements changing contract delivery schedules.	X LEAD	X	
(4) Negotiate or negotiate and execute supplemental agreements providing for the deobligation of unexpended dollar balances considered excess to known contract requirements.		X	
(5) Issue amended shipping instructions and, when necessary, negotiate and execute supplemental agreements incorporating contractor proposals resulting from these instructions.		X	
(6) Negotiate changes to interim billing prices.		X	
(7) Negotiate and definitize adjustments to contract prices resulting from exercise of an economic price adjustment clause. (see Subpart 16.2)		X	
(8) Issue change orders and negotiate and execute resulting supplemental agreements under contracts for ship construction, conversion and repair.		X	

8

FAR 42.302—Contract Administration Functions	PMO	CMO	Delegations Comments & Conditions
(9) Execute supplemental agreements on firm-fixed priced supply contracts to reduce required contract line item quantities and deobligate excess funds when notified by the contractor of an inconsequential delivery shortage, and it is determined that such action is in the best interests of the Government, notwithstanding the default provisions of the contract. Such action will be taken only upon the written request of the contractor and, in no event, shall the total downward contract price adjustment resulting from an inconsequential delivery shortage exceed $250.00 or 5 percent of the contract price, whichever is less.		X	
(10) Execute supplemental agreements to permit a change in place of inspection at origin specified in firm-fixed-price supply contracts awarded to non-manufacturers, as deemed necessary to protect the Government's interest.		X	
(11) Prepare evaluations of contractor performance in accordance with Subpart 42.15.		X	
(c) Any additional contract administration functions not listed in 42.302(a) and (b), or not otherwise delegated, remain the responsibility of the contracting office.			

APPENDIX G: POINTS OF CONTACT

CONTRACT MANAGEMENT OFFICE (CMO)

GREENVILLE, TX

Title/Function	Name	Telephone	Email Address
Commander	Lt Col		
Deputy Commander			
Business Team Leader			

GREENVILLE, TX

Title/Function	Name	Telephone	Email Address
DACO			
ACO/PI			
CA – Intern			
CA – Intern			
PT			
Primary GFR	Maj		
GGR	AMCS, USN		

WACO, TX

Title/Function	Name	Telephone	Email Address
ACO/SPI			
PT			
Primary GFR			

PROGRAM MANAGEMENT OFFICE (PMO)

645TH AERONAUTICAL SYSTEMS GROUP
DAYTON, OH

Title/Function	Name	Telephone	Email Address
Commander	Col		
Deputy Commander			
Contracting Chief			
RC-135 Program Manager			
Compass Call Program Manager			

1

645TH AERONAUTICAL SYSTEMS SQUADRON
GREENVILLE, TX

Title/Function	Name	Telephone	Email Address
Commander	Maj		
Deputy Commander			
Logistics Operations Branch			
Product Assurance Branch Chief			
Plans & Management Branch Chief			

661ST AERONAUTICAL SYSTEMS SQUADRON
WACO, TX

Title/Function	Name	Telephone	Email Address
Commander	Lt Col		
Contracts Administrator			

O4. FIRE DEPARTMENT INCIDENT REPORT

USAF Fire and Emergency Response Notification System

ACC F7022 Offutt AFB **Date:** 4/30/2015 **Incident #** 211

Incident Details

Location Active Runway
Occupancy Aircraft Operations
Aerospace Type/Model RC-135

Time of Incident 18:27
Termination Time 23:39
Total Run Time 5:12
Initial On-Scene Time 18:29

☐ Structual ☐ WMD
☑ ARFF ☐ Wildland
☐ Medical ☐ Mutual Aid
☐ HazMat ☐ Privatized Housing
Other

Special Interest Items

Was the Incident On Base? Yes
Distance From Base (miles)
Number Responding Firefighters 25

Air Force Loss or Damage:	$2,000,000.00
Non Air Force Loss or Damage:	$0.00
Air Force FD Equipment Loss:	$0.00
Total Loss or Damage:	$2,000,000.00

	Fatalities	*Injuries*
DoD Civilian Firefighters	0	0
Military Firefighters	0	0
Non DOD Firefighters	0	0
Non Firefighters	0	4

Was the EOC Activated? Yes
Did this incident generate an OPREP-3 report? Yes
DId this incident meet the AFI 32-2001 reporting criteria? Yes

Equipment Used

ARFF & structural equipment, tanker, foam trailer, air packs, sawzall, K-12, thermal imaging camera

Probable Cause

The cause is unknown at this time. The fire was located in the galley area of the aircraft that contained microwaves and refrigeration units. There is also a ventilation fan motor in the vicinity of the fire area.

Incident Summary

Fire deparment crews responded to Runway 30 for report of a fire on an RC-135 aircraft. The crew had shut down and evacuated the aircraft prior to our arrival. The fire was in the galley area of the aircraft, the left rear area in the aircraft. The fire burnt a large portion of the galley area and breached the fuselage above the galley area. Interior crews contained the fire to the galley area and crews on the outside utilized a P-23 roof turret to immediately extinguish the fire coming through the fuselage. Fire was contained to the galley area with significant smoke and water/foam damage to the rear of the aircraft. After the aircraft was moved from the active runway to the parking area where the investigation will occur, light smoke was observed coming from the fire area. It was determined that the smoke was coming from smoldering vent insulation in the burnt area. The fire area was more thoroughly overhauled to insure no re-ignition. A standby truck is in place at the aircraft. The Offutt aircraft accident investigation board (AIB) visited the aircraft while on the active runway and the alert photographer took photos. The aircraft is impounded and under SFS guard at this time. 4 aircrew members were taken to a local hospital for signs of smoke inhalation. They are now fine. No firefighter/EMS injuries. A more in depth report will be submitted as required. Cost estimates of damage are very preliminary and are likely to be much higher.

Mission Impact

The RC-135 Aircraft is out of commission.

Cognizant Official and Telephone Number

Fire Chief

TAB P

DAMAGE SUMMARIES

P1. ENVIRONMENTAL CLEAN-UP COSTS 2
P2. NON-DOD PROPERTY DAMAGE COSTS 2
P3. ITEMIZED DOD PROPERTY DAMAGE COSTS 3

INTENTIONALLY

LEFT

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P1. ENVIRONMENTAL CLEAN-UP COSTS

No data applicable.

P2. NON-DOD PROPERTY DAMAGE COSTS

There were damages to non-DOD property for this mishap.

P3. ITEMIZED DOD PROPERTY DAMAGE COSTS

The "Group A" item covers all the damaged mission equipment cost. The "Group B" item covers all the non-mission equipment/aircraft furnishing cost to include fuselage and structure repairs. Depot (contractor) labor costs are included in the total cost of the damage assessments in Groups A and B.

OBJECT	STRUCTURE	Part # / NSN	SOURCE	UNIT EXCHANGE COST	QTY	TOTAL COST	LABOR HRS	FIELD/DEPOT LEVEL REPAIR
1	RC-135V				1			
2	Group A (Msn Equip)	N/A	Contractor	$17,065,058.00	N/A	$17,065,058.00	UNKNOWN	DEPOT
3	Group B (Acft Equip)	N/A	Contractor	$45,241,576.00	N/A	$45,241,576.00	UNKNOWN	DEPOT
4	Oxygen Mask	1660-01-424-4124	FEDLOG	$1,767.73	1	$1,767.73	1	FIELD
5	Refrigerator	400-1378-02	Contractor	$47,011.00	2	$94,022.00	1	DEPOT
6	Convection Oven	91107-064	Contractor	$19,136	1	$19,136.00	1	DEPOT
7	Microwave	400-1409-03-L	Contractor	$19,234	1	$19,234.00	1	DEPOT
8	Fan	JM000006-052	Contractor	$1,725	4	$6,900.00	1	DEPOT
	Labor			$48		$240.00	5	FIELD
				Mishap Total Cost		$62,447,933.73		

TAB Q

AIB TRANSFER DOCUMENTS

Q1. AIB TRANSMITTAL LETTER 2
Q2. ATTACHMENT 1: LIST OF WITNESSES 5
Q3. ATTACHMENT 2: 24-HOUR CLASS A PRELIMINARY MESSAGE 8
Q4. ATTACHMENT 3: FILE INVENTORY 11

Q1. AIB TRANSMITTAL LETTER

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

3 June 2015

MEMORANDUM FOR ACCIDENT INVESTIGATION BOARD PRESIDENT

FROM: President, Safety Investigation Board

SUBJECT: Inventory and Witness List, Class A Mishap, RC-135V, SN 64-14848, 30 April 2015

1. The following items are released to the Accident Investigation Board:

   A. Part 1 (Tabs A through S) of the Formal Safety Report of subject mishap are released both via physical copies and via the shared drive
   B. Aircraft S/N 64-14848 (Bennie Davis MX Facility D4 at Offutt AFB)
   C. Mishap Aircrew's aircrew flight equipment (Bennie Davis MX Facility D4 at Offutt AFB)
   D. Mishap aircrew's flying records
   E. Aircraft parts sent for analysis

      1. Long cable harness labeled FWD + AFT (POC: , Air Force Research Lab (AFRL), DSN)
      2. Large RF cable (POC: AFRL, DSN)
      3. Coffee pot galley cable harness (POC: AFRL,)
      4. O2 line 1 – RH O2 system (POC: AFRL, DSN)
      5. O2 line 2 – O2 on galley (POC: AFRL, DSN)
      6. Convection oven cable (POC: AFRL, DSN)
      7. Microwave oven and panel cable (POC: AFRL, DSN)
      8. Galley light lens (POC: AFRL, DSN)
      9. Sample from on top of exemplar O2 (POC: AFRL, DSN)
      10. Burned box from compartment above microwave (POC: AFRL, DSN)
      11. Galley mount bolts (POC: AFRL, DSN)
      12. Top component – cardboard (POC: AFRL, DSN)
      13. Top compartment – cardboard and wiring (POC: AFRL, DSN)
      14. Top right compartment – cardboard (POC: AFRL, DSN)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

15. Exemplar – nuts and bushings (POC: AFRL, DSN
16. Debris from floor at frame 1240 (POC: AFRL, DSN

17. Debris from over the galley (POC: AFRL, DSN
18. Debris from galley counter (POC: AFRL, DSN
19. Top of galley (POC: AFRL, DSN
20. Bottom of galley (POC: AFRL, DSN
21. Refrigerator 1 (POC: 645 AESS/XM,
22. Refrigerator 2 (POC: 645 AESS/XM,
23. Oven, Convection (POC: 645 AESS/XM,
24. Microwave Oven, WaveJet (POC: 645 AESS/XM,

25. Fan 1 (POC: 645 AESS/XM,
26. Fan 2 (POC: 645 AESS/XM,
27. Fan 3 (POC: 645 AESS/XM,
28. Fan 4 (POC: 645 AESS/XM,

F. Classified aircraft parts

1. Cockpit Voice Recorder (POC: 55 ISS, DSN

G. Aerospace Ground Equipment released back to the 55 WG

1. Gas Turbine Generator – GT05 (POC: Lt Col 55MXG/CD, DSN

2. Generator – DC26 (POC: Lt Col 55MXG/CD, DSN
3. Diesel Generator – DG63 (POC: Lt Col 55MXG/CD, DSN

4. Air Conditioner – DA51 (POC: 55MXG/CD, DSN
5. Diesel Generator – DG25 (POC: 55MXG/CD, DSN

6. Air Conditioning Cart – DA37 (POC: 55MXG/CD, DSN

7. LOX Cart – LC21 (POC: 55MXG/CD, DSN
8. Hydraulic Cart – HT08 (POC: 55MXG/CD, DSN
9. Nitrogen Cart – HC03 (POC: 55MXG/CD, DSN

H. List of Witnesses (Attachment 1)
I. 24-Hour Class A Preliminary Message (Attachment 2)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

J. All non-privileged material, both hard and digital, documented on the file inventory (Attachment 3)

2. The mishap aircraft has already begun disassembly and cleaning both to determine the extent of the damage and associated costs as well as to prevent further corrosion to the aircraft from the fire suppressant chemicals. All other items removed from the aircraft not mentioned above are still located in the cordoned area adjacent to the aircraft.

3. Please reply by endorsement below that you are in receipt of these items and take responsibility for their final disposition.

Col, USAF
President, Safety Investigation Board

1st Ind, Interim Handover Point of Contact

TO: President, Safety Investigation Board

Acknowledge receipt and responsibility for the above listed items.

TSgt, USAF
Interim Handover Point of Contact
Accident Investigation Board

Q2. ATTACHMENT 1: LIST OF WITNESSES

Witness Log				
Interviewee	**Position During Mishap**	**Date(s) Interviewed**	**Work Center**	**Contact Info**
	Materials and Processes Engineer	26-May-15	L3	
A1C	Crew Chief	30-Apr-15	55 AMXS/MXABA	
GS-10	Assistant Chief of Training (Firefighter)	13-May-15	55 CES/CEFO	
[Mishap Airborne Systems Engineer 2] SrA	Airborne Systems Engineer 2	30-Apr-15, 1-May-15, 11-May-15, 18-May-15	343 RS/CAG	
TSgt	Flightline Expediter	22-May-15	55 MXG/MXQI	
Maj	Tactical Coordinator	30-Apr-15, 1-May-15	343 RS/DO	
[Mishap Raven 1] Capt	Tactical Coordinator	30-Apr-15, 11-May-15	343 RS/DOS	
A1C	Air Traffic Controller	1-May-15	55 OSS/OSAT	
[Mishap Firefighter 1] GS-07	Firefighter	30-Apr-15, 13-May-15	55 CES/CEF	
[Mishap Airborne Systems Engineer 1] SrA	Airborne Systems Engineer 3	30-Apr-15, 11-May-15	343 RS/UDM	
CTR	Quality Control	26-May-15	L3	
SrA	EW Technician	30-Apr-15	55 ISS/LGNJ	
A1C	Airborne Systems Engineer 1	30-Apr-15	343 RS/DOFA	
A1C	Crew Chief	30-Apr-15	55 AMXS/MXABA	
A1C	Maintainer	30-Apr-15, 13-May-15	55 ISS/LGNJ	
MSgt	Airborne Analyst	30-Apr-15	97 IS/DOOA	
SrA	Crew Chief	30-Apr-15	55 AMXS/MXABA	
1st Lt	Information Integration Officer	30-Apr-15	97 IS/CCV	
[Mishap Co-Pilot] Capt	Co-Pilot	30-Apr-15	343 RS/OSF	
SrA	Crew Chief	30-Apr-15	55 AMXS/MXABA	
[Mishap Airborne Systems Engineer 3] TSgt	Airborne Systems Engineer 4	30-Apr-15, 1-May-15, 11-May-15, 18-May-15	343 RS/SE	
A1C	Crew Chief	30-Apr-15	55 AMXS/MXABA	

SSgt	Crew Chief	30-Apr-15, 22-May-15	55 AMXS/MXABA
SSgt	Cryptologic Operator	30-Apr-15	97 IS/DOS
SrA	Cryptologic Operator	30-Apr-15	97 IS/DOOD
A1C	Engine Troop	30-Apr-15	55 AMXS/MXABSJ
Capt	Supervisor of Flying	1-May-15	38 RS/DOF-A
[Mishap Airborne Mission Supervisor] MSgt	Airborne Mission Supervisor	30-Apr-15	97 IS/CCV
[Mishap Mechanic] CTR	Aircraft Mechanic	26-May-15	L3
MSgt	Cryptologic Operator	30-Apr-15	97 IS/CCV
1Lt	Raven	30-Apr-15	343 RS/DOFA
SrA	Cryptologic Operator	30-Apr-15, 1-May-15	97 IS/DOOC
[Mishap Cryptologic Operator] SrA	Cryptologic Operator	30-Apr-15, 12-May-15, 15-May-15	97 IS/CCV
SSgt	Cryptologic Operator	30-Apr-15	97 IS/DOOD
SSgt	Crew Chief	30-Apr-15, 26-Apr-15	55 AMXS/MXACA
[Mishap Signals, Search & Development] CMSgt	Signals, Search & Development	30-Apr-15, 1-May-15, 11-May-15	97 IS/CEM
[MMX] MSgt	Production Superintendent	30-Apr-15, 13-May-15	55 AMXS/MXABP
[Mishap Firefighter 2] GS-07	Firefighter	30-Apr-15, 13-May-15	55 CES/CEFO
Maj	Raven	30-Apr-15	343 RS/A-FLT
Capt	Information Integration Officer	30-Apr-15, 11-May-15	55 ISS/IN
[Mishap Raven 2] 1Lt	Raven	30-Apr-15, 11-May-15	343 RS/C4I
SSgt	Cryptologic Operator	30-Apr-15	97 IS/DOM
Maj	Mental Health Flight Commander	27-May-15	55 MDG
[Mishap Tactical Coordinator] LtCol	Tactical Coordinator	30-Apr-15, 9-May-15	343 RS
A1C	Air Traffic Controller	1-May-15	55 OSS/OSAT
SrA	Cryptologic Operator	30-Apr-15	97 IS/DOT

SrA	Engine Troop	30-Apr-15	55 AMXS/MXABS J	
SSgt	Data Link Operator	30-Apr-15	97 IS/CCV	
[Mishap Pilot] Capt	Pilot	30-Apr-15, 1-May-15, 11-May-15	343 RS/CAG	
MSgt	Production Superintendent	30-Apr-15	55 AMXS/MXABP	
[Mishap Navigator] Capt	Navigator	30-Apr-15	55 OSS/OSL	
SSgt	Crew Chief	30-Apr-15	55 AMXS/MXABA	
[Instructor Airborne Systems Engineer] SrA	Airborne Systems Engineer 5 Instructor	19-May-15	338 CTS/C-Flight	

Q3. ATTACHMENT 2: 24-HOUR CLASS A PRELIMINARY MESSAGE

Message Release Date: 01 MAY 2015 2103(Z)

Classification: Unclassified

From: 1 Airborne Command Control Squadron (1 ACCS)
Subject: Preliminary: Class A, 30 APR 2015, Aviation, Aircraft Flight, Aircraft/RC-135V, Offutt AFB, AFSAS Report # 739726

1. General Information:
1.1. AFSAS Report Number: 739726
1.2. Convening Authority: Air Combat Command
1.3. Accounting MAJCOM, DRU or FOA: Air Combat Command
1.4. Accounting NAF: Twenty-Fifth Air Force
1.5. Accounting Wing: 55 Wing
1.6. Accounting Base: Offutt AFB
1.7. Mishap Duty Status: On-Duty

2. Mishap Date/Time:
2.1. Mishap Date, Local: 30 APR 2015
2.2. Mishap Time, Local: 1827

3. Mishap Location:
3.1. Mishap Country: United States (USA)
3.2. Mishap State: Nebraska
3.3. Nearest Base: Offutt AFB
3.4. Latitude: 41 07.673 N
3.5. Longitude: 095 55.349 W

4. Narrative:
4.1. Narrative:
During the initial takeoff roll of a local training sortie, a fire developed in the reconnaissance area of an RC-135V. The crew aborted and egressed without injury. An ISB was convened on 30 Apr 15 and is currently collecting data and preserving evidence.

5. Personnel Information:
Person Number: 1
5.1.1. Gender: Male
5.1.2. Age:

5.1.3. Grade: O3
5.1.4. Employment Status:
5.1.4.1. Tier 1: US Military and Coast Guard
5.1.4.2. Tier 2: USAF Regular
5.1.5. Assigned MAJCOM: Air Combat Command
5.1.6. Assigned Numbered Air Force: Twenty-Fifth Air Force
5.1.7. Assigned Wing: 55 Wing
5.1.8. Assigned Group: 55 Operations Group
5.1.9. Assigned Squadron: 343 Reconnaissance Squadron
5.1.10. Assigned Base: Offutt 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: RC-135V
6.1.2. Unique Object Identifiers:
6.1.2.1. Tail Number: 64-004848
6.1.3. Damage Description: Repairable
6.1.4. Owning Service: Air Force
6.1.5. Owning MAJCOM: Air Combat Command
6.1.6. Owning Numbered Air Force: Twenty-Fifth Air Force
6.1.7. Owning Wing: 55 Wing
6.1.8. Owning Base: Offutt AFB

7. Interim Safety Board Personnel:
Position: Investigating Officer
7.1.1. Name:
7.1.2. Grade: O4
7.1.3. Organization: 1 ACCS/SE
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: 1 ACCS/SE

8.4. Email:
8.5. Phone(s):
8.5.1. DSN:
8.5.2. Commercial USA:

Q4. ATTACHMENT 3: FILE INVENTORY

RC-135, 64-4848, Class A, 30 Mar 2015, AFSAS #739726

File	Medium	Contents	Received	Location
1		**PRE-MISHAP**		
1.1	Hard	ISB Appointment Letter (1 Page)	5-May-15	Box 6
2		**POST-MISHAP**		
2.3	Hard	HARM Checkout Checklist (2 Pages)	30-Apr-15	Box 6
2.4	Digital	Assigned Fire Personnel During Accident	30-Apr-15	Share Drive
2.6	Hard	USAF Fire and Emergency Response Notification System (1 Page)	9-May-15	Box 6
2.7	Hard	Tower Audio Transcript (8 Pages)	11-May-15	Box 6
2.8	Hard	Burnt Aerosol Can	9-May-15	Box 5
2.10	Hard	Fire Protection Branch Comprehensive Event Report (4 Pages)	12-May-15	Box 6
2.11	Hard	Fire Department After Action Report / Lessons Learned (3 Pages)	12-May-15	Box 6
2.12	Hard	FOD Found during walk	13-May-15	Box 5
2.13	Digital	Press Releases (2 Total)	1-Jun-15	Share Drive
3		**WITNESS STATEMENTS**		
3.1		**NON-PRIVILEGED STATEMENTS/INTERVIEWS**		
3.1.1	Hard	[MCP] Capt – Co-Pilot (3 Pages)	30-Apr-15	Box 6
3.1.2	Hard/Digital	Maj - Tactical Coordinator (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.3	Hard/Digital	[MASE3] TSgt - Airborne Systems Engineer 4 (3x Audio) (8 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.4	Hard/Digital	Capt - Information Integration Officer (7 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.5	Hard/Digital	[MTC] Lt Col - Tactical Coordinator (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.6	Hard/Digital	[MASE1] SrA - Airborne Systems Engineer 3 (6 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.7	Hard	[MAMS] MSgt - Airborne Mission Supervisor (3 Pages)	30-Apr-15	Box 6
3.1.8	Hard/Digital	[MP] Capt - Pilot (2x Audio) (3 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.9	Hard	SSgt - Cryptologic Operator (3 Pages)	30-Apr-15	Box 6
3.1.10	Hard	MSgt - Cryptologic Operator (3 Pages)	30-Apr-15	Box 6
3.1.11	Hard	SrA - Cryptologic Operator (3 Pages)	30-Apr-15	Box 6
3.1.12	Hard	SSgt - Cryptologic Operator (3 Pages)	30-Apr-15	Box 6
3.1.13	Hard	1st Lt - Information Integration Officer (3 Pages)	30-Apr-15	Box 6
3.1.14	Hard	SSgt - Data Link Operator (3 Pages)	30-Apr-15	Box 6
3.1.15	Hard/Digital	[MASE2] SrA - Airborne Systems Engineer 2 (3x Audio) (8 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.16	Hard	SrA - Cryptologic Operator (3 Pages)	30-Apr-15	Box 6
3.1.17	Hard/Digital	SrA - Cryptologic Operator (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.18	Hard	MSgt - Airborne Analyst (3 Pages)	30-Apr-15	Box 6
3.1.19	Hard	SSgt - Cryptologic Operator (3 Pages)	30-Apr-15	Box 6
3.1.20	Hard	A1C - Airborne Systems Engineer 1 (3 Pages)	30-Apr-15	Box 6
3.1.21	Hard	[MN] Capt - Navigator (3 Pages)	30-Apr-15	Box 6
3.1.22	Hard/Digital	[MR2] 1Lt - Raven (6 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.23	Hard/Digital	[MCO] SrA - Cryptologic Operator (2x Audio) (8 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.24	Hard/Digital	[MR1] Capt - Tactical Coordinator (6 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.25	Hard/Digital	[MSSD] CMSgt - Signals, Search & Development (2x Audio) (8 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.26	Hard	1Lt - Raven (3 Pages)	30-Apr-15	Box 6
3.1.27	Hard	Maj - Raven (3 Pages)	30-Apr-15	Box 6
3.1.28	Hard	SrA - Crew Chief (3 Pages)	30-Apr-15	Box 6
3.1.29	Hard	MSgt - Production Superintendent (3 Pages)	30-Apr-15	Box 6
3.1.30	Hard	SrA - Crew Chief (3 Pages)	30-Apr-15	Box 6
3.1.31	Hard	A1C - Crew Chief (3 Pages)	30-Apr-15	Box 6

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3.1.32	Hard	SrA - Engine Troop (3 Pages)	30-Apr-15	Box 6
3.1.33	Hard	A1C - Crew Chief (3 Pages)	30-Apr-15	Box 6
3.1.34	Hard	A1C - Engine Troop (3 Pages)	30-Apr-15	Box 6
3.1.35	Hard	A1C (3 Pages)	30-Apr-15	Box 6
3.1.36	Hard	SSgt - Crew Chief (3 Pages)	30-Apr-15	Box 6
3.1.37	Hard/Digital	SSgt - Crew Chief (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.38	Hard/Digital	A1C - Maintainer (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.39	Hard/Digital	SSgt - Crew Chief (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.40	Hard/Digital	MSgt - Production Superintendent (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.41	Hard	SrA (3 Pages)	30-Apr-15	Box 6
3.1.42	Hard	Capt - Supervisor of Flying (3 Pages)	30-Apr-15	Box 6
3.1.43	Hard	A1C - Air Traffic Controller (3 Pages)	30-Apr-15	Box 6
3.1.44	Hard/Digital [MFF1]	GS-07 - Firefighter (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.45	Hard/Digital [MFF2]	GS-07 - Firefighter (4 Pages)	30-Apr-15	Box 6 / Share Drive
3.1.46	Hard	A1C - Air Traffic Controller (3 Pages)	30-Apr-15	Box 6
3.1.47	Hard/Digital	GS-10 - Assistant Chief of Training (Firefighter) (1 Pages)	13-May-15	Box 6 / Share Drive
3.1.48	Hard/Digital [IASE]	SrA - Airborne Systems Engineer 5 Speciality Chief (1 Pages)	19-May-15	Box 6 / Share Drive
3.1.49	Hard/Digital	TSgt - Flightline Expediter (1 Pages)	22-May-15	Box 6 / Share Drive
3.1.50	Hard/Digital	Maj - Mental Health Flight Commander (1 Pages)	27-May-15	Box 6 / Share Drive
3.1.51	Hard/Digital	CTR - Quality Control (3 Pages)	26-May-15	Box 6 / Share Drive
3.1.52	Hard/Digital [MM]	CTR - Aircraft Mechanic (3 Pages)	26-May-15	Box 6 / Share Drive
3.1.53	Hard/Digital	CTR - Materials and Processes Engineer (3 Pages)	26-May-15	Box 6 / Share Drive
4		**MAINTENANCE RECORDS**		
4.1	Hard	Aircraft Maintenance Documantation (5 Pages)	30-Apr-15	Box 6
4.2	Hard	AFTO Form 244 - Support Equipment Record (14 Pages)	30-Apr-15	Box 6
4.3	Hard	AF IMT 864 - Dispatch Record (1 Pages)	30-Apr-15	Box 6
4.4	Hard	Debrief Sortie Recap (1 Pages)	30-Apr-15	Box 6
4.5	Hard	DD Form 1149- Fluid Sample Shipping Docs (3 Pages)	30-Apr-15	Box 6
4.6	Hard	Engine Data - 90 Day History (13 Pages)	30-Apr-15	Box 6
4.7	Hard	Tool Issue History (7 Pages)	30-Apr-15	Box 6
4.8	Hard	Mx Member SURFs (10 Total Sets of 2)	30-Apr-15	Box 6
4.9	Digital	MX Member Individual Training Reports (11 Total)	30-Apr-15	Share Drive
4.10	Digital	A4848 Engine History	30-Apr-15	Share Drive
4.11	Digital	AGE used on 4848	30-Apr-15	Share Drive
4.12	Hard	Maintenance #380 Printout (1 Pages)	9-May-15	Box 6
4.13	Hard	64-4848 Forms Binder	30-Apr-15	Box 5
4.14	Hard	Tool Box	30-Apr-15	Physical
4.15	Hard	Large Black Tool/Parts Bag	30-Apr-15	Physical
4.16	Hard	Maintenance Pulled Forms (8 Total Sets)	30-Apr-15	Box 6
4.17	Hard	ISS Pass-on Logbook	30-Apr-15	Box 5
4.18	Hard	AEELS Logbook	30-Apr-15	Box 5
4.19	Hard	AEELS/LGP Logbook	30-Apr-15	Box 5
4.20	Hard	Electro Environmental Logbook 1	13-May-15	Box 5
4.21	Hard	Electro Environmental Logbook 2	13-May-15	Box 5
4.22	Hard	Oxygen Servicing Trailer Logs (12 Pages)	22-May-15	Box 6
4.23	Digital	Deficiency Reports (8 Total)	1-Jun-15	Share Drive

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4.24	Digital	Form 711C	1-Jun-15	Share Drive
4.25	Digital	IMDS History	1-Jun-15	Share Drive
4.26	Digital	MOC Log	1-Jun-15	Share Drive
6		**TECHINCAL/ENGINEERING REPORTS**		
6.1		NON-PRIVILEGED		
6.1.1	Hard/Digital	Health Risk Assessment from Bio (2 Pages)(4 Documents)	30-Apr-15	Box 7
6.1.2	Digital	Aviation Turbine Fuel Samples (8 Total)	14-May-15	Share Drive
6.1.3	Digital	Engine Oil Samples (4 Total)	18-May-15	Share Drive
6.1.4	Digital	Hydraulic Fluid Samples (3 Total)	18-May-15	Share Drive
6.1.5	Digital	Oxygen Samples (2 Total)	18-May-15	Share Drive
6.1.6	Digital	AFRL Report	1-Jun-15	Share Drive
7		**PHOTOS/VIDEOS/RECORDINGS**		
7.1		NON-PRIVILEGED		
7.1.2	Digital	848 Interior Damage Photos (9 Photos)	8-May-15	Share Drive
7.1.3	Digital	848 Life Support Photos (9 Photos)	8-May-15	Share Drive
7.1.4	Digital	Undamaged BLII Photos (23 Photos)	8-May-15	Share Drive
7.1.6	Digital	Photos 1st Fire (Exterior) (76 Photos)	30-Apr-15	Share Drive
7.1.7	Digital	Photos 1st Fire (Interior, Exterior) (27 Photos)	30-Apr-15	Share Drive
7.1.8	Digital	Photos Post 2nd Fire (Exterior, Top View) (19 Photos)	30-Apr-15	Share Drive
7.1.9	Digital	Photos Post 2nd Fire (Interior) (30 Photos)	30-Apr-15	Share Drive
7.1.10	Digital	848 Initial Galley Removal (36 Photos)	8-May-15	Share Drive
7.1.11	Digital	848 Interior 9 May 15 (9 Photos)	9-May-15	Share Drive
7.1.12	Digital	848 Interior 11 May 15 (107 Photos)	11-May-15	Share Drive
7.1.13	Hard	Fire Fighter Audio Recording	12-May-15	Box 7
7.1.14	Digital	Airfield Ops Video (4 Videos)	12-May-15	Share Drive
7.1.15	Hard	Fire Station Video	13-May-15	Box 7
7.1.16	Digital	Photos Before Galley Removal (27 Photos)	13-May-15	Share Drive
7.1.17	Digital	Fod Walk Photos (5 Photos)	13-May-15	Share Drive
7.1.18	Digital	126 Galley (13 Photos)	16-May-15	Share Drive
7.1.19	Digital	133 TC Galley (6 Photos)	16-May-15	Share Drive
7.1.20	Digital	135 Galley (17 Photos)	16-May-15	Share Drive
7.1.21	Digital	842 Galley (20 Photos)	16-May-15	Share Drive
7.1.22	Digital	848 Current Teardown (13 Photos)	16-May-15	Share Drive
7.1.23	Digital	CVR Recordings (4 Total)	20-May-15	Share Drive
7.1.24	Digital	AFRL Pictures (192 Photos)	1-Jun-15	Share Drive
8		**OPS Records**		
8.1	Hard	AF IMT 4327a - Crew Flight Authorization (4 Pages)	30-Apr-15	Box 7
8.2	Hard	Crew Validation (2 Pages)	30-Apr-15	Box 7
8.3	Hard	DD Form 175 - Military Flight Plan (1 Pages)	30-Apr-15	Box 7
8.4	Hard	RC-135 ORM Worksheet (1 Pages)	30-Apr-15	Box 7
8.5	Hard	55OG Briefing Cert (1 Pages)	30-Apr-15	Box 7
8.6	Hard	DD Form 365-4 Tactical Weight and Balance (1 Pages)	30-Apr-15	Box 7
8.7	Hard	Local GO/NO/GO Checklist (1 Pages)	30-Apr-15	Box 7
8.8	Hard	55 OG Section 1 GO/NO/GO (7)(13)(13)	30-Apr-15	Box 7
8.9	Hard	55 OG Section 2 Flight Training (2)(8)	30-Apr-15	Box 7
8.10	Hard	55 OG Section 2a Simulator Training (8 Pages)	30-Apr-15	Box 7
8.11	Hard	55 OG Section 4 Aircraft Assignment (2 Pages)	30-Apr-15	Box 7
8.12	Hard	Sortie Detail Report (2 Pages)	30-Apr-15	Box 7
8.13	Hard	30 & 90 Day Flying Hour Max (1 Pages)	30-Apr-15	Box 7
8.14	Hard	343rd RS Aircrew Individual Training Summaries (13 Sets)	30-Apr-15	Box 7

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8.15	Digital	97 IS Aircrew Individual Trainin Summaries (14 Total)	30-Apr-15	Share Drive
8.16	Hard	Aircrew SURFs (27 Total)	30-Apr-15	Box 7
8.17	Digital	Letter of Certifications (LoX) (3 Pages)	30-Apr-15	Share Drive
8.18	Digital	Daily SOF Report	30-Apr-15	Share Drive
8.19	Hard	MISC Crew Hand Notes (7 Pages)	30-Apr-15	Box 7
8.20	Hard	Jet Visitor Log Listing (1 Pages)	30-Apr-15	Box 7
8.21	Digital	SNOOP71 -1 Weather Report	30-Apr-15	Share Drive
8.22	Digital	Weather Data SAVE (41 Items)	30-Apr-15	Share Drive
8.33	Digital	Crew Step Brief	30-Apr-15	Share Drive
8.34	Hard	Flight Eval Folders (27 Total)	30-Apr-15	Box 1
8.35	Hard	Training Folders (18 Total)	30-Apr-15	Box 1
8.36	Hard	Flight Records (27 Total)	30-Apr-15	Box 4
8.37	Hard	ARMS Records (27 Total)	30-Apr-15	Box 3
8.38	Hard	Training Folders (9 Total)	30-Apr-15	Located at 55th ISS for Security Reasons
8.39	Hard	Crew Checklists (20)	30-Apr-15	Box 2
8.40	Hard	Aircrew Tech Orders (Flight Manual Inflight Data, Flight Manual Reference Data, Misc Pubs, 1C-135(R)-1-1, 1C-135(RC)-1)	30-Apr-15	Physical
8.41	Hard	Black Binder IFG	30-Apr-15	Box 5
8.42	Hard	Small green log book	30-Apr-15	Box 5
8.43	Hard	Co-Pilots in flight working binder	30-Apr-15	Box 5
8.44	Hard	FLIP	30-Apr-15	Physical
8.45	Hard	Airfield Management Ops Daily Record (3 Pages)	12-May-15	Box 7
8.46	Hard	30/60/90 Documents (27 Total)	20-May-15	Box 7
8.47	Hard	RJ Big Printout	5-May-15	Physical
9		**Medical Records - HIPA**		
9.1	Hard	Aircrew 72H 7D Histories (27 Sets)	8-May-15	Box 7
9.4	Digital	[MASE2] SrA - Airborne Systems Engineer 2	12-May-15	Provide Upon

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9.5	Digital		Maj - Tactical Coordinator	12-May-15	Request From AIB Medical Officer
9.6	Digital	[MR1]	Capt - Tactical Coordinator	12-May-15	
9.7	Digital	[MASE1]	SrA - Airborne Systems Engineer 3	12-May-15	
9.8	Digital		A1C - Airborne Systems Engineer 1	12-May-15	
9.9	Digital		MSgt - Airborne Analyst	12-May-15	
9.10	Digital		1st Lt - Information Integration Officer	12-May-15	
9.11	Digital	[MCP]	Capt - Co-Pilot	12-May-15	
9.12	Digital	[MASE3]	TSgt - Airborne Systems Engineer 4	12-May-15	
9.13	Digital		SSgt - Cryptologic Operator	12-May-15	
9.14	Digital		SrA - Cryptologic Operator	12-May-15	
9.15	Digital	[MAMS]	MSgt - Airborne Mission Supervisor	12-May-15	
9.16	Digital		MSgt - Cryptologic Operator	12-May-15	
9.17	Digital		1Lt - Raven	12-May-15	
9.18	Digital		SrA - Cryptologic Operator	12-May-15	
9.19	Digital	[MCO]	SrA - Cryptologic Operator	12-May-15	
9.20	Digital		SSgt - Cryptologic Operator	12-May-15	
9.21	Digital	[MSSD]	CMSgt - Signals, Search & Development	12-May-15	
9.22	Digital		Maj - Raven	12-May-15	
9.23	Digital		Capt - Information Integration Officer	12-May-15	
9.24	Digital	[MR2]	1Lt - Raven	12-May-15	
9.25	Digital		SSgt - Cryptologic Operator	12-May-15	
9.26	Digital	[MTC]	Lt Col - Tactical Coordinator	12-May-15	
9.27	Digital		SrA - Cryptologic Operator	12-May-15	
9.28	Digital		SSgt - Data Link Operator	12-May-15	
9.29	Digital	[MP]	Capt - Pilot	12-May-15	
9.30	Digital	[MN]	Capt - Navigator	12-May-15	
9.31	Hard	Maintainers 72H 7D histories (14 Total)		8-May-15	Box 7
9.32	Hard	Post Mishap Treatment Notes (4 Total)		19-May-15	Provide Upon Request From AIB Medical Officer
9.33	Digital	Toxicity Reports (41 Total)		20-May-15	
10		**NON-DISCLOSURE AGREEMENTS**			
10.1	Hard	SIB Group (8 Total)		8-May-15	Box 7
10.2	Hard	ISB Group and Support Before SIB Arrived (19 Total)		30-Apr-15	Box 7
10.3	Hard	AFRL (6 Total)		8-May-15	Box 7
10.4	Hard	55 MX Workers (14 Total)		12-May-15	Box 7
10.5	Hard	Transcribers (3 Total)		13-May-15	Box 7
10.6	Hard	CVR Workers (3 Total)		20-May-15	Box 7
10.8	Hard	L3 NDAs (2 Total)		29-May-15	Box 7
11		**Hard Copy Finished Tabs**			
11.1	Hard/Digital	Tab A		2-Jun-15	Box 7 / Share Drive
11.2	Hard/Digital	Tab D		2-Jun-15	Box 7 / Share Drive
11.3	Hard/Digital	Tab F		2-Jun-15	Box 7 / Share Drive
11.4	Hard/Digital	Tab G		2-Jun-15	Box 7 / Share Drive
11.5	Hard/Digital	Tab H		2-Jun-15	Box 7 / Share Drive
11.6	Hard/Digital	Tab I		2-Jun-15	Box 7 / Share Drive
11.7	Hard/Digital	Tab J		2-Jun-15	Box 7 / Share Drive

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11.8	Hard/Digital	Tab K	2-Jun-15	Box 7 / Share Drive
11.9	Hard/Digital	Tab L	2-Jun-15	Box 7 / Share Drive
11.10	Hard/Digital	Tab M	2-Jun-15	Box 7 / Share Drive
11.11	Hard/Digital	Tab N	2-Jun-15	Box 7 / Share Drive
11.12	Hard/Digital	Tab O	2-Jun-15	Box 7 / Share Drive
11.13	Hard/Digital	Tab P	2-Jun-15	Box 7 / Share Drive
11.14	Hard/Digital	Tab Q	2-Jun-15	Box 7 / Share Drive
11.15	Hard/Digital	Tab R	2-Jun-15	Box 7 / Share Drive
11.16	Hard/Digital	Tab S	2-Jun-15	Box 7 / Share Drive
11.17	Hard/Digital	Tab Y2	2-Jun-15	Box 7 / Share Drive

TAB R

RELEASABLE WITNESS TESTIMONY

R1. CAPT [Mishap Pilot] **(MP) 4**
R1.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 4
R1.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 8
R1.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 14
R2. CAPT [Mishap Co-Pilot] **(MCP) 26**
R2.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 26
R2.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 29
R3. CAPT [Mishap Navigator] **(MN) 35**
R3.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 35
R3.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 38
R4. CAPT [Mishap Raven 1] **(MR1) 44**
R4.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 44
R4.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 48
R4.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 54
R5. LT COL [MishapTactical Coordinator] **(MTC) 70**
R5.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 70
R5.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 74
R5.3. SIB NON-PRIVILEGED INTERVIEW – 9 MAY 15 80
R6. SRA [Mishap Airborne Systems Engineer 1] **(MASE1) 97**
R6.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 97
R6.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 101
R6.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 107
R7. MSGT [Mishap Airborne Mission Supervisor] **(MAMS) 117**
R7.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 117
R7.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 120
R8. SRA [Mishap Cryptologic Operator] **(MCO) 126**
R8.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 126
R8.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 132
R8.3. SIB NON-PRIVILEGED INTERVIEW – 12 MAY 15 138
R9. SRA [Mishap Airborne Systems Engineer 2] **(MASE2) 148**

R9.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 148
R9.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 151
R9.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 157
R9.4. SIB NON-PRIVILEGED INTERVIEW – 18 MAY 15 171
R10. TSGT [Mishap Airborne Systems Engineer 3] **(MASE3) 175**
R10.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 175
R10.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 178
R10.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 184
R10.4. SIB NON-PRIVILEGED INTERVIEW – 18 MAY 15 200
R11. 1LT [Mishap Raven 2] **(MR2) 204**
R11.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 204
R11.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 207
R11.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 213
R12. CMSGT [Mishap Signals, Search & Development] **(MSSD) 221**
R12.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 221
R12.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 224
R12.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15 230
R13. MSGT [Production Superintendent] **(MMX) 241**
R13.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 241
R13.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15 245
R13.3. SIB NON-PRIVILEGED INTERVIEW – 13 MAY 15 251
R14. GS-07 [Mishap Firefighter 1] **(MFF1) 259**
R14.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 259
R14.2. SIB NON-PRIVILEGED INTERVIEW – 13 MAY 15 262
R15. GS-07 [Mishap Firefighter 2] **(MFF2) 268**
R15.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15 268
R15.2. SIB NON-PRIVILEGED INTERVIEW – 13 MAY 15 271
R16. SRA [Instructor Airborne Systems Engineer] **(IASE) 277**
R16.1. SIB NON-PRIVILEGED INTERVIEW – 19 MAY 15 277
R17. MR. [Mishap Mechanic] **(MM) 286**
R17.1. SIB NON-PRIVILEGED INTERVIEW – 26 MAY 15 286
R18. MR. [Quality Control Manager] **..... 300**

R18.1. SIB NON-PRIVILEGED INTERVIEW – 26 MAY 15 300

R19. [Materials & Processes Engineer] **..... 313**

R19.1. SIB NON-PRIVILEGED INTERVIEW – 26 MAY 15 313

R20. MAJ [Mental Health Flight Commander] **..... 323**

R20.1. SIB NON-PRIVILEGED INTERVIEW – 27 MAY 15 323

R1. CAPT [Mishap Pilot] (MP)

R1.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

1. I, [Mishap Pilot] O-3, 343RS, have been advised by
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 30Apr15 involving 64-14848
(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.

[Mishap Pilot]

Name (Last, First, MI) and Rank/Grade O-3/Capt

Pilot

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

[Mishap Pilot]

WITNESS STATEMENT OF:

O-3/Capt

Name (Last, First, MI) and Rank/Grade

Pilot

Duty Title

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30APR15 Crew position (as applicable) Pilot Time you began duty 1400L

[Mishap Pilot]

1. I. Name O-3 Grade 343RS Organization have been advised by Name/Title of Investigator of the following:

   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

Mission Planning day, 29 APR 15, was very extensive due to the flight supporting EXERCISE EMERALD WARRIOR. Many details and sortie specifics were constantly changing throughout the day, and by the time I left the squadron at 1730L, there were details that still had not been worked out or communicated to the crew by the exercise leadership. As a result, the Pilot, copilot, Navigator, and raven compartment all showed 1+15 prior to the standard show time in order to "iron out" these details. As an individual, I prepared myself on the night prior to mission planning day, by staying up late and sleeping in. I had the copilot + Navigator do the same. The night before the flight, I slept well and allowed my body to adjust to the different sleeping/awake schedule. The day of the flight, I felt rested and ready to fly. We finished mission planning and completed our EP brief and Crew brief successfully with no crew issues.

The Front End arrived at the jet at 1629L. Maintenance informed us that the "lav" would not flush due to the return-line being inop; they had disconnected the flush capability. The jet had an abnormally musty smell that was humid and damp (smelled like urine and stale air). Upon entering the jet, all the Recon Compt O_2 masks were laying on their stations (normally, they are stowed), as if an inspection had not been completed or partially completed. I called an AFE troop to the jet, and he assured that the masks were all inspected and operational.

"The above statement is true to the best of my knowledge and belief." Signed Date 1 MAY 15

but they all needed to be cleaned with an alcohol wipe. I had him clean all the masks, and to my knowledge, all were functional because no aircrew member mentioned to me that their station O_2 mask was inop. We completed the preflight with no major issues, and began to start engines at 1736L. Prior to engine start, OP 3's CALL switch was inop during the check, but was fixed to functional capability. We started #3, #4, and #1 engines with no issues. The #2 engine starter valve would not open after multiple start attempts. As a result, maintenance pinned the starter valve open, and the manual start checklist was completed with no further issues. We completed the checklist and taxied with no issues. We were forced to wait in the NW hammerhead prior to T/O due to issues with our clearance. After those issues were resolved, we were cleared for T/O on rwy 12.

Temperature: 23°C PA: +999 [redacted] N_1 setting: 89.7 Rwy: 12
Flap: 30° MODE: MAX AC: OFF Flown By: Pilot

We were cleared for T/O, I lined up the jet on centerline, brought it to a stop, and stood up the throttles 40-45% N_2. I released the brakes and asked the Copilot to set my power. We began rolling down the rwy, [redacted] and the pwr wasn't even completely set yet, when I heard multiple people talking very loudly on the radios. It took me a [redacted] second to realize the voices were internal to the jet. It took me an additional second to recognize what they were saying: "FIRE!" Multiple crew members were talking over each other so it was hard for me to understand what they were saying at first. [Mishap Navigator], sitting NAV #2, said "FIRE!" over hot mike as I began to ABORT the takeoff. We had reached about 50kts. I applied all 3 steps of the boldface, and applied the parking brake, while calling tower and informing them of our emergency (called the fire trucks, and told them we were egressing). I then told the crew to, "Egress," [redacted] on interphone, and called for the Ground Evacuation checklist. We completed all steps of the [redacted] checklist. I had to wait for a few seconds to allow other crew members to egress down the crew entry chute. [Mishap Tactical Coordinator] members egressed via the crew entry chute), myself were the last off the jet. We met the crew 45° the copilot, and 200yds out. By this time, first responders had arrived.

R1.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____.
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

[Mishap Pilot]

Statement Completed By: (print) _____ signatur

[Medical Member]

ISB or SIB Investigator Administering This Form: (print)

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
1. 0730L 2.
TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1. 0615L 2. OATMEAL, FRUIT

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
1. WORK → EMAIL, STUDY, OJT

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1. 2. TURKEY SANDWICH

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
WORK → OJT

TIME DEPARTED WORK: 1530L

DINNER: (What time did you have dinner? List all food and drinks consumed)
1. 1830L 2. CHIPOTLE BURRITO, CHIPS, GUAC

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
YARD WORK,

TIME YOU WENT TO SLEEP: 2330L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

DAY 2 (48 HOURS PAST)

[Mishap Pilot]

NAME (LAST, FIRST):_____ **SSAN:**_____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
1. 0550L 2. ~6 hrs 3. 1-2 4. RESTED
TIME ARRIVED AT WORK: ~0730L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1. 0630L 2. WATER, RAISINS, OATMEAL, CHOC DONUT

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
1. WORK → EMAIL, OJT 2. Doc Appt

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1. TEA, CHIPOTLE BURRITO, GUACOMOLE, CHIPS

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
1. WORK → OJT 2. PICKUP DAUGHTER

TIME DEPARTED WORK: 1450L

DINNER: (What time did you have dinner? List all food and drinks consumed)
1. ~1900L 2. REUBEN

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
1. YARD WORK 2. DAUGHTER SOCCER GAME

TIME YOU WENT TO SLEEP: 2330L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

[Mishap Pilot]
NAME (LAST, FIRST):_ _SSAN:_

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
1. 755L WAKEUP 2. 5 HRS 3. Ø 4. DROWSY
TIME ARRIVED AT WORK: 0900L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1. 0915 2. ALMONDS, WATER, CHOC. DONUT, HARD BOILED EGG

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
MISSION PLANNING

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1.1430L 2. TEA, WATER, CHIPOTLE BURRITO

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
MSN PLANNING

TIME DEPARTED WORK: 1730L

DINNER: (What time did you have dinner? List all food and drinks consumed)
1. ~1900L 2. QUINOA + RICE + BEANS 3. AVOCADO 4. FRUIT 5. WATER

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
PICKED UP DAUGHTER, YARD WORK, DINNER, YARD WORK, SHOWER, STUDY, LAUNDRY, MOVIE
TIME YOU WENT TO SLEEP: ~0400L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
Ø NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
Ø NONE

[Mishap Pilot]

NAME (LAST, FIRST):_____ SSAN:_____

N, D, S

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
1. 1150L wakeup 2. 7.5 hrs sleep 3. 2-3 times 4.
TIME ARRIVED AT WORK: 1400L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1. 1215L 2. GREEN MACHINE SMOOTHIE, OATMEAL, RAISINS, CINNAMON,

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
1. SHOWERED 2. PACKED LUNCH 3. ATE BREAKFAST 4. WENT TO WORK

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1. REUBEN SANDWICH 2. BAGEL

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME DEPARTED WORK: N/A

DINNER: (What time did you have dinner? List all food and drinks consumed)
N/A

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME YOU WENT TO SLEEP:

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

ARRIVAL TIME AT SQUADRON (If different than above): 1400L

BRIEF TIME: 1530L

STEP TIME: 1600

TAKE OFF TIME: 1825

MISHAP TIME: 1826

[Mishap Pilot]

NAME (LAST, FIRST): SSAN:

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME [Mishap Pilot] RANK Capt SSAN

Mishap day: Date 30 APR 15:

Marriage argument, 8 hrs sleep

1 day prior to mishap: Date 29 APR 15:

5 hrs sleep

2 days prior to mishap: Date 28 APR 15:

6.5 hrs sleep

3 days prior to mishap: Date 27 APR 15:

6 hrs

4 days prior to mishap: Date 26 APR 15:

6 hrs

5 days prior to mishap: Date 25 APR 15:

5 hrs

6 days prior to mishap: Date 24 APR 15:

6 hrs

7 days prior to mishap: Date 23 APR 15:

5 hrs

R1.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11 May 15
(Date)

[Mishap Pilot]

I. I D-3, 34385 have been advised by [Pilot Member]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-4848
(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.

[Mishap Pilot]

D-3/Capt
Name (Last, First, MI) and Rank/Grade

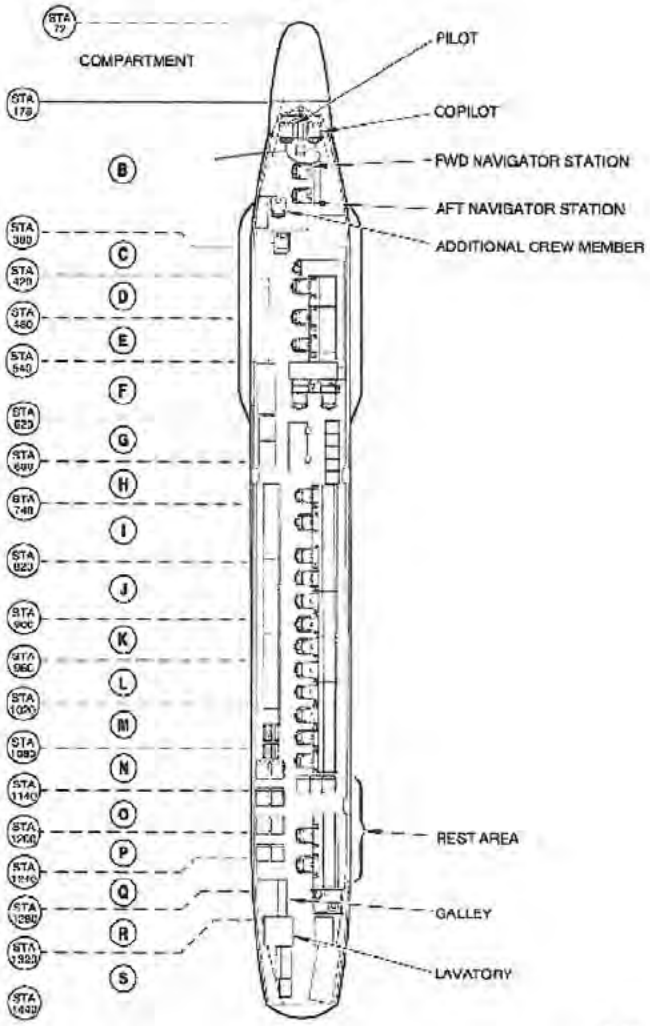
Pilot

[Mishap Pilot]

11 May 15

Aircraft Diagrams

RC-135 V / W



1-19

SIB Interview of Capt [Mishap Pilot]

Role: **Aircraft Commander**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **11 May 15**

[Pilot Member] : This is a non-privilege interview with [Mishap Pilot] being conducted on 11 MAY 2015 at 1430 local by [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating this mishap involving an RC-135v that occurred on 30 APR 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information act request. Do you understand that a promise of confidentiality has not been extended to you?

[Mishap Pilot] : Yes.

[Pilot Member] For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[Mishap Pilot] : Captain from the 343rd Reconnaissance Squadron. Aircraft commander of SNOOP- 70, 71

[President] **:** Colonial Board President.

[Pilot Member] **:** Captain , Pilot Member. , how are you doing today?

[Mishap Pilot] : Good.

[Pilot Member] : Good (chuckles). Okay, so if you could just start us off by walking us through uh the mission?

[Mishap Pilot] : Okay, so we were supporting uh an exercise called Emerald Warrior, which is down off the uh coast of uh-

[President] : Unclassified. So, don't go into Classified.

[Mishap Pilot] : Okay, sorry. Alright, so uh yeah. It's uh Emerald Warrior um which is off the coast of the United States. Um the uh the mission planning day was pretty uh non-standard as far as uh local training missions go. We had lots of uh different uh information being thrown at us all at- uh all at the same time and uh, a lot of information that was constantly changing. So,

the crew was definitely on its toes as far as trying to get ahead of the game with uh being prepared for the actual mission itself. Um we also had some weird hours because it was an exercise so we had a uh takeoff that was in the evening and uh we had a mission planning day that was on a normal um workday schedule and then we had to uh wake up extra late so we uh- I'd said uh- I felt like I got adequate sleep because I was preparing myself for that, for that uh change of circadian rhythm, if you will. Um, but um, I can't speak for other members of the crew. But I know that it was definitely something that um people noticed, but um I don't think it was something for me that affected my uh decision making or anything like that. Um I do feel like uh there were some things that- when we left mission planning day that we had not uh completely figured out yet as far as uh things like uh the call sign of our tanker and things like that that we had to figure out uh the actual day of the events. So we decided to show up about an hour, hour and fifteen minutes prior to our uh standard show time to iron out those details, figure that out…coordinate with the LNO um for the exercise. And then from there um step in with our normal mission planning and uh go to the jet. Um as far as uh getting all that done on the actual mission planning- or excuse me on the actual mission day itself um we didn't have any issues, we were able to get all the information that we needed uh at least that I recall um we got everything that uh we required. We stepped to the jet uh on time, we were actually a few minutes early uh we got out to the jet. It wasn't uh- there was uh, an issue with the-the LAV- with the return line in the LAV um and so when we got on the jet uh there was a little bit of a uh musty smell kinda, and definitely ah- it smelled like the lavatory had- the door had been open and it just like the whole jet had been closed the entire- for, ya know a week or so. It smelled kinda nasty in there. But it was also kind of humid and uh and musty, if you will. Something, I mean you have a normal RJ smell, but there is another smell and it- it was just uh it was different- and multiple people- multiple experienced uh individuals on the crew were mentioning it and uh reflecting on that, um as I recall. I did a check uh of the jet um front of the nose I did my normal check prior to doing the preflight. I didn't notice anything abnormal, walked all the way to the tail of the jet- didn't notice anything abnormal except for, uh that smell I just described. And then I did preflight. There uh wasn't really any ah, issues with preflight. Um we had to do uh a manual start of the number two uh engine because the starter valve, uh failed to uh to open. Other than that, um things uh worked fine there. We uh- Oh! One thing I forgot to mention, the uh the AFE the masks were actually uh- they had not been cleaned totally, so they were open and uh what I mean by open is they had not been stowed yet so when we got onto the jet all of them were on the desk of everyone's stations- um for the back end crew anyways, the recon compartment. Um all of those masks were- were face up and it looked like they were in the middle of some kind of inspection, so I called for AFE to come out and just let us know hey what was going on with tha- with that. Uh we wanted to make sure that- that either a checklist was completed or that some inspection had been completed. Just to get to the bottom line of what that was. We had AFE come and they basically told us 'Hey we- because of quick turn that the jet had flown earlier that day that uh' (pause) excuse me. Because of that quick turn they didn't have a chance to actually clean the masks with alcohol swabs. They were fully inspected, they were fine. So I was okay with that, I had the guy uh go through all of the different masks and just clean them up real quick. And then uh, everyone was able to preflight 'em just fine. Um because of the uh issue with the engine and talking to maintenance we actually started taxi about, I'd say twenty to thirty minutes late. I don't recall the exact time as of right now, but I know uh, um we started taxiing and right as we were approaching the runway we were asking for clearance, we were having issues with our clearance so I told the-the copilot that we'll go ahead and um do the back-taxi go

into the hammerhead on the uh the northwestern side of the runway for runway 1-2 and just wait there until we get our clearance. So we continued with the uh the taxi checklist and we uh started the uh first initial steps of the uh the before-takeoff checklist, getting our squawk on and our lights. And uh so we, we did all that and we get up to the um- hammerhead, we wait there for a few minutes. We had uh- there was another aircraft, I forget the call sign now but there was another aircraft..I think the 38th was flying it or something that was in the pattern um so once we finally got our clearance, we had to wait…a few more minutes, I want to say two or three minutes for this uh aircraft on final to uh do its approach, it ended up uh doing a missed-approach- it flew away. And then we were given clearance to uh to um take the active runway. So I took the active runway, lined up the aircraft. Um at this point it was- my- I was sitting in the left seat as the aircraft commander. Uh Co-pilot obviously in the right seat. We had an individual who was from the raven compartment sitting in the jump. We had a navigator, uh obviously, and then we also had another individual sitting in the NAV2 position. Um. So we had five individuals in the flight deck itself, alright. So uh it was my takeoff sitting in the left-hand seat. So uh we get lined up, we get our clearance for takeoff, we cleaned up the remainder of the checklist items, uh taxi checklist and the before-takeoff checklists were complete. Um and we had been given clearance. So, uh at this point I say my aircraft, pull up- I don't actually say that, but it is my aircraft. I push up the throttles to 40-45% and 1 as the procedures tell us to do uh in the standards. Uh we do a safety check, make sure the engines are good to go. That we have our clearance, our normal uh standard procedures there. Everything looked fine. At that point I called of a uh uh brake release; set my power- had the copilot begin uh setting the power. Uh.. (sighs) at about this point where he was fine tuning the power um we s- I start hearing something over the intercom. Um right before I start hearing this I also hear uh tower is talking to that aircraft that did the mo- missed approach. So, while I'm doing the takeoff, tower is talking as well. So initially my first uh instinct for about this first second of hearing this um I think 'okay, I need to disregard it because it's outside the jet'. So that was the first second. Well then from about- between the first second to the second second I realized that's internal to the jet; 'what is that?'.. There were so many people talking over each other all at the same time, I couldn't understand what was being said. After about the second second, I heard the words 'fire' and I heard the words 'microwave'. So initially I'm thinking 'okay somebody left their chicken sandwich in the microwave' or something, it's just smoking back there; we're going to abort. So I'm thinking that- but I don't react right away. I'm just thinking that- and then I, because I was still kind of confused if that's actually what happened. So I remember saying 'what? What is that?' and then somebody in the cockpit uh I believe it was NAV2, the individual sitting in NAV2 position said um he said 'Fire. They're say- they're saying fire.' So I said 'Okay.' So that's when I started the abort uh completely going through the abort uh scenario and going through all three steps of the boldface. While I'm doing that and I'm slowing the aircraft down um I make a uh kind of a botched call to radio- it wasn't as clear as I wanted it to be but I basically say something to the effect of um 'tower,' and I try to remember our call sign.. I remember it being uh I almost said uh Hoover because that's our normal call sign but said 'SNOOP71' and I got out the fact that we had a fire um I think they asked me if I wanted the- the trucks to be rolled and I said 'yes, we uh want the uh firetrucks and immediate responders' and I also said that we were gonna be egressing. Uh at this point we're about- by the time we had stopped we were stopped right at about where the uh approach end of the uh runway is, so right at the piano keys there. We stopped the aircraft. I applied the parking brake and I went over interphone and I said, uh 'egress' or 'crew pilot egress' - something to that effect. Everybody

knew that we were about to egress. Then after that I immediately said 'ground evacuation checklist'. So we start going through the ground evacuation checklist. The copilot at this point brings out his checklist and he starts um going through the abort checklist; I tell him 'no lets go through the ground evacuation checklist' so we flip over to the ground evacuation checklist. At this point um while he's kind of looking through there going through the items, I knew in my mind 'alright, I've gotta get my flaps to 30, I know that I- we have to be depressurized. It was a uh 30 max uh AC off takeoff, so the flaps were already at 30; we were already depressurized. I didn't want to shut down the throttles right away because I want it to be a control e- egress at this point. Honestly, I didn't know the extent of the fire. Nobody had told me that yet. I didn't know that there was basically from what I hear flames going right behind the galley that were all the up to the top of the ceiling. Nobody had explained that to me, all I knew is that there was a fire. So in my mind I'm thinking 'alright there's smoke, there is some kind of flame, there is a chicken sandwich on fire in the microwave'; that's what I was thinking. So… but I also knew- my instincts were kind of taking over in the fact that those guys a seriously uh they're amped up, and they're yelling 'Fire, fire, fire' to the point of almost screaming. So I knew that this wasn't just some kind of- I knew that it was a – something that was abnormal. It wasn't something that was just in the microwave, but at the same time too I didn't know that it was as bad as it was. So I- at this point I - my adrenaline was definitely going because all these guys- like I said- were talking all over each other. There was people saying fire and yelling and screaming and what-not over the intercom all while we're trying to do checklist items. So I'm just trying to get everything done all at the same time and trying to get it done ah- according to what the procedures say. So I had the copilot go through the checklist; meanwhile I'm making sure we have the quick items done- I wanted to make sure I had my flaps to 30, I had my speed brakes down because I knew if somebody needed to get out of the aircraft quickly that those items had to be down so people weren't tripping over stuff. So I made sure those items were done out of- out of order of the checklist. He made- go through the uh the rest of the uh checklist items and ground evacuation checklist. We did get everything completed. Um once I- I looked around once to make sure the crew entry chute was already down- that people were going down the- the crew entry chute; the ladder was already installed. At that point I- I'm pretty sure I remember going over interphone and saying 'shutting down the engines, crew.' So when it came to the checklist step, I shut down the engines. We also turned the power- the uh battery power switch before we did that to the emergency position. After the engines were shutdown.. I forget the exact order of the- the remaining items on the checklist there but, um I do remember us going to the off position on the battery power switch, um so that there was no power on the jet. Um next thing I remember I uh we had completed that checklist; the copilot called it complete, I turned around and I remember seeing the ACEs, the uh 2 and 4, all the way in the cockpit about ready to go down the crew entry chute. Now I remember them, um, really having red faces and uh like they had smoke in their eyes or something like that and- like they had just inhaled something that they didn't want to inhale. I look past them and I see the um tactical coordinator who was standing as tactical coordinator; he was supposed to be getting his check-ride uh [Mishap Tactical Coordinator] and he was uh being the um egress coordinator. He still had his uh headphones on and then he also had his uh oxygen mask on. There was a bunch of smoke all around him. I could not see any fire back there because it was too smoky. But I did see that it was bright; I did see that it was a white smoke and that it encompassed the entire uh fuselage, basically- and it was all the way up to the point where the raven compartment was. It was about this time where I started smelling things as well. Um I'd say I had to wait between 3 and 5 seconds for other individuals to go down the

crew chute by the time it was my turn um so the crew was very effective in getting everyone out and in a controlled manner. I remember during the ground evacuation checklist I had looked out the window and the first person I saw um running out to the uh side of the runway there into the grass was the ACE 3. And um I think at this time- according to the procedures anyway, I- I don't remember seeing the NAV chalk the wheels but I remember them saying that they had uh thrown down the uh, chalks, that they had installed the ladder and that they were down there, and I'm pretty sure that's what they were doing at that time because the- the wheels were chalked. Um, yeah. I had already set the parking brake though, immediately at the stop because we had- if I didn't say this already before, we had uh initiated the abort between 45 and 50 knots. So I knew that we weren't going to have hot brakes or anything, so once we got to a stop I just applied the parking brake and went through everything as I had briefed already before and uh so I was not concerned about really anything um with the engines or the brakes, it was more just the fire in the tail section of the aircraft and getting everybody off the air- off the jet. So um the last person to go –er the, the third to last was the TC. He looked at me and said 'hey everybody is good to go' and then the copilot basically let the TC go even though the copilot is supposed to go first. But um I was okay with that because the TC told me what to do, and I just wanted everybody to get off the jet, I wasn't going to sit there and argue with it at that point. I just- get off the jet. So um copilot went down then- the um, [Mishap Tactical Coordinator] went down the crew entry chute, and then I was the last one off the jet. We uh, went 45 degrees off the nose; we were about 100 to 200 yards out. Um and we counted up, made sure everyone was there. I ensured with uh, multiple people that we had gotten a good count. I did not count myself, I just trusted my crew that they had counted everybody. And then I wan- I started the- by this point as I was running up the uh responding vehicles were getting there. Um the Chief 2 in his pickup truck pulled up right next to us; uh at the point I was asking, uh, and talking to everybody I wanted everybody who had direct exposure to the flames and to the uh the smoke itself um to come up front first. Basically priority, who had the uh, most severe um I guess impact from the event. I wanted them to be at the front of the line so that the EMTs could come and see them first. So the EMTs showed up they started uh talking to the ACEs first because they were literally right next to the flame and they were- and, from my understanding trying to at least get into the posture to fight the flames um and fight the fire itself. And then I also know that the uh chief- the um OP16 he was back there as well right next to the fire, so he had some pretty good expose to it as well; or bad exposure, if you will. So um about this time after I had kind of told everybody that, I had turned around and I look and I can see- cause people are saying 'hey you can see smoke' and I- we could look around and I actually saw some smoke coming out of the tail section of the aircraft; it was white. There wasn't any kind of burnt hole or anything like that, it's like it just sorted of vented somehow through the skin of the aircraft. And it was right around where the um vertical stabilizer- the leading edge of the vertical stabilizer meets the top of the fuselage. So just to the uh the right wing side of the fuselage there, right at that point there was a- a billow of smoke kind of a little smoke stack coming out there. About- about a second or so later after that I started seeing another billow of smoke coming out of the other side. It might have been my eyes playing tricks on me- it might have been the same billow of smoke, but it looked like two distinct separate billows of smoke coming from each side of the vertical stabilizer there. So we're watching this- we're watching it and all of the sudden we're starting to see some discolor in the uh leftwing side, uh where the smoke was coming from of the uh right above where the uh the star insignia, the US star insignia is on the uh the tail section of the aircraft we start seeing this discoloration and then all of the sudden we start seeing it get to black, and then the smoke starts

becoming black and then it opens up where I can see literally flames coming out, and the- the um hole gets bigger and bigger until we see about.. I'd say anywhere between 3 and 5 or 6 foot flames coming out of this hole. Um at this point of course the uh, the firefighters are uh getting right onto the fire and they started using three separate uh fire trucks to um douse out this fire. Well I'd say it was anywhere between three and five minutes that they were sitting there putting water on this fire to try to put it out and it was not going out- not going out. Finally they got it to die down but it was still smoking and then a couple minutes later then they had to douse it again, because the flames started getting back up. About this time they um it looked to me like they had gotten it out, I did not see the uh the flames coming out like I did before; firefighters were inside still fighting it, um and we were still coordinating um with the uh chief and um by this time as well uh a couple of my uh crewmembers had gone to- or at least were in transit to Bellevue Medical Center um they were the two ACEs, and then after that we had two more individuals uh go to the Bellevue Medical Center as well. Uh the rest of the time was just me trying to coordinate with uh um the DO from my squadron who was actually on the jet; he was sitting in the uh the jump seat. And then the uh um Colonel who was the TC on his check-ride, um all three of us were kind of coordinating uh with different people. I was talking to my OPS SUP; the DO was talking to the uh OG, and then uh Colonel was calling the commander –or… the- vice versa; it might have been [Mishap Tactical Coordinator] talking to the OG and the DO talking to the commander, I don't remember uh specifically but I do remember all three of those individuals were contacted um pretty much right after the incident happened. Um so from my understanding pretty much everybody was in the loop- I was in constant contact with my OPS SUP; we were talking to the chief um we still had secrets on board, so we had to figure all that out. Um we basically got a- I made a working list of the firefighters that were on the jet and also any maintainers that had gotten onto the jet. Um we also made a uh let me see… we also coordinated with the- the maintainers on trying to figure out where the actual shutoff valve was for the- the LOX because the liquid oxygen was- from the firefighters, uh witnessing what they told us was that the fire- the liquid oxygen was what was on fire, and they wanted to turn that off because the fire had burned through the actual hardline for the liquid O2. So they actually at one point called me over while the jet was still, um I don't know if it was still on fire but it was definitely still smoking, and they had a extension ladder and put it up on the left leading edge of the wing and had me climb up there and tell them were the actual uh O2 bottles were. So I told them were the O2 bottles were, and the maintainer came up- and I forget his name..I have it written down um came up and said 'hey that shutoff valve is over here in this one section and it's on the other side of the aircraft but its right next to the galley there;' which has problems in itself. Um from my understanding um they were having troubles finding that because the- the floors had all been warped and bubbled over and there was a ton of uh fire retardant all over the place and they couldn't really find- they were kind of basically in the blind feeling around on a warped floor to try to figure this- find this cover to uh open it up. Um….I'm trying to remember if there is anything else pertinent here.. um other than that it was- the rest of the night was just basically myself coordinating with the OPS SUP and then with the uh fire chief and the maintainers trying to make sure that uh everything was safe for the crew, also with the investigation trying to make sure that we every- were doing everything legal according to what safety wanted us to do. Uh and then because um ya know a group had been convened about that and was waiting at baseops to take over the jet- we were trying to get the jet off the runway all at the same time while maint- while making sure that the fire was in fact out um and get our secrets off the jet. So we were trying to basically unravel this cluster and uh work it all together and we ending up uh figuring

out that we could get- after the fire had in fact been out, this was a couple of hours later, we were able to get out secrets off the jet um with a firefighter going up there and escorting some of my guys up there to monitor the uh O2 levels in the air. We got everything off um that we needed to get off. We also um had the jet towed to a parking spot outside of the hanger because the fire- and guarded by the fire trucks because they weren't um totally convinced that the fire was out yet um just because of the way it was and how uncontrollable and unstable it was. After that it was just us going to uh the flight doc and talking to them um and going from there with the normal safety procedures, so…yeah.

[Pilot Member] **:** That was a busy day.

[Mishap Pilot] **:** Yeah, (chuckles) definitely. Yeah, lots of work. Definitely earned my flight pay on that- on that, if you can even call it a sortie (laughs)

[Pilot Member] **:** Lots of things you can log there (chuckles). Ah wow that's a lot of good information. Um just a few burning questions just to clear up from some other stuff that I've heard. You uh you said jump seat, Who- you had someone actually in the jump seat?

[Mishap Pilot] **:** Yes.

[Pilot Member] **:** Alright, not the AUX seat? Cool.

[Mishap Pilot] **:** Right, not the AUX seat. We uh we originally had talked about having him in the AUX seat but he actually wanted to be in the jump seat um so- which I was totally okay with um and ah- honestly it's probably a good thing he was there because he had a firsthand account as to everything that went on. Um uh especially with the timing and other things that went on, ya know my adrenaline was going and everything so I- ya know my timing could be way off as, as far as that goes, but I mean that's how I recall it, so.

[Pilot Member] **:** Okay. Who was it?

[Mishap Pilot] **:** It was uh , uh our DO.

[Pilot Member] **:** Okay.

[Mishap Pilot] **:** Yeah, he was sitting in the uh, the uh jump seat. And then uh [Mishap Navigator] was sitting in the NAV 2; and he was quick uh from my understanding to grab the chalks and the ladder and uh so was the NAV at uh getting the crew entry chute open, and that's how everyone was able to get off the jet so quickly and I can't- I can't praise all those guys enough because they knew exactly what was happening before I really even had time to- to uh necessarily make that call out. Those guys- I was stopping the jet, and they knew right away, hey we're gonna egress and then I confirmed it over the interphone and said 'hey we're gonna egress.' Um so those guys were already on the move um at getting into position waiting for that call for me to say 'egress' and that's how everything was so quick in getting everybody off the jet. Uh and then everyone else on the jet followed their procedures from my understanding to a "T" to be able to, I mean literally I had finished the ground evacuation checklist, turned around and 3/4ths to… I don't know even more of the crew had already uh egressed the aircraft. So, um Yeah.

[Pilot Member] **:** Nice. Uh..Yeah. So during the crew report, OP3 apparently had problems on call which was resolved. Uh OP16 checked in on-call with no light.

[Mishap Pilot] **:** Yes. That was just- just my error. I've- So I was pushing the button and I was like 'oh yeah, the light' and I didn't- I- I reached down to grab it, and it slipped and so…yeah, anyways. (laughs) So he called it out- he called me out and pimped me about that before I was able to uh grab it (laughs) which I was laughing about.

[Pilot Member] : Yeah, I've never done that before.

[Mishap Pilot] **:** (laughs) Yeah, exactly.

[Pilot Member] **:** So, alright. Uh-

[Mishap Pilot] **:** - Chief was helping me out.

[Pilot Member] **:** Curiosity. You uh you said set takeoff thrusts, so uh the copilot was pushing it up to take off N1 setting?

[Mishap Pilot] : Uhh..yes, yes. So I pushed up- I pushed up the throttles to the, just like the outlines and the standards I set the throttles to 40-45 percent and then I uh- and then I let- I uh I set- I released the brakes, and then I let the copilot push the throttles up to the takeoff setting; and then he set the takeoff setting

[Pilot Member] **:** Cool. When you called abort, was his uh hands still on the fine-tuning?

[Mishap Pilot] **:** Um..

[Pilot Member] **:** Or how about this: when you called abort, did you pull the throttles back?

[Mishap Pilot] **:** I'm the one who called th- pulled the throttles back, yes. I'm trying to- I don't remember his hand, I do not remember his hand being there um. I don't remember hitting- my hand hitting his ha- his hand; put it that way. Um it might have just grazed his, and then he recognized what was happening and pulled it away. Um.

[Pilot Member] **:** -but power was pushed up? It was-

[Mishap Pilot] **:** Power was pushed up, and yeah he was-he was setting it, and I think he was maybe in the middle of fine-tuning, but then probably was taken aback by everything that was- he was hearing over call and maybe got distracted from that, but yeah. Right after that, I was the one who did the uh the boldface and took care of everything.

[Pilot Member] **:** Okay, perfect. Uh.. Curious. How fast did you taxi up the uh, up runway 1-2, uphill? I'm just curious how fast you went on the runway

[Mishap Pilot] **:** Oh, gosh. We were probably be- between 25 and 30 knots, I would say; because we were, we were- I was trying to get there quicker because of the timeline. So um what I was doing was on th- on the taxi on the way up I was hacking the clock every thirty seconds, and I would push up the throttles, hack the clock, watch my thirty seconds, and then I would

bring the throttles back to idle. Because we have that thirty second uh um limit on that- on the uh throttles, ya know above the idle percentage.

[Pilot Member] **:** Okay.

[Mishap Pilot] **:** So um yeah I just wanted to get there and um I wanted- I didn't want us to be the ones that were basically keeping us from taking off. I wanted the, you know what I mean. The clearance to be the one

[Pilot Member] **:** Yeah

[Mishap Pilot] **:** So, yeah everything was within limits, from my understanding um as far as getting to that point but yeah it was definitely uh a quick- uh I was trying to be quick to get up there and to that northwest hammerhead.

[Pilot Member] **:** Yeah I'm, I'm just trying to establish a timeline of leaving Papa and then getting turned around and… What would you say- I know everything probably seems to be in slow motion in your head, from the time the fire was called until the time you aborted, got stopped, and everyone egressed- in your mind, what would you think that time is.

[Mishap Pilot] **:** So from the time that- we break release to the time that I am outside of the jet looking at the jet? Or-

[Pilot Member] **:** Yeah.

[Mishap Pilot] **:** Okay.. uhhh I'd say- any.. I'd say probably uh two to three minutes

[Pilot Member] **:** Okay.

[Mishap Pilot] : Just as a rough wag. Realistically, is what I'm thinking. Maybe even less than that. Um… yeah, I think I'm being conservative on that to be honest with you, but..

[Pilot Member] **:** Two to three minutes sounds about-

[Mishap Pilot] **:** Yeah I mean- Yeah, I'd probably say it's about..yeah probably closer to two. So,

[Pilot Member] **:** Cool.

[President] **:** So just to, um, clarify just a little bit, what was the deciding factor between uh aborting and then, okay we're going to do emergency ground egress. What drove you to the emergency ground egress- was it the, a lot of this yelling and talking on the radio knowing tha- or on the intercom knowing that there's a lot going on, or did someone say 'hey I wanna, I want to get off the plane.'

[Mishap Pilot] **:** There wasn't anybody who said 'I wanna get off the plane' but just the fact the somebody said 'fire,' immediately in my mind I knew 'we're gonna egress' no matter what it is, even if it's just a little poof of smoke back there- um I had aborted the aircraft for a fire, I was going to egress the aircraft. I was going to be the most conservative I could be at that point; so I knew right away as I was going through the- the decision was already made in my mind. As I

was doing the abort I knew ‘we’re going to egress’ and that’s why I said on the um- before I even told the crew I told tower ‘hey, we’re going to egress on the runway’ and then I told the crew right after that on the interphone that we were going to egress. So, yeah.

[Pilot Member] **:** That’s all the question I have, sir.

[President] **:** Nope, I don’t have any others.

[Pilot Member] **:** Alright, we’ll conclude. If no one has any further questions, we will now conclude this interview. I would like to remind you again that you are not- you were not offered a promise of confidentiality and that your statement is not protected and will be released to any follow-on investigation of this mishap and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today in regards to this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[Mishap Pilot] : Okay, thank you.

R2. CAPT [Mishap Co-Pilot] (MCP)

R2.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

I, [Mishap Co-Pilot] O-3 343rd, have been advised by _
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-4848
(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.

[Mishap Co-Pilot]

Capt / O-3
Name (Last, First, MI) and Rank/Grade

Copilot
Duty Title

Signature

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF: [Mishap Co-Pilot]

Capt / O-3

Name (Last, First, MI) and Rank/Grade

Co Pilot

Duty Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR 2015. Crew position (as applicable) Co-Pilot. Time you began duty 1400.

1. I, [Mishap Co-Pilot] (Name), O3 (Grade), 343RS (Organization) have been advised by _____ (Name/Rank of Investigator) of the following:
   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

SHOWED UP TO SQUADRON AT 1400 ON 30 APR 2015 FOR MISSION BRIEFS. STEPPED TO BUS @ 1600. ARRIVED TO TAIL 848 @ 1630. JET WAS NOT READY TILL 1638, WHEN WE WERE GIVEN THE FORMS. WE WERE TOLD BY MX THE AFT LAV WOULD NOT FLUSH. ENTERED THE JET AND IT SMELLED OF URINE. NORMAL PRE-FLIGHT UP UNTIL ENGINE START. ENGINES #3, 4 + 1 STARTED NORMAL. ENGINE #2 STARTER VALVE FAILED TO OPEN WHICH DELAYED US. OUR TECH ORDER DIRECTED US TO PERFORM MANUAL STARTER OPERATION. #2 ENGINE STARTED NORMAL AFTER THAT. CONTINUED WITH NORMAL TAXI, CLEARED BACK TAXI AND THEN RIGHT INTO NORTHWEST HAMMERHEAD TO WAIT FOR ARRIVING TRAFFIC. COMPLETED TAXI CHECKLIST ON RUNWAY AND CLEARED OFF RUNWAY TO HOLD SHORT. PLAN WAS A LEFT SEAT, 30° FLAP, AC OFF TAKEOFF. ONCE ARRIVING TRAFFIC WAS CLEAR, WE WERE CLEARED LINEUP AND WAIT. WE WERE THEN CLEARED FOR DEPART R/L, SO THE AIRCRAFT COMMANDER SET N1'S TO 40-45% AND RELEASED BRAKES, ADDED FULL TAKEOFF POWER. I PUSHED UP THE THROTTLES TO AROUND 89% N1. SOON AFTER THERE WAS A LOT OF CHATTER OVER MY HEADSET AND IT TOOK A COUPLE OF SECONDS TO REALIZE THAT OUR BACKEND WAS CALLING "FIRE". THE AC ABORTED THE TAKEOFF SOMEWHERE FROM 45 – 70 KNOTS. I VERIFIED THE STEPS WERE COMPLETE, AND THE AC RADIOED TO TOWER THAT WE ABORTED. THEY ASKED THE NATURE & WE RESPONDED WITH A FIRE & TO ROLL THE FIRE TRUCKS. THE NAV PREPARED FOR THE EGRESS WHILE THE PILOT & I CLEANED UP THE AIRCRAFT CONFIGURATION & INITIATED THE GROUND EVAC CHECKLIST. WE ELECTED NOT TO PULL THE FIRE SWITCHES. WE THEN EGRESSED THE AIRPLANE THROUGH THE CREW ENTRY CHUTE. I WAS UNAWARE OF THE EXTENT OF THE FIRE TILL I WAS OFF THE JET. WE MET UP IN A GRASSY AREA & GOT A HEADCOUNT AND WAITED FOR RESPONDING VEHICLES.

"The above statement is true to the best of my knowledge and belief." Signed. _____ Date. 30 APR 15

R2.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print) [Mishap Co-Pilot] (signature)

[Medical Member]

ISB or SIB Investigator Administering This Form: (print)

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0600, 8HRS, 0, WELL RESTED

TIME ARRIVED AT WORK: 0700

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0820, OATMEAL, COFFEE, PROTEIN POWDER AFTER WORKOUT

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
FED WALK, WORK

LUNCH: (What time did you have lunch? List all food and drinks consumed)
DONT REMEMBER

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
DONT REMEMBER

TIME DEPARTED WORK: 1500

DINNER: (What time did you have dinner? List all food and drinks consumed)

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
WORKED OUT, PROTEIN AFTER WORKOUT

TIME YOU WENT TO SLEEP: 1100?

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

DAY 2 (48 HOURS PAST)

[Mishap Co-Pilot]

NAME (LAST, FIRST):_____ SSAN:_____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0600, 7 HOURS, WELL RESTED

TIME ARRIVED AT WORK: 0730

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0630, CEREAL, FRUIT, COFFEE

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
WORK

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1300, PHO, WATER

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
WORK

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed)
PORK PIE, LETTUCE, WATER, MILK

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
WATCHED SPORTS GAME, WEDDING PLANNING

TIME YOU WENT TO SLEEP: 0130

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

[Mishap Co-Pilot]
NAME (LAST, FIRST):__ _____ SSAN:_ ____

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0730, 6 HOURS, FELT RESTED
TIME ARRIVED AT WORK: 0900

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0730, BOILED EGGS, COFFEE, PEANUTS, LOWAN WATER + [illegible]

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
MISSION PLANNING

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200, PORK SANDWICH, ASSORTED NUTS

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
MISSION PLANNING

TIME DEPARTED WORK: 1700

DINNER: (What time did you have dinner? List all food and drinks consumed)
1900, TACO SALAD, MILK

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
MOW THE LAWN, CLEAN DISHES

TIME YOU WENT TO SLEEP: ~1100

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

[Mishap Co-Pilot]

NAME (LAST, FIRST):_____SSAN:__

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) WOKE UP AT 8:00 AM. GOT 8.5 HOURS OF SLEEP. SLEPT GOOD THROUGH THE NIGHT.

TIME ARRIVED AT WORK: 1400

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

~ 0830 OR 0900. TEA, BANANA, EGGS, CHICKEN, SPINACH

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TRX FREEWORKOUT, WORKED OUT, TUNA PROTEIN + CREATINE, WASHED DISHES

LUNCH: (What time did you have lunch? List all food and drinks consumed)

1200, CHICKEN SALAD

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

WALKED MY DOGS

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)

PIZZA (1 SLICE AFTER IFE), CUP OF COFFEE (AFTER IFE)

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

FILLED OUT THIS FORM

TIME YOU WENT TO SLEEP: N/A

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) NONE

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530

STEP TIME: 1600

TAKE OFF TIME: 1830

MISHAP TIME: 1830

[Mishap Co-Pilot]

NAME (LAST, FIRST):_____ SSAN:_____

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The **7** ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME [Mishap Co-Pilot] RANK CPT SSAN

Mishap day: Date 30 APR 15 :
8.5 HRS SLEPT

1 day prior to mishap: Date 29 APR 15 :
6 HRS

2 days prior to mishap: Date 28 APR 15 :
7 HRS

3 days prior to mishap: Date 27 APR 15 :
8 HRS

4 days prior to mishap: Date 26 APR 15 :
7 HRS

5 days prior to mishap: Date 25 APR 15 :
7 HRS

6 days prior to mishap: Date 24 APR 15 :
7 HRS

7 days prior to mishap: Date 23 APR 15 :
7 HRS

R3. [Mishap Navigator] **(MN)**

R3.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

NON-PRIVILEGED WITNESS STATEMENT

30 APR 2015
(Date)

[Mishap Navigator]

1. I, _____ 55DSS _____, have been advised by
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 30APR involving 64-4848
(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.

[Mishap Navigator]

CAPT / O-3E
Name (Last, First, MI) and Rank/Grade

Flight Commander, Aircrew Flight Equipment
Duty Title

—
Signature

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF:

[Mishap Navigator]

CAPT / O-3E

Name (Last, First, MI) and Rank/Grade

Flight Commander Aircrew Flight Equipment

Duty Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR 2015 Crew position (as applicable) NAVIGATOR Time you began duty 1400

1. I, [Mishap Navigator] (Name), O 3E (Grade), (SSAN), 55OSS / 343RS (Organization) have been advised by (Name/Rank of Investigator) of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

I heard numerous personnel yelling FIRE repeatedly. I notified Command Post then exited the aircraft thru the crew entry chute, installed the chocks then ran to our egress rendezvous point and began conducting a head count. There was a light white smoke visible when the fire department arrived. As they began to enter the aircraft and started fighting the fire from the inside the flames began to break the surface and continued as two fire trucks came around and began spraying the flames.

"The above statement is true to the best of my knowledge and belief." Signed _____ Date 1 MAY 2015 / 0019L

R3.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____.
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

[Mishap Navigator]

Statement Completed By: (print) _ _____ (signature) _

[Medical Member]

ISB or SIB Investigator Administering This Form: (print) _

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) I was on leave. Woke up @0900. I slept very well

TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1000 coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Took mom to airport

LUNCH: (What time did you have lunch? List all food and drinks consumed)
Ate popcorn at the zoo

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
walked around the zoo Drank water

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)
Sandwiches at home

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
took kids to swim practice

TIME YOU WENT TO SLEEP: 11PM

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
No Alcohol

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) No medications

DAY 2 (48 HOURS PAST)

[Mishap Navigator]

NAME (LAST, FIRST): _____ **SSAN:** _____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0700 . well rested

TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0800 Tilapia, brown rice & tea

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Work e-mail . Drank tea

LUNCH: (What time did you have lunch? List all food and drinks consumed)
went to gym

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
1200 Ate Tilapia brown rice & tea

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)
5PM Leftover Cuban food

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
took kids to soccer practice Drank water

TIME YOU WENT TO SLEEP: 10 PM

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

[Mishap Navigator]

NAME (LAST, FIRST): _____ SSAN: _____

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0730

TIME ARRIVED AT WORK: 0900

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0800 Cereal & oatmeal

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Mission Planning

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1230 Tilapia, brown rice and water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Mission plan

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)
1740

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Took kids to kung fu practice. Ate a bacon and chicken foot long from Subway with cheetos and water

TIME YOU WENT TO SLEEP: 1100

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
none

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

[Mishap Navigator]

NAME (LAST, FIRST):_____ SSAN:_____

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
1000 Ate a Santa Fe Skillet at Village Inn.
TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Ate @ Village Inn and went to Tinker

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1206 Same as breakfast

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Stayed to work at 1400 for the flight

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME YOU WENT TO SLEEP:

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME:

STEP TIME:

TAKE OFF TIME:

MISHAP TIME:

NAME (LAST, FIRST):_____ **SSAN:**_____

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME [Mishap Navigator] RANK CAPT SSAN

Mishap day: Date 30 APR 2015:

1 day prior to mishap: Date 29 APR 2015:
11 hrs of sleep

2 days prior to mishap: Date 28 APR 2015:
10 hrs of sleep

3 days prior to mishap: Date 27 APR 2015:
8 hrs of sleep
coffee
e-cig

4 days prior to mishap: Date 26 APR 2015:
8 hrs of sleep
coffee
e-cig

5 days prior to mishap: Date 25 APR 2015:
6 hrs of sleep
coffee

6 days prior to mishap: Date 24 APR 2015:
4 hrs of sleep
coffee

7 days prior to mishap: Date 23 APR 2015:
4 hrs of sleep
Coffee

R4. CAPT [Mishap Raven 1] **(MR1)**

R4.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 APR 15
(Date)

1. I, [Mishap Raven 1] O-3 [redacted], have been advised by
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 APR involving RC 135 V TAIL 64-14848
(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.

[Mishap Raven 1] CAPT /O-3
Name (Last, First, MI) and Rank/Grade

TACTICAL COORDINATOR
Duty Title

/

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF: [Mishap Raven 1] CAPT / O-3

Name (Last, First, MI) and Rank/Grade

TACTICAL COORDINATOR

Duty Title

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR 15 Crew position (as applicable) INSTRUCTOR TE Time you began duty 1400L

1. I, [Mishap Raven 1] (Name), O-3 (Grade), 343OS (Organization) have been advised by (Name/Rank of Investigator) of the following:
   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

PREFLIGHT
SIGNED TO THE JET AT 1645L AND REVIEWED FORMS W/ EGRESS TE, STUDENT TE, IP, CREW, AND EVALUATOR. MAINTENANCE NOTIFIED US THAT AFT LAV WAS INOP AND THEY HAD TROUBLESHOOTED IT NOT TO FLUSH. I ASK FOR CLARIFICATION REGARDING FLUSHING SWITCH AND THEY INFORMED US IT WAS DISABLED.

DURING PREFLIGHT W/ MY STUDENT WHO INSTALLED ALL THREE HOSES, I ENSURE THEY (HOSES) WERE INSTALLED IAW T.O. PROCEDURES & REVIEWED IAW DAILY CHECKLIST. ∅ WSO'S WERE NOT PRESENT AND I MADE IT HIGHLIGHT TO MY STUDENT. DURING THIS TIME [MASE3] (CREW Z/LATE) & [redacted] WERE DISCUSSING ABOUT RECIRCULATION CAN HOW BOTTLE AND WERE NEAR THE FILLER PORT NEAR THE CANOPY. THEY WERE DISCUSSING ABOUT PRESSURIZING IT SINCE IT WAS BELOW 50 PSI (IAW T.O.) & HOW GOING TO NOTIFY GROUND MAINTENANCE OR AFE. MY STUDENT & I PROCEED TO INSPECT THE HARNESSES NEAR THE EGRESS HATCH (LEFT) WAS WORKING W/ GROUND MAINTNCE TO OBTAIN REQUIRED FLOOR HOOKS FOR HARNESS.

ENGINE START:
PRIOR TO ENGINE START, THE CALL LIGHT DID NOT INITIALLY ILLUMINATE DURING CREW REPORT BUT HOURS LATER THROUGH IT DID ON ITS OWN. POSN 3 WAS UNABLE TO ACCOMPLISH "CALL" CHECK UNTIL SEVERAL MINUTES
ENGINE START WAS NOW STANDARD AS THE NO2 (LIGHT?) DID NOT ILLUMINATE UPON ROTOR (AC & CP SAW) & MANUAL ENGINE START ON NO2 WAS ACCOMPLISHED AT 2244Z.

TAXI
I PROCEEDED TO THE NAV2 POSN & MONITOR BOTH FLIGHT DECK COMMS & RADIO COMMS WHILE WAS LATER INSTRUMENTAL
DURING T/O ROLL AT 2325Z WHILE IN MAINS STEER WAS DECEL SL (2 JOINTS AT 45KTS) PUT NET, INTERPHONE CALL NOT, TWR TRANSMITTED AT ONCE WITH VARIOUS PEOPLE STEPPING ON EACH OTHER SHOUTING FIRE. PILOT ASKED DO NOT ∅ WHAT IS BEING CALLED AS HE BEGAN TO SLOW DOWN THE AIRCRAFT. I THEN RE STATED THERE IS A FIRE - - - AT THIS POINT HE ACCOMPLISHED HIS BOLDFACE & CHECKLIST.
CROSS
ONCE THE AIRCRAFT CAME TO A STOP I SLOWED OUT OF MY SEAT OPEN THE FLIGHT DECK ESCAPE DOOR SAW THE SMOKE (WHITE), TE EN OXYGEN AND PROCEEDED TO CLIMB THE LADDER.

"The above statement is true to the best of my knowledge and belief." Signed: _____ Date: _____

ONCE I GRABBED THE LADDER APASSED IT TO THE NAV AND UPON MY RETURN FOR THE CHOCKS I SAW THE COMPARTMENT QUICKLY FILLING W/ WHITE SMOKE & SAW SMALL ORANGE LIGHT WHICH I PERCEIVED TO BE FLAMES IN THE AFT SECTION OF THE AIRCRAFT. ~~EXIT~~ ONCE I THREW DOWN THE CHOCKS, I JUMP OUT OF THE WAY TO

ALLOW THE BUILD UP/BOTTLE NECK OF CROSSING CREW TO EXIT. ONCE OP 16 ARRIVED & WENT DOWN I JUMP DOWN THE LADDER.

POST CROSS

ONCE I WAS FORMED UP AT CROSS POINT I SAW SMOKE COMING OUT OF THE TOP OF THE PLANE. WHITE/BLACK SMOKE NEAR THE WGS ANTENNA. SHORTLY AFTER 1636L/2336Z I WITNESS AN INCREASE AMOUNT OF SMOKE AND HEARD NOISES EMINATING FROM AFT SECTION OF AIRCRAFT.

R4.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print) [Mishap Raven 1] (signature) _____

ISB or SIB Investigator Administering This Form: (print) [Medical Member]

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
woke @ 0700, slept 8 hrs, got up at 0300 to urinate. medium rested
TIME ARRIVED AT WORK: 0730L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0700, drank coffee, ate oatmeal & raisin bran

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
drank coffee, h2o, debriefed my student and observe a mission planning situation. met public health.
LUNCH: (What time did you have lunch? List all food and drinks consumed)
skip

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
submitted my training report on my student
drank diet coke

TIME DEPARTED WORK:
~~0900~~ 1600
DINNER: (What time did you have dinner? List all food and drinks consumed)
1800 walk w/ wife & dogs. fiberone bar
snacked on chips/almonds. dinner was nebraska ribeye
EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
coffee, H_2O, TV.

TIME YOU WENT TO SLEEP: 2300L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
Ø

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
10mL LORATADINE

DAY 2 (48 HOURS PAST)

NAME (LAST, FIRST): [Mishap Raven 1] _____ SSAN:

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) SLEPT 8HRS
0700L & WOKE 0300 TOILET DOGS OUT - MEDIUM TO WELL RESTED
TIME ARRIVED AT WORK:
0745L
BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
FIBER ONE BAR & COFFEE

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
SHOWED TO ACE FOR REFRESHER COURSE.

LUNCH: (What time did you have lunch? List all food and drinks consumed)
SKIP LUNCH went to Dental @ 1100L.

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
went home after dental visit with snack on almonds returned to base checked in office
had Gatorade return to ~~work~~ course and had labs done for phil & pre deployment labs
return to vet @ 1300, then home then FLT MOD. THEN BACK TO BASE VIL 1730L.
1430
TIME DEPARTED WORK: 1730L

DINNER: (What time did you have dinner? List all food and drinks consumed)
ATE AT 1900L AFTER WALK W/DOGS & WIFE. ASIAN STYLE DINNER
~~PRE SLEEP SNACK~~ DRANK coffee
EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
SLEPT AT 2300
watch TV w/ WIFE
TIME YOU WENT TO SLEEP: 2300L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

[Mishap Raven 1]

NAME (LAST, FIRST):_____ SSAN:_____

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? ~~How~~ many times did you get up? When you woke up, how rested did you feel?) Slept 8HRS

WOKE 0700 ~~Slept~~ 7 HRS well w/ slight headache

TIME ARRIVED AT ~~WORK~~: 0730

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

Had coffee & skipped Breakfast

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

Stood to SCIF to Discuss MSN planning.

LUNCH: (What time did you have lunch? List all food and drinks consumed)

AT CUP O NOODLE AT NOON, DRANK DIET Coke

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

MSN planning, DRANK coffee

TIME DEPARTED WORK: 1730

DINNER: (What time did you have dinner? List all food and drinks consumed)

1800 - SUSHI w/ WIFE. DRANK WATER & WINE

SNACK OF cheese sticks & Yogurt

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

2210L - WENT TO BED

TIME YOU WENT TO SLEEP:

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

1800 - 2 glasses of WINE (MERLOT) AT SUSHI place FINISHED AT 1930.

With my WIFE (Shared both glasses)

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

None

DAY 4 (TODAY)

WAKE UP TIME: **(What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)**
0700L, SLEPT 12 HRS... well rested. TOOK 20mL OF LORATADINE
TIME ARRIVED AT WORK: 1345L

BREAKFAST: **(What time did you have breakfast? List all food and drinks consumed)**
ATE EGG SANDWICH AT 1200L, DRANK COFFEE

MORNING ACTIVITIES: **(List all the things you did, all food and drinks consumed)**
TALKED TO WIFE, COOKED HER FOOD... FED DOGS.
DRANK COFFEE

LUNCH: **(What time did you have lunch? List all food and drinks consumed)**
DID NOT, ~~DRANK MONSTER~~ DRANK GATORADE

AFTERNOON ACTIVITIES: **(List all the things you did, all food and drinks consumed)**
1400 - CALLED LNO
1415 - CREW LOCOOR MEETING
1530 - CREW BRIEF, DRANK DIET PEPSI
1600 - STEP AIRCRAFT
2230 DRANK 16oz Rock MONSTER
~~0000~~ - DRANK COKE.

TIME DEPARTED WORK:

DINNER: **(What time did you have dinner? List all food and drinks consumed)**

EVENING ACTIVITIES: **(List all the things you did, all food and drinks consumed)**

TIME YOU WENT TO SLEEP:

ALCOHOL CONSUMPTION: **(List all types, amount, and times consumed)**

MEDICATIONS: **(List all medications take, prescription and over the counter, dose and time consumed)**
20mL LORATADINE

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530L

STEP TIME: 1600L

TAKE OFF TIME: 1826L

MISHAP TIME: 1826L

NAME (LAST, FIRST): [Mishap Raven 1] SSAN:

~~14~~ 7 DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The ~~14~~ 7 day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME [Mishap Raven 1] RANK Capt SSAN

Mishap day: Date ~~5/1/15~~ 4/30/15

coffee 5:30 AM
Coca-Cola 12 noon PM
Diet coke 6 pm
coke pm

1 day prior to mishap: Date 4/29/15:

1800- DRANK TWO GLASSES OF WINE / SHARED LIVING W/ WIFE.
1930 - DRANK WATER.

12 hrs sleep

2 days prior to mishap: Date 4/28/15:

7 hrs sleep
coffee

3 days prior to mishap: Date 4/27/15:

7 hrs sleep
coffee

4 days prior to mishap: Date 4/26/15:

7 hrs sleep
coffee

5 days prior to mishap: Date 4/25/15:

7 hrs sleep
coffee

6 days prior to mishap: Date 4/24/15:

7 hrs sleep
coffee

7 days prior to mishap: Date 4/23/15:

7 hrs sleep
coffee

R4.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11MAY15
(Date)

I, I, [Mishap Raven 1], O-3, 348ARS, have been advised by [Pilot Member]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30APR15 involving RC-135V, TAIL 64-14848
(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.

[Mishap Raven 1] Capt/O-3
Name (Last, First, MI) and Rank/Grade

TACTICAL COORDINATOR
(Duty Title)

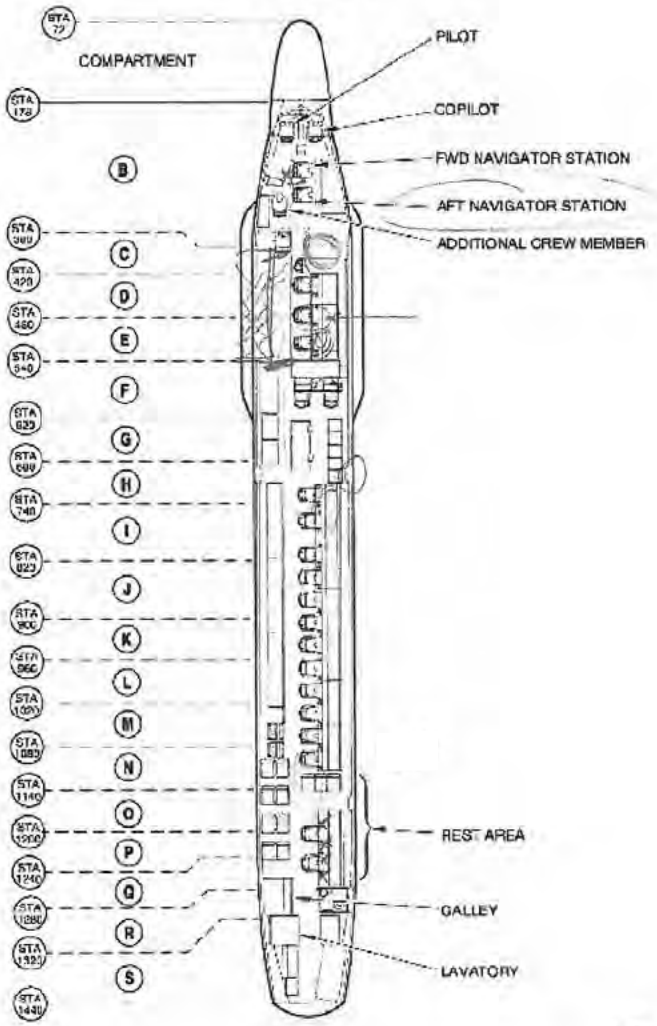
Signature

[Mishap Raven 1]

11 May 15

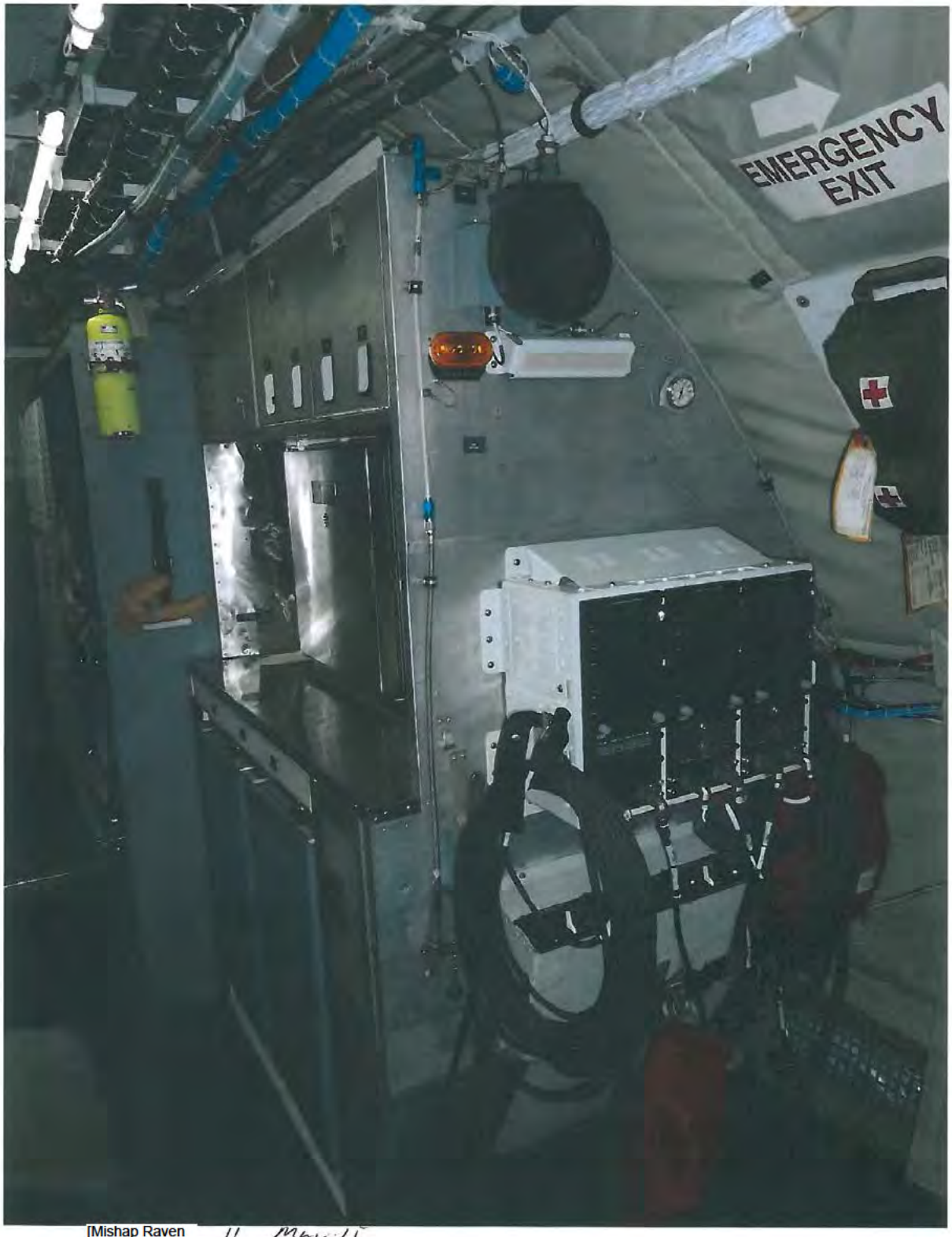
Aircraft Diagrams

RC-135 V / W



[MN]

1-19



[Mishap Raven 1] 11 May 15

SIB Interview of Capt [Mishap Raven 1]

Role: **Tactical Coordinator**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **11 May 15**

[Pilot Member] : This is a non-privileged interview with [Mishap Raven 1] being conducted on 11 May 2015 at 11:36 local by [Pilot Member] for the Safety Investigation Board convened for the recent mishap. We're investigating this mishap involving an RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap and in order to prevent recurrence. A promise of confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand the promise of confidentiality has not been extended to you?

[Mishap Raven 1] : Yes.

[Pilot Member] : For the record would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

[Mishap Raven 1] : , Captain, 343rd, and witness.

[President] : , Board President.

[Pilot Member] : , Pilot and member. How you doing today?

[Mishap Raven 1] : Not too bad.

[Pilot Member] : Good. So uh, if we could just start off with uh, the events of the day, as you saw them.

[Mishap Raven 1] : Yep. Uh, so the events of the day, um, I'm gonna go chronological, with pre-flight, so, um, I was the instru-, uh, a instructor for a requal for a tactical coordinator, for who was my student. I was his instructor of record. Um, so we were walking through the raven-x uh pre-flight, which uh, it includes, uh, prepping emergency equipment, uh, checking the hatches, and then, um, verifying the form 46 ac-accomplishment designated by the aircraft commander. So that was during pre-flight, so walking with him, uh, we walked to all the different stations, did demo-performed, and reviewed regulations and applicable, uh, directives and according to the expanded checklist which was uh provided by OGD for baseline 11 so specific dis- height … the preflight dis-equipment. So and so forth. Um, as we were pre-flighting and we went near the aft-hatch, and I was doing another demo-perform of installing the aft-hatch, uh, and what I highlighted was, there's uh, oxygen lines by the hatches, when you're installing, they look similar to these kinda lines, they're the oxygen refiller port lines-

[President] : Mhm.

[Mishap Raven 1] : There's some by the hatches, both the l- right overwing hatch, and near the aft-hatch there's some lines. So-

[President] : These 2, right on this side here?

[Mishap Raven 1] : Yes sir.

[President] : Ok

[Mishap Raven 1] : Yep so there's a refiller port area, right here um, there's- you can actually see the lines right here, and so when you pull out the door by the right overwing hatch those-tho- highlighted note that I covered with my student – I'm like, Hey, careful not to nick these lines, 'cause in event of a fire, you have spark, now you're introducing a high source of oxygen under pressure, so. I was highlighting as we proceeded to the aft compartment, and started working in the aft-hatch, doing a demo-perform again of how to install the hatch correctly, according to the expanded checklist, uh, that's when I noticed the two ACE's, um, ACE 2 and ACE 4, uh, they were discussing the um, they had an oxygen bottle in hand-

[President] : Mhm.

[Mishap Raven 1] : And they were talking about purging it or not purging it. Um and having maintenance, ye-uh, come up or not come up. And that's what they were discussing. Now I didn't hear the rest of the conversation, cause I was watching my student install the hatch, so my priority was, was not screw up the hatch. But that was something that was in discussion, um, and they were near this oxygen line here. That was during pre-flight. So I don't know what everybody- what became- uh, did they refill that tank or not, um, they were on headset, so they may have communicated that to the tactical coordinator which was [Mishap Tactical Coordinator]

[President] : Mhm.

[Mishap Raven 1] : That was his evaluation. But, again, that was one of the low CRN points where I didn't know if he was talking to them. But again, I checked the hatch, and when we were done, they were, I don't know, about gone. And we proceeded with our checklist, uh-

[President] : Ok

[Mishap Raven 1] : As we were proceeding with the checklist we verified that all the fire extinguishers, emergency equipments as you can see right here, fire extinguisher over the crew rest, and firefighter masks and gloves were all, uh, in proper use. And, um, available. And then we had, uh, um, we did a walkthrough, a final walkthrough showing key areas where classified can be left behind. So that was preflight. Nothing out of the ordinary was seen except for when they were talking about, now- in hindsight- with the oxygen bottle, uh, the portable oxygen bottle, about refilling that or not. Um, they weren't ref- they weren't filling it at the time, they just had the bottle in hand and they were talking about that.

[President] : Ok. Is that one of the – one of the ones that under the seats?

[Mishap Raven 1] : Uh-

[President] : I think.

[Mishap Raven 1] : Uh, yep, i-i-it could – it's one of the ones that either are under the seats, it could be under one of the seats, or depends where it is. It's- we also have the same kind of bottles, by the front urinal, where they just sit right there by the breakers –

[President] : Mhm.

[Mishap Raven 1] : So I don't know where that bottle, the one they were looking at, where it belonged to, but I imagine that was part of their preflight but I don't wanna speculate. I just know they had a bottle and they were talking about it. And then we were talking about, hey see there's a filler port, in case of emergency, there's a filler port there for you to refill the bottle. Alright when we concluded uh preflight, nothing, uh, significant – uh, to note that, uh, and then at that point, I s- uh, went forward we all took our positions I stayed with my student until the cargo door was closed, the stand was removed and I walked him through all the checklist items as the Raven-X for executing so that's uh, alarm bells, uh compound checks, uh pretty much everything out of the preflight starting the engines and taxi checklist, um, from our flying checklist. Once we got to the taxi checklist and I saw that he had good oxygen on his t- that's when I went forward to my – my position, which is right here, the aft-navigator station's where I was sitting-

[President] : Ok can you just circle that for us?

[Mishap Raven 1] : Yeah.

[President] : And where was your student sitting, where did you um-

[Mishap Raven 1] : He was sitting at the raven 1 position – raven 1, raven 2, uh, I'm trying to remember where I had him sitting.

[President] : That's ?

[Mishap Raven 1] : Yup.

[President] : Ok.

[Mishap Raven 1] : Um, and so [Mishap Tactical Coordinator] is an evaluator and instructor so he was supervising my student at that point,

[President] : Mhm.

[Mishap Raven 1] : For takeoff, 'cause he can't have someone in- unqualified in the seat.

[President] Can you put 's name right there, so we know-

[Mishap Raven 1] : Yeah.

[President] : Ok.

[Mishap Raven 1] : So he supervised him and then uh, um, uh, Lieutenant was at uh, position 1, was a qual- qualified raven. So he was sitting there, uh, and then, at my position, I cou- the reason I sat on the aft-navigator uh position on the ETD 101, our con-panel, is where I can watch both the flight deck, radios, flight deck hot mic, and I can monitor what's going on on the back at

the same time. So it's a one – one of the only positions on the entire aircraft where I can listen to everyone's comms at once. Which is why I wanted that so I can keep an eye on my student. And walk him through stuff as we're taking off during the critical phase of flight.

[President] : Mhm.

[Mishap Raven 1] : Um, that became instrumental later, when the fire did happen, so, um. Alright. So we did that, uh, we started taxiing, uh, they were having problems with our clearances, I relayed information since I'm on the multinets, to the tactical coordinator without chafing the pilot while he's talking to ground and all like hey, here's our new ground frequencies, here's what the radios are programmed to, um, hey by the way they're having problems with the clearance and all that. Ok, 'cause uh, we're, it was a supporting exercise, f- for airman warriors. So at that point, I'm like, alright, we're gonna be late, uh, blah blah blah, he's giving me inputs, back to the pilot when there's a nice pause in their checklist, I'm like hey pilot, uh, talk to the TC we're recommending hey we should contact the LNO's and you know, do some coordination. So that's- that's what we did, now, once we got into the actual takeoff points, we went to the – the, we lined up, we went up, and as we're starting to rotate up, um, everything was fine, was normal, we did sanitize cockpit, he's talking about, you know, clear left clear right, you know, all the gauges look good. [Mishap Navigator] , who was senior ranking here, he was navigator, so that's where Vega was at, um, he was sitting here, he was – had his seat facing forward, I had my seat facing this direction, uh, so I can watch the comm panel so I'm not chafing the radios, and I'm watching the airspeeds, 'cause that was my concern, as the TCI I always watch airspeeds as we're doing takeoff roll like where are we at, like commit, are we at hot breaks area. So I was watching that, speeds come across, and that's what TC's do, I mean, it's part of our checklist training. Uh so I'm si- watching the speeds, and that's when I hear on ra- private, which the pilot doesn't have access to private. But I hear on private on my right ear, 'cause I do dichotic – on my right ear I hear all the radios going crazy, shouting 'Fire, fire', uh, 'there's smoke', and it just got really chaotic and this is when we were about- I remember looking at the clock, it was about 30 knots, 25-30 knots is when we were- and then –

[Pilot Member] : 35 knots you think?

[Mishap Raven 1] : About 35 knots. It was pretty quick it was 35 knots and we were like in 45 knots where people started shouting, you know, escalatory, and it's not like how they briefed like it's nice and orderly, no, everyone's freaking out. That's when they call over, interphone and call, about fire, and that's when the pilot, he's like, 'What?' because ever- it was so much chaff, everyone's drowning each other, all you could hear was just the radios which is not normal, 'cause everyone's sanitized comms. Almost I – hear people screaming.

[Pilot Member] : Mhm.

[Mishap Raven 1] : Um, and that's when I relayed to the pilot on his hot mic, I'm like there's a fire in the back, we have a fire in the- in- in – in the recon com-, I don't remember if I said recon compartment but I said we have a fire in the aircraft. And that's when he started applying his, uh his checklist.

[Pilot Member] : What speed do you think it was, then?

[Mishap Raven 1] : I would say that he started slowing the aircraft around 40 to 45 knots is when he started slowing the aircraft. Cause I remember we were slow roll and then you know how it starts building up speed-

[Pilot Member] : Yep

[Mishap Raven 1] : Uh, right at that point, it was, I know it wasn't S1, he didn't call S1 yet, no, it- that was one of my key airspeeds that I look for – about 90 knots ish. And we didn't hit that yet and we didn't hit hot brakes either. Now my notes and my can- I don't know if you guys have it on the jet or whatever but it has the speeds I was writing down in there. And I gave a copy to, uh, Major, uh, , I gave him where I was writing some of the notes. Cause that's what I – tacking off speeds. Um, so there was on that sheet, that paper I gave him, has uh, the different speeds that were briefed for the takeoff brief. But that's where we heard that, there was a fire. As soon as I saw him slow the aircraft down, um, and there wasn't like a - he had uh – cause we were kinda taking off – this is aircraft – we're taking off and we're kinda, you know, braking all the sudden and all that, as soon as we – not – we didn't come to a complete stop, but as soon as it was manageable that's when I jumped outta my seat, I took my time, got out all the way, pushed out my harnesses, pushed in the seat – clear for egress route – again this is training, this is all kicking in, and put my hand on the door, make sure it wasn't hot, opened it, looked to see how bad is the fire, that's when I, when I open it, and we're still, we're still moving, we're not at a complete stop, we're not going that fast – look back and see all the smoke, it's – the TC was on oxygen so were the ravens, they were on oxygen, so that's my – Major , and [Mishap Tactical Coordinator] , they're all on oxygen, that's when I look back a little to the right. It's just smoke, you can't see anything in the aft-galley area 'cause it's completely white out, um, so, proceeded, grab the ladder, put rod it up front, [Mishap Navigator] was already opening the chute, came back to get the chocks, as briefed, for EP. When I was getting the chocks, I looked over to see, you know, what was going on, again with the fire, that's when I saw the flickering orange lights, so I can't say that's a quantifiable flame, but through the haze and all that's when I saw the flickering orange after when I was getting the chocks. And so that's when I passed the chalks, and the second I passed the chocks that's when uh [MASE1] was already, cause everyone was lining up, you know like hold on, we gotta chock the aircraft, like we're, we stopped, but, uh, you know, we're still following safety here, like we don't want the plane moving, so we dropped the chocks, once you drop the chocks – I just jumped out of the way. Instead of going down the chute, 'cause they were like, well, bottom and all that – I just jumped out of the way, once we threw the chalks down on the floor. Though, that makes kinda sense, I was kinda like, 'Here's the – where's the – crew entry chute.. tshtsh…uh.."

[Pilot Member] : It's right… there.

[Mishap Raven 1] : Ok. So, because I didn't want to hit people, because I came like this, with the chocks, grate was up, call grate up, [MN] did that, I stood right here, threw the chalks down and then everyone just proj- proceeded to egress out and I just stayed out of the way I just jumped back here as people egressed out. Once I saw Chief then I went down. And then uh I let the pilot know I'm down, I'm out of the way. And then the TC, uh per checklist, he uh, notified the pilot, I – I wasn't everybody he told to notify the pilot, hey, last man's out. But I saw [Mishap Tactical Coordinator] coming out right behind Chief so he- he did the final sweep of everyone in that recon compartment. So, we jumped down and then, uh, I think that's also when Major came

down, either before, or after, I don't remember when Major - he was evaluator for [Mishap Tactical Coordinator] 's, so he also, uh, came down the chute. And then we just egressed orderly, we just lined up over here, off to the side, everyone was already lined up in 3 rows, as briefed. Um, did a re-verify the quick headcount. When I turned around, we were all lined up, you could see smoke coming here so where the WGS an –

[Pilot Member] : Mhm

[Mishap Raven 1] : Uh antenna is, uh, slightly aft of it, uh, so here is the WGS antenna – and here is the nose of the aircraft here's the antenna – you can see smoke coming out from that from the WGS antenna. Like, just behind it. And then, shortly later is when the firefighters were rushing in, and then that's when we saw the flames uh burst through.

[Pilot Member] : Thank you.

[Mishap Raven 1] : Now, from my vantage point, I couldn't see the licks of flames or anything that people were saying but I did see the smoke, uh, it was white, and became black, brown. And then we all heard like a popping sound. And once we heard the popping sound, that's when we all backed up. Like, like we went further than what was briefed. There's our standard briefing distance for egress, we went further back, like –

[President] : [Laughter]

[Mishap Raven 1] : Once you hear popping sounds. And you saw the firefighters running from the plane, 'cause that's what we saw. So we saw one firefighter running from the plane, I don't know what he was doing, again, they were fighting the fire, so we have no idea what they were doing but we saw him running. And that's what uh, um, was concern for us. So… so. We saw that and that's when we backed away. 'Cause we see firefighters running and you hear popping sounds, and then we're like well, this is getting pretty ser… uncontrollable. So, we backed away, they did their center firefighting and all that, um, alright, so that was – that was pretty much it. They – um, that finished. Um, once we did hear popping that's when it was heavy smoke we saw coming from the WGS, just looked like someone opened a huge vent of smoke coming through. Um and that point it was uh, uh it was – it wasn't full on black but it was kind of a brownish-black color if that makes sense.

[President] : Yeah, and you said that, you saw that before the firefighters got there?

[Mishap Raven 1] : Yeah. And once we heard the popping, um, b- uh, well, let me go back, I saw greyish and brownish smoke coming out there, but it wasn't heavy. Once the firefighters got there, as they were getting in the aircraft that's when we heard the popping sounds and we heard that greyish fight- that- and that's when we saw one firefighter run out. I don't know what he was doing I don't know if he was getting more equipment or what, but.

[President] : Ok

[Mishap Raven 1] : That's when, um, uh, what was going on. And then, once this was done, in terms of them holding the fire and all that, and I talked to the firefighters over here, at the nose of the aircraft – what is that, 100 meters 200 meters, I don't know – it was a good distance – talked to the firefighter guy, I didn't get his name, um, he had the goatee. He was talking about, um, yeah

when they went into those things they had flames, on the ground, it was spreading everywhere, the plastic was all bubbling, so he was giving us his eyewitness account like, what he was seeing, like 10 minutes ago. And this was, this – yeah, we came in and we were saw flames saw flames c- c- clim- crawling on the ceiling, walking forward, towards uh, the bulkhead, so I was like alright, and like well, how bad was it. And then we saw it on fire with the oxygen, and that's why we were trying to kill the oxygen, uh, source to it. But eventually it just killed itself. Uh, the oxygen source. Later, as we went back and walked in he was talking about 'Yeah, I think what happened was, because you guys all had your oxygen masks on emergency and all that, it depleted the oxygen source from the LOX.'

[President] : Hm.

[Mishap Raven 1] **:** So that's what he talked to us about there to myself and to [Mishap Pilot] the aircraft commander 'cause all three of us we were all talking and it was [Mishap Tactical Coordinator] we were all talking being like hey, what's happening, what's going on. Alright. Once the fire chief cleared us to go into the aircraft that's when I went into the aircraft to retrieve the classified. I was one of the designated members-

[Pilot Member] : Mhm.

[Mishap Raven 1] : To retrieve classified. [Mishap Pilot] escorted us but he stayed outside the aircraft, I went inside the aircraft, um, [MASE3] I wanna say went up, um, I don't remember who the rest was. There was 5, 6 of us total that were designated and that was it. We weren't gonna allow anyone else up for the investigation. Uh we went into the aircraft, uh, as I was walking in, ch- uh, everyone's stuff was thrown everywhere. And I don't blame the firefighters trying to fight it. So, the way how the compartment looked like from what we egressed looked very differently. So that was the big thing I wanted to make sure to highlight like, it was a clear egress route. Because that was another lesson I was current with my students making sure once the corridor is closed, all the crap, all the pubs, uh, everyone's progear –

[Pilot Member] : Mhm

[Mishap Raven 1] : Needs to be lined up against the cargo door, not in the center aisle. Now, all that stuff was thrown around everywhere. So, that also was 'cause they probably opened the cargo door, the firefighters, at one point and he kicked stuff out of the way.

[Pilot Member] : So you gotta stack stuff in front of the cargo door or strap it down or?

[Mishap Raven 1] : There isn't any straps available here but it, normally, uh, crewmembers stack items right here-

[President] : Ok

[Mishap Raven 1] : Which can block your entry to the – the bulkhead door. So it's a lesson to my student, I was, uh, we moved it, cause I was physically moving all the bags, we put it all right here in this area. So that way you have a clear aisle of egress out. And there's nothing in your way blocking the door, especially if you had a high speed abort or anything, like I've had in the past. I didn't want him to worry about getting this crap out of the way while we had to egress the

aircraft. Which proved that we had to do that. But yeah. There isn't any straps or anything right here.

[Pilot Member] : Ok.

[Mishap Raven 1] : Um it's just, you have this much space, and we just moved it all to one –one side. And stacked it up and laid it down so it doesn't fly. Um, so we came back, stuff was thrown around. We grabbed – I walked around getting all the classified and then I came back here. I was the one who – who retrieved the disks that were located in position uh 15, there was 2 disks here and 2 disks right here and 16. So I actually walked all the way to the very back and saw the extended damage. That's when I saw the burned out of the top of the hole from the inside. It was humongous. I can see the scorch marks where actually the flames, yeah, added physical evidence to what the firefighter told me, the guy with the goatee, how the flames had crawled forward. And so, and I also can see the part where [Mishap Raven 2] was telling me. When he was sitting here, literally in front of this panel, right here on the far right – he said he was sitting there, he couldn't reach the fire extinguishers. Or anything, like, cause he couldn't, he was still in his seat on oxygen, he was trying to get the equipment which was about 3 rows behind him.

[Pilot Member] : Yeah.

[Mishap Raven 1] : So you can't quite reach that. You can't get this extinguisher cause you have the flames coming out right here, over that, so that's something that we all were talking about that we wanna push for a change is making the fire extinguisher be on this side of the galley or um another change that we all were talking about – and this is what we were talking about there like 'how could we have done this better' – is, having the firefighter mask and the other extinguisher are near each other but having someone actually designated in the checklist and you have to occupy the seat so you're already there and having the firefighter mask plugged in and all cause once they got the mask on they're still trying to, what I heard them, is like, trying to figure out how to plug it in, get the gloves on. At that point egress was called for the aircraft. So that's where, um, something that we all – and especially as I was walking back and seeing where all the scorch marks were, and all the fire and all the damage, like man there was – if we were airborne, uh, it would have been way worse, it would have been impossible for us to get all of that equipment in time to fight the fire. In – in honest truth that's where we were talking about, where, I would've, since I was the one who was already up, let's say we were airborne cause I would have been one of the first guys clear up by the aircraft commander so I would have been by my student, um, if that was the situation I would have grabbed it from the flight deck and ran to the back cause I had the flight deck firefighter mask and gloves there. And since I already fought previous fires I already know how to don that equipment and use it. And this is what – we were gonna cover in today and that – uh 30 April training flight on the way back from it or – was the plan, practice EPE, or, yeah, uh Emergency Procedure Evaluation, we were gonna do a practice one for Major cause he was gonna be a TC seat so I wanted him to practice fighting a fire, and it became reality.

[Pilot Member] : [Laughter]

[Mishap Raven 1] : So we actually had talked about that during mission planning, we had briefed uh, ventilation methods, uh where all the equipment's located, how a TC supposed to be the jump

master and the recon director per the DASH-1 and coordinate this entire firefighting, and how difficult it is to be on oxygen. Which became reality during [Mishap Tactical Coordinator] 's, uh, time in the seat. So this – this was – we weren't – we were planning to do this just verbally not actually do all that but um that was something that we were talking about like that was, that was uh craziness in terms of, for us to fix that.

[Pilot Member] : Hm.

[Mishap Raven 1] : Um and then the only thing that, that I noticed, um, when we were walking through and collecting all the classified – cause I didn't know the extent of the fire again, from my vantage point it was just all smoke um and a couple orange flicks when I got the chalks but one thing is, um, and [Mishap Pilot] and I both were saying, well, we had heard that the flames were like 2 foot flames and they were like, crawling on the ceiling, which means that the insulation has caught on fire now – I mean that's the only thing that we – and I saw that, like the insulation scorch marks. And that should have been in um, word should have been passed up to us to create an abandon vs an egress. And that's something that we were all talking about. But as an AC and even he said, hey, I had limited data up there. And I agree – I was right up there with you, like. All I heard was fire and we were like well is it the microwave, is it something silly? Cause that's happened to me before, smoke and fumes, sitting here on previous missions where this piece of equipment uh created a – minor electrical fire, just killed it. We can still ventilate – I know that's not so critical.

[Pilot Member] : Mhm.

[Mishap Raven 1] : But 2 foot flames vs equipment smoking that we can kill the breaker or two, that's very different. So that's something that we were talking about. Where um, with the crew, where it's like, well, maybe we need to change the way we do our briefing certificate, the OG briefing certificate where yeah, the aircraft commander will call egress, but the person closest to the emergency like to a fire or whatever they can call an abandon or pass words like hey, abandon, like the flame's like behind my neck kinda situation. Where instead of us bottleneckin' as we're trying to egress the aircraft we actually have an active fire growing, so.

[President] : So, real quick –

[Mishap Raven 1] : Yes sir.

[President] : Based off of um, wheels start to roll, word about fire happens, and the egress starts. Can you give us like a timeline, if you think, how that went?

[Mishap Raven 1] : Uh ok yeah so the aircraft is starting to roll, um, and then uh, heard fire, pilot said what, what's going on, everyone's screaming, and I'm like, and I'm going on his hot mic I'm like, we have a fire and I don't remember the exact details of the rest of the words I said but we have a fire. There's a fire in the back. And that's when I'm like ok.

[President] : How many seconds do you think that was? From roll to fire? Til you saw the fire?

[Mishap Raven 1] : Um, I don't know – it was – it was 30 knots when they call- 30 to 35 knots is when they called fire so-

[President] : Mhm

[Mishap Raven 1] : However quick it takes for the aircraft to move from 0 to 30 knots

[President] : Ok

[Mishap Raven 1] : Um, it was couple seconds before the fire got called. So we're going, going, going and then fire, and then we stopped, uh, the stop it takes about, I don't know the speed was going about 100 miles an hour in my brain but probably like 1 or 2 seconds

[President] : Mhm

[Mishap Raven 1] : When we finally stopped the aircraft, like he started taking actions. Uh, no fault of his own, just like, it just takes a little while like, to hear and then to do an immediate action. Um, and then Major also backed us up cause he said fire and he's like, fire, and like everyone starts shouting fire and he's like, ok, you know. Not normal for a takeoff procedure. And um, so actual time I don't know, I wanna say maybe, uh, from the fire was called to that say maybe 3 seconds, 2 seconds, that's a guesstimate, I mean, can do the math, distance we covered and speed. And then, to stop, let's say about a second or 2 seconds, when we started uh you know we aborted the takeoff.

[President] : Mhm

[Mishap Raven 1] : To we finally stopped, uh let's say about, 5 seconds, to when we actually like stopped,

[President] : Mhm

[Mishap Raven 1] : We had- took us a little, uh, couple seconds, to open the uh, ladder, cause we weren't even done moving yet, completely, until I threw down the chalks and that's when people were egressing so, however long that takes to decelerate.

[President] : Mhm.

[Mishap Raven 1] : Um but we already had a crew entry chute open, s- I know we stopped moving when we threw in the – the ladder, uh, so let's say from when the abort was started to that let's say about 6 to 8 seconds total. And then to chalks were thrown down immediately. So half a second.

[President] : Ok

[Mishap Raven 1] : So let's say 8 seconds when people were egressing out, so 8 seconds total from the abort, so 10 seconds, grand total. And that's being very conservative with time, I mean-

[President] : Right. I know things are moving much quicker in your mind and it's kind of hard to place. We just wanna try and figure out how long were you guys on the plane from when you figured out the fire from when you got out do you think?

[Mishap Raven 1] : Uh, it took us a little bit to get everyone out, and – cause, we threw the chalks, so we're saying 8 seconds from the abort, um, and then to get everyone off the plane it took us

about I wanna say less than a minute. So what – how short it was. You know it seemed like, people thought it was like several minutes it was less than a minute. Cause uh, you- you imagine, everyone was already bottlenecked right here, we had almost everyone actually we did have everyone in the recon compartment in the Ra- in the Ravens' side right here – we had everyone lined up here trying to go down the ladder. Cause people were going down the ladder cause it was an egress not an abandon.

[President] : Mhm. Mhm.

[Mishap Raven 1] : So they were going down the ladder, and, there was a certain point where we yelled at people and were like use the outside and just like go down quickly, don't – don't hand walk it. Cause we were sending 2 people down the ladder at a time almost so that's what I'm saying it's about 60 seconds to get the entire crew off the plane. Um and while all that was going on we- yeah we had all the smoke. Like I can see the smoke and all that. Um, going on in the aircraft. Um, flicks of orange that I saw when I was getting the chalks. But by that point, once I was already out there I wasn't even looking for orange I was making sure everyone was egressing out of the aircraft. And then uh it was myself and Major were shouting at people hurry up get off the plane get off the plane get off the plane. Uh, other than that, that was that timeline. And then, by the time I got off, I was like a couple seconds behind the last guy, so- or, before the last guy.

[President] : Right. Ok.

[Mishap Raven 1] : So that was the last, but it seems like…

[President] : Just had one other question real quick. At one point in your written statement you said that the call light was INOP or it was – there was an issue with the call light –

[Mishap Raven 1] : Yes.

[President] : Which call light?

[Mishap Raven 1] : Alright so, in the very back, actually, yep, there it is, that's the light.

[President] : The one on the galley?

[Mishap Raven 1] : Yep.

[President] : Ok

[Mishap Raven 1] : It wasn't turning on initially, but then it turned on afterwards. So one of our preflight things and I wrote that on my notes, we were having problems with the pilot call lights, was um, during preflight, we all do a call check, all the positions do a call check. So all the maintainers start – uh, starts with OP 16-

[President] : Mhm.

[Mishap Raven 1] : So you do his, so, it goes, um, crew on call-

[President] : Right.

[Mishap Raven 1] : And then it starts with OP 16, 15, and you work your way forward with all the numbers. Then you cover all the ASEs, then you call the Ravens, then the TC, and the navigator, copilot and pilot. When they called – when they first started it the light didn't turn on. We heard the audio and all that we didn't have the light. And then we tried it one more time and then the light did turn on I guess he was going through it and the light did turn on. So, that was something that we noticed that the call light initially didn't work. Cause we said, uh 16 on call, uh, um, minus a light, and then we had a problem with uh position 3, I wanna say was that position 3, the IIO, where their call button wasn't working.

[President] : Ok

[Mishap Raven 1] : Or, I don't – I can't say the button. But they were not communicating on call.

[President] : Mhm

[Mishap Raven 1] : Like there was their number and we didn't hear anything. Then we pushed the 2. Then we went back and troubleshoot cause it was like, well we're not taking off without a working call. So we tried it again. And that's when uh 3 was able to make a call.

[President] : Mhm

[Mishap Raven 1] : Say on call. I'm like, alright. You – you're able to communicate. And that light came on about right when they call 15 – cause I was standing up and I saw the light turn on. Cause uh – the TC was like hey I didn't hear the- the light – is the light working or not and that's what they were all talking about during the call check. But I was standing and so was he and so standing here, this is where he was standing, plugged in here and I was standing right here so I can see straight down like yep, I see the light now and so that's what I told him like yeah I did see the light but initially the light was not working. And then it started working.

[President] : Is that actuated by the pilot?

[Mishap Raven 1] : Yeah.

[President] : Ok.

[Mishap Raven 1] **:** Or, p- pilot or co-pilot. I don't remember um who… the flight deck activates the light.

[Pilot Member] : So how many call lights –

[Mishap Raven 1] : Are in the aircraft-

[Pilot Member] : Are in the aircraft?

[Mishap Raven 1] : Are in baseline 11?

[Pilot Member] : Well in the back, well, where would you look for a call light, just this one?

[Mishap Raven 1] : Yep.

[Pilot Member] : Ok.

[Mishap Raven 1] **:** That's the only call light. We used to have one, uh we have this one, I belie- I wanna say, I can't remember cause I'm getting all my baselines confused, the AMS has a call light also has one near him, and we used to have one where the TC sat but on baseline 11 the TC no longer has a call light. The jumpmaster is completely in the dark when the call light is activated. So.

[Pilot Member] : Alright. Did uh, the nav say anything about the call light and the flight deck?

[President] : Like ooh I'm sorry and I forgot it, or, is that normal, or?

[Mishap Raven 1] : Uh, they said something I can't remember what they said but they said something about the call light. I don't remember what they said about the call light. But they- they were talking about the call light like well do you guys see it now? Was like oh yeah ok that makes sense. So. I don't know if they just forgot to activate the switch for the light or not. Or they were uh too quick to go – you know – you call- you go- you go on call – they just push on buttons he didn't actually activate the light to start the sequence, that part I'm not too sure. If it was that or if it was an actual equipment malfunction and it started working, I'm not sure.

[Pilot Member] : Ok. I'm good sir.

[President] : Ok, I'm good too.

[Pilot Member] : Alright. Alright. Now I'll finish this statement if no one has any further questions we will now conclude this interview. I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[Mishap Raven 1] : All right, thank you.

[President] : Thanks.

R5. LT COL [Mishap Tactical Coordinator] (MTC)

R5.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 APR 15
(Date)

1. I, [Mishap Tactical Coordinator], O-5, 343RS, have been advised by _____,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 30 APR 15 involving RC-135V 64-14848
(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.

[Mishap Tactical Coordinator]

Lt Col
Name (Last, First, MI) and Rank/Grade

DO

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF:

[Mishap Tactical Coordinator] R L+Col

Name (Last, First, MI) and Rank/Grade

DO

Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 Apr 15 Crew position (as applicable) TC Time you began duty 1400L

1. I, [Mishap Tactical Coordinator] (Name) 0-5 (Grade) (SSAN) 343RS (Organization) have been advised by (Name/Rank of Investigator) of the following:

   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

On take off roll (at approx 1825L) I heard over my headsets "Fire" from multiple people. I leaned back in my chair and looked aft and saw flames coming from above the area near the microwave. I also saw white smoke coming from that area. I immediately put on my Oxygen mask. The AC directed an egress and after stopping all crew members egressed. MSgt [MAMS] informed me that he was the last one out of the back end. I followed him to the cockpit and told the AC ([Mishap Pilot]) that I was the last person out of the recon compartment. I then went down the crew entry chute and proceeded to the grassy area left of the runway to participate in the headcount. The nav ([Mishap Navigator]) conducted the

"The above statement is true to the best of my knowledge and belief." Signed. Date. 1 MAY 15

headcount and confirmed all 27 aircrew members were accounted for. 1st responders started arriving while we were conducting our headcount. Smoke & flames could be seen coming from a hole in the fuselage (aft of the WGS dome) for several minutes after we egressed the aircraft. Med techs arrive shortly and they checked each of us out. I sent 3 photos that I took while in the grass.

R5.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print) [Mishap Tactical Coordinator] ___ (signature [Medical Member]

ISB or SIB Investigator Administering This Form: (print) Capt

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST) MONDAY

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0500L / 7 hrs / Ø / Well Rested

TIME ARRIVED AT WORK: Ø650

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0515L Coffee, Bagel w/ cream cheese

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Fod walk 0700 - 0815? Mission Planning 0930 - 1200. Ate Donuts

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200L / Jimmy Johns Turkey sub / Diet coke

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Mission Planning 1300L - 1715 - Power Bar

TIME DEPARTED WORK: 1730

DINNER: (What time did you have dinner? List all food and drinks consumed)
1800L
↓
Don't remember

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME YOU WENT TO SLEEP: 2200L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) NONE

DAY 2 (48 HOURS PAST) TUES

[Mishap Tactical Coordinator]

NAME (LAST, FIRST):___ _____ **SSAN:**_

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0630L / 8.5 / 0 / Well Rested
TIME ARRIVED AT WORK: 1500L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0630L Bagel w/cream cheese, water

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Took kids to school. Took nap from 1000L-1200L.

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200L 2 clementines, Bread w/ butter, pulled pork, water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
1500L - 1900L work [redacted]. 1 turkey and cheese sandwich, 1 Diet Dr. Pepper 4 clementines, 1 Peanut Butter & Jelly Sandwiches
TIME DEPARTED WORK: 1900L

DINNER: (What time did you have dinner? List all food and drinks consumed)
1915L

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
—

TIME YOU WENT TO SLEEP: 2200L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
600 mg of Ibuprofin @ 1915
600 mg of Ibuprofin @ 2200

[Mishap Tactical Coordinator]
NAME (LAST, FIRST): _____ SSAN: _____

DAY 3 (24 HOURS PAST) WED

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0500/ 7 hrs / Ø / well rested
TIME ARRIVED AT WORK: 0645L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0515 Coffee, bagel w/ cream cheese

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Sim 0645-0845 Mission Plan 0900-1000 1000-1130 Intel Training

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1130L Charlie's buffalo chicken sub w/ fries, diet coke

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Mission Planning 1230 - 1630L, water

TIME DEPARTED WORK: 1640L

DINNER: (What time did you have dinner? List all food and drinks consumed)
1700L / Noodles & water & buttered bread

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Debrief Coaching ~~1745~~ 1745-1900 - H_2O

TIME YOU WENT TO SLEEP: 2200L

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

[Mishap Tactical Coordinator]
NAME (LAST, FIRST):_____ **SSAN:**_____

DAY 4 (TODAY) THUR

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0630L / @ 8.5 hrs / 0 / Well rested
TIME ARRIVED AT WORK: 1400L

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0630L / Banana / H_2O

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Cut grass, took nap. Coffee, H_2O

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200L Pulled pork, clementines x2, H_2O, Buttered Bread

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Crew brief, step to jet, power bar & H_2O

TIME DEPARTED WORK: N/A ... Still @ work

DINNER: (What time did you have dinner? List all food and drinks consumed)
Have not had dinner yet (LOA 2236L)

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
H_2O. Snickers Bar w/ almonds

TIME YOU WENT TO SLEEP: NA

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) 1200L 800mg ibuprofin

ARRIVAL TIME AT SQUADRON (If different than above): —

BRIEF TIME: 1530L

STEP TIME: 1600L

TAKE OFF TIME: NA

MISHAP TIME: 1826

[Mishap Tactical Coordinator]

NAME (LAST, FIRST): _____ SSAN: _____

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME [Mishap Tactical Coordinator] RANK Lt Col SSAN

Mishap day: Date 30 APR :
8.5 hours slept 800 mg ibuprofen
1 cup coffee

1 day prior to mishap: Date 29 APR :
7 hrs slept 1 cup coffee
1 Diet Cokes

2 days prior to mishap: Date 28 APR :
8.5 hrs slept 600 mg ibuprofen x 2
1 diet Dr. Pepper

3 days prior to mishap: Date 27 APR :
7.0 hrs slept 1 cup coffee
2 diet cokes

4 days prior to mishap: Date 26 APR :
8.0 hrs slept 1 cup coffee
2 x Bottles of beer (12 oz each)

5 days prior to mishap: Date 25 APR :
8.0 hrs slept 1 cup coffee

6 days prior to mishap: Date 24 APR :
7.0 hrs slept 1 cup coffee
4 x beers - 12 oz cans
2 x draft beers ≈ 12 oz

7 days prior to mishap: Date 23 APR :
7.0 hrs slept
1 cup coffee
1 small glass of scotch

R5.3. SIB NON-PRIVILEGED INTERVIEW – 9 MAY 15

Non-Privileged Witness Statement

9 May 15
(Date)

1. I, [Mishap Tactical Coordinator] O-5, 343 RS, have been advised by [Investigating Officer]
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V 64-14848
(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.

[Mishap Tactical Coordinator]

Lt Col
Name (Last, First, MI) and Rank/Grade

Tactical Coordinator
Duty Title

Signature

SIB Interview of Lt Col [Mishap Tactical Coordinator]

Role: **Tactical Coordinator**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Investigating Officer)
(Medical Member)
(Pilot Member)
(Maintenance Member)
(Aircrew Flight Equipment Member)
(Recorder)
(AFSEC Representative)

Date: **9 May 15**

[Investigating Officer] **:** OK, um, good morning everybody this is a non-privileged interview with Lt Col [Mishap Tactical Coordinator] being conducted on 9 May 2015 at 0900 local by [Investigating Officer] for the safety investigation board convened for the recent mishap. We're investigating the mishap involving an RC-135V that occurred on 30 April 15. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has NOT been extended?

[Mishap Tactical Coordinator] **:** I do.

[Investigating Officer] **:** Um, and for the record, would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness?

[Mishap Tactical Coordinator] **:** Um, [Mishap Tactical Coordinator], Lieutenant Colonel, I was the Tactical Coordinator on, on that sortie.

[Investigating Officer] **:** OK, um, [Investiga ing Officer], I'm the uh Investigating Officer.

[Pilot Member] **:** Captain , Pilot Member.

[Maintenance Member] **:** Lieutenant Colonel , Maintenance Member.

[AFEM] **:** Senior Master Seargent , Aircrew Flight Equipment Member.

[President] **:** Colonel [President], Board President.

[Medical Member] **:** Captain , Medical Member.

[AFEM] **:** Chief Master Seargent , AFSEC rep.

[Recorder] **:** And Captain , Recorder.

[Investigating Officer] **:** OK, so, just ask you a couple of questions sir and then uh, seeing as how you are the first interview um, and everybody is still trying to build a picture, uh, after, after you and I get done talking I'd like to open it up um in case anybody else has any questions for ya.

[Mishap Tactical Coordinator] **:** OK

[Investigating Officer] **:** So, uh, first things first we've read your uh statement um, and uh it seems like a very compressed uh, event.

[Mishap Tactical Coordinator] **:** I would say so.

[Investigating Officer] **:** But if you could just take me through it one more time.

[Mishap Tactical Coordinator] **:** Starting from the chocks? Or from…

[Investigating Officer] **:** Um, if you want starting from the chocks but

[Mishap Tactical Coordinator] **:** Well cause I, yeah I'll start there because it was a little non-standard. Um, we normally start 3, 4, 1, 2, and we got 3, 4, 1 started and then 2 um, it was not starting so they had to pin open um, the starter valve? I dunno

[Investigating Officer] **:** Manual Start

[Mishap Tactical Coordinator] Yeah and then pinned it, and then started and then and then we taxied. So that was a little bit non standard from normal. Got out to the end of the runway, everything was fine, we were eventually, we had to wait a little bit because there were some aircraft in the pattern and then we eventually got clearance and then um pushed them up. Um, I don't know how fast we were going, I think it was about 50 to 70 knots, S1was in the 130s so we had a little bit of time but then I heard over interphone, private and call Fire Fire Fire Fire. Multiple people, multiple positions all at the same time. So…

[Investigating Officer] **:** OK, and where were you sitting sir?

[Mishap Tactical Coordinator] **:** So I was sitting in position 23, its where the Tactical Coordinator sits right here.

[Investigating Officer] **:** OK, and there is a bulkhead here.

[Mishap Tactical Coordinator] **:** There it is.

[Investigating Officer] **:** But you're able to look back.

[Mishap Tactical Coordinator] **:** I can I can lean back, if the if the seats all the way back and I can lean back I can see all the way down.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** Because you can see from here you can basically see all the way down, which is what happened and soon as I, soon as I heard fire fire fire I leaned back and I see it. You know the seats all the way back, I'm leaning back and I can white smoke and fire curling up over, kind of like the bulkhead.

[Investigating Officer] **:** So you can s…

[Mishap Tactical Coordinator] **:** It's right around the microwave area. There's a fridge, microwave and it was just fire was curling up over

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** This, the microwave on the same path as the as the fuselage and bulk area

[Investigating Officer] **:** So if you're, so if you're looking back at the galley. OK and its on the right side of the airplane. Microwave is kind of here right?

[Mishap Tactical Coordinator] **:** Uh huh.

[Investigating Officer] **:** Refrigerator is down here.

[Mishap Tactical Coordinator] **:** Uh, I think the fridge…microwave is right on top of the fridge but…

[Investigating Officer] **:** Yep, you're right. So, but I'm just saying your kind of looking at that bulk head that's in front of the galley. Um…

[Mishap Tactical Coordinator] **:** So I can see…

[Investigating Officer] **:** You can kind of…

[Mishap Tactical Coordinator] **:** So if, if you're, were stacking on top of each other, microwave on top of the fridge, I can see fire curling up like this. Just on the aircraft itself. Just up. Up and over.

[Investigating Officer] **:** The fuselage, OK.

[Mishap Tactical Coordinator] **:** Yep, up and over the microwave. And I can see white smoke billowing and coming forward.

[Investigating Officer] **:** Yes sir, OK. Uh

[Mishap Tactical Coordinator] **:** And it was big enough flames I could see them from. They were, you know, yellowish orange flames, you know typical fire color.

[Investigating Officer] **:** OK. Um, and then what else?

[Mishap Tactical Coordinator] OK, so, you know fire fire fire, I see it at the same time pilots are pulling it back to stop because we are short of S1, um, to stop on the runway. I go on oxygen, um my two ravens go on oxygen and then once we get to a stop we start the egress out the front so everybody is going straight out to the front. Uh, Raven 1 grabs, or um I'm sorry, Captain [Mishap Raven 1] Nav 2 comes back grabs the chocks and the ladder gives them to the Navigator, they put them down and they start the egress.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** At that point.

[Investigating Officer] **:** Did, um, sorry to interrupt if you had more…

[Mishap Tactical Coordinator] **:** Go for it.

[Investigating Officer] **:** OK, um, was there any command to go on oxygen or was everybody sort of just doing it.

[Mishap Tactical Coordinator] **:** Its, its part of our checklist.

[Investigating Officer] **:** Standard.

[Mishap Tactical Coordinator] **:** If there's a fire, I mean if, you guys have our checklist by the way but, um, first thing is 100% oxygen.

[Investigating Officer] **:** OK.

[Mishap Tactical Coordinator] **:** So were all…lots of folks are on oxygen. Uh, all my guys were because I was up there, up front, and I could see them. But, um, obviously folks while they're egressing they're not on oxygen but.

[Investigating Officer] **:** Yes sir, um and then as far as the egress through the forward uh, hatch.

[Mishap Tactical Coordinator] **:** Crew entry chute.

[Investigating Officer] **:** Is that standard?

[Mishap Tactical Coordinator] **:** Crew entry chute? Yes, egress is through the crew entry chute. Um, if it was an abandon it would be any, any door, hatch or whatever but.

[Investigating Officer] **:** Nobody, nobody went out another exit.

[Mishap Tactical Coordinator] **:** No. We did open the over wing hatch just to get some ventilation.

[Investigating Officer] **:** OK.

[Mishap Tactical Coordinator] **:** Because the smoke was getting pretty thick and it seemed to provide some relief.

[Investigating Officer] **:** Gotcha um, from the time you came off oxygen and starting moving forward, was it sort of a log jam with like people kind of exposed to smoke and all that for, did it seem like…

[Mishap Tactical Coordinator] **:** There were some folks… It's tough to tell time and…

[Investigating Officer] **:** Temporal distortion yeah.

[Mishap Tactical Coordinator] **:** In that kind of situation. It seemed like a couple few minutes from the time we started egress until we finished but with 27 souls on board it takes a little bit of time to get down the ladder and um, out the front. But I was on oxygen until everybody was up to the, to the line, to the bulkhead, and then I came off and went down. I don't know, maybe off oxygen for less than 30 seconds.

[Investigating Officer] **:** OK.

[Mishap Tactical Coordinator] **:** But that's not the case for the folks that were in the back.

[Investigating Officer] **:** Gotcha.

[Mishap Tactical Coordinator] **:** Because unless they can get up out of their seat and go forward um, unless they are taking an EPOS with them, which nobody had.

[Investigating Officer] **:** They've got to wait.

[Mishap Tactical Coordinator] **:** Yeah. EPOSs everywhere, they just didn't, they just left the aircraft.

[Investigating Officer] **:** OK.

[Mishap Tactical Coordinator] **:** So I would say it was a few minutes before um, we finished the entire egress.

[Investigating Officer] OK um, the last question I have for you sir is um, we're considering sort of uh, bringing a mission crew member on board with the SIB, to to help us with uh, sort of just the understand of what was going on in the back of the airplane. If you were going to make a recommendation for what type of crewmember we would do.

[Mishap Tactical Coordinator] **:** OK, if you, if you want to know basically what everybody back here does um, an AMS is going to be who you'd want to talk to. Um, they'll give you every, everybody that's doing, they'll know exactly what everybody's doing, what they're- what they're supposed to be doing. Um, if you get an ASE, an A S E, that's what I would also, um, recommend. They're going to tell you what the four ASEs are doing and what, what their responsibilities were.

[Investigating Officer] **:** OK uh, actually I had one more question sorry. Um, the galley, just out of curiosity, is it normal that the galley is powered on prior to takeoff or on ground ops? Who owns, who kind of owns that?

[Mishap Tactical Coordinator] **:** Like power? Like lights?

[Investigating Officer] **:** Like main galley power.

[Mishap Tactical Coordinator] **:** It's normal. We have, a lot of times we have, depending on the temperature, we'll have our full systems up, or most of our systems up on the ground.

[Investigating Officer] **:** OK.

[Mishap Tactical Coordinator] **:** But my station was up, I was working on it when, when this all happened.

[Investigating Officer] **:** Got it sir.

[Mishap Tactical Coordinator] **:** So it's not abnormal at all.

[Investigating Officer] **:** OK, that's all I got.

[President] **:** Do you have um, I've got a question for ya

[Mishap Tactical Coordinator] **:** Yes sir.

[President] **:** Kind of alluding to what his, who owns, who, who manages like the galley area back there. Is it, is it, you guys don't have an engineer of you have, does the AMS, who, who like makes sure everything in the back is up and operating before, as part of preflight.

[Mishap Tactical Coordinator] **:** Uh, that would be the ASEs.

[President] **:** OK.

[Mishap Tactical Coordinator] **:** And we have four of them, and two of them were actually in the back sitting in these, in these positions here.

[President] **:** OK, um, another thing I know you're, you're far in the front of the aircraft. Um, did you ever smell anything before you heard fire? Did you notice anything?

[Mishap Tactical Coordinator] **:** I did not. No, I did not. I had no indication until I heard fire.

[President] **:** OK, and you said you just saw it curling over the top.

[Mishap Tactical Coordinator] **:** Correct.

[President] **:** Ok, um, alright I don't have anything left.

[Pilot Member] **:** Uh, sir I just have a couple questions that go all the way back to the brief the day before. Uh, and I'm not quite sure exactly what the standard duties are in the 343rd but uh, I'm curious as far as uh what the Nav briefs egress uh, did they know that uh, [MR1] would be sitting in NAV2 that day or is it just…

[Mishap Tactical Coordinator] **:** They briefed it um, that, I believe they briefed that was going to sit AUX and NAV2 was going to be [MR1] because the discussion was what about the jump seat. Um, and and the discussion was well the, this particular pilot team doesn't particularly care for folks sitting in the jump so they prefer to sit NAV2 and AUX, so that's where two of our three extra Ravens sat.

[Pilot Member] **:** Alright, cool, so they were brought in, they were brought in on the

[Mishap Tactical Coordinator] **:** That was during our normal crew brief.

[Pilot Member] **:** Right, that discussion of where they are going to sit.

[Mishap Tactical Coordinator] **:** Typically the Raven 1, this position, will give the, will get the chocks and the, and the ladder but [MR1] was closer so he…

[Pilot Member] **:** [MR1] was there?

[Mishap Tactical Coordinator] **:** Yeah

[Pilot Member] **:** Awesome. Uh, what is uh, a last man out identified out in the crew brief the day prior.

[Mishap Tactical Coordinator] **:** It is. It was part of the briefing. As the TC, I'm the jumpmaster in the back in the event of an egress so I wait on the AMS to tap me on the shoulder in which case I saw him walk

by, asked him like four times are you the last man, it was confirmed. And then I told the pilot I'm the last man, and then we egressed, and then counted souls.

[Pilot Member] **:** Alright, so the pilot was still there when…

[Mishap Tactical Coordinator] **:** Correct.

[Pilot Member] **:** …you went down and…

[Mishap Tactical Coordinator] **:** That's, and that's part of the briefing is um, I, when I do the briefing, its um, I'm the jumpmaster in back and in case of an emergency in the event of an egre, egress (inaudible) an AMS tap me on the shoulder letting me know he's the last one out of the recon compartment and then I'll tap the AC and let him know that I'm the last man and then he follows me down, which is exactly what we did.

[Pilot Member] **:** Perfect, good.

[Investigating Officer] **:** Um, anybody got any other questions?

[President] **:** I have one after you're done, so go ahead.

[Medical Member] **:** Um, have you ever experienced a fire or any other similar types of situation on this aircraft?

[Mishap Tactical Coordinator] **:** It's not uncommon to get smoke and fumes. Um, it's the first time I've seen a fire in an electrical system in 15 years I've been flying it.

[Medical Member] **:** OK

[Mishap Tactical Coordinator] **:** But it's really not uncommon to do smoke and fumes throughout and then I don't know, it's pretty, I would say fairly common. If I'm going to see an EP on the plane, its going to be smoke and fumes.

[Medical Member] **:** OK

[Mishap Tactical Coordinator] **:** But they don't typically lead to fires based on my experience.

[Medical Member] **:** Alright, did this look like a typical fire, or was there anything weird?

[Mishap Tactical Coordinator] **:** Well I've never seen a typical RJ fire. This is typical to me now cause this is the only one.

[Medical Member] **:** Well how about, like is it, does it look like a typical burning fire that uh, you know…

[Mishap Tactical Coordinator] **:** Yes. Yeah, it didn't strike me as anything, it didn't look a different color. The only thing that maybe struck me as a little odd was the smoke was all white.

[Medical Member] **:** OK

[Mishap Tactical Coordinator] **:** Typically, I don't know, I would associate a little different darker colored smoke with a fire, but it was all white.

[Medical Member] **:** OK

[Mishap Tactical Coordinator] **:** White, kind of grayish white.

[Medical Member] **:** Thank you.

[Investigating Officer] **:** And then, I'm sorry, after you egressed the airplane I would imagine you had a moment to kind of look at the airplane before the fire department got there and started hosing it down.

[Mishap Tactical Coordinator] **:** Yes.

[Investigating Officer] : Uh, what did you observe from the outside.

[Mishap Tactical Coordinator] **:** OK, so after we all lined up in the grass and did our headcount um, you could clearly see um, the aircraft you could see um, I'm not, I'm not sure right away but I know at some point while we were waiting you could see um, flames coming up out of the fuselage. And, and white smoke coming up.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** As well. It was just aft an on the side of the WGS dome. With the dome on top of the aircraft.

(Inaudible)

[AFEM] **:** Um, sir in your statement you identified that you donned your um, quick don mask.

[Mishap Tactical Coordinator] **:** Yes

[AFEM] **:** Prior to, or once you noticed that there was a fire. Did you have any trouble getting it on, or?

[Mishap Tactical Coordinator] **:** Nope, it's right by my, my knee. Just pull it up, put it on. It's preflighted and ready to go. Oxygen was already on per the checklist, so it was just put it on as soon as you open it activates oxygen flow and it was, it was good to go.

[AFEM] **:** Um, do you recall um, your last LL06 AFE training when you…

[Mishap Tactical Coordinator] **:** Is that the, which one is LL06?

[AFEM] **:** That's the just, Aircrew Flight Equipment training, it's an annual event.

[Mishap Tactical Coordinator] **:** Um, I think I did it in the last two months cause I just rehacked almost everything for my…

[Investigating Officer] **:** Prior to departure

[AFEM] **:** So just these last couple of months

[Mishap Tactical Coordinator] **:** Yeah.

[AFEM] **:** OK, so we would just need to probably try to, did you get a 1522 from the AFE guys I assume

[Mishap Tactical Coordinator] **:** Yes

[AFEM] **:** To take back from, to your squadron?

[Mishap Tactical Coordinator] **:** Yes

[Investigating Officer] **:** We'll run that down.

[AFEM] **:** Yeah we'll just have to run it down so. It just wasn't in your record sir.

[Mishap Tactical Coordinator] **:** Well if you pull a, an ARMS pull I'm sure it will show all the dates.

[AFEM] **:** Yeah the, the last, the one that's in there now, the ITS has uh, like a April 13 date for the last…

[Mishap Tactical Coordinator] **:** Is LL06 a one year one?

[AFEM] **:** Yes sir.

[Mishap Tactical Coordinator] **:** Well that's not right. Are you sure you pulled me? Cause theres more than one . So…

[Investigating Officer] **:** Imagine that.

[Mishap Tactical Coordinator] **:** I get his emails, he gets mine.

[Investigating Officer] **:** Copy, did you have any other…

[AFEM] **:** No sir, that's all I have, thank you.

[Maintenance Member] **:** I do have a question. Did you notice anything different about the operation of the LOX system?

[Mishap Tactical Coordinator] **:** No, our preflight was normal. The gauges were all normal, everything was functioning normally, but I didn't check the, I mean I didn't check the amount that we had um, after or during the, the incident so.

[President] **:** Anything else?

[Maintenance Member] **:** No sir.

[President] **:** Did um, did maintenance, I know there was an engine problem early on you mentioned.

[Mishap Tactical Coordinator] **:** Correct

[President] **:** Um, did maintenance come on board at all? Did they come in the aft area?

[Mishap Tactical Coordinator] **:** They did, um so, before we pinned it, they came up and they just stayed in the flight deck

[President] **:** OK

[Mishap Tactical Coordinator] **:** And you know, they tried, we tried to start to start it the normal way um, a couple more times. Didn't work. And then decided to go…

[President] **:** But no actions in the aft part of the aircraft

[Mishap Tactical Coordinator] **:** Correct Correct

[President] **:** Alright. Did you notice anybody, uh, doing any firefighting activities or attempting to do firefighting activities?

[Mishap Tactical Coordinator] [MR2] **:** Um, I did not personally see it and I know we had some discussions. Uh, , is uh one of the Ravens who was sitting in the back because we didn't have enough seats up front, and he discussed how he tried to reach for the bottle but he had his oxygen mask on and couldn't actually get it. But, by the time, I mean we stopped and everybody got out so, it, nobody else that I know of had made any attempt to do it.

[President] **:** OK, is there um, is there any procedure that you're aware of ah, that you would shut off oxygen, or that anybody would shut off oxygen as part of an egress or an emergency?

[Mishap Tactical Coordinator] **:** No, not that I'm aware of.

[President] **:** Nothing?

[Mishap Tactical Coordinator] **:** No

[President] **:** OK, um, do you even…

[Mishap Tactical Coordinator] Fire. Our checklist says oxygen on 100% so we would, wouldn't even cross our mind, at least not mine to turn off our oxygen.

[President] **:** Do you know where oxygen shutoff valves are?

[Mishap Tactical Coordinator] **:** I don't. No.

[President] **:** OK

[Mishap Tactical Coordinator] **:** I understand there's probably, well I do know that there's some, there's one I believe the shutoff switch in the hell hole because I was around when the fire marshal and maintenance were talking about going in there and shutting it off because maybe that was fueling the fire but that's all conjecture as far as… I've never seen it.

[President] **:** OK

[Investigating Officer] **:** Sir, you mentioned you had some discussions with the crew probably afterwards. Um, did, did you, did anybody ever seem to have a more detailed description of that fire? That, you know if you were going to direct us at somebody else to interview.

[Mishap Tactical Coordinator] **:** Uh, well definitely [MR2]

[Investigating Officer] **:** OK

[President] **:** Was he the closest one to the fire?

[Mishap Tactical Coordinator] **:** Um, he sits, I would, if he was sitting in row four…

[Pilot Member] **:** Row four outboard so, he was physically the closest one to the fire.

[Mishap Tactical Coordinator] **:** Yes, [MR2] would be one. I would also say Chief [MSSD] . Um, cause he's sitting right across in one of the QRC seats, OP 16. Right here. So he's got, although he's, he's got his back to it, but I'm sure he was turned around and stuff as soon as he saw the smoke and fire.

[President] **:** And they are all facing aft? Normally?

[Mishap Tactical Coordinator] **:** These seats all face aft. Um, these two seats, they face this way normally but I think for takeoff they turn them and face them aft as well. So, these guys probably have good, good view. This one does.

[President] **:** OK

[Mishap Tactical Coordinator] **:** Anybody in these, these seats here would have direct view of it because they are all facing aft.

[President] **:** OK. Any other specific questions to the incident anyone can think of? Chief?

[AFSEC Rep] **:** No sir.

[Investigating Officer] Any reason to believe that anybody was out of their seat messing with any electrical equipment back there?

[Mishap Tactical Coordinator] **:** No. As part of our um, as part of our checklist it's um, if I had my checklist I could show you but, there's a step in there where I, where I call back on private and I ask, um the, the AMS, or I ask everybody on private you know for, for um, ready for takeoff. And then they all report to the AMS, AMS reports to me, Ready for takeoff so…

[Investigating Officer] **:** OK, OK.

[Mishap Tactical Coordinator] **:** That call is made, that their ready for takeoff when everybody is seated. And then I get, I go up to the pilots and let them know we're ready for takeoff.

[President] **:** OK

[Investigating Officer] **:** You good with that sir?

[President] **:** I'm good. Only, only, after we're done with that I would like to, if you could just run us through, um, from the, pretty much from the pilots back what you understand about the crew positions and what they are in general terms because not everybody is an RJ, ah, type here.

[Mishap Tactical Coordinator] **:** OK

[President] **:** At the un-class level.

[Mishap Tactical Coordinator] **:** OK

[President] **:** When you're ready.

[Investigating Officer] **:** You want to make that part of the ah…

[President] **:** Yes.

[Investigating Officer] **:** OK

[President] **:** Yep, go ahead.

[Investigating Officer] **:** OK sir. So, so if, just a, for a layman who's looking at this airplane.

[Mishap Tactical Coordinator] **:** OK

[Investigating Officer] **:** Ah, in, in basic, ah, terms.

[Mishap Tactical Coordinator] **:** OK. You guys already have the front.

[Investigating Officer] **:** Yep.

[Mishap Tactical Coordinator] **:** Pilot, Nav, Co-pilot. Um, normally the Nav 2 and AUX seats are, aren't, they're not used. You don't need them, um, but we had extra EWOs because, um, Major was giving me a, my eval and [MR1] was instructing, um, Major who was getting requal'd. So, um, after the bulkhead you have Raven 1, Raven 2 and TC. These two guys have the same equipment. And they split duties but, um…

[Investigating Officer] **:** They work for you?

[Mishap Tactical Coordinator] **:** They work for me. They handle all the ELINT um,

[Investigating Officer] **:** Threat warning stuff.

[Mishap Tactical Coordinator] **:** So they'll, they'll collect whatever's in the environment, put it on datalinks. Um, go out on voice and tell people what's going on. Um, I manage them. I also manage um, a Rivet Joint off board communications. Um, the back end will do some of that as well but we just have, we have separate duties so…

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** Uh, these two pieces here are two of our ACEs, our A S Es, Airborne Systems Engineers. They got, ah, 3 sits here and ASE 1 sits, sits there. Theres four ACEs, they all have

different duties described in our, in our T.Os. But, um, these guys will sit here. Um, these are maintenance racks. OK. We got five, I'm sorry, yeah five, OP 5, OP2, um, and then the AMS. So your, um, 5 is going to be your DLO. He's going to do your data link ops. Your OP 2 is your radio guy, so he'll do, he'll load the crypto and he'll do the radios. Um, OP1 is AMS. He is the, um, Airborne Mission Supervisor. Um, he is in charge of all of the, um, ops in the back.

[Investigating Officer] **:** OK. So these guys are kind of like a comm section? Right, like…

[Mishap Tactical Coordinator] **:** Data links and comms.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** Um, AMS is going to be in charge of everybody in back. Um, as far as their collection, what they're doing, focusing their collection, talking off board and, and QC-ing all their work. So he's more like the TC equivalent, but for the ops.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** And the AMS and I will work together to put the jet in the right place, um, and, and manage the fight that way. OK, after them, you basically have got your, um, there's an IIO in here somewhere. I don't see him labeled. It was . OK, right next to the AMS. IIO, Information Integration Officer and they've got a bunch of different chat rooms. Internet relay chat. Um, so they're discussing with off board part players what, what kind of stuff is going on.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** Um, after them you've got all the OPs, your, your linguists. Um, these are just crew rest seats. And here you got your QRCs and um, special sigs folks. So Quick Reaction Capabilities and Special Signals Development, SSDs.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** So, it's just, special equipment. But they all, all these folks still work for, ah, the AMS. Um, the ASEs, um, they, well where we going, sitting over here but they can really sit pretty much wherever, over here. And between the four ASEs, they handle all the mission equipment for, um, both the EWOs and the, and the COMINT section.

[Investigating Officer] **:** Yes sir.

[Mishap Tactical Coordinator] **:** So…

[President] **:** Keep them, keep the equipment up and operational.

[Mishap Tactical Coordinator] They'll bring it up and they'll fix what they can in flight and they'll try to, um, and they'll, so they bring in, they bring in the software to start the mission. Um, and they bring everything up. They fix everything that we need, um, and then they, after the flight they'll put them all back in the boxes, inventory all the classified and, and bring it back to the ISS for, um, briefs.

[Investigating Officer] **:** OK. Do you want more than that sir?

[President] **:** No, I think that's good. I, I just have two kind of quick questions. Number one, you guys are obviously a SCIF once the doors are closed and everything is up, right?

[Mishap Tactical Coordinator] **:** We're supposed to be, I'm trying to think of when it, when it actually is considered a SCIF. I think if you talk to the security folks they'll tell you as soon as your equipment is on board it's a SCIF. Um, but…

[Investigating Officer] **:** I think we're driving to the same point.

[President] **:** Yeah.

[Investigating Officer] **:** CVR stuff.

[President] **:** Yeah.

[Mishap Tactical Coordinator] **:** The CVR is actually located up here. Um…

[President] **:** Would you guys have, without going into it, would you guys have discussed classified. This is just for us, uh, would you have discussed classified, uh, at the Secret or higher level? Um, before you, before takeoff?

[Mishap Tactical Coordinator] **:** Oh, yes. Yes sir.

[President] **:** On board.

[Mishap Tactical Coordinator] **:** Yes sir.

[President] **:** OK

[Investigating Officer] **:** So people are kind of pre planning what they are going to do and talking about the mission.

[Mishap Tactical Coordinator] Of course. If there's no maintainers back there, um, not, not our Airborne Systems Engineers, but no maintainers.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] Yeah, we'll, we'll discuss classified.

[Investigating Officer] **:** OK

[Mishap Tactical Coordinator] **:** And um, matter of fact I mean, I believe there was a binder open on AMS station, or next to, or not open, but out, of Classified. So after the whole thing was, after we had egressed, after they had put out the fire, um, I had kept about six or seven folks back who knew where all the Classified was so we could go grab the Classified before they towed it and we never saw the jet again. So, so they were able to do the, the accountability of all the Classified. So there was never…

[Investigating Officer] : Yeah, gotcha.

[President] **:** OK

[Mishap Tactical Coordinator] **:** Any loss of data that way.

[President] **:** And I have kind of one other question. Do you guys do any comms checks on the radio on the ground

[Mishap Tactical Coordinator] **:** We do. We do sir. I do a U9 check over a couple of different frequencies. I check back in with, um, HOOVR ops. And as, and as we do a secure check as well. So, we did that. We did it with the OP2 prior to the sortie.

[President] **:** What radio do you use for that?

[Mishap Tactical Coordinator] **:** I use, it's ah UHF9. It's a little radio panel I have to the right of my station.

[President] **:** OK

[Mishap Tactical Coordinator] **:** But the, the um, OP2 plugs in the freqs and loads all the crypto and we do our, we do our radio checks, secure and unsecure checks, on the ground.

[Investigating Officer] **:** Do you guys use UHF3 at all?

[Mishap Tactical Coordinator] **:** We do U3, 5, uh, U3, 5, 9, we have tons of radios.

[Investigating Officer] **:** Who uses 3? Do you, or…

[Mishap Tactical Coordinator] **:** Well so they, they um OP2s going to load all the radios and all the frequencies and then all the jet can use, can plug into whatever radio they want. Our intercom panel is, um, pretty nice that way. I can plug into whatever radio I want to use. But the frequencies are already programmed for me

[President] **:** OK

[Investigating Officer] **:** And from a CRM standpoint, as far as the egress was concerned, did, did you feel like it was fairly standard and orderly? Or, um, you know were people kind of confused with what to do.

[Mishap Tactical Coordinator] **:** No. I actually thought it went very well. Everybody, there wasn't, I mean you see fire, you see billowing smoke, you'd think the panic would set in, but I didn't see that at all. And I'm looking at everybody's face coming forward. They all seemed OK, were getting off the jet.

[Investigating Officer] **:** Just, just another day.

[Mishap Tactical Coordinator] **:** Its business as usual. I mean, there was a sense of urgency, but there wasn't a, um my life more important that yours, I'm going to push you out of the way to get off the jet type of mentality. I didn't see that at all.

[Investigating Officer] **:** OK.

[Mishap Tactical Coordinator] **:** It seemed very orderly and… and controlled.

[President] **:** Alright. Anybody else have any questions? Chief?

[Investigating Officer] : OK we can knock it off. Right, so uh, if no one has any further questions we'll conclude, we'll conclude this interview now. Anything else you'd like to add sir? OK. So, I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released upon any follow-on investigation of this mishap, like at the AIB or anything like that, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete or counter-productive information until we have adjourned the board. Notify the board immediately if you become aware of a possible release of information. And thanks for your time.

[Mishap Tactical Coordinator] **:** OK

R6. SRA [Mishap Airborne Systems Engineer 1] (MASE1)

R6.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

[MASE1]

1. I, [redacted], have been advised by [redacted]
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V/64848
(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.

[MASE1]

[redacted]
Name (Last, First, MI) and Rank/Grade

[redacted] Fielding Systems Engineer
Duty Title

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

[MASE1]

WITNESS STATEMENT OF:

SrA
Name (Last, First, MI) and Rank/Grade

Airborne Systems Engineer

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 Apr 15. Crew position (as applicable) ASE 3. Time you began duty 1515

1. I, [MASE1] (Name), E-4 (Grade), (SSAN), 34SRS (Organization) have been advised by (Name/Rank of Investigator) of the following:

   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

During take off, right after we released breaks, I heard a crewmember call out "Fire, Fire, Fire!" over CALL. I peaked around the maintenance station to see if anything was happening in the Raven Compartment. Then someone started on CALL that the fire was coming from the Galley Area. I felt the plane stop. I went on Oxygen and unbuckled to see if the ASE's fighting the fire needed help. I saw what looked like a blow torch / flame-thrower style flame shooting out about an arms length from the Galley, above the microwave. The aircraft was still pretty clear / smoke free at this point. All at once, White / gray smoke started billowing out, filling up the crew rest area. The ASE 2 & 3 disappeared in the gray as the ASE 2 was donning the Cage Fighter's mask & gloves. I then heard the AC say "Egress over interphone". I tapped , the ASE 1 on the shoulder to make sure he heard and told him to get off the jet. As I turned and swiftly headed toward the Crew Entry Chute, the Nav & Ravens were waving to me to hurry. I ran to the Chute and was the first one off the aircraft. I ran to a grassy area about 45° off the Pilot's side (nose), I saw [Director of Operations] about 100 ft behind me, then others coming down the ladder. I watched as responders showed up & the Nav did a head count. Soon I could see fire / flames breaking through the fuselage at the back of the aircraft

"The above statement is true to the best of my knowledge and belief." Signe

Date. 1 May 15

Some things of note:

When we arrived to the jet, the aircraft already gave readings of mid-high 70's. There was warm air blowing from the air cart that wasn't cooled down until about 15 minutes before it was removed. The Environmental Control Processor (ECP), wasn't giving abnormal readings. After air was removed, the temperature rose significantly, so I instructed other ASE's to delay bringing up systems until after take-off, so as to prevent an overheat situation.

During engine start, I AC relayed that the No. 2 Engine wouldn't start. They ended up starting it manually after about 2 attempts. Then relayed that everything looked good. Due to high temps, I continued monitoring ECP, up to the point that the "Fire" was heard over call. Even then, nothing on ECP showed high temps.

R6.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____.
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print) [MASE1] (signature) [Medical Member]

ISB or SIB Investigator Administering This Form: (print) _ Capt

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630 6.5 hrs none Medium-well

TIME ARRIVED AT WORK: 0700

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) none

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

LUNCH: (What time did you have lunch? List all food and drinks consumed) 1400 egg sandwich, water, tea

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) none

TIME DEPARTED WORK: 1400

DINNER: (What time did you have dinner? List all food and drinks consumed) 2000 water / spaghetti

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) watched T.V.

TIME YOU WENT TO SLEEP: 2300

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) none

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) none

DAY 2 (48 HOURS PAST)

[MASE1]

NAME (LAST, FIRST):__ _SSAN:_

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630 7.0hrs 1x Medium-well

TIME ARRIVED AT WORK: 0730

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) Banana / Cereal / tea

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) read emails, studied PDC, breakfast

LUNCH: (What time did you have lunch? List all food and drinks consumed) 1100 Ham Sandwich / tea ? water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) Suicide Prevention Brief.

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed) 1900 Spaghetti

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) Gym - ran 3miles Ab workout water

TIME YOU WENT TO SLEEP: 2300

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

[MASE1]

NAME (LAST, FIRST): SSAN:

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0850 8 hrs none very well rested

TIME ARRIVED AT WORK: 0900

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) none none

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) Dental Appt. none

LUNCH: (What time did you have lunch? List all food and drinks consumed) ham sandwiches water/tea

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) Mission planning -1300 water

TIME DEPARTED WORK: 1645

DINNER: (What time did you have dinner? List all food and drinks consumed) Spaghetti Water

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) Bible Study dinner w/tea & water

TIME YOU WENT TO SLEEP: Stayed up → 0545 30 Apr 15

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) none

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) none

[MASE1]

NAME (LAST, FIRST):_ _SSAN:

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 1300 8hrs three times very well rested

TIME ARRIVED AT WORK: 515

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) Barbeque Chicken wrap / Strawberry Banana Smoothie

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) Sleep

LUNCH: (What time did you have lunch? List all food and drinks consumed) N/A none

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) Showered for flight water

TIME DEPARTED WORK: N/A

DINNER: (What time did you have dinner? List all food and drinks consumed) N/A N/A

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) Debrief Aircraft Mishap Drank orange juice/water

TIME YOU WENT TO SLEEP: N/A

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) none None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) None

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530

STEP TIME: 1545

TAKE OFF TIME: N/A (1824)

MISHAP TIME: 1825

[MASE1]

NAME (LAST, FIRST):_____ SSAN:__

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

[MASE1]

FULL NAME [redacted] RANK SMA SSAN

Mishap day: Date 30 Apr 15:

None 8.0 hrs sleep

1 day prior to mishap: Date 29 Apr:

None 8.0 hrs sleep

2 days prior to mishap: Date 28 Apr:

None 7.0 hrs sleep

3 days prior to mishap: Date 27 Apr:

none 6.5 hrs sleep

4 days prior to mishap: Date 26 Apr:

None 8 hrs

5 days prior to mishap: Date 25 Apr:

None 8hrs

6 days prior to mishap: Date 24 Apr:

Bachelor's Degree in English Lit. Conferred 7 hrs

7 days prior to mishap: Date 23 Apr

None 7 hrs

R6.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11 May 15
(Date)

1. I [MASE1] [redacted], have been advised by [Pilot Member] [redacted]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 APR 15 involving RC-135V/64848
(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.

[MASE1]

[redacted]
Name (Last, First, MI) and Rank/Grade

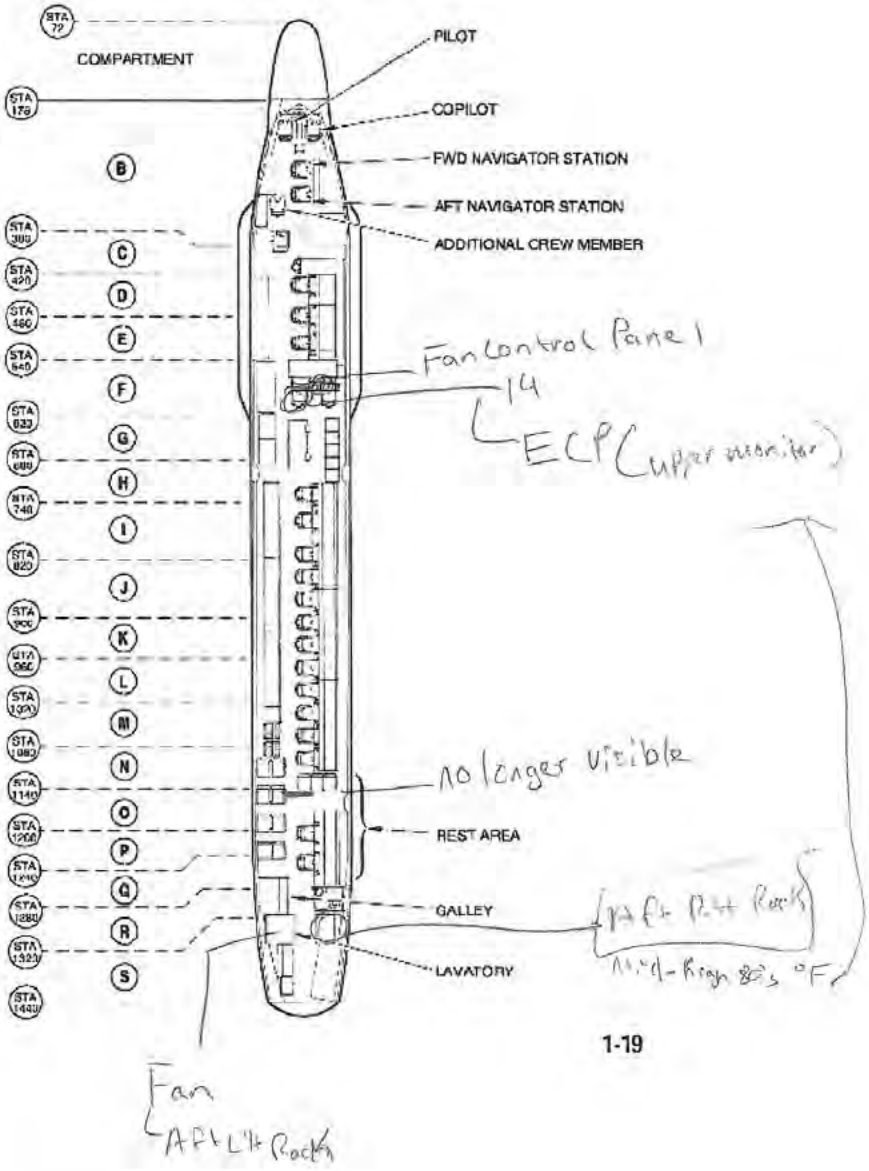
Airborne Systems Engineer
Duty Title

[MASE1]

Interview 11 May 15

Aircraft Diagrams

RC-135 V / W



1-19

[MASE1] Interview 11 May 15



SIB Interview of SrA [MASE1]

Role: **Airborne Systems Engineer 3**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **11 May 15**

[Pilot Member]: This is a non-privilege interview with [MASE1] being conducted on 11 May 2015 by [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating this mishap involving a RC-135V tail 64848 that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information act request. Do you understand that a promise of confidential- confidentiality has not been extended to you?

[MASE1]**:** Yes sir.

[Pilot Member]**:** For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[MASE1]**:** Uhm, the witness Senior Airman [MASE1] .

[President]**:** Ah , board president.

[Pilot Member]**:** Captain , pilot member.

[Pilot Member]: How are you doing today?

[MASE1]**:** Alright, Sir.

[Pilot Member]**:** Good (chuckles). Say, uh if you could, just start with uh the events that happened as you saw them.

[MASE1]**:** Okay. Uhm, so we had just released brakes, uhm, we were at the top of the runway and we were about to take off, at least we thought. Uhm, and maybe a few seconds after we had actually released, I want to say we...I don't, I don't actually remember exactly the speeds 'cause I have the NDD monitor uhm right there but it was literally maybe three or four seconds uhm down the runway and I heard someone say 'Fire, fire, fire' over call. Uhm, and after one person said it, then there was a lot of noise, uhm, over the uhm, the interphone system a lot of people calling 'Fire, fire, fire' and saying 'get on oxygen' all of those things. Uhm, and I was sitting at position 14 which is the left portion of the maintenance station right there. So I'll just mark that on the piece of paper right there.

[President]**:** Put a line out here so we can… there ya go.

[MASE1] **:** Thank you. Uhm, so I was sitting at position 14, I have the ability even though the process of records was right behind me, to turn around uhm and kind of look back there uh to see what was going on. I- at the point that I heard 'Fire, fire, fire' I didn't hear where it was. That wasn't said initially. Uhm, so I kind of began looking around to make sure that it wasn't like right in front of me, right in the raven compartment. And when I realized that it wasn't, as I was looking up towards the flight deck and didn't see anything, then I heard somebody say 'At the galley' uhm over some net, I don't know exactly which one. And so when I turned around uh by this time the- the plane is slowing at this point uhm hadn't come to a complete stop yet, so I was still in my seat. Uhm, and I had turned around and I looked and I saw maybe, honestly it- it's hard to describe other than like a blowtorch, like flame- thrower style uhm fire flame uhm and it was sort of shooting out- it was about arm's length and it appeared to be coming uh from the top of the galley area and honestly it looked like it was coming from uhm

[Pilot Member] **:** Can you draw it out?

[MASE1] **:** Yeah. Sort of, uh if I'm sitting, probably somewhere- right here. I don't know if you can that so it was just coming, uh,

[President] **:** Straight across towards the lavatory?

[MASE1] **:** Yes. Like, just blowing out just like that. And it could have been higher, uhm higher up, I mean this is a general area obviously. It could have been higher up uhm but that's where it appeared for me.

[Pilot Member] **:** And you're about halfway down the aircraft, so...

[MASE1] **:** Right; uhm and at this point obviously everybody is seated because we're about to takeoff. So everything is clear so I have like a direct line of vision from where I'm sitting to this flame that's shooting out, ya know bright orange and red uhm and it was… yeah about- it looked about an arm's length, ya know from my shoulder to my fingertips shooting out from the galley across to the uhm lavatory. Uhm… so at that point I felt the- the sort of final jerk of uhm pulling to a complete stop. I got out uhm and I was also getting oxygen on uh to make sure that I wasn't ya know getting any kind of smoke, uh having any kind of smoke issues. And I was, at this point there aren't- there wasn't any smoke. I could still see the flames, but there wasn't any smoke at all. Like, it was just the flame shooting out. Uhm, and so I was listening in and I told the ACE1, which was A1C, Airman First Class, , uh to get on interphone and kind of be the one relay as our training, ya know for our training goes. Uhm, and I was turning off all the fans to make sure that any smoke or anything feeding that wasn't blowing around back there so I turned off all of my fans uhm which are located right here. Uhm,

[President] **:** Right on the console next to you?

[MASE1] **:** Right on the console, yes. Uh it's a fan control…panel. Uhm, so I turned off all of those. And then, and this is also while I'm still on oxygen and I'm listening uh to see uh what those guys are doing back there if I need to go back there and- and help them uhm, per our training. So I see uhm [MASE3] and [MASE2] get up and they're starting to get the firefighters masks and get those different things on. Uhm, and they were kind of sitting in their seats sort of itching and waiting to get up to fight the flame uhm or fight the fire uh until the jet

got to a complete stop. So when it stopped I was getting up and doing all of that while they were grabbing for the firefighters mask, and that's when I begin to see the white smoke start to come. I don't know if it was uhm something just finally caught on fire as opposed to blowing out the flames from whatever. But, I begin to see the uh the just white-greyish smoke and it....within seconds it filled that entire area. Uhm, and this is all happening very very fast obviously. Uhm, so I'm waiting and I'm contemplating unhooking my oxygen uhm so that I can hook up to a bottle and run back there and help them and at this point I'm still thinking uh firefighter, sort of as opposed to a ground emergency. Uhm, and at that point where I was reaching for the cord I remember hearing someone say over interphone 'Egress'; I believe it was the pilot say 'Egress'. So when he said 'Egress' I tapped uhm the ACE1 on the shoulder, told him to get out of the jet. I unhooked, took everything off uhm and I took one last look. I remember taking one last look at the aft and at that point everything back there was full of white smoke. So you couldn't- I could barely make out the orange-ness of the flames still shooting out, but it was still shooting. Uhm, and I could barely see uhm…uhm… I believe it was [MASE2] getting the- the mask on and all of that stuff. He was still like fiddling with it and I could barely like see their outlines, but it was pretty much like a-a grey wall of not even like fog but it was like big puffy white smoke…just grey wall, you couldn't see anything after probably position 12; this is where my line of vision kind of stopped…right here. Uhm so I'll put there 'No longer visible'. But I- everything back there was just completely whited-out. Uhm, so I turned uh back to head towards the crew-entry shoot uhm and at this point, ya know the- the other ravens and the-the NAVs were waving at us like 'come on, let's go'. So I actually ended up being the first one off of the jet uhm so I got down there, kind of more slid than stepped, down the uh (laughs) ladder and then high-tailed it uh 45 degrees off the pilots' side of the aircraft. Uhm, the first person I remember seeing after me- and this is maybe after uhm a good… 50 to 100 feet away from the aircraft 'cause I was moving pretty fast (chuckles). Uhm the first person I saw after me was uhm the 343rd DO uh Major . And he- we got on the grass. He directed me to get over on the grass. And after that I started to see more people, and I thought it would be more people like streamlining right after me, but there was a serious pause between me and Major and then another serious pause between him and the next person before they started flooding off regularly. Uh and eventually we got over there. Uhm, we kind of sat and watched while the plane was just burning really, uh there- nobody was- the responding vehicles weren't out there immediately. Uhm, so we were sitting there just kind of waiting; it wasn't a-a long-very long time… I don't remember exactly how much time passed before they got out there. Uhm, but we all- we accounted for everybody; we lined up in two lines like the NAV, [Mishap Navigator] , instructed us to. Uh he got a good headcount and we were just kind of talking making sure everybody was okay- making sure nobody was like wheezing or about to collapse from smoke inhalation or all that stuff. Uhm, ya know and some people were obviously red from either the sweat or the heat or the smoke; and then the responding vehicles got there and we just kind of sat and watched while everything unfolded. They hosed the jet God knows how many times. Uhm, I remember seeing uh the smoke coming from the tail. Uhm and then-

[President] **:** From the tail from where it was like burning through, or?

[MASE1] **:** Yes, from the tail where it was burning through. Uhm, and I remember seeing the flames burn through the top. And that was before the uhm firefighters actually went over there and did, uhm whatever they were doing. Uhm, I don't know what actually they did once they put

a ladder at the top of the thing; if they were just spraying it, or whatever they were doing. But, I remember the flames just kind of breaking through and at that point it wasn't grey smoke anymore, it was black. So, Uhm… and we just kind of sat there uhm and that's pretty much- I mean do you want me to continue on to everything else that happened after that fact?

[President] **:** No, I think we've got that piece.

[MASE1] **:** Okay.

[President] **:** Uh…okay so you told us where you thought it was coming from.

[MASE1] **:** Mhm.

[President] **:** Uhm, uhh you told us where you were sitting. I'm- so I have a question uh on one of the written things you mentioned; was the ECP temperature. Can you kind of describe that to us a little bit more?

[MASE1] **:** Right, so right here at my console uhm 14....I'll put a thing right here… we have uhm the upper and lower monitor....so the upper monitor.... uhm typically what I would do on-on a day like yesterday- or not yesterday, on a day like that day uhm it was super-hot, uhm and we had a late takeoff so the sun was just kind of out had been ya know- the jet just kind of baking. What usually happens is the jet will usually get heat-soaked, and so we have to end up cold-soaking it uh; when we arrived at the jet that particular day they had air hooked up like usual standard, but it wasn't…cold. It was blowing out like lukewarm, basically ambient air. Uhm, I talked to the ground maintainers and they got it to blow out some cold air, but it was fairly late in the game so the jet wasn't as cold as I would have personally would have liked it being the ACE3 Uhm, and uh I guess the expert on the cooling system. So what we made a point of doing uh was if-if it's a situation like that, I usually won't do it in the winter 'cause it's not a factor, but as it begins to warm up uh for takeoff, uhm and not just take off but basically after my pre-flight is finished, I'll have ECP, which is our environmental control processor, uhm I'll have that up on 2nd or the upper monitor and I'll just kind of monitor temps to see if things are gonna be heating up or cooling down depending on delays and all of those other different types of things. Uh, so I will have that up to monitor the temperatures until we takeoff and get that uh left or right pack on and start to cool the system down. So what I noticed in that particular situation was… I mean though it was warm uhm there weren't any extreme temperatures. The one thing I can say is there was a uh temperature reading of like 5200 degrees Fahrenheit, right; and that's not abnormal for ECP…it's not.... optimal obviously because it means it's probably- it usually means it's just a faulty sensor uhm because we don't usually get it- temperatures of ya know in the thousands of degrees uhm and it wasn't just in that one place, it was in multiple places. So, where as you would think.... okay if it-if it's an actual situation then on an IMP.... that's what we call it uhm I forget what it stands for, but it's an I-M-P that's what it's called, an IMP. There's.... I don't know… more than 15- approximately 15 or more sensors on that IMP. And, on that particular IMP it will have sensors here, here, here, here, and here; and they will be reporting the temperature readings back to the processor. So, when we had that 5200 da-degree reading it was saying that it was 5200 degrees where I was sitting, which I knew for a fact was untrue. It also said it was- there were some places in the raven compartment and like maybe one or two other places like on the jet; none of which were back here uhm so, and then there were others that were completely blanked out. So, what I ended up having to do was I closed the EDIS program, that's

the environmental program that runs on the computer, uhm and re-opened it just to see if that would work-

[President] **:** Like a restart?

[MASE1] **:** Yeah, just basically a reset. And it did. uhm the temperatures went back to their standard 85 degrees. Uhm, the highest temperature I saw, even at takeoff was about 87-88. And that's based on these-these processors and then on my pack reading uh there is also a uhm the uh pack control panel is also right where I'm sitting- right on the panel- uh the highest reading I have for that was 90. And because of what my checklist says in terms of uh it not being advised not to operate equipment above 90 degrees ambient temperature, we held off on system power; which I am now very thankful of. Uhm, but we said okay, ya know I let the AMS and TC know hey we're going to hold up on system power up because we've been sitting here.... I don't think we delayed for anything, actually we did.... engine start, uhm so we had a longer engine start than normal, so I said hey we're gonna wait on system power up until we get in the air and we get the pack because it's super-hot. Uhm, but on....what I found strange was on ECP when I was looking in this area.... and I typically pay attention to the area across, sort of across and a little bit aft from the galley, right here.

[President] **:** Okay.

[MASE1] **:** It's called the uhm aft right-hand rack...(writing)right-hand rack.... When I was looking there, I paid close attention to the back because those are 60 hertz converters back there and they heat up super quick. And if they heat up, that pretty much screws everything on the jet that takes 60 hertz, most of our processors and systems equipment takes 60 hertz. So, I paid special attention to this area, and this area was somewhere in the mid-to-high 80's…degrees Fahrenheit. Uhm, so I didn't notice anything hot back there, and of course ya know if I was looking back there- if there was anything hot I would- it would have caught my attention ya know if something was red across from the aft right-hand rack but I remember paying special attention to that because of how hot it was and-

[President] **:** did you physically go back there, or is it from the console?

[MASE1] : No, just from- right just from the monitor; what I can see from my console. Uhm, and so yeah the- like I said the hottest temperatures back there were in the high 80's- nothing alarming, nothing weird. So it was kind of weird that we would have that kind of situation, you know with the fire and everything and I wasn't seeing anything. And I still had it up even when we had takeoff, I didn't notice any- ya know red-blinking lights or anything else like that. Everything was green or yellow. Which usually means it's in good issues or its- its starting to approach that warning area but it's still, ya know maybe ten to fifteen degrees away from a critical limit. So... (sigh) yeah.

[Pilot Member] : Okay. Uh I really just have one last question.

[MASE1] **:** Yes sir.

[Pilot Member] **:** At any point in time was the left over wing hatch opened?

[MASE1] **:** It was, but I didn't see it until after- It wasn't open when I was there, when I was on the jet.

[Pilot Member] **:** Okay.

[MASE1] **:** Uhm, at the entire time that I'm sitting there uhm everybody was kind of sitting while we were handling the fire. At that point like I said, I was the first one off the jet… I didn't notice that the left over wing was open until after I was on the grass, and then I noticed that... oh the left over wing is open, somebody must have pulled the hatchet. Uhm so that's something that happened either while I was going- getting off the jet, or after I was off the jet and I didn't actually see it happen. But, it was not open when I was on the jet.

[President] **:** Okay. I just have one last question. Do you a uh oxygen pre-check before you takeoff-

[MASE1] **:** Yes-

[President] **:** Do you remember-was there anything, any anomalies or anything? Do you remember the pressures or anything on there?

[MASE1] **:** Nope, the pressure was right around uhm 325-350, like it's supposed to be. Uhm I did my oxygen checks uhm and they were uneventful uh I mean everything checked fine, there wasn't like any open flow issues or any mask issues or anything thing like that. For all intents and purposes everything was normal up until that... there weren't any like weird indications or anything like that.

[Pilot Member] **:** I'm sorry, were you done sir?

[President] **:** Yep.

[Pilot Member] **:** I lied, I did have one more question- Uh when you said you turned off the fans after you saw the fire, is that a procedure anywhere, or is that just an airmanship thing that you were doing?

[MASE1] **:** It's a little bit of both. Uhm I would have to look in my checklist for the emergency procedures. Uhm it's typically something we do for smoke and fumes, though. It's not really relative to the fire scenario. Uhm but we're also trained ya know whatever you feel is best in that particular situation you can pull from a different EP checklist or EP procedure if you feel like it's going to help in this one. So, it's typically for smoke and fumes to help us locate the fumes we'll turn that fans off so that if the- the fume is coming from somewhere here, it's not being blown somewhere up here so that we can isolate it. Uhm, so I mean in the particular situation it's not a matter of hunting for the smoke or fume source to see if something is on fire or where it is... we knew something was on fire. Uhm, but it's just something I did so that the smoke wouldn't blow around. Uhm and so that if, not to my knowledge there are no fans uhm that least that I can control in this galley area, none. But if it was something where ya know a fan was right here, or over here, and was feeding that-

[President] **:** Just after the- Are there any right after the galley, or-

[MASE1] **:** Yes, there is a fan. I believe aft left hand rack fan, which is here... there is a fan there. So I wanted to make sure that in any situation, any scenario that there is nothing blowing air onto that flame. So, I just hit manual off on all of my, uhm on all of my little buttons up there to-to knock it out.

[Pilot Member] : Okay. Very good. That's all I have, sir.

[President] **:** Okay, I'm good.

[Pilot Member] **:** I'll uh read this last statement.

[MASE1] **:** Yes sir.

[Pilot Member] **:** If no one has any further questions we will now conclude this interview. I would like to remind you again that you are not offered a promise of confidentiality and that your statement is not protected and it will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony with- and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MASE1] **:** Awesome. Thank you.

R7. MSGT [Mishap Airborne Mission Supervisor] (MAMS)

R7.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

NON-PRIVILEGED WITNESS STATEMENT

30 Apr 15
(Date)

1. I, [MAMS] E7, 9715, have been advised by
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 30 Apr involving 61-2481/8
(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.

[MAMS]
MSgt
Name (Last, First, MI) and Rank/Grade
Flight Chief, Stan Eval
Duty Title

Signature

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF: [MAMS] MSgt

Name (Last, First, MI) and Rank/Grade

Flight Chief, Stan Eval

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 Apr. Crew position (as applicable) AMS. Time you began duty 1430.

I, [MAMS] (Name) E7 (Grade), 9715 (Organization) have been advised by _____ of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

We were on take off roll @ 1825/1826L when I heard the first call of a fire. I looked down the aisle to the back of the AC from position 1. I could see smoke and flames billowing from the panels behind the Microwave on the left side of the AC. I went out on call to the pilot stating we had a fire. I then directed all the ops do so on oxygen. 10 seconds or less into the EP, the rear of the AC was engulfed in smoke. Once the AC came to a stop, we began egressing the AC. I was the last person out of the COMINT compartment as is briefed. I don't know what led up to this event. But, during engine start, the #2 engine would'nt rotate. The pilot attempted a few times before calling for ground to manually start the engine. Everything seemed fine afterwards until we began take off roll. After egressing, I noticed a lot of smoke coming from the dorsal on the aft of the AC. Then flames began to burst through the upper fuselage.

"The above statement is true to the best of my knowledge and belief." Signed. _____ Date. 1 May 15

R7.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print) [MAMS] _____ (signature) _____

ISB or SIB Investigator Administering This Form: (print) [Medical Member]

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0500 / 7 hrs / 0 / Good

TIME ARRIVED AT WORK: 0720

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0545 1 bowl of oatmeal / 2 cups of coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Coffee / oatmeal

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200 / water - ½ Pepper

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Water /

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed)
not sure - Licker 1 bottle of beer

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
I don't remember

TIME YOU WENT TO SLEEP: 2230

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
1 bottle of beer

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) none

DAY 2 (48 HOURS PAST)

[Medical Member]

NAME (LAST, FIRST):_____ SSAN:_____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0500/ 7.5 hrs/ 0 Good.

TIME ARRIVED AT WORK: 1030

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) 0545 ish/ 1 bowl of oatmeal/ 2 cups of coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) Coffee at work. Probably Starbucks twice dogs to vet.

LUNCH: (What time did you have lunch? List all food and drinks consumed) Noon ish / Probably Taco Bell

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) worked

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed) 1830 ish do not remember what I ate.

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) watched TV with my family, Put together a new smoker

TIME YOU WENT TO SLEEP: 2230

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) none

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) none

[Medical Member]

NAME (LAST, FIRST): _____ SSAN:

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0500 / 6 or 7 hrs / 1 / Good

TIME ARRIVED AT WORK: 0920

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
oatmeal / coffee / water

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Went for a morning run and got ready for work.

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200 ish / sandwich

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Computer work. Mission planning.

TIME DEPARTED WORK: 1700

DINNER: (What time did you have dinner? List all food and drinks consumed)
1930 / Smoked ranch burgers / 1 bottle of beer

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
TV with family Started ~~another~~ awake late for crew rest reasons

TIME YOU WENT TO SLEEP: ~~1200~~ 0300

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) ~~None~~
1 beer with dinner @ 1930 ish

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

[Medical Member]

NAME (LAST, FIRST): _____ SSAN: _____

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0800/8hrs/0/well

TIME ARRIVED AT WORK: 1430

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
oatmeal @ 0930 2 cups of coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
rested @ home

LUNCH: (What time did you have lunch? List all food and drinks consumed)
met my wife @ noon for a burrito and dr Pepper @ Qdoba.

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Ready for work. had a Starbucks iced coffee @ 1545

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)
N/A

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Water on the aircraft. Ate a small bag of chips and whoppers on the A/S craft.

TIME YOU WENT TO SLEEP: N/A

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
none

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) none

ARRIVAL TIME AT SQUADRON (If different than above): 1430

BRIEF TIME: 1530

STEP TIME: 1645

TAKE OFF TIME: Scheduled for 1810. Engine HO issues caused us to taxi out late. 1825 takeoff roll.

MISHAP TIME: 1835

[Medical Member]

NAME (LAST, FIRST):_____ SSAN:_____

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

7
The ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

[Medical Member]

FULL NAME_ RANK MSgt SSAN_

Mishap day: Date 30 Apr : 8 hrs

1 day prior to mishap: Date 29 Apr : 8 hrs

2 days prior to mishap: Date 28 Apr : 7.5 hrs

3 days prior to mishap: Date 27 Apr : 7 hrs of sleep

4 days prior to mishap: Date 26 Apr : probably 6-7 hrs

5 days prior to mishap: Date 25 Apr : 6-7 hrs sleep

6 days prior to mishap: Date 24 Apr. : had a bad stomach ache. I suspect food poisoning of some sort. worked it all out that night. 5hrs sleep

7 days prior to mishap: Date 23 Apr : Flew 6-7 hrs

R8. SRA [Mishap Cryptologic Operator] (MCO)

R8.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

1. I, [Mishap Cryptologic Operator] 97IS, have been advised by
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-14848
(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.

[Mishap Cryptologic Operator] SrA/E4
Name (Last, First, MI) and Rank/Grade

ACLA/SELO
Duty Title

Signature

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF: [Mishap Cryptologic Operator]

SHA/E4

Name (Last, First, MI) and Rank/Grade

ACLA/SELO

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR 15. Crew position (as applicable) 12 (CO). Time you began duty 1515.

1. I, [Mishap Cryptologic Operator] (Name) E4 (Grade) (SSAN) 97 IS (Organization) have been advised by (Individual's Rank or Title) of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

During mission planning there was a discussion over the jet having a PAC issue, But it was Deemed not Dangerous.

On Flight Day, we step-Briefed, waited For Back end Bus, got on Jet And Ran OX/Preflight without issue. Upon Engine start up there was issues with starting engine 2, And it had to be manually started with a direct line of something. We then taxi'd and Waited For take off. I Sat on position 12 Facing Aft with clear view of everything AFT of me, including pos 15, 16, The Aces, and the Rest of crew Rest. As we began acceleration For takeoff, about 10-15 seconds in, I saw Bright orange Flames over 1 FT Long coming Vertically up From Behind the galley powering & CURVING up against the Roof of the Jet.

"The above statement is true to the best of my knowledge and belief." Signed. Date. 30 APR 15

(2)

My immediate Reaction was to push Call and Speak "Fire" Repeatedly. Seconds later Comms were Flooded with multiple ops Doing the same. the plane then began to slow quickly to a stop. (30 sec.) the ACOS in AFT Scrambled to get the FireFighting equipment on & ops ON position 15 & 16 got up as well. I Donned my OX Mask and Flipped to Emergency. Looking Back AFT All 4 Airmen were only Faded images of arms & legs in Dense white smoke. AMS made Calls to Don ox, Get out of AFT, Get up, and then egress to the Front. (each AMS statement was seperate). I waited to see the Airmen ahead of me move & the Airmen AFT Follow before going off ox. There was some Bottlenecking slowing us Down. once we began moving I shut ox off emergency or I moved ~~back~~ out. We got up past the Ravens, some still standing at their positions.

(3) There was more Bottlenecking as it was difficult to get out the crew chute ladder quickly. many OF US went OUT Before the TC/Ravens & NAV. We then HUSTLED straight away from the jet heading NNE toward Building D & meeting up at the grass off the Flight line. We got a positive headcount, identified 5 Airmen inhaled the smoke/fumes, AND waited as Emergency services came in. the Fire Fighters sprayed things Down, & went inside the aircraft, but a Flaming hole emerged amidst the Firefighting penetrating the skin atop the Aircraft. As we saw this we moved about ~50 yards more Away and the Firefighters started using more Hoses/sprays to Also target the Flaming Hole. medics came to check on the 5 Airmen with smoke inhalation (one being myself). Two left to ER with headaches and Difficulty breathing. then, After some time

(4)

the majority of us returned to the 343rd to await updates. 6 Airman stayed to get comint & sensitive material off the jet. Two more of us at the 343rd developed more serious smoke inhalation symptoms and were then met by medics & taken to Bellevue medical center, one being myself. AFter being medically cleared, we All met up at Flight med, then back at 343rd for this safety survey.

overall, VERY glad we stopped instead of taking off. The Fire & smoke spread so quickly that Fighting it IN-Air seemed NOT Feasible in Retrospect. many AFT Airman noted the difficulty & time it took to Don FireFighting Gear in the smoke.

R8.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

[Mishap Cryptologic Operator]

Statement Completed By: (print) _____ (signature) _____

ISB or SIB Investigator Administering This Form: (print) Capt

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0600 up 7hrs slept

TIME ARRIVED AT WORK: 0700

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

oatmeal w/ Honey + cinnamon

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

eat, groom, go to work

LUNCH: (What time did you have lunch? List all food and drinks consumed)

1200, water, PB&J sandwich, carrots

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

~~work~~ work, Paperwork, CBT's more water

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed)

1900 soup w/ tomatoes & split peas

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TV then sleep

TIME YOU WENT TO SLEEP: 2230

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

None

DAY 2 (48 HOURS PAST)

[Mishap Cryptologic Operator]

NAME (LAST, FIRST): _____ SSAN

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0600, 6 HRS well rested

TIME ARRIVED AT WORK: 0730

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

0630 Oatmeal

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

PT till 0900 [redacted], Work onward

LUNCH: (What time did you have lunch? List all food and drinks consumed)

1230 Turkey Sandwich & Vegis

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

More work, CBT's

TIME DEPARTED WORK: 1700

DINNER: (What time did you have dinner? List all food and drinks consumed)

1900 RAMEN, two packets

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TV, water

TIME YOU WENT TO SLEEP: 2300

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

None

[Mishap Cryptologic Operator]

NAME (LAST, FIRST): _____ SSAN:

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0530, 7 HRS well

TIME ARRIVED AT WORK: 0730

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

0600 Oatmeal

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

PT 0730-0800 Soda, water 1100 Mission planning

LUNCH: (What time did you have lunch? List all food and drinks consumed)

1300 water & PB&J Sandwich

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

Mission Planning,

TIME DEPARTED WORK: 1700

DINNER: (What time did you have dinner? List all food and drinks consumed)

1800 Lemon Garlic Pasta

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

Visit friend, TV, ~~[illegible]~~ ate some candy

TIME YOU WENT TO SLEEP: 2200

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

None

[Mishap Cryptologic Operator]

NAME (LAST, FIRST): _____ SSAN: _____

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0700, 9 HRS Well Rested

TIME ARRIVED AT WORK: 1500 (Showtime)

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1000, Frosted mini-wheats

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Video Games, Computer Browsing

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1430 Chicken Nuggets

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Step Brief, Go to Jet

TIME DEPARTED WORK: N/A

DINNER: (What time did you have dinner? List all food and drinks consumed)
N/A

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Mishap, GoTo Bellevue medical, then Flight med

TIME YOU WENT TO SLEEP: N/A

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) Given Nebulizer treatment at clinic & Motrin

ARRIVAL TIME AT SQUADRON (If different than above): 1515

BRIEF TIME: 1515

STEP TIME: 1630

TAKE OFF TIME: 1824

MISHAP TIME: 1825 ≈ Local

[Mishap Cryptologic Operator]

NAME (LAST, FIRST): _____ SSAN: _____

~~14~~ 7 DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The ~~14~~ 7 day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME [Mishap Cryptologic Operator] RANK SrA SSAN

Mishap day: Date Thu 30 Apr 15:

2HR nap PRIOR To WORK

1 day prior to mishap: Date ~~Thu~~ 29 APR 15:

WORK, sleep 9HRS IN Crew Rest

2 days prior to mishap: Date 28 APR 15:

work, sleep, 7 hrs

3 days prior to mishap: Date 27 APR 15:

WORK, sleep, 6 hrs

4 days prior to mishap: Date 26 APR 15:

sleep ~~8~~ 7 hrs

5 days prior to mishap: Date 25 APR 15:

sleep 9 hrs

6 days prior to mishap: Date 24 APR 15:

WORK, sleep 7HRS

7 days prior to mishap: Date 23 APR 15:

WORK, sleep 7HRS

R8.3. SIB NON-PRIVILEGED INTERVIEW – 12 MAY 15

Non-Privileged Witness Statement

12 May 15
(Date)

1. I, [Mishap Cryptologic Operator] 97 IS, have been advised by ____
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-14848
(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.

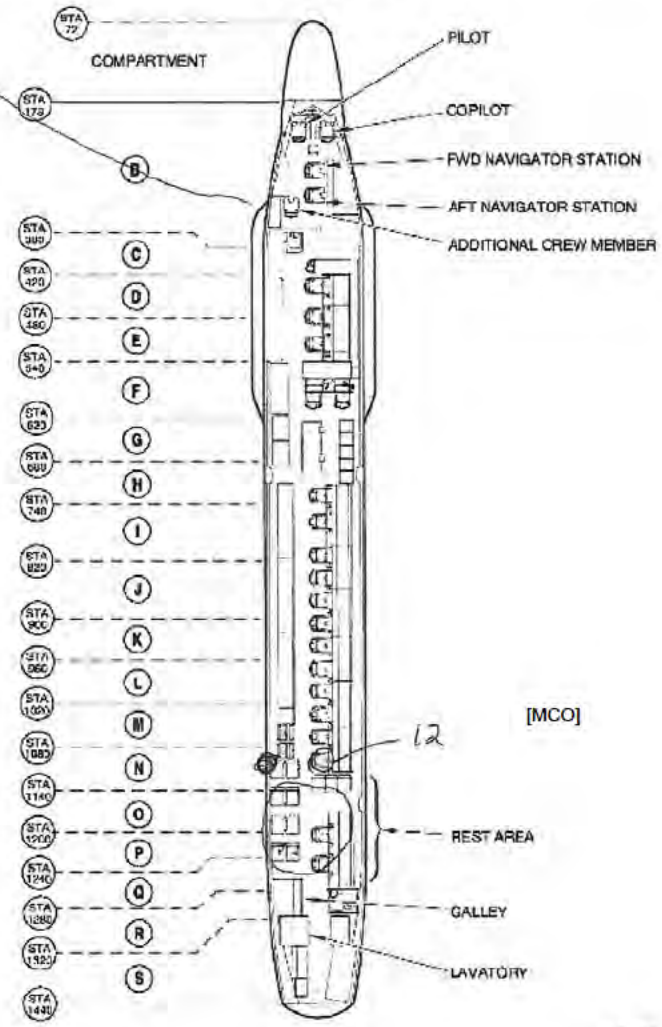
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

[Mishap Cryptologic Operator]
SrA/E4
Name (Last, First, MI) and Rank/Grade
ACLA/JELO
Duty Title

[Mishap Cryptologic Operator] 12 May 15

Aircraft Diagrams

RC-135 V / W



[MCO] 12

1-19


EMERGENCY
EXIT

SIB Interview of SrA [Mishap Tactical Coordinator]

Role: **Cryptologic Operator**
97th Intelligence Squadron

Interviewers: **(Board President)**
(Pilot Member)

Date: **12 May 15**

[Pilot Member] : This is a non-privilege interview with [MCO], Senior Airman, being conducted on 12 May 2015 at 0900 local by Captain [Pilot Member] for the safety investigation board for the recent mishap. We're investigating the mishap involving a RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MCO] : Yes.

[Pilot Member] **:** For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[MCO] : [MCO], Senior Airman. Witness.

[President] **:** , Board President.

[Pilot Member] **:** , Pilot Member. , how are you doing today?

[MCO] **:** Good, how are you?

[Pilot Member] Good. So if you wouldn't mind just starting us off talking us through the mission as you see it.

[MCO] **:** Ah what, okay, so uh.

[Pilot Member] **:** And uh, nothing secret.

[President] **:** Yeah, keep the classified out.

[MCO] **:** Absolutely.

[President] **:** If you need to discuss something classified just let us know and we'll probably grab a different one.

[MCO] **:** So mission planning was pretty straight forward. We were for uh, we were going to do exercise Emerald Warrior and we discussed a lot of stuff about that and about what it was. It was a night flight so that was a little different. Uhm definitely threw off some sleep there but uh for all the mission planning, the front end and like the nose and tail end briefing everything seemed like pretty standard, like nothing was crazy; nothing was different. But they did note that there was like a- a, something with a pack on the jet that we were getting; so I guess there are two packs in the back and one in the front. The one in the front was for like the pilots and stuff so like in the event of an emergency like they have their own isolated system.

[President] **:** Where is the pack on this?

[MCO] I don't know. I don't know where the packs are.

[President] **:** Okay. Oh, okay.

[MCO] : But I know that there's two in the back, and we need one for all the ops, and then one for the system to keep it from getting too hot. And I guess we had an issue with one of them and I asked what that meant from the ASEs and that's- they said 'it's not working, like but it's not totally broken. It's just kind of like off' it's not going to produce as much; like if it was an air conditioner it's not going to produce as much cooling as you necessarily want it to, it's just a little less. So they said 'we can go without it, we'll just dress warm up there and uh we can keep the one that does work well for the system and the pilots are good to go.' It seemed like it would be fine. I was also told that like if we tested on the ground we wouldn't- it would be like a grounding item, but we don't have to test it on the ground and that was our way of getting around it so that we could still take off and do the mission. I don't know how to really say anything because I don't know anything about the pack, I just know that was an issues that was like- going into it that as the only thing that I remember as an issue. Uhm on flight day we all showed up- everyone was there. Uh we got- the front end went and then we waited at the 97th- and then the bus came for us after a while and we all went. We did all- it's actually kind of funny because I fought over uh position 12 with a couple other ops; that's kind of ironic. But, uhm-

[President] **:** Where's position 12?

[MCO] **:** Position 12 is the aft-most before you get into crew rest- so it's right here… I was sitting there, then uh we did all of our AUX checks and our preflight; everything was good. And most of us in the back, we just- were kind of waiting to see what happens; uh the starting engines and the taxiing and the taking off finally. So they pulled the stand so we put all of our gloves on. We just sat and waited, most of us just listened to comms waiting for stuff. We do- we run our checklist ya know everyone calling in and all that. And then uh- when they were starting engines, there was an issue with engine two. They had to get their jet guy, I don't know that that means, but they couldn't get it to start the normal way so they had to come plug something into it to like manually force it to start. Uh that took a little bit, so there was a little bit of a delay there. And then uhm finally, we taxied out and we waited. When we finally got cleared to take off, and then I was sitting facing aft, we all face aft all the ops do, uh at least in this like row right here when we go to take off. And I was actually peaking over the seats in crew rest 'cause we were arguing over- among the ops, not arguing but we were just discussing like: which way were we facing; which direction we were taking off from the runway 'cause we don't know, 'cause we were just trying to like see out the window and figure it out for ourselves. Of course all I could see is like the grass and uh they started uh running the engines up, and ya know we starting to accelerating and you can feel it obviously. And like I was just looking around and then there was like out of nowhere there was a fire; there wasn't like any noise associated with it that I noticed uhm course I had headsets on so ya know but, ya know it dampens a lot of noise. The flame was like, it was like a bright orange with like some light purple in it, kind of looking flame. And it was well over a foot long. It was coming out of the top; there's like the metal paneling that makes this up here on the galley, it was coming from behind it. It wasn't…oh this isn't very useful (noise of a pen)…and it was kind of forced to curve up because of the roof of the jet.

[President] **:** Try a pencil, it might work better on there.

[MCO] **:** So what I saw was like this, it was kind of forced to curve out ya know. I couldn't-

[President] **:** Definitely from behind?

[MCO] **:** Definitely from behind. I couldn't- I couldn't see the base of the flame at all, that's why I'm pretty sure it's coming from behind it. It wasn't like coming out from the sides or anything like that. It was only coming out from the top. Of course it got a lot worse; it started hitting these wires and they started melting or whatever and at this point I had called it out already uhm and of course everyone was making the call. It was kind of funny 'cause we all- after the first person calls, it turns out everyone decides to call like; but uhm it was really quick what happened. Luckily you could feel the brakes go on, so we were- we got through to the pilot. But uh like no joke I turned to put my OX on- put my mask on ya know get everything working, and by the time I turned back around like it had filled with like white smoke. Like if I were going to like draw it… so there's two people sitting on 15 and 16, and there were two ASEs back here in crew rest, and basically like this smoke cloud and already like filled this up; like I could barely see them, and I was closest to them other than them themselves. It was like pure white, there was no black to it at all, ya know just kind of filled it all up. And uh the first thing that AMS said was to get everyone out of AFT as in the people in crew rest, and only some of them were on headsets 'cause the ASEs had to take their headsets off because they were trying to put the firefighter stuff on 'cause that's- that's their go-to job in the event of a fire back there. And then uh I'm trying to remember- I wrote it down… so they told us to get out of AFT and put- everyone get on ox especially. And then he had- he wanted us to get up and then he kind of like gave a little more motivation, like 'okay we're going to get up and we're leaving now' like we're going; and he did that all over the comms. And I guess the Chief kind of pushed the four guys, I mean included himself, the four out of the back and I waited to make sure they were coming out behind me before we started going on. There was a little bit of like a delay 'cause we kind of waited for a second for the people in front of us to move. And since the smoke was like ya know still moving up, I was still sitting there with my oxygen. I didn't want to go off oxygen until I was I was going to start getting out of where the smoke was. So once we started moving we all- we all got up to the front probably where like the TC compartment is, so basically like up past this point, we were all waiting up here and then there was kind of like some bottle-necking waiting to go down the- the ladder, because you can only go down the ladder so fast. And so we just waited to go down the ladder and everyone got out. And then as soon as we got off the- off the jet we just went all straight this way ya know to the grass off to the side of the flight line like we're supposed to do; we all met up with the NAV and we counted everyone, and everyone was there. Now was that- by then I mean I think when I got out of the jet I was probably like the middle person to get out; I wasn't the first and I wasn't the last. There was already one uh fire truck there- the smaller one, or the one that doesn't have huge wheels anyway. That was it; we kind of just waited and watched. Uh as we were watching- I mean knew there was smoke, and the firefighters started, after we got out- they put a ladder up on the wing and went in to check it out. And uh while we were sitting there watching the jet that we just ya know we just evacuated from, the fire started poking through the side and the smoke started coming through, and there was a little bit of black smoke then and it poked through the roof. And then the firefighters saw it and just like put like three hoses on it with foam and water and whatever trying to take care of it. But, it just kept burning. I don't know, I know the oxygen line is like right there with the- the blue metal. Also- our ox tanks are underneath of there for the whole ox system, so I don't know. Someone said that the fuel lines for engine two run through there too which is concerning 'cause

engine two was what was having problems. So it was kind of- I don't know what actually happened but that's all I got as far as details.

[President] **:** Okay. So when you said the flames were coming from behind this galley piece up here, were they- how would you describe the flames; would you describe them as like uh like on your like small licking flames, or was it more like a torch or a flare?

[MCO] : It was more like a torch. Like it seemed like it was fueled by like a gas. Like if uh think like a flamethrower, as soon as you let the fuel out and the flame is going; it looked like it was burning off of something, like pushing out ya know. It didn't look like 'oh, I just set this log on fire' and it's just casually burning, it was like actively burning. Like- I guess like a flamethrower would be the closest thing.

[President] **:** Which direction was- obviously it's coming up, but which direction… did it look any direction to you, or?

[MCO] **:** Uh it looked…very vertical, to me. And it seemed like it was going up, and then just being pushed out as it hit the- the roof of the jet. I mean, the roof of the jet is curved, so it looked like it was going to the side, but it- the base of the flame like I had looked at it the- the lowest part seemed like it was going straight up, to me. And then it was being forced to curve as it hit the roof.

[President] **:** Alright.

[Pilot Member] **:** Yeah uh, so you saw the fire, then smoke. You saw the ASEs start to fight the fire; did you try and help fight the fire as well from your position?

[MCO] **:** No, I didn't. Uhm I did make the call first, but uh they were already getting all the equipment and everything and I felt like one more body back there like 5 instead of 4 wouldn't be very helpful considering it's already covered in smoke, its already on fire; they already have enough hands to carry every piece of equipment that is back there that they would have used and they could have- gotten to it all quicker than I could. I could have tried to grab, but it's not here, but if like if you were in crew rest or from where I'm sitting- right there is a panel, where there is another fire extinguisher… sometimes I think I could have grabbed that but I don't know if it would have been any help 'cause by the time they started fighting the fire, we decided to evacuate the jet anyway.

[President] **:** Okay. Uhm, alright. Anything about the galley did you- did you use it, did you notice anything about the galley; anything abnormal?

[MCO] **:** No. No, I didn't notice it at all. Uhm when we were on the bus ya know going between getting labs done and all that other stuff, one of the ASEs said that they're never deviating from the checklist again, because they said they turned the refrigerators on uhm which is a normal thing for them to do, but they said usually you don't- you turn things on in a particular order if you go by the checklist, and the refrigerators are like one of the last things or like a note or something. But they just turned them on at the beginning, for whatever reason. I don't know if they had food or whatever to throw in there. But that's the only thing that I know about the galley that anyone had done.

[Pilot Member] **:** Do you know when they normally would have turned them on; would it had been after takeoff or before takeoff?

[MCO] **:** I don't know when they would. Uhm I think it might be part of their preflight stuff uh, I know that that they also- I mean a lot of people are mentioning concerns that like when they go through the baselines and they update the jet, they don't update like the microwave and the fridges in the back, so all of their cables are really old and a lot people say that a lot of those are like really frayed in the back. And I don't know if that's true, 'cause I never look back there but I know there's people that say that.

[Pilot Member] : Do you uh use the lavatory, obviously?

[MCO] **:** I didn't on this flight; I do sometimes, yeah.

[Pilot Member] **:** So where do you guys keep your toilet paper, if it's not in the sink in the lavatory?

[MCO] **:** I guess I've seen it up in here before. That's the only place that I know it to be. Usually, sometimes they stack it on the sink because the sink sometimes doesn't work…ever.

[President] **:** So you see right here where those water bottles would normally plug in, or are you talking about the back piece right here; the back uh cabinet?

[MCO] **:** I'm not sure. Probably, I don't know.

[Pilot Member] **:** Above the galley somewhere in one of those compartments.

[MCO] **:** Yeah.

[Pilot Member] **:** How about uh….just curious, how long do you think it took from the time someone said 'fire' to everyone getting off of the airplane and egressing; if you had replayed in your mind?

[MCO] **:** You mean everyone getting off the jet, or everyone starting the egress?

[Pilot Member] **:** Uh how about from fire call to egress to everyone getting off the jet.

[MCO] **:** I would say, uh. Starting from getting on my oxygen mask.. I would say I called, and they everyone else called and from the point the fire started to the time that it filled with smoke and we were told to abandon basically, I would say there was probably like 45 seconds there, max; maybe less than that, but around that. It seemed like the flame burned for like 15 to 20 seconds before it started producing a ton of smoke from hitting the wires or whatever it was burning. Uhm which is odd 'cause it, I don't know, it kind of burned clean and then- until it started burning other things, and then it like started producing a ton of smoke. So I would say 45 seconds, and then I would say it probably took us like two minutes or so, once we like got up to the front and were kind of bottle-necked it took us a couple of minutes to like actually get everyone off the jet.

[Pilot Member] **:** And you mentioned a small firefighting vehicle, was that there as soon as you guys got off the jet, or was there…what was the first response you saw?

[MCO] **:** So the first response I saw was the- it was like a, all I remember is that it was yellow and not red.

[Pilot Member] **:** Okay, a yellow truck?

[MCO] **:** Yeah, it was small- yeah it had like a small arm, but not one of the huge extendable arms. It was just like one on the top facing forward. So I mean, the front of this vehicle was

facing the jet, they were like nose-to-nose. Uhm I don't think they knew that- well maybe they knew that the fire was in the AFT but they were just sending people in, they weren't like at AFT shooting at AFT at that point. But then all the other people came probably like- or all the other vehicles came probably 20-30 seconds later, and after that all the vehicles just kind of flooded in one at a time after that. I think that…yeah.

[Pilot Member] **:** Cool. How do you feel?

[MCO] **:** Lucky. I feel like if we- there's some pilots who when we make calls like 'oh there's fumes in the back' or 'oh there's fire in the back' or whatever ya know a lot of the times it's like electrical equipment, which is like 'oh it, it fizzled out or something' So sometimes they don't take it as- well I shouldn't say they don't take it seriously, but they don't think that it's like 'oh no, the jets like on fire,' they think like 'oh like one of the pieces of equipment is like not working.' So I know that sometimes like deployed or whatever pilots will be like 'oh, we're going to take off anyway, we're already at like S1' or whatever… if we had taken off with this, I mean it was just too fast; like I don't think we could have really fought it because…by the time they got the mask on, the mask was full of smoke anyway- to fight ya know, the firefighters mask to fight the fire. So it was kind of like- we would have been sitting here with this fire doing whatever it wanted, and maybe ya know trying to spray it, but it seemed too fueled for us to really like effectively fight it. If it was just like a piece of hardware or something that was like on fire on top it would be easy, but since there was so much fueling it I guess; I feel like even our fire extinguishers wouldn't have been effective because it would have just pushed all of the- everything out and just lit itself on fire again anyway. But if we took off- I mean, I don't know how fast we could have emergency landed I mean- I know it's quick but a few more minutes stuck on the jet not even able to start egressing would have ya know made it a lot different. So I feel really lucky that we didn't take off, honestly. I'm also really glad that like no one got seriously injured. I had to go to the hospital along with like the four others that were in the back for like smoke inhalation, but as far as I know we're all better now. None of us got burned, or injured, or anything like that.

[President] **:** Chest feels okay, ya know?

[MCO] **:** Yeah.

[President] **:** Okay, good.

[Pilot Member] : Awesome.

[MCO] **:** Yeah.

[Pilot Member] **:** Alright, that's all we have unless you have anything else?

[MCO] **:** No, that's it.

[Pilot Member] : Alright, then we'll conclude.

[MCO] **:** Alright, thank you.

[Pilot Member] **:** If no one has any further questions, we will now conclude this interview. I would like to remind you again that you were not offered a promise of confidentiality and that your statement is not protected and will be released to any follow-on investigation of this mishap and may be releasable to the public subject to the Freedom of Information act. We request that you refrain from discussing your testimony and any information shared with you today regarding to

this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R9. SRA [Mishap Airborne Systems Engineer 2] (MASE2)

R9.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Page 1 of 2

Non-Privileged Witness Statement

30 Apr 15
(Date)

[Mishap Airborne Systems Engineer 2]

I, E4 3438S, have been advised by _
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V 64-14848
(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.

[Mishap Airborne Systems Engineer 2]
Name (Last, First, MI) and Rank/Grade

ASE 2
Duty Title

Signature

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

[Mishap Airborne Systems Engineer 2]

WITNESS STATEMENT OF:

_____

Name (Last, First, MI) and Rank/Grade

ASE 2

_____

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 4/30/15 Crew position (as applicable) ASE 2 Time you began duty 1515

1. I, [Mishap Airborne Systems Engineer 2] (Name) E4 (Grade) (SSAN) 3WRS (Organization) have been advised by (Name/Rank of Investigator) of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

At 1625 after call a crew member called fire. I looked up and saw #4 left flame coming out of the trolley I went to put ~~out~~ on fire mask and by the time I got it on and ready the smoke was so thick that I could not see a foot in front of me. We then started egressing the plane the occupants of the plane were getting out because taxy was taking some time when I looked at the temps on the crew rest it was 80° and we had the fridge on with the blowers which could have helped feed the fire but I don't think so because this is a common occurrence. We also did not run our check list during taxy because the temps were high and we were going to wait for the pacs to turn on.

When we got out to the spot AFE did not do there checks and the toilet did not work and we also had engine 2 issues which meant trouble shoot on the Ground.

"The above statement is true to the best of my knowledge and belief." Sign Date 4/30/15

R9.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print [Mishap Airborne Systems Engineer 2] (signature) [Medical Member]

ISB or SIB Investigator Administering This Form: (print) _

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 7am 8hrs 1

TIME ARRIVED AT WORK: 9am

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) Monster Can

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) Monster Can

LUNCH: (What time did you have lunch? List all food and drinks consumed) Jumbalaya & water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed) Steaks & Apple Cider Beer 2 bottles

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) Watched TV & hung out Side

TIME YOU WENT TO SLEEP: 10pm

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) Apple Cider Beer 2 Bottles

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) 1 Multi Vitamin

DAY 2 (48 HOURS PAST)

[Mishap Airborne Systems Engineer 2]

NAME (LAST, FIRST):_____ SSAN:_____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 6am 8 hrs 1 time good

TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) Egg Muffin Can

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) office work

LUNCH: (What time did you have lunch? List all food and drinks consumed) 11am - 1pm

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) office work till 4:30pm

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed) 6pm Bean & Hot dogs

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed) Worked on truck

TIME YOU WENT TO SLEEP: 10pm

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) 1 Multi Vitamin

[Mishap Airborne Systems Engineer 2]

NAME (LAST, FIRST):____ SSAN:___

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 8pm 10 hrs 1 Very Good

TIME ARRIVED AT WORK: 9pm

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed) None

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed) Office Work

LUNCH: (What time did you have lunch? List all food and drinks consumed) None

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed) Office Work till 4:30pm

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed) Hamburgers 2 Apple Cider Beers

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME YOU WENT TO SLEEP: 10pm

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed) 2 Apple Cider Beers

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) 1 Multi Vitamin

[Mishap Airborne Systems Engineer 2]

NAME (LAST, FIRST): SSAN:

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
9am 11hrs
0 Very Good

TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
10AM Tea

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Work on truck

LUNCH: (What time did you have lunch? List all food and drinks consumed)
12pm Hamburger Helper

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Watch TV, Took dog for walk

TIME DEPARTED WORK: 2:45pm

DINNER: (What time did you have dinner? List all food and drinks consumed)
None

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Started work

TIME YOU WENT TO SLEEP: —

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) Multi Vitamin, Nebulizer Albuterol

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530

STEP TIME: 1600

TAKE OFF TIME: 1825

MISHAP TIME: 1825

[Mishap Airborne Systems Engineer 2]

NAME (LAST, FIRST): _____ SSAN: _____

7 ~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

FULL NAME_ [Mishap Airborne Systems Engineer 2] RANK SrA SSAN_

Mishap day: Date 30 Apr : 11hrs
Flying

1 day prior to mishap: Date 29 Apr : 10hr
2 Apple Cider Beer

2 days prior to mishap: Date 28 Apr : 8 hr
~~2 Apple cider Beer~~

3 days prior to mishap: Date 27 Apr : 9 hr
2 Apple Cider Beer

4 days prior to mishap: Date 26 Apr : 9 hr

5 days prior to mishap: Date 25 Apr : 10 hr

6 days prior to mishap: Date 24 Apr : 10hrs

7 days prior to mishap: Date 23 Apr :
Flying 8hrs

R9.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11 May 15
(Date)

[Mishap Airborne Systems Engineer 2] I, [Pilot Member] 343RS, have been advised by

(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V 64-14848

(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.

[Mishap Airborne Systems Engineer 2]
SRA/E4
Name (Last, First, MI) and Rank/Grade

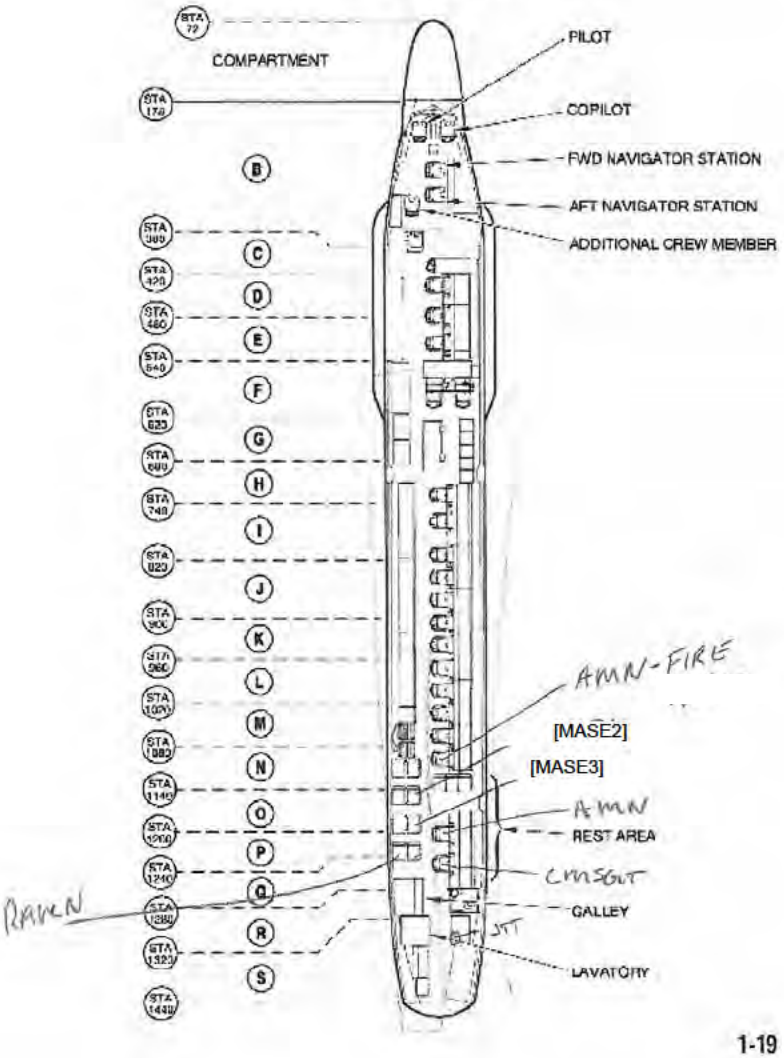
ASE 2
Duty Title

Signature

[Mishap Airborne Systems Engineer 2] Interview 11 May 15

Aircraft Diagrams

RC-135 V / W



1-19

[MASE2] Interview 11 Mar 15



SIB Interview of SrA [Mishap Airborne Systems Engineer 2]

Role: **Airborne Systems Engineer 2**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **11 May 15**

[Pilot Member] **:** This is a non-privileged interview with [MASE2] being conducted on 11 May 2015 at 10:15 AM by [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating the mishap involving a RC-135V that occurred on 30 April 2015. This investigation is being conducted on the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap and in order to prevent recurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant of a Freedom of Information Act request. Do you understand the promise of confidentiality has not been extended to you?

[MASE2] **:** Yes.

[Pilot Member] **:** For the record, would everyone present introduce his self by stating your name, rank, and affiliation with the board, starting with the witness.

[MASE2] **:** Uh, Senior Airman [MASE2] 343rd.

[President] **:** Colonel the safety investigation board president.

[Pilot Member] **:** Captain , pilot member. Alright, uh, how you doing today, man?

[MASE2] **:** Good.

[Pilot Member] **:** Good. Alright, would you mind just stepping us through the events as, uh, you saw them?

[MASE2] Okay, so we were on the, uh, runway and, um, we were going about 50 knots when one of the ops, um, over interphone, or over call, um, said there was a fire in the back, um, that's when I looked up, saw the flames coming out of the galley, and, um, started putting on my fire fighter equipment which is the, uh, facemask and hook up my oxygen, and, um, radio… or my mic and everything to it. Um, and by the time we came to a stop, um, I got everything ready, um, someone threw a fire extinguisher down the, um, hall.. or the aircraft there so we could reach it, um, [MASE 3] went to go grab the fire extinguisher and by that time the aircraft like filled up with, like, way too much smoke. Flame was, um, huge. It was probably about three feet long coming out of that, coming out of the galley, and, um, at that point, uh, [MSSD] was saying that like plastic was literally like dripping from that top of the aircraft where all the wires are and everything, and, uh, that's when I heard over my gas mask setup I had on, um, maintenance called over saying that we were egressing the aircraft and that's when, uh, we decid… that's when we started egressing then, um, Sergeant [MAMS] 's eyes they got filled with smoke so they

were burning and so he just held on to my shoulder while we egr-egressed the aircraft. And that's it, we didn't actually start the… or we didn't, like, start the, uh, fire extinguisher or anything or hook it up or disconnect anything on it because it was just, uh, it was too much at that point, that we weren't going to be able to do anything and were better off egressing.

[Pilot Member] **:** Okay. To, uh, give me a frame of reference, can you mark out where you were sitting?

[MASE2] **:** Okay

[Pilot Member] **:** Here.

[MASE2] **:** Oh. I was sitting right here.

[Pilot Member] **:** Alright. And, uh, where was Airman [MASE3] sitting?

[MASE2] **:** Uh, Sergeant [MASE3]?

[Pilot Member] **:** or Sergeant [MASE3], I'm sorry.

[MASE2] **:** That's fine. And then there was another, we had a raven, he was sitting right here, and, um, I can't think of his name off the top of my head right now, but I'll say Raven.

[Pilot Member] **:** Okay, that Raven is sitting right there?

[MASE2] **:** Yeah, and then we had [MSSD] right there. Right there, and then there was another airman there.

[Pilot Member] **:** Okay, thank you.

[MASE2] **:** Then we had this airman. This is the airman who, he's this, this gentleman, he tossed the, the fire extinguisher that sits right here. So, and he just threw it upright between me and [MASE3] so that we could grab it and start fighting the fire, um, but, uh, the aircraft like filled up with smoke way too much, quick.

[Pilot Member] **:** Can you just mark down which one of those airmen handed you the fire.. or rolled the fire extinguisher?

[MASE2] **:** Okay. This guy, he handed us the fire halon.

[Pilot Member] **:** Okay.

[MASE2] **:** It makes it easier

[Pilot Member] **:** Okay.

[MASE2] **:** So, that would have been, um, the gentleman who is sitting in position twelve. So…

[Pilot Member] **:** Perfect. Now, uh, when you heard, cause you heard, heard fire before you saw the fire, right?

[MASE2] Yeah.

[Pilot Member] **:** Alright, when you looked up can you, uh, describe what you saw?

[MASE2] **:** Um, yeah. So the flame was like coming out, like, literally like between the two of these things like a blow torch shooting out over this.

[President] **:** You can draw on that…

[MASE2] **:** Oh, I can draw on those, okay.

[President] **:** Yeah, Yeah, and as best you can…

[MASE2] **:** Oh, I'll use a pencil because this is wax, so it won't take… so it was probably coming like, like so. Like right here in this corner. You see this little like corner right here? It's kind of hard on this picture here but it was shooting out like literally like over all these wires right here, and there's also the oxygen line so I think, it was a pure orange flame, like a really clean looking orange flame and, um, it was big, so I don't know if at that point it, you know, was being fed by that oxygen line.

[Pilot Member] **:** Okay

[MASE2] **:** We did have the, uh, we deviated from our checklist and we had the refrigerators on with the blowers, uh, so that our food would stay cool and everything like that, so, um, but it didn't, I mean I, obviously it didn't look like it was, the flame was coming from down, way down here, it was coming from something like, in this area.

[Pilot Member] **:** What's, what's your ACE position?

[MASE2] **:** ACE 2

[Pilot Member] **:** ACE 2, and you guys don't have an assigned seat, it's just in the crew rest area or do you have an assigned seat?

[MASE2] **:** Uh, no, we don't have an assigned seat. But we, it's kind of like an unspoken thing where ACE 2s and ACE 4s sit, so… um…

[Pilot Member] **:** Okay.

[MASE2] **:** ACE 4s will typically sit here, um, at this spot because this is where their ETD is. My ETD is all the way, it's aisle maintenance.

[President] **:** Right, half way through the rack.

[MASE2] **:** Yeah, so, there's no real way for me to like go over call or anything like that because the button is all the way over here. So what I do is I, I'm on maintenance hot mic and I communicate to either the ACE 3 or the ACE 1, of what's occurring or what's happening, and that's what I was doing when I had my fire mask on is I was communicating to the, uh, the maintenance up here, that's when they, um, alerted me to that we were egressing the aircraft. So, um, but [MASE3] will typically sit here. There only reason he was not sitting here was

because there was a raven sitting here and he kind of just wanted more space so he just went, an empty, to the row that was empty behind him to sit there, and so he also couldn't hit the call button because he was out of reach of it.

[Pilot Member] **:** Alright. Uh, when you say the galley was a deviation from checklist is it in your checklist, or…

[MASE2] **:** We have an ACE 5 checklist.

[Pilot Member] **:** An ACE 5. Whose job is it to run the ACE 5 checklist if…

[MASE2] **:** The ACE 2 and the 4

[Pilot Member] **:** the 2 and the 4?

[MASE2] **:** Yeah, so, their, we as, me, [MASE3] and I, are, um, [MASE3] 's an ACE 4, Sergeant, and I'm an ACE 2. Right now we're in the transition of 2s becoming 5s and 4s becoming 5s, but we are not there yet. Um, and, so we were running these five checklists. So, typically what will happen is that ACE 4 will run this side of the aircraft.

[President] **:** That's the left side of the aircraft as you're looking forward?

[MASE2] **:** Yeah.

[President] **:** Okay.

[MASE2] **:** And then I will run the right side of the aircraft. That's until… I mean that's the way it is now. I mean that's just the easiest simple way because most of my equipment is going to be on the right side and most of his equipment is going to be on the left side and that's the way, it's just easier to run the checklist that way.

[Pilot Member] **:** So do you carry the ACE 5 checklist…

[MASE2] Yep

[Pilot Member] **:** along with your ACE 2?

[MASE2] **:** Oh, no, I carry an ACE 5 checklist.

[Pilot Member] **:** Just an ACE 5 checklist?

[MASE2] **:** Yeah, we don't carry, uh, they don't have 2s. They don't have a checklist for 2s for 5, or for the new baseline 11

[Pilot Member] **:** The new baseline 11

[MASE2] **:** Same with 10. They did away with it all, or, you have a checklist 2 for 10 but until you're 10… until you're 5 certed you don't use the 5 checklist you use your 2 checklist, but on baseline 11 they didn't make a 2 or a 4 checklist they just made a 5 so that we and then so the 2s and the 4s just split, they have the same checklist we just split, split it based on the side of the aircraft.

[Pilot Member] **:** So you're going through the transition from 2s and 4s to 5s, but you're not all the way there yet but they don't have a 2 and 4 checklist for the baseline 11?

[MASE2] **:** Yeah, the 2 and 4 checklist is the ACE 5 checklist

[Pilot Member] **:** Okay.

[MASE2] **:** If that makes any sense to you.

[Pilot Member] **:** It does make sense. I… look you're not certed, of, you haven't fully made the transition, do you guys have to fly with instructors then?

[MASE2] **:** No, because we, we're cert, like we get qualled on 11 as a 2 to fly the 11 and so, but I don't run any of [MASE 3] 's equipment, he runs his own equipment, because I'm not qualified to run his equipment so I only run which is the 2 equipment here. That's why we do the right side and left side.

[Pilot Member] **:** Alright, and curious, on a baseline 10 and previous baselines, because we still have one 9 floating around there…

[MASE2] **:** Yeah, no, I'm going to fly the 9 haha.

[Pilot Member] **:** Yeah, haha, uh, whose job is it to run the galley in one of those baselines?

[MASE2] **:** It is ACE 4.

[Pilot Member] **:** It is ACE 4? Part of the ACE 4 checklist?

[MASE2] **:** Yeah.

[Pilot Member] **:** Okay

[MASE2] **:** He's the one that turns on, that's why we left it that way where its left and right hand side, so, um, because that's just the way it was on pretty much on like 9 and 10 also.

[President] **:** On the, um, going back to the galley, when you said you turned, you powered it on, um…

[MASE2] **:** Powered, I, I don't power it on.

[President] **:** Okay so it kind of …

[MASE2] **:** [MASE3] powers it on.

[President] **:** Okay, you said you were just, non-standard that you guys were…

[MASE2] **:** It's a standard deviation

[President] **:** Okay

[MASE2] **:** Uh, for us to turn on the refrigerator before takeoff because typically we're turning on after takeoff but it's pretty standard to turn it on before because that's where we have our

water cooler and like other people's food will go in this refrigerator and so to keep it cool we turn it on.

[President] **:** And that's just a switch on the left hand side next to the oven?

[MASE2] **:** Um, well you got the exhaust blower here

[President] **:** Okay.

[MASE2] **:** And then there's another breaker, um, like right here with more equipment on it for like the toilet and the refrigerator and things.

[President] **:** Okay, so you have to, you have to…

[MASE2] **:** There's a button, or a circuit breaker you actually push in

[President] **:** You push circuit breakers in, okay, alright.

[MASE2] **:** Yeah, for the, it's the exhaust blower for the refrigerator so it blows that hot air.

[President] **:** Which way, do you know which way the bl.. do you feel the hot air from the bottom or does it go up this way, do you know?

[MASE2] **:** I…

[President] **:** Don't know?

[MASE2] **:** I don't know for sure.

[President] **:** Okay, fair enough. And were these hot water bottles that they, the containers that are supposed to be there, do you remember seeing, are there any

[MASE2] **:** They're not there now.

[President] **:** They're not, you guys don't normally fly with those?

[MASE2] **:** No.

[President] **:** Okay.

[MASE2] **:** I've never flown with them.

[Pilot Member] **:** Uh, those are most of the main questions I had. Uh,

[President] **:** Egress?

[Pilot Member] **:** Uh, that was the last thing I was going to talk about because you said [MASE3] had to hold on to your shoulder on the way out

[MASE2] **:** Yes

[Pilot Member] **:** But, uh, backing up to that, how were you notified of egress?

[MASE2] **:** Uh, over maintenance. I was on hot mic, over my headset. Uh, because I'm wearing the firefighter mask so it has the, it's got the, for me the firefighter mask is a full cover so my eyes are protected and everything and I also had, there's a headset that's hooked up to it, and so, and maintenance said oh we're egressing the aircraft and that's when me and [MASE3] said hey we're, it's time to egress. You know? And then [MSSD] was like oh there's plastic dripping so we were like alright we got to start going and so we just started going. It got a little backed up over here, I'd say I felt it was slowing down, and then, then it kind of sped up as we got off. But at this point I'd probably say like right here…

[President] **:** Half way through the frame of the aircraft…

[MASE2] **:** That's when like the smoke was kind of like just staying towards the, the aft area of the aircraft and it like didn't reach us fully, because it, I mean back here it was like, I mean you couldn't see a foot in front of you. It was so, it was, it was literally like grey, dark smoke. Like if you were to burn a tire or something like that like type of stuff.

[Pilot Member] **:** Yeah

[MASE2] **:** So, um, you know like plastic burning and things like that, so, yeah, so we got up here and then that's, we egressed the aircraft and then, um, we went to this side of the nose, um, into the grassy area as paramedics and firefighters showed up, so.

[Pilot Member] **:** So were you on the ground before they showed up?

[MASE2] **:** We were, we never took off.

[Pilot Member] **:** Well I mean, um, did you egress and you were off the runway, you physically were off the runway before the firefighters get there

[MASE2] **:** Um,

[Pilot Member] **:** Or around the same time you think?

[MASE2] **:** It, it was like, yeah, it was like yeah we were, I like may I touched grass and then the firefighters and stuff were like starting to show up and things like that, so and they were pretty quick and then the paramedics came and, uh, [MASE3] and I we had smoke inhalation and so, um, we were getting checked out for smoke inhalation and then we ended up going to the emergency room and getting treated for that. They hooked us up to, uh, breathing equipment and um, pretty much like an inhaler or something like that it was putting smoke into our like a medication that was smoking into our lungs to open up the passageways so we could breathe a little bit easier, because pretty much me and him both felt like our, we were constricted on breathing, um, and then Friday I went and got an inhaler and then Saturday I was feeling better then.

[Pilot Member] **:** How do you feel now?

[MASE2] **:** I feel fine now.

[Pilot Member] **:** Good. Um, going back to the egress, from the point when you noticed or were told there was a fire, till the point where they said egress, how, how… can you estimate how much time that was, how like…

[MASE2] **:** 30 seconds probably.

[Pilot Member] **:** Okay.

[MASE2] **:** I mean…

[Pilot Member] **:** So how long do you think you spent on the plane then?

[MASE2] **:** Oh…

[Pilot Member] **:** From when the fire started to when you were off the plane.

[MASE2] **:** Okay, um, we, [MASE3] and I, we didn't start getting up out of our seats until the aircraft came to a full stop. And that was just for safety reasons for us, so we didn't get up and start fighting a fire and then like, this fire was huge, and like you know when the aircraft comes to a stop you know you move or something you get jerked and fall into something, so we waited until we hit, got to the full stop. Then that's when we got up and tried to fight the fire. I'd probably say within like… I, I'd probably say we spent about… time… it took us a while to get off the aircraft I'd say, like, not a, when I'm saying a while I mean like 45 seconds, a minute to get off the aircraft. But, from the point we got up to fight the fire, and … hey we're egressing, 30 seconds and that's when we were like, so I'd probably say like maybe max time 2 minutes to be off the aircraft fully and in the grass.

[President] **:** Okay.

[Pilot Member] **:** You think that's pretty good?

[MASE2] **:** Yeah, I mean, I, uh, that's what I'm thinking to myself, I'm like, you know like, If I, uh, we get like, I, um, talking from full stop to off the aircraft, I'm thinking maybe like a minute 30 – 2 minutes, somewhere around there. That's in my head…

[President] **:** Right.

[MASE2] **:** I mean but, in emergency situations things seem to move a little bit slower than what it is kind of thing, like everything's in slow motion, so.

[President] **:** What about the hatch?

[Pilot Member] **:** The hatch. So, uh, the left overwing hatch at some point was opened.

[MASE2] **:** Okay, I wasn't aware of that then. Oh you know what, it, I do, the firefighters opened it.

[Pilot Member] **:** The firefighters did open it?

[MASE2] **:** Yeah, they opened it.

[Pilot Member] **:** Okay.

[MASE2] **:** So, but, for people egressing the aircraft, no, no, nobody, nobody opened that, nobody went out that.

[Pilot Member] **:** Okay.

[MASE2] **:** So the firefighters did open it. I remember watching them open it and, uh, actually when they did open it, that's when, uh, the reason they opened it, I remember was, I could hear on the radio because I was with the paramedics and everything, the reason they opened it was because it was filling up with way too much smoke, and then they opened it, and then also the hole started burning. But that's when the hole started…

[President] **:** Through the fuselage?

[MASE2] **:** Yeah, like, you'd see huge puffs of smoke and then you just saw a huge flame shoot out.

[President] **:** Was that flame that you saw shoot out, was it similar to the same color or same consistency as the flame you saw when you turned?

[MASE2] **:** It was orange.

[President] **:** Same thing?

[MASE2] **:** Yeah.

[President] **:** Not like your firefight, not like your camping type flame, but did it look like that or did it look more pronounced?

[MASE2] **:** It was, it was, uh, it was, uh, orange flame but there you could see black, and I think that was because it was burning, but I'd probably say it was only sticking out the aircraft maybe a foot and a half maybe.

[President] **:** Okay.

[MASE2] **:** Something like that. But when we were in there it was, I mean it was, it was a really clean orange looking flame, like, um, like what I would compare it to is like when you like you're starting a charcoal grill and you're like oh I'm going to spray all this stuff on it or you're might be having some fun on your charcoal grill and it's lit and you're like I just want a big fire. It was like that. Like it was like you just squirted a bunch of lighter fluid on this thing and just… (makes fwoosh sound) kind of thing.

[Pilot Member] **:** Hmm.

[MASE2] **:** It was a clean oran, really nice looking orange flame versus like, if it was like an electrical fire or something you'd see a lot more like dirt in the flame, and it, I didn't see any of that, so.

[President] **:** Now I know you didn't smell anything when you had the mask on, or... you shouldn't have.

[MASE2] **:** Yeah, yeah. I was switching between the two oxygen masks when I… took in some of the smoke and everything like that then.

[President] **:** But before, you didn't notice any smell before someone said fire or anything?

[MASE2] **:** No, no. I didn't notice any type of smell or anything like that. Um.

[President] **:** And you were facing aft as well, correct?

[MASE2] **:** Yeah. Yeah. And then when they did say fire I was going through, um, my checklist because we also, because the aircraft was, we kind of stayed on the taxiway for a little bit before we got on the runway, uh, because we were waiting for clearance and things like that. Um, and the aircraft was getting a little war, bit warm. So we didn't run our pre, our taxi, our taxi checklist yet because the aircraft was getting hot. And I have a JTT and things like that back here, um, which would be in this, um, which sits about like right here, is the JTT. Um, which is sib, I don't, uh…

[President] **:** I don't know what a JTT is.

[MASE2] **:** Yeah, um, it's, it's a data link.

[President] **:** Okay.

[MASE2] **:** Um, for sib. But the JTT terminal is right here and typically it has a blower and everything on it, which, um, heats up the aircraft a lot quicker. Um, and the aircraft was getting pretty hot. And actually, another interesting thing too, I just remembered, our ACE 3 while we were doing our, our, um, during our taxiing and everything, he was getting some interesting readings but I don't think, I think it was more in the processor rack than back here, but he was getting like, like 2000 degree temperatures or something like that, and so he thought it was an issue with the ECP which is the, um, the system that kind of monitors temperatures.

[President] **:** And you say that was the ACEs 3?

[MASE2] **:** ACE 3. He, he monitors all of the cooling on the aircraft. Um, and on ECP which is the processor that displays all those temperature readings, he saw like some weird reading. I, I'm not sure if it was like 5000 degrees but I know it was like really, we were all like ah, that's weird, maybe if aircraft's hot and he's like I'm going to restart the processor and see if that fixes the issue because sometimes that happens. And so, and he was like, yeah, I would hold off on turning on your guys' equipment just because of the temperature is so hot. So, that's when we held off and we were like okay, I'll start the JTT up when we take off because we had enough time for the JTT, it takes 15 minutes for it to go through its bit tests and everything, that before we got to the box, so I was like I'm cool with waiting on that.

[President] **:** So then you did not turn the JTT on at all during…

[MASE2] **:** I did not. If I did turn the JTT on I might, I might have gone back there and maybe seen something, but I, I didn't turn it on because of the temperatures.

[President] **:** Okay. Anything else?

[Pilot Member] **:** No sir.

[President] **:** Do you have anything else that you can think of or interested to tell us?

[MASE2] **:** No.

[President] **:** Okay.

[MASE2] **:** That's it.

[President] **:** Okay.

[Pilot Member] **:** If no one has any further questions we will now conclude this interview. I'd like to remind you again, that you are not offered a promise of confidentiality and that your statement is not protected and will be released to any follow on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request to you, correction, we request that you refrain from this discussion, your testimony, and any information shared with you today, regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[President] **:** Very good. Thank you.

R9.4. SIB NON-PRIVILEGED INTERVIEW – 18 MAY 15

SIB Interview of SrA [MASE2]

Role: **Airborne Systems Engineer 2**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **18 May 15**

[Pilot Member] : This is a non-privilege interview with [MASE2] being conducted on 18 May 2015 at 1010 local by [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating this mishap involving a RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MASE2] : Yes.

[Pilot Member] **:** For the record, would everyone present introduce-introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[MASE2] **:** Uhm my name is [MASE2] , Senior Airman uh and I'm ASE2 on the RC-135.

[President] **:** Okay, Colonel , Board President.

[Pilot Member] **:** Captain , Pilot Member. Welcome back. So uh just a couple quick questions just to clear you up, then we can get you out of here.

[MASE2] **:** Okay.

[Pilot Member] **:** Uh after your previous interview, I did have one question. You guys; as in you and [MASE3] said something about refilling an oxygen bottle.

[MASE2] **:** Okay. Yes, yeah uh so we had to refill some oxygen bottles, but that was before when we were pre-flighting the jet. So, uhm what happened was the jet just landed and then we were taking the jet, and AFE never came out and cleaned the oxygen masks or made sure the oxygen bottles were at the proper pressure and everything like that. And during our preflight uhm we had-where we had to check our oxygen bottles to make sure that they're at 300 or the aircrafts pressurization; and so mine- I think, I'm not 100% sure but one of them was had no oxygen and the other one had like half-oxygen in it. So we checked those and then we did the standard procedure for zero oxygen in one bottle is ya know refill it three times then uh- and uh then it should be good; and we just refilled mine then I think it was. It was one of the two we had in there but yeah we had to refill some oxygen bottles so- in the crew rest area.

[Pilot Member] **:** Okay. Did you use the uh oxygen fill line in the crew rest area?

[MASE2] **:** We did.

[Pilot Member] **:** For both bottles?

[MASE2] **:** Yes.

[Pilot Member] **:** Okay. The one bottle that was half-full, you just filled it up to uh how much PSI?

[MASE2] **:** It's 300 or the pressurization of the aircraft- whatever it's pressurized to on the aircraft then.

[Pilot Member] **:** Okay. And the other bottle you did the uh-

[MASE2] **:** We filled it up, discharged it, filled it up, and discharged it three times.

[Pilot Member] **:** Okay. Did you guys open up a T.O. for purging a bottle, or was this uh recalling from your training?

[MASE2] **:** Just recalling from out training.

[Pilot Member] **:** Okay. Uh do you know what T.O. system covers oxygen systems?

[MASE2] **:** Which T.O. does? Uhh..

[Pilot Member] **:** Or more specifically, the ones that call for purging a bottle and then filling it up again.

[MASE2] **:** I don't remember off-hand, no. I'd have to look it up.

[Pilot Member] **:** Okay.

[MASE2] **:** I'd have to go into EPubs gold and figure it out, but yeah I don't remember off hand though.

[Pilot Member] **:** Okay. That is one of my questions.

[MASE2] **:** Okay.

[Pilot Member] **:** Alright, uh and now I'm going to ask you a question that's specific to the flight that happened, and in general. You said before, that ASES have fight-fighting responsibilities.

[MASE2] **:** Yes.

[Pilot Member] **:** Alright. So, are ASES always designated as the firefighters?

[MASE2] **:** It- They're designated as the primary. So- primary firefighter for uh forward of the maintenance stations is going to be the ASE3 and then AFT of the maint station is either going to be- it's going to be like ASE4 or 2. It's typically designated during ya know mission planning or any.. pretty much whenever the AC designates it whose going to be the firefighter. Uhm typically it's the ASE4 but I want to say- I said I'd take it on this flight so- it's also because I'm closer to the equipment where I sit; it's like right next to me- right here so it's easier for me to do it, but uh otherwise if- if someone is closer to the fire, then it's always ya know.. please don't sit there and not do anything. Grab a- grab a uh fire-or a uh fire extinguisher and try to put the fire out, you know what I'm saying? Uh don't sit there and wait. Try to- try to be- try to react to that situation in the appropriate way though- so.

[Pilot Member] **:** Alright. On this sortie did the AC designate the firefighters, or did the TC designate firefighters? Or did no one designate it; it was just a uh implicit instruction?

[MASE2] **:** I want to say- this one; the TC was getting his check ride; so I'm trying to remember right now. It was uh I want to say it was… Major was giving the evaluation to uh

[MTC] I want to say for TC. And I think- I think what Major said was- He asked who wanted to be the firefighter after the maint station, and I said I'd do it just cause I'm closer to it, though. Uhm and then the ASE3 was it, but he also said ya know if there is a fire ya know one of the ravens will get it because they're closer to the firefighter equipment; because the firefighter equipment for forward of the maintenance station is in the uh flight deck. So-

[Pilot Member] **:** Okay. Was the designated during the mass crew brief, or was the a CMC crew brief where that was asked?

[MASE2] **:** It was during the mass crew brief. So, yeah.

[Pilot Member] **:** Okay. Do you know of any regulation that stipulates who has to fight fires, or who has to- if they need to, designate firefighters?

[MASE2] **:** Uh, no. I don't- I know that in my check- on the ASE5 checklist is has me checking the firefighter mask to make sure it operates. So that's typically why I always kind of become the firefighter because it's also- I mean, even on the ASE2 checklist it had me checking the firefighter masks, so… on the ASE5 checklist, yes that's the 2 and the 4 combined kind of deal but, since it's next to my- where I sit all the time I always check it. I hook it up to oxygen and I hook it up to the microphone so I make sure I can talk and hear and everything too; during preflight.

[Pilot Member] **:** Okay. Sir, that's all the questions I had.

[President] **:** Okay, I just have one question going back to the refill of the air bottles. You did that on the recharge stations that's right next to the galley, right?

[MASE2] **:** Yes.

[President] **:** And that was before- that was when you showed up before the flight deck showed up?

[MASE2] **:** Oh, we show up with the flight deck.

[President] **:** Same time? Okay. So how long is that before like engine-start?

[MASE2] **:** Uh, about an hour.

[President] **:** Okay. And you- when you purge the oxygen bottle, you purge it right there at the station?

[MASE2] **:** Yeah.

[President] **:** and then refill, and then purge, and then refill and then purge, okay. Is that a normal practice you guys do a lot; are you comfortable doing those?

[MASE2] **:** Refilling and purging?

[President] **:** Yeah.

[MASE2] **:** Yeah, I'm comfortable doing it but typically we don't do that, though. AFE handles it and I know when we got out to the jet like all the oxygen masks were astray and everything and we were kind of like- AFE did not come out here and service this plane. And so the pilot- the AC, he called AFE and had them come out; and he was like 'yeah we just didn't have time just, when that jet landed and you guys came out, we didn't have time to come out there.' And so he told him to; 'Hey, you've got time now so why don't you start doing it now then.' So I don't

know if it was- I- I don't know if it got finished, or what. So but I mean based off my- my; when we get out to the plane and my preflight and everything I kind of made sure everything was kind of taken care of ya know in the crew rest area.

[President] **:** Okay. I'm good.

[Pilot Member] **:** Do you have anything else that you think?

[MASE2] **:** Yeah, actually there was. So during our engine start we were having issues with engine two, and engine two wasn't starting properly and so they were messing around with it, talking to ground maintenance, trying to figure out if- finally figured it out and uhm the engine started. But, I was talking to someone and they were telling me possibly there was like a line of something like that- gas or something like that that runs for engine two back there. So I didn't know- I totally forgot to think about that 'cause we were having engine two issues. So but, that's about it… I'm trying to think of anything else. Nope, that's it. That's all I can think of.

[Pilot Member] **:** Perfect. Alright. If no one has any further questions, we will now conclude this interview. I would like to remind you again that you were not offered a promise of confidentiality and that your statement is not protected and will be released to any follow-on investigation of this mishap and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding to this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MASE2] **:** Thank you.

R10. TSGT [Mishap Airborne Systems Engineer 2] (MASE3)

R10.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

1. I, [MASE3] 343 RS, have been advised by ___,
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135 V, 64-14848
(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.

[MASE3]
TSgt/ECM
Name (Last, First, MI) and Rank/Grade

FLIGHT CHIEF 343RS SAFETY
Duty Title

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF: [MASE3]

Name (Last, First, MI) and Rank/Grade

FLIGHT CHIEF 343 RS SAFETY

Duty Title

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR 15 Crew position (as applicable) ASE 4 Time you began duty 1515

[MASE3]

1. I, _____, E-6, 345 RS have been advised by _____ of the following:
   Name, Grade, Organization

   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

Sitting in crew rest just forward of posn 19/20, I noticed flames shooting out of the galley panel just above the microwave, I was away from my ETD so I could not hit call button but over private announced a fire in the galley. Take off was aborted, I got on oxygen and was attempting to get cleared up to gain access to a fire extinguisher/possibly the galley CBP. IN the first few moments the fire was able to be seen clearly and I felt we could combat it; however the aircraft was still moving quickly enough that I felt it would be unsafe to attempt to stand and fight the fire. Once the aircraft had stopped the smoke at that point was billowing out and filling tail cone rapidly. due to the oxygen port I was connected to being to far away I was unable to utilize the fire extinguisher that op 15 had handed to me. I looked to the ASE 2 who was donning his mask (fire fighter mask) at this point op 15 announced egress and started having us push people forward. Egress commenced

"The above statement is true to the best of my knowledge and belief." Signed. _____ Date. 1 MAY 15

R10.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 APR 2015

[MASE3]

Statement Completed By: (print) __ (signatur

[Medical Member]

ISB or SIB Investigator Administering This Form: (print)

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0615 / 2 / rested

TIME ARRIVED AT WORK:

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0700 toast, eggs

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
TV, milk, diet coke

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1300 juice, hot pockets

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
movies, diet coke, raising

TIME DEPARTED WORK: NOT AT WORK

DINNER: (What time did you have dinner? List all food and drinks consumed)
1900 chicken wrap, onion rings, water

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
tv

TIME YOU WENT TO SLEEP: 2200

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

DAY 2 (48 HOURS PAST)

[MASE3]

NAME (LAST, FIRST): _____ SSAN: _____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630 / 0 / rested

TIME ARRIVED AT WORK: 0800

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
Nothing, diet coke, protein shake

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
water x2 office work

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1130 chicken wrap left over water, juice

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
office work, diet coke, 2.5 mile hike @ Swanson Park

TIME DEPARTED WORK: 1500

DINNER: (What time did you have dinner? List all food and drinks consumed)
1700 Sloppy joes, water, corn

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
attended football practice for children, water 2.5 litres

TIME YOU WENT TO SLEEP: 1000pm

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

[MASE3]

NAME (LAST, FIRST): _____ SSAN _____

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630 / 0 / rested

TIME ARRIVED AT WORK: 0930

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
protein shake, water

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
weight lifting 1hr, water, office work

LUNCH: (What time did you have lunch? List all food and drinks consumed)
hot pockets, water, juice

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
office work, diet coke,

TIME DEPARTED WORK: 1600

DINNER: (What time did you have dinner? List all food and drinks consumed)
1600 spaghetti, diet coke, water

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
tv, cleaning,

TIME YOU WENT TO SLEEP: 1100

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
NONE

[MASE3]

NAME (LAST, FIRST):_____ SSAN:_____

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0744 / 0 / rested
1100 / 0 / rested

TIME ARRIVED AT WORK: 1520

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
Cinnamon rolls

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
slept, lifted weights

LUNCH: (What time did you have lunch? List all food and drinks consumed)
Nothing

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
water (x4)

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)
N/A

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
pre flight

TIME YOU WENT TO SLEEP: N/A

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
NONE

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) Albuterol nebulizer? at BMC following mishap

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530

STEP TIME: 1600

TAKE OFF TIME: 1825

MISHAP TIME: 1825

[MASE3]

NAME (LAST, FIRST): _____ SSAN: _____

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

[MASE3]

FULL NAME _____ RANK TSgt SSAN

Mishap day: Date 30 Apr :
weight lifting, dog walk 11 hrs sleep

1 day prior to mishap: Date 29 Apr : 8 hrs sleep
dog walk

2 days prior to mishap: Date 28 Apr : 8 hrs sleep
2.5 mile hike

3 days prior to mishap: Date 27 Apr : 7hrs sleep

4 days prior to mishap: Date 26 Apr : 7 hrs sleep
trumpoline b-day party

5 days prior to mishap: Date 25 Apr : 8 hrs sleep
dog walk

6 days prior to mishap: Date 24 Apr : 7 hrs sleep
dog walk

7 days prior to mishap: Date 23 Apr : fly
1 mile run 7 hrs sleep
fly

R10.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11 May 15
(Date)

[MASE3] [Pilot Member]

1. I, E-6/TSgt 343 RS, have been advised by
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-14848
(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.

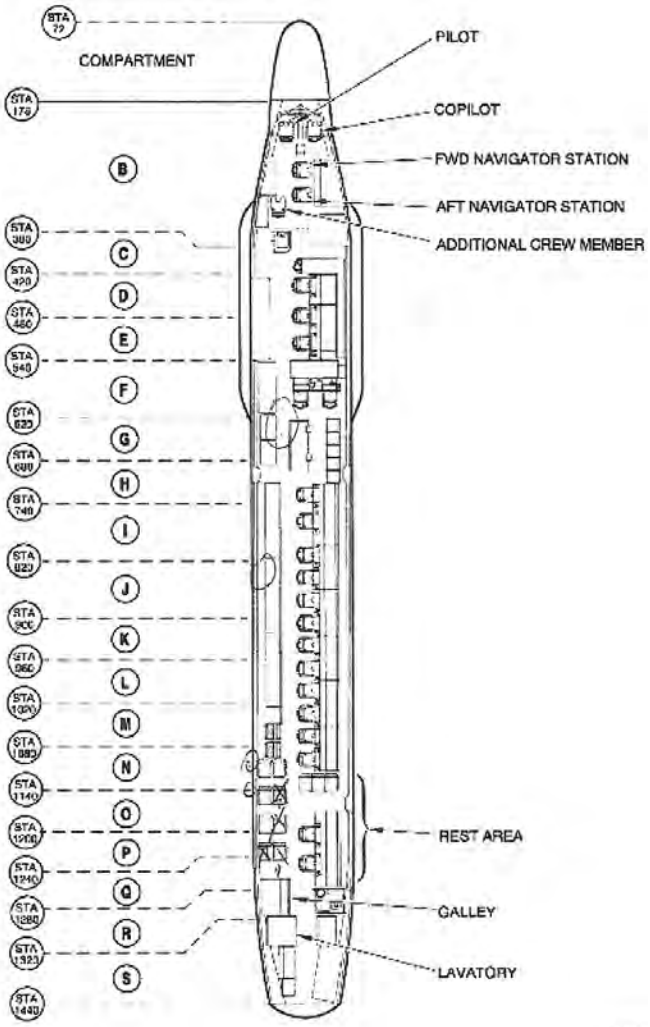
[MASE3]

E-6/TSgt
Name (Last, First, MI) and Rank/Grade

Flight Chief 343 RS SAFETY
Duty Title

Aircraft Diagrams

RC-135 V / W



1-19


EMERGENCY
EXIT

SIB Interview of TSgt [MASE3]

Role: **Airborne Systems Engineer 4**
343rd Reconnaissance Squadron

Interviewers: **(Pilot Member)**

Date: **11 May 15**

[Pilot Member] : This is a non-privileged interview with [MASE3] being conducted on 11 May 2015 at 15:15 local by for the Safety Investigation Board convened for the recent mishap. We're investigating the mishap involving an RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap and in order to prevent recurrence. A promise of confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidential- confidentiality has not been extended to you?

[MASE3] : Yes I do.

[Pilot Member] : For the record would everyone present introduce yourself by saying your name, rank, and affiliation with the board, starting with the witness.

[MASE3] : Uh, , uh, the ASE 4 on the RC-135 mishap crew.

[Pilot Member] : And Captain , Pilot Member. [MASE3] how you doing today?

[MASE3] : Good.

[Pilot Member] : Good. Well good. Well uh tell you what, why don't you just give us your recollection of uh the mission and pertinent information as you see it.

[MASE3] : Ok, um, showed up to the squadron approximately um 3:15 or so, we had a 3:30 brief I believe it was, uh, no problems there. Went through the brief, uh no abnormal questions, anything out of the perp- or out of the ordinary, um, still some questions regarding the mission that we were joking about as far as timing and what was goin' on but nothing non-standard that we hadn't seen before. Um, I got on the bus with the front-end crew after checking out my tool kit, um, rode around on the bus to the, um ISS to pick up the rest of the ASEs and then off to base ops to pick up, uh, the rest of the required COMSEC materials. Uh- bus took us then to the jet. Uh, this is approximately, I don't know, had to have been 16:30, 16:45ish, uh, got on, cleared the forms, uh – actually take a step back we were on the bus and were making several jokes about it because we were getting ready to go into an 8 and a half hour mission and our lavatory was broken. Uh and nobody seemed to think that uh that would be a fun day. Uh, that being in the evening as well. Uh we got cleared onto the jet, dropped off all of our stuff, loaded the software, got cleared power by the uh ASE 1 and ASE 3, and began the preflight procedure, um, I ran through accomplished the preflight with no, uh, no indications of any problems or anything like that. Um, approximately 30 minutes to 45 minutes later the uh OPS showed up on board.

Uh, at that time, after all the operators got on board, uh I made the decision to deviate from my checklist, uh, and I turned on the refrigerators, in the aft compartment, to make sure that everyone would have cold lunches. Um, from there, we uh, ran through uh the rest of the preflight, got everything checked out, noted that AFE had not been to the jet, and found out that the jet had flown earlier in the day. AFE had not come out and uh done any of the inspection or cleaning the masks like we were supposed to so we had advised or talked to the pilot about having them called out. Uh, the pilot got AFE called out there, AFE said all they were gonna do is clean it, and we said ok that's fine, we'll let you clean it, and then he told us that uh they did not have the truck with the cleaning supplies in it. So they would come back. That point we all opted to uh take the alcohol swabs and clean our own oxygen hook it up and finish preflights. Um, nothing non-standard from then on out, uh, we pulled the air- the jet was rather comfortable temperature at the time. We pulled the air in the stand, the jet, uh started warming up as it does during uh a sunny day, um, it didn't seem to get abnormally warm, everything was going well, um, started the engines normal, 3412, but when we got to engine number 2, uh, we ran into an issue, the pilots were trying to get it started, um, and they weren't getting any indication lights, uh, they probably tried to start it 3 or 4 times or so before they called maintenance uh and then were speaking about a manual procedure of some sort. Um, the only thing I gathered from that is that it required them opening a cowling and locking something open or a pin or something to do with the engine number 2. Uh they tried this, managed to get all their indications and a good start on number 2, so and uh, we did our taxi report, uh , got the jet moving, um, from what I could feel it felt like we had wind all the way down to the east end, uh, we entered the runway down at the east end, back-taxied all the way up to the hammerhead, um, I'm sorry, before we even got a chance we taxied down to the east end of the runway and were stuck, uh, holding because of uh a clearance issue. Um, I guess the pilots were able to talk through getting us prepositioned at the end of the hammerhead and then we'd wait up there, so we took the jet uh all the way down the runway up to the hammerhead and then we held at the hammerhead. Uh, at this point all the ASEs were discussing temperatures, uh, based upon the length of our uh sortie as far as getting from the uh takeoff to the box and to the AR. We elected not to turn anything on further because the temperatures were rising, uh, they weren't anything, again, nothing out of the ordinary, we weren't seeing any super-hot conditions. Uh the only thing we seen was a possible faulty uh sensor indicator that was nowhere near the back of the jet it was actually located up in the front end near maintenance station um, but that being said we all felt that we had enough time in the 2 and a half hour drive that we could bring everything up and get good systems checks. We elected not to turn anything on. Um, bout this point the uh, the- aircraft was cleared, uh, to take off, we pulled out onto the runway, heard the pilot sa- s- sending uh calling uh for setting the breaks, power was applied, release the breaks, at that point looked up as soon as they released the breaks um didn't really notice anything, craned my head around and 'cause I haven't said it I was sitting – typically I sit here, for access to my ETD, uh, during this day we had a raven that was sitting right here, and with 27 people on board, crew rest was quite empty, so the ASE 2 was sitting in this position, next to the firefighter's mask like he normally does. I elected to sit one position back, feeling comfortable with everything that was going on that day, um, which now I wish I hadn't been, um which did not give me good access to my ETD because I had to crawl over this seat. Uh I looked around, somebody nudged me, I looked around and after we started rolling, we noticed there was fire. And when I say fire I mean a pressurized torch shooting out over this area right here.

[Pilot Member] : Mhm

[MASE3] : Uh just above where the microwave sits and the uh the containers um it wasn't you know your typical campfire what you expect to see a fire where it was just kinda wafting – this fire was shooting out with force uh probably a good foot and a half, it was making contact with this this wire bundle up here where- the way it was shooting out. Uh at that point, uh I instantly noticed that I really was in a bad spot to sit cause I couldn't get to my ETD. I called out over private to that we had a fire in the galley, um, at that, also going on at the same time I believe [MSSD] was making calls, uh, the operator sitting at 15 was making calls, it was a whole lotta clutter on the net, and uh each of the nets was just getting- everyone was getting stepped on. It uh, it was kind of frantic for a few minutes. Uh, the pilots recognized that we were that we had a fire, it was prior to S1, they stopped the aircraft, uh and at this point you know all throughout the time stopping I was told that we were doing 50-60 knots depending upon uh I don't- I don't remember exactly. Um, I remember sitting in my chair, doing everything I could to try and get cleared up and unbuckled to get the fire extinguisher uh and actually do what we were trained to do, um, because of the fire being here, we opted to get the extinguisher that sits overhead here-

[Pilot Member] : Mhm

[MASE3] Uh just above the MRKs, uh we got the fire extinguisher down, s- s- soon as we stopped, we got the fire extinguisher down, ASE 2 was already putting on his uh, smoke and firefighter's mask and we were working our way to try and do that. At that point the [MSSD] tapped us on the shoulder and told us we were getting off the airplane, kinda dropped everything that we were doing and started egressing the aircraft. Uh we all went out through the crew entry chute, up in the front, uh and at some point in time, everybody'd gotten off well and we ran into a bottleneck right in the middle of the aircraft here. Um and I guess the question came up and we talked about it afterward is to whether or not we should have abandoned. Um, I- I told, um Major and my feelings on it and they still remain the same is about the crew entry chute, I think that based upon how we seen things when we got off the aircraft if we'd have chose to abandon the aircraft the way we were trained and opening that aft hatch I think we would've vented smoke and caused a lot more problems. Uh I think the smoke back there uh was probably giving us time to be able to get into that bottleneck and not run into any further issues for us, you know, had we gone that route. Uh we got down the chute uh pretty expeditiously, lined up in the grass, off of the nose about 45 degrees on the uh pilot's side of the aircraft, uh at that point we started doing our headcount and talking to the folks that were in the back of the jet as far as, uh, smoke inhalation. Uh I know myself and then [MASE2] , we were not slower to get our oxygen masks on, but we were trying to get multiple things done at the same time and uh him and I I think we were, uh at the time, ended up with quite a bit of smoke. Um, so when the medics came up they'd identified us, and then [MSSD] as well, um [MASE2] and I both were having a problem with uh, you know, taking deep breaths. It wasn't uh, it was kind of like running on a cold day where it was just burning on the way out, they took us to uh, in the ambulance to the ER at Bellevue Medical Center there in uh on 370. Got an inhaler or a- uh, not an inhaler but uh- what do they call that thing a nebulizer, and that seemed to clean everything out. Um, they- we were then brought back in clear- with a clear bill of health and they prescribed an inhaler, if we needed it, and um we came back and started doing all the uh toxicology stuff.

[Pilot Member] : It was a busy day.

[MASE3] : Uh it was, it was a little more interesting than normal, that's for sure.

[Pilot Member] : Yeah. How do you feel?

[MASE3] : Um, well I was probably useless to everyone Friday morning. I didn't sleep at all Friday, um, or Thursday, well, Friday morning when we left at uh 2:30 I didn't sleep 'til I think probably Saturday so I was up for a good long time. Uh a lot of armchair quarterback in the situation. Everyone said don't do that don't do that just let it go and it's a lot easier I've come to find out, particularly with this instance, it's a lot easier said than done sometimes.

[Pilot Member] : Uh, 27 people egress out of the aircraft.

[MASE3] : Uh, and everyone's told me that, s- 27 27 and I understand that but at the same time because 27 people did get off good I have the luxury of being able to armchair quarterback which is, it's got its, uh, its merits and its faults all at the same time.

[Pilot Member] : Yeah.

[MASE3] : It just seems funny that uh you know this is I usually I will yell at operators to get out of my chairs and get away so I'm around the ETD and this is the one time it comes and bites you know? It's like oh my God.

[Pilot Member] : Well. That is, that's one question I had when uh, when this came down. My first task was to figure out where everyone was sitting.

[MASE3] : Mhm.

[Pilot Member] : And I quickly found out there's no seating chart, specifically.

[MASE3] : No, not at all. And, as far as the ASE 4 is concerned, same with the ASE 2, there is no assigned you-will-sit-here, there is, you know, we're back there. Um, you know, I've known guys who will sit on the other side of the aircraft just to be able to see out of the aft hatch because they like to see the world go by in reverse. Um, normally, like I said, I sit back there, facing my ETD where it's in - within arm's reach. Uh that one time I elected to move one chair back, which uh, I don't think I'll be doing that again.

[Pilot Member] : Yeah. Well if uh, if you usually sit here-

[MASE3] : Mhm

[Pilot Member] : Is the ASE 2 plugged into this- this same COMM panel?

[MASE3] : No the ASE 2 is plugged in above the JAF rack it's called the aisle maintenance, it's in and around here and what we do is they'll string the cord over the top of the aircraft and then back down to where he's sitting here. So the ASE 2 at no point in time has access to his ETD, when we are-

[Pilot Member] : Ok

[MASE3] : From the point when we decide to take off, beyond.

[Pilot Member] : Well when you uh, when you push to talk,

[MASE3] : Mhm

[Pilot Member] : Does that go over on, over private or interphone?

[MASE3] : So, based upon the ETD configuration, because it's a multi-configurable item, uh you have the ability to do interphone, private, uh my current setup for that day, typically what I'll do at takeoff is I have push-to-talk on private and I have maintenance on hot mic.

[Pilot Member] : Ok

[MASE3] : Uh and that is how I had it configured for that day. Mainly because if we do not have a SIGSOP or if our SIGSOPs falls asleep or whatever the case may be and uh if they're caught up in something the ASE 4 is also uh, we share the responsibility of making the pressurization calls for the back end of the jet.

[Pilot Member] : Mhm

[MASE3] : And that's a call that's made over private, so like, that's, typically why I leave it on private.

[Pilot Member] : Ok. And when you say maintenance, you mean?

[MASE3] : So yeah, the 2 up here, and then the ASE 2 and the ASE 4, as far as…

[Pilot Member] : Ok

[MASE3] : Maintenance. I mean, we all, collectively, if they call maintenance one person will answer for the group but it's collectively all of us.

[Pilot Member] : Alright so that's where you were sitting, that's where [MASE 2] was sitting…

[MASE3] : Sir.

[Pilot Member] : He uh, Blum was sitting there, he did have access to the firefighting equipment there, you're sitting there, there was a fire extinguisher.

[MASE3] : And there was no-

[Pilot Member] : Yeah

[MASE3] : No chance we were getting that fire extinguisher. By the time the aircraft got stopped. So, when we noticed it, it was a very, uh, like I said very pressurized but it was a very bright orange it was a vivid flame as far as it was concerned. It didn't look dirty in any way it was a uh you know if it were in any- any other circumstance it was a very pretty flame. Um but there was no smoke or anything else, um all you seen was flame at the time. It wasn't until you know we'd all looked back the aircraft had come to a stop uh and I believe about, it had to have gotten into these lines up here-

[Pilot Member] : Mhm

[MASE3] : Before it really started billowing out nasty, nasty smoke. Cause I remember looking at it, as I'm putting on my oxygen mask, going it's not, there's not, there's no smoke back there-

[Pilot Member] : Mhm

[MASE3] : It's just uh, but by the time we got in our oxygen masks the aircraft had come to a stop, uh it was, the entire back end of the jet was so clouded with smoke that I couldn't see [MASE2] and he was a foot and a half in front of me. As I'm trying to help him get his mask situated so he can – we can do what we're trained to do.

[Pilot Member] : Alright. How uh, how did you notice the fire first, did you see it?

[MASE3] : Uh, so I'm sitting here, over the top of my head what you can't see in this picture is the bunks that sit there.

[Pilot Member] : Right.

[MASE3] : So, sitting back in the chair a little bit, all you could see was a little orange over the top of it, so all I got for any indication initially for myself was I could see an orange color and that's not something I was you know, used to seeing as far as, ok, it's time to look around the corner and see –

[Pilot Member] : Ok

[MASE3] : Um, you know, and then, as far as odd circumstances, and I - things that I, as an armchair quarterback and things that I cannot explain or, or understand, I spend a good bit of my time looking at this thing, when we start talking about temperatures in the back of the jet. And granted that is a, it's not the world's most accurate t – thermometer, I'm guaranteeing, but uh that being said it does measure temperature back there. And at no point at time when I looked at that thing was it ever over 80 degrees. What's more amusing is this is, pretty much a metal frame it's sitting on, so there's con- I mean it's a good conduction source, as far as I would understand how things work for metal transfer you know heat transfer. And it never got above 80 so I don't understand what you know, we looked at it quite a few times. Hey what's the temperature back here, well, my thermometer says it's 75, 76, 78 degrees back here. So I don't- I don't know, it's kind of weird. And I looked at that quite a bit cause I'm not comfortable when I start sweating on an airplane. Usually makes it- means it's gonna be a long day.

[Pilot Member] : Yeah. Yeah. Uh, alright, I had a question about uh, yellow bottles, that sit underneath these chairs.

[MASE3] : Mhm.

[Pilot Member] : During preflight, do you guys check those things?

[MASE3] : Yep. And uh, it's, so the procedure is, that each person is responsible for his own oxygen.

[Pilot Member] : Right.

[MASE3] : Um, I look at all of them, uh throughout the flight, or rather – I – I – I don't trust the operators, I've had them run into some problems before with turning on and off oxygen regulators and not knowing that they've put it in emergency setting and leaking that oxygen.

[Pilot Member] : Mhm.

[MASE3] : So I make it a point to check all of them. Uh, we did notice that there was, when we first got out there this bottle underneath what would be my seat and the bottle underneath what would be [MASE2]'s seat, um, his bottle was over pressurized as far as what we're used to seeing the bottle indicated something close to 400.

[Pilot Member] : Really.

[MASE3] : Typically the – we – we see these things at 300. They're pressurized I mean I don't see the – the crew chiefs or anybody taking it off the jet normally we just use the jet to re- to purge them and go. Uh, so we uh, elected to drop that fire bottle down and temperature to what we were used to seeing at that 300, uh just bleed it off a little bit. The bottle located underneath my seat was at 0, so [MASE2] and I made the decision, or uh, we talked about it, knowing that the crew chiefs were gonna come out there and do the exact same thing we were, we elected we purged it, we emptied it the 3 times, we filled it up 3 times, and on the 4th time after emptying it the 3rd time it fills up the fourth time to the aircraft pressure, no indications on it that it was leaking or anything else, it looked like basically somebody had kicked the regulator over on the bottom of it and put it into emergency or one of the altitude settings. Uh so we purged it and put it back on the jet. Or put it back into play.

[Pilot Member] : How do you purge a bottle?

[MASE3] : Um so the required procedures for us are, uh, we'll connect to the filler port, here-

[Pilot Member] : Mhm.

[MASE3] : Um, obviously if it's at 0, uh, it's good to go from there. Uh, plug it in, fill it all the way to the top, empty the bottle completely, plug it in, fill it all the way to capacity, pull it off, empty it completely, and do that a third time, filling it up, and emptying it. And after the third time, the bottle is considered purged, we'll fill it up, and plug it back underneath the seat. And that is uh, that is our procedures for purging it.

[Pilot Member] : Ok, so, all 6 bottles, or, sorry, not 6, it would be 8 in this case-

[MASE3] : All of them were at, aside from [MASE2]'s and mine's, so these 3 here, uh, so 3, 5, 6, 7, and 8, 9 of them were all at the normal settings.

[Pilot Member] : Ok. And the one that you purged and refilled up would be under a chair you usually-

[MASE3] : Usually

[Pilot Member] : Sit at.

[MASE3] : Yes sir. Sitting underneath the chair I usually sit at.

[Pilot Member] : Ok. Alright. So that was. So they were all good bottles.

[MASE3] : Uh, yes, as far as we could tell there was – we purged it and when we filled it back up it didn't drop in pressure it was holding just fine.

[Pilot Member] : Now, I've been- I- I'm a pilot. Alright I speak pilot. I uh. And quite honestly your checklists, make my head hurt a little bit. So when I looked at the crew positions, there were ASE 1, 2, 3, 4,

[MASE3] : Mhm.

[Pilot Member] : And I came across an ASE 5 checklist.

[MASE3] : So, for baseline 11, because the RJ is going to a consolidated base ASE 5 position is a combination – combination, I'm sorry, of the ASE 2 and the ASE 4. Basically the ASE 2 and the ASE 4 will no longer be qualified on different systems, we will be qualified on both sets of systems and be known as an ASE 5. Uh that being said, there are very limited ASE 5s out there. However when they built the baseline 11 checkli- checklist it was built based upon knowing that we were going to become ASE 5s. So rather than building an ASE 2 and an ASE 4 checklist separately, they built an ASE 5 checklist that we both run. And uh the way we currently split that up is – and and the way that [MASE2] and I arranged for that day, it's basically a uh, just a cross-talk of us two. Because he is qualified as the 2. He runs the checklist down the copilot's side of the aircraft-

[Pilot Member] : Mhm.

[MASE3] : And basically hits all the breakers on that side, and then I hit all the breakers on the uh pilot's side of the aircraft. Uh but the ASE 2 and the ASE 4 share- or, run the same checklist. He just does the applicable steps that are down that side of the aircraft and then I do the other side.

[Pilot Member] : Alright.

[MASE3] : Uh, until you know, when we get more qualified ASE 5s out there I guess the goal is you could do either or but since neither him nor I qualified that way, I just stick with my systems he sticks with the ones he knows.

[Pilot Member] : Ok. If you had to, could you guys swap duties? Cause it is ASE 5 qualification.

[MASE3] : Um not currently because neither him or I are qualified as an ASE 5.

[Pilot Member] : Ok.

[MASE3] : That ASE 5 checklist is in lieu of an ASE 2 and an ASE 4 checklist. We just, it's part of our uh, baseline 11 upgrade. We run through, we go through and identify all of the differences and then we also talk about the checklist and go ok, these are all the things on your side of the aircraft.

[Pilot Member] : Yeah.

[MASE3] : Basically um, you know, and he- he will not take care of any extra systems on there that aren't his, he may push a breaker to it but, you know, as far as it goes I'm still responsible for the system as a whole, you know, fixing it and such. Uh, but, during the uh, um, what do you call it, the difference training, you get a pretty good working knowledge of ok you're pressing this button, this is what it's doing. Uh but there is no ASE 2 or ASE 4 checklist that is exclusive on the baseline 11s.

[Pilot Member] : Ok. Sounds pretty confusing. To me.

[MASE3] : It's one of those things that I guess you know you've gotten used to now.

[Pilot Member] : Yeah. So. On a baseline 9 and baseline 10, it'd be the ASE 4 responsible for the pilot's side of the aircraft.

[MASE3] : Um, well, so on a baseline 9 and 10, it kind of goes back and forth. I own all the systems for the OPS 15 and 16, the QRC stuff, I own a lot of stuff in the compartment and the tail compartment when it's installed, uh, I'm responsible for panels over here, and then down this side. But typically the ASE 2 is responsible for breakers on the forward and aft overhead, uh they have breakers that they touch on the aft left hand circuit breaker panel, um I'm responsible for the aft left hand circuit breaker panel as well as far as breakers and galley, there's a lot of overlap when you look at the 2 and 4 checklists just because they have radios that are on the aft left hand

[Pilot Member] : Mhm

[MASE3] : And I've got QRCs that are on the aft left hand, uh, but I typically touch all the stuff on this side here as far as receivers and such.

[Pilot Member] : Ok.

[MASE3] : And then they handle, it's kinda how we broke it up for the 11 anyways, the majority aside from a couple of boxes, a couple of breakers, the majority of the ASE 2 stuff is on this side and the majority of my stuff is on that side anyways. Uh so basically all we traded off was instead of him coming back here to turn on his radios he now turns on stuff in the SSD racks so I don't have to touch that side and I turn on stuff for his radios back there.

[Pilot Member] : Ok. Uh, when looking at the galley specifically-

[MASE3] : Mhm

[Pilot Member] : Is it a uh, you know it was a deviation to have it turned on? You – did you turn it on or was it turned on from the previous crew?

[MASE3] : Uh, I turned on the galley. I turned on only the – so the MAC galley circuit breaker panel which controls this- basically allows power to come to here –

[Pilot Member] : Yep.

[MASE3] : And then I push the breaker in for the refrigerators. Uh and again so we've got a breaker on the aft left hand – or on the - I'm sorry – on the galley circuit breaker panel for the refrigerators, and the MAC galley is got a circuit switch, and then the b- the exhaust blowers for the refrigerator were already pushed in at the time. Uh and then I'm required to flip the master power switch that is located on the – the MAC galley control panel.

[Pilot Member] : Alright. So the circuit breakers for the blowers were already on?

[MASE3] : Yes sir and that's standard. If the circuit breakers for the blowers are not in, the refrigerators will not come on.

[Pilot Member] : Ok. So in order to turn the fridge on, they have to be in? They were already in because nothing tells you, pull them out again?

[MASE3] : Um, no because when we kill the power to the switch that are on the MAC galley that also kills that.

[Pilot Member] : Ok.

[MASE3] : So, I know I've come on there a few times and seen that people have just pulled that and left the circuit breaker. Um off the top of my head, I don't think that they're in our checklist to pull the refrigerator blower circuit breaker because that switch covers those as well.

[Pilot Member] : Right.

[MASE3] : But uh, well, it's been a while since I – it's been a while since I looked at my checklist right now. Kind of got left on a seat and um I don't know what happened to it afterward. You guys got it I guess.

[Pilot Member] : Um, we might. Uh, now just curious, is it standard to turn the fridge on so people can keep their food cold?

[MASE3] : So, yeah, it is a deviation. And this is something I've – I've gotten a lot of time to think about and play with as well. In my own head. It is a deviation however it is not a deviation – it is normal. I've seen – I have done it, I've been uh you know not to point any fingers I've been taught that that's ok that that's acceptable we watch the temperatures. Again it's one of those reasons I look at the thermometer back in there, um there were no indications within the jet that it was getting too hot. Um but yes it's, it's – it is turned on, um, regularly.

[Pilot Member] : Alright. Uh, since you check it, what was stored up here?

[MASE3] : Um, I don't normally check those cabinets up there, there's nothing, we do not keep the jugs on board that would normally be up there.

[Pilot Member] : Right.

[MASE3] : Uh, typically I don't even go through those cabinets, um the majority of the time I wanna say there are trash bags sometimes there's paper plates there. Different things that get put up there. But I could not tell you what was up there that day. Uh, again, really the only people that ever open that up are usually about the OPS 16 or the AMS or the TC, because they're

usually digging in there for toilet paper and trash bags and I know that toilet paper and trash bags have been stored up there before.

[Pilot Member] : Yeah.

[MASE3] It's just not one of those areas that uh I've even contemplated open up and looking into normally.

[Pilot Member] : Right. Well. Uh. Hmm. I almost wanna have a picture of the circuit breakers for the galley.

[MASE3] Um, they're gonna actually be found in the ETMs.

[Pilot Member] : Right. All fans' circuit breakers pulled?

[MASE3] Say again?

[Pilot Member] : Right. Just once again, all the fans circuit breakers were pulled?

[MASE3] Fan circuit breakers?

[Pilot Member] : Sorry. For the galley? Uh.

[MASE3] See the only fan system I'm aware of is the refrigerator blowers and those would have been running because we had the refrigerators on.

[Pilot Member] : Right.

[MASE3] : Uh I don't know of any other fan circuit breakers that are involved with that as…

[Pilot Member] : Alright, just the blowers then?

[MASE3] : Yeah. The ovens we- the oven was still pulled, the microwave was still pulled.

[Pilot Member] : They were pulled?

[MASE3] : Yeah.

[Pilot Member] : Ok.

[MASE3] : And those do not get power from this panel anyways they get power from the aft or the uh galley circuit breaker panel. And all of them are out.

[Pilot Member] : Cool. Where's the galley get its power from? Is that from the 60 hertz over here?

[MASE3] : Uh it's the uh it's the same thing. So the 60 hertz will feed into the galley circuit breaker panel right here, just above the aft left hand, so it's this metal grating, the first one you can see.

[Pilot Member] : Got it.

[MASE3] : Uh, the 60 hertz feeds over there and then that is also a distribution source for all the 60 hertz in the aircraft. It goes from there to every panel in the jet, from there on.

[Pilot Member] : Got it. Alright. That is all I had. You think of anything else that seemed abnormal, uh position?

[MASE3] : No.

[Pilot Member] : What were your thoughts on the egress?

[MASE3] : Said, um, so, one of the hardest things to overcome about this one of the things that was bothering me most of Friday morning and into Friday afternoon is, A- how come we didn't catch it sooner how come we didn't have any indications on it and that – that brought me into some TOs and looking though things and I didn't get a whole bunch of good answers on that. Cause I'm sure as you guys have found, this is probably the best picture you're going to get of the galley because the ones that are in the TO's are terrible. Um so that-

[Pilot Member] : Yeah.

[MASE3] : That caused me some heartache- but the biggest thing I've run into is we spent a lot of time training, ok this is how you're gonna get off the airplane. Which we did. We got off the plane. This is how you're gonna run a checklist. Which we did. This is how you're going to combat an emergency situation – which we didn't. Because we never talked about what you can't do as far as it's a particular moment – when we were in flight there's no worry about me not being released from my seat I can get up and go. When you're at 60 knots and you're rolling down the runway, locked to a chair, and there's nothing I can do, so there was a lot of uh, I had a lot of grief over the fact that I couldn't do anything. My hands were so tied and all I know – if the, if the back end systems are recorded I'm sure you can hear me yelling over and over again going let me out of my seat, clear me up clear me up clear me up because I can't do anything from where I'm at. Even if I were sitting where I typically sit I couldn't do anything from where I'm at, I need to get up and be able to do something about it. It's very difficult getting my head wrapped around the fact that this situation was well beyond our control just because of the exact timing of it and everything else. And obviously, uh, you know, a fire in an aircraft is never good. But we had no ability to do what we were trained to do and we had to just get up and walk away from that. And as somebody that's been flying doing maintenance in flight as long as I have, it's very difficult uh being told here's a problem. But it's gonna continue to be a problem, just go away from it. And I troubleshoot, I like fixing things, this is what I do-

[Pilot Member] : Yeah.

[MASE3] : And to be in that is kind of a crappy situation, as far as what you- what you're used to do.

[Pilot Member] : Well it sounds like you guys did some stuff beyond your training, like uh, [MASE2] recalls, having to lead someone out of the aircraft.

[MASE3] : That was me, for the simple fact that uh, side … obviously we, he was putting on uh, uh smoke goggles, or uh, a firefighter's mask which is full facial coverage. The rest of us in the back had- all I had on was the uh, the quick don. Uh which coincidentally that day, did not

seal great, as, from what I recall. But I didn't have anything on over my eyes. I was- here I've got a fire extinguisher in my hand, I've got a quick down- don on that the cable doesn't long enough to get me where I need to go, and I've got nothing on and by that time we'd been filling up with smoke so I was using [MASE2], I put my hand on his shoulder because as we got up here it was perfectly fine getting up and egressing. When we got to this bottleneck up here, we were stopped and I don't think it- I don't feel we were in any sort of imminent danger but I put my hand on his shoulder because my eyes were starting to dry out and they were irritating me so I was rubbing my eyes and I was using him as my place marker as far as ok, if he moves, I need to get my fingers out of my eye so I can move forward, so I don't – be rubbing my eyes and look around all the sudden I'm the only person left on the airplane.

[Pilot Member] : Yeah.

[MASE3] : So I was using him as my, ok, thi-, alright we're moving again, let me open my eyes up and look out just because tha- that stuff was drying out my eyes really quickly and I'm sure the- between the adrenaline and everything else, you know, it was getting irritated. So yeah, I was using- I was using [MASE2] as my place marker as far as, ok it's time to start walking again. Uh, it worked out good.

[Pilot Member] : See? They didn't train you to do that. So.

[MASE3] : Right.

[Pilot Member] : Well. That's uh, that's it. That's everything I had. That was uh, that was a fast action from what everyone has said.

[MASE3] : Yeah. It really was. You know. From start to stop it didn't take nearly as long as I'm sure we all played it out in our heads to. Definitely interesting. I don't think I wanna – I don't think I need to be recurrent on that anytime soon.

[Pilot Member] : Yeah. Uh- tell you what [MASE3] I'm – I'm done. So. If uh, if you don't have anything else, any questions, I can read the rest of the script and get you out of here.

[MASE3] : Alright sir.

[Pilot Member] : Alright. If no one has any further questions we will now conclude this interview. I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MASE3] : Sir.

R10.4. SIB NON-PRIVILEGED INTERVIEW – 18 MAY 15

SIB Interview of TSgt [MASE3]

Role: **Airborne Systems Engineer 4**
343rd Reconnaissance Squadron

Interviewers: **(Board President)**
(Pilot Member)

Date: **18 May 15**

[Pilot Member] : This is a non-privilege interview with [MASE3] being conducted on 18 May 2015 at 1110 local by [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating this mishap involving a RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any sub-subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MASE3] : Yes.

[Pilot Member] **:** For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[MASE3] **:** [MASE3] , and I was part of the mishap crew.

[President] **:** Colonel , Board President.

[Pilot Member] **:** Captain , Pilot Member. Welcome back, [MASE3] . So uh just a few questions:

[MASE3] **:** Okay.

[Pilot Member] **:** Uh in a previous interview, you talked about refilling an oxygen bottle.

[MASE3] **:** Yes sir.

[Pilot Member] **:** I'm just hoping you can tell me more about that.

[MASE3] **:** Uhm so we got on board and for that the uh the yellow walk around bottle that we use underneath my seat was completely empty. Uh we pulled the oxygen bottle out uh and there is a refill port located on the forward side of the galley that hangs down just in front of here. Uh we utilized that. We- the container was already empty uh we checked all the settings on it to uh make sure there wasn't any uh blatantly obvious problems with the uh bottle itself; uh donned our gloves as per ya know the procedures for us, hooked it up and started the purge process. Uh again that involves uhm filling the bottle to the aircraft pressure, approximately 300 PSI, and then completely emptying the bottle uh three times. Uh we went through that process uh the bottle held the pressure each time and we made sure it wasn't leaking down before we emptied it uh filled it, emptied it, filled it, emptied it uh three times and had no issues with it. Uh got it back on the last time; again there were no indications or problems with the bottle, so we uh put the bottle back underneath the stree- seat and strapped it down.

[Pilot Member] **:** Okay. Uh do you know what T.O. governs filling oxygen bottles- is that uh a T.O. that you fly with?

[MASE3] **:** I am- off the top of my head I could not tell you. I actually have not even looked at that one in a long time. Uh but no, I do not know off the top of my head.

[Pilot Member] **:** Alright. Is bottle-filling part of ASE training?

[MASE3] **:** Uh as far as the purge procedures, yes it is- I cannot tell you if it's actually on the tappers, the training records uhm off the top of my head. I know that it's definitely discussed during the process of purging it uh and then as well uh we go over it because if the crew chiefs aren't able to get out there, or if they're taking their time because the crew chiefs are ultimately responsible for that piece of equipment.

[Pilot Member] **:** Okay. Sir, do you have any more questions about oxygen?

[President] **:** Uhm just real quick. Is it pretty common that you guys do this?

[MASE3] **:** Uhm I have run into it so i have been back at Offutt since January. I think I've run into it three times in the course of maybe 25-30 flights. Uh the majority of the ones I've run into here recently have actually been bottles that were over-pressurized as far as what we're concerned with; we look at the jet, we get on there and I view what uh what the each of the oxygen regulator panel says for pressure, and then I look at the bottles and if the bottles don't line up with that then I assume it's probably been filled off-site and it wasn't filled by the jet and it was just filled too far. So I've drained them down before to what we feel comfortable looking at uh but it's still within uh ya know- over-pressurized is just what I'm comfortable seeing the jet versus the bottle. Uh as far as ya know filling them up uh I haven't run into too many times where I've had to purge it uh maybe three times out of twenty.

[President] **:** Okay. So do you know if other people- is it fairly common for other people to fill it on the plane?

[MASE3] **:** Uh I know we've run into it a few times- I've ran into it quite a few times during training where we've had- like okay it's going to take this long for the crew chief to get up here and do it, let's just do it. Uhm ya know I- I wouldn't say it's a hot item we talk about, but obviously if it comes up it is a discussion point.

[President] **:** Okay.

[Pilot Member] **:** Alright, I'd like to move onto firefighting.

[MASE3] **:** Okay.

[Pilot Member] **:** Uh in the crew brief, is that the time that someone designates a firefighter?

[MASE3] **:** Yes Sir.

[Pilot Member] **:** Alright during the mass crew brief or is there a separate CMC crew brief?

[MASE3] **:** Uh typically the uh- it's either conducted uh- the primary point is that we'll conduct it the day before the flight uh as part of the mass crew brief uhm and obviously the intent is to get as much of the crew there as possible- there's always a 1's or 2's that say 'uh I've got an appointment' or something like that. But for the bulk of that I'd say we've got 99% of the crew there. It's briefed then by uh typically the navigator will hit it or the TC will it is as part of their

briefing; saying 'okay, my primary firefighter up front is going to be the ASE3 with the Raven1 backing up. The primary firefighter in the back is going to be the ASE2 or the 4' depending upon uh ya know each TC kind of does it differently. Ya know we lean kind of in the direction- of the school house leans in the direction of the ASE4; uh the 338th leans towards the ASE4 being the primary firefighter. Uh the 343rd in all the briefings I've been to they typically reference the ASE2 and I believe that's having to do with the fact that the ASE2 as part of his preflight- to preflight the uh firefighters mask. So it kind of makes sense. And then as we typically would sit in the aircraft the ASE2 is closest-

***Door opens*(Random interruption):** Oh, I'm sorry.

[MASE3] **:** So the ASE2 is typically closest to the firefighting mask as it is, so that's what they do.

[Pilot Member] **:** Okay. Is it written down anywhere who has firefighting responsibilities in any of the T.O.s?

[MASE3] **:** Not that I'm aware of. We just designate one, and then per our checklist- at least for the Baseline 11 models, the ASE5 checklist outlines that one of the two ASE5's will preflight the firefighting equipment but it does not specify one versus the other because the checklist doesn't really differentiate between one of the two ASE5s.

[Pilot Member] **:** Okay. Do you ever practice firefighting drills on the aircraft?

[MASE3] **:** Uhm I have- on an RC I've never practiced one. I've never ran into the issue, uhm I've had to dawn the gear before- I've done it through training where I've put on the firefighters mask and had to run through that process, uhm unfortunately its typically very low-impact as far as it's not a crew concept when we do these things as far as training is concerned its typically me and an instructor; and the instructor goes 'okay put on the firefighting' alright, I'll put it on- I'll dawn it and then I'll hook it up. Uhm we don't really do it for time, like SERE would go 'okay put on your anti-exposure suit on, go!' and then they'd time it; we really don't uh put that into practice. As far as firefighting uh this is- this has been my first experience with an open flame; I've had plenty of smoke and fumes uh but previous aircraft when I was on the gulf-stream they actually had a fire simulator they had where they would light a steel fuselage on fire, something in it on fire get the fire extinguisher and the smoke mask and go, go put the fire out. But uh ya know never on an RC.

[Pilot Member] **:** So the gulf-stream is a C-37, right?

[MASE3] **:** Yes sir, sorry.

[Pilot Member] **:** So uh, on C-37 did you practice in-flight?

[MASE3] **:** Not in-flight like that. They uh didn't really want us getting too far into it with uh ya know typically we didn't fly a whole lot of trainers with the back-end crews. It was a DV onboard and I don't think we would want to see us running around with smoke masks and such on.

[Pilot Member] **:** Roger that. Uh and on the crew brief for the mishap flight, was it covered during the mission planning brief whose crew duties were in- emergency?

[MASE3] **:** uh I'm pretty sure it was the uh- that was specified that the ASE2 was going to be the primary firefighter in the back of the jet, and then I was going to back him up.

[Pilot Member] **:** Okay. Sir that's all the questions I had.

[President] **:** All good.

[MASE3] **:** Okay. That's all the questions we had. Do you have anything else you want to say, or?

[MASE3] **:** Uh, no sir.

[Pilot Member] **:** Alright, then we'll conclude. If no one has any further questions, we will now conclude this interview. I would like to remind you again that you were not offered a promise of confidentiality and that your statement is not protected and will be released to any follow-on investigation of this mishap and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today in regards to this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MASE3] **:** Sir.

R11. 1LT [Mishap Raven 2] (MR2)

R11.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

1. I, [MR2] 1Lt, USAF, have been advised by
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on 30 Apr 15 involving 64-14848, RC-135V
(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.

[MR2]
1Lt / O-2
Name (Last, First, MI) and Rank/Grade

Electronic Warfare Officer
Duty Title

Signature

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

[MR2]

WITNESS STATEMENT OF: 1Lt/O-2

Name (Last, First, MI) and Rank/Grade

Electronic Warfare Officer

Duty Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR 15 Crew position (as applicable) Raven Time you began duty 1430 L

1. I, [MR2] (Name) 1Lt (Grade) (Service) 343 RS (Organization) have been advised by _____ of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

I was sitting in the aft right crew rest seat closest to the galley. I did not notice anything abnormal prior to the incident. Once we began our takeoff roll I heard someone yelling "Fire, fire, fire!" on one of our radio nets. I peered around the wall in front of me to look for the fire and immediately saw large flames blowing strongly up to the ceiling from the area above the microwave. Smoke began to rapidly fill the cabin so I donned my oxygen mask and went to Emergency oxygen. I then looked to see if I could safely grab the galley fire extinguisher in front of me but the flames were blowing very close to it so I decided it was not accessable. I looked behind me to see if I could get the crew rest extinguisher that was on the wall several seats back. I saw a few people already reaching for the extinguisher and firefighter mask so I moved as far away from the fire as I could without unplugging my oxygen hose. I stayed low to the ground and waited for one of the people at the fire extinguisher to pass it forward or use it themselves but it appeared like they were having trouble getting it off the wall. By this point there was smoke everywhere and it was very difficult to see anything. I heard someone, I believe OP16, say to get off the jet so we all began filing toward the front of the jet to egress. I took off my mask, held my breath, and exited via the crew entry chute without incident.

"The above statement is true to the best of my knowledge and belief." Signed. _____ Date. 01 MAY 15

R11.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____.
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

Statement Completed By: (print) [MR2] (signature)

ISB or SIB Investigator Administering This Form: (print) [Medical Member]

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630. 8 hrs once. well rested

TIME ARRIVED AT WORK: 0930

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0830 Whey protein shake

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Weight training, office work

LUNCH: (What time did you have lunch? List all food and drinks consumed)
Dont remember

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Office work

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed)
Dont remember

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Watched TV

TIME YOU WENT TO SLEEP: 2230

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

DAY 2 (48 HOURS PAST)

NAME (LAST, FIRST): [MR2] _____ SSAN: _____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630. 8hrs. once. well rested.

TIME ARRIVED AT WORK: 0830

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0730. Whey protein shake

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
office work. Indoor cycling

LUNCH: (What time did you have lunch? List all food and drinks consumed)
Burrito from Qdoba

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
office work

TIME DEPARTED WORK: 1630

DINNER: (What time did you have dinner? List all food and drinks consumed)
Don't remember

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Watched TV

TIME YOU WENT TO SLEEP: 2230

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

NAME (LAST, FIRST):_____ SSAN:_____

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0630. 8hrs. once. Well rested

TIME ARRIVED AT WORK: 0930

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0700 Whey protein shake

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
~~Weight training~~. office work, Mission planning
Indoor Cycling

LUNCH: (What time did you have lunch? List all food and drinks consumed)
Taco Bell quesarito

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Mission planning

TIME DEPARTED WORK: 1700

DINNER: (What time did you have dinner? List all food and drinks consumed)
Sandwich and fries

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Weight training

TIME YOU WENT TO SLEEP: 0030

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

NAME (LAST, FIRST): [MR2] _____ SSAN:

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0830 Wakeup. 8 hours. Get up once. Well rested
TIME ARRIVED AT WORK: 1430

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0900 Whey protein shake, fruit, kale.

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Studied. Marriage counseling

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1330 Whey protein shake, carrots

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Work

TIME DEPARTED WORK:

DINNER: (What time did you have dinner? List all food and drinks consumed)

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

TIME YOU WENT TO SLEEP:

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
None

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) None

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530

STEP TIME: 1600

TAKE OFF TIME: 1825

MISHAP TIME: 1825

[MR2]

NAME (LAST, FIRST): _____ SSAN: _____

~~14~~ 7 DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The ~~14~~ 7 day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

[MR2]

FULL NAME RANK 1Lt SSAN

Mishap day: Date 30 Apr 15:
8 hrs sleep
Marriage counseling

1 day prior to mishap: Date 29 Apr 15:
8 hrs sleep
Weight train

2 days prior to mishap: Date 28 Apr 15:
8 hrs sleep

3 days prior to mishap: Date 27 Apr 15:
8 hrs sleep
Weight train

4 days prior to mishap: Date 26 Apr 15:
8 hrs sleep
Weight train

5 days prior to mishap: Date 25 Apr 15:
8 hrs sleep
Weight train

6 days prior to mishap: Date 24 Apr 15:
8 hrs sleep
Weight train

7 days prior to mishap: Date 23 Apr 15:
8 hrs sleep

R11.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11 May 15
(Date)

1. I, [MR2] Lt, USAF, have been advised by [Pilot Member]
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V
(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.

[MR2]
Lt/ O-2
Name (Last, First, MI) and Rank/Grade

Electronic Warfare Officer
Duty Title

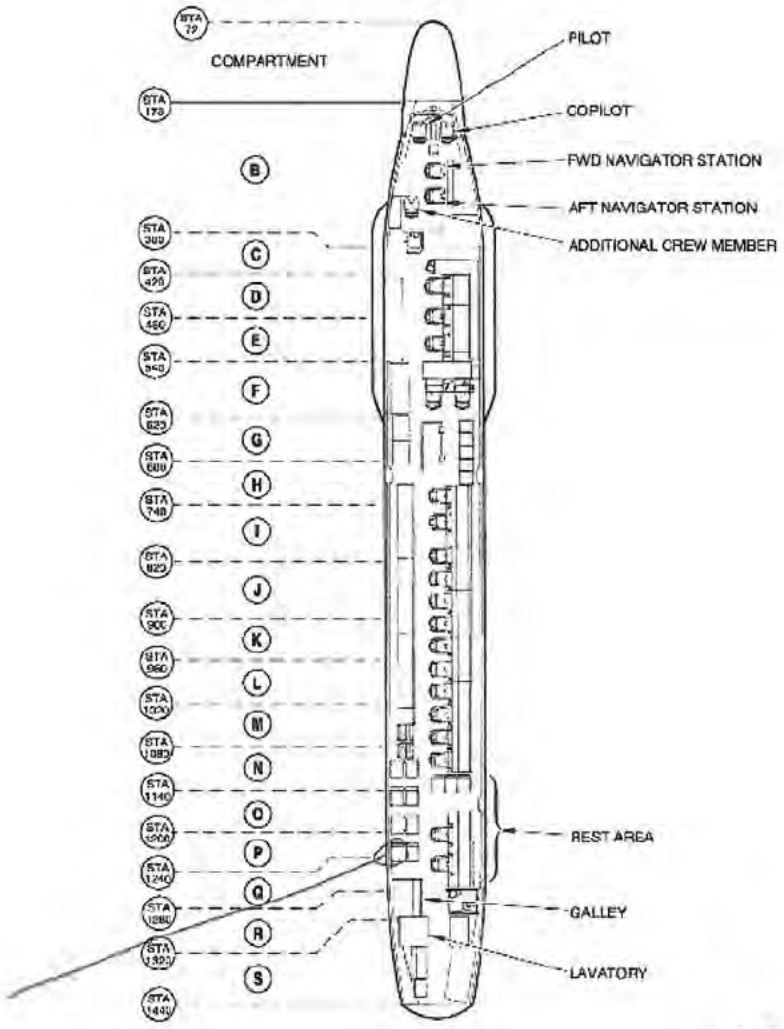
Signature

[MR2]

11 May 15

Aircraft Diagrams

RC-135 V / W



1-19



[MR2] 11 May 15

SIB Interview of 1Lt [MR2]

Role: **Raven**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **11 May 15**

[Pilot Member] : This is a non-privileged interview with [MR2] , First Lieutenant, United States Air Force, being conducted on Monday, 11May 2015 at 13:50 local by Captain [Pilot Member] for the Safety Investigation Board convened for the recent mishap. We're investigating this mishap involving an RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MR2] : Yes, I do.

[Pilot Member] : For the record, would everyone present introdu- correction: for the record would everyone present introduce themself by saying your name, rank, and affiliation with the board, starting with the witness.

[MR2] : Alright, uh, [MR2] , uh 1st Lieutenant, United States Air Force, uh, and I was uh, on the uh jet during the incident.

[President] : Colonel , Board President.

[Pilot Member] : Captain , Pilot Member. How you doing today?

[MR2] : Good, good.

[Pilot Member] : Good. Alright if you could uh, just start us out, just telling us about uh the events of the day?

[MR2] : Ok, um, so it - the pertinent stuff happened uh right on takeoff, um, I was sitting, uh in the uh far aft uh crew rest seat, uh, towards the wall in the corner there, um, when we uh, started our takeoff roll I was uh just kind of sitting there staring at the wall, um, and then uh, I heard I believe it was uh the OPS 16, uh the Chief, um and several other people probably all yelling fire, uh I actually didn't see it first I just heard them first and uh then I kind of leaned over, um just to see, you know, if I could see where the fire was, and then uh – um, I- I saw it I think in – in this area, it was up high, uh, like, uh just above – above like where the uh oven and uh that storage compartment is. Um it looked like it was, I remember like an orange flame, um and it looked like it was – it was – pre- pretty, like a pretty pre- almost like a pressurized fire like it looked like it was uh uh very forceful, it wasn't you know something that you know, started really small and – and grew it looked like it was just right from the get go it was a pretty strong fire, uh at that point uh everyone, you know, when they were yelling fire fire fire, uh, I – they were - pretty sure they were saying that on call, uh, 'cause I heard it in my headphones, um, and then uh, I merely started getting my oxygen cause it started uh, the smoke started to fill the cabin

pretty quickly uh, so my first instinct was just put on my oxygen, um got the regulator on to emergency, um and at that point it – we - the aircraft came to a stop, um we were just - I kind of waited til we uh - til I felt like the aircraft was at a stop, and then I unbuckled, and uh tried to get as far away from that area as I could, um, I- you know I - I considered the extinguisher there, uh but the fire was kind of in between me and the extinguisher, and it was right above kind of where it was so I just figured that probably wasn't uh wasn't a good option, cause I could you know I could get burned or something. So I – I just moved back as far as the oxygen hose would – would let me go, um, and there was a lot of smoke it seemed like it got really smoky very quickly, um, so I kind of felt like the oxygen mask was like my lifeline, I didn't really wanna, uh, take that off. Um, to get farther away and, started considering the uh, the extinguisher behind me. I believe uh we had 2 ASEs sitting behind me, I'm not exactly sure where they were sitting, uh, on takeoff, I just know they were behind me, uh, I think it's ASE 2 and 4, I believe. Um, and I saw them I think it was them, I don't know, I saw a couple people, um, it looked like they were going for the – the firefighter mask um and possibly the extinguisher on the wall, um, so at that point I kind of was just standing as far away from the fire as I could and I'm just waiting to see, I don't know if they were gonna like pass it up or what, I didn't really wanna take off my mask and run over there. Uh, just cause it was so smoky, um, so we were kinda just, I don't know – I – just trying to get low to the ground and trying to avoid as much of the smoke as I could. Just waiting, it looked like they were –I don't know if they were having some trouble getting it off the wall or getting the mask on, it was kinda chaotic and uh, at that point, you know, all the lights went off, I think cause they killed the power, uh and then it just it seemed like fairly quickly after that we – uh - I heard the OPS 16. I didn't hear anything in my headphones, I might have unplugged the uh – the actual audio in my headphones, um, or inadvertently, I'm not sure, but uh, I - I overheard I think it was the chief saying uh we can all go, just get off get off, uh so at that point I saw people start to filin- to file out towards the front so uh I took off my mask uh immediately, like, I – I probably should have held my breath or something but I mean as soon as I took my mask off I started you know coughing like the smoke was pretty uh, pretty thick and um but then as we uh kinda egressed out towards the front the smoke dissipated and um we were able to get off and that's pretty much all that I remember uh happening.

[Pilot Member] : Uh, how long before a fire response showed up? Do you remember?

[MR2] Uh, from after we got off the jet? From when I remember standing off to the off to the nose of the jet and we were kind of watching it maybe a minute had gone by before it seemed like before the fire department got there. Uh, but yeah, I mean I feel like my sense of time might have been a little bit skewed though, like it just 'cause of the adrenaline and everything, so.

[Pilot Member] : Alright. Well then, just curious from the time fire was said to the time getting off the jet, I know your sense of time was skewed-

[MR2] : Mhm.

[Pilot Member] : Do you have any idea how long that was?

[MR2] : I-

[Pilot Member] : I know it's, like, thinking back in time-

[MR2] : Yeah I mean I would – it felt to me it felt like maybe, maybe 3 minutes from when it was first called, maybe 3-4 minutes from when I was actually you know at the crew entry chute, going down the ladder, um, yeah that would be my best – my best estimate, 3-4 minutes.

[President] : Hm. When you uh, when you were sitting and you said you had to lean over, did you – cause you were the closest person to the wall –

[MR2] : Mhm.

[President] : You couldn't see anything behind the galley, you didn't – you had to look around to see the flames?

[MR2] : Yeah I don't – I don't remember seeing anything right here. I - I kind of, from what I remember, I think it was in this area so I mean yeah I kind of I think I remember I don't think I had to lean too far over but it was just kind of peaked my head over to the left a little bit and then immediately saw it, it was pretty large.

[President] : And you couldn't- before that, you didn't hear anything, smell anything, see anything?

[MR2] : No, no. Yeah that was the weird thing it didn't seem like uh it didn't seem like it started at something small and then grew you know as that's kind of how I hear of most fires starting is you know you smell the smell something acrid or whatever but this one it just seemed like it caught us all by surprise and it was just immediately a large fire you know it wasn't something that started, you know, really really small and then grew out of control.

[President] : Hm. Did you feel any heat at all, when - once you- you were still strapped in when they came to a stop?

[MR2] : Uh, I don't remember feeling any any heat, no, um, yeah I don't I don't remember, I don't recall that.

[Pilot Member] : Alright. Curious. Uh have you ever set - sat back in the rest area before?

[MR2] : Uh, yes, not in that seat, but I usually sit uh like one of the other rows.

[Pilot Member] : Alright. When you sit back there, how do you guys determine seats?

[MR2] : Uh, I think it's just who - wherever you wanna sit. Uh, actually, we had 6 ravens on that flight, um and the instructor TC recommended I sit in the front because there's an ET101 um up here and he wanted me to listen to the raven private-

[Pilot Member] : Ok

[MR2] : Um which actually I couldn't end up doing because only one, only the ASE 2 I believe his uh ETD 101 had raven private programmed in, so I ended up just plugged in to another one anyways I couldn't even listen to uh raven private but that was why I was up in the very front.

[President] : Ok. When you uh did your preflight did you notice anything with your oxygen, do you remember like was the oxygen pressures, were they normal were they abnormal, nothing out of the usual?

[MR2] : Nothing was out of the ordinary I preflighted my oxygen like I usually do and uh nothing struck me as abnormal.

[President] : What about the oxygen bottles underneath the uh, seat?

[MR2] : Uh, I actually didn't – didn't uh check that, that's- it wasn't part of the part of our normal-

[President] : Mhm. Ok.

[MR2] : Uh, checklist, to check that.

[Pilot Member] : When you sit in the raven position up here, was there a bottle underneath your seat up there?

[MR2] Yes there's 2, there's 2 bottles there, and that's part of our – that - those bottles we do check as part of our checklist.

[Pilot Member] : Right. So, you're sitting here and the LAV is there – I'm curious. You smell anything from the LAV, did it smell abnormal?

[MR2] : Oh, like, like sewage?

[Pilot Member] : Yeah.

[MR2] : Uh, I thi- I think it did, actually, I think they were saying that there was – a problem with the LAB, um.

[Pilot Member] : But not enough to cause it smelling, um, out of the ordinary, or?

[MR2] : I mean it was a little – I've smelled it that bad before, it was a little worse than - than if I guess had they had completely emptied it out but I remember I thi- I'm pretty sure I remember the uh one of the maintainers saying that the the LAV was inop, uh, for it- it just wouldn't flush, so.

[Pilot Member] : Ok.

[President] : Did you store your equipment anywhere in the back?

[MR2] : No, actually I left uh I left all my equipment up in the raven compartment, um so all I had back there was just my paper uh baseline 11 checklist, um, and uh and my actual uh hardbound checklist.

[President] : Ok.

[Pilot Member] : That's it I don't have anything else.

[President] : I don't either. Do you have anything you wanna add or anything you can think of?

[MR2] : Um, nah I mean I can't think of anything.

[President] : Not gonna sit back there anymore?

[MR2] : Uh, [laughter] I mean, no, I, uh I'm fine with it, uh I guess uh I mean I would I would have some, I'd like to ask some questions maybe to the firefighters about you know uh as far as like if if we had opened like the aft hatch if that extra oxygen could've made the fire worse, and I don't know I mean there was all these things kind of going through my head that uh they thought about you know I got to sit down and think about later and kind of wondering like

Oh I wonder what would have happened if that – if we had just popped open the aft hatch and jumped out that way, but, uh, yeah.

[Pilot Member] : I'm curious have you ever gone down the crew entry chute before?

[MR2] : Uh it- just in egress training I think but that was it. Yeah.

[Pilot Member] : Ok.

[MR2] : Not – not in real life.

[Pilot Member] : Well, now you- now you've got two times.

[MR2] : Yeah.

[President] : Alright.

[Pilot Member] : Cool.

[President] : Anything else?

[Pilot Member] : No sir. If no one has any further questions we will now conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be released to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and other information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MR2] : Alright. Thank you.

R12. CMSGT [Mishap Signals, Search & Development] (MSSD)

R12.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

[MSSD]

I, I, E-9, 9775, have been advised by

(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V 64-4848

(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.

[MSSD]

CMSgt
Name (Last, First, MI) and Rank/Grade

Squadron Superintendent
Duty Title

Signature

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF: [MSSD] CMSgt/E9

Name (Last, First, MI) and Rank/Grade

Squadron Superintendent

Duty Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 Apr 15. Crew position (as applicable) 16. Time you began duty 1420

1. I, [MSSD] (Name / Grade) 97 IS (Organization) have been advised by ~~I~~ (Name/Rank of Investigator) of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

Arrived at Jet Approximately 1120 PFC conducted normal. Upon engine start #2 Had issues but appeared to be resolved through Pilots ground. Taxi with No issues. Had to hold because of clearance issues For 5-10 min. When cleared Pushed up throttles & Brake release almost immediately Flames shot over the top of the galley. No sounds or anything out of the ordinary proceeded the flames. I made the "Fire in the Galley" call over the call button. The Flames quickly turned to smoke & oxygen was banned. I thought to grab the very aft Fire extinguisher but material was already dripping from ceiling. The entire ~~aft~~ tail cone was consumed with smoke. Pilot Stopped Jet and called for ground evac. I removed ox and pushed everyone out of the Back and egressed. Total time from Flames to egress couldn't have been more than 2 min. Crew did an outstanding Job!!

"The above statement is true to the best of my knowledge and belief." Sign

Date 30Apr15

R12.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 2015

[MSSD]

Statement Completed By: (print) _ _ (signatu

[Medical Member]

ISB or SIB Investigator Administering This Form: (print) _

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

DAY 1 (72 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0500/6/2

TIME ARRIVED AT WORK: 0720

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
Cereal Banana

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Work

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200ish Don't Remember

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Work

TIME DEPARTED WORK: 1700 ish

DINNER: (What time did you have dinner? List all food and drinks consumed)
1800 ish Whole

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
TV

TIME YOU WENT TO SLEEP: 2130

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
2X Beer w/Dinner

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) None

DAY 2 (48 HOURS PAST)

[MSSD]

NAME (LAST, FIRST):__ __SSAN:_

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0500 / 8 / 0
felt Great

TIME ARRIVED AT WORK: 0720

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
Cereal Banana Coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
4 mile run work

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1200 ish unsure I think Korean

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
Work water

TIME DEPARTED WORK: 1730 ish

DINNER: (What time did you have dinner? List all food and drinks consumed)
1830 ish unsure

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Played w Kid, TV

TIME YOU WENT TO SLEEP: 2130 ish

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

[MSSD]

NAME (LAST, FIRST): _____ SSAN: _____

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0500 / 8.5 / 0 Very Rested

TIME ARRIVED AT WORK: ~~1400~~ 0730

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0600 ~~0800~~ ~~Doughnut~~/Coffee/Banana/Cereal

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
TV/checked ~~used~~ mail

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1300 Sandwich/Banana/water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
~~Showed up for Step brief at 1400~~
Work

TIME DEPARTED WORK: ~~I'm still here~~ 1780

DINNER: (What time did you have dinner? List all food and drinks consumed)
~~Haven't had Dinner yet it's still on the plate~~ ~~Not sure~~
water 1900 Pancakes eggs Bacon

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
TV; Yard work

TIME YOU WENT TO SLEEP: ~~1030~~ 2230

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
Had a beer after yard work Evening time 1800 ish

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
None

[MSSD]

NAME (LAST, FIRST): _____ SSAN: _____

DAY 4 (TODAY)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0600/7.5/0 Very Rested

TIME ARRIVED AT WORK: 1400

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
0800 Doughnut/coffee/Banana

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Checked mail TV

LUNCH: (What time did you have lunch? List all food and drinks consumed)
1300 Sandwich/Banana/water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
went to step brief at 1400

TIME DEPARTED WORK: Still here

DINNER: (What time did you have dinner? List all food and drinks consumed)
Haven't It's still on the plane

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Filling out Forms/went to Hospital

TIME YOU WENT TO SLEEP:

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME: 1530

STEP TIME: 1630

TAKE OFF TIME: 1825

MISHAP TIME: 1825

[MSSD]

NAME (LAST, FIRST):_____ SSAN:_

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

The 7 ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

[MSSD]

FULL NAME_____ RANK CMSgt SSAN_____

Mishap day: Date 30 Apr 15: close to 8 hrs of sleep

1 day prior to mishap: Date 29 Apr 15: close to 8 hrs of sleep

2 days prior to mishap: Date 28 Apr 15: close to 8 hrs of sleep

3 days prior to mishap: Date 27 Apr 15: close to 8 hrs of sleep

4 days prior to mishap: Date 26 Apr 15: close to 8 hrs of sleep

5 days prior to mishap: Date 25 Apr 15: close to 8 hrs of sleep

6 days prior to mishap: Date 24 Apr 15: close to 8 hrs of sleep

7 days prior to mishap: Date 23 Apr 15: close to 8 hrs of sleep

* coffee every day & a couple of beers but not sure when or what days

R12.3. SIB NON-PRIVILEGED INTERVIEW – 11 MAY 15

Non-Privileged Witness Statement

11 May 15
(Date)

1. I, [MSSD] E9, 97I5, have been advised by [Pilot Member]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-[redacted]4848
(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.

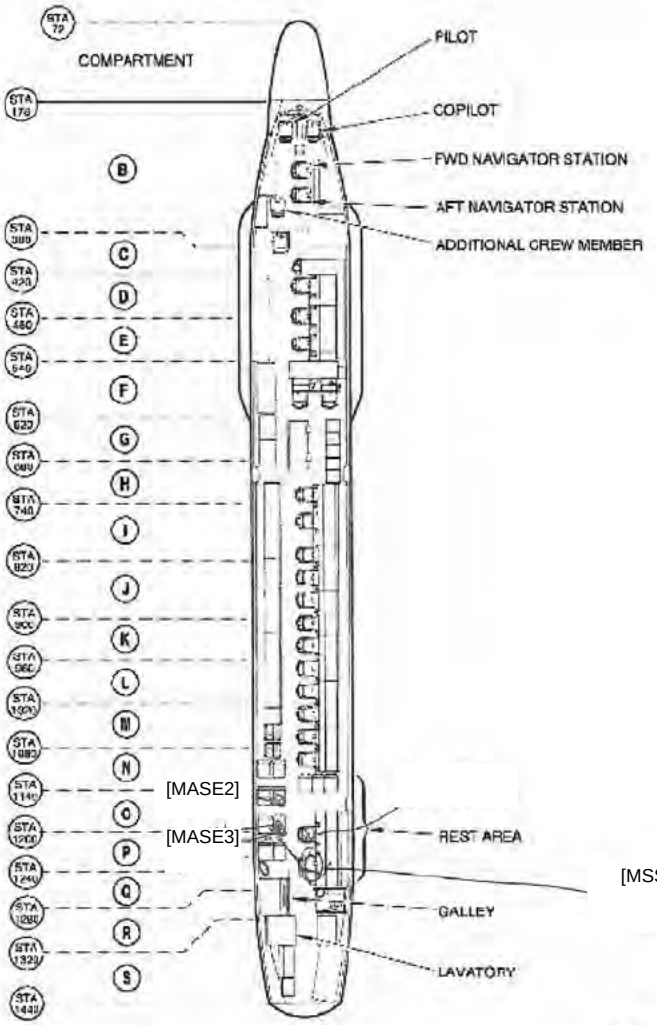
[MSSD]
CMSgt/E9
Name (Last, First, MI) and Rank/Grade
Squadron Superintendent

[MSSD]

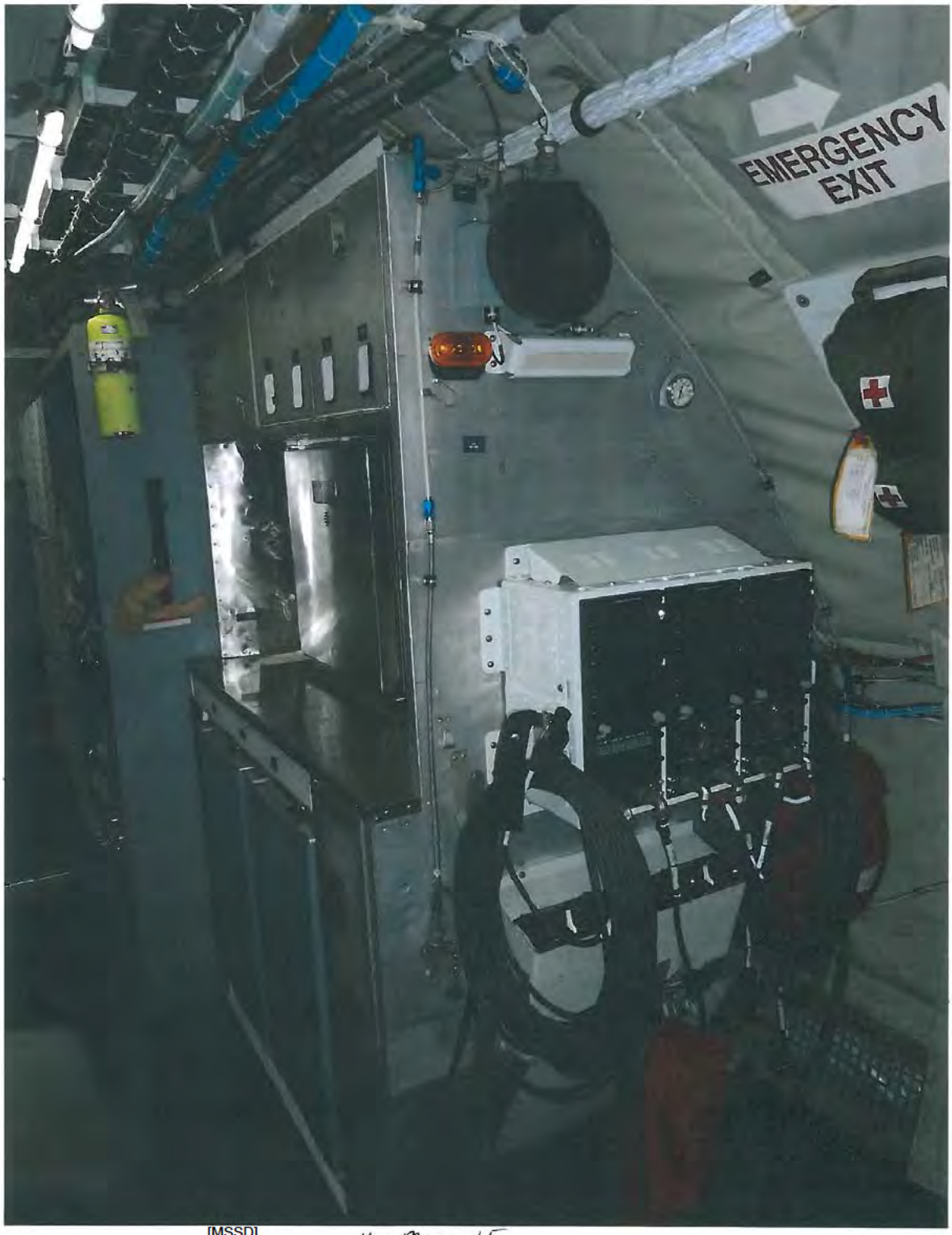
11 May 15

Aircraft Diagrams

RC-135 V / W



1-19



[MSSD] 11 May 15

SIB Interview of CMSgt [MSSD]

Role: **Signals Search and Development**
343rd Reconnaissance Squadron

Interviewers: **(President)**
(Pilot Member)

Date: **11 May 15**

[Pilot Member] **:** This is a non-privileged interview with [MSSD] being conducted on 11 May 2015 at 1305 local by Captain [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating the mishap involving an RC-135V that occurred on 30 April 2015. This inve- this investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you. Your statement can be released to, to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand the promise of confidentiality has not been extended to you?

[MSSD] **:** Absolutely.

[Pilot Member] **:** For the record, would everyone present introduce his self by saying your name, rank, and affiliation with the board starting with the witness.

[MSSD] **:** Chief Master Sergeant [MSSD] .

[President] **:** Colonel , Board President.

[Pilot Member] **:** Captain , Pilot Member. How are you doing today, Chief?

[MSSD] **:** I'm doing well, sir.

[Pilot Member] **:** Good. So if, uh, we could just start off with, uh, the events of the day, uh, as you saw them.

[MSSD] **:** Okay. Do you want me to start at pre-mission plan or step brief or prior to that or anything, uh…

[President] **:** It's really up to you, where you…

[MSSD] **:** Okay, I'll just start, uh, when I showed for, uh, at, uh, my place of work. So I showed up around 1400, a little bit before step time, uh, probably about an hour before step time just because it was a late show and you know, uh, circadian rhythms you know had kicked in and I was up. So, uh, I cleaned up some administrative work I had going and then I headed over to the 343rd for our step brief. Uh, all step, uh, indications were the jet was FMC ready to go, uh, and we, you know, there was nothing out of the ordinary, uh, expressed during, uh, the step portion. Uh, we, at that point the front end and the, uh, airborne system engineers, uh, they take a different bus and the back end crew goes back to the 97th to sort of wait for the bus to come back around and, uh, circle back around and pick us up, ferry us out at, to the jet. So there's no, you know there's not a lot of traffic for the ASEs to install discs and you know, uh, put… buil- boot the software and so forth. So, uh, we went back there, uh the, we waited about, uh, hmm another hour before the bus circled around at about 1630 to 1700ish. Um, when the bus came you know we, uh, headed out to the flight line, uh, nothing out of the ordinary. We got on, did our pre-

flight checks, uh, uh, s- still nothing out of the ordinary. Um, we began to, uh, you now we started engines and there was a slight problem with, uh, the number 2 engine as I remember and, uh, they couldn't get it to start, uh, so the pilot, uh, after a couple of attempts to you know get the, uh, motors to turn, or that motor to turn, uh, the pilot called down to the ground maintenance to see, uh, about doing a manual start. Um, the pilot, uh, ran through his checklist and then, uh, the ground crew opened the cowling to pin it, uh, I'm not 100 percent familiar, I'm not a pilot, but, uh, it all sounded, you know, uh, like they were running the checklist according, uh, to how they were supposed to, uh, accomplish this task. Uh, the motor successfully turned and, uh, the, uh, the ground crew buttoned everything back up and gave, the, the pilot the words that, uh, you know the aircraft was, uh, in taxi configuration. Uh, at this point still, nothing out of the ordinary going on. No strange noises, no strange smells, no strange nothing. Uh, so we taxied out, uh, to the, uh, flight line where we ran into another problem, uh, with our clearance. And that held us up for, uh, I want to say 10ish to 15 minutes. Uh, possibly maybe, maybe a little bit longer. But they got that all cleared up and we, uh, we lined up for, uh, for takeoff. Um, the, uh, you know, the, um, pilot pushed up the motors, uh, immediately when the brakes were released, or, you know, it was very tight timing there because he pushed up the motors and released the brakes and we went. But, uh, immediately at that point, uh, the, the flames, uh, started shooting over the top of the, and I'm referencing the picture here…

[Pilot Member]: Okay.

[MSSD]: for those listening to the recording. Started shooting over the top of the galley area here. Right, uh, I mean they were pouring out of here, uh, this whole area, um, I would say from, uh, we got these two compartments here, they were consuming the entire area over the top. Um, at that point, uh, a few people must have seen it, uh, because there was a lot of chatter on, uh, interphone. Uh, but they weren't specifying where the problem was so the pilot really didn't have any ideas, so I reached back, uh, and it's kind of a cumbersome reach for me, because I have to go back, uh, to hit my call button. Uh, but I did, and that's when I, uh, just spoke up and said fire in the galley, fire in the galley. And then I, uh, I went back, um, my initial indication, or, uh, reaction if you will, was to reach for the, uh, this fire extinguisher right here. However, at that point, uh, the fire had advanced so much into this, uh, this bundling of wires here, that, uh, uh, uh, the casings were melting, uh, and dripping down so I said that's not a place I want to be. So at that point I, oh, sorry I should have referenced, I was sitting right here.

[Pilot Member]: Okay.

[MSSD]: So this is the area of the flames. And, uh, so at that point, uh, I didn't feel that the, the jet was, uh, stopped, um, this stuff had started smoking, uh, I mean, uh, this is, we're talking 15 to 20 seconds here tops. Uh, it was smoking very bad and filling up the, the, the aft area of the jet, uh, very quickly. Um, there was a Lieutenant sitting here. Uh, I can't remember his name.

[President]: [MR2] …

[MSSD]: Yep, yeah it was a complicated one. Um, and then we had the ASE 4, Tech [MASE3] sitting here, and then the ASE 2, uh, [MASE2] I believe was sitting here, and then we had, uh, Sergeant , uh, operator sitting here. So, I turned around at that point to, uh, tell, uh, [MASE3] and [MASE2], well I saw [MASE2] because the aft fire, uh, fighter's mask is right by him.

[President]: Mhm….

[MSSD] **:** So I was looking back and he was fumbling with that, uh, to get it into a oxygen source, uh, but it wasn't hooked up yet, so that was kind of cumbersome. So, while he was doing that I yelled at [MASE3] here to get a fire extinguisher. Um, and, he was sort of in route but I couldn't see him because I was looking this way and he was directly behind me. But he was in route to the fire extinguisher. Um, smoke is filling up very, very very quickly, um, and the fire, and the flames, uh, appear to be getting wor, I mean they were, uh, white hot flames coming out of there. It was, it was, uh, quite, uh, quite a sight to see. But, uh, at that point, I heard the, uh, the magic words over interphone come from the pilot, uh, to run the ground, uh, uh, emergency evacuation checklist. Everything, uh, we could not stay ahead of this EP. Uh, it was, uh, evolving too quickly. So at that point, uh, I grabbed the Lieutenant, I grabbed the people back there, and I told them in, uh, chief terms to get the, you know, heck out of the plane, and, uh, I started pushing at that point and, uh, I was, because, uh, by design I'm supposed to be the last one out of the back, uh, and tap the AMS and on the way. When I ran by the AMS I said, uh uh, you know, there's going to be a chokepoint up here. Uh, I was already, I could already see it because you know going down the, uh, the ladder, uh, you know, it always ends up being a chokepoint when you're trying to get 27, uh, you know, or plus folks off the jet.

[President] **:** Mhm….

[MSSD] **:** Um, so I told the AMS hey grab the, uh, over wing hatch and pull it in so we have, uh, some relief of ventilation if you will. Uh, so, uh, he did that, uh, and I kept proceeding out of the jet. We egressed in, uh, a rather orderly fashion, uh, all, all things given. Uh, the only, you know, once I got up to where I could actually see again, uh, because, uh, by the time I was leaving this area I couldn't see about 2 feet possibly, uh, in front of me. I mean, uh, it consumed the back end of the jet. Um, so much so that I didn't even bother with the aft hatch, I just, I wanted to get the heck away from, the, the, the situation. Uh, so, we egressed orderly, got into the infield of the, uh, the runway, in the grassy area and waited for emergency responders, and, uh, that kind of sums up, uh, you know, and then the, uh, the emergency guys took over from there and that, that, really, uh, encapsulated, I mean, we, we could not stay ahead of this EP. Uh, it, uh, it consumed, uh, uh, the back end too quickly. So, uh, I think everything worked out as well as it could have, uh, which, you know, resulted in 27 safe, uh, you know, uh, safe egresses, so…

[Pilot Member] **:** Yeah.

[MSSD] **:** um, but, uh…

[Pilot Member] **:** Everybody got off.

[MSSD] Exactly, uh, but, uh, that was, uh, as I remember it and as I see it that's uh, that's, uh, that's what I remember. Now, um, there was no sound, no smells, no nothing, no smoke to begin with, uh, you know, which is normally, you know, what happens first, you hear a pop or you know, uh, maybe a, that's standard, you know, that I have had in the past for smoke and fumes and stuff like that, but, uh, this was just flames, uh, shooting out of there as soon as the, uh, no fumes, no, you know, no, of the normal noises you, uh, hear or smell, uh, when, uh, something like that happens, it was just the flames, straight over the top. And you know, uh, it's like one of those, uh, uh, you know the ovens you see where they, you know, shoot, uh, flames out like a pizza oven, you know, where you can hear the, I mean it was just like that, just

shooting right over the top of the galley. So, it was, uh, it was, uh, that's the first fire I've ever been in and, uh, that's enough. So…

[Pilot Member] **:** Hahaha, yeah.

[President] **:** Did you, um, see exactly where the source was or was it, could it, was it behind the compartment?

[MSSD] Well, uh, my vantage point is from, oops, sorry, uh, is from about right here so I couldn't s…, I couldn't see anything back here coming this way. It was just pouring right over the top.

[President] **:** The top. Okay, okay.

[MSSD] **:** So, I don't know, you know, this is speculation on my point, I don't know if this line had to do with it, this ox line right here or what, but it was just coming, uh, it was, it was like this, it was shooting over the top.

[President] **:** Could you tell what the, if, if the wire bundles here that are right above it, were those secondary to it?

[MSSD] **:** Those were secondary. Uh, they were…

[President] **:** So these were definitely not on fire?

[MSSD] **:** They were, no they were definitely not. It was coming out from behind the, the galley area, over the top of the galley. And, uh, secondary is when the, uh, a lot of the insulation here, and I know by design it's not supposed to burn but, uh, you get anything hot enough it's going to burn. And the wire bundles, uh, were, uh, a major source of the smoke, uh, because you could tell once they started melting that's when the smoke started consuming the back end very very quickly. So…

[Pilot Member] **:** What, uh, what color were the flames, if you can recall?

[MSSD] **:** Uh, they were like a, uh, a, uh, you know they were a whiteish, yellowish, uh, flames. You know…

[Pilot Member] **:** Okay.

[MSSD] They, uh, they weren't blue, uh, that I can recall, so… or I didn't see any blue, so you know, I, I'm not saying that the blue wasn't back in the…

[President] **:** Right.

[MSSD] **:** you know behind the galley where I couldn't see, but, as they were coming over the wires here it was a white or a yellow.

[Pilot Member] **:** Okay.

[President] **:** And when, did you notice any change?

[MSSD] **:** And it wasn't creeping flames either. It wasn't like they were creeping because it was, they were being forced out of there.

[President] **:** Something, okay, that's what I was getting to, so, okay.

[Pilot Member] **:** Uh, going back to prior to taxi, there was, uh, we heard from a couple reports that the call, all, all stations on call, there was little hang up there. Do you recall what that was?

[MSSD] **:** Prior… oh, okay. Yes, okay. So, uh, uh, it was minor. The three, the IO, uh, trainee, um, she couldn't get her call position to work, uh, the ASE 2 who's normally the communications on the jet guy, he went in, uh, up there and, uh, did some magic and, uh, then she checked in just fine with the call. Uh, after, uh, second attempt.

[Pilot Member] **:** Okay.

[MSSD] **:** But, uh, yeah. That, uh, I mean, I do remember that now. Uh, but it was, uh, it seemed to fix itself before we took off. But we didn't leave the chalks until it was fixed.

[Pilot Member] **:** Right. No, no, so every station was able to transmit on call?

[MSSD] **:** Yes.

[Pilot Member] **:** And, uh, the call light worked?

[MSSD] **:** Yes.

[Pilot Member] **:** Okay.

[MSSD] **:** Yes, well I, and I specifically remember, uh, because normally it starts with me or the 16 op for the call, you know, a check, and, uh, I remember the co-pilot came over and said, uh, you know, all ops on call, you know, check in on call, and he didn't flip the, you know, for the lights. And I said 16 without lights, and he, oh, and flipped the lights, you know, so…

[Pilot Member] **:** Got it.

[MSSD] uh, everything, all the lights worked. Uh, and, uh, you know, and before we left the chalks, everybody could check in on call, so…

[Pilot Member] **:** Okay.

[President] **:** So you think the on call light was just a switchology for someone up front?

[MSSD] **:** They, they do it, uh, every now and again, the, the co-pilot will, uh, you know, it will take him a second, and, but as soon as I say no lights, he goes, oh, and then they magically come on, right, so…

[Pilot Member] **:** Rog, magically worked after

[MSSD] **:** After pimping. Right. Yes.

[Pilot Member] **:** Then, uh, Chief…

[MSSD] **:** Sir?

[Pilot Member] **:** You are in a horrible position to smell that lavatory.

[MSSD] **:** Yes.

[Pilot Member] **:** uh…

[MSSD] **:** It was broken for the day as well, so.

[Pilot Member] **:** Yeah. Did that make the jet smell different from normal, or….

[MSSD] **:** Yeah, well, uh, to be quite honest I've been doing this a long time and, uh, it, it didn't smell out of sorts that day, uh, you know, it was leaking on the floor and you could see the, uh, liquid, uh, you know, sort of gravitating towards the back of the jet. Um, but, uh, I've smelt it much worse, uh, you know in the heat of the desert and stuff like that where, you know, they either, uh, the ground crew doesn't, uh, service it, or the, uh, we run out of blue tabs in the desert and all they have is water to, you know, sort of filter though there. So, it, it wasn't anything, you know, out of the norm. You know it wasn't overly overbearing.

[Pilot Member] **:** Okay.

[MSSD] **:** I, you know, I didn't really notice anything.

[Pilot Member] **:** Sweet.

[MSSD] **:** So… I think that's about it.

[Pilot Member] **:** Yeah.

[MSSD] **:** A couple lessons learned and, you know, you know, a lot of questions of that what ifs, you know. But, uh, uh, you know, I, I've talked to the folks in maybe some 847s need to be submitted for, uh, you know, uh, having the firefighter mask and, uh, pre-positioned with an ox bottle, you know, so, because it, that was one thing I turned around and I was like man he's, he's got his hands full. And even if, you know, uh, he did, by chance, have it hooked up, what is he going to do at that point, because now he's got to hold an ox bottle and a fire extinguisher. Right? So how effective is he actually going to be? Um, and, you know, quite frankly I'm, I'm, I'm rather glad that, uh, I didn't make it to this, uh, fire extinguisher and start going because I had, uh, you know, in, in the heat of the moment, you know I wasn't thinking of this but, you know, as you run through, uh, the events as they unfold, if I would have started shooting here, well, I don't know what had been melted or anything behind here and I had a poor Lieutenant sitting here. The blast from the fire extinguisher could have pushed something out the side and it would have landed all over him, you know, so. You know, everything happens for a reason, I guess, but, uh, you know, uh, there's a lot of, uh, lot of what ifs in my mind as, uh, you know, what could have happened. But, uh, thankfully, uh, none of that, you know, transpired and, uh, we all just, you know, you shouldn't fight fires in the, on the ground anyway right…

[President] **:** No. right.

[MSSD] **:** you should just run from the, run from the fire. Let the professionals handle it.

[President] **:** These doors they have above the microwave that are for the heated water bottles…

[MSSD] **:** Normally, uh, you know, you, you have the holes in here, uh, and that's where they nor, uh, you know, uh, they're, they're never there unless you go down to Greenville where the dif jet delivers, uh, otherwise there's, uh, you know, cleaning supplies and stuff like that. You know, uh, to clean up the galley and, uh, sometimes they'll have aluminum foil and such like that up there, um, so you don't have drippings on the bottom of the oven. Stuff like that, but, uh, um, the water bottles, um, were not in there, uh, I think, I, I looked up there and, uh, you know, uh, this one here might have had some toilet paper in it. Um, that's where we stash the extras, uh, some trash b, you know actually I had to call for trash bags so there were no trash bags up there but it was just like general cleaning supplies, you know, paper towels, stuff like that.

[President] **:** Any spray can, aerosol?

[MSSD] **:** There's potential there but, uh, uh, I can't be for, for certain.

[President] **:** Okay. But it wasn't empty?

[MSSD] **:** No, it was not completely empty there was, uh, miscellaneous items up there.

[President] **:** Okay.

[MSSD] **:** Uh, I don't recall what the, exactly they were, so.

[President] **:** In, uh, so from the time that you saw the flames to the time that you exited the aircraft, how much time do you think that total was about?

[MSSD] **:** Exited the aircraft? Um, I would say about, uh, 2 to 3 minutes. It was not very long, uh, he got the jet, and the pilot got the jet, uh, stopped relatively quickly. We were only doing, I think they came out and said 50 knots by the time, uh, they started slowing down, um, and, uh, the, the, this, the part that slowed us down the, the most was just like I said the chokepoint of getting out the, uh, the crew entry chute. But, uh, um, you know, I, I guess in hind sight I could have, uh, when I popped the, uh, over wing hatch, I could have, but I, I just, you know, I just wanted to get as far away from the, the smoke as possible and, uh, I wasn't going to go back to look if the flaps were down, and you know, if the engines were shut down and all that stuff. I was just, you know, uh, it kind of happened quick so I didn't listen for those, uh, those key indicators. I don't know if I'm diming myself out there or not but, you know, I, I'll just say I was trying to get the heck out of there, so.

[Pilot Member] **:** So, uh, I'm just gonna pass… You popped the hatch personally?

[MSSD] **:** No, no, no, when I walked past the AMS…

[Pilot Member] **:** Yeah

[MSSD] **:** I said hey pop that because it will, we're going to have a choke point here…

[Pilot Member] **:** Yeah

[MSSD] **:** uh, and, if the, there's no way for the smoke to escape, you know, uh, and he said sounds like a good idea, and so he popped it on his way behind me, uh, because he's the last one out of the back…

[Pilot Member] **:** Right.

[MSSD] **:** before he taps the TC, but he's waiting for me to pass him so he knows that everybody's out of the lav and all that stuff, so.

[Pilot Member] **:** Do you know what he did with the hatch? Did he toss it on the seats, or?

[MSSD] **:** Um, you know I didn't, I didn't, uh, stick around to take a look. Uh, you know, I don't think he tossed it on the seats. There's no seats readily available there. If anything he probably tossed it on top of the, uh, life rafts.

[Pilot Member] **:** Okay.

[MSSD] **:** Because they're right forward of the wing there. So, or just laid it down right there, so. But I didn't notice the fire guys when they were going in through that, uh, actually it worked out for the best because, uh, to get the fire guy through the crew entry chute with the

hose and everything probably would have been a bigger pain in the rear than getting them through the over wing and back. So, you know…

[Pilot Member] **:** Yeah.

[MSSD] **:** Hurray for me, I guess, you know. But, uh, that's, that wasn't by design, you know. So…

[Pilot Member] **:** I'm good sir?

[President] **:** Okay. I've got nothing else. Do you have anything else you need to add?

[MSSD] **:** No, do you guys want, uh, anything drawn on here or detailed anymore?

[President] **:** No, I think you gave us a pretty good account of that, so, I think we're fine.

[MSSD] **:** You guys, just out of curiosity, uh, do you all, uh, when you do these like ever go to the jet and do like a video reenactment? Because that would be kind of…

[President] **:** Yeah, well we're still working that piece, so right now…

[MSSD] **:** Okay.

[President] **:** we have folks who are out there looking at the plane…

[MSSD] **:** Okay.

[President] **:** ting, tearing it apart, but that's what part of the timeline piece is what we need.

[MSSD] **:** Okay. Okay, then, uh, I'm all good.

[Pilot Member] **:** Awesome. Okay, sir? If no one has any further questions we will now conclude this interview.

[President] **:** Nope.

[Pilot Member] **:** I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and other information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MSSD] **:** You're welcome.

[Pilot Member] **:** Thank you.

R13. MSGT [Production Superintendent] (MMX)

R13.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 April 15
(Date)

1. I, [MMX] MSgt SSgt xs, have been advised by
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on 30 April 15 involving RS-135
(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.

[MMX] E-7
Name (Last, First, MI) and Rank/Grade

Prod Super

Signature

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

WITNESS STATEMENT OF:

[MMX]

E-3

Name (Last, First, MI) and Rank/Grade

Production Superintendent

Duty Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 Apr 15. Crew position (as applicable) Production Super. Time you began duty 1430.

1. [MMX] (Name), E-7 (Grade), [redacted] (SSAN), 55 MXS/83 MXG (Organization) have been advised by [redacted] of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

I Arrived at work at 1430. Did turn over with day shift pro supers at 1430. A4848 landed at 1407 from its first sortie of the day. After I updated our Record Boards in the office I proceeded to the flight line. I started my walk around of the jet for the exceptional release (ER) at approx. 1620. the crew bus showed up at the jet at 1630 while I was still doing my walk around. I called moc to notify them of crew show. I continued my walk around and Reviewed aircraft forms in my truck in front of aircraft. A4848 was crew ready at 1630. I parked on B3 to monitor A4137 & A4848 launch. The crew Requested to talk to life support about oxygen masks not being in the bags. They also needed two "O-Rings" that were not on the aircraft. I contacted life support and Phoenix 5 (crew chiefs) to take care of thier concerns. We had engine start @ 1741. During the start sequence. #2 Eng would not rotate. my jet chief manually moved the starter control valve to the open position and the crew was able to start #2 Engine. the jet taxied @ ~~1500~~ 1800 towards Charlie 3 taxiway. A4137 was doing touch n goes so they had to wait to get clearance to taxi back to Rwy 12. I position myself on A-3 to watch the departure. I did notice that the vertical fin was moving around on the upper ramp. At this time my →

"The above statement is true to the best of my knowledge and belief." Signed. _____ Date. _____

Crew chief driving made his way up to the upper ramp to see what the jet was doing via Charlie one taxiway. He [redacted]. Notified me via radio that the crew was egressing the aircraft. I contacted MOC via radio to see what the issue was. During this time I was already enroute to the upper ramp. [redacted] During this time MOC came across the radio to announce an ground emergency for "fire on board acft". (1805). myself, phoenix 5, 8, 9 took a standby posture at China taxiway. We could see the fire department spraying the aircraft down. Shortly after that we were contacted to approach the aircraft. During the wait I contacted my Leadership to inform them of the situation. Once on scene, I spoke with the aircraft commander to hear the story of what happened. He started this "- started take off Roll got to 45kts then someone in the back saw fire". He made the call to egress. One of the buckeye flyers said it started at the galley station. By this time there was a lot of people in the area. I told my drivers to keep minimum pax on the spot. My MX team took up a ~~standby~~ standby posture to assist the fire chief and Accident investigator. ~~[redacted]~~ the fire chief had concerns of an O2 line venting the fire. My crew chief driver explained to him on how to shut the GRF. It finally went out on its own. My EE troop, , went up on the plane to verify it was not looking any more O2. We received clearance to tow the aircraft at [redacted] 2115. The tow started at 2120. I do not Recall what time of the tow was complete. It was parked on the command spot in front of D-1. After this, I went in to the 55AMXS conference room to be briefed by Capt about the pax at the hospital.

[MMX]

1 May 15

R13.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 30 APR 15

72 HOUR AND 7 DAY HISTORY

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.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

☒ **NON-PRIVILEGED**

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. My witness statements may be utilized 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.

This **non-privileged** 72 hour and 7 day history form will be placed in **Tab R** when complete.

☐ **PRIVILEGED**

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____.
Investigating Officer or Board President

This **privileged** 72 hour and 7 day history form will be placed in **Tab U** when complete.

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 when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 30 Apr 15

Statement Completed By: (print) [MMX] __(signature

ISB or SIB Investigator Administering This Form: (print) _

Aerospace Medicine Flight

72-HOUR HISTORY REPORT

Please list the daily activities you did during the last 72 hours. Provide the times of the events as well as the activity in the chronological order. If you cannot remember the exact time of the event, provide the closest proximate time you can remember.

Monday **DAY 1 (72 HOURS PAST)**

0530 Rested ← **WAKE UP TIME:** (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) ~~Monday PT 0730-0930 ac Two wife 1400-2330 woke sleep 0600 to 0730 sore 1400 to sleepiness~~ Bathed @ 2300 - 0100 ac

TIME ARRIVED AT WORK:

Monday PT test 0730-0930

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)

0600 Bagel / coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)

PT test 0730 – 0930. Rested after words water

LUNCH: (What time did you have lunch? List all food and drinks consumed)

Approx 1300. Peanut butter Jelly water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)

Worked in the yard. played with family & dog. water

TIME DEPARTED WORK: N/A off

DINNER: (What time did you have dinner? List all food and drinks consumed)

pasta moschaly water

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)

watched TV water

TIME YOU WENT TO SLEEP: 2300

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)

N/A

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) N/A

Tuesday **DAY 2 (48 HOURS PAST)**

[MMX]

NAME (LAST, FIRST): _____ SSAN: _____

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0900 10 hrs
Ø times up. felt fine

TIME ARRIVED AT WORK: 1400

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1000 eggs coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Relaxed with family woke

LUNCH: (What time did you have lunch? List all food and drinks consumed)
Sandwich water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
was at work

TIME DEPARTED WORK: 2330

DINNER: (What time did you have dinner? List all food and drinks consumed)
left over pasta water 1940

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
work m&m's 2 packs water

TIME YOU WENT TO SLEEP: 0300 ~~ish~~ on the 1st's running

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
N/A

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
N/A

NAME (LAST, FIRST): [MMX] SSAN:

Weds

DAY 3 (24 HOURS PAST)

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?)
0900 6hrs. 0 good.
TIME ARRIVED AT WORK: 1900

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
Bagel with Butter jelly coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
went to Lowe's for house supplies. water

LUNCH: (What time did you have lunch? List all food and drinks consumed)
water no food

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
work. water

TIME DEPARTED WORK: 0700 on Thurs

DINNER: (What time did you have dinner? List all food and drinks consumed)
2000 steak Turkey burger water

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
worked

TIME YOU WENT TO SLEEP: 0300 on Thurs

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
N/A

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed)
N/A

[MMX]

NAME (LAST, FIRST):_ ___SSAN:_

Thurs **DAY 4 (TODAY)**

WAKE UP TIME: (What time did you wake up? How many hours did you sleep? How many times did you get up? When you woke up, how rested did you feel?) 0930
6.5 hrs ø good

TIME ARRIVED AT WORK: 1420

BREAKFAST: (What time did you have breakfast? List all food and drinks consumed)
1030 waffles 3 EA coffee

MORNING ACTIVITIES: (List all the things you did, all food and drinks consumed)
Relaxed with family

LUNCH: (What time did you have lunch? List all food and drinks consumed)
NO food water

AFTERNOON ACTIVITIES: (List all the things you did, all food and drinks consumed)
work water

TIME DEPARTED WORK: still @ work

DINNER: (What time did you have dinner? List all food and drinks consumed)
2200 1 EA Banana water

EVENING ACTIVITIES: (List all the things you did, all food and drinks consumed)
work. Involved with aircraft fire incident

TIME YOU WENT TO SLEEP: N/A

ALCOHOL CONSUMPTION: (List all types, amount, and times consumed)
ø N/A

MEDICATIONS: (List all medications take, prescription and over the counter, dose and time consumed) N/A

ARRIVAL TIME AT SQUADRON (If different than above):

BRIEF TIME:

STEP TIME:

TAKE OFF TIME:

MISHAP TIME: 1825
PIO super

[MMX]

NAME (LAST, FIRST): SSAN:

7
~~14~~ DAY HISTORY FOR AERIAL VEHICLE MISHAP/PHYSIOLOGICAL INCIDENT

7
The ~~14~~ day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past two weeks (example selected for promotion, death in family, work, FLYING, marriage difficulty, financial difficulty, vacation/leave, illness, etc.). Include Caffeine, Meds, Alcohol and Tobacco, exercise and hours slept.

[MMX]

FULL NAME_ RANK E-7 SSAN_

Mishap day: Date 30 Apr 15 :

Worked 6.5 hrs sleep

1 day prior to mishap: Date 29 Apr 15 :

Worked / Relaxed with family 6 hrs of sleep

2 days prior to mishap: Date 28 Apr 15 :

Worked / Relaxed with family 6 hrs sleep

3 days prior to mishap: Date 27 Apr 15:

PT test 0730 - 0930 8 hrs sleep

Did not work

4 days prior to mishap: Date 26 Apr 15:

Relaxed around the house with family 8 hrs sleep

5 days prior to mishap: Date 25 Apr 15:

practice PT test @ Base gym in the morning

Relaxed with family 8 hrs sleep

6 days prior to mishap: Date 24 Apr 15:

8 hrs sleep

7 days prior to mishap: Date 23 Apr 15 :

come off of midshift @ 0300.

Slept till about 1700 6 hrs sleep

Relaxed with family

R13.3. SIB NON-PRIVILEGED INTERVIEW – 13 MAY 15

Non-Privileged Witness Statement

13 May 2015
(Date)

1. I, [MMX] ____, have been advised by [Maintenance Member]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135
(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.

[MMX]

Name (Last, First, MI) and Rank/Grade

Prosper
Duty Title

Signature

SIB Interview of MSgt [Production Superintendent]

Role: **Production Superintendent**
55th Maintenance Squadron

Interviewers: **(Investigating Officer)**
(Maintenance Member)

Date: **11 May 15**

[Maintenance Member] : This is a non-privileged interview with [MMX] , Master Sergeant, United States Air Force, being conducted on Wednesday, 13 May 14:23 hours by Lieutenant Colonel [Maintenance Member] for the Safety Investigation Board convened for the recent mishap. We're investigating the mishap involving an RJ-135 that occurred on 30 April 2015. This investigation is being conducted under provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MMX] : Yes sir.

[Maintenance Member] : For the record would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

: , Master Sergeant, production superintendent.

[Investigating Officer] : Captain , Investigating Officer.

[Maintenance Member] : And I am Lieutenant Colonel , and I am the Maintenance Member. And all I have for you is a series of questions. And, and like I said before, the reason that I wanted to pull you in is because you had an extremely descriptive, uh, recount of the event. So with your profess- with your experience as a – as a production superintendent, you had - I think you had the right distance from everything to see how everything went. So I just wanted to get your general opinions about the issue. So my first question for you is, what was your general impression of the launch, of 4848. And I know it was the second launch of the day.

[MMX] : Um, beginning of the launch, the crew seemed very needy, they wanted, they were complaining about the O2 masks being outside of their bags-

[Maintenance Member] **:** Right.

[MMX] **:** They wanted life support to come out and put them inside their bags. Um they also were missing two D rings that were part of the life support equipment. That's when I directed um Tech Sergeant uh Phoenix 5 driver to give me 2 D rings to put 'em on board the aircraft so they had a full inventory. Um, during the engine start, typical engine start. Uh - my statement – my statement about the engine 2 would not rotate, uh we called over our Phoenix 8 truck which is our mechanical section, uh they determined with the pilot's discretion to do a manual start on the number 2 engine, and from there they shut down the engine and did the manual start valve on the right hand side of the inboard column. Uh engine operated as normal after start sequence and then they continued uh the launch sequence. Uh the jet taxied out with no issues. Went towards Charlie 3, everything seemed normal. They were waiting down at the

runway 30 hammerhead to get clearance to do the taxi back to runway 12. Like I said in the statement 4127 was in the pattern. Um, I watched it taxi from Alpha 3. I was - from my vantage point I pulled into Alpha 3 which was the actual - its parking spot to watch the – the launch sequence. I taxied back to runway 12 at that time all you can see was the vertical fin. You couldn't see the full aircraft at that time. Um, so I positioned my vehicle facing runway 12 to get a better angle of the tail, cause there's times we'll see a – we call – I call it a landshark. You just see the vertical tail fooling around. Um in my rearview mirror I did see an E4 taxi, you know um, and that's when we started, I started seeing the tail move again. I was like oh maybe it's just moving for alert bird, you know getting out of position so alert bird can go on station um. During that time Phoenix 5, Tech Sergeant , called me, he was making his vantage point going up the hill to see what was going on too. Which is not uncommon for us to go watch it from upper ramp you know if we don't see takeoff any time soon. And um, he called me on the radio, saying uh pro-super they were egressing the aircraft. Um, typical protocols. Get ahold of MOC, you know, see what they know. Lot of times they won't relay information – the crew won't relay information to the command post-

[Maintenance Member] : Mhm.

[MMX] : Um, and to MOC. And it's also that delayed time effect too. Um so I got ahold of the MOC on the radio and they said they'd call command post and find out what's going on. Uh soon as Sergeant told me that they were egressing I made my view point – I made a decision to drive up to the upper ramp to see what was going on. Because people are egressing the aircraft and we don't know, something's going wrong with the airplane. Um, during my route up I went through Charlie 1, the cyber truck, the maintenance team was driving very slowly. I told them get out of my way, pull off to the left hand side please. And – and probably went more faster than I probably should have went up the hill. [Laughter] At that time it was considered an emergency. Um. And then uh by the time I made it up and around to the upper ramp I was facing the fire department, uh they were calling the ground emergency, or the all call radio via MOC, fire onboard aircraft. Um, I stopped my truck, at that time I made a call, uh wrote down the times and I started thinking, who do I need to call. Um, by the time I got over to meet up with Sgt uh at Lima taxiway, uh I can see at that time – uh this could possibly be bad. Cause the fire department was already on scene. Um. And then I made the phone call. At the time our pro-super phone was actually dead, had no battery life so I used my personal cell phone. [Laughter] Another illegal thing, sorry.

[Maintenance Member] : It's alright.

[MMX] : To make a phone call to uh, Senior Master Sgt , he was in my personal contact list and I told Senior Master Sergeant 848's on fire. It's getting hosed down by the fire department right now. I need you to call Captain . And he's like, 'What?' 848's on fire. Getting hosed down. Please call Captain . I gotta go. I just said, I gotta go. Um, and at that time me and Sgt [MMX] watched the fire department. One was at the nose of the aircraft and one was at the aircraft left hand side foaming, and uh putting water on the plane. You can- we couldn't see actual flames from our vantage point, you can see the black smoke. Um from the aft section of the tail. At that time I didn't know it had burned through the um, fuselage. And one, I don't know what time it was, but the fire chief uh called for maintenance assist, so it was Sgt 's vehicle and my vehicle that went into the area. I told Phoenix 8 uh they were monitoring the line. And Phoenix 9 was up there I told Phoenix 9 just to stand by. Be in a

posture mode. There's no reason for avionics to be in there at the moment. Um during that ti- during that sequence Sgt already made the call to get the emergency uke, tow team available and they also met us up at the Lima taxiway. Um so we went and saw the on-scene commander or the fire department and the on-scene commander kinda took that standby posture. I first asked where the aircraft commander is to see his recounts of what happened. And he told me that uh the galley started uh, that the fire started at the galley area. Uh he kind of went into detail that he said that he was starting takeoff roll, he got to 45 knots, he heard fire in the background, then he uh did the emergency protocol of getting on the binders and made the call of egress the aircraft. I told him I was like, I'm thankful that your 27 souls are safe, uh it would – this - it could have been a lot worse. And I did talk to some of the back-enders, there was a Chief that was in the back I don't – I don't recall his name. And he told me literally the same thing, that it started at the galley. Um. During that time frame, uh on-scene commander and the fire chief, and Sgt and myself um, he was asking about the oxygen regulator stuff and Sgt was trying to instruct them how to turn off the O2 to the fire department. I guess the O2 was feeding the line, feeding the fire. And then it um it eventually went out I think cause we depleted all of our oxygen. And without - without having my boards on me I think oxygen was right around 60- 61 liters total.

[Maintenance Member] : Couple questions for you.

[MMX] : Yes sir.

[Maintenance Member] : Did you ever note 4848 as a chronic – a chronic LOX venter, or losing LOX on a regular basis, or having to be serviced chronically?

[MMX] : No sir. I don't- I don't reca- we service a lot of airplanes.

[Maintenance Member] : But not this one in a particular –

[MMX] : No I-

[Maintenance Member] : A chronic loser.

[MMX] : No I don't.

[Maintenance Member] : Cause I saw on the forms that it went from – it had multiple sorties throughout the week.

[MMX] : Yes they were flying, two times a week.

[Maintenance Member] : And – and it was – this 64 started and then it was 61, and it was 61 for three successive-

[MMX] : Mhm.

[Maintenance Member] : Servicing notations. So 61 would be your dead on, dead on accurate where it was? Um, but you weren't – you weren't you're not of the opinion that it was a bad actor for oxygen systems?

[MMX] : No sir.

[Maintenance Member] : Losing oxygen.

[MMX] : When I did my ER at the time, there was nothing on those forms that made my hair stand up.

[Maintenance Member] : Ok.

[MMX] : I felt very confident with that ER.

[Maintenance Member] : Did uh, other than the masks being out.

[MMX] : Mhm.

[Maintenance Member] : Why would they be out?

[MMX] : Post flight inspection. From the first go.

[Maintenance Member] : And who accomplishes that?

[MMX] : It's your um, life support AFE they call them, um, I don't know what the acronym stands for.

[Investigating Officer] : Aircrew flight equipment.

[Maintenance Member] : Were they able to get on the aircraft to put them back? Cause I know it was a turn – it was a 4 hour turn –

[MMX] : Yes they did go out to the aircraft.

[Maintenance Member] : So they were on the aircraft.

[MMX] : Yes. They came out once and then after they fixed the masks and talked to the crew, whatever they did upstairs, uh, the crew notified the ground guy in regards to the D ring, 2 D rings that were missing, that were supposed to be part of the bag. Then I called them back out for that. Uh well I called them and they said well that's not our part, so that's when I contacted Sgt .

[Maintenance Member] : Are you aware of any tasks that require electro-environmental to tamper with oxygen lines or connections?

[MMX] : Tamper?

[Maintenance Member] : Any type of maintenance where they would actually have to deal with the lines, not servicing but actually deal with lines.

[MMX] : Yes sir.

[Maintenance Member] : What would those be?

[MMX] : Uh if they're doing – if they were doing a LOX converter change, they'd have to disconnect lines from each converter, um, build up vent valves – that's the – build up vent valves is where you hook up your oxygen cart to it, from the outside in.

[Maintenance Member] : Ok.

[MMX] : If they have to, like the control unit for the actual mask assembly, pull that out and there's lines that go to that too.

[Maintenance Member] : And that is a crew chief task or an ENE task?

[MMX] : ENE task.

[Maintenance Member] : Would you happen to work any code for any of these? Just – just things that pop out in my face. Um. In your statement as well, you asked – the – fire department, asked you

for help in shutting off the oxygen. Did they have knowledge of where the shutoff valves were, and in your expert opinion, if they didn't, should they have known that?

[MMX] : They personally didn't ask me, they talked to Sgt , Sgt was pretty much handling that situation.

[Maintenance Member] : Ok.

[MMX] : He took the lead on that one. Um, when he told me where it was at, I didn't even know where it was, 'cause these jets have been modded so many times. So um, should in my personal opinion, should the fire department know where it's at? Yes.

[Maintenance Member] : Ok. From the time that he was out there, the guy that was with you that advised him, do you, do you know how long it was before they actually got in there to shut it off or did it vent out before they even got in there to shut it off?

[MMX] : It vented out. They tried multiple times, I think maybe 3 times going in there trying to find it. And Sgt was very detailed on where it was, when I was listening to him. And there was at times when me and - that Sgt weren't together at times, you know, I was bouncing from place to place and he was giving them additional directions. From about when I heard Sgt talk to the fire chief and the fire member that was actually going in, he was very detailed with them.

[Maintenance Member] : Ok. So in in the through flight that you did --? Through flight? Quick turn?

[MMX] : I can't recall.

[Maintenance Member] : Ok. In the inspection that you did before you- before the aircraft was generated for launch. Was there anything that you noted that was out of place, out of sequence? Anything crazy, above and beyond masks being out of place?

[MMX] : During my walk around inspection for my exceptional release, um, normal business. Everything looked air worthy. I did not go in – interior though. I did not do an interior inspection. Be the time – being – we didn't have much time from day shift turning it – believe day shift did the quick turn – to me being on the line, cause I was solo that night, I was one deep person, uh, I didn't have time to get upstairs. Could I have time – make it a point to go upstairs? Probably.

[Maintenance Member] : Additional questions?

[Investigating Officer] : Nope. Just, uh, well, one. Uh you said you knew of some scenarios where ENE would work on the LOX system. Or, the oxygen lines.

[MMX] : Mhm.

[Investigating Officer] : Inside the airplane?

[MMX] : Yes sir.

[Investigating Officer] : Near the masks, those type of connections?

[MMX] : Um, which masks are you talking about? Location?

[Investigating Officer] : Galley area.

[MMX] : The um in the front of the galley I wanna say, going off vague memory and visual, I wanna say there's three regulators-

[Investigating Officer] **:** Yep.

[MMX] : That are right there. Um, if they had to do maintenance on that area, they'd, being, not being a SME, systems maintenance expert here, you gotta take that out. Off that galley.

[Investigating Officer] : Ok.

[MMX] : Um, the LOX converters, there's that panel just forward of your galley, you open it up and there's the he – we call it the hell hole panel, you know, um, usually there's bags and equipment stored down there, there's three LOX converters that are down there that they climb into.

[Investigating Officer] : Ok. So if you were gonna do maintenance on the regulators themselves, you would disconnect them from the oxygen lines.

[MMX] : Um I can't really answer that 100%, I'm not the system expert on that.

[Investigating Officer] : Fair enough.

[MMX] : Um I don't, I don't have the tech data in front of me, so.

[Maintenance Member] : Yeah that's… the regulators are worked on by any – at the at the output of the source. Right?

[MMX] : Yes sir.

[Maintenance Member] : So at the end of the line. But in- beyond that, connections beyond that, because I know there's tons of connections –

[MMX] : Mhm

[Maintenance Member] : T-fittings, there's things, elbow off, or have you ever seen them mess with any of those?

[Investigating Officer] : Like the little blue B nuts that connect –

[MMX] : No I've never seen them, like, physically. The only extent of electrician ENE work around LOX converter, or around that area, is LOX converters. Build up vent valves and LOX converters.

[Maintenance Member] : Alright.

[MMX] : Uh usually are our culprit of leaks. LOX leaks.

[Investigating Officer] : Alright that's all I've got sir.

[Maintenance Member] : Alright. That's all I have. Anything else you'd like to offer? If no one else has any further questions, we will now conclude this interview. I'd like to remind you again, sir, that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony or any information shared with you today regarding this mishap to avoid possible spread of incomplete and counter-productive information until the board has adjourned. Notify

the board immediately if you become aware of a possible release of information. Thank you for your time.

[MMX] : Yes sir.

[Maintenance Member] : Any concerns? Alright. Sign here.

R14. GS-07 [Mishap Firefighter 1] (MFF1)

R14.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

30 Apr 15
(Date)

1. I, [MFF1] CeF, have been advised by I
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-14848
(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.

GS-07
Name (Last, First, MI) and Rank/Grade

Fire Fighter
Duty Title

Signature

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

[MFF1]

WITNESS STATEMENT OF:

GS-07
Name (Last, First, MI) and Rank/Grade

Firefighter
Duty Title

/ /***Signature***

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

FOR OFFICIAL USE ONLY

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 APR, Crew position (as applicable) Fire, Time you began duty 0730 ON 30 APR

1. I, [MFF1] (Name) GS07 (Grade) 55 CES (Organization) have been advised by (Name/Rank of Investigator) of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

Fire dept was Rung out for a possible Plane ON Fire at around 1830 ON APR 30, 2015 I was ON E-9 the Rescue Pumper, upon arrival to Plane Smoke was Showing ON the Rear Tail (Pilots Left). Upon Entry we pulled a handline TO the rear of the plane, when I saw Flames about three feet tall just Beyond the Last Seat of The Plane, I then sprayed my handline IN three quick Bursts To knock the fire DOWN The flames were orange and yellow Before I sprayed after I sprayed we Could hear hissing BUT visibility was zero. I Believe The inside fire was Extinguished at That Time. AT This Point we realized a Lox Line had Burst and Proceeded To Shut it off

The Second Call ON The plane it was difficult To gain access To Smoldering material we had to destroy some Duct work we discharged Two Extinguishers, and removed all loose material From The Plane

"The above statement is true to the best of my knowledge and belief." Sig _____ Date 5 May 2015

R14.2. SIB NON-PRIVILEGED INTERVIEW – 13 MAY 15

Non-Privileged Witness Statement

13 May 15
(Date)

1. I, [MFF1] 65-07 CeF, have been advised by [Pilot Member]
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V, 64-14848
(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.

[MFF1]

65-07
Name (Last, First, MI) and Rank/Grade

Fire Fighter

/ /***Signature***

SIB Interview of Mr. [Mishap Firefighter 1]

Role: **Firefighter**
55th Civil Engineering Squadron

Interviewers: **(Pilot Member)**

Date: **13 May 15**

[Pilot Member] : This is a non-privileged interview with [MFF1] being conducted on 13 May 2015 at 10:20 local by Captain for the Safety Investigation Board convened for the recent mishap. We're investigating this mishap involving an RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality has not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MFF1] : Yes.

[Pilot Member] : For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

[MFF1] : [MFF1] , with the Offutt Fire Department, GS-7.

[Pilot Member] : Captain , pilot member. How you doing today, sir?

[MFF1] : Good, good. You?

[Pilot Member] : Good. So uh if you wouldn't mind just stepping us through the events of the day as you saw them.

[MFF1] : Alright. Uh, we got toned out for a ground emergency, uh around 6:30 I'm not exactly sure of the time. Uh I was on engine 9 which is our first run pumper, uh the rescue truck also that day, uh we responded out there to the runway, saw smoke coming from the back of the plane, uh my job was to go in, so we got off the truck, uh laddered the, the plane's wing, went in the plane with the handline over the wing uh I was first on the handline so went over the - went all the way to the back of the plane uh which was smoky about halfway I guess, the closer you got the more smoke there was obviously, uh saw flames about 3 feet high. Hit it with the handline, uh knocked it down after about 3 bursts, uh of foam and water, uh at that point we heard some hissing, uh come to find out that was the O2 line that had burst. And then, uh after I sprayed I had to leave the aircraft because uh my airpack malfunctioned. So I went back out got a new airpack came back in, uh. Pretty much after that the - the fire had been put out uh we were looking for the O2 shutoff which was difficult 'cause we couldn't find it. Uh even with the crew members trying to describe where it was.

[Pilot Member] : Mhm.

[MFF1] : Uh I guess that con- configuration of plane is the only plane in inventory that has the O2 shutoff where it's at. And once we did get it shut off, uh we did some clean up, you know making sure the fire was totally out, wrapped up our stuff went back to the station, and

then we got rung out again for possibly rekindle of the plane, I'm not even sure what time that was maybe 10 o'clock or so.

[Pilot Member] : Alright.

[MFF1] : So we go back out there, went in, there, there wasn't actually rekindle there was just some – some smoldering insulation and residual what-not, at that point we had to cut the air ducting, um, do a little extra damage to get to a 100% sure that it wasn't gonna rekindle. Wrapped up and called it a day.

[Pilot Member] : Alright. Uh who was with you on your engine?

[MFF1] : Uh I think it was was driving, I don't remember, I think it was as the crew chief, [MFF2] was with me, I don't remember who the fourth person on the truck was, and then myself. I don't – yeah I don't remember who the fourth was.

[Pilot Member] : Who was uh who was fire attack that day?

[MFF1] : Uh myself and [MFF2] were on the handline. And I think a crew chief from the crash truck and were in with us also.

[Pilot Member] : Uh, do you guys always go over the overwing hatch? Is that how you usually enter the aircraft?

[MFF1] : Yes. Mhm.

[Pilot Member] : Uh, what side – pilot's side or copilot's side?

[MFF1] : Pilot's side.

[Pilot Member] : Pilot's side always?

[MFF1] : Yes, that's the rescue side.

[Pilot Member] : Ok. Pilot's side's rescue side.

[MFF1] : Yeah.

[Pilot Member] : Uh, once you get inside the overwing hatch, what are your priorities once you get onboard the aircraft?

[MFF1] : Uh, we actually split at that point, 'cause usually there's at least 4 of us, there's always 2 in 2 out, uh so 2 people go into the cockpit, uh shut down the aircraft, disconnect the batteries, and start ventilation. The other 2 take the fire attack. And that – of course that depends on where the fire was. But in this case it was me and [MFF2] who went to the back of the plane with the fire – and put the fire out while the other 2 did their thing.

[Pilot Member] : Ok. Uh, the handline. Were you able to get the handline all the way back to the fire, right away or did?

[MFF1] : No, after - it didn't take long I mean it seemed long, but we were having trouble because of the configuration of the plane pulling the hose through we got caught on something, the way the handline went in the door I think it got caught on the door, and when we got that freed up it got caught on something else, so it took - I – I guess an extra at most a minute to pull the handline all the way back, but.

[Pilot Member] : And after that it was what 3 shots to knock down the flame?

[MFF1] : Yep.

[Pilot Member] : Did it go out or uh I'm assuming that's what knock down meant.

[MFF1] : Yeah. Yeah. At that point I could see no more flame, um and actually that 3rd burst I did was just for effect, just to make sure I guess after I had left cause my airpack malfunctioned, uh, and [MFF2] put a couple tiny flames out.

[Pilot Member] : Ok. Uh were you still on board the aircraft when they started hitting it with foam from the outside?

[MFF1] : Yes. Yep.

[Pilot Member] : So was that uh in conjunction with you spraying or did you knock it down first and then the foam came in?

[MFF1] : Yeah. We knocked it down first and then the foam started coming in. Uh if I remember right Mr the uh Assistant Chief had seen flames on the outside where we didn't see those flames from the inside.

[Pilot Member] : Ok. Alright. Uh, how would you usually shut off the engines in the front of the airplane? Would you guys go for the throttles, start levers, T handles?

[MFF1] : Yeah. Uh generally and- and again this is situational but it's throttles, bottles, battery, APU.

[Pilot Member] : Ok.

[MFF1] : So we always start with the throttles and then T-handles if the engines were on fire and then the batteries and APU, and then we go disconnect the battery physically after that.

[Pilot Member] : Ok. And then is uh shutting off the oxygen anywhere in there or is that just-

[MFF1] : Generally not on 135s cause they don't have a, a shutoff. Like that. Uh, a main one I should say.

[Pilot Member] : So uh, you guys do 135 egress training, correct?

[MFF1] : Yes.

[Pilot Member] : Yeah. Uh. When you do egress training, what kind of 135s do you guys train on?

[MFF1] : Whichever one they give us, it's not specific.

[Pilot Member] : Right. So uh 5 different 135 variants sitting on the ramp.

[MFF1] :, Right and we're at the mercy of whoever can give us the plane I guess.

[Pilot Member] : Oh. I lied. 6 different 135 variants.

[MFF1] : Oh. [Laughter]

[Pilot Member] : Alright do you know where the uh the shutoff is on this on 848 now?

[MFF1] : Yeah, oh definitely yes.

[Pilot Member] : How long would you say it took to uh find someone who knew where the shutoff was and actually go shut it off?

[MFF1] : Um, times a blur when it comes to that.

[Pilot Member] : Yeah.

[MFF1] : I couldn't even, I couldn't even guess. Not- not-

[Pilot Member] : Was it –

[MFF1] : Feasibly.

[Pilot Member] : Was it still hissing when you shut it off or?

[MFF1] : Very little. I mean it basically bled itself out.

[Pilot Member] : Right. Ok. Can you describe the color of the smoke, color of the flames?

[MFF1] : Yeah the smoke was a whitish grey, as far as I could see, 'cause again it was you know, dark and smoky. Uh the flames were a bright orange and yellow, from what I saw, about 3 feet high when I when I hit it. Um, after that, uh I mean the whole plane filled up with smoke after that, so. And it was the same darkish grey smoke type stuff.

[Pilot Member] : Ok. Uh, one question. The uh, you guys have a piece of equipment that's known as the penetrator?

[MFF1] : Uh, we have – called a spat tool or crash 5.

[Pilot Member] : Is crash 5 uh the one that will penetrate the skin of the aircraft and spray inside?

[MFF1] : Yeah.

[Pilot Member] : Since you're on fire attack and you're side – inside the aircraft, is it you're called to use that or is it the engine operators called to use that or who is called?

[MFF1] : It's actually – it would have been the assistant chief.

[Pilot Member] : Assistant chief.

[MFF1] : Uh, that day the truck was in maintenance. For batteries, I think. I'm not sure what it was in there for but it wasn't available.

[Pilot Member] : With the situation you saw, on that day, would that have been used, or?

[MFF1] : Um, I don't think it would have made a difference. Honestly. Where that fire was was coming from and then the O2 after that. I mean our chances of hitting that O2 line with that thing probably would have been even worse. Um. I think we did less damage by not penetrating in this instance, personally.

[Pilot Member] : Alright. Sounds good. Alright. Those are all the real questions I have. Do you have any questions for me or anything else to say?

[MFF1] : Not that I can think of.

[Pilot Member] : Alright. Perfect. Then we will conclude.

[MFF1] : Awesome. Thank you.

[Pilot Member] : Yep. If uh no one has any further questions we will now conclude this interview. I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap,

and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MFF1] : Thank you.

R15. GS-07 [Mishap Firefighter 2] (MFF2)

R15.1. ISB NON-PRIVILEGED WITNESS STATEMENT – 30 APR 15

Non-Privileged Witness Statement

April 30 2015
(Date)

1. I, [MFF2] CIV SSGES, have been advised by _____
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on April 30 2015 involving RC135V
(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.

[MFF2]
GS-07 /CIV
Name (Last, First, MI) and Rank/Grade

FIREFIGHTER

Signature

Page 1 of _____

NON-PRIVILEGED WITNESS WRITTEN STATEMENT FORM

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. 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.

[MFF2]

WITNESS STATEMENT OF:

65-07 [illegible]
Name (Last, First, MI) and Rank/Grade

Firefighter
Duty Title

Signature

[Reference attached document for witness account of event. This document is being entered for accounting purposes and for witness's acknowledgement of this being the form they should have received for completion of a written statement. The member's chain of command will only review the final mishap report if acquired through appropriate safety channels IAW 91-204 para 3.4.5.]

FOR OFFICIAL USE ONLY

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 April 2015. Crew position (as applicable) FIRE Dept. Time you began duty 0730.

1. I, [MFF2] (Name), E5-07 (Grade), [redacted] (SSAN), SSCFF (Organization) have been advised by _____ (Name/Rank of Investigator) of the following:

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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.

b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.

c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

Arrived on scene, was told that they could enter into entry door over wing. Before going to my scba air I noticed it smelled like an electrical smell, visibility was limited inside the aircraft with a whitish smoke. Proceeded to the rear of the aircraft to look for fire, I didn't see the fire until we got the aircraft ventilated, at that time a small fire was sprayed on the upper portion of the fuselage where it had burned through to the outside.

"The above statement is true to the best of my knowledge and belief." Signe

5 MAY 15

Date: ~~30 April 2015~~

FOR OFFICIAL USE ONLY

R15.2. SIB NON-PRIVILEGED INTERVIEW – 13 MAY 15

Non-Privileged Witness Statement

MAY 13 2015
(Date)

1. I, [MFF2] GS-07 [redacted], have been advised by [Pilot Member]
(Name, Grade, Organization, of Witness) ***(Name of Investigator)***
a safety investigator of the mishap that occurred on April 30 2015 involving RC135V
(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.

[MFF2] GS 07/CIV
Name (Last, First, MI) and Rank/Grade

Fire Fighter
Duty Title

Signature

SIB Interview of [Mishap Firefighter 2]

Role: **Firefighter**
55th Civil Engineering Squadron

Interviewers: **(Pilot Member)**

Date: **13 May 15**

[Pilot Member] : This is a non-privilege interview with [MFF2] being conducted on 13 May 2015 at 0915 local by [Pilot Member] for the safety investigation board convened for the recent mishap. We're investigating the mishap involving a RC-135V that occurred on 30 Apr 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MFF2] **:** Yes.

[Pilot Member] **:** For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[MFF2] **:** [MFF2] . Uh GS-7, civilian. Uh 55th C-E-S slash C-E-F-O Offutt Air Force Base fire department.

[Pilot Member] **:** Captain , Pilot Member. How are you doing today?

[MFF2] **:** Good, yourself?

[Pilot Member] : (chuckles) Good. So uh you were on duty on April 30th, correct?

[MFF2] **:** Yes.

[Pilot Member] **:** Alright. Uh would you mind just stepping us through what happened that day uh as you saw?

[MFF2] **:** Uh yeah uh we got toned out for a uh smoke uh in an aircraft. I was on uh engine 9, which was uh also duties as a rescue crew. Um. So we uh responded; there was four of us on the truck. Um got on scene, uh crews that were already on scene said that they had smoke coming from the rear of the aircraft. Um no- I did not see any visible flames at the time. Uh so myself and our crew chief get off the truck; at that time there was already uh- we had already laddered the wing um which is normal- normal for us. Crew members we already off the aircraft. Um so our normal entry is we go up over the wing into the cargo- the side cargo door.

[Pilot Member] **:** Mhm.

[MFF2] **:** Um and then we take two hand lines in uh with us for an interior attack. Uh laddered the wing, uh myself and uh [MFF1] , , and uh made entry into the aircraft. Um once we got up onto the wing- we normally uh- we don't- don't go on air, our :S-E-B-A: air until we actually get to the door, or whatever. Uh one of the big key things was once we got on the wing you could- definitely have visible smoke inside the aircraft there was definitely a white-ish, grey-ish smoke. And I make the comment to- the rest of the guys were uh putting their

regulators on, so I made a comment to my crew chief; I was like 'it definitely smells electrical, like electrical burning smell.' That was, I don't know, key for me anyways that it- it smelled like something electrical was burning; which we've had in the past ya know, a burnt motor or what have you. Um so uh we made entry into the aircraft uh visibility was slim-to-none. Um so we were trying to get ventilation going; one of that- part of that is we open up the main- main hatch on the side, that's kind of our procedure to get that opened up- to get ventilation going. So one of the guys went to work on that as we were trying to uh pull a hand line back towards the ya know back to the aft of the aircraft; which we were having troubles 'cause it's always a struggle getting it up over the wing and if you ain't got enough guys pulling hose for you, it's- it's uh hectic. Um [MFF1] was on the front of the hand line- I was behind him. He kind of- we weren't getting hand line back, so he kind of ventured off to get to the back of the aircraft; and I remember him coming back and saying 'We've have fire back there' and he was like 'We need hand line, we need hand line.' So my main purpose was I went back as far as I could to try to pull- feed hand line to him uh we got- we got to the back um and he was on the hand line. I had- I had yet to see any fire and I kept making the comment 'we need to get ventilated, so we can see what's going on.' And then he did uh he opened the nozzle- we uh had to be pretty close to the rear of the aircraft; he opened the nozzle a couple of times and then he had his uh- must have been hitting the fire or whatever he saw; I didn't see any, but I was probably five feet back from him trying to pull hose still. And then he had problems with his uh air pack, so then he begin to- to leave and then came up with me, and I was like- I kept thinking to myself 'We gotta get some of this smoke outta here so we can see what's going on.' And then so I- I came across and opened up the- the hatch that was is on the opposite side..that would have been the- the copilot's side. I got that hatch opened up and then I grabbed the hand line and just did hydraulic ventilation; which is basically just- you just spray out the cargo door with like a fog pattern, and it just sucks the smoke with it and it takes it right out. So literally I probably did that for about 5-10 seconds, and it was- I mean we were clearing that aircraft out bigtime. And then that's when I seen the- the first fire that I seen, which was basically where it had burnt through the top of the aircraft. So then we took the hand line and hit that with uh a little bit; and by that time it was- the crews from the outside were hitting it with foam, so foam was coming- I mean it was coming down in on us, basically. And at the time so far the fire was pretty much out. They continued to dump foam on it for a while from the outside; which I'm not sure what they seen from the outside, but as far as we were concerned the fire was pretty much out. There was still some sort of smoke, and you could hear like a rushing sound which we assumed was like O2 oxygen line, or something running; which we later ran into troubles getting that shutoff.. specific- that specific line, or whatever. But um had a little bit of smoldering uh we did uh I-I do remember right in these- these compartments here we- we got those opened up and there was some books and stuff, what have you, in here; and those were pretty burnt- burnt up quite a bit. Um so you know as we were doing that we were trying to get- eliminate anything where it was smoldering, so we were pulling down ya know the insulation and uh making sure that it wasn't in between the uh the skin of the aircraft. Uh I mean as far as the interior that was pretty much…what we had- what we had going. Um I mean obviously there was- I mean there was a lot of the lines and stuff that run up through there that was ya know all melted which might have been where we were getting the electrical smell from. But uh I don't know if there are any other questions that you have?

[Pilot Member] **:** I have uh, a few specific questions. Just to-to clarify. So when you respond to an aircraft, how do you determine which wing you want to go in? … 'Cause you say you like to uh you laddered the wing-

[MFF2] **:** Yeah, it's always- always the pilot's- pilot's side.

[Pilot Member] **:** Always the pilots side no matter which side the fire is on, if you can see it?

[MFF2] **:** Yepp.

[Pilot Member] **:** Okay.

[MFF2] **:** - For an interior attack, yep.

[Pilot Member] **:** -For an interior... alright.

[MFF2] **:** That's our uh or 135 like egress procedures. And along with that ya know the- you'd have the- if you still had people on the aircraft ya know your priority would be doing a search-rescue situation. So if you needed to get it shut down then ya know then you'd send your guys up and get the pi- get the aircraft shut down. Obviously that was- that was all done.

[Pilot Member] **:** Alright. Uh so you mentioned priorities; priorities is search-rescue first, and then shut down the engines. What are you priorities after that?

[MFF2] **:** Uh it would be, well if you have people on the aircraft it would be obviously ya know- you want to save life, properly ya know. So make sure everybody is off the aircraft and then aircraft shutdown and then you want to get ya know attack the fire. And then after you attack the fire, you get ventilation. I mean get ventilation; go in get the smoke out of there. Uh and then that's- yeah that would be it.

[Pilot Member] **:** Okay. Uh… Who was the crew chief?

[MFF2] **:** Uh, Captain .

[Pilot Member] **:** was the crew chief. Now you heard the hissing sound after the fire was out-

[MFF2] **:** Yep.

[Pilot Member] **:** And you assumed oxygen at the point?

[MFF2] **:** Right.

[Pilot Member] **:** Uh do you know where the oxygen shutoff is on the B-model?

[MFF2] **:** Uh what it ended up being was we had a- a- that was one of our- our big things was trying to figure out where that was. What happened was it… we- our uh instant commander on-scene was talking with the flight crew and they were saying that it was on the- the right… right side of the aircraft behind two seats that you slide back.

[Pilot Member] **:** Okay.

[MFF2] **:** There was a couple of shutoff valves. Well what got confused was it was actually the actually the copilot's side, and not the pilot's side. So we were looking in the- there was a compartment down here that we actually- a hatch that opens up and literally you can crawl down inside there and look for- I mean guys were inside there literally looking for these valves. And we couldn't find them, and it ended up being on the other- the opposite side of the copilot's side.

And the only reason we kind of thought it was oxygen is because all these seats along here- the crew members must have been on oxygen; their masks were laying there. And you could still hear them- evidently they set them down, and you could hear them rushing still. So that's what led me to believe that it was an oxygen line of something still rushing air out.

[Pilot Member] **:** Okay.

[MFF2] **:** that was making some fog and thinking- leading people thinking that something was still burning, or still smoldering more than it- than it was I guess; but… which and then we did have to go back out there a second time because it was still smoking, or whatever. I uh- we came in there and we were looking and we had a heck of a time trying to find where it was and then I actually went in there, and then I believed it was- there is a black tube that runs along the center of that aircraft, like a ventilation duct. And I was like- what I had thought was, which ended being I think might have been what it was, was that tube runs there, but then there is still a bunch of insulation that lays up on top of that. So I said- I told the other guys in there, I was like 'I think it's up in there, and I think you can't get it 'cause you got these big- these big cables or wires that run along there, too' and we didn't want to cut those ya know basically there were some tabs in there that you could cut and get it moved out, but we ended up cutting that tube- a section of that tube out; pulling that out of the way and was able to get the insulation out from on top of it.

[Pilot Member] **:** How long after the original incident did it start smoldering up there?

[MFF2] **:** Uhh. Well I think it was- geez I don't remember the time, but I think it was about 6:30 I think when the whole thing started; we got back to the station, we were cleaning up… 9ish- 9:30, somewhere around there. I was actually in the shower and then we got called back out down there; which crews were still out there. And then we were out there 'til midnight, or so. So.. in those time frames, I guess. But we- I mean we… ya know hunted for a little bit of smoke for-for quite a while... pulling just little pieces out ya know thinking that might be it; and you can kind of see just maybe a little bit of smoke- a little bit, and then it'd kind of disappear and it wasn't….nothin'..terrible, but obviously you don't want it to rekindle ya know more than- than what it is but.. And not try to do too much damage ya know,

[Pilot Member] **:** When you guys practice egress on an aircraft do you know what kind of aircraft you guys practice on?

[MFF2] **:** Yeah, 135's.

[Pilot Member] **:** Alright. Do you know which variant?

[MFF2] **:** Uh, no. Just…everything…any aircraft that we can get, or the crew lets us on uh… yeah what's available for the day or month or-

[Pilot Member] **:** Is there any requirement to practice on every single aircraft at Offutt?

[MFF2] **:** Yes. Uh far as 135's, yes but the configurations can vary.

[Pilot Member] **:** Okay.

[MFF2] **:** Yeah I don't- if that's what you're asking…yep...yeah.

[Pilot Member] **:** Alright.

[MFF2] **:** Yeah so we don't specif- specify 'alright we need an egress on this specific' but it is 135 specific, I guess.

[Pilot Member] **:** I just have one more real question; Uh the penetrator… that's what I know it as. The uh machine?

[MFF2] **:** Alright,

[Pilot Member] **:** to penetrate the skin, would uh that piece of equipment had been used for this type of fire?

[MFF2] **:** Uh I mean it's a possibility, but with the fire already have been coming through the skin… it already- it wasn't like it a fire that was like smo- or like inside the skin that you couldn't get to. So really the skin had already been penetrated so to use that I guess- If you had, if it would had spread maybe or if it was in a different area of it was still smoking coming in between the pieces of skin then obviously you could have, but I don't think there was a need of- I'm not sure what you would have penetrated with to put anything out, I guess.

[Pilot Member] **:** Whose uh whose call on scene is it to uh use that equipment if they had to deem it so?

[MFF2] **:** Uh it would be… First off it would be your uh crash truck uh crew chief's, and then overall your instant commander; your AC,

[Pilot Member] **:** As the guy on the airplane would you say 'yes go ahead, use it' or 'No, don't use it'?

[MFF2] **:** That... The-They would probably see that more from the outside than what we would do from the inside of the aircraft.

[Pilot Member] **:** Okay. Alright that's uh that's all the questions I have.

[MFF2] **:** Far as…yeah far as the fire it was knocked down, I mean real soon, so…far as us, I don't see much…I mean, just ya know having more people maybe pull some line, but ya know everything went pretty smooth as far as inside where we were at, I guess.

[Pilot Member] **:** 27 souls got off and the fire was extinguished, so.

[MFF2] **:** Yeah, right. Yeah that's about all I got, unless you got more questions.

[Pilot Member] **:** No sir, I do not. Alright, with that we will conclude. If no one has any further questions, we will now conclude this interview. I would like to remind you again you were not offered a promise of confidentiality and that your statement is not protected and will be released to any follow-on investigation of this mishap and may be releasable to the public subject to the Freedom of Information act. We request that you refrain from discussing your testimony and other...correction any information shared with you today in regards to this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MFF2] **:** Thank you.

R16. SRA [Instructor, Airborne Systems Engineer] (IASE)

R16.1. SIB NON-PRIVILEGED INTERVIEW – 19 MAY 15

Non-Privileged Witness Statement

19 May 15
(Date)

I, [IASE] E4, 338th, have been advised by [Pilot Member],
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135V
(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.

[IASE]
SrA / E4
Name (Last, First, MI) and Rank/Grade

DOT ASE 5 Specialty Chief
Duty Title

Signature

SIB Interview of SrA [Instructor Airborne Systems Engineer]

Role: **Airborne Systems Engineer 5 Specialty Chief**
338th Combat Training Squadron

Interviewers: **(Investigating Officer)**
(Pilot Member)

Date: **19 May 15**

[Investigating Officer]**:** This is a non-privileged interview with Senior Airman [IASE], uh, being conducted on Tuesday 19 May 10, uh, 1025 actually 1030, um, 2015. Captain is the investigating officer for the safety investigation board convened for the recent mishap. We're investigating the mishap involving an RC-135 tail number 6414848 that occurred on, uh, 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confident, confidentiality has not been extended, uh, and for the record would, I'm sorry, do you understand that?

[IASE]**:** Yes, I do.

[Investigating Officer]**:** And, uh, would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

[IASE]**:** Okay. So I am, uh, Senior Airman [IASE], um, I am at the 338th Combat Training Squadron which is the formal training unit for the Rivet Joint. I am the ASE 5 specialty Chief, and, uh, yeah.

[Investigating Officer]**:** I'm Captain [IASE], the Investigating Officer.

[Pilot Member]**:** Captain [Pilot Member], Pilot Member.

[Investigating Officer]**:** Uh, okay, so that's the formal briefing. Um, so like I explained to you, we're trying to determine how ASEs train with the use of oxygen bottles, specifically as regards for purging.

[IASE]**:** Okay.

[Investigating Officer]**:** And, uh, so if you could explain to me how you learned it, um, or, uh, or if to your knowledge there's any tech order guidance that…

[IASE]**:** So, how I learned it, um, and, uh, since it's been a little bit, but, uh, so how I learned it, um, is that if the, obviously the TO states that the bottle cannot, or is not supposed to fall under 50, and, um, when you go about your checklist you are to verify that it's at 300 PSI which is typical aircraft pressure. So, um, if it's below 50 it requires purging, um, and the kind of common, um, understanding amongst the community that I've experienced is that, um, purging involves, um, uh, so dumping the bottles, uh, contents by flipping to its EMER and letting it completely exhaust, refilling it to 300, dumping it, refill, dump, so you're looking at 3 dumps, and on the 4th refill you keep the bottle at 300 and you put it back. Um, now, um, this is on the

grounds of how I teach it as well; however, I always teach a level of crew coordination, so, um, on the Rivet Joint, uh, typically the Form 46 AFE gear type of thing is maintained by the Ravens and most importantly, um, by the TC and, and the aircraft commander so if a bottle is below 50 I am going to go about purging, but before I do that I'm going to notify the TC that there is a bottle that's, um, at or below 50 PSI and let him know that I am going to continue with purging unless he wants me to do otherwise.

[Investigating Officer] **:** Okay.

[IASE] **:** Um, so, if, if, the ground, or the call is to be made that hey these bottles are maintained by the crew chiefs do we want to let it, them make the decision on whether or not to just replace the bottle or if they want to purge it or whatever then I would leave it to the, uh, the TC to make that call.

[Investigating Officer] **:** TC, got it. So, you, you typically would bring it to the TC's attention?

[IASE] **:** Mhm.

[Investigating Officer] **:** Unless you have, uh, like a training requirement to, to do the purging and, uh, all that…

[IASE] **:** Right, so, for instance, um, our first 2 events are, uh, on ops group trainers so, uh, the jet's just parked on the ground with power.

[Investigating Officer] **:** Okay.

[IASE] **:** Um, on those events we are teaching emergency equipment, and one of the things we do is talk about the NA-1 and we purge it and refill it to show the students how to go about refilling an oxygen bottle.

[Investigating Officer] **:** Okay.

[IASE] **:** That is on the, the MTL, the task list that we train off of that's produced by Ops Group Training.

[Investigating Officer] **:** Um, the, the TRSS commander sent me a copy of you guys' syllabuses.

[IASE] **:** Okay.

[Investigating Officer] **:** A couple of copies and I don't know if you wouldn't mind looking at this e-mail…

[IASE] **:** Of course.

[Investigating Officer] **:** and helping me out here, basically. Uh, here's what he sent me.

[IASE] **:** Okay.

[Investigating Officer] **:** Uh, ASE 4, retail, TTL, uh, May 2013, I don't know, I've got 4 files here and I don't know if…

[IASE] **:** So, um…

[Investigating Officer] **:** Looking at these syllabi…

[IASE] **:** Realistically those are all out of date and rescinded, um…

[Investigating Officer] **:** Okay, alright.

[IASE] **:** But, um, I, I mean I'd like to say that they have the same procedures on them or in them that the ASE 5 would contain as they're both Baseline 10 syllabi. Um, but, uh, I would, I would actually have to go back and verify that those are…

[Investigating Officer] **:** Can you get me a syllabus that…

[IASE] **:** I can.

[Investigating Officer] **:** that we can…

[IASE] Yes.

[Investigating Officer] **:** at least say hey these dudes in, in their syllabus are required to train to this…

[IASE] **:** Right.

[Investigating Officer] **:** for X reason.

[IASE] **:** Right.

[Investigating Officer] **:** It makes sense to me. I fly the AWACS, and we have bottles in the back.

[IASE] **:** Right.

[Investigating Officer] **:** We use, we have bottle refill teams for firefighting and stuff like that. We actually train with it in the jet. Like we'll do like simulated fire drills.

[IASE] **:** Right.

[Investigating Officer] **:** Do you guys so anything with that or with the…

[IASE] **:** No we don't, um, and that's unfortunate. That's something that we've been trying to, um…

[Investigating Officer] **:** Incorporate…

[IASE] **:** bring about, um…

[Investigating Officer] **:** Yeah.

[IASE] **:** The, yeah, we, we work a lot with the Brits, and, um, the common consensus is that the Brits do a lot of things right. That, um, for one reason or another there are a little bit unrealistic for our force. One of things they do is they do a lot more intensive work on, um, IFEs and handling emergency situations, and, and, firefighting procedures and going about that. Um, for instance, uh… I'm sorry go ahead.

[Investigating Officer] **:** Sorry. And this in unrelated to the topic of the bottles, but why do you think it's unrealistic?

[IASE] **:** Um, as far as what they do that makes more sense? Well, for one, they have a much smaller force. Um, for two, they have, um, only one airplane which means that, um, you know, uh, probably going to increase the uptime of that airplane being that the maintenance only has one airplane to work on...

[Investigating Officer] **:** Yeah, it makes sense, makes sense.

[IASE] **:** and keep running. Um, so they have a much smaller force, they have a much more experienced force. Not only that, um, you know, they had the, the NIMROD incident and that

fuels a lot more people to think with that mindset. Um, it's unfortunate and I, um, actually had this, uh, quite a while ago with the old PIO incidents. I had a TC tell me well, it hasn't caused an incident yet, it's probably not going to. Which is a really silly and, um, unsafe way of thinking, but it's unfortunately out there.

[Investigating Officer] **:** Well, just, we'll talk about it more after the interview, but so you know, AWACS, which essent, the crew is fairly similar.

[IASE] **:** Right.

[Investigating Officer] **:** Uh, the, we train every time we have a mission sortie with mission, full mission crew in the back, uh, we do a, uh, a drill of some sort, whether it's rapid loss of pressure or fire in the cabin, whatever. And we actually happen to have dudes like simulating jumping into lobes or hell hole, whatever…

[IASE] **:** Right.

[Investigating Officer] **:** with bottle, like, it's kind of a pain but it's good training.

[IASE] **:** Yeah.

[Investigating Officer] **:** So, anyway we'll talk about that after.

[IASE] **:** Okay.

[Investigating Officer] **:** But, did you have any questions for him, [MFF2] ?

[Pilot Member] **:** Uh, as far as refilling an oxygen bottle, do you know what TO covers that?

[IASE] **:** Oh goodness, um, I would, oof, first thing, place I would look would be the Dash 1…

[Pilot Member] **:** Okay.

[IASE] **:** Um, so, uh, but I, I might actually have to do some digging to get the, the full… but I'm, um, my educated guess is yeah, Dash 1.

[Investigating Officer] **:** Okay. After, after we get done and you go back, if you have some time, if you could try to find us some guidance, um…

[IASE] **:** On the refilling?

[Investigating Officer] **:** On refilling, uh, slash purging, whatever.

[IASE] **:** Okay.

[Investigating Officer] **:** If it's not there it's not there and it's not a big deal. Um, we're just, it's just a piece of our investigation we need an answer to.

[IASE] **:** Of course, yeah.

[Investigating Officer] **:** And, uh, anyway…

[Pilot Member] **:** Uh, and also along the firefighting, you're an ASE 5 instructor…

[IASE] **:** Yes sir.

[Pilot Member] **:** Were you ever an ASE 4 or ASE 2?

[IASE] **:** I was an ASE 2 previously.

[Pilot Member] **:** Previously? When you do emergency procedures brief, is someone designated as a firefighter?

[IASE] **:** Yes, so the TC, um, when they're, when we're doing our mission planning brief, our step brief, the TC will designate, um, the way they used to do it was they designate the ASE 3 to coordinate for, or to be a primary firefighter on the front. Some of the TCs would like to say that it would be a Raven 1 that would help him out with gear. Um, but then they would designate either the 2 or the 4 in the back. Nowadays, because we have two 5s in the back they just kind of leave it to one of us. Um, with that said, we as the ASEs always briefed okay so he named you the primary firefighter, um, so what does that mean? Uh, well if I'm not the primary firefighter am I just going to sit in my seat the whole time and like… no that's not… I mean, sure you'll be the first one there, but, um, the way that we teach it typically is that if there is a fire, you're going to have one person respond immediately, to, um, try and, uh, at least in a smoke or fume situation you're going to have one person respond immediately to try and sniff out where the actually fumes are coming from and kill power to associated equipment. And you're going to have a second guy donning the gear because it does take some time.

[Investigating Officer] **:** Who runs that? Like who's like, let's say a fire breaks out… who is in charge of directing the firefighting operation?

[IASE] **:** So, uh, I think a, I'm unfamiliar with, uh, I , I have to find it, where it is in the reg but the, there is a reg that states that the TC is responsible for coordinating all, um, firefighting in the back of the aircraft. Um…

[Investigating Officer] **:** However…

[IASE] **:** However, the way we teach it is that, um…

[Investigating Officer] **:** The ASEs are going to run it?

[IASE] **:** The ASEs are going to run it. So, um, we, we tell the ASE 1 students, um, that their first call is should be over interphone to the pilot that hey, there's a fire in the back…

[Investigating Officer] **:** Okay.

[IASE] **:** and we're going to proceed with troubleshooting, and then to request that the AMS and TC push their coordination to mission net so that we can punch off mission net on the firefighters boxes so that they don't have to listen to them talk because with the smoke mask on, with everything going on, it is already hard enough to hear just with what's going on with hot mic.

[Investigating Officer] **:** Okay.

[IASE] **:** So…

[Investigating Officer] **:** Makes sense to me. [MFF2] ?

[Pilot Member] **:** What seat do you sit in for takeoff?

[IASE] **:** Um, so in crew rest, uh there's four rows on the right side, um, my favorite seat, if you will, is the one, uh, just in front of the back, so, um, typically, I can show you here, um, I usually sit in this chair, um, so pretty much in line with the window. The other ASE 5 typically sits at the back. We separate by aisle and aft maintenance.

[Investigating Officer] **:** Okay.

[IASE] **:** So aft maintenance is typically going to sit in this row because their box is there. Aisle maintenance's box is right up here so they're running a cord to themselves. And I usually, most of them sit in this general area. So, but, uh, with uh, uh, 338 sorties having full mission crew compliments of 36, um, we'll, uh, sit in various places depending on, uh, seat availability.

[Pilot Member] **:** So it goes on seat availability and where your comm cord's coming from. Has nothing to do with firefighting equipment or…

[IASE] **:** No. So the other reason why I sit here is because the firefighter's equipment bag in the back is actually located right on the ceiling above me, and it is part of the ASE 5 checklist to pre-flight that smoke mask to check for, um, mic, and interphone, um, capability and speakers as well. So, I like to sit there or have someone sitting there so that if it does break out I can tear it off the wall with my seatbelt on and get it ready.

[Pilot Member] **:** But there, but there's no regulation to sit there?

[IASE] **:** No, no, no, no, no, no that's all, that's all wherever you want.

[Investigating Officer] **:** Uh, using your brain and logic and…

[IASE] **:** Right.

[Investigating Officer] **:** Got it.

[Pilot Member] **:** My last questions are going to be about the ASE 5 base 11 and checklist. Uh, now this is a local checklist made by 55th OSS OST and approved by OGV. Is there an expanded part of this checklist, do you know?

[IASE] **:** No. No. I will, I will precursor that. I am not actually baseline 11 certified. But what I can tell you from my knowledge of the 11 checklist and, uh, and all that stuff, that is, that's effectively where the buck stops for ASE checklists.

[Pilot Member] **:** Alright. So you're an ASE 5 baseline 10?

[IASE] **:** Correct.

[Pilot Member] **:** Alright. So looking at that checklist now, is there an expanded part of this checklist?

[IASE] **:** No.

[Pilot Member] **:** No?

[IASE] **:** No. That's it.

[Pilot Member] **:** Alright, now tell me this. Why do you have to have the galley off prior to takeoff?

[IASE] **:** Um, so, why is an excellent question. Um, for that I can tell you I'm, I don't actually know the, the answer as to why the decision was made to keep the galley off. I can tell you from my personal experience and from the common knowledge around the ASE corps is that, um, if you lose something behind that galley you don't go after it. Um, many an ASE have been, uh, shocked by the galley. Um, it's, it's happened. Everybody knows about it. Everybody talks about it.

[Investigating Officer] **:** So…

[IASE] **:** So, um…

[Investigating Officer] **:** More specifically, um, is it a common practice to power the galley up on the ground?

[IASE] **:** It does happen. Yes. Um, so deviations are authorized for us. Um, now there's actually a TO that states under what circumstances you can deviate. Unfortunately those aren't really, um, talked about. When we talk about deviations in our checklists for check ride purposes it's okay if you want to deviate. Make sure you're letting your evaluator know and knowing exactly why you're doing it and have a good reason, um, also understanding that when you are deviating, um, you are at some times, um…

[Investigating Officer] **:** Assuming risk…

[IASE] **:** accepting risk. Correct. So, um, a lot of times the galley is powered on before takeoff. Reason being, um…

[Investigating Officer] **:** Refrigerators…

[IASE] **:** Refrigerators, microwaves, um, if we're delayed on the ground for a long time sometimes people want to cook food on the ground.

[Investigating Officer] **:** Okay.

[IASE] **:** That happens.

[Pilot Member] **:** How does it shock you?

[IASE] **:** Um, so, uh, we've, there's like this story that all goes around about someone, uh, putting, uh, like a plate or a piece of foil or something like that on top of the microwave and then, um, it falling underneath, or behind it, and they reach back to get it and there's, um, there's some, uh, tiebreakers back there…

[Investigating Officer] **:** Yes there are.

[IASE] **:** that will arc, um, and that's typically the, um, the understanding. Now, I've never seen the back of a galley, uh, pulled out of an aircraft and I've never actually been, um, intrigued enough to reach back there and test it, but, um, this is what I've heard and that's kind of what's passed around the ASE community. So…

[Investigating Officer] **:** So people have seen it arc before?

[IASE] **:** Um, again I'm going off of what I've been told, but yeah.

[Investigating Officer] **:** Okay…

[IASE] **:** Um…

[Investigating Officer] **:** Okay…

[IASE] **:** Yeah.

[Investigating Officer] **:** Wow.

[IASE] **:** But there's always subject to exaggeration.

[Investigating Officer] **:** Sure. Anything else?

[Pilot Member] **:** No, that's all I have.

[Investigating Officer] **:** Okay let's see. So we've talked about, oh, bottle purging, we talked about that on the tape, right?

[IASE] **:** Yeah.

[Investigating Officer] **:** Got it. Um, so to your knowledge right now, that procedure may or may not be contained in the tech order, but it has been taught by ASEs since you've been around?

[IASE] **:** Yes.

[Investigating Officer] **:** Okay.

[IASE] **:** Um, to my knowledge I, I don't know. I'd have to look it up. Um, but that's been taught by ASEs and other crew members as well, um, Ravens and CMC that I've seen.

[Investigating Officer] **:** Okay. So I think we're done asking you questions. I'll finish up…

[IASE] **:** Okay.

[Investigating Officer] **:** but the, the admin here. Nobody has any further questions we'll now conclude this interview. Um, so [IASE] , I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not protected and will, and will be released to any follow on investigation of this mishap, uh, and may be releasable to the public subject to the Freedom of Information Act. That'd be like if someone, uh, a civilian was to ask for it…

[IASE] **:** Right.

[Investigating Officer] **:** they could go though FOIA. We request that you refrain from discussing your testimony and any information we shared with you today regarding this mishap to avoid the possible, possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of the information. Thanks for your time.

[IASE] **:** Okay. Thank you.

R17. MR. [Mishap Mechanic] (MM)

R17.1. SIB NON-PRIVILEGED INTERVIEW – 26 MAY 15

Memorandum For Contractor Representatives Serving As Technical Experts To Safety Investigations.

MEMORANDUM FOR
[Mishap Mechanic]
L-3 Integrated Systems
(Non-Air Force technical expert's full name and company/organization)

FROM: Board President RC-135V Class A AFSAS # 739726
(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.

3. 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.

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

(SIB President's signature block)

1st Endorsement

To: BOARD PRESIDENT RC-135V CLASS A #739726 (***SIB President***) — 26 MAY 2015 (***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)

Non-Privileged Witness Statement

26 MAY 15
(Date)

[Mishap Mechanic]

I, I, 4 63, have been advised by [Maintenance Member]

(Name, Grade, Organization, of Witness) ***(Name of Investigator)***

a safety investigator of the mishap that occurred on 30 Apr 15 involving RC-135 AGT 4848

(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.

[Mishap Mechanic]

Name (Last, First, MI) and Rank/Grade

Aircraft Mechanic
Duty Title

Signature

SIB Interview of Mr. [Mishap Mechanic]

Role: **Aircraft Mechanic**
L3

Interviewers: **(President)**
(Investigating Officer)
(Maintenance Member)
(AFSEC Representative)

Date: **26 May 15**

[Maintenance Member] : This is a non-privileged interview with Mr. [Mishap Mechanic] being conducted on Tuesday, 26 May 2015 by Lieutenant Colonel for the Safety Investigation Board convened for the recent mishap. We're investigating the mishap involving an RC-135V aircraft 4848 that occurred on 30 April 2015. This investigation is being conducted under provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[Mishap Mechanic] **:** Yes.

[Maintenance Member] : For the record would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

[Mishap Mechanic] **:** Uh [Mishap Mechanic]

[President] **:** Colonel , Board President.

[Investigating Officer] **:** Captain , Investigating Officer.

[Maintenance Member] : Lieutenant Colonel , and I am the Maintenance Member on the board.

[AFSEC Rep] **:** Chief Master Sergeant , Air Force Safety Center Representative.

Mr. **:** And I'm local 967 uh representative- uh I'm representing [MM] as a local union member.

[Maintenance Member] **:** The first thing I'm going to do is I'm going to give you this ticket to; it's a production ticket.

[Mishap Mechanic] **:** Okay.

[Maintenance Member] **:** And I just want you to review it- take the time to review it, before I ask you any questions. Uh can you describe your duties related to this particular ticket on the aircraft 4848?

[Mishap Mechanic] **:** To that ticket, exactly?

[Maintenance Member] **:** Yes.

[Mishap Mechanic] **:** Okay, this ticket is the crew rest installation. The crew rest installation uh- that's actually all the lines and stuff that go up to the crew seat- the crew rest seats. They also they're lines that go to the galley uhm also that goes over to the aft baggage area.

[Maintenance Member] **:** Are you aware of any clamping requirements in the oxygen system itself; and there's a drawing right here if you want to point to anything, please feel free.

[Mishap Mechanic] **:** Oh, okay. Uhm clamping requirements, are you talking about bonding clamps, or you're talking about securing it at-

[Maintenance Member] **:** Securing the lines to the aircraft.

[Mishap Mechanic] **:** Okay. Securing all the lines to the aircraft is uh is not actually just called out like specifically you have to Adel it here or there. It's uh described in the print as uh where per like TPS- I think it's every twenty inches to secure it and just make sure it's not moving around; also uh not to be routed where it's not used as a handle- into the pilot chute they use it as a handle, and uhm that's basically the uh best way you can get it routed to keep from…

[Maintenance Member] **:** Right. If you look at this drawing and it shows you where the galley is, here, and the lines coming in pushing from the other side, uh and the 'T' fitting that is here; the drawing calls for a clamp to be here, here, and in here- and here.

[Mishap Mechanic] **:** Yes. Okay.

[Maintenance Member] **:** Do you know if that's the standard configuration on most Rivet Joint aircraft that are produced?

[Mishap Mechanic] **:** Yes, uhm they should be, I'm not sure if it's on this print or not, but there's a print that shows it going up the galley, and then down the galley. And this is the flex line that shows it coming across. Most of all of them I've seen like this are Adel. If it's- usually I see the two Adels there- secure there. And that line, which is a uh braided hose, goes up to the next hardline that comes across. This line right here is secured to the stringer, or to what structure, I think there's some overhead structure there too that it can be secured to. But yeah, most of them are like this straight across.

[Maintenance Member] **:** And as a curious question, that fitting that's here on the end of this assembly, that attachment- is it usually a straight attachment, or an 'L' attachment?

[Mishap Mechanic] **:** I think… I think it's a... I think it's a 'L' attachment.

[Maintenance Member] **:** Okay.

[Mishap Mechanic] **:** I think is. I think it's a uh, what do you call it… an elbow. Because the way it comes across it would have it- the line would have to go up to meet to it.

[Maintenance Member] **:** Okay. Can you tell me the procedure you use to connect this assembly, the tube assembly, to the hose assembly here?

[Mishap Mechanic] **:** The procedure?

[Maintenance Member] **:** Yes sir.

[Mishap Mechanic] **:** Okay uhm, let's see. Depending on which lines you get back first, okay we first- well you want to know the whole procedure completely, or?

[Maintenance Member] **:** Just the procedure to fit them together.

[Mishap Mechanic] **:** Okay. Alright, let's just say we have all of the proper parts we need. Okay this right here would be routed, or supposed to be, okay. And then the next one would be routed where, I guess, as much as you need it to come up so it doesn't hit anything, and then that line would be put, the uh flex line, would be put across there. This would be secured, and when this one comes down, you'd have to secure them. And then you go back and uh where- see what the torque is, torque the nuts down, and torque them down and then start securing these to the stringers and to the uh galley stuff where it goes.

[Maintenance Member] **:** Okay. So if I'm hearing you correctly, you put them finger-tight first, and then you come back and you torque them to value?

[Mishap Mechanic] **:** Yes sir. And because- well the reason is because you don't want to try and torque them with nothing sitting there, because it's going to be too hard to- you don't want to twist anything. So you finger tight them first, and then start securing them, and then torque them; because we still have to have a leak-check, and all that done.

[Maintenance Member] : Uhm when you- when you go back to torque them, how can you tell whether you've torqued one or not; like you have one, then you go do something and you're like okay I've finger-tighted them and now I have to torque them down, how do you know which ones you hit and which ones you didn't hit?

[Mishap Mechanic] **:** Uhm, well If you were to- if you were to miss one like not to torque it, when we do our leak-check you would obviously find it real quick.

[Maintenance Member] **:** Okay. So the catchall is the leak-check

[Mishap Mechanic] **:** Basically, yeah. Because I mean if you have a lot of lines and of course if you miss one, you'd know when- when you do the leak-check. That's- That's actually the basic reason we do a leak check, to make sure we have everything tight like we're supposed to.

[Maintenance Member] **:** Okay. The uh solvent used to leak-check the uh adjoining lines, where does that solvent come from; is that something made, or is that something that's manufactured somewhere else and then it's used?

[Mishap Mechanic] **:** Uh that is the leak-check we all use uhm for all our leak-checks, basically. I- I think it's from this company, but it's all the same leak-check.

[Maintenance Member] **:** So it's nothing something people are like concocting on their own or making on their own?

[Mishap Mechanic] **:** Mm-mm. No, no.

[Maintenance Member] **:** So it's off the self, like I got this.

[Mishap Mechanic] **:** No, no one is just making it on their own.

[Maintenance Member] **:** Okay. Do you recall how- what the torque values are on those nuts when you have to attach the assemblies, or is it just off the top of your head?

[Mishap Mechanic] **:** No, I would have to go to the TPS I think it's the 3-100 for the oxygen system, or something like that.

[Maintenance Member] **:** Sure. Of this copy, can you show me which one it is, sir?

[Mishap Mechanic] **:** Right here, 4-1.

[Maintenance Member] **:** That's where it tells you what to do, and do you know the value, or do you have to look at the 4-1?

[Mishap Mechanic] **:** Yeah, you just have to look it up. You see where it says uh 'hand tighten' and then to torque

[Maintenance Member] **:** Would any of these torque values match?

[Mishap Mechanic] **:** Yes. Let's see…what size line is it… it would be one of these, but I'm trying to remember what size exactly was the line.

[Maintenance Member] **:** Oh, the line.

[Mishap Mechanic] **:** Yeah, it has a different size of 8th, quarter, and 3/8ths tubing, so the diameter or the size of the line...

[Maintenance Member] **:** It's the smaller diameter tube, I believe?

[Mishap Mechanic] **:** Well because the smallest one would be the

[Maintenance Member] **:** So it would be 5/16ths ?

[Mishap Mechanic] **:** I think you're right, 5/16ths. So it's limited to 100 to 125

[Maintenance Member] **:** Okay. And is that a great amount of pressure, in your opinion? Or is it just like, check it with the torque wrench, and call it a day?

[Mishap Mechanic] **:** Uhm, I don't think- that's not really a lot. I don't think it's a whole lot. I mean it's- to me calling it a lot would be really ya know getting to it and being aluminum it's just..

[Maintenance Member] **:** Yeah, okay. The uh torque striping is used on some and not on all connections. When is it used, and when is it not used?

[Mishap Mechanic] : Uhm the torque striping goes back to when I first learned oxygen system, which was probably 17 years ago, the guy who trained me was using the green torque striping, told me that's what it was for; the green for oxygen. Uhm here recently, we stopped using the torque striping, because uh custumer body said he doesn't want to use that. Uhm I think they looked it up, and it wasn't, what do you call it, uh oil based. But we- we got away from that because he didn't want to use it; so we stopped using it. I don't think that anybody there actually said to use it, but I still go back to when I first learned it, when I first started working here. So that's eliminated.

[Maintenance Member] **:** Uh, in the ticket.

[Maintenance Member] **:** Okay, uh, in the ticket, um, are, you're, it says you're qualified to stamp off your own work there because you've been doing this for 17 years. Obviously it's a lot, long time.

[Mishap Mechanic] **:** Yep.

[Maintenance Member] **:** Um, do you know if there was another person that came behind you and quality check this area after it was completed?

[Mishap Mechanic] **:** Like actually checked it themselves? Like when…

[Maintenance Member] **:** You know like quality assurance will come by and they'll do other, they'll do jobs to check over people. Do you know, do you recall if there was… if you…

[Mishap Mechanic] **:** Well there's always, uh, even if I stamp it off…

[Maintenance Member] **:** Mhm…

[Mishap Mechanic] **:** there is a, uh, what do you call it, company finals?

[Maintenance Member] **:** Yes.

[Mishap Mechanic] **:** And when they go back, and even if, if it's not me…

[Maintenance Member] **:** Mhm…

[Mishap Mechanic] **:** they have to go back and look at certain areas.

[Maintenance Member] **:** Okay.

[Mishap Mechanic] **:** And they're still certain areas of the aircraft they think is broke down in 5 or 6 areas.

[Maintenance Member] **:** Okay. I have one final question for you.

[Mishap Mechanic] **:** Okay.

[Maintenance Member] **:** Here is a picture of some fittings that are used, that were in the oxygen system on the mishap aircraft.

[Mishap Mechanic] **:** Okay.

[Maintenance Member] **:** I've seen this one, but I'm having trouble identifying this one. Can you tell me where that one possibly could have come from or if it's a suitable suppl, substitute?

[Mishap Mechanic] **:** Would it could, what the, oh this sym, this, the number on it, like a symbol? You talking about this?

[AFSEC Rep] **:** Yeah.

[Mishap Mechanic] **:** Um, all I can say is, on the flex hoses, like where that team you're talking about…

[Maintenance Member] **:** Mhm…

[Mishap Mechanic] **:** Okay. If the line isn't brand new and it's an existing line and it's called out to put in this line and you go to the cap's crib and get it, that probably was still on that. That's all I can, that's all I can, you know, if it's a new fitting…

[Maintenance Member] **:** Right.

[Mishap Mechanic] **:** and it come, if, if the flex line is new and they go to the cap's crib and I get it and then, then the next line is new and it says to get a T fitting we go to the oxygen kit and there will be a new fitting in there.

[Maintenance Member] **:** Okay.

[Mishap Mechanic] **:** It'll be in a plastic bag with a green, uh, piece of paper and it means oxygen cleaned.

[Maintenance Member] **:** Alright.

[Mishap Mechanic] **:** The only way it would have a different one if it's, if the line your using wasn't a new one and they went and said this is, you know, this is the line you need, you go, you go to

ticket, you go to cap's crib, here's the line, inside a plastic bag and it already has the T fitting on it.

[Maintenance Member] **:** Okay. The, uh, are you aware if the oxygen systems that you install are kitted and completely brand new for Baseline 11s or are they piece-mealed, meaning that one, once you get those lines whatever you get out the plastic bag is what you're putting in?

[Mishap Mechanic] **:** Um…

[Maintenance Member] **:** And it could be used.

[Mishap Mechanic] **:** On Baseline 11 that's, that's pretty new. Um, I'm not sure yet, um, but the guys who are doing the oxygen now, I've noticed that, uh, most everything's coming new. I mean I haven't really seen anything, I guess, used, that have the used, because all the lines, um, we have to mock up our own lines…

[Maintenance Member] **:** Right.

[Mishap Mechanic] **:** and once we mock them up we've got to stamp the, um not stamp, yeah stamp it and staple the ticket to it…

[Maintenance Member] **:** Mhm…

[Mishap Mechanic] **:** send it off, and then they have to make a copy of that line we made. Of course clean it and then send it back in the plastic with the ring sleeve in it.

[Maintenance Member] **:** Right. Um, by looking at that picture would you say that that is a newer fitting or an aged fitting?

[Mishap Mechanic] **:** This one here?

[Maintenance Member] **:** Yes sir.

[Mishap Mechanic] **:** That would look like a, like an older one to me, just because of the color of it. Because most of the new ones are dark blue.

[Maintenance Member] **:** Mhm…

[Mishap Mechanic] **:** And that just looks like an aged fitting.

[Maintenance Member] **:** Right. And are you aware of that fitting being a suitable substitute… well, let me ask you a better question. Do you think that fitting is listed in this oxygen ticket? I'll just give it back to you.

[Mishap Mechanic] **:** That'd be an AN fitting. No, because, are the parts, on this one would be on that oxygen clean kit.

[Maintenance Member] **:** Right. And that one is not?

[Mishap Mechanic] **:** Well, I mean that looks like a, like an older fitting.

[Maintenance Member] **:** Mhm…

[Mishap Mechanic] **:** But I mean, that, that's, it looks like an older fitting.

[Maintenance Member] **:** Okay.

[Mishap Mechanic] **:** But it's not, it's not called out on there. Now, in a oxygen clean kit that's where all the fittings would be.

[Maintenance Member] **:** Yes sir.

[Mishap Mechanic] **:** All your parts would come from there.

[Maintenance Member] **:** Roger. Alright, that's really all I have. Anyone else have any questions?

[AFSEC Rep] **:** I've got one for you sir. When you, you do disassembly as well, right?

[Mishap Mechanic] **:** No.

[AFSEC Rep] **:** Okay, so it's a different group?

[Mishap Mechanic] **:** Mhm…. Arriv… um, see, I think it's arrival assessment.

[AFSEC Rep] **:** Okay.

[Mishap Mechanic] **:** Does all that.

[AFSEC Rep] **:** Uh, so you, if you were going out to do your assembly and you, you had all your parts to do it, um, is the expectation based on that drawing, is that you guys, you're working with only new parts or do you sometimes, do you sometimes get refurbished parts or parts that came off the airplane before?

[Mishap Mechanic] **:** I've been doing it so long that it used to be more of we're using these parts because the kits weren't required to have so many new parts, you know, and still, till like right now like that, to that galley you'll have now there's a brand new line going down but them two lines that come across are still the original parts. Those aren't new. So you still have a couple original parts. You still have a couple original fittings that go in there because there still attached to those lines and they don't come in the kit so that's what you're supposed to use. I mean, granted they're still capped, bagged, and stuff when they're removed but I personally don't, they wa, I don't remove that si, my part of my job, mine is reinstalling it.

[AFSEC Rep] **:** Okay. And then during your, your reinstallation, what do you, what do you guys use as a reference to inspect parts if you can tell that they're not brand new? I mean does your, does your work document, does that cover, if reusing parts, inspect for X, Y, and Z, or do you have to use maybe like a different reference to inspect those parts? The used ones of course.

[Mishap Mechanic] **:** Well, um, me personally I always inspect them, make sure that, you know, they're not cross-threaded, um, corrosions on it, um, you know of course basically if I, if I get the line, I can see the, the bag's open, I'm not going to use that. I mean that's, I might throw out a DR to get a brand new part because there's no way I'm going to use that part. That's the, I mean, I, I, I'm not sure if my ticket actually says to inspect or not but that's the process, one of the processes we do when it first comes in.

[AFSEC Rep] **:** Okay. Like the one that, the one that he showed you there…

[Mishap Mechanic] **:** Yeah.

[AFSEC Rep] **:** Do you, would, do you see any issues with that one or is that one…

[Mishap Mechanic] **:** Me?

[AFSEC Rep] **:** Would that be one that you would install?

[Mishap Mechanic] **:** I, I, I basically, I wouldn't think I would install this because it's all scuffed up and everything, and…

[AFSEC Rep] **:** You would not?

[Mishap Mechanic] **:** No.

[AFSEC Rep] **:** Okay. Um, and then my, my other question was the torqueing procedure, uh, when you guys, you guys, so you guys go around and put an initial torque on all the, on all the lines, right?

[Mishap Mechanic] **:** Mhm…

[AFSEC Rep] **:** And then I, I think I remember from our visit out there that you guys pressurize the system with nitrogen…

[Mishap Mechanic] **:** Yes.

[AFSEC Rep] **:** as a leak check, so you're not using oxygen? That sounds like a great procedure. And if you guys, so if it, if it pressurizes and it holds it, then that initial torque that you guys out on, the 50 in/lbs or whatever is where you guys leave it. It's only when it fails that you guys go around and do, uh, like 100 in/lbs torque or something on it?

[Mishap Mechanic] **:** Well, we go by and, uh, once we get it on, like I was telling him, you know, we, we torque them.

[AFSEC Rep] **:** Torque them to…

[Mishap Mechanic] **:** To, to, to what it says on here?

[AFSEC Rep] **:** The first torque?

[Mishap Mechanic] **:** Yes.

[AFSEC Rep] **:** Okay.

[Mishap Mechanic] **:** Torque it and then if it leaks more then we put, we torque it like a little bit more.

[AFSEC Rep] **:** Then go up to…

[Mishap Mechanic] **:** Ye, yes.

[AFSEC Rep] **:** the second torque?

[Mishap Mechanic] **:** Mhm…

[AFSEC Rep] **:** Okay. And then I, I understand the torque stripe thing. That's, those are the only two question I had though. Appreciate it.

[Investigating Officer] **:** So, uh, one question if you don't mind.

[Mishap Mechanic] **:** Yeah.

[Investigating Officer] **:** Uh, you were explaining how there's situations where some of the components, or you said in the past some of the components would be still on the airplane when you get out there to do the installation.

[Mishap Mechanic] **:** No, not still on the airplane. They're existing…

[Investigating Officer] **:** Okay.

[Mishap Mechanic] **:** like, um, we got cap's crib down. We had, when we have them, um, like when I remove the parts, we didn't have as many new parts. Like on a ticket that when we're requ, required to put so many new, uh, basically new lines…

[Investigating Officer] **:** Right.

[Mishap Mechanic] **:** You know now since they, since they changed so many different designs that we've, basically eliminate this line and build a new line. But back then, before we had that new line it would be existing line, so, for example, on the left hand side on the racks they used to be all the same O lines.

[Investigating Officer] **:** Okay.

[Mishap Mechanic] **:** So we each put them in. Now I think there's only like one existing line there and the rest are new.

[Investigating Officer] **:** Okay. I think that, uh, I'm good.

[Mishap Mechanic] **:** And the torque stripe thing…

[Investigating Officer] **:** Mhm…

[Mishap Mechanic] **:** I personally myself, I actually like the torque stripe because it shows if anybody, you know, broke it open or anything. And that was what I told, uh, uh, Body. I said because without it there I don't know if somebody broke it loose and all of a sudden that was loose and now it's me. I can't see it.

[Investigating Officer] **:** Mhm…

[AFSEC Rep] **:** And that was, you said that was a new found change? Like they had just implemented that?

[Mishap Mechanic] **:** Mhm…Like a couple of planes ago. Yeah.

[Investigating Officer] **:** I've got one more.

[Mishap Mechanic] **:** Yep.

[Investigating Officer] **:** So you said, um, in the past the kits or the about amount of parts that you would reuse are greater than currently.

[Mishap Mechanic] **:** Yes.

[Investigating Officer] **:** Um, because of process changes and all that?

[Mishap Mechanic] **:** Changes.

[Investigating Officer] **:** Has it been, how long has it been? Just kind of evolved slowly over time?

[Mishap Mechanic] **:** Mhm. It's different changes.

[Investigating Officer] **:** Okay. Thanks.

[Maintenance Member] **:** These, excuse me, these, uh, write ups here, I mean these, uh, I forget the name…

[Mishap Mechanic] **:** Adels?

[Maintenance Member] **:** Adels.

[Mishap Mechanic] **:** Mhm.

[Maintenance Member] **:** You install the Adel…

[Mishap Mechanic] **:** Mhm.

[Maintenance Member] **:** yourself? Or do you have to get sheet metal to do it?

[Mishap Mechanic] **:** No, we do it.

[Maintenance Member] **:** Okay. And again, I mean I asked you earlier are you, do you know if every single aircraft, if our Rivet Joint comes through, should have those two according to the drawing right, right here, right here?

[Mishap Mechanic] **:** I don't know if everyone does because I don't do every single…

[Maintenance Member] **:** Alright.

[Mishap Mechanic] **:** one.

[Maintenance Member] **:** Have the ones you've done…

[Mishap Mechanic] **:** Yes.

[Maintenance Member] **:** had one here…

[Mishap Mechanic] **:** They should be secured because that would be too, too loose just hanging there.

[Maintenance Member] **:** Right.

[Mishap Mechanic] **:** Yeah, it should be secured, should have a green, like sleeve on it.

[Maintenance Member] **:** Mhm. The, uh, in your opinion, if it wasn't cinched down, what do you think the effect would be on that line?

[Mishap Mechanic] **:** Um, this won't be secure, and this one, it, this one right here on the side will be secured.

[Maintenance Member] **:** Right.

[Mishap Mechanic] **:** This basically we just have a li, like play, just to move around.

[Maintenance Member] **:** Right.

[Mishap Mechanic] **:** Not much though because it's not that long and it goes straight up.

[Maintenance Member] **:** Right.

[Mishap Mechanic] **:** So I mean it was, but it's, it's on, it's on top of the galley too. I mean it would, it would, when it's secured there, I mean it's, it's not moving around at all.

[Maintenance Member] **:** Right. Uh, if it's allowed to move, do you think it has the ability to allow the B nuts to release off the other assembly and cause the assembly to go apart if it's not secured and just, you know? Thinking, because it, I'm curious.

[Mishap Mechanic] **:** I don't think it could. No, because one's like this and the other one's down here.

[Maintenance Member] **:** Mhm.

[Mishap Mechanic] **:** I don't, I mean I don't see how it could.

[Maintenance Member] **:** Okay.

[AFSEC Rep] **:** Sir, on the top of the galley, if you guys don't already have holes in the top of the galley, would you drill them to install those clamps?

[Mishap Mechanic] **:** Yes.

[AFSEC Rep] **:** You guys would… okay. That's all I was wondering. Because if they weren't there, and somebody was going in there, and there was a conflict between the guidance that shows I should have 3 or 4 clamps here, but there's no holes in the galley, where am I going to hook these things to? So you, you guys would make the print match that airplane, drill some holes?

[Mishap Mechanic] **:** Yes.

[AFSEC Rep] **:** Okay.

[Maintenance Member] **:** When you guys do the work do you see these prints? Or are you just kind of…

[Mishap Mechanic] **:** No. We get the prints on time with us.

[Maintenance Member] **:** Okay. So you see the prints.

[Mishap Mechanic] **:** And we already make sure they're up there, you know, because they got changes and stuff.

[Maintenance Member] **:** Alright.

[President] **:** I have no questions so I'm good.

[Maintenance Member] **:** Yes sir. Anything else you'd like to add sir? Alright. If anyone, if no one has any further questions we will now conclude this interview. Sir, I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not protected and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the Freedom of Information Act. We request you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information and thank you for your time.

[Mishap Mechanic] **:** Okay.

R18. MR. [Quality Control Manager]

R18.1. SIB NON-PRIVILEGED INTERVIEW – 26 MAY 15

Memorandum For Contractor Representatives Serving As Technical Experts To Safety Investigations.

MEMORANDUM FOR
[Quality Control Manager]
L-3 MID QUALITY CONTROL
(Non-Air Force technical expert's full name and company/organization)

FROM: Board President RC-135V CLASS A AFSAS #739726
(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.

3. 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.

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

(SIB President's signature block)

1st Endorsement

To: Board President (SIB President) RC-135V CLASS A #739726 26 MAY 2015 (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)

NON-PRIVILEGED WITNESS STATEMENT

26 MAY 15
(Date)

1. I, [Quality Control Manager], have been advised by [Maintenance Member]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a safety investigator of the mishap that occurred on 30 APR 15 involving RC-135V #64-14848
(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.

[Quality Control Manager]
Name (Last, First, MI) and Rank/Grade

QUALITY CONTROL MANAGER
Duty Title

Signature

SIB Interview of Mr. [Quality Control Manager]

Role: **Quality Control L3**

Interviewers: **(President)**
(Investigating Officer)
(Maintenance Member)
(AFSEC Representative)

Date: **26 May 15**

[Maintenance Member] **:** This is a non-privileged interview with [Quality Control Manager] being conducted on Tuesday 26 May 2015 by Lieutenant Colonel [Maintenance Member] for the safety investigation board convened for the recent mishap. We're investigating the mishap involving an RC-135V, aircraft 4848 that occurred on 30 April 2015. This investigation is being conducted under the provisions of Air Force Instruction 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[Quality Control Manager] **:** Yes sir.

[Maintenance Member] **:** For the record, would everyone present introduce yourself by stating your name, rank, and affiliation with the board starting with the witness.

[Quality Control Manager] **:** I'm [Quality Control Manager]. I'm a quality control manager here at L3 Mid.

[President] **:** Colonel , Board President.

[Investigating Officer] **:** Captain , Investigating Officer.

[AFSEC Rep] **:** Chief Master Sargent Air Force Safety Center representative.

[Maintenance Member] **:** Lieutenant Colonel , the Maintenance Member. The documents that you have in front of you, uh, illustrate a few things. Let me refer to the drawings first because I have a particular question about the fittings that attach this hose assembly to the galley.

[Quality Control Manager] **:** Mhm…

[Maintenance Member] **:** On some aircraft that we've seen, these two Adels…

[Quality Control Manager] **:** Yes sir, Adel clamps.

[Maintenance Member] **:** are there. According to this drawing, the Adels are supposed to be there. But on some other aircraft we found them absent. Is it a requirement to have those there, in your, in your opinion?

[Quality Control Manager] **:** Uh, looking at this drawing, these two here are required.

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** Yes sir.

[Maintenance Member] **:** Okay, that pretty much puts the drawing to bed. We obviously are trying to get clarification on how, or what is the procedure to properly torque these, the hose assembly and the tube assembly together. So, judging from the, from the document that you have on the left, which is the TPS 3-100, what is the procedure that technicians would use to torque and what are the specifications of torque? I.e. what's the minimum? What's the maximum? And how do they arrive in that range when they're torqueing plumbing systems and oxygen lines?

[Quality Control Manager] **:** Okay, referring to the TPS 3-100…

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** Uh, when we're talking about, uh, connections to initial torqueing, which is 3-4-1, it does say to hand-tighten them, uh, originally, until the seal was firmly together. Then of course the nuts shall not… shall have an initial torque of 50 plus or minus 10 in/lbs prior to doing any pressure testing to it, according to this. And of course you do have a final torqueing. And the final torqueing's just talking about repeating, tightening, and re-torqueing to eliminate leaks while not to exceed the 100 in/lbs. And then of course it says to repair or replace as necessary if leaks do occur.

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** And of course it refers you to, um, 4-5-1, which is a table, which is table 2. And it talks about the, uh, different size tubings and it looks like where they're going with a, a $5/16^{th}$ aluminum tubing. And it does talk about, uh, AMS 4071 aluminum. A minimum torque would be 100 in/lbs with a maximum of 125.

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** So initial torqueing would be 50, going through its pressure testing, and continuing repeating the tightening up to a minimum of 100 in/lbs. That's the way I read the TPS.

[Maintenance Member] **:** Roger that sir. Are there any scenarios where technicians would stop at 50 and not go to the range of 100-125 in/lbs?

[Quality Control Manager] **:** I don't see any, anything here that draws me to where they would stop. Uh, with my experience out on the floor, uh, I wouldn't assume someone would. Uh, I would think he'd go to the minimum. Even after you're doing your, your, your pressure testing, and no leaks, I would say you'd have to go to 100 in/lbs before you can call that tasking complete…

[Maintenance Member] **:** Roger.

[Quality Control Manager] **:** with no leaks.

[Maintenance Member] **:** If it leaked at 100 what does that publication tell you to do? How do you proceed if you're going to, if you, if you have it torqued at 100 and it's still leaking, what's your procedure then if it says, uh, not to exceed 100?

[Quality Control Manager] **:** If it says not to exceed 100 in/lbs?

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** Uh, if a leak occurs, it says repair or replace as necessary.

[Maintenance Member] **:** Okay.

[Quality Control Manager] **:** That, it's what the procedure physically says here.

[Maintenance Member] **:** Okay.

[Quality Control Manager] **:** Even though that the table does say maximum 125, I read nec… I wouldn't go any further. I'd, I'd have to stop what I'm doing.

[Maintenance Member] **:** Alright.

[Quality Control Manager] **:** Or I, go get repaired or replace it.

[Maintenance Member] **:** Right.

[Quality Control Manager] **:** But my torqueing I'll, shouldn't go any higher because it says not to exceed.

[Maintenance Member] **:** Yes sir. So if the torque is at 90, and the document says that it needs to be between 100 and 125, would you think that the document itself would be flawed with that reasoning?

[Quality Control Manager] **:** Looking at this I would say, because this is telling me not to exceed 100…

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** So, if I was reviewing this as finalized in a document I would say this here is, uh, contradicts what this paragraph here says.

[Maintenance Member] **:** Roger that.

[Quality Control Manager] **:** 3-4-2.

[Maintenance Member] **:** Roger that sir. And anoth, another question going back to the fittings…

[Quality Control Manager] **:** Okay.

[Maintenance Member] **:** uh, the Adels…

[Quality Control Manager] **:** Mhm…

[Maintenance Member] **:** If these Adels are absent, do you think that it, the, the fittings themselves, the nuts are not attached with the proper torque that it could back off… do move it a little bit?

[Quality Control Manager] **:** I, I, I would think you, you would have to say it, it could…

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** Very big possibility because we all understand vibration.

[Maintenance Member] **:** Yes sir.

[Quality Control Manager] **:** It could, if I didn't have my minimum torque.

[Maintenance Member] **:** Roger that sir. For, uh, the illustration on your left…

[Quality Control Manager] **:** Okay.

[Maintenance Member] **:** we've been, we're curious about this fitting. I can't find that fitting in the oxygen ticket…

[Quality Control Manager] **:** Okay.

[Maintenance Member] **:** as a listed part. Do you recognize that fitting and would you think that it would be a part of this ox, oxygen systems that are installed here?

[Quality Control Manager]**:** Well, without seeing a part number I would think that's the AN T fitting. But, could, I just know that the T fittings that's on these, if I remember correctly, like 8N, 824s. But I don't see them on here.

[Maintenance Member]**:** But if, if I'm not mistaken… let me borrow this for a second…

[Quality Control Manager]**:** Yeah.

[Maintenance Member]**:** These are known as Weatherhead. Have you ever heard of that?

[Quality Control Manager]**:** No.

[Maintenance Member]**:** Weatherhead.

[Quality Control Manager]**:** Huh. Would that be the name brand or is that just what they're calling it?

[Maintenance Member]**:** Uh, a name brand, uh…

[Quality Control Manager]**:** Okay.

[Maintenance Member]**:** and apparently**,** eh, an aged company, that, and the fitting hasn't been produced for some time…

[Quality Control Manager]**:** Okay. Hmmmmm.

[Maintenance Member]**:** So one of the questions that we've been asking, uh, uh, a few different individuals is when we're installing oxygen systems they're kitted.

[Quality Control Manager]**:** True statement.

[Maintenance Member]**:** So are all of the pieces of the system new or are some of them old pieces that were good? What's the requirement?

[Quality Control Manager]**:** It really, its, it bases down to our BOM, the building material.

[Maintenance Member]**:** Yes sir.

[Quality Control Manager]**:** Uh, it will tell me new kitted, or, or how, or, or whatever it says. A new will come packaged up in original package. Um, these normally do come new. Just by experience of being here, I, they normally do…

[Maintenance Member]**:** Yes sir.

[Quality Control Manager]**:** uh, for the oxygen system. Um, and it also boils down to a removal list because a removal list, as a mechanic, tells them what to do with that component…

[Maintenance Member]**:** Roger.

[Quality Control Manager]**:** Scrap it, retain it, return it to the customer, whatever. And then that flows down to the install ticket because if it's retained then it will stay on here that this, it's existing.

[Maintenance Member]**:** Yes sir.

[Quality Control Manager]**:** But sometimes, I don't want to say it's confusing, but sometimes when we use the word ex, existing it's obtained through a mod so it could be a new part. And we go through, um, I don't see one here but the building material from the drawing itself. And, and it calls out a specific part number. And that's usually what's issued to a mechanic.

[Maintenance Member]**:** Yes sir. Have you seen this type before?

[Quality Control Manager]: I, I really, I really couldn't say.

[Maintenance Member]: Or let me, let me, let me ask you a better question. If you were to go out and see that fitting on one of your aircraft how would you respond?

[Quality Control Manager]: If I was inspecting it…

[Maintenance Member]: Yes sir.

[Quality Control Manager]: and there's no known part number on it or known, um, marking features that I, that I recognize, then I would have to have somebody investigate that fitting…

[Maintenance Member]: Yes sir.

[Quality Control Manager]: or whatever that component may be. But in this case, with me not seeing a part number or, or recognizing the symbol…

[Maintenance Member]: Right.

[Quality Control Manager]: Uh, I would have to raise that question.

[Maintenance Member]: Roger that.

[Quality Control Manager]: Knowing that I'm looking at it…

[Maintenance Member]: Yeah.

[Quality Control Manager]: I mean it's… but I, I'm really trying to, that symbol's really what I'm looking at, uh, it's hard for me to give you a positive answer on that one. That's hard to say.

[Maintenance Member]: Yes sir.

[Quality Control Manager]: That's hard to say.

[Maintenance Member]: Yes sir.

[AFSEC Rep]: As far as the way that it looks, if it, if it had AN markings on it, sir, would this, I mean would this pass the, your guys' guidance for inspecting the part before you put it back in?

[Quality Control Manager]: The mechanic on the floor, if, if they can positively identify it…

[AFSEC Rep]: If it, let say…

[Quality Control Manager]: then they can use it.

[AFSEC Rep]: Okay.

[Quality Control Manager]: If, if they, they're taught that if they have no clue what it is, it's no longer a good part.

[AFSEC Rep]: Okay. Appearance wise though I mean it looks like…

[Quality Control Manager]: Appearance wise, I mean, all four of them are close, and if it doesn't have a part number or a, a known symbol, you know some manufacturers have symbols, than I would hope that a mechanic would raise that concern or even an inspector, uh, raise that concern.

[Maintenance Member]: Yes sir.

[AFSEC Rep]: But the condition of the part looks okay?

[Quality Control Manager]: That? Uh, I wouldn't use that for myself, the way it looks in this picture.

[AFSEC Rep] **:** Not, not specifically the part number but just the condition of it?

[Quality Control Manager] **:** The condition of it, I wouldn't. Not to put on a, an aircraft, uh, for leaving. I mean, I've seen them come in and then remove them, inspect them, and say it's not, uh, uh, it's not serviceable.

[Investigating Officer] **:** Based on what?

[Quality Control Manager] **:** The condition of it.

[Investigating Officer] **:** Well, I mean, okay.

[Quality Control Manager] **:** Yeah. I don't, I personally don't recognize the symbol so I, it's hard for me to comment on that.

[AFSEC Rep] **:** From a, from a quality standpoint, do you guys, do you guys have a requirement after the technicians install the stuff to go back out to the airplane. Do you guys specifically look at this, like, oxygen system plumbing, like the life-sustaining, uh, piece of the airplane?

[Quality Control Manager] **:** Not in detail to…

[AFSEC Rep] **:** Okay

[Quality Control Manager] **:** part numbers…

[AFSEC Rep] **:** Okay

[Quality Control Manager] **:** and things of that nature. Uh, our concerns is touchy, feely, grab, twist, uh, blueprint stuff, securing that type of stuff when we're looking at it.

[AFSEC Rep] **:** So you guys would, you guys would take a print and if there were, you guys, it would be within your scope to identify missing hardware or…

[Quality Control Manager] **:** Yes sir.

[AFSEC Rep] **:** Okay

[Quality Control Manager] **:** In, in a quality, when I'm, when I'm looking at a, at a closeout.

[AFSEC Rep] **:** Okay

[Quality Control Manager] **:** Now if I'm auditing a process I'm just making sure the, the mechanics are following our processes and procedures.

[AFSEC Rep] **:** Something that's in work versus we're getting ready to deliver the airplane…

[Quality Control Manager] **:** Correct. If I'm flying over shoulder, just like the military quality program, I'm over the shoulder watching that individual follow, uh, tech data versus what he or she is doing.

[AFSEC Rep] **:** Okay. So let's just assume this airplane's getting ready to go home. You take their, their tickets out and you, you go line by line through their ticket or do you guys have a separate, a separate QC?

[Quality Control Manager] **:** Uh, uh, it, we only got one QC. So our role, uh, as quality control…

[AFSEC Rep] **:** Mhm…

[Quality Control Manager]: is we have an audit plan, uh, and, uh, our plan is obviously to determine the health of the program. So we do what we call final audits and in-process audits.

[AFSEC Rep]: Okay.

[Quality Control Manager]: In-process audits is the mechanics physically working it. Final audits is the paper work's coming through our office. We do 100 percent paperwork trail. Uh, but we do, uh, sampling. So if this has been stamped off I would carry it to the work area and follow it, so, I'd be looking at drawings making sure that the routing, securing, and all that's done. Uh, part numbers sometimes are very hard to determine it would have the correct part. We lean 100 percent on our, uh, certified mechanics. Easiest way to put it, uh, our certified program here, uh, person that's not certified is a 3-level…

[AFSEC Rep]: Right.

[Quality Control Manager]: in the Air Force. Level 1 is a 5-level, level 2 is a 7-level. So that 7-level, when they sign it off it's, it's there and it's certified as good.

[AFSEC Rep]: Okay.

[Quality Control Manager]: Uh, quality's just there to determine the health of the program. Then on the flip-flop side we also have the, the closeout process. So everything that's identified as safety of flight, uh, we, we 100 percent look at it. Then we turn around and present it to the 645th. Then they do the same thing with it.

[AFSEC Rep]: So and then, in the case of this oxygen system installation at the galley, you guys would have looked at all that installation?

[Quality Control Manager]: We would only look that, all this detailed stuff, if we would have done a final or an in-process.

[AFSEC Rep]: Oh, okay.

[Quality Control Manager]: On the, on our company closeout for this work area, which is 1160-1360, 200 inches floor to floor. So we look at the whole floor and that's one closeout and we call it a final.

[AFSEC Rep]: Okay.

[Quality Control Manager]: So they present it to us and we go up and look at everything you can see.

[AFSEC Rep]: Right.

[Quality Control Manager]: We don't dig into it. And when we're satisfied that it meets our process and procedures and tech data we turn it over to the 645th and they do the same. So we're not looking at part numbers…

[AFSEC Rep]: Right.

[Quality Control Manager]: and detailed stuff. Securing is one of the things that we are looking at.

[AFSEC Rep]: Do you guys know if you, if you happen to look at this particular area on…

[Quality Control Manager]: RJ1?

[AFSEC Rep]: 4848 yeah.

[Quality Control Manager]: We did look at, uh, the company file, 1160-1360, uh, under the mandatory call that we call in our book, uh, in our mandatory call book, um, 1160-1360 electrical company finals.

[AFSEC Rep]: Does that include this particular area or is it?

[Quality Control Manager]: We would look in this area for, uh, securing, uh, routing, uh, and then of course category separates, uh, electrical. We're making sure electrical and oxygen lines aren't touching. Secured together, things of that nature.

[AFSEC Rep]: Okay. What, what criteria do you guys use for the, for the separation of oxygen lines and like electrical wiring?

[Quality Control Manager]: Well we got TPSs that we go through, uh, drawings, and then, uh, tech data if it covers it in, in one of the TOs.

[AFSEC Rep]: In one of, like the, in this case maybe, uh, 1-1A-14 for electrical wiring or... do you guys go to those…

[Quality Control Manager]: Uh, we use it as a general…

[AFSEC Rep]: Right.

[Quality Control Manager]: Uh, if we don't have a drawing or a TPS on our mod stuff, then, then we would go to the general 1-14.

[AFSEC Rep]: Okay, but…

[Quality Control Manager]: But, but if it's aircraft where we don't do the modification to, then it's all TO. If it's a mod that we do, it's drawings and TPSs.

[AFSEC Rep]: Okay. So in this case where, uh, you, you probably didn't modify the oxygen system, but it's being routed through your modifications, you guys normally wouldn't allow the oxygen lines to rest against those harnesses?

[Quality Control Manager]: No sir we wouldn't. And, and, and we say it wasn't modded, but that's out mod.

[AFSEC Rep]: Right.

[Quality Control Manager]: L3 put that system on.

[AFSEC Rep]: The harnesses or the…

[Quality Control Manager]: Both, the harnesses and oxygen.

[AFSEC Rep]: Okay.

[Quality Control Manager]: The oxygen system, uh, isn't a Boeing routing where it's at now so L3 at one point put it on. So it, it follows our TPS.

[AFSEC Rep]: Do you know what the separations are just off hand like the minimums or anything or…

[Quality Control Manager]: I'm a big guy that says 1 inch minimum on a generic when I'm looking. When it gets to category separations and oxygens I usually look it up then go out there, try not to memorize it. Because we got too many out there.

[AFSEC Rep]: We may, we may ask you to just, if you can provide that to us or pinpoint, you know, where those, where that criteria is…

[Quality Control Manager] **:** The criteria for separation?

[AFSEC Rep] **:** and get it back to us, yeah. I would, I would definitely appreciate that document. That's, that's all I have.

[President] **:** So the only question that I have had, is to kind of clarify that you guys basically do a spot inspection, instead of all them, as far as the QC process before it goes to the 645th?

[Quality Control Manager] **:** Uh, we, we call them closeouts.

[President] **:** Okay, but that's a spot insp…

[Quality Control Manager] **:** We look at the whole are, yes sir.

[President] **:** Okay.

[Quality Control Manager] **:** We're not detailing any specific, uh, tasking, or, or closeout. Um, the ones that are identified as needing those specifics are on the tickets themselves then they're called out as a customer mandatory call. And, uh, the 645th identifies what they want to see in those purposes. And then our safety of flight program identifies what is considered safety of flight and they have to look at it too.

[Investigating Officer] **:** Have you, have you seen a leak check performed on these systems?

[Quality Control Manager] **:** Uh, I personally have, yes sir.

[Investigating Officer] **:** How?

[Quality Control Manager] **:** We got two sets of them.

[Investigating Officer] **:** The, the fluid that you use to perform those…

[Quality Control Manager] **:** Okay.

[Investigating Officer] **:** do you know what kind that is?

[Quality Control Manager] **:** It's, it's, it's called right out of the, the TO. It's that soap and water mixture…

[Investigating Officer] **:** Okay.

[Quality Control Manager] **:** and we got it in, in little squirt bottles and we squirt all the fittings, elbows, T fittings, B nuts.

[Investigating Officer] **:** Is that purchased or is it made here? Like…

[Quality Control Manager] **:** I'll, I, that should be purchased here because if we got it in big gallon jugs that we pour into our little squirt bottles.

[Investigating Officer] **:** Okay.

[Quality Control Manager] **:** So it's a vendor, you know, we purchase it…

[Investigating Officer] **:** Got it.

[Quality Control Manager] **:** and vendors bring it in.

[Investigating Officer] **:** Thanks.

[Maintenance Member] **:** If no one has any further questions we will now conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality and that your

statement is not protected and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[Quality Control Manager] **:** Thank you sir.

R19. [Materials & Processes Engineer]

R19.1. SIB NON-PRIVILEGED INTERVIEW – 26 MAY 15

Memorandum For Contractor Representatives Serving As Technical Experts To Safety Investigations.

MEMORANDUM FOR

[Materials & Processes Engineer] L-3 COMMUNICATIONS/MISSION INTEGRATION DIVISION

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

FROM: Board President RC-135V CLASS A AFSAS # 739726

(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.

3. 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.

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

(SIB President's signature block)

1st Endorsement

To: Board President RC-135V CLASS A (AFSAS # 739726) 26 May 15
(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)

NON-PRIVILEGED WITNESS STATEMENT

26 MAY 15
(Date)

1. I, [Materials & Processes Engineer], have been advised by [Maintenance Member]
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 APR 15 involving RC-135V ACFT 4848
(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.

[Materials & Processes Engineer]

Name (Last, First, MI) and Rank/Grade

MATERIALS & PROCESSES ENGINEER
Duty Title

Signature

SIB Interview of [Materials & Processes Engineer]

Role: **Materials and Processes Engineer**
L3

Interviewers: **(President)**
(Investigating Officer)
(Maintenance Member)
(AFSEC Representative)

Date: **26 May 15**

[Maintenance Member] : This is a non-privileged interview with [Materials & Processes Engineer] being conducted on Tuesday, 26 May 2015 by Lieutenant Colonel for the Safety Investigation Board convened for the recent mishap. We're investigating the mishap involving an RC-135 aircraft 4848 that occurred on 30 April 2015. This investigation is being conducted under provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[Materials & Processes Engineer] Yes sir.

[Maintenance Member] : For the record would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

[Materials & Processes Engineer] Uh my name is , I work as a chemical engineer for materials and processes engineering group for L3 mid.

[President] **:** Colonel , Board President.

[Investigating Officer] Captain , Investigating Officer.

[AFSEC Rep] : Chief Master Sergeant Air Force Safety Center Representative.

[Maintenance Member] : And I am Lieutenant Colonel , and I am the maintenance member. Addressing torque values that are listed in TPS3-100; from the way that the document is written, how can a technician take what is written and apply it to uh the physical act on the aircraft with reference to how torque values are applied to- to connectors in the oxygen system?

[Materials & Processes Engineer] They should have some sort of torque value checker when you're- the initial torque is 50 +/- 10 inch pound. So they should use some sort of torque value checker that will definitely tell them what the value is.

[Maintenance Member] : Okay uh on the next page, if I could get you to turn it over...here there is a table of torque values, and in particular we're looking at the 5/16ths line. The minimum range is 100 and the highest range is 125 inch pounds for a 5/16ths inch line. However, on the front side that we were looking at before it says the maximum that the value will be torqued to is 100 inch pounds. How would a technician uh find- what would be the physical process if a technician actually getting from 50, the initial torque value called out in that step, getting the uh- getting the connectors tightened to the torque ranges required by the table as written in the TPS3-100?

[Materials & Processes Engineer] So they will keep tightening it until they get 100 inch pound. Uhm same with the torque uh with the tool in checking the torque value at the same time as you have done initially.

[Maintenance Member] **:** If they go over 100, because we all see that 100 is the minimum required by the table then they bust the limit that's required in the sentence in the 342. So according to what's written, they should never exceed 100, but the minimum required by the table is 100.

[Materials & Processes Engineer] Yes, so they're shooting for the minimum torque value.

[Maintenance Member] **:** And what we see right now is the- I don't see a process written that takes them from 50 to 100.

[Materials & Processes Engineer] Right.

[Maintenance Member] **:** So what I'm trying to understand is, how- how would a technician be reasonably expected to take it from the initial torque to the final torque that matches the table, in your opinion; just your opinion?

[Materials & Processes Engineer] **:** I would assume that the technician would use like a wrench, or a tool they have in the duct line or the manufacturing side and obviously checking the torque value at the same time not to go beyond the limit. So they're using some sort of tool.

[Maintenance Member] : Yeah, a torque wrench; clicky torque wrench.

[AFSEC Rep] : Uhm so you're primary function is- you draft this, right? This document, the TPS.

[Materials & Processes Engineer] Uh so this is the version V, uh ya know it starts on version A, 20-30 years ago.

[AFSEC Rep] **:** Right.

[Materials & Processes Engineer] So I'm maintaining the TPS:

[AFSEC Rep] **:** Okay, so when you guys do reviews are they like annual reviews?

[Materials & Processes Engineer] Uh we do every three years unless uh someone brings up uh an issue; uh for instance: this revision V was written in 2014 uh the changes were related to quality, actually. Uh cleanliness of uh the end of the hoses where we put plastic bags.

[AFSEC Rep] **:** Okay.

[Materials & Processes Engineer] So that was the purpose of this revision written in 2014, I mean uh revised in 2014.

[AFSEC Rep] **:** So when you guys get these and they're- it's for the three-year revision, do you guys, you guys pull out the tech data and you you match the- what's your guys' QC process to make sure all of those steps are still valid?

[Materials & Processes Engineer] Uhm so uh I uhm draft a copy and we send it out to different departments including: uh quality, uh I would stress uhm uhh planning, so they all review the TPS.

[AFSEC Rep] **:** When you say quality, who are you- who is your quality?

[Materials & Processes Engineer] Uhm I don't know if you know uhm ?

[AFSEC Rep] **:** Is he an L3 employee?

[Materials & Processes Engineer] Uh yes sir. Hanger dock line.

[AFSEC Rep] **:** Okay.

[Materials & Processes Engineer] We also send a copy to the 645th.

[AFSEC Rep] **:** Okay. Who uh in the 645th gets it?

[Materials & Processes Engineer] : I know uh and uhm there's two other gentlemen; I can send you their name uh-

[AFSEC Rep] **:** Okay.

[Materials & Processes Engineer] But uh all TPSs'- so uh we require at least six signatures from L3 and then it goes to uhm 645 n uh and planning, system engineering, uh manufacturing, and they all review it. Uh so if we get any feedbacks we obviously uh put it back into the TPS before it gets released.

[AFSEC Rep] **:** Okay so you guys- so initially you solicit the feedback

[Materials & Processes Engineer] Yes.

[AFSEC Rep] **:** But there is no one that is like physically responsible for matching that document to the TO requirements?

[Materials & Processes Engineer] Uhm… Not uhm on the revision state. At some point uh for example: this is state V uh maybe at C or in between somewhere uh it was added, and it was checked at that point.

[AFSEC Rep] **:** Okay so at one point, probably early in the drafting of this document, it was a direct reflection of the tech data; and then over time it was just kind of-

[Materials & Processes Engineer] Yes, so uh tech data you mean the T.O.?

[AFSEC Rep] **:** The T.O., yes. I'm sorry.

[Materials & Processes Engineer] **:** Uh T.O., so yes. It should reflect the TO but it's not- I don't think it fully uh subset off of a T.O.

[AFSEC Rep] **:** Right, it's not- you can tell by looking at it that it's not the exact language, but the intent is for your product- since you don't, you- your, the employees here are not expected to pull out the RC-135 applicable tech data. All of the processes are embedded within these TPS documents.

[Materials & Processes Engineer] **:** Uhm-

[AFSEC Rep] **:** Other than the like ground handling and the other-

[Materials & Processes Engineer] **:** Uhm I'm not 100% sure if all data is embedded here from the T.O. uh because we also work with part of the T.O. directly.

[AFSEC Rep] **:** Okay.

[Materials & Processes Engineer] **:** Uh so for example: the technician or the engineer who is working, they have access to a T.O. that they're following directly.

[AFSEC Rep] **:** For the most part, I mean you can see that these- it looks like a step-by-step process to get you through the work ticket; if they had to go somewhere else there's going to be a trigger or something in there that says 'use this other guidance.'

[Materials & Processes Engineer]: Right. And that can be- so uh that can be in the planning ticket, which mentions a T.O. specifically, or a paragraph from the TO specifically, or a work instruction part T.O. And then it also may include workpart TPS- this TPS.

[AFSEC Rep]: Since the technicians, they're not required to be familiar with the RC135 specific tech data and they rely exclusively on this, they may not realize when there is a difference, right? The only time that there's going to- that someone might recognize a difference is if they recognize a problem with the steps that they're complying with in here, or through the quality process somebody is identifying updates to the tech data.

[Materials & Processes Engineer] Uh I would say from quality; it should come up from quality if there is a discrepancy.

[AFSEC Rep]: And quality, just for the record, is- that's the 6 L3 employees plus the-

[Materials & Processes Engineer] Uh I say the hanging dock and line quality, because I'm not the uh I don't think this TPS uhm uh contains all tech data. Uhm-

[AFSEC Rep]: And the hanger dock in line process is an L3 function.

[Materials & Processes Engineer] Yes sir.

[AFSEC Rep]: Okay.

[Materials & Processes Engineer] And also the uhm I think uh a technician or engine- the technician or who is doing the work uh go by a work order uh and a planning ticket, yes something like this. So they would mention like more specifically like 'do this set of instruction par this TO' or this TPS or some other OEM instructions.

[AFSEC Rep]: Okay, and that is the work order of that installation of that-

[Maintenance Member]: It is.

[AFSEC Rep]: -Galley area. Okay, so if you can take a look at that and see if there is any additional or or contradicting torqueing guidance.

[Materials & Processes Engineer]: (pages flipping)… Is this another reference to ZN2G12 or-

[Maintenance Member]: Those are uh to install the supports, or what they call Adels…these.

[Materials & Processes Engineer] So they're basically referring to the drawing.

[Maintenance Member]: Mhm

[Materials & Processes Engineer] And does the drawing mention uh what work instructions? If it's an L3 drawing most did this.

[Maintenance Member]: There are TPSs that are referenced, but there's not- not the one in particular that I see. I was just wondering if it was marked somewhere else.

[Materials & Processes Engineer]: Is this- Just wondering how, what the technician; uh which work instruction, because I mentioned sometimes work- we uh list the T.O. specifically.

[Maintenance Member]: Mhm.

[AFSEC Rep]: And in this case there's no, so we we're not seeing any- any reference to any other guidance for-

[Materials & Processes Engineer] Yeah, uh usually somewhere; I'm sure there's somewhere the technician would find a reference for a work instruction.

[AFSEC Rep]: This isn't considered a work instruction?

[Materials & Processes Engineer] Yeah, so it would say 'TPS3-100', for example. Uh a T.O. number or some of the TPS

[Maintenance Member]: The technicians we've talk to so far, they're familiar with that in particular.

[Materials & Processes Engineer]: Okay.

[AFSEC Rep]: In this, since there are instructions that make it into this document, are they based on the guidance in the TPS3?

[Materials & Processes Engineer]: Uh 3-100?

[AFSEC Rep]: Like the special- special guidance or special wording in here that for the completion of the task is it- does it stem from these documents?

[Materials & Processes Engineer] Uh. If it's like for each one, like installing oxygen systems, yeah. Yeah.

[AFSEC Rep]: Right. If there is a like some caveats in here or something-

[Materials & Processes Engineer] Uhm yeah, most likely. Uh I mean I've seen uh for example paint uh I've seen we follow T.O. 118 or 11691 very closely and we specifically mention them in the plane ticket.

[AFSEC Rep]: Okay.

[Materials & Processes Engineer] So they would open up a T.O. and look at the T.O. instead of our uh TPSs.

[AFSEC Rep]: Okay. And we're looking at work order…

[Materials & Processes Engineer] So I was trying to find uh what exactly the work instruction was, and uh so it mentions ZN2G12 uhm…

[AFSEC Rep]: But, for the record, we're looking at work order number-

[Materials & Processes Engineer] 76596949.

[AFSEC Rep]: Okay. And I guess my overarching question is: when you're reviewing the TPSs and there is an affected work order out there, do those as companions; are they reviewed at the same time?

[Materials & Processes Engineer] It should, yeah.

[AFSEC Rep]: So if I make changes here that they reflect-

[Materials & Processes Engineer]: Or if it doesn't, then I would hear back from whoever is working it or quality-

[AFSEC Rep]: So they're trying to accomplish the steps, they would see conflicting guidance in a work order and that's when it would come to your attention?

[Materials & Processes Engineer] Right.

[AFSEC Rep]: Okay. And then just shifting gears just a little bit; you said that you're a chemical engineering background?

[Materials & Processes Engineer] Yes sir.

[AFSEC Rep] **:** Are you familiar with any chemicals that you guys use with the oxygen system that may have chlorine in it?

[Materials & Processes Engineer] Uh, what substance?

[AFSEC Rep] : Chlorine.

[Materials & Processes Engineer] **:** Chlorine, uhm.

[AFSEC Rep] : Like in your leak detect, or any of that. Any process that you can think of that might have chlorine- other than just regular tapwater..

[Materials & Processes Engineer] **:** Anything related to oxygen system? Uhm no, not that I know of. All the materials are e, and I don't think any of them has chlorine in it. No the grease, uh part mil spec 27617 uh for oxygen system uh I think it's in the T.O. also uh the grease that we use; uh the thread seal tape, uhm I don't see any other chemicals.

[AFSEC Rep] **:** Your leak detect it's- usually it's a water mixture

[Materials & Processes Engineer] I think it's yes water-based. Uh yeah I'm pretty sure that doesn't have chlorine in it.

[AFSEC Rep] **:** Okay.

[Investigating Officer] **:** I have a question for you, sir.

[Materials & Processes Engineer] Yes sir.

[Investigating Officer] **:** So you said uhm this particular work document- the one, TPS what is it 3-100?

[Materials & Processes Engineer] Yes sir.

[Investigating Officer] **:** Is sourced in some parts from the tech orders.

[Materials & Processes Engineer] Yes.

[Investigating Officer] **:** Is there some process that would alert you or your office if there is a change to the tech order so that-

[Materials & Processes Engineer] So that we can –

[Investigating Officer] **:** incorporate the change?

[Materials & Processes Engineer] Yes, so uh there is not a current process that would alert us.

[Investigating Officer] **:** Okay.

[Materials & Processes Engineer] Uhm and since also we don't specifically mention any T.O. in this TPS; sometimes we do, but not for this TPS.

[Investigating Officer] **:** Okay. But the implication is that the TPS should uhm build upon the T.O., while capturing the guidance that's in there, right?

[Materials & Processes Engineer] Right.

[Investigating Officer] **:** Okay. Just- that's all.

[AFSEC Rep] **:** I'm good.

[Maintenance Member] **:** Anything else you'd like to offer sir?

[Materials & Processes Engineer] Uh, no sir.

[Maintenance Member] **:** Alright. If any- if no one has any further questions, we will now conclude this interview. I'd like to remind you again, that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony or any information shared with you today regarding this mishap to avoid possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[Materials & Processes Engineer] Can I- would you mind if I add one more thing?

[Maintenance Member] **:** Please.

[Materials & Processes Engineer] **:** I was just thinking about what you just said.

[Maintenance Member] **:** Sure.

[Materials & Processes Engineer] So; compliance with the T.O. uhm since we don't mention anything specifically on the TPS uhm I'm 100%- I'm not sure how to answer your question on like compliance with the T.O. Uh sometimes we could comply with some specific T.O. that we mention in the TPS and I didn't see any reference to a T.O. for this specific TPS 3-100. So I wasn't sure uh I mean uh- if it's a requirement obviously we do uh-

[AFSEC Rep] **:** I think his- I think his specific question was the tasks that are covered in that TPS are also covered in the RC135 2-3-5 or whatever the T.O. is. So if next week a warning comes out that says 'stop using this chemical', is there a mechanism for you guys to be notified at the same time- so you guys don't; especially if you just did your review five days ago, now you gotta wait two years and 360 days to see that again. That's what I'm wondering is there- do you guys get notified about T.O. changes; I guess is the ..?

[Materials & Processes Engineer] No, we don't.

[AFSEC Rep] **:** Okay so that could- that could happen where you would go a long period of time with the updates of-

[Materials & Processes Engineer] Unless quality is notified, and it comes from quality. Uh quality is obviously more involved with the customer.

[Maintenance Member] **:** I was just thinking in my mind that would probably come from quality assurance and then be fed to you.

[Materials & Processes Engineer] Yes sir.

[Investigating Officer] **:** Right, thanks.

[Materials & Processes Engineer] **:** That's all (chuckles)

[Maintenance Member] **:** That concludes the interview.

[Materials & Processes Engineer] **:** Thank you.

R20. MAJ [Mental Health Flight Commander]

R20.1. SIB NON-PRIVILEGED INTERVIEW – 27 MAY 15

Non-Privileged Witness Statement

28 May 2015
(Date)

[MHFC] [Investigating Officer]

I, I, _ have been advised by _

(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 30 Apr 205 involving RC-135V 64-14848

(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.

[MHFC]

Name (Last, First, MI) and Rank/Grade

Mental Health Flt Cmdr

Signature

SIB Interview of Maj [Mental Health Flight Commander]

Role: **OIC, Mental Health Clinic**
55 MDG

Interviewer: **(Medical Member)**

Date: **27 May 15**

[Medical Member] : This is a non-privileged interview with [MFHC] being conducted on Wednesday, the 28 May 2015 at 1405 by [Medical Member] for the Safety Investigation Board convened for the recent mishap. We're investigating the mishap involving an RC-135V that occurred on 30 April 2015. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence. A promise of cond- confidentiality is not being extended to you; your statement can be released to any subsequent investigation of this mishap and may be released to the publ- public pursuant to a Freedom of Information Act request. Do you understand that a promise of confidentiality has not been extended to you?

[MHFC] **:** Yes.

[Medical Member] : Thank you. For the record would everyone present introduce yourself by stating your name, rank, and affiliation with the board, starting with the witness.

[MHFC] **:** , Mental Health Flight Commander, Offutt.

[Medical Member] **:** Thank you. , Medical Member, SIB. So how are you doing today, ma'am?

[MHFC] **:** Great.

[Medical Member] **:** Good. Um so, we had gone over this when we had gone over your processes, but if we could just recap briefly… Um, how does, uh, the mental health clinic address special duty status?

[MHFC] **:** So, for PRP the member checks in with the PRP clinic, and they get their PRP badge, um, and they come up have their appointment and then they wait for us to complete their note and then they're escorted down to PRP with whatever recommendation we have for the disposition, and then the disposition is made by the PRP clinic. Um, for flyers if we have a recommendation of DNIC or DNIF, then we call down to the flight medicine clinic and make the recommendation. Um, so both of those things we're doing same duty day.

[Medical Member] **:** Understood. Uh if you have no changes to the recommendation of any sort then uh, flight medicine just does their usual note scrub as I understand.

[MHFC] **:** Right, if there's not anything to say, yes.

[Medical Member] **:** And the only follow up you get is a uh, alert box that says, "Hey, your note has been updated." Is that right?

[MHFC] **:** It's um, oh, not an alert box.

[Medical Member] **:** Ah, more like the notification tab for AHLTA.

[MHFC] **:** And you can see that they looked at it.

[Medical Member] Definitely. OK. So the uh, aeromedical disposition is the main purpose of flight medicine review and uh, also to uh, get everything plugged in and make sure that they are still within stand- medical standards of flying.

[MHFC] **:** Right.

[Medical Member] Um, you deal with this a lot of um, with flyers who are going through um, a myriad of issues. To include, uh, you know just normal bereavement stuff all the way to uh major depressive disorders and other um, more severe psychiatric conditions.

[MHFC] **:** Sure.

[Medical Member] We uh, we looked at the local policy, um that was written regarding uh, aeromedical dispositions, and this is-

[MHFC] **:** Sure.

[Medical Member] In the uh, SGOW OI 44-03, I believe section 7 3, ah entries in the medic- uh in the mental health flight record and the medical record will be accomplished before the end of the duty day of the appointment for all sensitive duty. And HI patients and within 72 hours of routine- and within 72 hours for routine cases. Every encounter will delineate the patient's PRP slash fly status recommendation in the disposition portion of the SOAPP note. PRP notes will be hand-carried to the PRP clinic for disposition, and recommendations for DNIF or DNIC require an immediate phone call to the flight medicine clinic. Okay, so following this OI, it seems that uh, the recommendation should be phoned in all the time. Is that what I'm getting from this, or is that uh-

[MHFC] **:** If there's a recommendation for DNIC or DNIF.

[Medical Member] Okay, got you. So if uh there is no recommendation for anything, really then -

[MHFC] **:** Then we wouldn't call.

[Medical Member] Then there's no expedite request or anything like that.

[MHFC] **:** Hmmm..

[Medical Member] Ah, rather there's no uh immediate action taken to contact flight med-

[MHFC] **:** Right, right.

[Medical Member] …and alert them of the issue. No, definitely. Thank you. So, um, this is uh being brought up, um, because when I was looking through the medical record of a- a certain mishap aircrew member I noticed a uh telephone triage appointment. Uh telephone triage appointments, uh it looks to me to be as a triage and disposition. Um getting a basic understanding of their symptoms, and then finding- and then deciding whether or n- deciding on the acuity of their appointment and what action needs to be taken. Is that a good basic summary of what the-

[MHFC] **:** Yes.

[Medical Member] And if I'm stealing words out of your mouth or putting words into your mouth, please let me know.

[MHFC] **:** Sure.

[Medical Member] So, what would you uh, say about this particular telephone encounter? (pause) And for the record, um is there- could you please uh just read out the things that are of any significance to you while reading through it?

[MHFC] **:** Oh, sure.

[Medical Member] Um, like positive review of systems type things.

[MHFC] **:** Okay, so uh the member is calling to get some advice and counseling for anger management. It's an active duty patient who is uh voluntary. Um, they're not PRP, and they are flying status and TS SCI. They're not calling about anything deployment related. And they do have history of mental health treatment, um when in training for air sickness at Vance. Rated his.. personal perception of his severity as severe.

[Medical Member] Okay.

[MHFC] **:** Decreased interest, focusing on his feelings, hard to focus on his family life. Increased feelings of worthlessness, um he clarified saying he feels guilty about his feelings and how he acts.

[Medical Member] Okay.

[MHFC] **:** His energy and concentration are down. Not hopeless, not suicidal, not homicidal, never attempted suicide in the past. He is briefed on emergency procedures, and got scheduled for a routine appointment.

[Medical Member] Okay, and then we have the- a note the following day, um the previous one is 14 October 2014 and this one is 15 October 2014.

[MHFC] **:** Yes.

[Medical Member] The patient did not show for the ten o'clock encounter. And let's see here – sorry, thank you. He said that he did not want services at the moment, but would be sure to contact the clinic if he feels he need to- needs to in the future. Now I believe that he said that uh he had been uh seeking mental health services off base. Did you get that from this or-

[MHFC] **:** He did in the past mhmm.

[Medical Member] Okay, on and off for about two years. Now um, the the reason I'm talking to you about this is um, I notice that theres no uh, aeromedical disposition or uh I guess proof of-

[MHFC] **:** There isn't.

[Medical Member] -review by a flight surgeon on the notes. Now if this was uh d- this provider here uh, , um-

[MHFC] **:** Technician.

[Medical Member] Technician, oh, okay, got you.

[MHFC] **:** The provider is .

[Medical Member] Okay, so the technician was uh , and the physician um who signed off on it was is that correct.

[MHFC] **:** Mhmmm, well there are two technicians. So one is , and well this is an administrator, this is a technician. is an administrator, is a technician. is a doctor.

[Medical Member] **:** Okay I've got you. So is, I guess is the final authority on the note, um as far as mental health goes.

[MHFC] **:** Yes.

[Medical Member] **:** In the mental health clinic.

[MHFC] **:** Correct.

[Medical Member] **:** Ah, does uh typically put an aeromedical disposition down, is uh does- does Dr. uh, deal with a lot of flyers?

[MHFC] **:** (sighs) I don't know whether she always puts a disposition down.

[Medical Member] **:** Okay.

[MHFC] **:** Um, she should. And, I don't know how many flyers she has on her caseload.

[Medical Member] **:** Okay.

[MHFC] **:** But they're just normally distributed across providers and I doubt she has any more or less than others.

[Medical Member] **:** Understood, um given the-.

[MHFC] **:** Well she hadn't worked here very long at this time though.

[Medical Member] **:** Oh, so she was fairly new.

[MHFC] **:** Very new. Yes.

[Medical Member] **:** Okay I got you. Alright, uh so she got there that year, like July timeframe, the usual time?

[MHFC] **:** Yes, yes. August, August maybe something like that.

[Medical Member] **:** Okay I gotcha so this was definitely, probably among the first.

[MHFC] **:** Definitely.

[Medical Member] **:** Yes. And I am uh, I'm, I am guessing that uh, you have a triage provider or is that incorrect? Do these go to um, a provider that is able to handle the workload?

[MHFC] **:** So, the phone calls that come in on a daily basis go to the on-call provider. So that's probably why this went to her.

[Medical Member] **:** Okay.

[MHFC] **:** And then, probably since she was such a new provider at the time she had availability and got scheduled for the next day.

[Medical Member] **:** Oh.

[MHFC] **:** Cause she had open appointments probably. So, so a lot of times this will just be for the TCONs, it will be whoever triaged it doesn't mean that the person is going to get an appointment with them. In this case that happens to be her in both cases.

[Medical Member] **:** Okay, I've got you. So she, it seems like she uh just hadn't yet been fully uh… integrated.

[MHFC] **:** I suppose that is possible.

[Medical Member] **:** Okay, so was sh- you know her, personally?

[MHFC] **:** Yes.

[Medical Member] **:** And uh, you're familiar with her practice.

[MHFC] **:** Yes.

[Medical Member] **:** Um, would she have any reason to not put an aeromedical disposition down.

[MHFC] **:** I have no idea.

[Medical Member] **:** Okay. I see.

[MHFC] **:** (laughs) You'll have to ask her.

[Medical Member] That's a good answer. So, the normal- the norm would be to put an aeromedical disposition down.

[MHFC] **:** Yes.

[Medical Member] **:** And , this did not have it in this uh, during this uh particular encounter. Okay, so I think that we are about done with this, um, I guess the background of this encounter. If there are no further questions we can conclude the interview.

[MHFC] **:** I don't have any questions.

[Medical Member] **:** Okay, I, I don't have any further questions either. If no one has any further questions we will now conclude this interview. I would like to remind you again that you were not offered a promise of confidentiality, and that your statement is not protected, and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter information until the br- board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

[MHFC] **:** Okay, thank you.

[Medical Member] **:** Alright.

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INTENTIONALLY

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S1. RELEASABLE PHOTOS

S1.1. MISHAP AIRCRAFT POST FIRE



S1.2. EXTERNAL FUSELAGE DAMAGE



S1.3. FIRE DAMAGE LOOKING TOWARDS AFT PORTION OF AIRCRAFT



S1.4. FIRE DAMAGE TO UPPER PORTION OF GALLEY



S1.5. FIRE DAMAGE TO LOWER PORTION OF GALLEY



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S1.8. FORWARD INBOARD CORNER OF GALLEY LOOKING AFT



S1.9. GALLEY LOOKING AFT WITH FUSELAGE HOLE VISIBLE



S1.10. TOP OF FUSELAGE WITH RIGHT WING VISIBLE



S1.11. FIRE DAMAGE THROUGH TOP OF FUSELAGE



S2. RELEASABLE VIDEOS

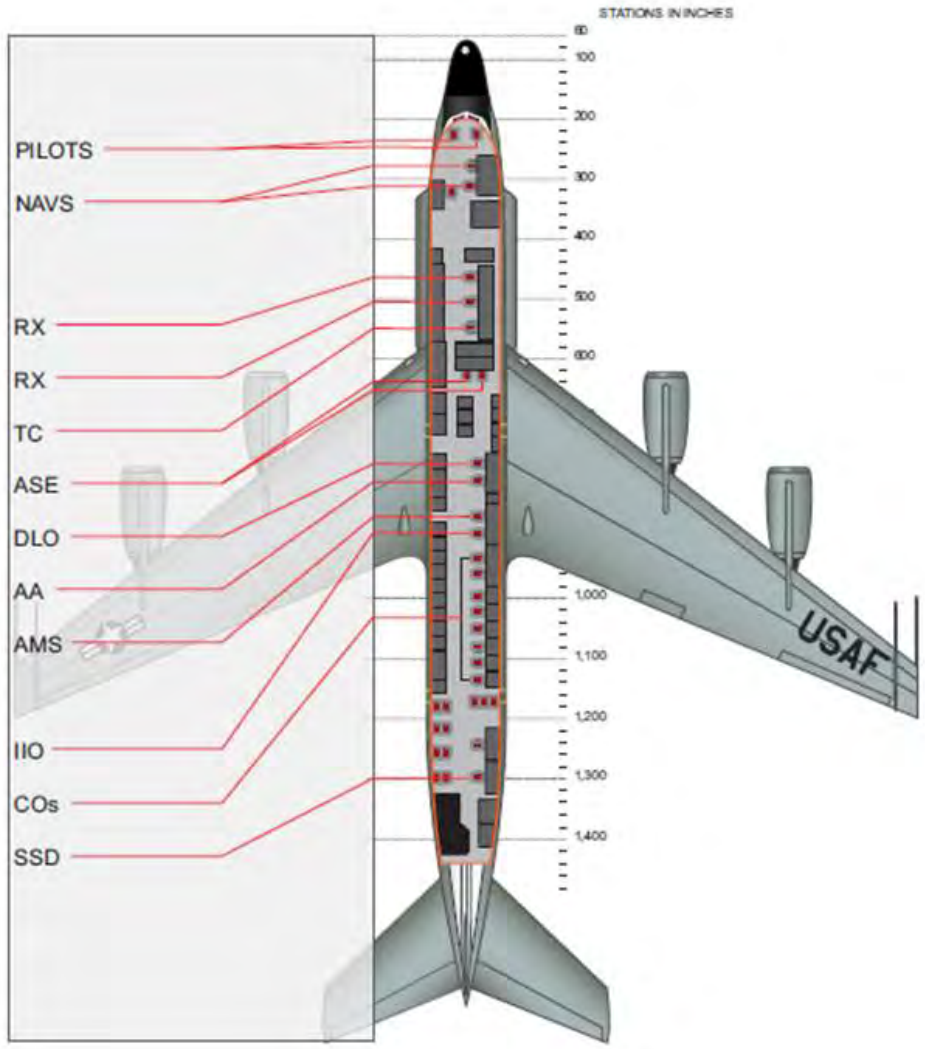
S2.1. HANGER 2 WEST SECURITY CAMERA

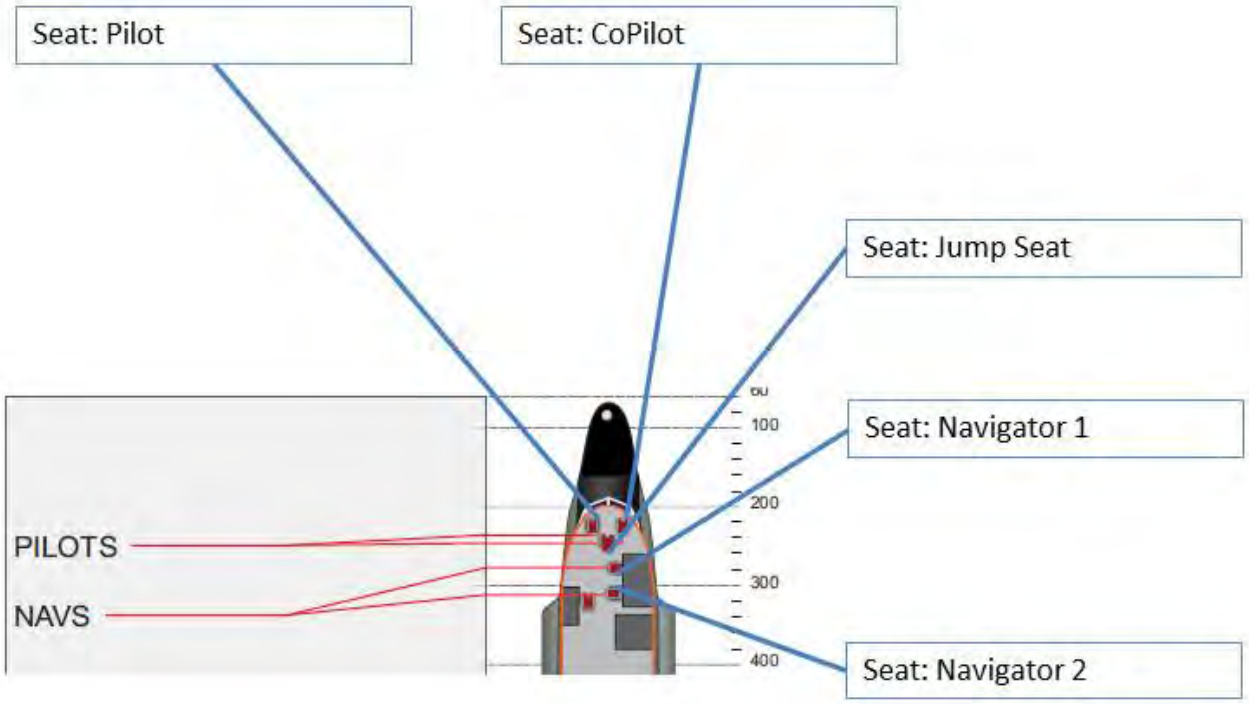
The following videos were secured from a security camera on Hanger 2 West facing North. The video files can be found in the following files

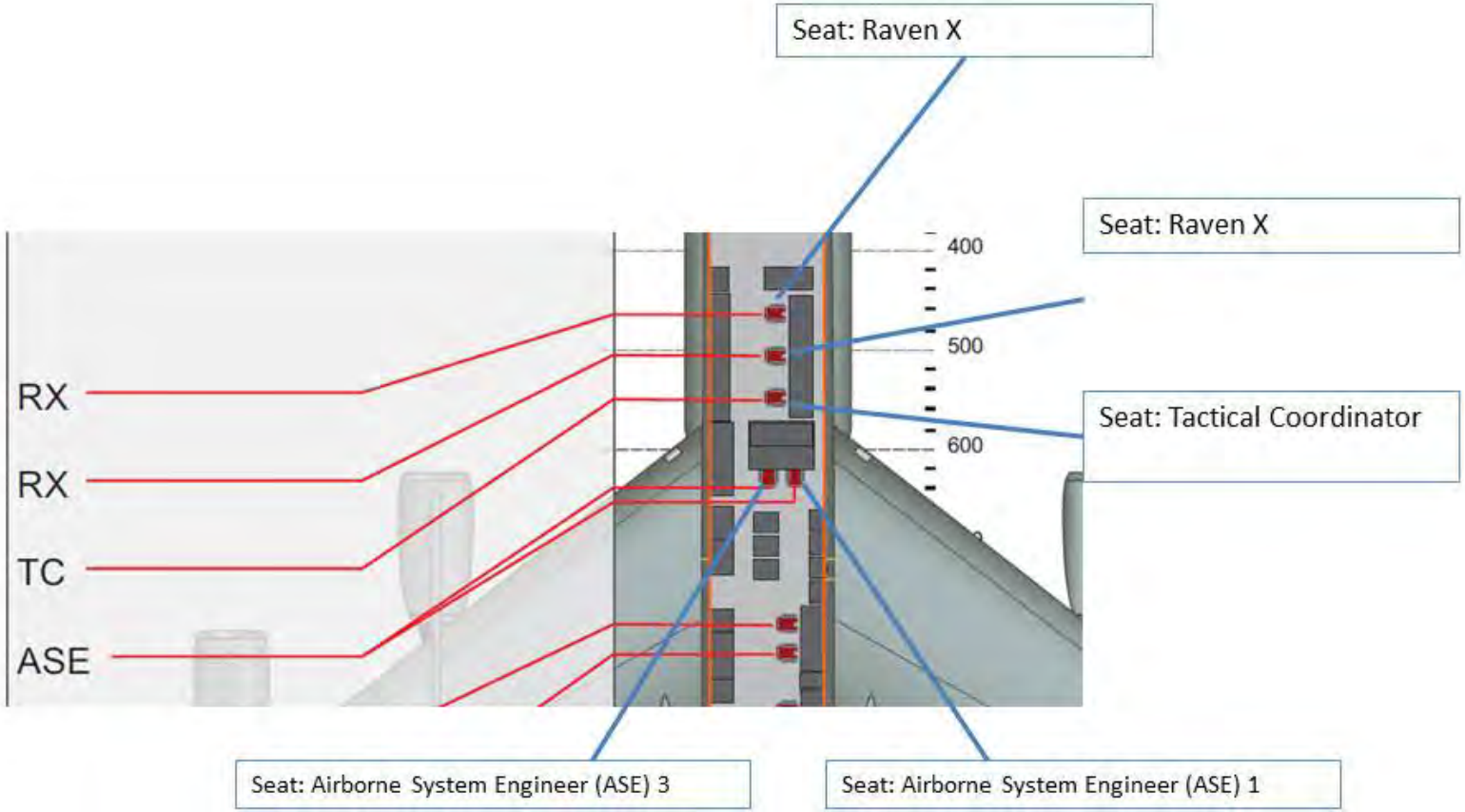
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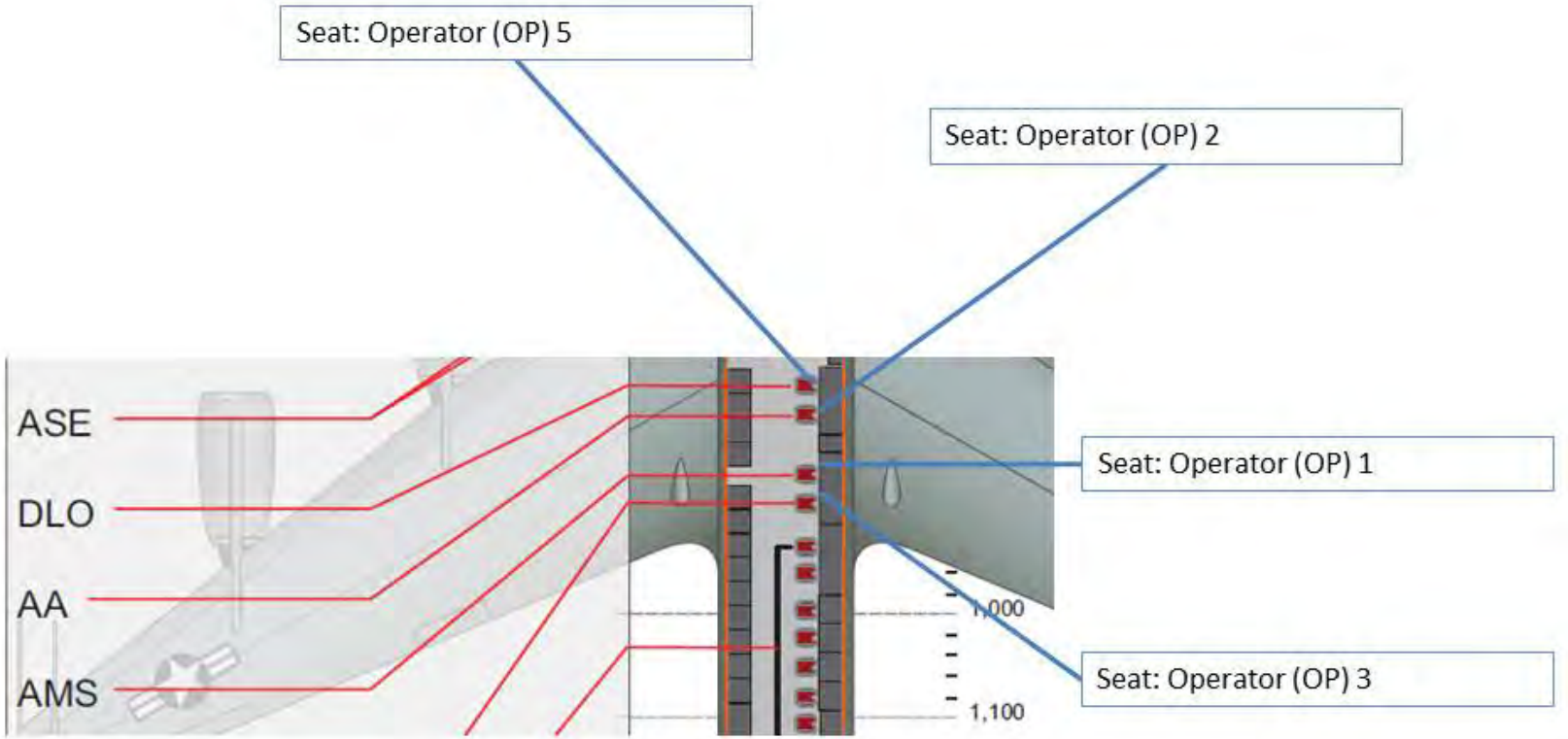
S3. RELEASABLE DIAGRAMS

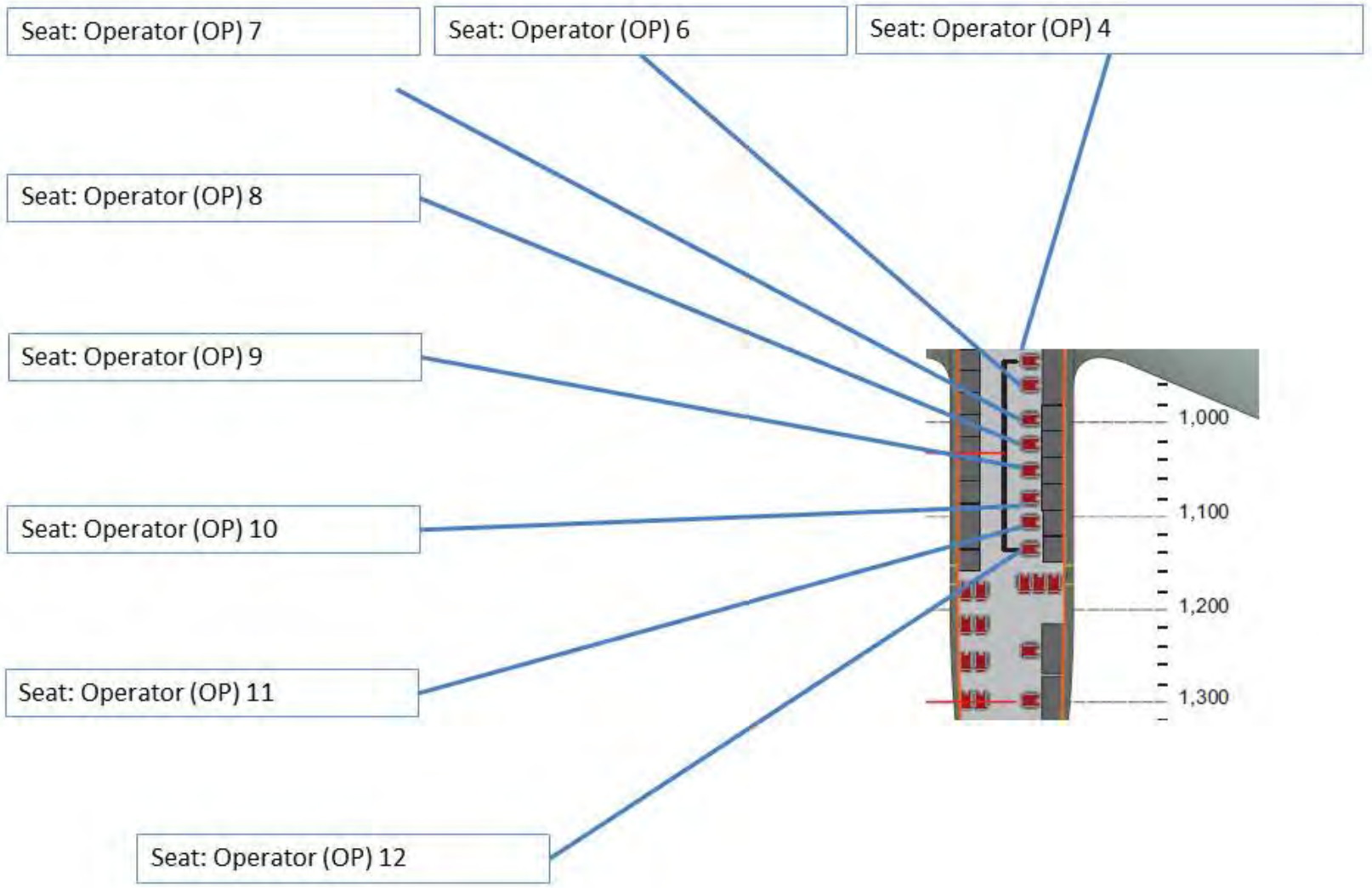
S3.1. CREW SEATING CHART

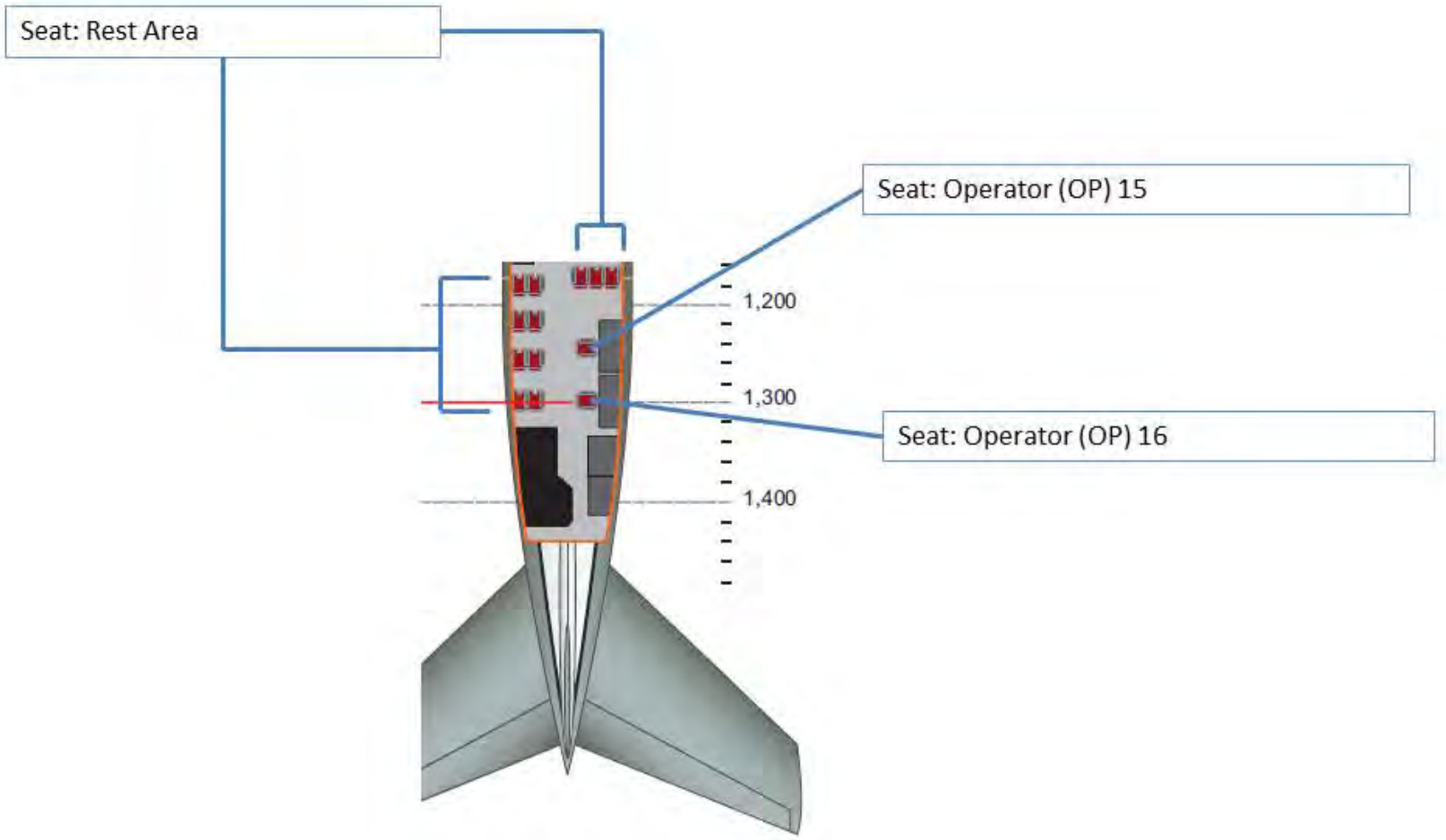



Seat: Pilot
Seat: CoPilot
Seat: Jump Seat
Seat: Navigator 1
Seat: Navigator 2
PILOTS
NAVS
100
200
300
400


Seat: Raven X
Seat: Raven X
Seat: Tactical Coordinator
400
500
600
RX
RX
TC
ASE
Seat: Airborne System Engineer (ASE) 3
Seat: Airborne System Engineer (ASE) 1


Seat: Operator (OP) 5
Seat: Operator (OP) 2
Seat: Operator (OP) 1
Seat: Operator (OP) 3
ASE
DLO
AA
AMS
1,000
1,100


Seat: Operator (OP) 7
Seat: Operator (OP) 6
Seat: Operator (OP) 4
Seat: Operator (OP) 8
Seat: Operator (OP) 9
Seat: Operator (OP) 10
Seat: Operator (OP) 11
Seat: Operator (OP) 12
1,000
1,100
1,200
1,300


Seat: Rest Area
Seat: Operator (OP) 15
1,200
1,300
Seat: Operator (OP) 16
1,400

S3.2. MISHAP LOCATION



S4. RELEASABLE ANIMATION

No data available.

TAB T

PERSONNEL RECORDS, NOT INCLUDED IN TAB G

T1. INDIVIDUAL TRAINING PLAN OF [Aerospace Propulsion Apprentice] TT-3

T2. INDIVIDUAL TRAINING PLAN OF [Production Superintendent] TT-22

T3. INDIVIDUAL TRAINING PLAN OF [Production Superintendent 2] TT-26

T4. INDIVIDUAL TRAINING PLAN OF [Aerospace Propulsion Journeyman] TT-30

T5. INDIVIDUAL TRAINING PLAN OF [Crew Chief 1] TT-53

T6. INDIVIDUAL TRAINING PLAN OF [Crew Chief 2] TT-71

T7. INDIVIDUAL TRAINING PLAN OF [Crew Chief 3] TT-88

T8. INDIVIDUAL TRAINING PLAN OF [Crew Chief 4] TT-107

INTENTIONALLY

LEFT

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1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Aerospace Propulsion Apprentice]	Airman First Class	2A631C

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE
	2015-05-04

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	
2A6X1-000 001 CFETP 2A6X1 - AEROSPACE PROPULSION Attachment 2, GENERAL TASKS 1 December 2012														
2A6X1-000 001.001 CAREER FIELD PROGRESSION TR: AFI 36-2101 TR: AFI 36-2101		2014-10-09	2014-10-20				-	-	A	-	-	-	-	
2A6X1-000 002 AF OCCUPATIONAL SAFETY AND HEALTH (AFOSH) PROGRAM TR: AFI 127-01 Vol 1 and 3; AFIs 21-101, 91-202, 91-203, 91-204, 91-213, 91-301, 91-302, AFPAM 90-902; and applicable aircraft/engine TOs														
2A6X1-000 002.001 AFOSH standards		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 002.002 Hazards of AFSC		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 002.003 Maintain safe work area	5	2014-10-09	2014-10-20				-	2b	c	-	-	-	-	
2A6X1-000 002.004 Aircraft Safe For Maintenance		2014-10-09	2014-10-20				-	1a	b	-	-	-	-	
2A6X1-000 002.005 Restraint harness (e.g., Fall protection/prevention equipment)		2014-10-09	2014-10-20				-	-	B	-	-	-	-	
2A6X1-000 002.006 Risk Management (RM)		2014-10-09	2014-10-20				-	A	-	-	-	-	-	
2A6X1-000 003 Operations Security (OPSEC) Vulnerablilities for AFSC 2A6X1(C/D/E/F/G) TR: AFI 10-1101		2014-10-09	2014-10-20				-	A	-	-	-	-	-	
2A6X1-000 004 FOREIGN OBJECT DAMAGE (FOD) PROGRAM TR: AFI 21-101 and applicable MAJCOM instructions														
2A6X1-000 004.001 Apply FOD prevention practices	5	2014-10-09	2014-10-20				-	2b	c	-	-	-	-	
2A6X1-000 004.003 Dropped Object Prevention Program (DOPP)		2014-10-09	2014-10-20				-	A	-	-	-	-	-	
2A6X1-000 005 HAZARDOUS MATERIALS AND WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS TR: AFJMAN 24-204														
2A6X1-000 005.002 Types of hazardous materials/fluids		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 005.003 Handling procedures		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 005.004 Storage and labeling		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 005.005 Proper disposal		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 006 ENLISTED SPECIALTY TRAINING TR: AFIs 36-2201 and 36-2232 and applicable MAJCOM directives														
2A6X1-000 006.001 Trainee responsibilities		2014-10-09	2014-10-20				-	-	-	-	-	-	-	
2A6X1-000 006.002 OJT Trainer Responsibilities														
2A6X1-000 006.002.002 Provide trainee theory and train on actual equipment		2014-11-17	2014-11-20				-	-	-	-	-	-	-	
2A6X1-000 006.002.003 Provide feedback on training		2014-11-17	2014-11-20				-	-	-	-	-	-	-	
2A6X1-000 007 TECHNICAL PUBLICATIONS TR: AFPD 21-3, TOs 00-5-1, 00-5-2, and 00-5-15														
2A6X1-000 007.001 TO System		2014-10-09	2014-10-20				-	B	B	-	-	-	-	
2A6X1-000 007.002 Use Technical Orders/Pubs	5	2014-10-09	2014-10-20				-	2b	-	-	-	-	-	
2A6X1-000 007.003 TCTOs		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 007.004 AFTO Form 22		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 008 SUPPLY MANAGEMENT TR: AFMAN 23-110 and TOs 00-20-3 and 00-20-1														
2A6X1-000 008.003 Use Status Tags	5	2014-10-09	2014-10-20				-	a	b	-	-	-	-	
2A6X1-000 008.004 AF Form 2005		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 008.007 Priority system		2014-10-09	2014-10-20				-	A	B	-	-	-	-	
2A6X1-000 008.010 Precious Metal Recovery		2014-10-09	2014-10-20				-	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	
2A6X1-000 009 MAINTENANCE MANAGEMENT TR: AFI 21-101, TOs 00-35D-54, 00-20 series, AFMCI 21-103,AFMAN 21-104, TO 2-1-18 and applicable MAJCOM directives														
2A6X1-000 009.006 Maintenance accountability		2014-11-17	2014-11-20				-	A	B	-	-	-	-	
2A6X1-000 009.009 Use Land Mobile Radios (LMR)		2014-11-17	2014-11-20				-	-	-	-	-	-	-	
2A6X1-000 010 MAINTENANCE INSPECTION SYSTEMS AND FORMS TR: AFCSM 21 series, AFI 21-101; TOs 00-20 series, 00-35D-54; applicable aircraft work unit code manuals and applicable MAJCOM directives														
2A6X1-000 010.001 Flight inspections														
2A6X1-000 010.001.002 Hourly inspections		2014-10-29	2014-11-20				-	A	B	-	-	-	-	
2A6X1-000 010.001.003 Special Inspections		2014-10-29	2014-11-20				-	A	B	-	-	-	-	
2A6X1-000 010.002 IMDS														
2A6X1-000 010.002.001 Use IMDS	5	2014-11-17	2015-01-09				-	a	-	-	-	-	-	
2A6X1-000 010.002.002 Complete CBT Course (IMDS for Flightline and Backshop)		2014-11-17	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 010.004 DOCUMENT MAINTENANCE ACTIONS														
2A6X1-000 010.004.001 Use AFTO Form 350	5	2014-10-29	2014-11-20				-	2b	b	-	-	-	-	
2A6X1-000 010.004.002 Use AFTO Form 781 series(A,H,J,K)	5	2014-10-22	2014-10-29				-	1a	-	-	-	-	-	
2A6X1-000 010.004.003 AFTO Form 244/245	5	2014-10-29	2014-11-20				-	2b	b	-	-	-	-	
2A6X1-000 010.004.008 In-Process-Inspections (IPI)														
2A6X1-000 010.004.008.001 Theory		2014-10-29	2014-11-20				-	A	B	-	-	-	-	
2A6X1-000 011 HAND TOOLS TR: TO 32-1-101														
2A6X1-000 011.001 Select	5	2014-10-09	2014-10-20				-	2b	-	-	-	-	-	
2A6X1-000 011.002 Use	5	2014-10-09	2014-10-20				-	2b	-	-	-	-	-	
2A6X1-000 011.003 Inspect		2014-10-09	2014-10-20				-	2b	b	-	-	-	-	
2A6X1-000 011.004 Care		2014-10-09	2014-10-20				-	-	b	-	-	-	-	
2A6X1-000 012 GENERAL MAINTENANCE TR: TOs 1-1A-8, 1-1A-14, 2-1-111, 44B-1-15, and applicable aircraft/engine TOs														
2A6X1-000 012.001 Select engine hardware	5	2014-10-29	2014-11-20				-	2b	c	-	-	-	-	
2A6X1-000 012.002 Use engine hardware	5	2014-10-29	2014-11-20				-	2b	c	-	-	-	-	
2A6X1-000 012.003 Use hardware safety devices	5	2014-10-29	2014-11-20				-	2b	c	-	-	-	-	
2A6X1-000 012.004 Bearing handling		2014-10-29	2014-11-20				-	A	B	-	-	-	-	
2A6X1-000 012.005 Proper handling of Electrostatic Sensitive Discharge (ESD) Devices		2014-10-29	2014-11-20				-	-	A	-	-	-	-	
2A6X1-000 013 ELECTRICAL SYSTEMS														
2A6X1-000 013.001 Electrical fundamentals		2014-10-29	2014-11-20				-	A	B	-	-	-	-	
2A6X1-000 013.002 Trace wiring diagrams, circuits and schematics		2014-10-29	2014-11-20				-	-	b	-	-	-	-	
2A6X1-000 013.003 Use Multimeters	5	2014-10-29	2014-11-20				-	1a	b	-	-	-	-	
2A6X1-000 014 ENGINE MAINTENANCE TR: TOs 00-20-1, 00-35D-54, 1-1A-8,2J-1-13, 2-1-111, and applicable aircraft/engine TOs														
2A6X1-000 014.001 Perform preliminary maintenance procedures														
2A6X1-000 014.001.001 Work area	5	2014-10-29	2014-11-20				-	2b	b	-	-	-	-	
2A6X1-000 014.001.002 Support equipment	5	2014-10-29	2014-11-20				-	2b	b	-	-	-	-	
2A6X1-000 014.001.003 Engine	5	2014-10-29	2014-11-20				-	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
2A6X1-000 014.002 Engine plumbing													
2A6X1-000 014.002.001 Remove	5	2014-11-17	2014-11-20				-	2b	b	-	-	-	-
2A6X1-000 014.002.003 Install	5	2014-11-17	2014-11-20				-	2b	b	-	-	-	-
2A6X1-000 015 SPECIAL/MEASURING TOOLS TR: TOs 32-1-101, 32-1-201, and applicable engine TOs													
2A6X1-000 015.001 Depth Gauge													
2A6X1-000 015.001.001 Select		2015-01-22	2015-01-26				-	2b	b	-	-	-	-
2A6X1-000 015.001.002 Use		2015-01-22	2015-01-26				-	2b	b	-	-	-	-
2A6X1-000 015.002 Micrometers													
2A6X1-000 015.002.001 Select		2015-01-22	2015-01-26				-	2b	b	-	-	-	-
2A6X1-000 015.002.002 Use		2015-01-22	2015-01-26				-	2b	b	-	-	-	-
2A6X1-000 015.003 Torque Wrenches													
2A6X1-000 015.003.001 Select	5	2014-10-29	2014-11-20				-	2b	b	-	-	-	-
2A6X1-000 015.003.002 Use	5	2014-10-29	2014-11-20				-	2b	b	-	-	-	-
2A6X1-000 015.004 Engine Fixtures/Tooling													
2A6X1-000 015.004.001 Select		2015-01-29	2015-01-30				-	2b	-	-	-	-	-
2A6X1-000 015.004.002 Use		2015-01-29	2015-01-30				-	2b	-	-	-	-	-
2A6X1-000 016 TEST EQUIPMENT TR: Applicable engine TOs													
2A6X1-000 016.001 Vibration analyzer		2015-03-05	2015-03-05				-	-	-	-	-	-	-
2A6X1-000 017 SUPPORT EQUIPMENT TR: TOs 35A4 series, 35D3 series, 35D4 series, and applicable aircraft/engine TOs													
2A6X1-000 017.001 Hoisting equipment													
2A6X1-000 017.001.002 Operate power overhead		2015-01-09	2015-01-09				-	2b	-	-	-	-	-
2A6X1-000 017.004 Personnel Stands													
2A6X1-000 017.004.001 Inspect prior to use		2014-11-17	2014-11-20				-	1a	b	-	-	-	-
2A6X1-000 017.004.002 Operate		2014-11-17	2014-11-20				-	1a	b	-	-	-	-
2A6X1-000 017.005 Transportation Equipment													
2A6X1-000 017.005.001 Inspect prior to use	5	2015-01-30	2015-03-05				-	1a	a	-	-	-	-
2A6X1-000 017.005.002 Operate		2015-03-05	2015-03-05				-	1a	-	-	-	-	-
2A6X1-000 017.007 Powered Support Equipment													
2A6X1-000 017.007.001 Perform inspection		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 017.007.002 Operate Electrical Power Units (Gas Turbine/ Diesel)		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 017.007.003 Operate Air Conditioner		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 017.007.004 Operate Foodlight Set		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 017.007.005 Operate Pneumatic Air Cart		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 017.007.006 Operate Self Generating Nitrogen Cart		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 017.007.007 Operate Portable Ground Heater		2014-11-17	2015-01-09				-	-	-	-	-	-	-
2A6X1-000 018 ENGINE INSPECTION AND PREVENTIVE MAINTENANCE TR: TOs 00-20 series, 33B4-2-22-1,33-1-37 series, and applicable aircraft/engine TOs													
2A6X1-000 018.002 Vibration analysis							-	-	A	-	-	-	-
2A6X1-000 018.003 Oil Analysis Program (OAP) / Joint Oil Analysis Program (JOAP)		2014-11-17	2014-11-20				-	A	B	-	-	-	-
2A6X1-000 018.004 Obtain Engine Oil Sample		2014-11-17	2015-01-09				-	a	-	-	-	-	-
2A6X1-000 018.005 Borescope													
2A6X1-000 018.005.001		2014-11-17	2014-11-20				-	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	
Fundamentals														
2A6X1-000 019 ENGINE PRESERVATION SHIPMENT AND STORAGE TR: TOs 00-20-4, 00-20-5, 00-85-20,2J-1-18, 2-1-111, 6J3-1-12, and applicable engine TOs														
2A6X1-000 019.001 Prepare Engine for Shipment		2015-03-05	2015-03-05				-	-	b	-	-	-	-	
2A6X1-000 019.003 Engine/Module/Components In Shipping Container														
2A6X1-000 019.003.001 Removal		2015-03-05	2015-03-05				-	-	B	-	-	-	-	
2A6X1-000 019.003.002 Installation		2015-03-05	2015-03-05				-	-	B	-	-	-	-	
2A6X1-000 019.004 Engine/Module/Components														
2A6X1-000 019.004.001 Preserve	5	2015-04-20	2015-04-27				-	a	a	-	-	-	-	
2A6X1-000 019.004.002 De-preserve		2015-03-31	2015-04-10				-	a	a	-	-	-	-	
2A6X1-000 019.005 Corrosion Control		2015-03-31	2015-04-10				-	-	B	-	-	-	-	
2A6X1-000 020 AIRCRAFT INSTALLED ENGINE TESTING TR: Applicable aircraft/engine TOs														
2A6X1-000 020.002 Perform Ground Observer/Fireguard Duties		2014-11-17	2014-11-20				-	-	-	-	-	-	-	
2A6X1-000 020.003 Engine Adjustments		2014-11-17	2014-11-20				-	-	A	-	-	-	-	
2A6X1-000 020.004 Evaluate Engine Performance		2014-11-17	2014-11-20				-	-	-	-	-	-	-	
2A6X1-000 020.005 System and Component Troubleshooting		2015-01-30	2015-03-17				-	-	-	-	-	-	-	
2A6X1-000 020.006 Noise Suppressor/ Hush House														
2A6X1-000 020.006.004 Operate Flaps/Slats System With Slats Disabled		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 020.006.005 Operate Auxiliary Hydraulic System		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 022 SMALL GAS TURBINE ENGINE and AUXILIARY POWER UNIT (APU) TR: Applicable engine TOs														
2A6X1-000 022.001 Constructional Features		2014-11-17	2015-01-09				-	A	B	-	-	-	-	
2A6X1-000 022.002 Operating Principles		2014-11-17	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 022.003 Systems		2014-11-17	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023 GENERAL MAINTENANCE/PRODUCTION TEAM MAINTENANCE TASKS TR: Applicable aircraft and engine TOs														
2A6X1-000 023.001 Organizational Level Technical Order Familiarization		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023.002 Perform Flight Line Safety/Precautions/Security Familiarization		2014-11-24	2014-11-24				-	-	-	-	-	-	-	
2A6X1-000 023.003 Introduction To Aircraft/Airframe Familiarization/Egress		2014-11-24	2014-11-24				-	-	-	-	-	-	-	
2A6X1-000 023.006 Statically Ground Aircraft		2014-11-10	2014-11-21				-	-	-	-	-	-	-	
2A6X1-000 023.007 Apply/Disconnect External Electrical Power Unit		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023.008 Perform Jacking Team Member		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023.009 Perform Refuel/Defuel Team Member Duties		2015-01-09	2015-01-26				-	-	-	-	-	-	-	
2A6X1-000 023.012 Remove/Install Aircraft Maintenance Access Panels		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023.013 Use Aircraft Interphone System		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023.014 Perform Aircraft Marshaling Procedures		2014-11-24	2014-11-24				-	-	-	-	-	-	-	
2A6X1-000 023.017 Perform Wing/Tail Walker Duties		2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-000 023.019 Perform Launch/Recovery Procedures		2014-11-17	2014-11-20				-	-	-	-	-	-	-	
2A6X1-002 001 GENERAL MAINTENANCE TF33/TF34														

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	
(B-52H, KC-135E / A-10) Attachment 4														
2A6X1-002 001.001 Constructional Features		2015-01-30	2015-03-05				-	B	B	-	-	-	-	
2A6X1-002 001.002 Engine Systems		2015-03-31	2015-04-27				-	B	-	-	-	-	-	
2A6X1-002 001.003 Open engine cowling		2014-10-22	2014-10-29				-	-	-	-	-	-	-	
2A6X1-002 001.004 Close engine cowling		2014-10-22	2014-10-29				-	-	-	-	-	-	-	
2A6X1-002 001.005 Engine Garlock Seals		2015-03-31	2015-04-13				-	-	-	-	-	-	-	
2A6X1-002 001.006 Use Interactive Electronic Technical Manual System (IETMS)		2014-11-24	2014-11-24				-	-	-	-	-	-	-	
2A6X1-002 002 ENGINE MAINTENANCE TR: TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicable aircraft/engine TOs														
2A6X1-002 002.001 Engine accessories														
2A6X1-002 002.001.001 Engine Anti-ice Valve														
2A6X1-002 002.001.001.001 Remove		2015-01-21	2015-01-26				-	-	-	-	-	-	-	
2A6X1-002 002.001.001.003 Install		2015-01-21	2015-01-26				-	-	-	-	-	-	-	
2A6X1-002 002.001.002 Fuel System														
2A6X1-002 002.001.002.001 Theory		2015-01-21	2015-03-11				-	-	B	-	-	-	-	
2A6X1-002 002.001.003 Fuel pump														
2A6X1-002 002.001.003.001 Remove		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.003.003 Install		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.004 Fuel control														
2A6X1-002 002.001.004.001 Remove		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.004.003 Install	5	2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.005 Fuel Oil Cooler														
2A6X1-002 002.001.005.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.005.003 Install		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.006 Fuel Filter														
2A6X1-002 002.001.006.001 Remove		2014-11-21	2014-12-04				-	-	-	-	-	-	-	
2A6X1-002 002.001.006.003 Install	5	2014-11-21	2014-12-04				-	-	-	-	-	-	-	
2A6X1-002 002.001.010 Pressurizing and Dump Valve (P and D)														
2A6X1-002 002.001.010.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.010.003 Install		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.011 Exciter														
2A6X1-002 002.001.011.001 Remove		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.011.003 Install		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.012 Igniter Plug														
2A6X1-002 002.001.012.001 Remove		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.012.003 Install	5	2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.001.013 Igniter Lead														
2A6X1-002 002.001.013.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.013.003 Install	5	2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.014 Thermocouple Harness														
2A6X1-002 002.001.014.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.014.003 Install		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.015 Thermocouples														
2A6X1-002 002.001.015.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.015.003 Install		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.001.018														

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
Compressor Bleed Valve													
2A6X1-002 002.001.018.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.018.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.019 Compressor Bleed Valve Actuator													
2A6X1-002 002.001.019.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.019.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.023 Oil Pump													
2A6X1-002 002.001.023.001 Remove		2015-01-26	2015-01-30				-	2b	-	-	-	-	-
2A6X1-002 002.001.023.003 Install		2015-01-26	2015-01-30				-	2b	-	-	-	-	-
2A6X1-002 002.001.024 Oil Tank													
2A6X1-002 002.001.024.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.024.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.024.004 Service	5	2014-10-22	2014-10-29				-	a	-	-	-	-	-
2A6X1-002 002.001.025 Oil Pressure Relief Valve													
2A6X1-002 002.001.025.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.025.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.025.004 Adjust		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.027 Oil Filter/Screens													
2A6X1-002 002.001.027.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-
2A6X1-002 002.001.027.003 Install	5	2015-01-30	2015-03-16				-	-	-	-	-	-	-
2A6X1-002 002.001.033 Gearbox													
2A6X1-002 002.001.033.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.033.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.037 Fan Blades													
2A6X1-002 002.001.037.005 Repair (Blend)		2015-03-05	2015-03-05				-	a	-	-	-	-	-
2A6X1-002 002.001.038 Fan trim balance													
2A6X1-002 002.001.038.001 Fan Case													
2A6X1-002 002.001.038.001.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.038.001.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.040 Inlet Guide Vane (IGV) Case													
2A6X1-002 002.001.040.001 Remove		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.040.003 Install		2015-03-26	2015-03-31				-	-	-	-	-	-	-
2A6X1-002 002.001.041 Bearings													
2A6X1-002 002.001.041.001 Remove		2015-03-31	2015-04-10				-	-	-	-	-	-	-
2A6X1-002 002.001.041.003 Install		2015-03-31	2015-04-10				-	-	-	-	-	-	-
2A6X1-002 002.001.042 Carbon Seals													
2A6X1-002 002.001.042.001 Remove		2015-03-31	2015-04-13				-	-	-	-	-	-	-
2A6X1-002 002.001.042.003 Install		2015-03-31	2015-04-13				-	-	-	-	-	-	-
2A6X1-002 002.004 Turbine Section													
2A6X1-002 002.004.004 Quick Engine Change (QEC) accessories TR: Applicable Aircraft/Engine TOs													
2A6X1-002 002.004.004.002 Tachometer Generator													
2A6X1-002 002.004.004.002.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-
2A6X1-002 002.004.004.002.003 Install		2015-01-30	2015-03-16				-	-	-	-	-	-	-
2A6X1-002 002.004.004.003 Fuel Flow Transmitter													
2A6X1-002 002.004.004.003.001 Remove		2015-03-31	2015-04-10				-	-	-	-	-	-	-
2A6X1-002 002.004.004.003.003		2015-03-31	2015-04-10				-	-	-	-	-	-	-

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	
Install														
2A6X1-002 002.004.004.004 Low Oil Pressure Switch														
2A6X1-002 002.004.004.004.001 Remove		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.004.003 Install		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.005 Oil Pressure Transmitter														
2A6X1-002 002.004.004.005.001 Remove		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.005.003 Install		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.006 Oil Differential Pressure Switch														
2A6X1-002 002.004.004.006.001 Remove		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.006.003 Install		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.007 Oil Temperature Sensor														
2A6X1-002 002.004.004.007.001 Remove		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.007.003 Install		2015-04-13	2015-04-14				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.010 Constant Speed Drive (CSD) (TF33 only)														
2A6X1-002 002.004.004.010.002 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.010.004 Install	5	2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.011 Generator (TF33 only)														
2A6X1-002 002.004.004.011.002 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.011.004 Install	5	2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.013 CSD/IDG Filters														
2A6X1-002 002.004.004.013.001 Remove		2015-04-27	2015-04-28				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.013.003 Install		2015-04-27	2015-04-28				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.014 CSD Oil Tank (TF33 only)														
2A6X1-002 002.004.004.014.001 Remove		2015-03-31	2015-04-20				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.014.003 Install		2015-03-31	2015-04-20				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.014.004 Service	5	2015-01-09	2015-01-09				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.015 CSD/IDG Oil Cooler														
2A6X1-002 002.004.004.015.001 Remove		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.015.003 Install		2015-01-30	2015-03-16				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.016 Engine Starter														
2A6X1-002 002.004.004.016.001 Remove		2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.004.004.016.003 Install	5	2015-01-30	2015-03-16				-	2b	-	-	-	-	-	
2A6X1-002 002.004.004.016.004 Service	5	2015-01-30	2015-03-16				-	a	-	-	-	-	-	
2A6X1-002 002.004.004.017 Starter Control Valve														
2A6X1-002 002.004.004.017.001 Remove		2015-03-05	2015-03-10				-	2b	-	-	-	-	-	
2A6X1-002 002.004.004.017.003 Install	5	2015-03-05	2015-03-10				-	2b	-	-	-	-	-	
2A6X1-002 002.004.004.019 Hydraulic Pump														
2A6X1-002 002.004.004.019.001 Remove		2015-04-27	2015-04-28				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.019.003 Install		2015-04-27	2015-04-28				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.023 Tail pipe/Tail cone														
2A6X1-002 002.004.004.023.001 Remove		2015-04-27	2015-04-28				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.023.003 Install		2015-04-27	2015-04-28				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.024 Engine ThrottleLinkage														
2A6X1-002 002.004.004.024.001 Remove		2015-04-20	2015-04-27				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.024.003 Install		2015-04-20	2015-04-27				-	-	-	-	-	-	-	
2A6X1-002 002.004.004.024.004 Rig	5	2015-04-20	2015-04-27				-	-	-	-	-	-	-	

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
2A6X1-002 002.004.004.027 Ring Cowl													
2A6X1-002 002.004.004.027.001 Remove		2015-03-31	2015-04-10				-	-	-	-	-	-	-
2A6X1-002 002.004.004.027.003 Install		2015-03-31	2015-04-10				-	-	-	-	-	-	-
2A6X1-002 002.004.004.028 Nacelle Anti-ice Valve													
2A6X1-002 002.004.004.028.001 Remove		2015-01-30	2015-03-11				-	-	-	-	-	-	-
2A6X1-002 002.004.004.028.003 Install		2015-01-30	2015-03-11				-	-	-	-	-	-	-
2A6X1-002 002.004.004.029 Engine Mounts													
2A6X1-002 002.004.004.029.001 Remove		2015-04-28					-	-	-	-	-	-	-
2A6X1-002 002.004.004.029.002 Disassemble		2015-04-28					-	-	-	-	-	-	-
2A6X1-002 002.004.004.029.004 Assemble		2015-04-28					-	-	-	-	-	-	-
2A6X1-002 002.004.004.029.005 Install							-	-	-	-	-	-	-
2A6X1-002 002.004.004.030 Nose Dome													
2A6X1-002 002.004.004.030.001 Remove		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-002 002.004.004.030.003 Install		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-002 002.004.004.031 Thrust Reverser													
2A6X1-002 002.004.004.031.002 Remove							-	-	-	-	-	-	-
2A6X1-002 002.004.004.031.004 Install							-	-	-	-	-	-	-
2A6X1-002 002.004.004.031.005 Rig							-	-	-	-	-	-	-
2A6X1-002 002.004.004.032 Thrust Reverser Actuator													
2A6X1-002 002.004.004.032.001 Remove							-	-	-	-	-	-	-
2A6X1-002 002.004.004.032.003 Install							-	-	-	-	-	-	-
2A6X1-002 002.004.004.033 Blocker Door													
2A6X1-002 002.004.004.033.001 Remove							-	-	-	-	-	-	-
2A6X1-002 002.004.004.033.003 Install							-	-	-	-	-	-	-
2A6X1-002 002.004.004.034 Translating Cowl													
2A6X1-002 002.004.004.034.001 Remove							-	-	-	-	-	-	-
2A6X1-002 002.004.004.034.003 Install							-	-	-	-	-	-	-
2A6X1-002 002.004.004.036 Thrust Reverser Control Valve													
2A6X1-002 002.004.004.036.001 Remove							-	-	-	-	-	-	-
2A6X1-002 002.004.004.036.003 Install							-	-	-	-	-	-	-
2A6X1-002 003 ENGINE INSPECTION and PREVENTIVE MAINTENANCE TR: TOs 00-5-14, 00-20 series, and applicable aircraft/engine TOs													
2A6X1-002 003.002 Clean Gas Turbine Aircraft Engines and Associated Parts							-	-	-	-	-	-	-
2A6X1-002 004 ENGINE REMOVAL and INSTALLATION IN AIRFRAME													
2A6X1-002 004.001 Remove Engine							-	-	-	-	-	-	-
2A6X1-002 004.002 Install Engine							-	-	-	-	-	-	-
2A6X1-002 005 ENGINE RIGGING TR: Applicable Aircraft/Engine TOs													
2A6X1-002 005.001 Rig							-	-	-	-	-	-	-
2A6X1-004 001 ENGINE INSPECTION AND PREVENTIVE MAINTENANCE F108/CFM56 (KC-135R) Attachment 6													
2A6X1-004 001.001 Constructional Features		2015-03-31	2015-04-20				-	-	B	-	-	-	-
2A6X1-004 001.003 Clean Gas Turbine Aircraft Engines and Associated Parts TR: TO 2J-1-13		2015-03-31	2015-04-20				-	-	-	-	-	-	-
2A6X1-004 001.006 Operate, /Retrieve/ Data From Turbine/ Engine Monitoring System or Data	5	2015-01-09	2015-01-09				-	-	-	-	-	-	-

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
Download Transfer Unit (DDTU)													
2A6X1-004 002 ENGINE MAINTENANCE TR: TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs													
2A6X1-004 002.001 Perform Preliminary Maintenance Procedures		2015-03-31	2015-04-13				-	-	-	-	-	-	-
2A6X1-004 002.002 Apply External Electrical Power		2015-01-09	2015-01-09				-	-	-	-	-	-	-
2A6X1-004 002.003 Apply External Pneumatic Power		2015-01-09	2015-01-09				-	-	-	-	-	-	-
2A6X1-004 002.004 Perform Engine Maintenance													
2A6X1-004 002.004.001 Fan Blade TO 2J-F108-2-1													
2A6X1-004 002.004.001.001 Remove	5	2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.001.003 Install	5	2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.001.004 Repair (Blend)		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.002 Fan Outlet Guide Vanes													
2A6X1-004 002.004.002.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.002.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.003 Acoustical Panels													
2A6X1-004 002.004.003.001 Remove	5	2015-01-21	2015-01-26				-	-	-	-	-	-	-
2A6X1-004 002.004.003.003 Install	5	2015-01-21	2015-01-26				-	-	-	-	-	-	-
2A6X1-004 002.004.004 Idle Reset Solenoid													
2A6X1-004 002.004.004.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-
2A6X1-004 002.004.004.003 Install		2015-01-21	2015-01-30				-	-	-	-	-	-	-
2A6X1-004 002.004.006 Bleed Valve and Master Ball Screw Actuator Assembly													
2A6X1-004 002.004.006.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.006.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.007 Bleed Valve and Ball Screw Actuator Assembly													
2A6X1-004 002.004.007.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.007.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.008 VBV Stop Mechanism													
2A6X1-004 002.004.008.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.008.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.009 VBV Fuel Gear Motor													
2A6X1-004 002.004.009.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.009.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.010 VBV Feedback Cable													
2A6X1-004 002.004.010.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.010.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.011 VSV Feedback Cable													
2A6X1-004 002.004.011.001 Remove		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.011.003 Install		2015-01-26	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.012 Throttle Gear Box													
2A6X1-004 002.004.012.001 Remove		2015-01-21	2015-03-11				-	-	-	-	-	-	-
2A6X1-004 002.004.012.003 Install		2015-01-21	2015-03-11				-	-	-	-	-	-	-
2A6X1-004 002.004.013 High Pressure Turbine Clearance Control Valve(TCCV)													
2A6X1-004 002.004.013.001 Remove		2015-01-26	2015-03-10				-	-	-	-	-	-	-
2A6X1-004 002.004.013.003		2015-01-26	2015-03-10				-	-	-	-	-	-	-

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	
Install														
2A6X1-004 002.004.014 Fuel pump														
2A6X1-004 002.004.014.001 Remove		2015-01-26	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.014.003 Install		2015-01-26	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.015 Main Engine Control/Hydro-mechanical Unit														
2A6X1-004 002.004.015.001 Remove	5	2015-01-26	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.015.003 Install	5	2015-01-26	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.016 Heat Exchanger														
2A6X1-004 002.004.016.001 Remove		2015-01-29	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.016.003 Install		2015-01-29	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.017 Fuel Filter														
2A6X1-004 002.004.017.001 Remove	5	2014-11-04	2014-11-20				-	-	-	-	-	-	-	
2A6X1-004 002.004.017.003 Install	5	2014-11-04	2014-11-20				-	-	-	-	-	-	-	
2A6X1-004 002.004.018 Fuel Nozzles (External)														
2A6X1-004 002.004.018.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.018.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.019 Fuel Flow Transmitter														
2A6X1-004 002.004.019.001 Remove		2015-01-21	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.019.003 Install		2015-01-21	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.020 Integrated Drive Generator (IDG)														
2A6X1-004 002.004.020.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.020.003 Install		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.020.004 Service		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.021 IDG Oil Cooler														
2A6X1-004 002.004.021.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.021.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.022 Engine Starter														
2A6X1-004 002.004.022.001 Remove	5	2015-01-30	2015-03-10				-	-	-	-	-	-	-	
2A6X1-004 002.004.022.003 Install	5	2015-01-30	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.023 Starter Control Valve														
2A6X1-004 002.004.023.001 Remove	5	2015-01-21	2015-01-26				-	-	-	-	-	-	-	
2A6X1-004 002.004.023.003 Install	5	2015-01-21	2015-01-26				-	-	-	-	-	-	-	
2A6X1-004 002.004.024 Hydraulic Pump														
2A6X1-004 002.004.024.001 Remove		2015-01-30	2015-03-10				-	-	-	-	-	-	-	
2A6X1-004 002.004.024.003 Install		2015-01-30	2015-03-10				-	-	-	-	-	-	-	
2A6X1-004 002.004.027 Tail pipe/Tail cone														
2A6X1-004 002.004.027.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.027.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.028 Fan Cowling														
2A6X1-004 002.004.028.001 Remove		2014-11-24	2014-11-24				-	-	-	-	-	-	-	
2A6X1-004 002.004.028.003 Install		2014-11-24	2014-11-24				-	-	-	-	-	-	-	
2A6X1-004 002.004.028.004 Open/Close	5	2014-10-22	2014-10-29				-	-	-	-	-	-	-	
2A6X1-004 002.004.029 Fan Duct														
2A6X1-004 002.004.029.001 Remove		2014-11-24	2015-01-09				-	-	-	-	-	-	-	
2A6X1-004 002.004.029.003 Install		2014-11-24	2015-01-09				-	-	-	-	-	-	-	
2A6X1-004 002.004.029.004 Open/Close	5	2014-11-24	2014-12-04				-	-	-	-	-	-	-	

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	
2A6X1-004 002.004.030 ANTI-ICE SYSTEM														
2A6X1-004 002.004.030.001 Theory		2015-01-21	2015-01-26				-	-	B	-	-	-	-	
2A6X1-004 002.004.031 Ring Cowl														
2A6X1-004 002.004.031.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.031.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.032 Nacelle Anti-ice Valve														
2A6X1-004 002.004.032.001 Remove		2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.032.003 Install	5	2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.033 Engine Mounts														
2A6X1-004 002.004.033.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.033.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.034 Front Spinner Cone														
2A6X1-004 002.004.034.001 Remove		2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.034.003 Install	5	2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.035 Rear Spinner Cone														
2A6X1-004 002.004.035.001 Remove		2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.035.003 Install	5	2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.036 Oil Pump														
2A6X1-004 002.004.036.001 Remove		2015-03-16	2015-03-31				-	-	-	-	-	-	-	
2A6X1-004 002.004.036.003 Install		2015-03-16	2015-03-31				-	-	-	-	-	-	-	
2A6X1-004 002.004.037 Oil Tank														
2A6X1-004 002.004.037.001 Remove		2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.037.003 Install		2015-01-29	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.037.004 Service	5	2014-10-22	2014-10-29				-	-	-	-	-	-	-	
2A6X1-004 002.004.038 Oil Filter														
2A6X1-004 002.004.038.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.038.003 Install	5	2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.039 Chip Detectors														
2A6X1-004 002.004.039.001 Remove		2014-11-04	2014-12-04				-	-	-	-	-	-	-	
2A6X1-004 002.004.039.003 Install	5	2014-11-04	2014-12-04				-	-	-	-	-	-	-	
2A6X1-004 002.004.040 Oil Pressure Transmitter														
2A6X1-004 002.004.040.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.040.002 Inspect	5	2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.040.003 Install		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.041 Oil Differential Pressure Switch														
2A6X1-004 002.004.041.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.041.003 Install		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.042 Oil Temperature Sensor														
2A6X1-004 002.004.042.001 Remove		2015-01-21	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.042.003 Install		2015-01-21	2015-03-11				-	-	-	-	-	-	-	
2A6X1-004 002.004.043 Low Oil Pressure Switch														
2A6X1-004 002.004.043.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.043.003 Install		2015-01-21	2015-01-30				-	-	-	-	-	-	-	
2A6X1-004 002.004.044 N1 Speed Sensor														
2A6X1-004 002.004.044.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-	
2A6X1-004 002.004.044.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-	

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
2A6X1-004 002.004.045 N2 Control Alternator													
2A6X1-004 002.004.045.001 Remove		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.045.003 Install		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.046 Power Management Control													
2A6X1-004 002.004.046.001 Remove		2015-01-26	2015-03-11				-	-	-	-	-	-	-
2A6X1-004 002.004.046.003 Install	5	2015-01-26	2015-03-11				-	-	-	-	-	-	-
2A6X1-004 002.004.047 T-12 Sensor													
2A6X1-004 002.004.047.001 Remove		2015-01-21	2015-01-30				-	-	-	-	-	-	-
2A6X1-004 002.004.047.003 Install		2015-01-21	2015-01-30				-	-	-	-	-	-	-
2A6X1-004 002.004.048 Compressor Inlet Temperature (CIT) Sensor													
2A6X1-004 002.004.048.001 Remove		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.048.003 Install		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.049 Exciter													
2A6X1-004 002.004.049.001 Remove		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.049.003 Install		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.050 Igniter Plug													
2A6X1-004 002.004.050.001 Remove		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.050.003 Install	5	2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.051 Igniter Lead													
2A6X1-004 002.004.051.001 Remove		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.051.003 Install		2015-01-30	2015-03-05				-	-	-	-	-	-	-
2A6X1-004 002.004.052 Thermocouple Harness													
2A6X1-004 002.004.052.001 Remove		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.052.003 Install		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.053 Thermocouples													
2A6X1-004 002.004.053.001 Remove		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.053.003 Install		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.054 LPT Cooling Manifold													
2A6X1-004 002.004.054.001 Remove		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.054.003 Install		2015-03-16	2015-03-18				-	-	-	-	-	-	-
2A6X1-004 002.004.055 Transfer Gearbox													
2A6X1-004 002.004.055.001 Remove		2015-03-16	2015-03-31				-	-	-	-	-	-	-
2A6X1-004 002.004.055.003 Install		2015-03-16	2015-04-10				-	-	-	-	-	-	-
2A6X1-004 002.004.056 Transfer Gearbox Magnetic/Sealol Seal													
2A6X1-004 002.004.056.001 Remove		2015-03-16	2015-03-31				-	-	-	-	-	-	-
2A6X1-004 002.004.056.003 Install		2015-03-16	2015-03-31				-	-	-	-	-	-	-
2A6X1-004 002.004.057 Accessory Gearbox													
2A6X1-004 002.004.057.001 Remove		2015-03-16	2015-03-31				-	-	-	-	-	-	-
2A6X1-004 002.004.057.003 Install		2015-03-16	2015-04-10				-	-	-	-	-	-	-
2A6X1-004 002.004.058 Accessory Transfer Gearbox Magnetic/Sealol Seal													
2A6X1-004 002.004.058.001 Remove		2015-03-16	2015-03-31				-	-	-	-	-	-	-
2A6X1-004 002.004.058.003 Install		2015-03-16	2015-03-31				-	-	-	-	-	-	-
2A6X1-004 002.004.059 5th Stage Bleed Air Check Valve													
2A6X1-004 002.004.059.001 Remove		2015-03-16	2015-03-17				-	-	-	-	-	-	-
2A6X1-004 002.004.059.003 Install		2015-03-16	2015-03-17				-	-	-	-	-	-	-

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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
2A6X1-004 002.004.060 Speed Control Box													
2A6X1-004 002.004.060.001 Remove		2015-01-21	2015-01-26				-	-	-	-	-	-	-
2A6X1-004 002.004.060.003 Install		2015-01-21	2015-01-26				-	-	-	-	-	-	-
2A6X1-004 002.005 ENGINE RIGGING TR: Applicable Aircraft/Engine TOs													
2A6X1-004 002.005.001 Rig Engine Variable Stator Vane (VSV) Feedback Cable	7						-	-	-	-	-	-	-
2A6X1-004 002.005.002 Rig Engine Variable Bleed Valve (VBV) Feedback Cable	7						-	-	-	-	-	-	-
2A6X1-004 002.005.003 Rig MEC/Throttle Cable	7						-	-	-	-	-	-	-
2A6X1-004 002.005.004 PMC test	7						-	-	-	-	-	-	-
2A6X1-004 002.005.005 PLA Gain Adjustment	7						-	-	-	-	-	-	-
2A6X1-004 003 Aircraft Installed Engine Testing TR: Applicable Aircraft/Engine TOs													
2A6X1-004 003.005 Perform Ground Observer/Position C Duties During Engine Run		2014-11-10	2014-11-21				-	-	-	-	-	-	-
2A6X1-004 003.007 Audible Ignition System Check-Out	5	2014-11-10	2014-11-21				-	-	-	-	-	-	-
2A6X1-004 003.008 Install, Operate And Remove Trim Equipment							-	-	-	-	-	-	-
2A6X1-004 003.009 Engine Leak Check	5	2015-01-27	2015-01-30				-	-	-	-	-	-	-
2A6X1-004 005 Engine Removal and Installation In Airframe TR: TOs 1-1A-8, 2J-1-24, and applicable aircraft TOs													
2A6X1-004 005.001 Remove Engine	7						-	-	-	-	-	-	-
2A6X1-004 005.002 Install Engine	7						-	-	-	-	-	-	-
2A6X1-004 005.003 Service Engine	5	2014-11-04	2014-11-20				-	-	-	-	-	-	-
2A6X1-008A 001 Jet Fuel Start (JFS) Attachment 10													
2A6X1-008A 001.001 JFS													
2A6X1-008A 001.001.001 Remove		2015-03-31	2015-04-14				-	-	-	-	-	-	-
2A6X1-008A 001.001.003 Install		2015-03-31	2015-04-14				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35980 001	PREFORM GROUND HANDLING: T.O. 1C-135-2-2-2					
	35980 001.001	De-Ice ACFT T.O. 1C-135-2-2-2	2015-01-26	2015-03-05			
	35980 001.002	Aircraft wash team member T.O. 1-1-691	2014-10-02	2014-10-03			
	35980 001.003	Remove and install landing gear down locks T.O. 1C-135-2-2-2	2014-10-22	2014-10-29			
	35980 001.004	Remove and install tail stand T.O 1C-125-2-2-2	2014-10-22	2014-10-29			
	35980 002	AIRFRAME SYSTEM: T.O. 1C-135-2-7					
	35980 002.001	Operate wheel well doors T.O. 1C-135-2-7	2014-11-10	2014-11-21			
	35980 002.002	Operate cargo door T.O. 1C-135-2-2-2	2015-01-22	2015-01-26			
	35980 002.003	Operate crew entry door T.O. 1C-135-2-2-2	2015-01-21	2015-01-26			
	35980 004	PNEUDRAULIC SYSTEM: T.O. 1C-135-2-2-2					
	35980 004.001	Service left / right hydraulic reservoirs T.O. 1C-135-2-2-2	2015-01-09	2015-01-09			
	35980 005	FUELS (REFUEL / DEFUEL): T.O. 1C-135-2-2-2					
	35980 005.001	Refuel / defuel panel operator T.O. 1C-135-2-2-2	2015-01-09	2015-01-26			
	35980 006	PINTLE HOOK: T.O. 1-1A-15					
	35980 006.001	Understands and Operates the Pintle Hook TR T.O. 1-1A-15, par 25.1.1, 25.1.2, 25.1.3 25.1.4, 25.1.5, 25.2 T.O. 36-1-121 and T.O . 36-1-191, para 2.78	2014-10-22	2014-10-29			
	35980 007	JET FUEL STARTER (JFS) T.O. 1C-135-2-4-1-1					
	35980 007.001	JFS Oil Service T.O. 1C-135-2-2-2	2014-11-03	2014-11-20			
	35980 007.002	JFS Oil Change T.O. 1C-135-2-2-2	2014-11-03	2014-11-20			
	35980 008	AUXILARY POWER UNIT (APU) T.O. 1C-135-2-16					
	35980 008.003	Service Oil T.O. 1C-135-2-16	2015-01-09	2015-01-09			
	35980 009	COMPLETE 2A651 5 LEVEL CDC AFI 36-2201					
	35980 009.001	5 LEVEL CDC VOLUME 1 AFI 36-2201	2014-08-26	2014-09-18			
	35980 009.002	5 LEVEL CDC VOLUME 2 AFI 36-2201	2014-09-18	2014-09-30			
	35980 009.003	5 LEVEL CDC VOLUME 3 AFI 36-2201	2014-10-06	2014-11-04			
	35980 011	MISCELLANEOUS SYSTEMS T.O.'s 1C-135-2-4-1-1, 1C-135-2-4-2, 1C-135-2-4-3					
	35980 011.001	Rig T/R Torque arm compensator T.O. 1C-135-2-4-3					
	35980 011.002	Install T/R Torque arm compensator T.O. 1C-135-2-4-3					
	35980 011.003	Remove T/R Torque arm compensator T.O. 1C-135-2-4-3					

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2014-08-19	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201.
2015-04-28	task progression		Today was started on a new task. He is still progressing well and is determined to be an outstanding engine troop. As his supervisor I am pleased with his progress.
2015-04-27	5 level task completion		Today was signed off on multiple tasks after displaying his understanding of each component. Please refer to members ITP for specific tasks. He is progressing well and will be an excellent asset to the shop.
2015-04-20	[Aerospace		Today was started on multiple tasks. Please refer to members ITP. He is well on his way to becoming a proficient engine troop.
2015-04-20	Task completion		Today was signed off on 2 tasks. Please refer to members ITP for specific tasks. He is showing great progression and desire and is well on his way to becoming a knowledgeable engine troop.
2015-04-20			Today was started on multiple tasks. Please refer to members ITP. He is well on his way to becoming a proficient engine troop.
2015-04-13	30 Day Review		is a current 3 level awaiting 5 level Task Qualification: 84% is currently waiting time to become a 5 level. continues to research and become more efficent in his understanding of the TF33, F108 and APU systems. Keep up the steller work!!!
2015-03-31	Tasks		has been signed off on multiple tasks and started on several more. he is progressing well and continues to show his eagerness to learn these engine systems.
2015-03-17	Tasks		has completed multiple tasks and is now at 61% complete in his TBA.
2015-03-17	EOC C/W		has completed his 5 lvl EOC with a score 85% on Jan 26th 2015
2015-03-17	Tasks		has completed multiple tasks and is now at 61% complete in his TBA.
2015-03-17	EOC C/W		has completed his 5 lvl EOC with a score 85% on Jan 26th 2015
2015-03-16	Tasks		has completed multiple tasks and is continuing his training. He is progressing well in his F108 and TF33 engine knowledge training.
2015-03-13	30 Day Review		is a current 3 level awaiting 5 level Task Qualification: 54% is currently waiting time to become a 5 level. continues to research and become more efficent in his understanding of the TF33, F108 and APU systems. Keep up the steller work!!!
2015-03-10	Tasks		was signed off on several tasks and continues to progress his studies.
2015-03-05	Tasks		has completed multiple tasks and is continuing his training.
2015-02-09	30 Day review		is a current 3 level awaiting 5 level Task Qualification: 40% is currently waiting time to become a 5 level. continues to research and become more efficent in his understanding of the TF33, F108 and APU systems
2015-01-20	CDC Comp Review		On 20 Jan 2015, A1C completed his supervisory comp review with
2015-01-20	Practice EOC		scored a 92% on his practice EOC test on Nov. 26, 2014. This is his 3rd score of a consecutive 90% or greater.
2015-01-20	CDC Comp Review		On 20 Jan 2015, completed his supervisory comp review with
2015-01-12	CDC Comprehensive Review Volumes 1 & 2		I have completed a Comprehensive Review with on CDC volumes 1 & 2. He will be studying volume 3 tonight before completing the full Comprehensive Review with me is progressing well!
2015-01-06	30 Day Entry		is currently 5months in training Task Qual: 22% CDC Status: Completed Training Status: Studying for CDC EoC exam Has taken 3 CDC pretests and has scored over 90%, awaiting shop level review before moving on to the next step Total Review of Trainee#s record was conducted on 6 Jan 2015.
2014-11-26	2nd pre-test		has taken his 2nd CDC pre-test and scored a 93%. He is doing well and ready for the 3rd test
2014-11-26	Monthly Upgrade Journal Entry:		is currently 3 months in training Task Qual: 40% CDC Status: Completed Training Status: Studying for CDC EoC exam Has taken two practice CDC tests and scored a 93% and a 96% Total Review of Trainee#s record was conducted on 24 Nov.
2014-11-26	2nd pre-test		has taken his 2nd CDC pre-test and scored a 93%. He is doing well and ready for the 3rd test
2014-11-21	First CDC Pretest		scored a 96% on his first CDC pretest. He needs two more 90% or better.
2014-11-04	Vol 3 CDC's C/W		has C/W with Vol 3 of his CDC's. He scored a 100% on his URE's. We did a brief review. is progressing well. is ready to start taking pretest. On the 19th of Nov a progress check will be c/w on all the three Vol's
2014-10-21	30 Day Entry		is currently in his 2nd month of training Task Qual: Task qual#d 28/329 Total tasks = Task completion 9% CDC Status: Vol. 3 of 3 Total Volumes, issued 7 October 2014, due by 5 November 2014 Is progressing along and learning his job. He is doing well in his CDC's and retaining knowledge very well.
2014-10-07	CDC Vol 3 Issue		has been issued his 3rd Vol. He is aware that he has 30 days from today 20141006 to complete his Vol. His 3rd Vol will be due by 20141105. CORRECTION

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2014-10-06	CDC Vol 3 Issue		has been issued his 3rd Vol. He is aware that he has 30 days from today 20141006 to complete his Vol. His 3rd Vol will be due by 20141004.
2014-09-30	Vol 2 CDC's C/W		has C/W with Vol 2 of his CDC's. He scored a 98% on his URE's. We reviewed the ones that he missed and corrected to 100%. is progressing well.
2014-09-18	CDC Vol 1 C/W		has completed CDC volume 1 with a score of 98%, 7 days early. Volume 2 will be issued today aswell 20140918. is progressing well and has a good attitude toward his training.
2014-09-18	CDC Vol 2 issue		has been issued his 2nd Vol. He is aware that he has 30 days from today 20140918 to complete his Vol. His 2nd Vol will be due by 20141018.
2014-09-18	CDC Vol 1 C/W		has completed CDC volume 1 with a score of 98%, 7 days early. Volume 2 will be issued today aswell 20140918. is progressing well and has a good attitude toward his training.
2014-09-15	30 Day Entry		is currently in his first of training Task Qual: Task qual#d 0/329 Total tasks = Task completion 0% CDC Status: Vol. 1 of 5 Total Volumes, issued 26 Aug 2014, due by 25 Sept 2014 has completed FTAC and will proceed with completion of his Vol 1 of CDC's and OJT task progression.
2014-09-09	TBA ROLES REQUEST		Member will require the below TBA Roles "TRAINEE"
2014-08-28	1st Vol of CDC's		On the 26th of Aug, I issued his first Vol of C2A651 CDC's. We went over all of the expections of CDC's (my expections and his expections). his due date will be the 25th of Sept.
2014-08-26	Workcenter Orientation		I conducted a workcenter orientation with on 2014-08-22. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2014-08-26	Initial Evaluation		I conducted an initial evaluation with on 2014-08-22. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time.
2014-08-22	UTM Orientation		The below briefing was given to and . 1. Definition of OJT and types of OJT: 1.1. Training is all training received while performing in a specialty. 1.2. Upgrade Training (UGT). Training to qualify airmen for the award of a skill level. UGT increases skills and knowledge beyond the levels previously acquired. 1.3. Qualification Training (QT). Hands-on performance training designed to qualify a trainee in a specific duty position. This can be training in conjunction with UGT, it can occur after UGT completion, or at any other time training is necessary. 2. Responsibilities of OJT. 2.1. Duties of the Commander. 2.1.1. Responsible for overall unit mission accomplishment through the training program. 2.1.2. Establish controls to ensure training meets mission requirements. 2.1.3. Evaluates a trainee#s potential to progress in UGT. 2.2. Duties of the Unit Training Manager. 2.2.1. Appointed by the unit commander to oversee all unit training issues. 2.2.2. Serves as the focal point for all training within the unit. 2.2.3. Indoctrinates all unit personnel on the concepts, scope, and objectives of training. 2.2.4. Assists in scheduling training. 2.2.5. Initiates TBA and provides to supervisor. 2.2.6. Conducts formal and informal assistance visits to sections and work centers. 2.4. Duties of the Supervisor. 2.4.1. Develops a master training plan. 2.4.2. Initiates and maintains the Individual Training Plan . 2.4.3. Performs an initial evaluation of the trainee#s qualifications/needs within 60 days of assignment to a duty position. 2.4.5. Counsels the trainee when problems occur. 2.4.5. Ensure the trainee meets all mandatory qualification requirements outlined in the Air Force Enlisted Classification Directory to include duty position, HST, and deployment/UTC requirements. 2.4.6. Initiates upgrade action when trainee meets all requirements
2014-08-22	UTM Orientation (2)		2.5. Duties of the Trainer/Certifier. 2.5.1. Plans and conducts training. 2.5.2. Teaches on actual equipment or training aids. 2.5.3. Evaluates training and certifies qualifications. 2.5.4. Maintains knowledge, qualifications, and the appropriate skill level. 2.5.5. Provides training feedback to the trainee and supervisor. 2.5.6. Uses established training evaluation tools and methods. 2.5.7. Determines trainee abilities and training program effectiveness. 2.5.8. Develops evaluation tools. 2.5.9. Identifies the trainee#s strengths and areas needing improvement. 2.6. Duties of the Trainee. 2.6.1. Actively participates in the training process. 2.6.2. Understands the applicable CFETP and career path. 2.6.3. Maintains knowledge, qualifications, and the appropriate skill level. 2.6.4. Becomes a productive member of the unit and work center through task certification. 2.6.5. Budget on- and off-duty time to complete training tasks, particularly for CDC and other self-study requirements. 2.6.6. Request help from your supervisor, trainer, or UTM when having training difficulties. 2.6.7. Task knowledge is needed to perform specific tasks and is gained by studying technical references. 2.6.8. Career knowledge is gained through a planned program of self-study involving CDCs or technical references listed in the CFETP. 3. Criteria for award of a skill level. 3.1. Minimum time requirements. 3.1.1. 5 Skill Level upgrade. Minimum of 12 months. 3.1.2. 7 Skill Level Upgrade. Minimum of 12 months 3.2. Knowledge (CDC or study references from the CFETP Part II). 3.3. Job qualification (satisfies training requirements for the duty position). 3.4. Mandatory requirements (minimum requirements listed in paragraph 3 of the AFS description AFECD) 3.5. Supervisors' recommendation. 4. CDC Administration: 4.1. Supervisor and trainee briefed on use of material. 4.2. Supervisor and trainee inventory the material.
2014-08-22	UTM CDC Issue		Today I issued his C2A651 CDCs. He and his supervisor/flight chief was briefed on the CDC guidelines and both understands the responsibilities of the CDC program. The CDCs will be completed in the specified time frame and documentation will

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
			be completed accordingly. Both understands that a comprehensive review must be completed upon completion of the last volume and both understand what constitutes a comprehensive review. Both will follow the requirements as outlined in AFI 36-2201.
2014-08-22	UTM Orientation (3)		4.3. Supervisor and trainee make corrections. 4.4. Supervisor and UTM establishes volume sequence to achieve logical flow based on duty position requirements. 4.5. Supervisor issues first volume and sets a schedule of 30 days per volume (60 days for ARC & IMAs). 4.6. Supervisor documents any deviations from schedule in Journal Entries, and notifies UTM of schedule deviations. 4.7. Trainee studies volume chapter by chapter and answers all exercise questions. 4.8. Supervisor counsels trainee and documents counseling in Journal Entries. 4.9. Supervisor reviews answers using the answer key. 4.10. Supervisor and trainee correct all questions to 100 percent. 4.11. The supervisor retains all URE answer keys. 4.12. Ensure exercises are complete and check for accuracy. 4.13. Provide review training for incorrect answers on the URE. 4.14. File answer sheet in the Upgrade Training (UGT) Folder and maintain until CDC is complete. 4.15. Supervisor issues next volume and follows preceding steps to completion. 4.16. Supervisor completes a comprehensive review of all course materials in preparation for CE 4.17. If the Course Examination (CE) needs to be ordered the supervisor notifies the UTM and the interview process is conducted before the test is ordered. Once it arrives on station, Testing office notifies the supervisor through the UTM.. 4.18. UTM schedules trainee for testing within 30 days after receipt of CE. 4.19. Trainee takes CE. 4.20. Unit TM receives scorecard and forwards to supervisor. 4.21. Supervisor completes review training and annotates the scorecard. 4.22. If the Course Examination is taken by E-exam, the individual is scheduled for their CE upon completion of the interview process. 4.23. UTM schedules trainee for testing within 30 days after the interview process is completed. 4.24. Trainee takes CE. 4.20. Unit TM receives e-Exam scorecard and forwards to supervisor. 4.21. Supervisor completes review training
2014-08-22	UTM CDC Issue		Today I issued _ his C2A651 CDCs. He and his supervisor/flight chief was briefed on the CDC guidelines and both understands the responsibilities of the CDC program. The CDCs will be completed in the specified time frame and documentation will be completed accordingly. Both understands that a comprehensive review must be completed upon completion of the last volume and both understand what constitutes a comprehensive review. Both will follow the requirements as outlined in AFI 36-2201.
2014-08-22	UTM Orientation (2)		2.5. Duties of the Trainer/Certifier. 2.5.1. Plans and conducts training. 2.5.2. Teaches on actual equipment or training aids. 2.5.3. Evaluates training and certifies qualifications. 2.5.4. Maintains knowledge, qualifications, and the appropriate skill level. 2.5.5. Provides training feedback to the trainee and supervisor. 2.5.6. Uses established training evaluation tools and methods. 2.5.7. Determines trainee abilities and training program effectiveness. 2.5.8. Develops evaluation tools. 2.5.9. Identifies the trainee#s strengths and areas needing improvement. 2.6. Duties of the Trainee. 2.6.1. Actively participates in the training process. 2.6.2. Understands the applicable CFETP and career path. 2.6.3. Maintains knowledge, qualifications, and the appropriate skill level. 2.6.4. Becomes a productive member of the unit and work center through task certification. 2.6.5. Budget on- and off-duty time to complete training tasks, particularly for CDC and other self-study requirements. 2.6.6. Request help from your supervisor, trainer, or UTM when having training difficulties. 2.6.7. Task knowledge is needed to perform specific tasks and is gained by studying technical references. 2.6.8. Career knowledge is gained through a planned program of self-study involving CDCs or technical references listed in the CFETP. 3. Criteria for award of a skill level. 3.1. Minimum time requirements. 3.1.1. 5 Skill Level upgrade. Minimum of 12 months. 3.1.2. 7 Skill Level Upgrade. Minimum of 12 months 3.2. Knowledge (CDC or study references from the CFETP Part II). 3.3. Job qualification (satisfies training requirements for the duty position). 3.4. Mandatory requirements (minimum requirements listed in paragraph 3 of the AFS description AFECD) 3.5. Supervisors' recommendation. 4. CDC Administration: 4.1. Supervisor and trainee briefed on use of material. 4.2. Supervisor and trainee inventory the material.
2014-08-22	UTM Orientation		The below briefing was given to and . 1. Definition of OJT and types of OJT: 1.1. Training is all training received while performing in a specialty. 1.2. Upgrade Training (UGT). Training to qualify airmen for the award of a skill level. UGT increases skills and knowledge beyond the levels previously acquired. 1.3. Qualification Training (QT). Hands-on performance training designed to qualify a trainee in a specific duty position. This can be training in conjunction with UGT, it can occur after UGT completion, or at any other time training is necessary. 2. Responsibilities of OJT. 2.1. Duties of the Commander. 2.1.1. Responsible for overall unit mission accomplishment through the training program. 2.1.2. Establish controls to ensure training meets mission requirements. 2.1.3. Evaluates a trainee#s potential to progress in UGT. 2.2. Duties of the Unit Training Manager. 2.2.1. Appointed by the unit commander to oversee all unit training issues. 2.2.2. Serves as the focal point for all training within the unit. 2.2.3. Indoctrinates all unit personnel on the concepts, scope, and objectives of training. 2.2.4. Assists in scheduling training. 2.2.5. Initiates TBA and provides to supervisor. 2.2.6. Conducts formal and informal assistance visits to sections and work centers. 2.4. Duties of the Supervisor. 2.4.1. Develops a master training plan. 2.4.2. Initiates and maintains the Individual Training Plan . 2.4.3. Performs an initial evaluation of the trainee#s qualifications/needs within 60 days of assignment to a duty position. 2.4.5. Counsels the trainee when problems occur. 2.4.5. Ensure the trainee meets all mandatory qualification requirements outlined in the Air Force Enlisted Classification Directory to include duty position, HST, and deployment/UTC requirements. 2.4.6. Initiates upgrade action when trainee meets all requirements
2014-08-20	UTM Interview		Today inprocessed with the Maintenance Training Office. At that time he was interviewed to determine his/her training status and CDC enrollment/progression requirements. He is currently in initial 5 level upgrade training. Member will be placed in TSC B in TBA. His C2A651 CDCs were ordered as of today.

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Production Superintendent]	Master Sergeant	2A574

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2015-05-04

Individual Training Record

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	68718 002	83 AMU PRODUCTION SUPERINTENDENT					
	68718 002.001	Ensure aircraft Forms & IMDS are Complete, Accurate, & Accomplished AFI 21-101 para 3.11.2	2015-04-20	2015-04-20			
	68718 002.002	Enforce Tech Data Procedures AFI 21-101 para 4.6.4	2015-04-20	2015-04-20			
	68718 002.003	Ensure Status Accuracy in Aircraft Forms & IMDS AFI 21-101 para 4.6.5	2015-04-20	2015-04-20			
	68718 002.004	Perform Ground Radio Procedures / Call Signs AFI 21-101 and Local directives	2015-04-20	2015-04-20			
	68718 002.005	Coordinate Launch Operations AFI 11-218, 91-203, & 21-101 para 4.6.1, 4.8.1.7	2015-04-20	2015-04-20			
	68718 002.006	Execute Redball Procedures AFI 11-218, 91-203, & 21-101 para 14.30	2015-04-20	2015-04-20			
	68718 002.007	Coordinate Recovery Operations AFI 11-218, 91-203, & 21-101 para 4.6.1, 4.8.1.7	2015-04-20	2015-04-20			
	68718 002.008	Project Aircraft Postflight-Lead-in / Parking AFI 11-218, 91-203, & 21-101 para 4.6.1, 4.8.1.7	2015-04-20	2015-04-20			
	68718 002.009	Formally Debrief Aircrew Local Directives & OJT	2015-04-20	2015-04-20			
	68718 002.010	Initiate Bird Strike Procedures AFI 21-101 para 14.19.7	2015-04-20	2015-04-20			
	68718 002.011	Ensure JOAP Samples are Completed AFI 21-101 para 4.6.10	2015-04-20	2015-04-20			
	68718 002.012	Direct Lost Tool Procedures AFI 21-101 para 10.8 and Local directives	2015-04-20	2015-04-20			
	68718 002.013	Explain / Understand Welding Procedures AFI 21-101 Offutt sup 1, Local directives	2015-04-20	2015-04-20			
	68718 002.014	Coordinate Aircraft Tour/Static Display Setups AFI 21-101 Offutt sup 1, Local directives	2015-04-20	2015-04-20			
	68718 002.015	Explain / Understand Aircraft Configurations AFI 21-101 Offutt sup 1, Local directives	2015-04-20	2015-04-20			
	68718 002.016	Review / Explain / Understand All Emergency Checklists And Procedures AFI 21-101 para 3.9.25, 4.6.8 & Local Directives	2015-04-20	2015-04-20			
	68718 002.017	Exhibit Deicing Valve Position AFI 21-101 Offutt sup 1 & Local Directives	2015-04-20	2015-04-20			
	68718 002.018	Perform / Sign Exceptional Release AFI 21-101 4.6.2	2014-07-09	2014-07-21			
	68718 002.019	Prioritize / Execute Flying and Maintenance Schedules AFI 21-101 para 3.11.5	2014-07-09	2014-07-21			
	68718 002.020	Attend the MXG daily MX Production / Scheduling Meeting AFI 21-101 para 3.11.6	2015-04-20	2015-04-20			
	68718 002.021	Understand Actions Required By The Squadron Under OPLAN 8010 or Contingency Plans AFI 21-101 para 3.11.7	2014-07-09	2014-07-21			
	68718 002.022	Ensure Currency And Direct The Aircraft Generation Sequence under OPLAN 8010 or Contingency Plans AFI 21-101 para 3.11.7	2014-07-09	2014-07-21			
	68718 002.023	Understand Specific Disaster Control Duties And Squadron Responsibilities Pertaining To Aircraft/SE Movement And Personnel Evacuation AFI 21-101 para 3.11.8. AFI 10-2501, AFMAN 32-4004, AFI 10-229, and unit directives	2014-07-09	2014-07-21			
	68718 002.024	Determine / Track / Report Aircraft Status, Including ETIC AFI 21-101 para 3.11.9	2014-07-09	2014-07-21			
	68718 002.025	Authorize CANN Actions When Authorized By The MXG/CC And Supervision AFI 21-101 para 3.11.10	2014-07-09	2014-07-21			
	68718 002.026	Understand The Unit CDDAR Program AFI 21-101 para 3.11.11	2014-07-09	2014-07-21			
	68718 002.027	Report Status to MOC AFI 21-101 para 3.11.12	2015-04-20	2015-04-20			
	68718 002.028	Sign / Verify MICAP Conditions Exist and Accurate AFI 21-101 para 3.11.13	2015-04-20	2015-04-20			
	68718 002.029	Demonstrate Schedule Change Procedures (2407) AFI 21-103 & 21-165	2015-04-20	2015-04-20			
	68718 002.030	Explain / Understand Cannot Duplicate Procedures (CND) AFI 21-103 & 21-165	2015-04-20	2015-04-20			
	68718 002.031	Differentiate / Understand Repeat / Recur Procedures AFI 21-103 & 21-165	2015-04-20	2015-04-20			
	68718 002.032	Execute Aircraft Impoundment Procedures AFI 21-101 Chpt 9, Offutt sup 1, & Local Directives	2015-04-20	2015-04-20			
	68718 002.033	Use Minimum Essential Subsystem List (MESL) AFI 21-103 & 21-165	2015-04-20	2015-04-20			

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2014-07-08	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201.
2015-04-20	Tasks qualified		Due to a TBA task reorg, some tasks have just been loaded to his TBA and signed off because he has been fully qualified.
2015-04-20	task(s) archived on 2015-04-20		12 task(s) archived on 2015-04-20 by employee:
2015-03-03	180 Day Supervisor Review		Records have been checked at this time. No defects and/or updates at this time. Individual is fully qualified.
2014-07-09	TBA Roles		Pleas give the following roles: Supervisor Ratee
2014-07-09	Certification to Sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3.
2014-07-09	Certification to Authorize Cannibalization Actions		I have briefed on authorizing cannibalization actions. We discussed how to verify the need for a cannibalization, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.10.
2014-07-09	Initial Evaluation		Conduct and document an initial evaluation of trainee qualifications within 60 days of initial assignment (120 days for ARC), either PCS or PCA work center. Document the evaluation on AF Form 623a or automated version and file in the OJT record. As a minimum the evaluation should include: AFSC, duty position, core and HST, and deployment/UTC requirements. CDC requirements. Note: 30 days per volume. Formal/informal training requirements, such as skills, knowledge, or classroom instruction. Supervisors must evaluate technical school graduates on all tasks taught in the initial skills course as identified in the STS portion of the CFETP. Other local or unique training requirements. Supervisor and trainee responsibilities as outlined in this AFI and other governing directives, such as AFI 36-2101 and the CFETP. Supervisors are encouraged to allow trainees to complete course work during normal duty hours, if mission requirements allow. Supervisors will monitor trainee progress to ensure timely completion of CDCs or ADL course work.
2014-07-09	Certification to Authorize/Verify MICAP Requests		I have briefed on authorizing MICAP requests. We discussed how to verify a MICAP condition exists and proper Urgency of Need, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.13.
2014-07-09	Certification To Sign Red X In All Systems		I discussed Red X certification with . I briefed him on a one-to-one basis covered the importance of always doing the right thing and displaying integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. Guidance in signing of Red X is in 00-20-1 para 4.5.
2014-07-09	Certification to Sign IPI All Systems		I have briefed on signing off IPIs. We discussed what an IPI is and the importance of the IPI. We also discussed the guidance in TO 00-20-1 that governs IPIs, specifically, para 2.23 and para 5.7.3.16.6 and all sub-paragraphs. Additionally, we covered AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 14.20.2.1 and how to properly document IPIs.
2014-07-09	Work Center Orientations		Conduct and document work center orientations within 60 days of assignment (120 days for ARC). As a minimum, the orientation should include the following information: What the trainee will be doing. Duty hours and shifts, including periods of rest (non-duty time). Safety requirements found on the AF Form 55, Employee Safety and Health Record. All time and training requirements for upgrade and/or qualification training. Responsibilities of trainee, trainer, task certifier, and supervisor.
2014-07-09	Certification to Sign Exceptional Release		I have reviewed training records. He/she is signed off and qualified to sign exceptional release.
2014-07-09	Certification to Sign Repeat/Recur		I have briefed on signing off Repeat/Recurs. We discussed the guidance signing off repeat/recur can be found in 00-20-1 and the AFI21-101_OFFUTTAFBSUP_I 27 September 2010.
2014-07-09	Certification to Sign Off CND		I have briefed on signing off CNDs. We also discussed the guidance for signing off CND found in AFI21-101_OFFUTTAFBSUP_I 27 September 2010.
2014-07-09	TBA Roles		Pleas give the following roles: Supervisor Ratee
2014-07-09	Certification to Sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3.
2014-07-09	Certification to Sign Off CND		I have briefed on signing off CNDs. We also discussed the guidance for signing off CND found in AFI21-101_OFFUTTAFBSUP_I 27 September 2010.
2014-07-09	Certification to Sign Repeat/Recur		I have briefed MSgt Robinson on signing off Repeat/Recurs. We discussed the guidance signing off repeat/recur can be found in 00-20-1 and the AFI21-101_OFFUTTAFBSUP_I 27 September 2010.
2014-07-09	Certification to Sign Exceptional Release		I have reviewed training records. He/she is signed off and qualified to sign exceptional release.
2014-07-09	Work Center Orientations		Conduct and document work center orientations within 60 days of assignment (120 days for ARC). As a minimum, the orientation should include the following information: What the trainee will be doing. Duty hours and shifts, including periods of rest (non-duty time). Safety requirements found on the AF Form 55, Employee Safety and Health Record. All time and training requirements for upgrade and/or qualification training. Responsibilities of trainee, trainer, task certifier, and supervisor.
2014-07-09	Certification to Sign IPI All Systems		I have briefed on signing off IPIs. We discussed what an IPI is and the importance of the IPI. We also discussed the guidance in TO 00-20-1 that governs IPIs, specifically, para 2.23 and para 5.7.3.16.6 and all sub-paragraphs. Additionally, we covered AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 14.20.2.1 and how to properly document IPIs.
2014-07-09	Certification To Sign Red X In All Systems		I discussed Red X certification with . I briefed him on a one-to-one basis covered the importance of always doing the right thing and displaying integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. Guidance in signing of Red X is in 00-20-1 para 4.5.
2014-07-09	Certification to Authorize/Verify MICAP Requests		I have briefed on authorizing MICAP requests. We discussed how to verify a MICAP condition exists and proper Urgency of Need, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.13.
2014-07-09	Certification to Authorize Cannibalization Actions		I have briefed MSgt on authorizing cannibalization actions. We discussed how to verify the need for a cannibalization, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.10.
2014-07-09	Initial Evaluation		Conduct and document an initial evaluation of trainee qualifications within 60 days of initial assignment (120 days for ARC), either PCS or PCA work center. Document the evaluation on AF Form 623a or automated version and file in the OJT record. As a minimum the evaluation should include: AFSC, duty position, core and HST, and deployment/UTC requirements. CDC requirements. Note: 30 days per volume. Formal/informal training requirements, such as skills, knowledge, or classroom instruction. Supervisors must evaluate technical school graduates on all tasks taught in the initial skills course as identified in the STS portion of the CFETP. Other local or unique training requirements. Supervisor and trainee responsibilities as outlined in this AFI and other governing directives, such as AFI 36-2101 and the CFETP. Supervisors are encouraged to allow trainees to complete course work during normal duty hours, if mission requirements allow. Supervisors will monitor trainee progress to ensure timely completion of CDCs or ADL course work.

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Production Superintendent 2]	Master Sergeant	2A676

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2015-05-04

Individual Training Record

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	68718 002	83 AMU PRODUCTION SUPERINTENDENT					
	68718 002.001	Ensure aircraft Forms & IMDS are Complete, Accurate, & Accomplished AFI 21-101 para 3.11.2	2015-04-20	2015-04-20			
	68718 002.002	Enforce Tech Data Procedures AFI 21-101 para 4.6.4	2015-04-20	2015-04-20			
	68718 002.003	Ensure Status Accuracy in Aircraft Forms & IMDS AFI 21-101 para 4.6.5	2015-04-20	2015-04-20			
	68718 002.004	Perform Ground Radio Procedures / Call Signs AFI 21-101 and Local directives	2015-04-20	2015-04-20			
	68718 002.005	Coordinate Launch Operations AFI 11-218, 91-203, & 21-101 para 4.6.1, 4.8.1.7	2015-04-20	2015-04-20			
	68718 002.006	Execute Redball Procedures AFI 11-218, 91-203, & 21-101 para 14.30	2015-04-20	2015-04-20			
	68718 002.007	Coordinate Recovery Operations AFI 11-218, 91-203, & 21-101 para 4.6.1, 4.8.1.7	2015-04-20	2015-04-20			
	68718 002.008	Project Aircraft Postflight-Lead-in / Parking AFI 11-218, 91-203, & 21-101 para 4.6.1, 4.8.1.7	2015-04-20	2015-04-20			
	68718 002.009	Formally Debrief Aircrew Local Directives & OJT	2015-04-20	2015-04-20			
	68718 002.010	Initiate Bird Strike Procedures AFI 21-101 para 14.19.7	2015-04-20	2015-04-20			
	68718 002.011	Ensure JOAP Samples are Completed AFI 21-101 para 4.6.10	2015-04-20	2015-04-20			
	68718 002.012	Direct Lost Tool Procedures AFI 21-101 para 10.8 and Local directives	2015-04-20	2015-04-20			
	68718 002.013	Explain / Understand Welding Procedures AFI 21-101 Offutt sup 1, Local directives	2015-04-20	2015-04-20			
	68718 002.014	Coordinate Aircraft Tour/Static Display Setups AFI 21-101 Offutt sup 1, Local directives	2015-04-20	2015-04-20			
	68718 002.015	Explain / Understand Aircraft Configurations AFI 21-101 Offutt sup 1, Local directives	2015-04-20	2015-04-20			
	68718 002.016	Review / Explain / Understand All Emergency Checklists And Procedures AFI 21-101 para 3.9.25, 4.6.8 & Local Directives	2015-04-20	2015-04-20			
	68718 002.017	Exhibit Deicing Valve Position AFI 21-101 Offutt sup 1 & Local Directives	2015-04-20	2015-04-20			
	68718 002.018	Perform / Sign Exceptional Release AFI 21-101 4.6.2	2015-03-04	2015-03-20			
	68718 002.019	Prioritize / Execute Flying and Maintenance Schedules AFI 21-101 para 3.11.5	2015-03-04	2015-03-20			
	68718 002.020	Attend the MXG daily MX Production / Scheduling Meeting AFI 21-101 para 3.11.6	2015-04-20	2015-04-20			
	68718 002.021	Understand Actions Required By The Squadron Under OPLAN 8010 or Contingency Plans AFI 21-101 para 3.11.7	2015-03-04	2015-03-20			
	68718 002.022	Ensure Currency And Direct The Aircraft Generation Sequence under OPLAN 8010 or Contingency Plans AFI 21-101 para 3.11.7	2015-03-04	2015-03-20			
	68718 002.023	Understand Specific Disaster Control Duties And Squadron Responsibilities Pertaining To Aircraft/SE Movement And Personnel Evacuation AFI 21-101 para 3.11.8. AFI 10-2501, AFMAN 32-4004, AFI 10-229, and unit directives	2015-03-04	2015-03-20			
	68718 002.024	Determine / Track / Report Aircraft Status, Including ETIC AFI 21-101 para 3.11.9	2015-03-04	2015-03-20			
	68718 002.025	Authorize CANN Actions When Authorized By The MXG/CC And Supervision AFI 21-101 para 3.11.10	2015-03-04	2015-03-20			
	68718 002.026	Understand The Unit CDDAR Program AFI 21-101 para 3.11.11	2015-03-04	2015-03-20			
	68718 002.027	Report Status to MOC AFI 21-101 para 3.11.12	2015-04-20	2015-04-20			
	68718 002.028	Sign / Verify MICAP Conditions Exist and Accurate AFI 21-101 para 3.11.13	2015-04-20	2015-04-20			
	68718 002.029	Demonstrate Schedule Change Procedures (2407) AFI 21-103 & 21-165	2015-04-20	2015-04-20			
	68718 002.030	Explain / Understand Cannot Duplicate Procedures (CND) AFI 21-103 & 21-165	2015-04-20	2015-04-20			
	68718 002.031	Differentiate / Understand Repeat / Recur Procedures AFI 21-103 & 21-165	2015-04-20	2015-04-20			
	68718 002.032	Execute Aircraft Impoundment Procedures AFI 21-101 Chpt 9, Offutt sup 1, & Local Directives	2015-04-20	2015-04-20			
	68718 002.033	Use Minimum Essential Subsystem List (MESL) AFI 21-103 & 21-165	2015-04-20	2015-04-20			

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2015-01-06	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201.
2015-04-20	task(s) archived on 2015-04-20		13 task(s) archived on 2015-04-20 by employee:
2015-04-20	Tasks qualified		Due to a TBA task reorg, some tasks have just been loaded to his TBA and signed off because he has been fully qualified.
2015-03-26	Certification to sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3
2015-03-26	Certification to Sign Exceptional Release		I have reviewed training records. He is signed off and qualified to sign exceptional release
2015-03-26	Certification to Sign IPI All Systems		I have briefed on signing off IPIs. We discussed what an IPI is and the importance of the IPI. We also discussed the guidance in TO 00-20-1 that governs IPIs, specifically, para 2.23 and para 5.7.3.16.6 and all sub-paragraphs. Additionally, we covered AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 14.20.2.1 and how to properly document IPIs.
2015-03-26	Certification to Sign Exceptional Release		I have reviewed training records. He is signed off and qualified to sign exceptional release
2015-03-26	Certification to Sign Red X in All Systems		I discussed Red X certification with . I briefed him on a one-to-one basis covered the importance of always doing the right thing and displaying integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. Guidance in signing of Red X is in 00-20-1 para 4.5.
2015-03-26	Certification to Sign Off CND		I have briefed on signing off CNDs. We also discussed the guidance for signing off CND found in AFI21-101_OFFUTTAFBSUP_I 27 September 2010.
2015-03-26	Certification to Sign Repeat/Recur		I have briefed on signing off Repeat/Recurs. We discussed the guidance signing off repeat/recur can be found in 00-20-1 and the AFI21-101_OFFUTTAFBSUP_I 27 September 2010
2015-03-26	Certification to Sign IPI All Systems		I have briefed on signing off IPIs. We discussed what an IPI is and the importance of the IPI. We also discussed the guidance in TO 00-20-1 that governs IPIs, specifically, para 2.23 and para 5.7.3.16.6 and all sub-paragraphs. Additionally, we covered AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 14.20.2.1 and how to properly document IPIs.
2015-03-26	Certification to Authorize/Verify MICAP Requests		I have briefed on authorizing MICAP requests. We discussed how to verify a MICAP condition exists and proper Urgency of Need, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.13
2015-03-26	Certification to Authorize Cannibalization Actions		I have briefed on authorizing cannibalization actions. We discussed how to verify the need for a cannibalization, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.10.
2015-03-26	Certification to Authorize/Verify MICAP Requests		I have briefed on authorizing MICAP requests. We discussed how to verify a MICAP condition exists and proper Urgency of Need, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.13
2015-03-26	Certification to sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3
2015-03-26	Certification to Authorize Cannibalization Actions		I have briefed on authorizing cannibalization actions. We discussed how to verify the need for a cannibalization, including guidance in AFI21-101_OFFUTTAFBSUP_I 27 September 2010 para 3.11.10.
2015-03-26	Certification to Sign Repeat/Recur		I have briefed on signing off Repeat/Recurs. We discussed the guidance signing off repeat/recur can be found in 00-20-1 and the AFI21-101_OFFUTTAFBSUP_I 27 September 2010
2015-03-26	Certification to Sign Off CND		I have briefed on signing off CNDs. We also discussed the guidance for signing off CND found in AFI21-101_OFFUTTAFBSUP_I 27 September 2010.
2015-03-26	Certification to Sign Red X in All Systems		I discussed Red X certification with I briefed him on a one-to-one basis covered the importance of always doing the right thing and displaying integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. Guidance in signing of Red X is in 00-20-1 para 4.5.
2015-02-20	TBA Roles		requires Trainee roles in TBA.
2015-01-22	Initial Orientation		I conducted an initial evaluation with on 22 Jan 2015. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he/she was briefed that his/her training is ultimately his responsibility, and he/ needs to ensure he reviews his training records at least once a month
2015-01-22	Workcenter Orientation		I conducted a workcenter orientation with on 22 Jan 2015. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2015-01-22	TBA Roles		Please grant Supervisor, Trainer and Trainee roles to .
2015-01-22	Initial Orientation		I conducted an initial evaluation with on 22 Jan 2015. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he/she was briefed that his/her training is ultimately his responsibility, and he/ needs to ensure he reviews his training records at least once a month
2015-01-22	Workcenter Orientation		I conducted a workcenter orientation with on 22 Jan 2015. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2015-01-22	TBA Roles		Please grant Supervisor, Trainer and Trainee roles to .

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Aerospace Propulsion Journeyman]	Senior Airman	2A651F

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE
	2015-05-04

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	
2A6X1-000 001 CFETP 2A6X1 - AEROSPACE PROPULSION Attachment 2, GENERAL TASKS 1 December 2012														
2A6X1-000 001.001 CAREER FIELD PROGRESSION TR: AFI 36-2101 TR: AFI 36-2101		2009-09-25	2009-09-25				-	-	A	-	-	-	-	
2A6X1-000 002 AF OCCUPATIONAL SAFETY AND HEALTH (AFOSH) PROGRAM TR: AFI 127-01 Vol 1 and 3; AFIs 21-101, 91-202, 91-203, 91-204, 91-213, 91-301, 91-302, AFPAM 90-902; and applicable aircraft/engine TOs														
2A6X1-000 002.001 AFOSH standards		2009-09-25	2009-09-25				-	A	B	-	-	-	-	
2A6X1-000 002.002 Hazards of AFSC		2009-09-25	2009-09-25				-	A	B	-	-	-	-	
2A6X1-000 002.003 Maintain safe work area	5	2009-09-25	2009-09-25				-	2b	c	-	-	-	-	
2A6X1-000 002.004 Aircraft Safe For Maintenance		2011-08-01	2011-08-03				-	1a	b	-	-	-	-	
2A6X1-000 002.005 Restraint harness (e.g., Fall protection/prevention equipment)		2009-12-21	2010-01-05				-	-	B	-	-	-	-	
2A6X1-000 002.006 Risk Management (RM)		2009-09-25	2009-09-25				-	A	-	-	-	-	-	
2A6X1-000 003 Operations Security (OPSEC) Vulnerablilities for AFSC 2A6X1(C/D/E/F/G) TR: AFI 10-1101		2009-09-25	2009-09-25				-	A	-	-	-	-	-	
2A6X1-000 004 FOREIGN OBJECT DAMAGE (FOD) PROGRAM TR: AFI 21-101 and applicable MAJCOM instructions														
2A6X1-000 004.001 Apply FOD prevention practices	5	2010-07-29	2010-08-05				-	2b	c	-	-	-	-	
2A6X1-000 004.003 Dropped Object Prevention Program (DOPP)		2009-09-25	2009-09-25				-	A	-	-	-	-	-	
2A6X1-000 005 HAZARDOUS MATERIALS AND WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS TR: AFJMAN 24-204														
2A6X1-000 005.002 Types of hazardous materials/fluids		2009-09-25	2009-09-25				-	A	B	-	-	-	-	
2A6X1-000 005.003 Handling procedures		2009-09-25	2009-09-25				-	A	B	-	-	-	-	
2A6X1-000 005.004 Storage and labeling		2009-09-25	2009-09-25				-	A	B	-	-	-	-	
2A6X1-000 005.005 Proper disposal		2009-09-25	2009-09-25				-	A	B	-	-	-	-	
2A6X1-000 006 ENLISTED SPECIALTY TRAINING TR: AFIs 36-2201 and 36-2232 and applicable MAJCOM directives														
2A6X1-000 006.001 Trainee responsibilities		2009-09-25	2009-09-25				-	-	-	-	-	-	-	
2A6X1-000 006.002 OJT Trainer Responsibilities														
2A6X1-000 006.002.001 Prepare teaching outlines or task breakdowns		2011-10-21	2011-10-21				-	-	-	-	-	-	-	
2A6X1-000 006.002.002 Provide trainee theory and train on actual equipment		2010-10-13	2010-10-13				-	-	-	-	-	-	-	
2A6X1-000 006.002.003 Provide feedback on training		2010-10-13	2010-10-13				-	-	-	-	-	-	-	
2A6X1-000 006.003 OJT Task Certifier Responsibilities														
2A6X1-000 006.003.001 Use appropriate method of evaluation and effectively determine trainees ability		2011-04-05	2011-04-05				-	-	-	-	-	-	-	
2A6X1-000 006.003.002 Give supervisor and trainer feedback on results of training provided, and trainees strengths/weaknesses		2011-04-05	2011-04-05				-	-	-	-	-	-	-	
2A6X1-000 006.003.003 Training plans and working groups		2011-04-05	2011-04-05				-	-	-	-	-	-	-	
2A6X1-000 007 TECHNICAL PUBLICATIONS TR: AFPD 21-3, TOs 00-5-1, 00-5-2, and 00-5-15														
2A6X1-000 007.001 TO System		2009-09-25	2009-09-25				-	B	B	-	-	-	-	
2A6X1-000 007.002 Use Technical Orders/Pubs	5	2009-09-25	2009-09-25				-	2b	-	-	-	-	-	
2A6X1-000 007.003 TCTOs		2009-09-25	2009-09-25				-	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
2A6X1-000 007.004 AFTO Form 22		2009-09-25	2009-09-25				-	A	B	-	-	-	-
2A6X1-000 008 SUPPLY MANAGEMENT TR: AFMAN 23-110 and TOs 00-20-3 and 00-20-1													
2A6X1-000 008.003 Use Status Tags	5	2010-01-27	2010-02-10				-	a	b	-	-	-	-
2A6X1-000 008.004 AF Form 2005		2009-09-25	2009-09-25				-	A	B	-	-	-	-
2A6X1-000 008.007 Priority system		2009-12-21	2010-01-05				-	A	B	-	-	-	-
2A6X1-000 008.008 Repair cycle assets		2009-12-21	2010-01-05				-	-	B	-	-	-	-
2A6X1-000 008.010 Precious Metal Recovery		2009-12-21	2010-01-05				-	A	B	-	-	-	-
2A6X1-000 009 MAINTENANCE MANAGEMENT TR: AFI 21-101, TOs 00-35D-54, 00-20 series, AFMCI 21-103,AFMAN 21-104, TO 2-1-18 and applicable MAJCOM directives													
2A6X1-000 009.005 Mobility		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-000 009.006 Maintenance accountability		2009-12-21	2010-01-05				-	A	B	-	-	-	-
2A6X1-000 009.009 Use Land Mobile Radios (LMR)		2009-09-01	2009-10-02				-	-	-	-	-	-	-
2A6X1-000 010 MAINTENANCE INSPECTION SYSTEMS AND FORMS TR: AFCSM 21 series, AFI 21-101; TOs 00-20 series, 00-35D-54; applicable aircraft work unit code manuals and applicable MAJCOM directives													
2A6X1-000 010.001 Flight inspections													
2A6X1-000 010.001.002 Hourly inspections		2011-07-12	2011-07-12				-	A	B	-	-	-	-
2A6X1-000 010.001.003 Special Inspections		2011-07-12	2011-07-12				-	A	B	-	-	-	-
2A6X1-000 010.001.004 Engine Acceptance Inspection		2011-07-12	2011-07-12				-	A	B	-	-	-	-
2A6X1-000 010.002 IMDS													
2A6X1-000 010.002.001 Use IMDS	5	2009-12-21	2010-01-04				-	a	-	-	-	-	-
2A6X1-000 010.002.002 Complete CBT Course (IMDS for Flightline and Backshop)		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 010.004 DOCUMENT MAINTENANCE ACTIONS													
2A6X1-000 010.004.001 Use AFTO Form 350	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-
2A6X1-000 010.004.002 Use AFTO Form 781 series(A,H,J,K)	5	2009-09-25	2009-09-25				-	1a	-	-	-	-	-
2A6X1-000 010.004.003 AFTO Form 244/245	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-
2A6X1-000 010.004.008 In-Process-Inspections (IPI)													
2A6X1-000 010.004.008.001 Theory		2009-12-21	2010-01-05				-	A	B	-	-	-	-
2A6X1-000 011 HAND TOOLS TR: TO 32-1-101													
2A6X1-000 011.001 Select	5	2009-09-25	2009-09-25				-	2b	-	-	-	-	-
2A6X1-000 011.002 Use	5	2009-09-25	2009-09-25				-	2b	-	-	-	-	-
2A6X1-000 011.003 Inspect		2009-09-08	2009-10-02				-	2b	b	-	-	-	-
2A6X1-000 011.004 Care		2013-10-01	2013-10-08				-	-	b	-	-	-	-
2A6X1-000 012 GENERAL MAINTENANCE TR: TOs 1-1A-8, 1-1A-14, 2-1-111, 44B-1-15, and applicable aircraft/engine TOs													
2A6X1-000 012.001 Select engine hardware	5	2009-09-25	2009-09-25				-	2b	c	-	-	-	-
2A6X1-000 012.002 Use engine hardware	5	2009-09-25	2009-09-25				-	2b	c	-	-	-	-
2A6X1-000 012.003 Use hardware safety devices	5	2009-09-25	2009-09-25				-	2b	c	-	-	-	-
2A6X1-000 012.004 Bearing handling		2013-10-01	2013-10-08				-	A	B	-	-	-	-
2A6X1-000 012.005 Proper handling of Electrostatic Sensitive Discharge (ESD) Devices		2010-01-27	2010-02-10				-	-	A	-	-	-	-
2A6X1-000 013 ELECTRICAL SYSTEMS													
2A6X1-000 013.001		2011-07-12	2011-07-12				-	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	
Electrical fundamentals														
2A6X1-000 013.002 Trace wiring diagrams, circuits and schematics		2011-07-12	2011-07-12				-	-	b	-	-	-	-	
2A6X1-000 014 ENGINE MAINTENANCE TR: TOs 00-20-1, 00-35D-54, 1-1A-8,2J-1-13, 2-1-111, and applicable aircraft/engine TOs														
2A6X1-000 014.001 Perform preliminary maintenance procedures														
2A6X1-000 014.001.001 Work area	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 014.001.002 Support equipment	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 014.001.003 Engine	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 014.002 Engine plumbing														
2A6X1-000 014.002.001 Remove	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 014.002.003 Install	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 015 SPECIAL/MEASURING TOOLS TR: TOs 32-1-101, 32-1-201, and applicable engine TOs														
2A6X1-000 015.001 Depth Gauge														
2A6X1-000 015.001.001 Select		2011-07-12	2011-07-12				-	2b	b	-	-	-	-	
2A6X1-000 015.001.002 Use		2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 015.002 Micrometers														
2A6X1-000 015.002.001 Select		2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 015.002.002 Use		2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 015.003 Torque Wrenches														
2A6X1-000 015.003.001 Select	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 015.003.002 Use	5	2009-09-25	2009-09-25				-	2b	b	-	-	-	-	
2A6X1-000 015.004 Engine Fixtures/Tooling														
2A6X1-000 015.004.001 Select		2009-09-25	2009-09-25				-	2b	-	-	-	-	-	
2A6X1-000 015.004.002 Use		2009-09-25	2009-09-25				-	2b	-	-	-	-	-	
2A6X1-000 016 TEST EQUIPMENT TR: Applicable engine TOs														
2A6X1-000 016.001 Vibration analyzer		2013-10-01	2013-10-08				-	-	-	-	-	-	-	
2A6X1-000 016.002 Jet Cal Analyzer		2013-10-01	2013-10-08				-	-	-	-	-	-	-	
2A6X1-000 017 SUPPORT EQUIPMENT TR: TOs 35A4 series, 35D3 series, 35D4 series, and applicable aircraft/engine TOs														
2A6X1-000 017.001 Hoisting equipment														
2A6X1-000 017.001.002 Operate power overhead		2009-09-25	2009-09-25				-	2b	-	-	-	-	-	
2A6X1-000 017.004 Personnel Stands														
2A6X1-000 017.004.001 Inspect prior to use		2011-07-12	2011-07-12				-	1a	b	-	-	-	-	
2A6X1-000 017.004.002 Operate		2009-09-25	2009-09-25				-	1a	b	-	-	-	-	
2A6X1-000 017.005 Transportation Equipment														
2A6X1-000 017.005.001 Inspect prior to use	5	2011-07-12	2011-07-12				-	1a	a	-	-	-	-	
2A6X1-000 017.005.002 Operate		2011-07-12	2011-07-12				-	1a	-	-	-	-	-	
2A6X1-000 017.007 Powered Support Equipment														
2A6X1-000 017.007.001 Perform inspection		2009-09-08	2009-10-02				-	-	-	-	-	-	-	
2A6X1-000 017.007.002 Operate Electrical Power Units (Gas Turbine/ Diesel)		2009-12-21	2010-01-05				-	-	-	-	-	-	-	
2A6X1-000 017.007.003 Operate Air Conditioner		2009-12-21	2010-01-05				-	-	-	-	-	-	-	
2A6X1-000 017.007.004 Operate Foodlight Set		2009-12-21	2010-01-15				-	-	-	-	-	-	-	
2A6X1-000 017.007.005 Operate Pneumatic Air Cart		2009-12-21	2010-01-05				-	-	-	-	-	-	-	

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
2A6X1-000 017.007.006 Operate Self Generating Nitrogen Cart		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-000 017.007.007 Operate Portable Ground Heater		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-000 018 ENGINE INSPECTION AND PREVENTIVE MAINTENANCE TR: TOs 00-20 series, 33B4-2-22-1,33-1-37 series, and applicable aircraft/engine TOs													
2A6X1-000 018.002 Vibration analysis		2011-07-12	2011-07-12				-	-	A	-	-	-	-
2A6X1-000 018.003 Oil Analysis Program (OAP) / Joint Oil Analysis Program (JOAP)		2011-07-12	2011-07-12				-	A	B	-	-	-	-
2A6X1-000 018.004 Obtain Engine Oil Sample		2011-07-12	2011-07-12				-	a	-	-	-	-	-
2A6X1-000 018.005 Borescope													
2A6X1-000 018.005.001 Fundamentals		2014-10-20	2014-11-17				-	A	B	-	-	-	-
2A6X1-000 018.005.002 Use Rigid		2014-10-20	2014-11-17				-	a	a	-	-	-	-
2A6X1-000 018.005.003 Use Flexible		2014-10-20	2014-11-17				-	a	a	-	-	-	-
2A6X1-000 019 ENGINE PRESERVATION SHIPMENT AND STORAGE TR: TOs 00-20-4, 00-20-5, 00-85-20,2J-1-18, 2-1-111, 6J3-1-12, and applicable engine TOs													
2A6X1-000 019.001 Prepare Engine for Shipment		2009-09-25	2009-09-25				-	-	b	-	-	-	-
2A6X1-000 019.002 Engine Acceptance Inspection		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 019.003 Engine/Module/Components In Shipping Container													
2A6X1-000 019.003.001 Removal		2009-09-25	2009-09-25				-	-	B	-	-	-	-
2A6X1-000 019.003.002 Installation		2009-09-25	2009-09-25				-	-	B	-	-	-	-
2A6X1-000 019.004 Engine/Module/Components													
2A6X1-000 019.004.001 Preserve	5	2009-09-25	2009-09-25				-	a	a	-	-	-	-
2A6X1-000 019.004.002 De-preserve		2009-09-25	2009-09-25				-	a	a	-	-	-	-
2A6X1-000 019.005 Corrosion Control		2009-09-25	2009-09-25				-	-	B	-	-	-	-
2A6X1-000 020 AIRCRAFT INSTALLED ENGINE TESTING TR: Applicable aircraft/engine TOs													
2A6X1-000 020.002 Perform Ground Observer/Fireguard Duties		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-000 020.003 Engine Adjustments		2011-04-01	2011-04-04				-	-	A	-	-	-	-
2A6X1-000 020.004 Evaluate Engine Performance		2011-04-01	2011-04-04				-	-	-	-	-	-	-
2A6X1-000 020.005 System and Component Troubleshooting		2011-04-01	2011-04-04				-	-	-	-	-	-	-
2A6X1-000 022 SMALL GAS TURBINE ENGINE and AUXILIARY POWER UNIT (APU) TR: Applicable engine TOs													
2A6X1-000 022.001 Constructional Features		2011-07-12	2011-07-12				-	A	B	-	-	-	-
2A6X1-000 022.002 Operating Principles		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-000 022.003 Systems		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-000 023 GENERAL MAINTENANCE/PRODUCTION TEAM MAINTENANCE TASKS TR: Applicable aircraft and engine TOs													
2A6X1-000 023.001 Organizational Level Technical Order Familiarization		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.002 Perform Flight Line Safety/Precautions/Security Familiarization		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.003 Introduction To Aircraft/Airframe Familiarization/Egress		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.004 Operate Aircraft Radios		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.006 Statically Ground Aircraft		2009-09-25	2009-09-25				-	-	-	-	-	-	-

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
2A6X1-000 023.007 Apply/Disconnect External Electrical Power Unit		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.008 Perform Jacking Team Member		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-000 023.009 Perform Refuel/Defuel Team Member Duties		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-000 023.012 Remove/Install Aircraft Maintenance Access Panels		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.013 Use Aircraft Interphone System		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.014 Perform Aircraft Marshaling Procedures		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-000 023.017 Perform Wing/Tail Walker Duties		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.018 Brake Operator		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-000 023.019 Perform Launch/Recovery Procedures		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-002 001 GENERAL MAINTENANCE TF33/TF34 (B-52H, KC-135E / A-10) Attachment 4													
2A6X1-002 001.001 Constructional Features		2011-08-01	2011-08-03				-	B	B	-	-	-	-
2A6X1-002 001.002 Engine Systems		2013-10-01	2013-10-08				-	B	-	-	-	-	-
2A6X1-002 001.003 Open engine cowling		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-002 001.004 Close engine cowling		2011-08-01	2011-08-03				-	-	-	-	-	-	-
2A6X1-002 001.005 Engine Garlock Seals		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 001.006 Use Interactive Electronic Technical Manual System (IETMS)		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002 ENGINE MAINTENANCE TR: TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicable aircraft/engine TOs													
2A6X1-002 002.001 Engine accessories													
2A6X1-002 002.001.001 Engine Anti-ice Valve													
2A6X1-002 002.001.001.001 Remove		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 002.001.001.003 Install		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 002.001.002 Fuel System													
2A6X1-002 002.001.002.001 Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-002 002.001.003 Fuel pump													
2A6X1-002 002.001.003.001 Remove		2009-12-21	2010-02-02				-	2b	-	-	-	-	-
2A6X1-002 002.001.003.003 Install		2009-12-21	2010-02-02				-	2b	-	-	-	-	-
2A6X1-002 002.001.004 Fuel control													
2A6X1-002 002.001.004.001 Remove		2009-12-21	2010-02-02				-	2b	-	-	-	-	-
2A6X1-002 002.001.004.003 Install	5	2009-12-21	2010-02-02				-	2b	-	-	-	-	-
2A6X1-002 002.001.005 Fuel Oil Cooler													
2A6X1-002 002.001.005.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.001.005.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.001.006 Fuel Filter													
2A6X1-002 002.001.006.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.001.006.002 Inspect	7	2012-08-08	2012-08-08				-	-	-	-	-	-	-
2A6X1-002 002.001.006.003 Install	5	2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.001.010 Pressurizing and Dump Valve (P and D)													
2A6X1-002 002.001.010.001 Remove		2009-12-21	2010-02-02				-	-	-	-	-	-	-
2A6X1-002 002.001.010.003 Install		2009-12-21	2010-02-02				-	-	-	-	-	-	-
2A6X1-002 002.001.011 Exciter													
2A6X1-002 002.001.011.001 Remove		2009-10-05	2009-10-26				-	2b	-	-	-	-	-
2A6X1-002 002.001.011.003 Install		2009-10-05	2009-10-26				-	2b	-	-	-	-	-

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
2A6X1-002 002.001.012 Igniter Plug													
2A6X1-002 002.001.012.001 Remove		2009-10-05	2009-10-26				-	2b	-	-	-	-	-
2A6X1-002 002.001.012.003 Install	5	2009-10-05	2009-10-26				-	2b	-	-	-	-	-
2A6X1-002 002.001.013 Igniter Lead													
2A6X1-002 002.001.013.001 Remove		2009-10-05	2009-10-26				-	-	-	-	-	-	-
2A6X1-002 002.001.013.003 Install	5	2009-10-05	2009-10-26				-	-	-	-	-	-	-
2A6X1-002 002.001.014 Thermocouple Harness													
2A6X1-002 002.001.014.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.001.014.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.001.015 Thermocouples													
2A6X1-002 002.001.015.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.001.015.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.001.017 Compressor bleed system													
2A6X1-002 002.001.017.001 TF33 Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-002 002.001.018 Compressor Bleed Valve													
2A6X1-002 002.001.018.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.001.018.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.001.019 Compressor Bleed Valve Actuator													
2A6X1-002 002.001.019.001 Remove		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 002.001.019.003 Install		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 002.001.022 Oil System													
2A6X1-002 002.001.022.001 TF33 Oil System Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-002 002.001.023 Oil Pump													
2A6X1-002 002.001.023.001 Remove		2009-12-21	2010-02-02				-	2b	-	-	-	-	-
2A6X1-002 002.001.023.003 Install		2009-12-21	2010-02-02				-	2b	-	-	-	-	-
2A6X1-002 002.001.024 Oil Tank													
2A6X1-002 002.001.024.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.001.024.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.001.024.004 Service	5	2009-10-05	2009-10-14				-	a	-	-	-	-	-
2A6X1-002 002.001.025 Oil Pressure Relief Valve													
2A6X1-002 002.001.025.001 Remove		2010-01-27	2010-02-10				-	-	-	-	-	-	-
2A6X1-002 002.001.025.003 Install		2010-01-27	2010-02-10				-	-	-	-	-	-	-
2A6X1-002 002.001.025.004 Adjust		2010-01-27	2010-02-10				-	-	-	-	-	-	-
2A6X1-002 002.001.027 Oil Filter/Screens													
2A6X1-002 002.001.027.001 Remove		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-002 002.001.027.002 Inspect	7	2012-08-08	2012-08-08				-	-	-	-	-	-	-
2A6X1-002 002.001.027.003 Install	5	2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-002 002.001.033 Gearbox													
2A6X1-002 002.001.033.001 Remove		2009-12-21	2010-02-10				-	-	-	-	-	-	-
2A6X1-002 002.001.033.003 Install		2009-12-21	2010-02-10				-	-	-	-	-	-	-
2A6X1-002 002.001.037 Fan Blades													
2A6X1-002 002.001.037.002 Inspect	7	2011-04-01	2011-04-04				-	2b	-	-	-	-	-
2A6X1-002 002.001.037.005 Repair (Blend)		2010-10-13	2010-10-13				-	a	-	-	-	-	-
2A6X1-002 002.001.038 Fan trim balance													
2A6X1-002 002.001.038.001 Fan Case													
2A6X1-002 002.001.038.001.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-

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
2A6X1-002 002.001.038.001.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.001.040 Inlet Guide Vane (IGV) Case													
2A6X1-002 002.001.040.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.001.040.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.001.041 Bearings													
2A6X1-002 002.001.041.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.001.041.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.001.042 Carbon Seals													
2A6X1-002 002.001.042.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.001.042.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.004 Turbine Section													
2A6X1-002 002.004.004 Quick Engine Change (QEC) accessories TR: Applicable Aircraft/Engine TOs													
2A6X1-002 002.004.004.001 TF33 QEC Kit Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-002 002.004.004.002 Tachometer Generator													
2A6X1-002 002.004.004.002.001 Remove		2010-07-30	2010-08-27				-	-	-	-	-	-	-
2A6X1-002 002.004.004.002.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.003 Fuel Flow Transmitter													
2A6X1-002 002.004.004.003.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.003.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.004 Low Oil Pressure Switch													
2A6X1-002 002.004.004.004.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.004.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.005 Oil Pressure Transmitter													
2A6X1-002 002.004.004.005.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.005.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.006 Oil Differential Pressure Switch													
2A6X1-002 002.004.004.006.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.006.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.007 Oil Temperature Sensor													
2A6X1-002 002.004.004.007.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.007.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.010 Constant Speed Drive (CSD) (TF33 only)													
2A6X1-002 002.004.004.010.002 Remove		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 002.004.004.010.004 Install	5	2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 002.004.004.011 Generator (TF33 only)													
2A6X1-002 002.004.004.011.002 Remove		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-002 002.004.004.011.004 Install	5	2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-002 002.004.004.013 CSD/IDG Filters													
2A6X1-002 002.004.004.013.001 Remove		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 002.004.004.013.003 Install		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 002.004.004.014 CSD Oil Tank (TF33 only)													
2A6X1-002 002.004.004.014.001 Remove		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-002 002.004.004.014.003 Install		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-002 002.004.004.014.004 Service	5	2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-002 002.004.004.015													

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
CSD/IDG Oil Cooler													
2A6X1-002 002.004.004.015.001 Remove		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-002 002.004.004.015.003 Install		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-002 002.004.004.016 Engine Starter													
2A6X1-002 002.004.004.016.001 Remove		2009-09-08	2009-10-02				-	2b	-	-	-	-	-
2A6X1-002 002.004.004.016.003 Install	5	2009-09-08	2009-10-02				-	2b	-	-	-	-	-
2A6X1-002 002.004.004.016.004 Service	5	2009-09-08	2009-10-02				-	a	-	-	-	-	-
2A6X1-002 002.004.004.017 Starter Control Valve													
2A6X1-002 002.004.004.017.001 Remove		2009-09-08	2009-10-02				-	2b	-	-	-	-	-
2A6X1-002 002.004.004.017.003 Install	5	2009-09-08	2009-10-02				-	2b	-	-	-	-	-
2A6X1-002 002.004.004.019 Hydraulic Pump													
2A6X1-002 002.004.004.019.001 Remove		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 002.004.004.019.003 Install		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 002.004.004.023 Tail pipe/Tail cone													
2A6X1-002 002.004.004.023.001 Remove		2009-10-05	2009-10-13				-	-	-	-	-	-	-
2A6X1-002 002.004.004.023.003 Install		2009-10-05	2009-10-13				-	-	-	-	-	-	-
2A6X1-002 002.004.004.024 Engine ThrottleLinkage													
2A6X1-002 002.004.004.024.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.024.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.024.004 Rig	5	2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.004.004.027 Ring Cowl													
2A6X1-002 002.004.004.027.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.027.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.028 Nacelle Anti-ice Valve													
2A6X1-002 002.004.004.028.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.028.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.029 Engine Mounts													
2A6X1-002 002.004.004.029.001 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.029.002 Disassemble		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.004.004.029.004 Assemble		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.004.004.029.005 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.030 Nose Dome													
2A6X1-002 002.004.004.030.001 Remove		2009-10-05	2009-10-13				-	-	-	-	-	-	-
2A6X1-002 002.004.004.030.003 Install		2009-10-05	2009-10-13				-	-	-	-	-	-	-
2A6X1-002 002.004.004.031 Thrust Reverser													
2A6X1-002 002.004.004.031.001 Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-002 002.004.004.031.002 Remove		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.031.004 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.031.005 Rig		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-002 002.004.004.032 Thrust Reverser Actuator													
2A6X1-002 002.004.004.032.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.032.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.033 Blocker Door													
2A6X1-002 002.004.004.033.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.033.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.034 Translating Cowl													
2A6X1-002 002.004.004.034.001		2009-12-21	2010-01-15				-	-	-	-	-	-	-

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													
2A6X1-002 002.004.004.034.003 Install		2009-12-21	2010-01-15				-	-	-	-	-	-	-
2A6X1-002 002.004.004.036 Thrust Reverser Control Valve													
2A6X1-002 002.004.004.036.001 Remove		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 002.004.004.036.003 Install		2009-12-21	2010-01-07				-	-	-	-	-	-	-
2A6X1-002 003 ENGINE INSPECTION and PREVENTIVE MAINTENANCE TR: TOs 00-5-14, 00-20 series, and applicable aircraft/engine TOs													
2A6X1-002 003.001 Perform inspections													
2A6X1-002 003.001.001 Inlet and exhaust		2012-03-09	2012-03-09				-	-	-	-	-	-	-
2A6X1-002 003.001.002 Special Inspections (Over Speed, Over Temperature)		2012-03-09	2012-03-09				-	-	-	-	-	-	-
2A6X1-002 003.002 Clean Gas Turbine Aircraft Engines and Associated Parts		2010-01-04	2010-01-05				-	-	-	-	-	-	-
2A6X1-002 004 ENGINE REMOVAL and INSTALLATION IN AIRFRAME													
2A6X1-002 004.001 Remove Engine		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 004.002 Install Engine		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 005 ENGINE RIGGING TR: Applicable Aircraft/Engine TOs													
2A6X1-002 005.001 Rig		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-002 005.002 Inspect		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 001 ENGINE INSPECTION AND PREVENTIVE MAINTENANCE F108/CFM56 (KC-135R) Attachment 6													
2A6X1-004 001.001 Constructional Features		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-004 001.003 Clean Gas Turbine Aircraft Engines and Associated Parts TR: TO 2J-1-13		2010-01-04	2010-01-05				-	-	-	-	-	-	-
2A6X1-004 001.006 Operate, /Retrieve/ Data From Turbine/ Engine Monitoring System or Data Download Transfer Unit (DDTU)	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002 ENGINE MAINTENANCE TR: TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs													
2A6X1-004 002.001 Perform Preliminary Maintenance Procedures		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.002 Apply External Electrical Power		2011-08-01	2011-08-03				-	-	-	-	-	-	-
2A6X1-004 002.004 Perform Engine Maintenance													
2A6X1-004 002.004.001 Fan Blade TO 2J-F108-2-1													
2A6X1-004 002.004.001.001 Remove	5	2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.001.002 Inspect	7	2012-08-08	2012-08-08				-	-	-	-	-	-	-
2A6X1-004 002.004.001.003 Install	5	2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.001.004 Repair (Blend)		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.002 Fan Outlet Guide Vanes													
2A6X1-004 002.004.002.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.002.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.003 Acoustical Panels													
2A6X1-004 002.004.003.001 Remove	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.003.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.004 Idle Reset Solenoid													
2A6X1-004 002.004.004.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.004.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-

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
2A6X1-004 002.004.005 COMPRESSOR BLEED SYSTEM													
2A6X1-004 002.004.005.001 Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-004 002.004.006 Bleed Valve and Master Ball Screw Actuator Assembly													
2A6X1-004 002.004.006.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.006.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.007 Bleed Valve and Ball Screw Actuator Assembly													
2A6X1-004 002.004.007.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.007.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.008 VBV Stop Mechanism													
2A6X1-004 002.004.008.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.008.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.009 VBV Fuel Gear Motor													
2A6X1-004 002.004.009.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.009.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.010 VBV Feedback Cable													
2A6X1-004 002.004.010.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.010.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.011 VSV Feedback Cable													
2A6X1-004 002.004.011.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.011.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.012 Throttle Gear Box													
2A6X1-004 002.004.012.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.012.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.013 High Pressure Turbine Clearance Control Valve(TCCV)													
2A6X1-004 002.004.013.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.013.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.014 Fuel pump													
2A6X1-004 002.004.014.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.014.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.015 Main Engine Control/Hydro-mechanical Unit													
2A6X1-004 002.004.015.001 Remove	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.015.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.016 Heat Exchanger													
2A6X1-004 002.004.016.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.016.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.017 Fuel Filter													
2A6X1-004 002.004.017.001 Remove	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.017.002 Inspect	7	2012-08-08	2012-08-08				-	-	-	-	-	-	-
2A6X1-004 002.004.017.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.018 Fuel Nozzles (External)													
2A6X1-004 002.004.018.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.018.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.019 Fuel Flow Transmitter													
2A6X1-004 002.004.019.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-

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
2A6X1-004 002.004.019.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.020 Integrated Drive Generator (IDG)													
2A6X1-004 002.004.020.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.020.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.020.004 Service		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.021 IDG Oil Cooler													
2A6X1-004 002.004.021.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.021.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.022 Engine Starter													
2A6X1-004 002.004.022.001 Remove	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.022.004 Sealol/Seal													
2A6X1-004 002.004.022.004.001 Service	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.023 Starter Control Valve													
2A6X1-004 002.004.023.001 Remove	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.023.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.024 Hydraulic Pump													
2A6X1-004 002.004.024.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.024.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.027 Tail pipe/Tail cone													
2A6X1-004 002.004.027.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.027.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.028 Fan Cowling													
2A6X1-004 002.004.028.001 Remove		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-004 002.004.028.003 Install		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-004 002.004.028.004 Open/Close	5	2011-08-01	2011-08-03				-	-	-	-	-	-	-
2A6X1-004 002.004.029 Fan Duct													
2A6X1-004 002.004.029.001 Remove		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-004 002.004.029.003 Install		2009-12-21	2010-01-04				-	-	-	-	-	-	-
2A6X1-004 002.004.029.004 Open/Close	5	2011-08-01	2011-08-03				-	-	-	-	-	-	-
2A6X1-004 002.004.030 ANTI-ICE SYSTEM													
2A6X1-004 002.004.030.001 Theory		2013-10-01	2013-10-08				-	-	B	-	-	-	-
2A6X1-004 002.004.031 Ring Cowl													
2A6X1-004 002.004.031.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.031.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.032 Nacelle Anti-ice Valve													
2A6X1-004 002.004.032.001 Remove		2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-004 002.004.032.003 Install	5	2009-12-21	2010-01-05				-	-	-	-	-	-	-
2A6X1-004 002.004.033 Engine Mounts													
2A6X1-004 002.004.033.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.033.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.034 Front Spinner Cone													
2A6X1-004 002.004.034.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.034.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.035 Rear Spinner Cone													
2A6X1-004 002.004.035.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.035.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-

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
2A6X1-004 002.004.036 Oil Pump													
2A6X1-004 002.004.036.001 Remove		2014-10-20	2014-11-17				-	-	-	-	-	-	-
2A6X1-004 002.004.036.003 Install		2014-10-20	2014-11-17				-	-	-	-	-	-	-
2A6X1-004 002.004.037 Oil Tank													
2A6X1-004 002.004.037.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.037.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.037.004 Service	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.038 Oil Filter													
2A6X1-004 002.004.038.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.038.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.039 Chip Detectors													
2A6X1-004 002.004.039.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.039.002 Inspect	7	2012-08-08	2012-08-08				-	-	-	-	-	-	-
2A6X1-004 002.004.039.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.040 Oil Pressure Transmitter													
2A6X1-004 002.004.040.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.040.002 Inspect	5	2014-10-20	2014-11-17				-	-	-	-	-	-	-
2A6X1-004 002.004.040.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.041 Oil Differential Pressure Switch													
2A6X1-004 002.004.041.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.041.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.042 Oil Temperature Sensor													
2A6X1-004 002.004.042.001 Remove		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.042.003 Install		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.043 Low Oil Pressure Switch													
2A6X1-004 002.004.043.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.043.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.044 N1 Speed Sensor													
2A6X1-004 002.004.044.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.044.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.045 N2 Control Alternator													
2A6X1-004 002.004.045.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.045.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.046 Power Management Control													
2A6X1-004 002.004.046.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.046.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.047 T-12 Sensor													
2A6X1-004 002.004.047.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.047.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.048 Compressor Inlet Temperature (CIT) Sensor													
2A6X1-004 002.004.048.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.048.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.049 Exciter													
2A6X1-004 002.004.049.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.049.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.050													

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
Igniter Plug													
2A6X1-004 002.004.050.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.050.003 Install	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.051 Igniter Lead													
2A6X1-004 002.004.051.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.051.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.052 Thermocouple Harness													
2A6X1-004 002.004.052.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.052.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.053 Thermocouples													
2A6X1-004 002.004.053.001 Remove		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.053.003 Install		2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.004.054 LPT Cooling Manifold													
2A6X1-004 002.004.054.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.054.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.055 Transfer Gearbox													
2A6X1-004 002.004.055.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.056 Transfer Gearbox Magnetic/Sealol Seal													
2A6X1-004 002.004.056.001 Remove		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.056.003 Install		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.057 Accessory Gearbox													
2A6X1-004 002.004.057.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.058 Accessory Transfer Gearbox Magnetic/Sealol Seal													
2A6X1-004 002.004.058.001 Remove		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.058.002 Inspect		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.058.003 Install		2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 002.004.059 5th Stage Bleed Air Check Valve													
2A6X1-004 002.004.059.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.059.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.060 Speed Control Box													
2A6X1-004 002.004.060.001 Remove		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.004.060.003 Install		2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.005 ENGINE RIGGING TR: Applicable Aircraft/Engine TOs													
2A6X1-004 002.005.001 Rig Engine Variable Stator Vane (VSV) Feedback Cable	7	2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.005.002 Rig Engine Variable Bleed Valve (VBV) Feedback Cable	7	2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.005.003 Rig MEC/Throttle Cable	7	2013-10-01	2013-10-08				-	-	-	-	-	-	-
2A6X1-004 002.005.004 PMC test	7	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 002.005.005 PLA Gain Adjustment	7	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 003 Aircraft Installed Engine Testing TR: Applicable Aircraft/Engine TOs													
2A6X1-004 003.002 Perform Engine Run (Including Pre-PE Performance)		2012-03-09	2012-03-09				-	-	-	-	-	-	-
2A6X1-004 003.003 Engine Trim Position A (Left Seat)		2012-04-23	2012-05-09				-	-	-	-	-	-	-
2A6X1-004 003.004 Engine Trim Position B (Right Seat)/Trim Supervisor		2012-04-23	2012-05-09				-	-	-	-	-	-	-
2A6X1-004 003.005 Perform Ground Observer/Position C		2009-09-25	2009-09-25				-	-	-	-	-	-	-

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
Duties During Engine Run													
2A6X1-004 003.006 Fan Trim Balance		2012-04-23	2012-05-09				-	-	-	-	-	-	-
2A6X1-004 003.007 Audible Ignition System Check-Out	5	2009-09-25	2009-09-25				-	-	-	-	-	-	-
2A6X1-004 003.008 Install, Operate And Remove Trim Equipment		2012-04-23	2012-05-09				-	-	-	-	-	-	-
2A6X1-004 003.009 Engine Leak Check	5	2011-08-17	2011-08-17				-	-	-	-	-	-	-
2A6X1-004 005 Engine Removal and Installation In Airframe TR: TOs 1-1A-8, 2J-1-24, and applicable aircraft TOs													
2A6X1-004 005.001 Remove Engine	7	2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 005.002 Install Engine	7	2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-004 005.003 Service Engine	5	2011-07-12	2011-07-12				-	-	-	-	-	-	-
2A6X1-008A 001 Jet Fuel Start (JFS) Attachment 10													
2A6X1-008A 001.001 JFS													
2A6X1-008A 001.001.001 Remove		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-008A 001.001.002 Inspect		2009-09-08	2009-10-02				-	-	-	-	-	-	-
2A6X1-008A 001.001.003 Install		2009-09-08	2009-10-02				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35980 001	PREFORM GROUND HANDLING: T.O. 1C-135-2-2-2					
	35980 001.001	De-Ice ACFT T.O. 1C-135-2-2-2	2010-01-04	2010-02-02			
	35980 001.002	Aircraft wash team member T.O. 1-1-691	2009-09-08	2009-10-02			
	35980 001.003	Remove and install landing gear down locks T.O. 1C-135-2-2-2	2009-09-08	2009-10-02			
	35980 001.004	Remove and install tail stand T.O 1C-125-2-2-2	2009-09-08	2009-10-02			
	35980 002	AIRFRAME SYSTEM: T.O. 1C-135-2-7					
	35980 002.001	Operate wheel well doors T.O. 1C-135-2-7	2009-09-08	2009-10-02			
	35980 002.002	Operate cargo door T.O. 1C-135-2-2-2	2009-09-08	2009-10-02			
	35980 002.003	Operate crew entry door T.O. 1C-135-2-2-2	2009-09-08	2009-10-02			
	35980 004	PNEUDRAULIC SYSTEM: T.O. 1C-135-2-2-2					
	35980 004.001	Service left / right hydraulic reservoirs T.O. 1C-135-2-2-2	2010-01-04	2010-01-05			
	35980 005	FUELS (REFUEL / DEFUEL): T.O. 1C-135-2-2-2					
	35980 005.001	Refuel / defuel panel operator T.O. 1C-135-2-2-2	2010-05-05	2010-06-02			
	35980 006	PINTLE HOOK: T.O. 1-1A-15					
	35980 006.001	Understands and Operates the Pintle Hook TR T.O. 1-1A-15, par 25.1.1, 25.1.2, 25.1.3 25.1.4, 25.1.5, 25.2 T.O. 36-1-121 and T.O . 36-1-191, para 2.78	2009-09-08	2009-10-02			
	35980 007	JET FUEL STARTER (JFS) T.O. 1C-135-2-4-1-1					
	35980 007.001	JFS Oil Service T.O. 1C-135-2-2-2	2009-09-08	2009-10-02			
	35980 007.002	JFS Oil Change T.O. 1C-135-2-2-2	2009-09-08	2009-10-02			
	35980 008	AUXILARY POWER UNIT (APU) T.O. 1C-135-2-16					
	35980 008.001	APU Inspection T.O.1C-135-2-16	2011-08-17	2011-08-17			
	35980 008.002	Intake Door, shaft, and handle installation T.O. 1C-135-2-16 Page 5-29 Para 5-37	2011-04-22	2011-05-23			
	35980 008.004	Remove T.O. 1C-135-2-16	2011-08-17	2011-08-17			
	35980 008.005	Install T.O. 1C-135-2-16	2011-08-17	2011-08-17			
	35980 008.006	Preform APU Operation T.O. 1C-135-2-2-2	2011-08-17	2011-08-17			
	35980 008.007	APU Fuel system components T.O. 2G-GTCP85-41-2					
	35980 008.007.001	Remove T.O.2G-GTCP85-41-2	2011-08-17	2011-08-17			
	35980 008.007.002	Inspect T.O. 2G-GTCP85-41-2	2011-08-17	2011-08-17			
	35980 008.007.003	Install T.O. 2G-GTCP85-41-2	2011-08-17	2011-08-17			
	35980 008.007.004	APU Oil system components T.O. 2G-GTCP85-41-2					
	35980 008.007.004.001	Remove T.O. 2G-GTCP85-41-2	2011-04-22	2011-05-23			
	35980 008.007.004.002	Inspect T.O. 2G-GTCP85-41-2	2011-08-17	2011-08-17			
	35980 008.007.004.003	Install T.O. 2G-GTCP85-41-2	2011-04-22	2011-05-23			
	35980 008.007.004.004	APU Ignition system components T.O. 2G-GTCP85-41-2					
	35980 008.007.004.004.001	Remove T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004.002	Inspect T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004.003	Install T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004.004	APU starter system components T.O. 2G-GTCP85-41-2					
	35980 008.007.004.004.004.001	Remove T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004.004.002	Inspect T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004.004.003	Install T.O. 2G-GTCP85-41-2	2011-08-17	2011-08-17			
	35980 008.007.004.004.004.004	APU Ducting T.O. 2G-GTCP85-41-2					
	35980 008.007.004.004.004.004.001	Remove T.O. 2G-GTCP85-41-2	2011-04-22	2011-05-23			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35980 008.007.004.004. 004.004.002	Inspect T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004. 004.004.003	Install T.O. 2G-GTCP85-41-2	2011-04-22	2011-05-23			
	35980 008.007.004.004. 004.004.004	APU Plumbing T.O. 2G-GTCP85-41-2					
	35980 008.007.004.004. 004.004.004.001	Remove T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004. 004.004.004.002	Inspect T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 008.007.004.004. 004.004.004.003	Install T.O. 2G-GTCP85-41-2	2011-07-12	2011-07-12			
	35980 009	COMPLETE 2A651 5 LEVEL CDC AFI 36-2201					
	35980 009.001	5 LEVEL CDC VOLUME 1 AFI 36-2201	2009-02-05	2009-02-26			
	35980 009.002	5 LEVEL CDC VOLUME 2 AFI 36-2201	2009-02-27	2009-03-27			
	35980 009.003	5 LEVEL CDC VOLUME 3 AFI 36-2201	2009-03-27	2009-04-13			
	35980 011	MISCELLANEOUS SYSTEMS T.O.'s 1C-135-2-4-1-1, 1C-135-2-4-2, 1C-135-2-4-3					
	35980 011.001	Rig T/R Torque arm compensator T.O. 1C-135-2-4-3	2013-10-01	2013-10-08			
	35980 011.002	Install T/R Torque arm compensator T.O. 1C-135-2-4-3	2013-10-01	2013-10-08			
	35980 011.003	Remove T/R Torque arm compensator T.O. 1C-135-2-4-3	2013-10-01	2013-10-08			

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2009-08-24	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201 V3.
2015-04-24	180 Day		is 100% qualified. Total review of his record was conducted on 24 Apr 2015. 0 Discrepancies found. He continues to stay proficient. He is doing a great job.
2014-10-22	180 Day Review		is 100% qualified. Total review of his record was conducted on 22 Oct 2014. No Discrepancies found. He is currently deployed.
2014-08-25	Supervisor Deploying/Trainer Appointment		On Sep 1 2014 until I, , return for my deployment on approx Dec 15 2014 will be under the temperary direct supervision of
2014-06-05	TDY		will be going TDY from 20140507 to 20140526. His training will be suspeneded until his return.
2014-06-05	leave		returned from Leave on 20140605. 100% task qualified staying proficeint in his trianing.
2014-06-05	TDY		will be going TDY from 20140507 to 20140526. His training will be suspeneded until his return.
2014-06-05	leave		returned from Leave on 20140605. 100% task qualified staying proficeint in his trianing.
2014-05-12	Leave		will be on leave from 27 May - 4 June.
2014-04-22	180 Day Review		is 100% qualified. Total review of his record was conducted on 22 Apr 2014. 0 Discrepancies found. He continues to stay proficient. He is doing a great job.
2013-09-12	TF-33 P-5 Test Failure		failed his EPE portion of the TF-33 P-5 test. He will study while TDY and test upon his return.
2013-09-12	TDY		will be TDY on the OPEN SKIES from 13 Sept - 24 Sept.
2013-09-12	TF-33 P-5 Test Failure		failed his EPE portion of the TF-33 P-5 test. He will study while TDY and test upon his return.
2013-09-12	TDY		will be TDY on the OPEN SKIES from 13 Sept - 24 Sept.
2013-09-06	F-108 Eng Run Cert.		has been certified on F-108 Eng Run. His 64 has been routed.
2013-08-22	Workcenter Orientation		I reaccomplished a workcenter orientation withSrA on 2013-08-22. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2013-08-22	Initial Evaluation		I reaccomplished an initial evaluation with on 2013-08-22. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time.
2013-08-22	Workcenter Orientation		I reaccomplished a workcenter orientation withSrA on 2013-08-22. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2013-08-22	Initial Evaluation		I reaccomplished an initial evaluation with on 2013-08-22. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time.
2013-06-26	P-5/9 eng run test		has scored 100,100,96% on his test
2013-05-20	SrA Stevens TBA Review		On this date TBA has been reviewed. He continues to be fully 5 level qualified and continues to progress further with OJT and Technical Order review. He continues to show enthusiasm and eagerness to continue progression at his current and future skill level.
2013-04-17	Trainer Upgrade		needs to become a trainer for everybody in the workcenter for the section
2013-03-06	90 day review		I reviewed TBA entries today for accuracy and completion. There were no errors noted on this date.
2012-12-20	90 day Review		I reviewed TBA entries today for accuracy and completion. There were no errors noted on this date.
2012-12-20	informatoin		did not go TDY due to a cancelatoin. He is how ever going on the January Blue on Blue.
2012-12-20	90 day Review		I reviewed TBA entries today for accuracy and completion. There were no errors noted on this date.
2012-12-06	TDY		10-11 Dec will be leaving for an unknown amount of time. We look foward to having him back soon.
2012-11-29	Blade blend and bvore scope cert		has been certified on F108, Tf-33 P9, P5 Blade Blend and F108 Bore scope. I will route his 64 to add him to the SCR.

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2012-09-27	TF-33/ F108 Borescope and Blade blend certification		has been trained and Certified on TF-33 and F108 Bore Scope and Blade Blend by . His 64 has been routed.
2012-09-06	90 Day Review		I reviewed TBA entries today for accuracy and completion. There were no errors noted on this date.
2012-08-30	Deployment		I will be deployed from 6 Sep to 15 Dec. will be supervisor/trainer while I am deployed.
2012-08-09	Tasks		Today started and signed off several tasks.
2012-06-14	90 Day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2012-06-14	Deployment Return		returned from his deployment today. He will be on CTO's for 14 days.
2012-06-14	90 Day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2012-06-14	Deployment Return		returned from his deployment today. He will be on CTO's for 14 days.
2012-05-09	TBA Review		Went over TBA. He is dong a great job in his deployed location.
2012-04-16	TBA Review		Reviewed TBA and he has been progressing well above his peers
2012-03-30	INLETS AND EXHAUST		I certified on Inlets and exhaust. He is doing a great job. 64 routed
2012-03-26	F-108 ENG RUN 64		has completed all requirment to run the F-108 eng. I will be add him to the SCR for this.
2012-03-09	F108 Eng Run Cert		I certified on F108 eng run, and also Inlets and exhaust. 64 routed
2012-02-24	Leave		will be on leave from 28 Feb through 02 Mar.
2012-01-27	Feedback		Conducted feedback on 25Jan2012, Reviewed responsabilities and expectations. is a great worker, he sets the example
2012-01-03	Jan Status		No updates needs. is working beyond air force standars. Good Job
2011-11-17	TDY		is TDY to Vegas, he will be back the begining part of December.
2011-10-21	TBA Review		Reviewed TBA. Started task and signed off a task. is doing a good job.
2011-08-22	Leave		will be on leave 5-19 September.
2011-08-17	APU TASKS		Today started and was signed off on several tasks. He also was certified on APU operation in which his 64 will be routed.
2011-07-20	Initial Orientation Brief		Upon review o ' ITP, the Initial Orientation Briefing was conducted, however there was not a journal entry by this supervisor in TBA. Today, a Workcenter Orientation and Initial Evaluation of qualifications was conducted with IAW AFI 36-2201 V3.
2011-07-12	Tasks		Today started and signed off several tasks.
2011-07-11	TBA review		has just returned back to work after taking his CTO days. He is going very good on his training.
2011-06-16	TDY		is still deployed to the desert and will be back the last part of June before he goes on his CTOS
2011-05-23	Task		Signed off some task. He is doing a great job.
2011-04-22	TBA Review		Reviewed TBA, added task to his TBA. He is doing a great job.
2011-04-05	Task		Signed off some task in TBA.

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2011-04-04	Task		Got in touch with at his deployed location, and we are going to sign off a few task, still doing a bang up job
2011-04-01	TBA		Reviewed TBA, removed some task that he cannot get signed off untill he is Red x Qualified. Started task, he is doing a bang up job.
2011-03-24	Deployment		is still deployed and won't return until June.
2010-12-20	Deployed		is deployed for 90 days
2010-10-21	Feedback		Today was given his initial feedback.
2010-10-13	F108 Blade Blend Cert		has been trained and certified by on F108 B-Blend. His 64 is being routed.
2010-10-13	Tasks restored from archive on 2010-10-13		6 Tasks were restored from archive on 2010-10-13
2010-10-13	F108 Blade Blend Cert		has been trained and certified by on F108 B-Blend. His 64 is being routed.
2010-10-13	Tasks restored from archive on 2010-10-13		6 Tasks were restored from archive on 2010-10-13
2010-09-20	Return from Leave		Has Returned From Leave On 18 Sept. 2010
2010-09-16	Records Review		Performed a records review on This date. Removed tasks that are not required at his skill level. Member is fully qualified and up to date on his training.
2010-08-17	Leave		Is Going On Leave From 22 Of Aug Till 17 Sept.
2010-08-05	Task Recertification		has been recertified on task WJQS-35980-00.001.001, 1500 Fan Blade Inspection. Individual has been briefed and understands FOD Prevention practices as outlined in AFI 21-101, Ch 14, para 14.19.2.4.
2010-08-05	Recertification of Task 000.001.005.001		On 3 August, 2010, displayed that he is capable of performing appropriate FOD prevention practices as directed by AFI 21-101, Ch 14, para 14.19.2.4 stating in part "A pocketless, zipperless, buttonless bunny-suit, cloth over-boots or stocking feet, boots removed, for intakes only, will be worn whenever physical entry into an aircraft intake or exhaust is required. has been recertified in This task. has been retrained on FOD prevention practices and displays an in-depth understanding of Air Force and local FOD prevention practices.
2010-08-05	Task Recertification		has been recertified on task WJQS-35980-00.001.001, 1500 Fan Blade Inspection. Individual has been briefed and understands FOD Prevention practices as outlined in AFI 21-101, Ch 14, para 14.19.2.4.
2010-07-30	Start Date For Tach Gen		Incorrect task was decertified, see tasks 001.005.001 & WJQS 35980-001.002.001. A new start date has been added, awaiting to sign as trainee and I will re-sign off the task as trainer
2010-07-30	Error for Decertification for Task CFETP-2A6X1-002-001.008.001.001		Incorrect task decertified, see tasks 001.005.001 & WJQS 35980-001.002.001
2010-07-30	Start Date For Tach Gen		Incorrect task was decertified, see tasks 001.005.001 & WJQS 35980-001.002.001. A new start date has been added, awaiting to sign as trainee and I will re-sign off the task as trainer
2010-07-29	F108 Blade Blend		has been through both F108 and TF 33 blade blend. He is comfortable performing these tasks.
2010-07-12	Deployment return		has returned from the desert on 20 June and returned back to work. He is still awaiting for his continuation tasks.
2010-05-17	Feedback		has a feedback due. He is currently deployed and we will do a feedback once he returns from his deployment
2010-05-13	Deployed		is on a deployment. The dates are 15 Mar until the later part of June.
2010-02-25	Award of 5 Skill Level		Member has met all mandatory training requirements IAW AFI 36-2201 for award of his/her next higher skill level. MILPDS, IMDS, and TBA has been updated.
2010-02-19	5-Level		I recommend for 5-level upgrade
2010-02-16	5-Level Upgrade		has been completed on every required 5-level task and is prepared for upgrade.
2010-02-03	Remaining Tasks		had 8 old start dates signed off today, and also had his remaining 5 tasks started. He will have his paperwork for upgrade submitted by the middle of the month.
2010-01-16	Task(s) archived on 2010-01-16		10 task(s) archived on 2010-01-16 by employee:
2010-01-16	Start Dates Signed Off		had 24 old start dates signed off today he is currentlly on pace to be ready for 5-level upgrade by the end of This month.
2010-01-16	Task(s) archived on 2010-01-16		10 task(s) archived on 2010-01-16 by employee:

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2010-01-16	Start Dates Signed Off		had 24 old start dates signed off today he is currentlly on pace to be ready for 5-level upgrade by the end of This month.
2010-01-09	Old Start Dates Signed Off		had 22 old start dates signed off today. He is now 87% qualified he will continue to fininsh his training for upgrade.
2010-01-04	Training Day		Entire shop has come in for training day, we have reviewed maintenance 101, TBA, and several other training items.
2009-12-21	Started Tasks		Was Started On Numerous Tasks Today
2009-11-13	CDC Test Review		Today, and I went over the sections that were missed on his CDC test. I let him know that further studying is needed to prevent him from missing the same questions. He understands and will fully comply with the task presented upon him.
2009-11-11	Comprehensive Review		Today, and I completed a comprehensive review over his CDCs. He will continue studying to retain the information. He is ready to take his EOC.
2009-11-09	EOC Pretest		Scored Two More 90%'S Last Week. He Is Ready For His EOC
2009-11-03	EOC Pretest		Scored A 90% On His EOC Pretest Today.
2009-10-30	New CDC Pretest		completed his first pretest, with the new CDC pretest and scored an 81%. He will continue to study This weekend, and take another pretest on Monday.
2009-10-27	Old start dates		was signed off on old start dates today. There will be more start dates added to progress with his training.
2009-10-26	Supervised Study		On today 2009-10-26 I went over all volumes UREs and self-test questions is ready to test and is On track.
2009-10-23	Supervised Study		Today on OCT 23 2009 we went over volume 5 section 3-1 to 3-46 he is doing good and is seeming more confident
2009-10-23	SUPERVISED STUDY		On OCT 21 2009 we went through volume 4 sectiOn 1-31 thru 1-52 I asked him questions and he seems to be doing well we also went over the self-test questions and UREs
2009-10-23	Supervised Study		On Thursday October 21 2009 we went thru volume 2 sectiOn 5-1 thru 5-46 again went through self-test questions urea and highlighted portion.
2009-10-23	Supervised Study		Today on OCT 23 2009 we went over volume 5 section 3-1 to 3-46 he is doing good and is seeming more confident
2009-10-23	SUPERVISED STUDY		On OCT 21 2009 we went through volume 4 sectiOn 1-31 thru 1-52 I asked him questions and he seems to be doing well we also went over the self-test questions and UREs
2009-10-23	Supervised Study		On Thursday October 21 2009 we went thru volume 2 sectiOn 5-1 thru 5-46 again went through self-test questions urea and highlighted portion.
2009-10-21	Update		ITP was updated to match 5-level upgrade tasks.
2009-10-20	Supervised Study		Today on Oct 20 2009 we went over volume 3 section 1-2 thru 2-48 asked him the self-test questions and the UREs also went over his highlighted sections he is doing well and is making progress.
2009-10-20	Supervised Study		Today on Oct 20 2009 we went over volume 3 section 1-2 thru 2-48 asked him the self-test questions and the UREs also went over his highlighted sections he is doing well and is making progress.
2009-10-20	Supervised Study		Today on Oct 20 2009 we went over volume 3 section 1-2 thru 2-48 asked him the self-test questions and the UREs also went over his highlighted sections he is doing well and is making progress.
2009-10-15	Supervised Study		On 20091013 we went over all volumes, I asked him questions and he seemed to know what he was talking about. He is still improving
2009-10-15	Supervised Study		On OCT 15 2009 we went over volume 4 UREs and self-test questions he seems to be struggling and may need more time to study it. I told him to concentrate On This volume
2009-10-15	Supervised Study		On Oct 12 2009 supervised study went alot better he is starting to retain the informatiOn and has a better attudie
2009-10-15	Supervised Study		On OCT 14 2009 we went over volume 3 over th UREs and self-test questions he is doing good
2009-10-15	Supervised Study		On 20091013 we went over all volumes, I asked him questions and he seemed to know what he was talking about. He is still improving
2009-10-15	Supervised Study		On OCT 15 2009 we went over volume 4 UREs and self-test questions he seems to be struggling and may need more time to study it. I told him to concentrate On This volume
2009-10-15	Supervised Study		On Oct 12 2009 supervised study went alot better he is starting to retain the informatiOn and has a better attudie
2009-10-15	Supervised Study		On OCT 14 2009 we went over volume 3 over th UREs and self-test questions he is doing good
2009-10-14	Oil Servicing		was signed off on TF 33 P5/P9 engine oil tank servicing on This date
2009-10-13	SupervSed Study		On 2009-10-07 did alot better with his studying he has been studying and is starting to show improvement
2009-10-13	Supervised Stidy		On 20091009 we did some training and E seems TOn a be doing good and keeping up with the pace
2009-10-13	SupervSed Study		On 2009-10-07 did alot better with his studying he has been studying and is starting to show improvement
2009-10-13	Supervised Stidy		On 20091009 we did some training and E seems TOn a be doing good and keeping up with the pace
2009-10-13	Tasks Signed Off		Was Signed Off On Two Tasks On This Date

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ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2009-10-06	Supervised Study		On 20090930 today we went over more of the UREs and finished up volume 1 he is slowly making progress
2009-10-06	Supervised Study		On SEP 28 2009 we went over his his UREs and volume 1 he is doing better
2009-10-06	Supervised Study		On OCT 2 2009 did supervised study with he went over UREa and beginning of volume 2 he said that he was not as involved with the study and lacked inicitive.
2009-10-06	Supervised Study		On SEP 28 2009 we went over his his UREs and volume 1 he is doing better
2009-10-06	Supervised Study		On OCT 2 2009 did supervised study with he went over UREa and beginning of volume 2 he said that he was not as involved with the study and lacked inicitive.
2009-10-06	Supervised Study		On 20090930 today we went over more of the UREs and finished up volume 1 he is slowly making progress
2009-10-05	Training Conducted/Start Dates Added		was trained on the TF33 anti-ice and starter systems on This date. Start dates were also added.
2009-09-25	Supervised Study		On Sept 24 2009 me and went through his home work I asked him to study UREs 2-48 - 4-73 and read 6-6 --4-16 in volume 1 I asked him the questions and he missed 14 out of 40 questions and couldnt tell me about what he read out of volume 1. He s going to redue the same homework tonight and I will expect him to know the material tomorrow.
2009-09-25	Supervised Study		From Sept 22-24 had blade blend class so I told him to keep studying his home work which was to study UREs 2-48 - 4-73 and read 6-6 - 4-16 in volume 1
2009-09-25	Tasks restored from archive on 2009-09-25		185 Tasks were restored from archive on 2009-09-25
2009-09-25	Supervised Study		Mon Sept 21 2009 we went over UREs 5-53 - 2-48 and reviewed 1-5 - 6-6 in volume 1
2009-09-25	Tasks restored from archive on 2009-09-25		185 Tasks were restored from archive on 2009-09-25
2009-09-25	Supervised Study		On Sept 24 2009 me and went through his home work I asked him to study UREs 2-48 - 4-73 and read 6-6 --4-16 in volume 1 I asked him the questions and he missed 14 out of 40 questions and couldnt tell me about what he read out of volume 1. He s going to redue the same homework tonight and I will expect him to know the material tomorrow.
2009-09-25	Supervised Study		From Sept 22-24 had blade blend class so I told him to keep studying his home work which was to study UREs 2-48 - 4-73 and read 6-6 - 4-16 in volume 1
2009-09-18	UTM CDC Failure Interview		17 Sep 09 PAFSC: 2A631 CDC: 2A651 Score: 61% A commander's evaluation was accomplished on 16 Sep 09 in regards to first time CDC failure. Members present: . Course progression: Member was enrolled 28 Jan 09. He completed his volumes (5) in Jun 09. There was sufficient nformation on CDC progression documented in TBA until the final volume was completed. He took one pretest on 23 Jul 09 and scored a 100%. He took a second pretest on 5 Aug 09 and scored a 98%. He took a thrid pretest on 28 Aug 09 and scored a 95%. His supervisor at the time, , did not document the comprehensive review of all volumes in TBA. There was a period of 3 months review and pretesting before member took the course exam and member prepared self-pretest questions as a review. Understanding of the course content: indicated that he had trouble understanding Volume 4 or the CDC#s, but felt confident on the other volumes. Motivation, study habits and preparation: appeared to be motivated to complete this CDC. He felt that he had difficulty in sleeping the weekend prior to the test and that he spent a great deal of time reviewing the CDC#s the previous weekend but focused mainly on URE#s. Supervisor's involvement: appeared to be very involved with the CDC progress. He prepared volume pretest questions in conJunction with other NCO#s in the office to gauge the trainees understanding of the material, however the pretesting questions may have also focused on URE#s. The comprehensive review of all volumes of the CDC seems to be less involved than it should have been and focus on the course exam seemed to be less involved during the preparation period for the member prior to course exam. The reading abilities test was administered to him on 16 Sep 09. No reading comprehension problem was detected.
2009-09-18	CDC Supervised Study		On 17 Sept 09, and I went over pages 1- 25 of volume 1/ unit 1. He was quizzed on random self-test questions as well as going page by page and reading over important information. We also went of volume 1 UREs. He was able to answer most questions but still needs improvement. I gave him the tast to read over units 2-4 of volume 1 for homework and be able to answer the self-test questions.
2009-09-16	Supervised Study		On Sept. 16 2009 I went over volume 1 sectiOn 1-27 he is going to go back over them tonight and be ready for Q and A tommarow.
2009-09-16	CDC Failure Interview (16 Sep 09)		conducted an evaluation to determine the ability of , , to progress in the 5 skill level upgrade training following a failure of the 2A651 Career Development Course (CDC) course exam. After careful review of the member's ITP and journal entries in TBA, Unit Personnel Information File (PIF), and coupled with an in-depth interview with the member and his supervisor, I have concluded that failure was due to both inadequate preparation by the member and supervisory validation of study materials. I recommend that be given an opportunity to retest. He is in supervised study for two hours a day for a minimum of five times a week. I've instructed our training managers, and in the MTF to schedule an AF Reading Abilities Test and the retake exam.
2009-09-16	Supervised Study		On Sept. 16 2009 I went over volume 1 sectiOn 1-27 he is going to go back over them tonight and be ready for Q and A tommarow.
2009-09-03	Pre Test 3		On Aug 28 2009 made a 95% On his pretest we did a review over all volumes and seems ready to take his EOC.
2009-09-03	Pre Test 2		On Aug 5 2009 has made a 98% On his pretest hes ready to get the last one out of the way
2009-09-03	Pre Test		On July 23 2009 made a 100% On his pretest he seems confident in his study habits.
2010-07-30	Decertification for Task WJQS-35980-001.001.001		has been decertified in This task due to his failure to follow applicable FOD prevention practices while performing 1500hr an blade inspections as outlined in AFI 21-101, Ch 14, para 14.19.2.4.
2010-07-30	Decertification for Task CFETP-2A6X1-002-001.008.001.001		has been decertified in This task due to his failure to follow applicable FOD prevention practices while performing 1500hr an blade inspections as outlined in AFI 21-101, Ch 14, para 14.19.2.4.
2010-07-30	Decertification for Task CFETP-2A6X1-000-001.005.001		On 29 July, 2010, was performing a 1500hr fan blade inspection and failed to utilize the appropriate FOD prevention practices as directed by AFI 21-101, Ch 14, para 14.19.2.4 stating in part "A pocketless, zipperless, buttonless bunny-suit, cloth over-boots or stocking feet, boots removed, for intakes only, will be worn whenever physical entry into an aircraft intake or exhaust is required." In order to become recertified in This task, will be retrained on FOD prevention practices and must display an in-depth understanding of Air Force and local FOD prevention practices.
2010-07-30	Decertification for Task WJQS-35980-001.001.001		has been decertified in This task due to his failure to follow applicable FOD prevention practices while performing 1500hr an blade inspections as outlined in AFI 21-101, Ch 14, para 14.19.2.4.
2010-07-30	Decertification for Task CFETP-2A6X1-002-001.008.001.001		has been decertified in This task due to his failure to follow applicable FOD prevention practices while performing 1500hr an blade inspections as outlined in AFI 21-101, Ch 14, para 14.19.2.4.
2010-07-30	Decertification for Task CFETP-2A6X1-000-001.005.001		On 29 July, 2010, was performing a 1500hr fan blade inspection and failed to utilize the appropriate FOD prevention practices as directed by AFI 21-101, Ch 14, para 14.19.2.4 stating in part "A pocketless, zipperless, buttonless bunny-suit, cloth over-boots or stocking feet, boots removed, for intakes only, will be worn whenever physical entry into an aircraft intake or exhaust is required." In order to become recertified in This task, will be retrained on FOD prevention practices and must display an in-depth understanding of Air Force and local FOD prevention practices.

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

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SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Crew Chief 1]	Senior Airman	2A554A

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE
	2015-05-04

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 Aug 12 TR: Air Force Enlisted Classification Directory (AFECD)														
2A5X1 AND 2A5X4-000 001.001 Progression in career ladder		2012-04-25	2012-04-27				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 001.002 Duties of AFSC		2012-04-25	2012-04-27				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003 AF OCCUPATIONAL SAFETY AND HEALTH (AFOSH) PROGRAM TR: AFIs 11-218, 21-101 and 91-301; applicable AFOSH STDs; TOs 00-25-172, 1-1-691, and applicable aircraft TOs														
2A5X1 AND 2A5X4-000 003.001 Housekeeping consistent with safety of personnel and equipment		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002 Safety precautions pertaining to aircraft maintenance														
2A5X1 AND 2A5X4-000 003.002.001 Engine air intake and exhaust		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.002 High intensity sound		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.003 Turbine, propeller, rotor plane of rotation		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.004 Radio frequency radiation		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.005 Ground handling of aircraft		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.006 Hot brakes		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.007 Use of tools and equipment		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.008 Servicing aircraft systems		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.009 Cleaning Agents		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.010 Solvents		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.011 Lubricants		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.012 High pressure gasses		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.013 Aircraft explosive equipment		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.014 Composite materials		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.015 Maintenance resource management TR: AFI 21-101; AFPAM 90-902		2013-04-01	2013-04-29				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.016 Electrostatic hazards, static grounding and bonding TR: TOs 00-25-172 and 00-25-234		2013-03-25	2013-04-09				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003 Portable ground fire extinguishers TR: AFI 32-2001; TO 00-25-172														
2A5X1 AND 2A5X4-000 003.003.001 Perform pre-use inspection	5	2012-02-20	2012-02-24				-	2b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003.002 Position		2012-04-25	2012-04-27				-	1b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003.003 Operate		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.004 Foreign Object Damage (FOD) prevention program		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.005 Dropped Object prevention program		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006 Hazardous chemicals TR: AFI 90-821 and applicable AFOSH STDs														
2A5X1 AND 2A5X4-000 003.006.001 Use		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.002 Disposal		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.003 Hazard communication training program		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.004 Hazardous material handling procedures		2013-03-25	2013-04-09				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.007 AF Form 1492, Warning Tag TR: TO 00-20-1		2012-04-25	2012-04-27				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 004 MAINTENANCE DIRECTIVES, REFERENCES, and INSTRUCTIONS TR: AFI 33-360 and TO 00-5 series as applicable														
2A5X1 AND 2A5X4-000 004.001		2012-04-25	2012-04-27				-	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	
TO system														
2A5X1 AND 2A5X4-000 004.002 Air Force manuals and instructions		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 004.003 Use technical orders		2012-04-25	2012-04-27				-	1b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 004.004 TO improvement reporting		2012-04-25	2012-05-18				-	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 006 TRAINING TR: AFIs 36-2201 and 36-2232														
2A5X1 AND 2A5X4-000 006.005 Document training records		2012-07-05	2012-07-05				-	-	A	-	-	-	-	
2A5X1 AND 2A5X4-000 006.006 Purpose and use of Career Field Education and Training Plan (CFETP)		2013-04-01	2013-04-29				-	-	A	-	-	-	-	
2A5X1 AND 2A5X4-000 007 MAINTENANCE MANAGEMENT TR: AFIs 21-101, 21-103, 21-118, 90-201 and AFMAN 23-110														
2A5X1 AND 2A5X4-000 007.001 Basic functions within maintenance		2012-05-10	2012-05-18				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 007.002 Resource management		2012-07-05	2012-07-05				-	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 007.004 Maintenance incident investigation and prevention		2012-07-05	2012-07-05				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 007.005 Determine and report Aircraft Status		2012-05-10	2012-05-18				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008 MAINTENANCE DATA DOCUMENTATION (MDD) TR: AFI 21-101; TO 00-20 Series; applicable aircraft -06 Work Unit Code Manuals														
2A5X1 AND 2A5X4-000 008.001 MDD Fundamentals		2012-04-25	2012-05-18				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002 Aircraft and supporting maintenance records														
2A5X1 AND 2A5X4-000 008.002.001 Purpose		2012-04-25	2012-05-18				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.002 Automated Forms		2012-04-25	2012-05-18				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.007 Document other AFTO 781 series forms		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.008 Document AFTO Form 244/245		2012-04-25	2012-04-27				-	1b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.002.009 Document AFTO Form 350		2012-05-11	2012-05-30				-	1b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003 Maintenance Information Systems (MIS)														
2A5X1 AND 2A5X4-000 008.003.001 Purpose		2012-04-25	2012-04-27				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002 Job data documentation (JDD)														
2A5X1 AND 2A5X4-000 008.003.002.001 Purpose		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002.002 Access JDD		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002.003 Create maintenance event		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002.004 Defer maintenance event		2012-05-10	2012-05-18				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002.005 Schedule maintenance event		2012-04-25	2012-05-18				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002.006 Close maintenance event		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 008.003.002.007 Use IMDS		2012-04-25	2012-04-27				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 009 MAINTENANCE MATERIALS/ TOOLS TR:AFI 21-101, TOs 1-1A-8, 1-1A-14, 1-1-691 and 32- series TOs as applicable														
2A5X1 AND 2A5X4-000 009.001 Tool control		2012-04-02	2012-04-02				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 009.002 Select and use special tools		2012-05-10	2012-05-14				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 009.003 Select/use restraint harness (e.g.; fall protection/prevention equipment)		2012-05-11	2012-05-30				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 009.005 Hardware														
2A5X1 AND 2A5X4-000 009.005.001 Purpose		2012-04-02	2012-04-02				-	A	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
2A5X1 AND 2A5X4-000 009.005.002 Remove/inspect/install		2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.006 Electrical connectors													
2A5X1 AND 2A5X4-000 009.006.001 Purpose		2012-04-02	2012-04-02				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.006.002 Connect/disconnect		2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007 Securing devices													
2A5X1 AND 2A5X4-000 009.007.001 Purpose		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.002 Install/remove safety wire		2012-04-25	2012-04-27				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.003 Install/remove cotter pins		2012-04-25	2012-04-27				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.004 Safety cable		2013-03-25	2013-04-29				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.008 Lubricants		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.009 Sealants		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.010 Adhesives		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.011 Cleaning agents		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.012 Hand tools													
2A5X1 AND 2A5X4-000 009.012.001 Purpose		2012-04-02	2012-04-02				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.012.002 Select, inspect and use		2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013 Measuring tools													
2A5X1 AND 2A5X4-000 009.013.001 Purpose		2012-02-20	2012-03-01				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.002 Select and use ruler		2012-02-20	2012-03-01				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.003 Select and use thickness gauge		2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.004 Use multi-meter		2013-03-25	2013-04-09				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.005 Select, inspect and use torque wrench		2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.006 Select and use micrometer		2013-03-25	2013-04-29				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.007 Use depth gauge		2013-03-25	2013-04-29				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 010 RESPONSIBILITY FOR SUPPLY TR: AFIs 21-101 and 21-118, AFMAN 23-110, TOs 00-20-3 and 00-35D-54													
2A5X1 AND 2A5X4-000 010.001 Maintenance supply concept		2012-04-25	2012-05-18				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.004 Ordering parts		2012-07-05	2012-07-05				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.006 Prepare repairable and serviceable parts for turn-in		2012-07-05	2012-07-05				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.008 DIFM Control		2012-07-05	2012-07-05				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.013 DD Forms 1574, 1575, 1576, 1577 and 1577-2		2013-03-25	2013-04-09				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 011 AIRCRAFT GENERAL TR: AFI 11-218; applicable AFOSH STDs; TOs 00-20-1, 00-25-172, 1-1-691, 1-1B-50 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 011.001 Weight and balance		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.002 Determine weight and balance requirements		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.003 Inventory aircraft equipment		2013-03-25	2013-04-09				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 011.004 Safe aircraft for maintenance		2012-02-20	2012-03-01				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.005 Corrosion control program													
2A5X1 AND 2A5X4-000 011.005.001 Aircraft cleaning		2012-08-21	2012-08-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.002 Corrosion identification		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.004 Aircraft lubrication		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.006 Aircraft inspections													
2A5X1 AND 2A5X4-000 011.006.001 Cncepts and Types		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.008 Aircraft marshalling signals	5	2012-04-25	2012-04-27				-	2b	-	-	-	-	-

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
2A5X1 AND 2A5X4-000 011.011 Deice aircraft TR: TO 42C-1-2S-2; 14CFR121.629 section 121.629		2012-08-27	2012-09-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013 Aircraft guarded switches													
2A5X1 AND 2A5X4-000 011.013.001 Design/function/proper identification		2012-04-02	2012-04-02				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.002 Remove and replace covers		2012-04-25	2012-04-27				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.003 Operational check		2012-04-25	2012-04-27				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 012 AIRFRAME TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 012.002 Remove/inspect/install panels		2013-03-25	2013-04-09				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 012.003 Inspect structural components		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 013 LANDING GEAR TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 013.001 System fundamentals		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014 UTILITIES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 014.001 System fundamentals													
2A5X1 AND 2A5X4-000 014.001.001 Oxygen		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.002 Bleed air		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.003 Pressurization		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.004 Air conditioning		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.005 Fire/Overheat warning		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.006 Fire suppression		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015 FLIGHT CONTROLS TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 015.001 Fundamentals of flight		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015.002 Primary flight control fundamentals		2013-03-25	2013-04-09				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 015.003 Secondary flight control fundamentals		2013-03-25	2013-04-09				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 015.004 Component identification		2012-02-20	2012-03-01				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 016 HYDRAULICS TR: TO 1-1A-8 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.001 System fundamentals		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 016.002 Remove/install components TR: TO 1-1A-8, Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.002.001 Tubing/hoses		2012-04-25	2012-04-27				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.002.002 Fittings		2012-04-25	2012-04-27				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 017 ENGINES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 017.001 System fundamentals		2013-04-01	2013-04-29				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 017.004 Joint Oil Analysis Program		2012-09-03	2012-09-24				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 018 FUELS TR: TOs 00-25-172, 1-1-3, applicable AFOSH STDs and aircraft TOs													
2A5X1 AND 2A5X4-000 018.001 System fundamentals		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 018.002 Classify fuel leaks		2012-04-25	2012-04-27				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 019 ELECTRICAL TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 019.001 AC Electrical system fundamentals		2012-05-10	2012-05-18				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.002 DC electrical system fundamentals		2012-05-10	2012-05-18				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.007 Electrical schematics/diagrams		2012-08-27	2012-09-18				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 020 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs and TO 35A4 series as applicable													

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 2A5X4-000 020.001 Maintenance stands													
2A5X1 AND 2A5X4-000 020.001.001 Purpose and description		2012-04-02	2012-04-02				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.001.002 Perform pre-use inspection and operate		2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.002 Self-propelled universal platforms													
2A5X1 AND 2A5X4-000 020.002.001 Purpose and description		2013-03-25	2013-04-09				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.002.002 Perform pre-use inspection and operate		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.003 Aircraft jacks TR: TO 35A2- series as applicable													
2A5X1 AND 2A5X4-000 020.003.001 Purpose and description		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.003.002 Perform pre-use inspection and operate		2012-04-25	2012-04-27				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005 Oxygen servicing equipment TR: TO 15X-1-1, 37C2-8- as applicable													
2A5X1 AND 2A5X4-000 020.005.001 Liquid oxygen (LOX)													
2A5X1 AND 2A5X4-000 020.005.001.001 Purpose and description		2012-05-10	2012-05-14				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.001.002 Perform pre-use inspection and operate		2012-05-23	2012-05-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002 Gaseous oxygen (GOX)													
2A5X1 AND 2A5X4-000 020.005.002.001 Purpose and description		2012-07-20	2012-08-22				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002.002 Perform pre-use inspection and operate		2012-07-20	2012-08-16				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.006 Diesel driven air compressors TR: TO 34Y1- series as applicable													
2A5X1 AND 2A5X4-000 020.006.001 Purpose and description		2012-07-20	2012-08-22				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.006.002 Perform pre-use inspection and operate		2012-07-20	2012-08-27				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.007 Ground heaters TR: 35E7- series as applicable													
2A5X1 AND 2A5X4-000 020.007.001 Purpose and description		2012-07-05	2012-07-05				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.007.002 Perform pre-use inspection and operate		2012-07-05	2012-07-05				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.008 Lighting equipment TR: TO 35F5- series as applicable													
2A5X1 AND 2A5X4-000 020.008.001 Purpose and description		2012-07-05	2012-07-05				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.008.002 Perform pre-use inspection and operate		2012-07-05	2012-07-05				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.010 Air conditioning units TR: TO 35E9- Series as applicable													
2A5X1 AND 2A5X4-000 020.010.001 Purpose and description		2012-07-05	2012-07-05				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011 Ground generator sets/gas turbine compressors													
2A5X1 AND 2A5X4-000 020.011.002 A/M32A-95 Gas turbine compressors TR: TO 35D12-series as applicable													
2A5X1 AND 2A5X4-000 020.011.002.001 Purpose and description		2012-04-02	2012-04-02				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011.003 Diesel driven generator sets TR: TO 35C2- series as applicable													
2A5X1 AND 2A5X4-000 020.011.003.001 Purpose and description		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011.003.002 Perform pre-use inspection and operate		2012-04-25	2012-04-27				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.012 Tow bar TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 020.012.001 Perform pre-use inspection		2012-02-20	2012-03-01				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.012.002 Connect/disconnect		2012-04-02	2012-04-02				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.013 Tow vehicles TR: TO 36A10 series as applicable													
2A5X1 AND 2A5X4-000 020.013.001		2013-03-25	2013-04-29				-	-	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
Purpose and description													
2A5X1 AND 2A5X4-000 020.013.002 Perform pre-use inspection and operate		2013-03-25	2013-04-29				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.014 Self-generating nitrogen equipment TR: TO 35D29-7-6-1													
2A5X1 AND 2A5X4-000 020.014.001 Purpose and description		2012-04-25	2012-04-27				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.014.002 Perform pre-use inspection and operate		2012-04-25	2012-04-27				-	2b	-	-	-	-	-
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		2012-05-10	2012-05-14				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.016 Engine stands and dollies TR: 35D3- series as applicable													
2A5X1 AND 2A5X4-000 020.016.001 Purpose and description		2012-05-10	2012-05-14				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 020.016.002 Perform pre-use inspection and operate		2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 001 C-135 QUALITATIVE REQUIREMENTS AIRCRAFT GENERAL													
2A5X4-006 001.001 Periodic/Isochronal inspection concept and inspection TR: TOs 00-20 series, Applicable -6 TOs													
2A5X4-006 001.001.001 Periodic/Isochronal inspection concept		2012-05-10	2012-05-14				-	A	-	-	-	-	-
2A5X4-006 001.001.002 Perform inspections													
2A5X4-006 001.001.002.001 Preflight	5	2012-09-03	2012-09-24				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.002 Alert 5A		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 001.001.002.003 Alert 5B		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 001.001.002.004 Thruflight	5	2012-09-03	2012-09-24				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.005 Quick Turn		2012-09-03	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 001.001.002.006 Hourly Post	7	2012-12-11	2012-12-18				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.009 Calendar		2012-09-24	2012-09-25				-	-	-	-	-	-	-
2A5X4-006 001.001.002.010 Special		2012-09-24	2012-09-25				-	-	-	-	-	-	-
2A5X4-006 001.001.002.011 900 Hr Insp		2012-12-26	2013-01-02				-	-	-	-	-	-	-
2A5X4-006 001.001.002.012 Time change item		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 001.002 Aircraft communications equipment TR: Applicable -2 TOs													
2A5X4-006 001.002.001 Operate radio	5	2012-08-27	2012-09-18				-	-	-	-	-	-	-
2A5X4-006 001.002.002 Use interphone	5	2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 001.003 Perform ground handling TR: AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs													
2A5X4-006 001.003.001 Aircraft launch	5	2012-05-10	2012-05-14				-	b	-	-	-	-	-
2A5X4-006 001.003.002 Call flight controls	5	2012-05-14	2012-05-18				-	2b	-	-	-	-	-
2A5X4-006 001.003.003 Aircraft recovery	5	2012-05-10	2012-05-14				-	b	-	-	-	-	-
2A5X4-006 001.003.004 Tow aircraft													
2A5X4-006 001.003.004.001 Wing/tail walker	5	2012-02-20	2012-03-01				-	b	-	-	-	-	-
2A5X4-006 001.003.004.002 Brake operator	5	2012-08-21	2012-08-22				-	b	-	-	-	-	-
2A5X4-006 001.003.004.004 Tow vehicle operator		2012-09-12	2012-09-12				-	-	-	-	-	-	-
2A5X4-006 001.003.005 Jack and level aircraft													
2A5X4-006 001.003.005.001 Jacking team member		2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 001.003.005.005 Axle jacking	5	2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 001.004 Compute center of gravity TR: Applicable aircraft -5 TOs	5	2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 001.005 Install/remove ground safety devices TR: Applicable -2 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
2A5X4-006 001.005.001 Landing gear	5	2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X4-006 001.005.002 Landing gear doors	5	2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X4-006 001.006 Ground aircraft	5	2012-04-02	2012-04-02				-	2b	-	-	-	-	-
2A5X4-006 001.007 Configure/reconfigure aircraft													
2A5X4-006 001.007.002 Passenger/personnel		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 001.008 Maintain/store/configure/-21 equipment		2012-04-02	2012-04-02				-	-	-	-	-	-	-
2A5X4-006 001.010 Aircraft wash TR: TO - 6WC-3													
2A5X4-006 001.010.001 Team member		2012-12-05	2012-12-11				-	-	-	-	-	-	-
2A5X4-006 001.010.003 Post wash lube		2012-08-15	2012-08-15				-	-	-	-	-	-	-
2A5X4-006 001.011 Maintenance directives, references, & instructions TR: AFI 37-101 Vol 1 and TO 00-5-1													
2A5X4-006 001.011.001 Use C-135 technical orders	5	2013-02-07	2013-04-09				-	3c	-	-	-	-	-
2A5X4-006 001.012 Maintenance Data Documentation (MDD TR: AFI 21-101, TOs 00-20-1, 00-20-2, and applicable aircraft -06 Work Unit Code Manuals													
2A5X4-006 001.012.001 Document AFTO Form 781H	5	2013-02-07	2013-04-09				-	3c	-	-	-	-	-
2A5X4-006 001.012.002 Document AFTO Form 781A	5	2013-02-07	2013-04-09				-	3c	-	-	-	-	-
2A5X4-006 001.012.003 Document AFTO Form 781J	5	2013-02-07	2013-04-09				-	3c	-	-	-	-	-
2A5X4-006 001.012.004 Document AFTO Form 781K	5	2013-02-07	2013-04-09				-	3c	-	-	-	-	-
2A5X4-006 002 AIRFRAME SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 002.001 Airframe components and structure		2012-07-05	2012-07-05				-	A	-	-	-	-	-
2A5X4-006 002.002 Service cargo door reservoir		2013-03-25	2013-04-09				-	b	-	-	-	-	-
2A5X4-006 002.003 Operate													
2A5X4-006 002.003.001 Crew entry door	5	2012-02-20	2012-03-01				-	2b	-	-	-	-	-
2A5X4-006 002.003.002 Cargo door	5	2012-02-20	2012-03-01				-	2b	-	-	-	-	-
2A5X4-006 002.003.003 Emergency exit hatch	5	2012-02-20	2012-03-01				-	2b	-	-	-	-	-
2A5X4-006 002.003.004 Wheel well doors	5	2012-02-20	2012-03-01				-	2b	-	-	-	-	-
2A5X4-006 002.004 Open and close													
2A5X4-006 002.004.001 Cowling (F-108)		2012-05-10	2012-05-14				-	2b/b	-	-	-	-	-
2A5X4-006 002.004.002 Cowling (TF-33)		2012-09-18	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 002.004.003 Panels/doors		2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 002.004.004 Windows		2012-04-02	2012-04-02				-	-	-	-	-	-	-
2A5X4-006 002.005 Remove and install													
2A5X4-006 002.005.002 Cowling (TF-33)		2012-09-18	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 002.005.003 Panels/doors		2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 002.005.004 Non-explosive seats		2012-08-27	2012-09-18				-	-	-	-	-	-	-
2A5X4-006 002.005.008 Door/hatch seals		2012-09-03	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 002.005.009 Thermal curtains		2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 002.006 Perform aircraft inclement weather procedures		2012-07-05	2012-07-05				-	-	-	-	-	-	-
2A5X4-006 002.007 Inspect crew/passenger comfort facilities TR: Applicable -6 TOs		2012-04-02	2012-04-02				-	-	-	-	-	-	-
2A5X4-006 002.008 Service crew/passenger comfort facilities		2012-04-02	2012-04-02				-	-	-	-	-	-	-
2A5X4-006 003 LANDING GEAR SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 003.001 Landing gear components and system		2012-08-27	2012-09-18				-	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
operation													
2A5X4-006 003.003 Operate													
2A5X4-006 003.003.002 Brakes	5	2012-02-20	2012-03-01				-	2b	-	-	-	-	-
2A5X4-006 003.003.004 Anti skid system		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 003.004 Service													
2A5X4-006 003.004.001 Snubber	5	2012-05-21	2012-05-21				-	2b	-	-	-	-	-
2A5X4-006 003.004.002 Centering cylinder	5	2012-07-24	2012-07-31				-	2b	-	-	-	-	-
2A5X4-006 003.004.003 Landing gear struts													
2A5X4-006 003.004.003.001 Deflate	5	2012-09-17	2012-09-17				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.002 Drain		2012-11-01	2012-12-03				-	-	-	-	-	-	-
2A5X4-006 003.004.003.003 Fill	5	2012-11-01	2012-12-03				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.004 Inflate	5	2012-07-05	2012-07-05				-	2b	-	-	-	-	-
2A5X4-006 003.004.004 Tires	5	2012-07-05	2012-07-05				-	2b	-	-	-	-	-
2A5X4-006 003.005 Lubricate landing gear components		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 003.006 Remove and Install													
2A5X4-006 003.006.001 Snubbers		2012-09-24	2012-09-25				-	-	-	-	-	-	-
2A5X4-006 003.006.002 Centering cylinder		2012-09-24	2012-09-25				-	-	-	-	-	-	-
2A5X4-006 003.006.003 Wheel and tire assemblies													
2A5X4-006 003.006.003.001 Nose	5	2012-05-11	2012-05-30				-	2b	-	-	-	-	-
2A5X4-006 003.006.003.002 Main	5	2012-05-11	2012-05-30				-	2b	-	-	-	-	-
2A5X4-006 003.006.004 Anti-skid transducer	5	2012-09-17	2012-09-17				-	2b	-	-	-	-	-
2A5X4-006 003.006.005 Carbon brake assemblies	5	2012-08-21	2012-09-17				-	2b	-	-	-	-	-
2A5X4-006 003.006.006 Bleed brake assembly (carbon)	5	2012-12-26	2013-01-02				-	2b	-	-	-	-	-
2A5X4-006 003.007 Determine serviceability of aircraft tires TR: TO 4T-1-3	5	2012-07-20	2012-08-27				-	2b	-	-	-	-	-
2A5X4-006 004 UTILITY SYSTEMS TR: TO 00-25-172, Applicable -2 TOs													
2A5X4-006 004.001 Utility components and system operation		2012-08-27	2012-09-18				-	A	-	-	-	-	-
2A5X4-006 004.003 Operate													
2A5X4-006 004.003.005 Fire/overheat warning system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.003.007 Oxygen system		2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 004.004 Oxygen system TR: Applicable -2, -3 TOs													
2A5X4-006 004.004.001 Service gaseous oxygen	5	2012-09-24	2012-09-25				-	2b	-	-	-	-	-
2A5X4-006 004.004.002 Service liquid oxygen		2012-05-21	2012-05-23				-	-	-	-	-	-	-
2A5X4-006 004.005 Inspect TR: Applicable -6 TOs													
2A5X4-006 004.005.001 Bleed air system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.005.002 Air conditioning system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.005.003 Pressurization system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.005.004 Anti-ice system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.005.005 Fire/overheat warning system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.005.006 Fire extinguisher system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.005.007 Oxygen system		2013-04-01	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 004.006 Air Cycle Machine (ACM)													
2A5X4-006 004.006.001 Drain	5	2012-09-03	2012-09-24				-	b	-	-	-	-	-
2A5X4-006 004.006.002 Service	5	2012-09-03	2012-09-24				-	b	-	-	-	-	-
2A5X4-006 005 FLIGHT CONTROL SYSTEM													

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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
TR: Applicable -2 TOs													
2A5X4-006 005.001 Flight control components and system operation		2012-05-10	2012-05-14				-	A	-	-	-	-	-
2A5X4-006 005.003 Operate flight controls													
2A5X4-006 005.003.001 Aileron system		2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 005.003.002 Rudder system		2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 005.003.003 Elevator system		2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 005.003.004 Spoiler/Speed brake system		2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 005.003.005 Stabilizer trim system		2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 005.003.006 Flap system		2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 005.005 Lubricate flight controls		2013-03-25	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 005.006 Service gearbox		2013-04-01	2013-04-30				-	-	-	-	-	-	-
2A5X4-006 006 HYDRAULIC SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 006.001 Hydraulic components and system operation		2012-05-11	2012-05-30				-	A	-	-	-	-	-
2A5X4-006 006.003 Service hydraulic system													
2A5X4-006 006.003.001 Reservoir	5	2012-07-05	2012-07-05				-	2b	-	-	-	-	-
2A5X4-006 006.003.002 Accumulator	5	2012-08-27	2012-09-17				-	2b	-	-	-	-	-
2A5X4-006 006.004 Operate													
2A5X4-006 006.004.002 Non-engine driven pump	5	2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 007 ENGINES TR: AFI 11-218, applicable AFOSH STDs and -2 TOs													
2A5X4-006 007.001 Engine and Auxiliary Power Unit (APU) components and system operation		2013-04-01	2013-04-30				-	A	-	-	-	-	-
2A5X4-006 007.003 Perform													
2A5X4-006 007.003.006 Audible ignition check		2013-04-01	2013-04-30				-	-	-	-	-	-	-
2A5X4-006 007.005 Service													
2A5X4-006 007.005.001 Oil system	5	2012-05-11	2012-05-30				-	b	-	-	-	-	-
2A5X4-006 007.005.002 Constant Speed Drive (CSD)/Integrated Drive Generator (IDG)		2012-09-12	2012-09-12				-	-	-	-	-	-	-
2A5X4-006 007.005.003 Gear box		2013-04-01	2013-04-30				-	-	-	-	-	-	-
2A5X4-006 007.005.004 Auxiliary Power Unit (if equipped)		2012-09-18	2012-09-18				-	-	-	-	-	-	-
2A5X4-006 007.007 Take engine oil sample TR: TO 42B2-1-9, 33-1-37		2012-09-03	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 007.008 Chip detectors		2013-04-01	2013-04-29				-	A	-	-	-	-	-
2A5X4-006 007.009 Inspect installed engine TR: Applicable -6 TOs													
2A5X4-006 007.009.001 Turbine		2012-09-03	2012-09-24				-	1b	-	-	-	-	-
2A5X4-006 007.010 Inspect Auxiliary Power Unit TR: Applicable -6 TOs		2012-09-18	2012-09-18				-	2b	-	-	-	-	-
2A5X4-006 008 AIRCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFOSH STDs and -2 TOs													
2A5X4-006 008.001 Fuel components and system operation		2012-08-27	2012-09-17				-	A	-	-	-	-	-
2A5X4-006 008.003 Ground transfer fuel													
2A5X4-006 008.003.001 Wing tank transfer	5	2012-08-28	2012-09-18				-	b	-	-	-	-	-
2A5X4-006 008.003.002 Body tank transfer	5/R	2012-08-28	2012-09-18				-	-	-	-	-	-	-
2A5X4-006 008.004 Refuel aircraft													
2A5X4-006 008.004.001 Team member	5	2012-02-20	2012-03-01				-	b	-	-	-	-	-
2A5X4-006 008.004.002 Team panel operator	5	2012-05-11	2012-05-30				-	b	-	-	-	-	-
2A5X4-006 008.004.003 Team supervisor	7	2013-10-07	2013-11-25				-	-	-	-	-	-	-

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
2A5X4-006 008.005 Defuel aircraft													
2A5X4-006 008.005.001 Team member	5	2012-02-20	2012-03-01				-	b	-	-	-	-	-
2A5X4-006 008.005.002 Team panel operator	5/R	2012-11-20	2012-11-29				-	b	-	-	-	-	-
2A5X4-006 008.005.003 Team supervisor	7/R	2013-10-07	2013-11-25				-	-	-	-	-	-	-
2A5X4-006 008.006 Prepare aircraft for fuel cell maintenance		2012-09-17	2012-09-17				-	-	-	-	-	-	-
2A5X4-006 008.007 In-Flight Refueling (IFR) system													
2A5X4-006 008.007.001 IFR receiver system													
2A5X4-006 008.007.001.001 Inspect		2012-09-03	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 008.007.001.002 Operate		2012-09-03	2012-09-24				-	-	-	-	-	-	-
2A5X4-006 009 ELECTRICAL SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 009.001 Electrical components and system operation		2012-08-27	2012-09-18				-	A	-	-	-	-	-
2A5X4-006 009.002 Switch guards		2013-03-25	2013-04-29				-	A	-	-	-	-	-
2A5X4-006 009.003 Perform operational check													
2A5X4-006 009.003.002 Lighting system	5	2012-05-10	2012-05-14				-	2b	-	-	-	-	-
2A5X4-006 009.003.003 Indicator warning lights		2013-03-25	2013-04-29				-	-	-	-	-	-	-
2A5X4-006 009.004 Remove and install													
2A5X4-006 009.004.001 Light lenses	5	2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 009.004.002 Light bulbs	5	2012-05-10	2012-05-14				-	-	-	-	-	-	-
2A5X4-006 009.004.003 Batteries	5	2012-08-21	2012-08-22				-	2b	-	-	-	-	-
2A5X4-006 009.004.004 Connect/apply and disconnectexternal electrical power	5	2013-02-07	2013-04-09				-	2b	-	-	-	-	-
2A5X4-006 010 EGRESS SYSTEM TR: Applicable -2 TOs													
2A5X4-006 010.001 Egress components and system operation		2012-07-05	2012-07-05				-	A	-	-	-	-	-
2A5X4-006 010.003 Remove/install emergency escape slides (except RC-135)	5	2012-07-05	2012-07-05				-	-	-	-	-	-	-
2A5X4-006 011 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs													
2A5X4-006 011.001 Perform pre-use inspection and operate													
2A5X4-006 011.001.002 Air conditioning units TR: TO 35E9-series as applicable		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 011.001.003 A/M32A-95 Gas turbine compressor TR: TO 35D12-series as applicable		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 011.001.004 Gaseous nitrogen servicing equipment TR: TO 35D3-series as applicable		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 011.001.005 Oil servicing carts TR: TO 35A17-series as applicable		2013-03-25	2013-04-09				-	-	-	-	-	-	-
2A5X4-006 011.001.006 Hydraulic servicing carts TR: TO 35A29-series as applicable		2013-03-25	2013-04-09				-	2b	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35961 002	HYDRAULICS 1C-135-2-2(-6,-7,-8-13)					
	35961 002.001	SERVICE					
	35961 002.001.001	Aircraft hydraulic system before TCTO-509	2012-07-05	2012-07-05			
	35961 002.001.002	Aircraft hydraulic system after TCTO-509	2012-07-05	2012-07-05			
	35961 003	ENGINES 1C-135(E)C-2-4-1, 1C-135-2-4-1, 1C-135(K)R-2-4JG-2 2J-F108-2-1, 1C-135-2-2 (-4,-10)					
	35961 003.008	PERFORM					
	35961 003.008.004	SERVICE					
	35961 003.008.004.001	TF-33 P5/P9 Engine Oil	2012-05-11	2012-05-30			
	35961 003.008.004.002	F-108 Engine oil	2012-05-11	2012-05-30			
	35961 004	GUIDANCE AND CONTROL ETM RC-2-11-2, ETM AN/ASN-121, 1C-135-2-9 (-11-2, -11-5)					
	35961 004.001	Apply range and slip markings					
	35961 004.002	Perform Basic MFD operation					
	35961 004.003	REMOVE AND INSTALL					
	35961 004.003.001	INS Battery	2012-09-18	2012-09-18			
	35961 006	CDC Volume Progression					
	35961 006.002	5 Level CDC Vol 1 AFI 36-2201	2012-01-12	2012-02-08			
	35961 006.003	5 Level CDC Vol 2 AFI 36-2201	2012-02-08	2012-02-27			
	35961 006.004	5 Level CDC Vol 3 AFI 36-2201	2012-02-27	2012-03-28			
	35961 007	OPLAN 8010 Alert Requirements ACCI 13-520 para 3.11.4					
	35961 007.001	Perform ADCC Alert Crew requirements: tow team member, refuel team member ACCI 13-501 para 3.11.4	2014-01-20	2014-01-26			

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2012-01-11	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201 V3.
2015-04-02	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date
2015-04-02	90 day review for		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date
2015-04-02	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date
2014-09-04	new supervisor		I have been assisned as new supervisor. I was TDY from Mar-July. TBA was reviewed as of today. Zero defects noted.
2014-09-04	90 day review		I reviewed s TBA entries today for accuracy and completion. There were no errors noted on this date
2014-09-04	new supervisor		I have been assisned as new supervisor. I was TDY from Mar-July. TBA was reviewed as of today. Zero defects noted.
2014-04-22	90 Day Review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date
2014-04-16	Role Request		Requesting that has the Trainer Role added to his TBA.
2014-03-27	temporary supervisor		will be temporary supervisor until furture notice
2014-03-27	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date
2014-01-07	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2013-09-16	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2013-08-14	workcenter orientation		A workcenter orientation was previously completed but was documented incorrectly. I conducted a workcenter orientation with on 20120112. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2013-06-10	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2013-04-10	upgrade training		41 tasks started on 25 march and completed on 9 apr
2013-02-28	90 Day Review		I have reviewed TBA records for completeness and accuracy. No Defects 100% complete.
2013-01-28	Recommendation for upgrade to 5 level		Member has met all mandatory training requirements IAW AFI 36-2201 for award of his/her next higher skill level. MILPDS, IMDS, and TBA has been updated.
2013-01-23	Recommendation for upgrade to 5 level		I am recommending to be upgraded to the skill level of journeyman. has met all mandatory training requirements IAW AFI 36-2201 for award of his 5 skill level. He understands the additional responsibilities that are required of the this new skill level, and I feel he is ready to handle the added responsibilities. I have reviewed their ITP and all tasks have been documented and completed.
2013-01-14	task completion		has completed all task and 100 percent qualified
2012-12-18	30 day review		is currently 8 months in upgrade training Task Qualified 257-263 = Task completion 98% CDC Status- Vol 3 of 3 completed 03/28. Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 18 DEC 2012
2012-11-28	30 day		is currently 8 months in upgrade training Task Qualified 256-263 = Task completion 97% CDC Status- Vol 3 of 3 completed 03/28. Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 27 NOV 2012
2012-10-02	30 day entry		is currently 7 months in upgrade training Task Qualified 256-263 = Task completion 97% CDC Status- Vol 3 of 3 completed 03/28. Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 2 OCT 2012
2012-09-19	Tasks		was signed off on 11 tasks on 20120918. He is encouraged to keep up the good work with his 5 level task progression.
2012-09-17	Tasks		was signed off on 5 tasks on 20120917. He is encouraged to keep up the good work with his 5 level upgrade training.
2012-08-27	Tasks		was signed off on 7 tasks. He has proven that he is competent and knowledgeable on all of these tasks.

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2012-08-09	Comprehensive Review		I have conducted a comprehensive review with . All volumes to include unit review questions, self test questions, and review training have been reviewed.
2012-08-08	Pretest #2 Administered		CDC 2A553A issued 07May12. Trainee was provided instructions for completing the pretests. Trainee scored a 90%. Areas missed: Fuel and corrosion. Review conducted on 07May12.
2012-08-08	Pretest #3 Administered		CDC 2A553A pretest issued on 15May12. Trainee was provided instructions for completing the prestest. Trainee scored a 90%. Areas missed: Hyrdraulics and TOs. Review conducted on 15May12.
2012-08-08	Pretest #1 Administered		CDC 2A553A pretest issued on 06May12. Trainee was provided instructions for completing the pretests. Trainee scored a 90%. Areas missed: Engines and TCTOs. Review conducted 06May12.
2012-08-07	CDC'S UPDATE		has been counselled about his cdc's and has been put on 12 hr shifts for mandatory study until his EOC is completed his duty hours are 1200-0000
2012-07-25	July upgrade training entry		is currently 7 months in upgrade training Task Qualified -192/263 = Task completion 73% CDC Status- Vol 3 of 3 completed 03/28. Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 23 MAY 2012
2012-05-23	Deployed Supervisor		As of 3 June 2012 will have as a temporary supervisor while is deployed until further notice.
2012-05-23	June 30 day entry		is currently 3 months in upgrade training Task Qualified -108/263 = Task completion 60% CDC Status- Vol 3 of 3 completed 03/28. Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 23 MAY 2012 This review complies with APR Upgrade Journal entry. Another entry will be required the last week of June for upgrade journal entry
2012-05-18	Tasks Completed		was signed off on 12 tasks. I feel that he is showing great progress and is very competent on the tasks completed.
2012-05-15	upgrade training		was completed on 31 tasks towards his upgrade training
2012-05-03	30 day records check		is currently 3 months in upgrade training Task Qualified -108/263 = Task completion 41% CDC Status- Vol 3 of 3 completed 03/28. awaiting pretestest to order EOC Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 3 MAY 2012 This review complies with APR Upgrade Journal entry. Another entry will be required the last week of this month for April upgrade journal entry
2012-04-03	5 LVL Upgrade Task Completion		has proven proficient in 22 task pertaining to maintenance practices and I feel confident in signing him off on these task.
2012-03-29	March monthly journel entry		is currently 3 months in upgrade training Task Qualified -19/263 = Task completion 14% CDC Status- Vol 3 of 3 completed 03/28. awaiting pretestest to order EOC Training Status- Satisfactory Progress. Total Review of Trainee's record was conducted on 28 Mar 2012 This review complies with Mar Upgrade Journal entry. Another entry will be required the last week of this month for April upgrade journal entry
2012-03-28	CDC VOLUME 3 COMPLETE		CDC vol 3 completed on 28 Mar 12. ECI Form 34 bubble Sheets for Volume #3 has been completed on 28 Mar 12 and filed in the member green upgrade folder. Member received a score of 98% and all questions have been reviewed and corrected to 100%
2012-03-28	30 Day review		I have reviewed TBA. On schedule upgrade tasks.
2012-03-28	CDC VOLUME 3 COMPLETE		CDC vol 3 completed on 28 Mar 12. ECI Form 34 bubble Sheets for Volume #3 has been completed on 28 Mar 12 and filed in the member green upgrade folder. Member received a score of 98% and all questions have been reviewed and corrected to 100%
2012-03-28	30 Day review		I have reviewed TBA. On schedule upgrade tasks.
2012-02-28	CDC Vol 3 issued		27 Feb 12 I issued volume 3 of his 2A553A CDCs. He was briefed on the CDC guidelines and he understands the responsibilities of the CDC program. He understands he has a maximum of 30 days to complete each volume and documentation will be completed accordingly. He understands that a comprehensive review must be completed upon competition of the last volume and he understands what constitutes a comprehensive review. He will follow the requirements as outlined in AFI 36-2201
2012-02-28	CDC Vol 2 Complete		CDC vol 1 completed on 27 feb 12. ECI Form 34 bubble Sheets for Volume #2 has been completed on 27 Feb 12 and filed in the member green upgrade folder. Member received a score of 99% and all questions have been reviewed and corrected to 100%
2012-02-28	CDC Vol 3 issued		27 Feb 12 I issued volume 3 of his 2A553A CDCs. He was briefed on the CDC guidelines and he understands the responsibilities of the CDC program. He understands he has a maximum of 30 days to complete each volume and documentation will be completed accordingly. He understands that a comprehensive review must be completed upon competition of the last volume and he understands what constitutes a comprehensive review. He will follow the requirements as outlined in AFI 36-2201
2012-02-13	CDC Vol 1 Completed		CDC vol 1 completed on 8 feb 12. ECI Form 34 bubble Sheets for Volume #1 has been completed on 8 Feb 12 and filed in the member green upgrade folder. Member received a score of 94% and all questions have been reviewed and corrected to 100%.
2012-02-13	CDC Vol 2 issue		8 Feb 12 I issued volume 2of his 2A553A CDCs. He was briefed on the CDC guidelines and he understands the responsibilities of the CDC program. He understands he has a maximum of 30 days to complete each volume and documentation will be completed accordingly. He understands that a comprehensive review must be completed upon competition of the last volume and he understands what constitutes a comprehensive review. He will follow the requirements as outlined in AFI 36-2201
2012-02-13	CDC Vol 1 Completed		CDC vol 1 completed on 8 feb 12. ECI Form 34 bubble Sheets for Volume #1 has been completed on 8 Feb 12 and filed in the member green upgrade folder. Member received a score of 94% and all questions have been reviewed and corrected to 100%.
2012-01-25	B-Series Maintenance Stand Safety Brief		Air Force Safety Center has identified a discrepancy with all B-series maintenance stands. These stands do not have proper fall protection IAW regulation , 29 CFR 1910.23(a)(2). Fall hazard exists when using B-series stands (i.e. open area at b-5 stand ladder/platform access point and b-4 step/platform access point). The individual has been briefed and is aware of the risks when using all B series maintenance stands.
2012-01-12	UTM OJT Orientation		Trainee Orientation

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
			1. Purpose: To indoctrinate Personnel on the concept, scope and objective of OJT. 2. Definition of OJT: Describes all training received by an airman while performing duties within an Air Force specialty. A good OJT program will include an organized plan that is designed to qualify the trainee under supervised instruction. The trainee is required to learn through self-study as well as gain experience while actually working on-the-job. Two types of OJT are: a. Upgrade Training (UGT). Training to qualify airmen for the award of a skill level. UGT increases skills and knowledge beyond the levels previously acquired. b. Qualification Training (QT). Hands-on performance training designed to qualify a trainee in a specific duty position. This can be training in conjunction with UGT, it can occur after UGT completion, or at any other time training is necessary. 3. Duties of: a. Commander: AFI 36-2201, Chapter 4 b. Base Training Office: AFI 36-2201 , Chapter 3 c. Unit Training Manager, AFI 36-2201, Chapter 5 d. Supervisor: AFI 36-2201, Chapter 6 e. Trainer/Certifier: AFI 36-2201, Chapter 6 f. Trainee: AFI 36-2201, Chapter 6 4. Criteria for award of a skill level advancement: a. For award of the 3-skill level (Apprentice): Completion of AETC Formal Technical School (if available). b. For award of the 5-skill level (Journeyman): Completion of mandatory 5-level Career Development Course(s) (CDCs). Certification on all 5-skill level core tasks, duty position tasks identified by the supervisor. Complete a minimum of 15 months in UGT for initial award and 9 months for retrainees. Mandatory items listed on The Air Force Enlisted Classification Directory (AFECD) Recommended by supervisor. c. For award of the 7-skill level (Craftsman): Completion of mandatory 7-level CDCs (if applicable). Possess the minimum grade of staff sergeant (upgrade begins first day of the promotion cycle, 01 Sept). Certification
2012-01-12	Initial Evaluation/Workcenter Orientation		I conducted an initial evaluation with on 20120112. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time. I conducted a workcenter orientation with on 20120112. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2012-01-12	UTM CDC Breifing		Member was issued their CDCs. Mbr was briefed on the CDC guidelines and understands the responsibilities of the CDC program. The CDCs will be completed in the specified time frame and documentation will be completed accordingly. Mbr understands that a comprehensive review must be completed upon competition of the last volume and also understands what constitutes a comprehensive review. Mbr will follow the requirements as outlined in AFI 36-2201
2012-01-12	CDC Issue Vol 1		Today I issued volume 1 of his 2A551 CDCs. He was briefed on the CDC guidelines and he understands the responsibilities of the CDC program. He understands he has a maximum of 30 days to complete each volume and documentation will be completed accordingly. He understands that a comprehensive review must be completed upon competition of the last volume and he understands what constitutes a comprehensive review. He will follow the requirements as outlined in AFI 36-2201
2012-01-12	UTM OJT Orientation		Trainee Orientation 1. Purpose: To indoctrinate Personnel on the concept, scope and objective of OJT. 2. Definition of OJT: Describes all training received by an airman while performing duties within an Air Force specialty. A good OJT program will include an organized plan that is designed to qualify the trainee under supervised instruction. The trainee is required to learn through self-study as well as gain experience while actually working on-the-job. Two types of OJT are: a. Upgrade Training (UGT). Training to qualify airmen for the award of a skill level. UGT increases skills and knowledge beyond the levels previously acquired. b. Qualification Training (QT). Hands-on performance training designed to qualify a trainee in a specific duty position. This can be training in conjunction with UGT, it can occur after UGT completion, or at any other time training is necessary. 3. Duties of: a. Commander: AFI 36-2201, Chapter 4 b. Base Training Office: AFI 36-2201 , Chapter 3 c. Unit Training Manager, AFI 36-2201, Chapter 5 d. Supervisor: AFI 36-2201, Chapter 6 e. Trainer/Certifier: AFI 36-2201, Chapter 6 f. Trainee: AFI 36-2201, Chapter 6 4. Criteria for award of a skill level advancement: a. For award of the 3-skill level (Apprentice): Completion of AETC Formal Technical School (if available). b. For award of the 5-skill level (Journeyman): Completion of mandatory 5-level Career Development Course(s) (CDCs). Certification on all 5-skill level core tasks, duty position tasks identified by the supervisor. Complete a minimum of 15 months in UGT for initial award and 9 months for retrainees. Mandatory items listed on The Air Force Enlisted Classification Directory (AFECD) Recommended by supervisor. c. For award of the 7-skill level (Craftsman): Completion of mandatory 7-level CDCs (if applicable). Possess the minimum grade of staff sergeant (upgrade begins first day of the promotion cycle, 01 Sept). Certification
2012-01-12	UTM CDC Breifing		Member was issued their CDCs. Mbr was briefed on the CDC guidelines and understands the responsibilities of the CDC program. The CDCs will be completed in the specified time frame and documentation will be completed accordingly. Mbr understands that a comprehensive review must be completed upon competition of the last volume and also understands what constitutes a comprehensive review. Mbr will follow the requirements as outlined in AFI 36-2201
2012-01-12	Initial Evaluation/Workcenter Orientation		I conducted an initial evaluation with on 20120112. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time. I conducted a workcenter orientation with on 20120112. Items covered include chain of command, duty locations and

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ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
			hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2012-01-12	CDC Issue Vol 1		Today I issued volume 1 of his 2A551 CDCs. He was briefed on the CDC guidelines and he understands the responsibilities of the CDC program. He understands he has a maximum of 30 days to complete each volume and documentation will be completed accordingly. He understands that a comprehensive review must be completed upon competition of the last volume and he understands what constitutes a comprehensive review. He will follow the requirements as outlined in AFI 36-2201
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.008.005.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.008.005.001 (2) Task Description: Team member (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.009.013.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.009.013.001 (2) Task Description: Purpose (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.003.002.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.003.002.002 (2) Task Description: Brakes (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.004.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.004.001 (2) Task Description: Cowling (F-108) (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.004		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.004 (2) Task Description: Wheel well doors (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.003		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.003 (2) Task Description: Emergency exit hatch (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.002 (2) Task Description: Cargo door (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.001 (2) Task Description: Crew entry door (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.001.003.004.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.001.003.004.001 (2) Task Description: Wing/tail walker (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.020.011.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.020.011.001 (2) Task Description: Perform pre-use inspection (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.015.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.015.002 (2) Task Description: Component identification (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.011.003		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.011.003 (2) Task Description: Safe aircraft for maintenance (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.009.013.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.009.013.002 (2) Task Description: Select and use ruler (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.009.013.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.009.013.001 (2) Task Description: Purpose (3) Reason: star date incorrect (4) Removed By Employee
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.008.005.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.008.005.001 (2) Task Description: Team member (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.005.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.005.001 (2) Task Description: Flight control components and system operation (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.003.002.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.003.002.002 (2) Task Description: Brakes (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.004.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.004.001 (2) Task Description: Cowling (F-108) (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.004

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ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
	2A5X1-006-001.001.002.003.004		(2) Task Description: Wheel well doors (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.003		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.003 (2) Task Description: Emergency exit hatch (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.002 (2) Task Description: Cargo door (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.002.003.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.002.003.001 (2) Task Description: Crew entry door (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.001.003.004.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.001.003.004.001 (2) Task Description: Wing/tail walker (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.020.011.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.020.011.001 (2) Task Description: Perform pre-use inspection (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.015.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.015.002 (2) Task Description: Component identification (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.011.003		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.011.003 (2) Task Description: Safe aircraft for maintenance (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-000-001.001.009.013.002		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-000-001.001.009.013.002 (2) Task Description: Select and use ruler (3) Reason: star date incorrect (4) Removed By Employee:
2012-03-02	Removed start date for task: CFETP-2A5X1-006-001.001.005.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-006-001.001.005.001 (2) Task Description: Flight control components and system operation (3) Reason: star date incorrect (4) Removed By Employee:

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Crew Chief 2]	Staff Sergeant	2A574

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2015-05-04

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 Aug 12 TR: Air Force Enlisted Classification Directory (AFECD)													
2A5X1 AND 2A5X4-000 001.001 Progression in career ladder		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 001.002 Duties of AFSC		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 003 AF OCCUPATIONAL SAFETY AND HEALTH (AFOSH) PROGRAM TR: AFIs 11-218, 21-101 and 91-301; applicable AFOSH STDs; TOs 00-25-172, 1-1-691, and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 003.001 Housekeeping consistent with safety of personnel and equipment		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002 Safety precautions pertaining to aircraft maintenance													
2A5X1 AND 2A5X4-000 003.002.001 Engine air intake and exhaust		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.002 High intensity sound		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.003 Turbine, propeller, rotor plane of rotation		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.004 Radio frequency radiation		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.005 Ground handling of aircraft		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.006 Hot brakes		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.007 Use of tools and equipment		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.008 Servicing aircraft systems		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.009 Cleaning Agents		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.010 Solvents		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.011 Lubricants		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.012 High pressure gasses		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.013 Aircraft explosive equipment		2010-04-09	2010-04-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.014 Composite materials		2010-04-09	2010-04-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.015 Maintenance resource management TR: AFI 21-101; AFPAM 90-902							-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.016 Electrostatic hazards, static grounding and bonding TR: TOs 00-25-172 and 00-25-234							-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.003 Portable ground fire extinguishers TR: AFI 32-2001; TO 00-25-172													
2A5X1 AND 2A5X4-000 003.003.001 Perform pre-use inspection	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.003.002 Position		2009-10-26	2009-10-26				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.003.003 Operate		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.004 Foreign Object Damage (FOD) prevention program		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.005 Dropped Object prevention program		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.006 Hazardous chemicals TR: AFI 90-821 and applicable AFOSH STDs													
2A5X1 AND 2A5X4-000 003.006.001 Use		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.006.002 Disposal		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.006.003 Hazard communication training program		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.006.004 Hazardous material handling procedures							-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 003.007 AF Form 1492, Warning Tag TR: TO 00-20-1		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 004 MAINTENANCE DIRECTIVES, REFERENCES, and INSTRUCTIONS TR: AFI 33-360 and TO 00-5 series as applicable													
2A5X1 AND 2A5X4-000 004.001		2009-10-26	2009-10-26				-	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
TO system													
2A5X1 AND 2A5X4-000 004.002 Air Force manuals and instructions		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 004.003 Use technical orders		2009-10-26	2009-10-26				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 004.004 TO improvement reporting		2009-10-26	2009-10-26				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 005 SUPERVISION TR: AFIs 21-101, 36-2403, and AFTTP 3-3													
2A5X1 AND 2A5X4-000 005.001 Plan work schedules		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.002 Schedule maintenance		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.003 Supervise personnel accomplishing maintenance		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004 Establish													
2A5X1 AND 2A5X4-000 005.004.001 Work methods		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004.002 Work controls		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004.003 Performance standards		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.005 Evaluate work performance of subordinate personnel		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006 TRAINING TR: AFIs 36-2201 and 36-2232													
2A5X1 AND 2A5X4-000 006.001 Evaluate personnel for training		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.002 Plan and supervise OJT		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.003 Counsel trainees on training progress		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.005 Document training records		2009-10-26	2009-10-26				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 006.006 Purpose and use of Career Field Education and Training Plan (CFETP)							-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 007 MAINTENANCE MANAGEMENT TR: AFIs 21-101, 21-103, 21-118, 90-201 and AFMAN 23-110													
2A5X1 AND 2A5X4-000 007.001 Basic functions within maintenance		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 007.002 Resource management		2009-10-26	2009-10-26				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 007.003 Personnel management		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 007.004 Maintenance incident investigation and prevention		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 007.005 Determine and report Aircraft Status		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008 MAINTENANCE DATA DOCUMENTATION (MDD) TR: AFI 21-101; TO 00-20 Series; applicable aircraft -06 Work Unit Code Manuals													
2A5X1 AND 2A5X4-000 008.001 MDD Fundamentals		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.002 Aircraft and supporting maintenance records													
2A5X1 AND 2A5X4-000 008.002.001 Purpose		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.002 Automated Forms		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.007 Document other AFTO 781 series forms		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.008 Document AFTO Form 244/245		2009-10-26	2009-10-26				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.009 Document AFTO Form 350		2009-10-26	2009-10-26				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003 Maintenance Information Systems (MIS)													
2A5X1 AND 2A5X4-000 008.003.001 Purpose		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002 Job data documentation (JDD)													
2A5X1 AND 2A5X4-000 008.003.002.001 Purpose		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.002 Access JDD		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000		2009-10-26	2009-10-26				-	-	-	-	-	-	-

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
008.003.002.003 Create maintenance event													
2A5X1 AND 2A5X4-000 008.003.002.004 Defer maintenance event		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.005 Schedule maintenance event		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.006 Close maintenance event		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.007 Use IMDS		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009 MAINTENANCE MATERIALS/ TOOLS TR:AFI 21-101, TOs 1-1A-8, 1-1A-14, 1-1-691 and 32- series TOs as applicable													
2A5X1 AND 2A5X4-000 009.001 Tool control		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.002 Select and use special tools		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.003 Select/use restraint harness (e.g.; fall protection/prevention equipment)		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.005 Hardware													
2A5X1 AND 2A5X4-000 009.005.001 Purpose		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.005.002 Remove/inspect/install		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.006 Electrical connectors													
2A5X1 AND 2A5X4-000 009.006.001 Purpose		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.006.002 Connect/disconnect		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007 Securing devices													
2A5X1 AND 2A5X4-000 009.007.001 Purpose		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.002 Install/remove safety wire		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.003 Install/remove cotter pins		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.004 Safety cable							-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.008 Lubricants		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.009 Sealants		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.010 Adhesives		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.011 Cleaning agents		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.012 Hand tools													
2A5X1 AND 2A5X4-000 009.012.001 Purpose		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.012.002 Select, inspect and use		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013 Measuring tools													
2A5X1 AND 2A5X4-000 009.013.001 Purpose		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.002 Select and use ruler		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.003 Select and use thickness gauge		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.004 Use multi-meter							-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.005 Select, inspect and use torque wrench		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.006 Select and use micrometer							-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.007 Use depth gauge							-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 010 RESPONSIBILITY FOR SUPPLY TR: AFIs 21-101 and 21-118, AFMAN 23-110, TOs 00-20-3 and 00-35D-54													
2A5X1 AND 2A5X4-000 010.001 Maintenance supply concept		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.003 Special requisition (GPC, Local purchase)		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.004 Ordering parts		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.006 Prepare repairable and serviceable parts for turn-in		2009-10-26	2009-10-26				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.007							-	-	-	-	-	-	-

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
Repair cycle assets													
2A5X1 AND 2A5X4-000 010.008 DIFM Control		2009-10-26	2009-10-26				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.009 Local manufacture of parts		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.010 Equipment account management							-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.011 Deficiency reporting		2009-10-26	2009-10-26				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.013 DD Forms 1574, 1575, 1576, 1577 and 1577-2		2009-10-26	2009-10-26				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 011 AIRCRAFT GENERAL TR: AFI 11-218; applicable AFOSH STDs; TOs 00-20-1, 00-25-172, 1-1-691, 1-1B-50 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 011.001 Weight and balance							-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.002 Determine weight and balance requirements		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.003 Inventory aircraft equipment		2009-10-26	2009-10-26				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 011.004 Safe aircraft for maintenance		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.005 Corrosion control program													
2A5X1 AND 2A5X4-000 011.005.001 Aircraft cleaning		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.002 Corrosion identification		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.004 Aircraft lubrication		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.006 Aircraft inspections													
2A5X1 AND 2A5X4-000 011.006.001 Cncepts and Types		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.008 Aircraft marshalling signals	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.011 Deice aircraft TR: TO 42C-1-2S-2; 14CFR121.629 section 121.629		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.012 Debrief aircrews		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013 Aircraft guarded switches													
2A5X1 AND 2A5X4-000 011.013.001 Design/function/proper identification		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.002 Remove and replace covers		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.003 Operational check		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 012 AIRFRAME TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 012.002 Remove/inspect/install panels		2007-10-04	2007-10-04				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 012.003 Inspect structural components		2007-10-04	2007-10-04				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 013 LANDING GEAR TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 013.001 System fundamentals		2007-10-04	2007-10-04				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014 UTILITIES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 014.001 System fundamentals													
2A5X1 AND 2A5X4-000 014.001.001 Oxygen		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.002 Bleed air		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.003 Pressurization		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.004 Air conditioning		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.005 Fire/Overheat warning		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.006 Fire suppression							-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015 FLIGHT CONTROLS TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 015.001 Fundamentals of flight		2007-10-04	2007-10-04				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015.002 Primary flight control fundamentals							-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 015.003 Secondary flight control fundamentals							-	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
2A5X1 AND 2A5X4-000 015.004 Component identification		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 016 HYDRAULICS TR: TO 1-1A-8 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.001 System fundamentals		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 016.002 Remove/install components TR: TO 1-1A-8, Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.002.001 Tubing/hoses		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.002.002 Fittings		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.002.003 Filter elements							-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.003 Hydraulic Schematics /diagrams		2012-01-16	2012-01-31				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 017 ENGINES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 017.001 System fundamentals		2007-10-04	2007-10-04				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 017.004 Joint Oil Analysis Program		2010-04-09	2010-06-01				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 018 FUELS TR: TOs 00-25-172, 1-1-3, applicable AFOSH STDs and aircraft TOs													
2A5X1 AND 2A5X4-000 018.001 System fundamentals		2007-10-04	2007-10-04				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 018.002 Classify fuel leaks		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 019 ELECTRICAL TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 019.001 AC Electrical system fundamentals		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.002 DC electrical system fundamentals		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.007 Electrical schematics/diagrams		2010-04-09	2010-06-01				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 020 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs and TO 35A4 series as applicable													
2A5X1 AND 2A5X4-000 020.001 Maintenance stands													
2A5X1 AND 2A5X4-000 020.001.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.001.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.002 Self-propelled universal platforms													
2A5X1 AND 2A5X4-000 020.002.001 Purpose and description							-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.002.002 Perform pre-use inspection and operate							-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.003 Aircraft jacks TR: TO 35A2- series as applicable													
2A5X1 AND 2A5X4-000 020.003.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.003.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005 Oxygen servicing equipment TR: TO 15X-1-1, 37C2-8- as applicable													
2A5X1 AND 2A5X4-000 020.005.001 Liquid oxygen (LOX)													
2A5X1 AND 2A5X4-000 020.005.001.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.001.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002 Gaseous oxygen (GOX)													
2A5X1 AND 2A5X4-000 020.005.002.001 Purpose and description		2010-04-09	2010-04-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002.002 Perform pre-use inspection and operate		2010-04-09	2010-04-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.006 Diesel driven air compressors TR: TO 34Y1- series as applicable													
2A5X1 AND 2A5X4-000 020.006.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.006.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.007													

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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
Ground heaters TR: 35E7- series as applicable													
2A5X1 AND 2A5X4-000 020.007.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.007.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.008 Lighting equipment TR: TO 35F5- series as applicable													
2A5X1 AND 2A5X4-000 020.008.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.008.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.010 Air conditioning units TR: TO 35E9- Series as applicable													
2A5X1 AND 2A5X4-000 020.010.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011 Ground generator sets/gas turbine compressors													
2A5X1 AND 2A5X4-000 020.011.002 A/M32A-95 Gas turbine compressors TR: TO 35D12-series as applicable													
2A5X1 AND 2A5X4-000 020.011.002.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011.003 Diesel driven generator sets TR: TO 35C2- series as applicable													
2A5X1 AND 2A5X4-000 020.011.003.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011.003.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.012 Tow bar TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 020.012.001 Perform pre-use inspection		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.012.002 Connect/disconnect		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.013 Tow vehicles TR: TO 36A10 series as applicable													
2A5X1 AND 2A5X4-000 020.013.001 Purpose and description							-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.013.002 Perform pre-use inspection and operate							-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.014 Self-generating nitrogen equipment TR: TO 35D29-7-6-1													
2A5X1 AND 2A5X4-000 020.014.001 Purpose and description		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.014.002 Perform pre-use inspection and operate		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
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		2009-10-26	2009-10-26				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.016 Engine stands and dollies TR: 35D3- series as applicable													
2A5X1 AND 2A5X4-000 020.016.001 Purpose and description		2009-10-26	2009-10-26				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 020.016.002 Perform pre-use inspection and operate		2010-04-09	2010-06-01				-	-	-	-	-	-	-
2A5X4-006 001 C-135 QUALITATIVE REQUIREMENTS AIRCRAFT GENERAL													
2A5X4-006 001.001 Periodic/Isochronal inspection concept and inspection TR: TOs 00-20 series, Applicable -6 TOs													
2A5X4-006 001.001.001 Periodic/Isochronal inspection concept		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 001.001.002 Perform inspections													
2A5X4-006 001.001.002.001 Preflight	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.002 Alert 5A							-	-	-	-	-	-	-
2A5X4-006 001.001.002.003 Alert 5B							-	-	-	-	-	-	-
2A5X4-006 001.001.002.004 Thruflight	5	2009-10-26	2009-11-03				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.005 Quick Turn		2010-04-09	2010-06-01				-	-	-	-	-	-	-
2A5X4-006 001.001.002.006	7	2010-01-12	2010-01-12				-	2b	-	-	-	-	-

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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
Hourly Post													
2A5X4-006 001.001.002.009 Calendar		2010-04-09	2010-04-12				-	-	-	-	-	-	-
2A5X4-006 001.001.002.010 Special		2010-04-09	2010-04-12				-	-	-	-	-	-	-
2A5X4-006 001.001.002.011 900 Hr Insp		2010-04-09	2010-06-01				-	-	-	-	-	-	-
2A5X4-006 001.001.002.012 Time change item		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 001.001.002.013 Exterior panel/secondary structure inspection	7	2009-10-26	2009-11-03				-	-	-	-	-	-	-
2A5X4-006 001.002 Aircraft communications equipment TR: Applicable -2 TOs													
2A5X4-006 001.002.001 Operate radio	5	2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.002.002 Use interphone	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.003 Perform ground handling TR: AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs													
2A5X4-006 001.003.001 Aircraft launch	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 001.003.002 Call flight controls	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.003.003 Aircraft recovery	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 001.003.004 Tow aircraft													
2A5X4-006 001.003.004.001 Wing/tail walker	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 001.003.004.002 Brake operator	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 001.003.004.003 Tow team supervisor	7	2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.003.004.004 Tow vehicle operator		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.003.005 Jack and level aircraft													
2A5X4-006 001.003.005.001 Jacking team member		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.003.005.005 Axle jacking	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.004 Compute center of gravity TR: Applicable aircraft -5 TOs	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.005 Install/remove ground safety devices TR: Applicable -2 TOs													
2A5X4-006 001.005.001 Landing gear	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.005.002 Landing gear doors	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.006 Ground aircraft	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 001.007 Configure/reconfigure aircraft													
2A5X4-006 001.007.002 Passenger/personnel		2012-09-24	2012-09-27				-	-	-	-	-	-	-
2A5X4-006 001.008 Maintain/store/configure/-21 equipment		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.010 Aircraft wash TR: TO - 6WC-3													
2A5X4-006 001.010.001 Team member		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.010.002 Team supervisor		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.010.003 Post wash lube		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 001.011 Maintenance directives, references, & instructions TR: AFI 37-101 Vol 1 and TO 00-5-1													
2A5X4-006 001.011.001 Use C-135 technical orders	5						-	3c	-	-	-	-	-
2A5X4-006 001.012 Maintenance Data Documentation (MDD TR: AFI 21-101, TOs 00-20-1, 00-20-2, and applicable aircraft -06 Work Unit Code Manuals													
2A5X4-006 001.012.001 Document AFTO Form 781H	5						-	3c	-	-	-	-	-
2A5X4-006 001.012.002 Document AFTO Form 781A	5						-	3c	-	-	-	-	-
2A5X4-006 001.012.003 Document AFTO Form 781J	5						-	3c	-	-	-	-	-
2A5X4-006 001.012.004 Document AFTO Form 781K	5						-	3c	-	-	-	-	-

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
2A5X4-006 002 AIRFRAME SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 002.001 Airframe components and structure		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 002.002 Service cargo door reservoir		2012-09-24	2012-09-27				-	b	-	-	-	-	-
2A5X4-006 002.003 Operate													
2A5X4-006 002.003.001 Crew entry door	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 002.003.002 Cargo door	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 002.003.003 Emergency exit hatch	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 002.003.004 Wheel well doors	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 002.004 Open and close													
2A5X4-006 002.004.001 Cowling (F-108)		2009-10-26	2009-10-26				-	2b/b	-	-	-	-	-
2A5X4-006 002.004.002 Cowling (TF-33)		2010-04-09	2010-04-12				-	-	-	-	-	-	-
2A5X4-006 002.004.003 Panels/doors		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.004.004 Windows		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005 Remove and install													
2A5X4-006 002.005.001 Cowling (F-108)		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 002.005.002 Cowling (TF-33)		2009-11-17	2009-11-20				-	-	-	-	-	-	-
2A5X4-006 002.005.003 Panels/doors		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005.004 Non-explosive seats		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005.005 Windows		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005.007 Radomes		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005.008 Door/hatch seals		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005.009 Thermal curtains		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.005.013 Tail cone													
2A5X4-006 002.006 Perform aircraft inclement weather procedures		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 002.007 Inspect crew/passenger comfort facilities TR: Applicable -6 TOs		2010-01-12	2010-01-12				-	-	-	-	-	-	-
2A5X4-006 002.008 Service crew/passenger comfort facilities		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 003 LANDING GEAR SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 003.001 Landing gear components and system operation		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 003.002 Troubleshoot		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 003.003 Operate													
2A5X4-006 003.003.001 Landing gear							-	-	-	-	-	-	-
2A5X4-006 003.003.002 Brakes	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.003.003 Steering system		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 003.003.004 Anti skid system		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 003.004 Service													
2A5X4-006 003.004.001 Snubber	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.004.002 Centering cylinder	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.004.003 Landing gear struts													
2A5X4-006 003.004.003.001 Deflate	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.002 Drain		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 003.004.003.003 Fill	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.004 Inflate	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.004.004	5	2009-10-26	2009-10-26				-	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
Tires													
2A5X4-006 003.005 Lubricate landing gear components		2007-10-04	2007-10-04				-	-	-	-	-	-	-
2A5X4-006 003.006 Remove and Install													
2A5X4-006 003.006.001 Snubbers		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 003.006.002 Centering cylinder		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 003.006.003 Wheel and tire assemblies													
2A5X4-006 003.006.003.001 Nose	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.006.003.002 Main	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.006.004 Anti-skid transducer	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.006.005 Carbon brake assemblies	5	2009-10-26	2009-11-03				-	2b	-	-	-	-	-
2A5X4-006 003.006.006 Bleed brake assembly (carbon)	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 003.007 Determine serviceability of aircraft tires TR: TO 4T-1-3	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 004 UTILITY SYSTEMS TR: TO 00-25-172, Applicable -2 TOs													
2A5X4-006 004.001 Utility components and system operation		2010-01-12	2010-01-12				-	A	-	-	-	-	-
2A5X4-006 004.002 Troubleshoot							-	-	-	-	-	-	-
2A5X4-006 004.003 Operate													
2A5X4-006 004.003.001 Bleed air system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.003.002 Air conditioning system		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 004.003.003 Pressurization system		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 004.003.004 Anti-ice system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.003.005 Fire/overheat warning system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.003.006 Fire extinguishing system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.003.007 Oxygen system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.004 Oxygen system TR: Applicable -2, -3 TOs													
2A5X4-006 004.004.001 Service gaseous oxygen	5	2009-11-17	2009-11-20				-	2b	-	-	-	-	-
2A5X4-006 004.004.002 Service liquid oxygen		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005 Inspect TR: Applicable -6 TOs													
2A5X4-006 004.005.001 Bleed air system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005.002 Air conditioning system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005.003 Pressurization system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005.004 Anti-ice system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005.005 Fire/overheat warning system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005.006 Fire extinguisher system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.005.007 Oxygen system		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 004.006 Air Cycle Machine (ACM)													
2A5X4-006 004.006.001 Drain	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 004.006.002 Service	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 005 FLIGHT CONTROL SYSTEM TR: Applicable -2 TOs													
2A5X4-006 005.001 Flight control components and system operation		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 005.002 Troubleshoot							-	-	-	-	-	-	-
2A5X4-006 005.003 Operate flight controls													
2A5X4-006 005.003.001 Aileron system		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 005.003.002 Rudder system		2009-10-26	2009-10-26				-	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
2A5X4-006 005.003.003 Elevator system		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 005.003.004 Spoiler/Speed brake system		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 005.003.005 Stabilizer trim system		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 005.003.006 Flap system		2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 005.004 Remove/install													
2A5X4-006 005.004.001 Cove lip door		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 005.004.002 Cove lip door latch		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 005.004.005 Fore flap		2008-04-02	2008-04-15				-	-	-	-	-	-	-
2A5X4-006 005.004.006 Aileron snubber							-	-	-	-	-	-	-
2A5X4-006 005.004.007 Elevator snubber							-	-	-	-	-	-	-
2A5X4-006 005.004.013 Leading edge flaps							-	-	-	-	-	-	-
2A5X4-006 005.005 Lubricate flight controls		2007-10-04	2007-10-04				-	-	-	-	-	-	-
2A5X4-006 005.006 Service gearbox							-	-	-	-	-	-	-
2A5X4-006 006 HYDRAULIC SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 006.001 Hydraulic components and system operation		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 006.002 Troubleshoot		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 006.003 Service hydraulic system													
2A5X4-006 006.003.001 Reservoir	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 006.003.002 Accumulator	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 006.003.003 Drain reservoir		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 006.004 Operate													
2A5X4-006 006.004.001 Engine driven pump		2012-10-09	2012-10-16				-	-	-	-	-	-	-
2A5X4-006 006.004.002 Non-engine driven pump	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 006.005 Remove and install accumulator		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 007 ENGINES TR: AFI 11-218, applicable AFOSH STDs and -2 TOs													
2A5X4-006 007.001 Engine and Auxiliary Power Unit (APU) components and system operation							-	A	-	-	-	-	-
2A5X4-006 007.003 Perform													
2A5X4-006 007.003.001 Engine operational check		2012-10-09	2012-10-16				-	-	-	-	-	-	-
2A5X4-006 007.003.004 Engine motor wet		2012-10-09	2012-10-16				-	-	-	-	-	-	-
2A5X4-006 007.003.005 Engine motor dry		2012-10-09	2012-10-16				-	-	-	-	-	-	-
2A5X4-006 007.003.006 Audible ignition check		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 007.003.007 Alternate engine start							-	-	-	-	-	-	-
2A5X4-006 007.004 Operate													
2A5X4-006 007.004.001 Engine and subsystems							-	-	-	-	-	-	-
2A5X4-006 007.005 Service													
2A5X4-006 007.005.001 Oil system	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 007.005.002 Constant Speed Drive (CSD)/Integrated Drive Generator (IDG)		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 007.005.003 Gear box		2012-01-16	2012-01-31				-	-	-	-	-	-	-
2A5X4-006 007.005.004 Auxiliary Power Unit (if equipped)		2010-04-09	2010-04-12				-	-	-	-	-	-	-
2A5X4-006 007.006 Remove and install													
2A5X4-006 007.006.001 Starter		2007-10-04	2007-10-04				-	-	-	-	-	-	-
2A5X4-006 007.006.002 Starter cartridge							-	-	-	-	-	-	-
2A5X4-006 007.007 Take engine oil sample		2010-04-09	2010-04-12				-	-	-	-	-	-	-

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
TR: TO 42B2-1-9, 33-1-37													
2A5X4-006 007.008 Chip detectors		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 007.009 Inspect installed engine TR: Applicable -6 TOs													
2A5X4-006 007.009.001 Turbine		2009-10-26	2009-10-26				-	1b	-	-	-	-	-
2A5X4-006 007.010 Inspect Auxiliary Power Unit TR: Applicable -6 TOs		2010-04-09	2010-04-12				-	2b	-	-	-	-	-
2A5X4-006 008 AIRCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFOSH STDs and -2 TOs													
2A5X4-006 008.001 Fuel components and system operation		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 008.002 Inspect fuel filters													
2A5X4-006 008.002.001 TF-33 TR: 1C-135E-2-4-1							-	-	-	-	-	-	-
2A5X4-006 008.002.002 F-108 TR: 2J-F-108-2-1		2012-10-09	2012-10-16				-	-	-	-	-	-	-
2A5X4-006 008.003 Ground transfer fuel													
2A5X4-006 008.003.001 Wing tank transfer	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 008.003.002 Body tank transfer	5/R	2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 008.004 Refuel aircraft													
2A5X4-006 008.004.001 Team member	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 008.004.002 Team panel operator	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 008.004.003 Team supervisor	7	2010-01-12	2010-01-12				-	-	-	-	-	-	-
2A5X4-006 008.005 Defuel aircraft													
2A5X4-006 008.005.001 Team member	5	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 008.005.002 Team panel operator	5/R	2009-10-26	2009-10-26				-	b	-	-	-	-	-
2A5X4-006 008.005.003 Team supervisor	7/R	2010-01-12	2010-01-12				-	-	-	-	-	-	-
2A5X4-006 008.006 Prepare aircraft for fuel cell maintenance		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 008.007 In-Flight Refueling (IFR) system													
2A5X4-006 008.007.001 IFR receiver system													
2A5X4-006 008.007.001.001 Inspect		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 008.007.001.002 Operate		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 009 ELECTRICAL SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 009.001 Electrical components and system operation		2009-10-26	2009-10-26				-	A	-	-	-	-	-
2A5X4-006 009.002 Switch guards							-	A	-	-	-	-	-
2A5X4-006 009.003 Perform operational check													
2A5X4-006 009.003.002 Lighting system	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 009.003.003 Indicator warning lights		2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 009.004 Remove and install													
2A5X4-006 009.004.001 Light lenses	5	2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 009.004.002 Light bulbs	5	2009-10-26	2009-10-26				-	-	-	-	-	-	-
2A5X4-006 009.004.003 Batteries	5	2009-10-26	2009-10-26				-	2b	-	-	-	-	-
2A5X4-006 009.004.004 Connect/apply and disconnectexternal electrical power	5						-	2b	-	-	-	-	-
2A5X4-006 010 EGRESS SYSTEM TR: Applicable -2 TOs													
2A5X4-006 010.001 Egress components and system operation		2010-04-09	2010-04-12				-	A	-	-	-	-	-
2A5X4-006 010.003 Remove/install emergency escape slides (except RC-135)	5	2010-04-09	2010-04-12				-	-	-	-	-	-	-
2A5X4-006 011													

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
AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs													
2A5X4-006 011.001 Perform pre-use inspection and operate													
2A5X4-006 011.001.002 Air conditioning units TR: TO 35E9-series as applicable							-	-	-	-	-	-	-
2A5X4-006 011.001.003 A/M32A-95 Gas turbine compressor TR: TO 35D12-series as applicable							-	-	-	-	-	-	-
2A5X4-006 011.001.004 Gaseous nitrogen servicing equipment TR: TO 35D3-series as applicable							-	-	-	-	-	-	-
2A5X4-006 011.001.005 Oil servicing carts TR: TO 35A17-series as applicable							-	-	-	-	-	-	-
2A5X4-006 011.001.006 Hydraulic servicing carts TR: TO 35A29-series as applicable							-	2b	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35961 002	HYDRAULICS 1C-135-2-2(-6,-7,-8-13)					
	35961 002.001	SERVICE					
	35961 002.001.001	Aircraft hydraulic system before TCTO-509	2010-04-09	2010-04-12			
	35961 002.001.002	Aircraft hydraulic system after TCTO-509	2010-04-09	2010-04-12			
	35961 003	ENGINES 1C-135(E)C-2-4-1, 1C-135-2-4-1, 1C-135(K)R-2-4JG-2 2J-F108-2-1, 1C-135-2-2 (-4,-10)					
	35961 003.002	Inspect F-108 Engine Components TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs					
	35961 003.002.001	Inspect F-108 engine acoustical panels TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs					
	35961 003.005	TF-33/P9 engine and subsystems					
	35961 003.006	F-108 engine and subsystems					
	35961 003.008	PERFORM					
	35961 003.008.001	TF-33 P5/P9 Inlets and exhaust inspection	2012-01-16	2012-01-31			
	35961 003.008.002	F-108 Inlets and exhaust inspection	2012-01-16	2012-01-31			
	35961 003.008.003	F-108 JFS operational check	2012-10-09	2012-10-16			
	35961 003.008.004	SERVICE					
	35961 003.008.004.001	TF-33 P5/P9 Engine Oil	2010-04-09	2010-04-12			
	35961 003.008.004.002	F-108 Engine oil	2010-04-09	2010-04-12			
	35961 003.008.004.003	TF-33 Pnuematic starter	2012-01-16	2012-01-31			
	35961 003.008.004.004	F-108 Pnuematic starter	2012-01-16	2012-01-31			
	35961 003.008.004.005	REMOVE AND INSTALL					
	35961 003.008.004.005.001	TF-33 fuel strainer 1C-135-2-4-1					
	35961 003.008.004.005.002	F-108 Fuel strainer	2012-01-16	2012-01-31			
	35961 004	GUIDANCE AND CONTROL ETM RC-2-11-2, ETM AN/ASN-121, 1C-135-2-9 (-11-2, -11-5)					
	35961 004.002	Perform Basic MFD operation	2012-09-24	2012-09-27			
	35961 004.003	REMOVE AND INSTALL					
	35961 004.003.001	INS Battery	2010-04-09	2010-04-12			
	35961 005	ELECT/ENVIROMENTAL 1C-135-2-2 (-3, -7, -10)					
	35961 005.002	Perform operational check of mark 2 anti-skid system	2012-01-16	2012-01-31			
	35961 005.003	Perform operational check of mark 3 anti-skid system	2012-01-16	2012-01-31			
	35961 007	OPLAN 8010 Alert Requirements ACCI 13-520 para 3.11.4					
	35961 007.001	Perform ADCC Alert Crew requirements: tow team member, refuel team member ACCI 13-501 para 3.11.4					
	35961 007.002	Perform DCC Alert Crew requirements: tow team supervisor, refuel team supervisor, engine run certified, red x orders ACCI 13-501 para 3.11.4					

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2015-04-13	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201.
2015-05-01	Certification To Sign Red X		I discussed Red X certification with . I interviewed him on a one-to-one basis and we went over the importance of always doing the right thing. I let him know that it will always be integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. An expensive aircraft and even more valuable lives depend on him making sure that everything is by the T.O. Guidance in signing of Red X is in 00-20-1 para 4.5.
2015-05-01	CAF Form 64 Submitted		Submitted CAF Form 64. I have verified that he is qualified and signed off on the following tasks: Sign All Condition Tags and NTRS, Clear Red X and IPI, Sign Off CND, and Sign Off Repeat/Recur.
2015-05-01	Certification to Sign Repeat/ Recur		I have interviewed on signing off Repeat/Recur. We discussed the guidance of finding how many times he can sign off a Repeat/Recur can be found in AFI 21-101 14.20.1 and the Offutt AFI 21-101 14.20.1.2. The guidance for signing it off can be found in 00-20-1.
2015-05-01	Certification to Sign NRTS		I have reviewed training records. He is signed off and qualified to be authorized to NRTS Documentation Guidance IAW TO 00-20-3.
2015-05-01	Certification to Sign Off CND		I have interviewed on signing off CNDs. We discussed the guidance of finding how many times he can sign off a CND can be found in AFI 21-101 14.20.2 and the Offutt AFI 21-101 chapter 14.20.2.4. The guidance for signing it off can be found in 00-20-1.
2015-05-01	Certification to Sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3
2015-05-01	Certification to Sign NRTS		I have reviewed s training records. He is signed off and qualified to be authorized to NRTS Documentation Guidance IAW TO 00-20-3.
2015-05-01	Certification to Sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3
2015-05-01	Certification to Sign Off CND		I have interviewed on signing off CNDs. We discussed the guidance of finding how many times he can sign off a CND can be found in AFI 21-101 14.20.2 and the Offutt AFI 21-101 chapter 14.20.2.4. The guidance for signing it off can be found in 00-20-1.
2015-05-01	Certification to Sign Repeat/ Recur		I have interviewed on signing off Repeat/Recur. We discussed the guidance of finding how many times he can sign off a Repeat/Recur can be found in AFI 21-101 14.20.1 and the Offutt AFI 21-101 14.20.1.2. The guidance for signing it off can be found in 00-20-1.
2015-05-01	CAF Form 64 Submitted		Submitted CAF Form 64. I have verified that he is qualified and signed off on the following tasks: Sign All Condition Tags and NTRS, Clear Red X and IPI, Sign Off CND, and Sign Off Repeat/Recur.
2015-05-01	Certification To Sign Red X		I discussed Red X certification with . I interviewed him on a one-to-one basis and we went over the importance of always doing the right thing. I let him know that it will always be integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. An expensive aircraft and even more valuable lives depend on him making sure that everything is by the T.O. Guidance in signing of Red X is in 00-20-1 para 4.5.
2015-04-22	Tasks restored from archive on 2015-04-22		305 Tasks were restored from archive on 2015-04-22
2015-04-22	Role Request		Request the roles Trainee, Trainer, Supervisor
2015-04-22	Tasks restored from archive on 2015-04-22		305 Tasks were restored from archive on 2015-04-22
2015-04-22	Initial Evaluation		I conducted and documented an initial evaluation of trainee qualifications within 60 days of initial assignment (120 days for ARC), either PCS or PCA work center. Document the evaluation on AF Form 623a or automated version and file in the OJT record. As a minimum the evaluation should include: AFSC, duty position, core and HST, and deployment/UTC requirements. CDC requirements. Note: 30 days per volume. Formal/informal training requirements, such as skills, knowledge, or classroom instruction. Supervisors must evaluate technical school graduates on all tasks taught in the initial skills course as identified in the STS portion of the CFETP. Other local or unique training requirements. Supervisor and trainee responsibilities as outlined in this AFI and other governing directives, such as AFI 36-2101 and the CFETP. Supervisors are encouraged to allow trainees to complete course work during normal duty hours, if mission requirements allow. Supervisors will monitor trainee progress to ensure timely completion of CDCs or ADL course work.
2015-04-22	Role Request		Request the roles Trainee, Trainer, Supervisor
2015-04-22	Workcenter Orientation		I conducted and documented work center orientations within 60 days of assignment (120 days for ARC). As a minimum, the orientation should include the following information: What the trainee will be doing. Duty hours and shifts, including periods of rest (non-duty time). Safety requirements found on the AF Form 55, Employee Safety and Health Record. All time and training requirements for upgrade and/or qualification training. Responsibilities of trainee, trainer, task certifier, and supervisor.
2015-04-22	Initial Evaluation		I conducted and documented an initial evaluation of trainee qualifications within 60 days of initial assignment (120 days for ARC), either PCS or PCA work center. Document the evaluation on AF Form 623a or automated version and file in the OJT record. As a minimum the evaluation should include: AFSC, duty position, core and HST, and deployment/UTC requirements. CDC requirements. Note: 30 days per volume. Formal/informal training requirements, such as skills, knowledge, or classroom instruction. Supervisors must evaluate technical school graduates on all tasks taught in the initial skills course as identified in the STS portion of the CFETP. Other local or unique training requirements. Supervisor and trainee responsibilities as outlined in this AFI and other governing directives, such as AFI 36-2101 and the CFETP. Supervisors are encouraged to allow trainees to complete course work during normal duty hours, if mission requirements allow. Supervisors will monitor trainee progress to ensure timely completion of CDCs or ADL course work.
2015-04-22	Workcenter Orientation		I conducted and documented work center orientations within 60 days of assignment (120 days for ARC). As a minimum, the orientation should include the following information: What the trainee will be doing. Duty hours and shifts, including periods of rest (non-duty time). Safety requirements found on the AF Form 55, Employee Safety and Health Record. All time and training requirements for upgrade and/or qualification training. Responsibilities of trainee, trainer, task certifier, and supervisor.
2009-01-20	Removed start date for task: CFETP-2A5X1-001.002.010.008		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.002.010.008 (2) Task Description: Deficiency reporting (3) Reason: does not feel confident in getting signed off on This task without having the proper training information. (4) Removed By Employee
2009-01-20	Removed start date for task: CFETP-2A5X1-001.002.010.010		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.002.010.010 (2) Task Description: DD Forms 1574, 1575, 1576, 1577 and 1577-2 (3) Reason: does not feel confident in getting signed off on This task without having the proper training information. (4) Removed By Employee:
2009-01-20	Removed start date for task: CFETP-2A5X1-001.002.010.008		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.002.010.008 (2) Task Description: Deficiency reporting (3) Reason: does not feel confident in getting signed off on This task without having the proper training information. (4) Removed By Employee:
2009-01-20	Removed start date for task: CFETP-2A5X1-001.002.010.010		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.002.010.010 (2) Task Description: DD Forms 1574, 1575, 1576, 1577 and 1577-2 (3) Reason: does not feel confident in getting signed off on This task without having the proper training information. (4) Removed By Employee:
2009-01-11	Removed start date for task: CFETP-2A5X1-001.008.005.002.004		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.008.005.002.004 (2) Task Description: Anti-ice system (3) Reason: Unable to get on aircraft for hands-on training. (4) Removed By Employee:
2009-01-11	Removed start date for task: CFETP-2A5X1-001.008.005.002.001		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.008.005.002.001 (2) Task Description: Bleed air system (3) Reason: unable to get aircraft for hands-on training. (4) Removed By Employee:
2009-01-11	Removed start date for task: CFETP-2A5X1-001.008.005.002.004		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.008.005.002.004 (2) Task Description: Anti-ice system (3) Reason: Unable to get on aircraft for hands-on training. (4) Removed By Employee:
2009-01-11	Removed start date for task: CFETP-		Journal Entry: Training start date was removed/reversed. (1) Task ID: CFETP-2A5X1-001.008.005.002.001 (2) Task Description: Bleed air system (3) Reason: unable to get aircraft for hands-on training. (4) Removed By Employee:

JOURNAL ENTRIES			
ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
	2A5X1-001.008.005.002.001		

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Crew Chief 3]	Staff Sergeant	2A574

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2015-05-04

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 Aug 12 TR: Air Force Enlisted Classification Directory (AFECD)														
2A5X1 AND 2A5X4-000 001.001 Progression in career ladder		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 001.002 Duties of AFSC		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003 AF OCCUPATIONAL SAFETY AND HEALTH (AFOSH) PROGRAM TR: AFIs 11-218, 21-101 and 91-301; applicable AFOSH STDs; TOs 00-25-172, 1-1-691, and applicable aircraft TOs														
2A5X1 AND 2A5X4-000 003.001 Housekeeping consistent with safety of personnel and equipment		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002 Safety precautions pertaining to aircraft maintenance														
2A5X1 AND 2A5X4-000 003.002.001 Engine air intake and exhaust		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.002 High intensity sound		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.003 Turbine, propeller, rotor plane of rotation		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.004 Radio frequency radiation		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.005 Ground handling of aircraft		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.006 Hot brakes		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.007 Use of tools and equipment		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.008 Servicing aircraft systems		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.009 Cleaning Agents		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.010 Solvents		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.011 Lubricants		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.012 High pressure gasses		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.013 Aircraft explosive equipment		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.014 Composite materials		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.015 Maintenance resource management TR: AFI 21-101; AFPAM 90-902		2013-03-01	2013-03-21				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.016 Electrostatic hazards, static grounding and bonding TR: TOs 00-25-172 and 00-25-234		2013-03-01	2013-03-21				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003 Portable ground fire extinguishers TR: AFI 32-2001; TO 00-25-172														
2A5X1 AND 2A5X4-000 003.003.001 Perform pre-use inspection	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003.002 Position		2007-10-12	2007-10-12				-	1b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003.003 Operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.004 Foreign Object Damage (FOD) prevention program		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.005 Dropped Object prevention program		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006 Hazardous chemicals TR: AFI 90-821 and applicable AFOSH STDs														
2A5X1 AND 2A5X4-000 003.006.001 Use		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.002 Disposal		2007-10-12	2007-10-12				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.003 Hazard communication training program		2010-02-08	2010-02-12				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.004 Hazardous material handling procedures		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.007 AF Form 1492, Warning Tag TR: TO 00-20-1		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 004 MAINTENANCE DIRECTIVES, REFERENCES, and INSTRUCTIONS TR: AFI 33-360 and TO 00-5 series as applicable														
2A5X1 AND 2A5X4-000 004.001		2007-10-12	2007-10-12				-	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
TO system													
2A5X1 AND 2A5X4-000 004.002 Air Force manuals and instructions		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 004.003 Use technical orders		2007-10-12	2007-10-12				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 004.004 TO improvement reporting		2010-03-16	2010-03-23				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 005 SUPERVISION TR: AFIs 21-101, 36-2403, and AFTTP 3-3													
2A5X1 AND 2A5X4-000 005.001 Plan work schedules		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.002 Schedule maintenance		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.003 Supervise personnel accomplishing maintenance		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004 Establish													
2A5X1 AND 2A5X4-000 005.004.001 Work methods		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004.002 Work controls		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004.003 Performance standards		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.005 Evaluate work performance of subordinate personnel		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006 TRAINING TR: AFIs 36-2201 and 36-2232													
2A5X1 AND 2A5X4-000 006.001 Evaluate personnel for training		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.002 Plan and supervise OJT		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.003 Counsel trainees on training progress		2010-03-16	2010-03-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.005 Document training records		2007-10-12	2007-10-12				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 006.006 Purpose and use of Career Field Education and Training Plan (CFETP)		2013-03-01	2013-03-21				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 007 MAINTENANCE MANAGEMENT TR: AFIs 21-101, 21-103, 21-118, 90-201 and AFMAN 23-110													
2A5X1 AND 2A5X4-000 007.001 Basic functions within maintenance		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 007.002 Resource management		2010-03-23	2010-03-30				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 007.003 Personnel management		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 007.004 Maintenance incident investigation and prevention		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 007.005 Determine and report Aircraft Status		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008 MAINTENANCE DATA DOCUMENTATION (MDD) TR: AFI 21-101; TO 00-20 Series; applicable aircraft -06 Work Unit Code Manuals													
2A5X1 AND 2A5X4-000 008.001 MDD Fundamentals		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.002 Aircraft and supporting maintenance records													
2A5X1 AND 2A5X4-000 008.002.001 Purpose		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.002 Automated Forms		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.007 Document other AFTO 781 series forms		2010-02-01	2010-02-03				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.008 Document AFTO Form 244/245		2007-10-12	2007-10-12				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.009 Document AFTO Form 350		2007-10-12	2007-10-12				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003 Maintenance Information Systems (MIS)													
2A5X1 AND 2A5X4-000 008.003.001 Purpose		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002 Job data documentation (JDD)													
2A5X1 AND 2A5X4-000 008.003.002.001 Purpose		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.002 Access JDD		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000		2007-10-12	2007-10-12				-	-	-	-	-	-	-

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
008.003.002.003 Create maintenance event													
2A5X1 AND 2A5X4-000 008.003.002.004 Defer maintenance event		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.005 Schedule maintenance event		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.006 Close maintenance event		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.007 Use IMDS		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009 MAINTENANCE MATERIALS/ TOOLS TR:AFI 21-101, TOs 1-1A-8, 1-1A-14, 1-1-691 and 32- series TOs as applicable													
2A5X1 AND 2A5X4-000 009.001 Tool control		2013-02-12	2013-02-13				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.002 Select and use special tools		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.003 Select/use restraint harness (e.g.; fall protection/prevention equipment)		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.005 Hardware													
2A5X1 AND 2A5X4-000 009.005.001 Purpose		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.005.002 Remove/inspect/install		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.006 Electrical connectors													
2A5X1 AND 2A5X4-000 009.006.001 Purpose		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.006.002 Connect/disconnect		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007 Securing devices													
2A5X1 AND 2A5X4-000 009.007.001 Purpose		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.002 Install/remove safety wire		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.003 Install/remove cotter pins		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.004 Safety cable		2013-03-01	2013-03-21				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.008 Lubricants		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.009 Sealants		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.010 Adhesives		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.011 Cleaning agents		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.012 Hand tools													
2A5X1 AND 2A5X4-000 009.012.001 Purpose		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.012.002 Select, inspect and use		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013 Measuring tools													
2A5X1 AND 2A5X4-000 009.013.001 Purpose		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.002 Select and use ruler		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.003 Select and use thickness gauge		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.004 Use multi-meter		2009-11-09	2009-11-13				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.005 Select, inspect and use torque wrench		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.006 Select and use micrometer		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.007 Use depth gauge		2013-03-01	2013-03-21				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 010 RESPONSIBILITY FOR SUPPLY TR: AFIs 21-101 and 21-118, AFMAN 23-110, TOs 00-20-3 and 00-35D-54													
2A5X1 AND 2A5X4-000 010.001 Maintenance supply concept		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.003 Special requisition (GPC, Local purchase)		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.004 Ordering parts		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.006 Prepare repairable and serviceable parts for turn-in		2007-10-12	2007-10-12				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.007		2014-08-02	2014-09-02				-	-	-	-	-	-	-

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
Repair cycle assets													
2A5X1 AND 2A5X4-000 010.008 DIFM Control		2010-03-23	2010-03-30				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.009 Local manufacture of parts		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.010 Equipment account management		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.011 Deficiency reporting		2010-03-23	2010-03-30				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.013 DD Forms 1574, 1575, 1576, 1577 and 1577-2		2010-03-23	2010-03-30				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 011 AIRCRAFT GENERAL TR: AFI 11-218; applicable AFOSH STDs; TOs 00-20-1, 00-25-172, 1-1-691, 1-1B-50 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 011.001 Weight and balance		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.002 Determine weight and balance requirements		2010-02-15	2010-02-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.003 Inventory aircraft equipment		2010-02-15	2010-02-17				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 011.004 Safe aircraft for maintenance		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.005 Corrosion control program													
2A5X1 AND 2A5X4-000 011.005.001 Aircraft cleaning		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.002 Corrosion identification		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.004 Aircraft lubrication		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.006 Aircraft inspections													
2A5X1 AND 2A5X4-000 011.006.001 Cncepts and Types		2010-02-15	2010-02-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.008 Aircraft marshalling signals	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.011 Deice aircraft TR: TO 42C-1-2S-2; 14CFR121.629 section 121.629		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.012 Debrief aircrews		2010-05-10	2010-05-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013 Aircraft guarded switches													
2A5X1 AND 2A5X4-000 011.013.001 Design/function/proper identification		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.002 Remove and replace covers		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.003 Operational check		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 012 AIRFRAME TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 012.002 Remove/inspect/install panels		2013-03-01	2013-03-21				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 012.003 Inspect structural components		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 013 LANDING GEAR TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 013.001 System fundamentals		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014 UTILITIES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 014.001 System fundamentals													
2A5X1 AND 2A5X4-000 014.001.001 Oxygen		2010-02-17	2010-02-19				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.002 Bleed air		2010-02-17	2010-02-19				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.003 Pressurization		2010-02-17	2010-02-19				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.004 Air conditioning		2010-02-17	2010-02-19				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.005 Fire/Overheat warning		2010-02-17	2010-02-19				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.006 Fire suppression		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015 FLIGHT CONTROLS TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 015.001 Fundamentals of flight		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015.002 Primary flight control fundamentals		2013-03-01	2013-03-21				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 015.003 Secondary flight control fundamentals		2013-03-01	2013-03-21				-	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
2A5X1 AND 2A5X4-000 015.004 Component identification		2010-03-01	2010-03-03				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 016 HYDRAULICS TR: TO 1-1A-8 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.001 System fundamentals		2010-03-23	2010-03-30				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 016.002 Remove/install components TR: TO 1-1A-8, Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.002.001 Tubing/hoses		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.002.002 Fittings		2010-03-23	2010-03-30				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.002.003 Filter elements		2013-08-23	2013-09-26				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.003 Hydraulic Schematics /diagrams		2010-03-23	2010-03-30				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 017 ENGINES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 017.001 System fundamentals		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 017.004 Joint Oil Analysis Program		2009-05-12	2009-05-13				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 018 FUELS TR: TOs 00-25-172, 1-1-3, applicable AFOSH STDs and aircraft TOs													
2A5X1 AND 2A5X4-000 018.001 System fundamentals		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 018.002 Classify fuel leaks		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 019 ELECTRICAL TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 019.001 AC Electrical system fundamentals		2010-03-30	2010-04-06				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.002 DC electrical system fundamentals		2010-03-30	2010-04-06				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.007 Electrical schematics/diagrams		2010-03-30	2010-04-06				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 020 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs and TO 35A4 series as applicable													
2A5X1 AND 2A5X4-000 020.001 Maintenance stands													
2A5X1 AND 2A5X4-000 020.001.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.001.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.002 Self-propelled universal platforms													
2A5X1 AND 2A5X4-000 020.002.001 Purpose and description		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.002.002 Perform pre-use inspection and operate		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.003 Aircraft jacks TR: TO 35A2- series as applicable													
2A5X1 AND 2A5X4-000 020.003.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.003.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005 Oxygen servicing equipment TR: TO 15X-1-1, 37C2-8- as applicable													
2A5X1 AND 2A5X4-000 020.005.001 Liquid oxygen (LOX)													
2A5X1 AND 2A5X4-000 020.005.001.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.001.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002 Gaseous oxygen (GOX)													
2A5X1 AND 2A5X4-000 020.005.002.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.006 Diesel driven air compressors TR: TO 34Y1- series as applicable													
2A5X1 AND 2A5X4-000 020.006.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.006.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.007													

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
Ground heaters TR: 35E7- series as applicable													
2A5X1 AND 2A5X4-000 020.007.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.007.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.008 Lighting equipment TR: TO 35F5- series as applicable													
2A5X1 AND 2A5X4-000 020.008.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.008.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.010 Air conditioning units TR: TO 35E9- Series as applicable													
2A5X1 AND 2A5X4-000 020.010.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011 Ground generator sets/gas turbine compressors													
2A5X1 AND 2A5X4-000 020.011.002 A/M32A-95 Gas turbine compressors TR: TO 35D12-series as applicable													
2A5X1 AND 2A5X4-000 020.011.002.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011.003 Diesel driven generator sets TR: TO 35C2- series as applicable													
2A5X1 AND 2A5X4-000 020.011.003.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.011.003.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.012 Tow bar TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 020.012.001 Perform pre-use inspection		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.012.002 Connect/disconnect		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.013 Tow vehicles TR: TO 36A10 series as applicable													
2A5X1 AND 2A5X4-000 020.013.001 Purpose and description		2013-03-01	2013-03-21				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.013.002 Perform pre-use inspection and operate		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.014 Self-generating nitrogen equipment TR: TO 35D29-7-6-1													
2A5X1 AND 2A5X4-000 020.014.001 Purpose and description		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.014.002 Perform pre-use inspection and operate		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
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		2007-10-12	2007-10-12				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.016 Engine stands and dollies TR: 35D3- series as applicable													
2A5X1 AND 2A5X4-000 020.016.001 Purpose and description		2009-05-12	2009-05-13				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 020.016.002 Perform pre-use inspection and operate		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 001 C-135 QUALITATIVE REQUIREMENTS AIRCRAFT GENERAL													
2A5X4-006 001.001 Periodic/Isochronal inspection concept and inspection TR: TOs 00-20 series, Applicable -6 TOs													
2A5X4-006 001.001.001 Periodic/Isochronal inspection concept		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X4-006 001.001.002 Perform inspections													
2A5X4-006 001.001.002.001 Preflight	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.002 Alert 5A		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 001.001.002.003 Alert 5B		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 001.001.002.004 Thruflight	5	2009-05-12	2009-05-13				-	2b	-	-	-	-	-
2A5X4-006 001.001.002.005 Quick Turn		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 001.001.002.006	7	2010-01-12	2010-01-12				-	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
Hourly Post													
2A5X4-006 001.001.002.009 Calendar		2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.001.002.010 Special		2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.001.002.011 900 Hr Insp		2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.001.002.012 Time change item		2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.001.002.013 Exterior panel/secondary structure inspection	7	2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.002 Aircraft communications equipment TR: Applicable -2 TOs													
2A5X4-006 001.002.001 Operate radio	5	2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 001.002.002 Use interphone	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.003 Perform ground handling TR: AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs													
2A5X4-006 001.003.001 Aircraft launch	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 001.003.002 Call flight controls	5	2010-01-12	2010-01-12				-	2b	-	-	-	-	-
2A5X4-006 001.003.003 Aircraft recovery	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 001.003.004 Tow aircraft													
2A5X4-006 001.003.004.001 Wing/tail walker	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 001.003.004.002 Brake operator	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 001.003.004.003 Tow team supervisor	7	2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.003.004.004 Tow vehicle operator		2008-08-11	2008-08-20				-	-	-	-	-	-	-
2A5X4-006 001.003.005 Jack and level aircraft													
2A5X4-006 001.003.005.001 Jacking team member		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 001.003.005.005 Axle jacking	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.004 Compute center of gravity TR: Applicable aircraft -5 TOs	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.005 Install/remove ground safety devices TR: Applicable -2 TOs													
2A5X4-006 001.005.001 Landing gear	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.005.002 Landing gear doors	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.006 Ground aircraft	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 001.007 Configure/reconfigure aircraft													
2A5X4-006 001.007.002 Passenger/personnel		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 001.008 Maintain/store/configure/-21 equipment		2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.010 Aircraft wash TR: TO - 6WC-3													
2A5X4-006 001.010.001 Team member		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 001.010.002 Team supervisor		2010-03-30	2010-04-06				-	-	-	-	-	-	-
2A5X4-006 001.010.003 Post wash lube		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 001.011 Maintenance directives, references, & instructions TR: AFI 37-101 Vol 1 and TO 00-5-1													
2A5X4-006 001.011.001 Use C-135 technical orders	5	2013-02-12	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012 Maintenance Data Documentation (MDD TR: AFI 21-101, TOs 00-20-1, 00-20-2, and applicable aircraft -06 Work Unit Code Manuals													
2A5X4-006 001.012.001 Document AFTO Form 781H	5	2013-02-12	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012.002 Document AFTO Form 781A	5	2013-02-12	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012.003 Document AFTO Form 781J	5	2013-02-12	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012.004 Document AFTO Form 781K	5	2013-02-12	2013-02-13				-	3c	-	-	-	-	-

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
2A5X4-006 002 AIRFRAME SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 002.001 Airframe components and structure		2010-03-30	2010-04-06				-	A	-	-	-	-	-
2A5X4-006 002.002 Service cargo door reservoir		2013-03-01	2013-03-21				-	b	-	-	-	-	-
2A5X4-006 002.003 Operate													
2A5X4-006 002.003.001 Crew entry door	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 002.003.002 Cargo door	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 002.003.003 Emergency exit hatch	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 002.003.004 Wheel well doors	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 002.004 Open and close													
2A5X4-006 002.004.001 Cowling (F-108)		2007-10-12	2007-10-12				-	2b/b	-	-	-	-	-
2A5X4-006 002.004.002 Cowling (TF-33)		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.004.003 Panels/doors		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.004.004 Windows		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.005 Remove and install													
2A5X4-006 002.005.001 Cowling (F-108)		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.005.002 Cowling (TF-33)		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.005.003 Panels/doors		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.005.004 Non-explosive seats		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.005.005 Windows		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 002.005.007 Radomes		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 002.005.008 Door/hatch seals		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 002.005.009 Thermal curtains		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 002.005.013 Tail cone		2013-08-23	2013-09-26										
2A5X4-006 002.006 Perform aircraft inclement weather procedures		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.007 Inspect crew/passenger comfort facilities TR: Applicable -6 TOs		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 002.008 Service crew/passenger comfort facilities		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 003 LANDING GEAR SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 003.001 Landing gear components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X4-006 003.002 Troubleshoot		2010-04-06	2010-04-13				-	-	-	-	-	-	-
2A5X4-006 003.003 Operate													
2A5X4-006 003.003.001 Landing gear		2010-04-06	2010-04-13				-	-	-	-	-	-	-
2A5X4-006 003.003.002 Brakes	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 003.003.003 Steering system		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 003.003.004 Anti skid system		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 003.004 Service													
2A5X4-006 003.004.001 Snubber	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 003.004.002 Centering cylinder	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 003.004.003 Landing gear struts													
2A5X4-006 003.004.003.001 Deflate	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.002 Drain		2009-05-12	2009-05-13				-	-	-	-	-	-	-
2A5X4-006 003.004.003.003 Fill	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.004 Inflate	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 003.004.004	5	2007-10-12	2007-10-12				-	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	
Tires														
2A5X4-006 003.006 Remove and Install														
2A5X4-006 003.006.001 Snubbers		2009-11-09	2009-11-13				-	-	-	-	-	-	-	
2A5X4-006 003.006.002 Centering cylinder		2009-11-09	2009-11-13				-	-	-	-	-	-	-	
2A5X4-006 003.006.003 Wheel and tire assemblies														
2A5X4-006 003.006.003.001 Nose	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 003.006.003.002 Main	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 003.006.004 Anti-skid transducer	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 003.006.005 Carbon brake assemblies	5	2009-05-12	2009-05-13				-	2b	-	-	-	-	-	
2A5X4-006 003.006.006 Bleed brake assembly (carbon)	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 003.007 Determine serviceability of aircraft tires TR: TO 4T-1-3	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 004 UTILITY SYSTEMS TR: TO 00-25-172, Applicable -2 TOs														
2A5X4-006 004.001 Utility components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X4-006 004.002 Troubleshoot		2013-08-23	2013-09-26				-	-	-	-	-	-	-	
2A5X4-006 004.003 Operate														
2A5X4-006 004.003.001 Bleed air system		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 004.003.002 Air conditioning system		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 004.003.003 Pressurization system		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 004.003.004 Anti-ice system		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 004.003.005 Fire/overheat warning system		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X4-006 004.003.006 Fire extinguishing system		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 004.003.007 Oxygen system		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X4-006 004.004 Oxygen system TR: Applicable -2, -3 TOs														
2A5X4-006 004.004.001 Service gaseous oxygen	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 004.004.002 Service liquid oxygen		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X4-006 004.005 Inspect TR: Applicable -6 TOs														
2A5X4-006 004.005.001 Bleed air system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.005.002 Air conditioning system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.005.003 Pressurization system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.005.004 Anti-ice system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.005.005 Fire/overheat warning system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.005.006 Fire extinguisher system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.005.007 Oxygen system		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 004.006 Air Cycle Machine (ACM)														
2A5X4-006 004.006.001 Drain	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-	
2A5X4-006 004.006.002 Service	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-	
2A5X4-006 005 FLIGHT CONTROL SYSTEM TR: Applicable -2 TOs														
2A5X4-006 005.001 Flight control components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X4-006 005.002 Troubleshoot		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 005.003 Operate flight controls														
2A5X4-006 005.003.001 Aileron system		2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 005.003.002 Rudder system		2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 005.003.003 Elevator system		2007-10-12	2007-10-12				-	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	
2A5X4-006 005.003.004 Spoiler/Speed brake system		2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 005.003.005 Stabilizer trim system		2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 005.003.006 Flap system		2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 005.004 Remove/install														
2A5X4-006 005.004.001 Cove lip door		2009-11-09	2009-11-13				-	-	-	-	-	-	-	
2A5X4-006 005.004.002 Cove lip door latch		2009-11-09	2009-11-13				-	-	-	-	-	-	-	
2A5X4-006 005.004.005 Fore flap		2014-08-02	2014-09-02				-	-	-	-	-	-	-	
2A5X4-006 005.004.006 Aileron snubber		2013-08-23	2013-09-26				-	-	-	-	-	-	-	
2A5X4-006 005.004.007 Elevator snubber		2013-08-23	2013-09-26				-	-	-	-	-	-	-	
2A5X4-006 005.004.013 Leading edge flaps		2013-08-23	2013-09-26				-	-	-	-	-	-	-	
2A5X4-006 005.006 Service gearbox		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 006 HYDRAULIC SYSTEMS TR: Applicable -2 TOs														
2A5X4-006 006.001 Hydraulic components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X4-006 006.002 Troubleshoot		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 006.003 Service hydraulic system														
2A5X4-006 006.003.001 Reservoir	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 006.003.002 Accumulator	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 006.003.003 Drain reservoir		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 006.004 Operate														
2A5X4-006 006.004.001 Engine driven pump		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 006.004.002 Non-engine driven pump	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-	
2A5X4-006 006.005 Remove and install accumulator		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 007 ENGINES TR: AFI 11-218, applicable AFOSH STDs and -2 TOs														
2A5X4-006 007.001 Engine and Auxiliary Power Unit (APU) components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X4-006 007.003 Perform														
2A5X4-006 007.003.001 Engine operational check		2008-10-01	2008-10-20				-	-	-	-	-	-	-	
2A5X4-006 007.003.004 Engine motor wet		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 007.003.005 Engine motor dry		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 007.003.006 Audible ignition check		2009-05-12	2009-05-13				-	-	-	-	-	-	-	
2A5X4-006 007.003.007 Alternate engine start		2013-10-01	2013-11-01				-	-	-	-	-	-	-	
2A5X4-006 007.004 Operate														
2A5X4-006 007.004.001 Engine and subsystems		2013-10-01	2013-11-01				-	-	-	-	-	-	-	
2A5X4-006 007.005 Service														
2A5X4-006 007.005.001 Oil system	5	2010-01-12	2010-01-12				-	b	-	-	-	-	-	
2A5X4-006 007.005.002 Constant Speed Drive (CSD)/Integrated Drive Generator (IDG)		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X4-006 007.005.003 Gear box		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 007.005.004 Auxiliary Power Unit (if equipped)		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X4-006 007.006 Remove and install														
2A5X4-006 007.006.001 Starter		2013-10-01	2013-11-01				-	-	-	-	-	-	-	
2A5X4-006 007.006.002 Starter cartridge		2010-04-06	2010-04-13				-	-	-	-	-	-	-	
2A5X4-006 007.007 Take engine oil sample TR: TO 42B2-1-9, 33-1-37		2007-10-12	2007-10-12				-	-	-	-	-	-	-	
2A5X4-006 007.008 Chip detectors		2007-10-12	2007-10-12				-	A	-	-	-	-	-	
2A5X4-006 007.009														

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
Inspect installed engine TR: Applicable -6 TOs													
2A5X4-006 007.009.001 Turbine		2007-10-12	2007-10-12				-	1b	-	-	-	-	-
2A5X4-006 007.010 Inspect Auxiliary Power Unit TR: Applicable -6 TOs		2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 008 AIRCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFOSH STDs and -2 TOs													
2A5X4-006 008.001 Fuel components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X4-006 008.002 Inspect fuel filters													
2A5X4-006 008.002.001 TF-33 TR: 1C-135E-2-4-1		2013-10-01	2013-11-01				-	-	-	-	-	-	-
2A5X4-006 008.002.002 F-108 TR: 2J-F-108-2-1		2013-10-01	2013-11-01				-	-	-	-	-	-	-
2A5X4-006 008.003 Ground transfer fuel													
2A5X4-006 008.003.001 Wing tank transfer	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 008.003.002 Body tank transfer	5/R	2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 008.004 Refuel aircraft													
2A5X4-006 008.004.001 Team member	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 008.004.002 Team panel operator	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 008.004.003 Team supervisor	7	2010-01-12	2010-01-12				-	-	-	-	-	-	-
2A5X4-006 008.005 Defuel aircraft													
2A5X4-006 008.005.001 Team member	5	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 008.005.002 Team panel operator	5/R	2007-10-12	2007-10-12				-	b	-	-	-	-	-
2A5X4-006 008.005.003 Team supervisor	7/R	2010-01-12	2010-01-12				-	-	-	-	-	-	-
2A5X4-006 008.006 Prepare aircraft for fuel cell maintenance		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 008.007 In-Flight Refueling (IFR) system													
2A5X4-006 008.007.001 IFR receiver system													
2A5X4-006 008.007.001.001 Inspect		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 008.007.001.002 Operate		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 009 ELECTRICAL SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 009.001 Electrical components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X4-006 009.002 Switch guards		2010-01-12	2010-01-12				-	A	-	-	-	-	-
2A5X4-006 009.003 Perform operational check													
2A5X4-006 009.003.002 Lighting system	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 009.003.003 Indicator warning lights		2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 009.004 Remove and install													
2A5X4-006 009.004.001 Light lenses	5	2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 009.004.002 Light bulbs	5	2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 009.004.003 Batteries	5	2007-10-12	2007-10-12				-	2b	-	-	-	-	-
2A5X4-006 009.004.004 Connect/apply and disconnectexternal electrical power	5	2013-02-12	2013-02-13				-	2b	-	-	-	-	-
2A5X4-006 010 EGRESS SYSTEM TR: Applicable -2 TOs													
2A5X4-006 010.001 Egress components and system operation		2007-10-12	2007-10-12				-	A	-	-	-	-	-
2A5X4-006 010.003 Remove/install emergency escape slides (except RC-135)	5	2007-10-12	2007-10-12				-	-	-	-	-	-	-
2A5X4-006 011 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs													
2A5X4-006 011.001 Perform pre-use inspection and operate													

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
2A5X4-006 011.001.002 Air conditioning units TR: TO 35E9-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 011.001.003 A/M32A-95 Gas turbine compressor TR: TO 35D12-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 011.001.004 Gaseous nitrogen servicing equipment TR: TO 35D3-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 011.001.005 Oil servicing carts TR: TO 35A17-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 011.001.006 Hydraulic servicing carts TR: TO 35A29-series as applicable		2013-03-01	2013-03-21				-	2b	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS

CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35961 002	HYDRAULICS 1C-135-2-2(-6,-7,-8-13)					
	35961 002.001	SERVICE					
	35961 002.001.001	Aircraft hydraulic system before TCTO-509	2007-10-09	2007-10-17			
	35961 002.001.002	Aircraft hydraulic system after TCTO-509	2007-10-09	2007-10-17			
	35961 002.001.003	REMOVE AND INSTALL					
	35961 002.001.003.001	OPERATE LANDING GEAR					
	35961 002.001.003.001.001	Position B	2010-04-20	2010-04-27			
	35961 003	ENGINES 1C-135(E)C-2-4-1, 1C-135-2-4-1, 1C-135(K)R-2-4JG-2 2J-F108-2-1, 1C-135-2-2 (-4,-10)					
	35961 003.002	Inspect F-108 Engine Components TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs					
	35961 003.002.001	Inspect F-108 engine acoustical panels TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs	2013-10-01	2013-11-01			
	35961 003.004	TF-33/P5 engine and subsystems	2008-10-01	2008-10-08			
	35961 003.005	TF-33/P9 engine and subsystems	2009-05-12	2009-05-13			
	35961 003.006	F-108 engine and subsystems	2009-07-24	2009-08-05			
	35961 003.008	PERFORM					
	35961 003.008.001	TF-33 P5/P9 Inlets and exhaust inspection	2008-10-01	2008-10-16			
	35961 003.008.002	F-108 Inlets and exhaust inspection	2008-10-01	2008-10-16			
	35961 003.008.003	F-108 JFS operational check	2010-04-20	2010-04-27			
	35961 003.008.004	SERVICE					
	35961 003.008.004.001	TF-33 P5/P9 Engine Oil	2007-10-09	2007-10-17			
	35961 003.008.004.002	F-108 Engine oil	2007-10-09	2007-10-17			
	35961 003.008.004.003	TF-33 Pnuematic starter	2010-04-13	2010-04-27			
	35961 003.008.004.004	F-108 Pnuematic starter	2010-04-13	2010-04-27			
	35961 003.008.004.005	REMOVE AND INSTALL					
	35961 003.008.004.005.001	TF-33 fuel strainer 1C-135-2-4-1	2010-04-13	2010-04-27			
	35961 003.008.004.005.002	F-108 Fuel strainer	2009-05-12	2009-05-13			
	35961 004	GUIDANCE AND CONTROL ETM RC-2-11-2, ETM AN/ASN-121, 1C-135-2-9 (-11-2, -11-5)					
	35961 004.001	Apply range and slip markings	2009-05-12	2009-05-13			
	35961 004.002	Perform Basic MFD operation	2007-10-09	2007-10-17			
	35961 004.003	REMOVE AND INSTALL					
	35961 004.003.001	INS Battery	2010-04-13	2010-04-27			
	35961 005	ELECT/ENVIROMENTAL 1C-135-2-2 (-3, -7, -10)					
	35961 005.002	Perform operational check of mark 2 anti-skid system	2009-05-12	2009-05-13			
	35961 005.003	Perform operational check of mark 3 anti-skid system	2009-05-12	2009-05-13			
	35961 006	CDC Volume Progression					
	35961 006.005	7 Level CDC Vol 1 AFI 36-2201	2009-11-09	2009-12-10			
	35961 006.006	7 Level CDC Vol 2 AFI 36-2201	2009-12-09	2010-01-09			
	35961 007	OPLAN 8010 Alert Requirements ACCI 13-520 para 3.11.4					
	35961 007.001	Perform ADCC Alert Crew requirements: tow team member, refuel team member ACCI 13-501 para 3.11.4	2014-01-20	2014-01-27			
	35961 007.002	Perform DCC Alert Crew requirements: tow team supervisor, refuel team supervisor, engine run certified, red x orders ACCI 13-501 para 3.11.4	2014-01-20	2014-01-27			

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ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2015-03-11	APU CERTIFIER		HAS BEEN BRIEFED ON THE IMPORTANCE OF BEING AN APU CERTIFIER AND ALL THAT IS REQUIRED OF HIM.
2014-07-15	90 Day Review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2014-03-24	90 day review		I have reviewed records for completeness and accuracy. No discrepancies noted on this date.
2013-12-06	90 day review		I have reviewed records for completeness and accuracy. No discrepancies noted on this date.
2013-08-19	quarterly review		I have reviewed s TBA today and he has 18 tasks that need start dates loaded. He was previously signed off on these tasks, but due to the swap over to 2A5X4 these items were not signed off. I have spoken to about getting these tasks signed off and told him they need to be completed by 15 September 2013. All other items are up to date.
2013-08-15	workcenter orientation		A workcenter orientation was previously completed but was not documented correctly. A workcenter orientation was conducted with on 20071101. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2013-06-10	90 day review		I reviewed #s TBA entries today for accuracy and completion. There were no errors noted on this date.
2013-02-20	supervisor change		I will be deploying soon leaving 4 March 2013 with an estimated return date of 15 June 2013. In my absence will be assuming supervisory duties for individuals I supervise. is currently a fully qualified 7 skill level and only requires quarterly journal entries.
2013-01-03	1/4 journal entry		I have reviewed #s TBA today and all tasks are up to date. He continues to transfer into a technical expert in his career field and impresses me in his task knowledge. This NCO is an asset to the greatest Air Force in the World; I am proud to be his supervisor.
2012-10-12	90 Day TBA Review		I reviewed TBA entries today for accuracy and completion. This review supersedes previous reviews. All records are accurate and current at this time.
2012-07-25	90 day TBA review/overdue review		I reviewed TBA entries today for accuracy and completion. 90 Day review was missed in the Month of June. This review supersedes previous reviews. All records are accurate and current at this time.
2012-06-14	F108 comp review		i have completed a comprehensive review of F108 eng run with P12 and recommend him for his test
2012-06-14	F-108 Eng run Pretests		has completed three pretests with the scores of 96%, 96% and 100% and is ready for the cert test
2012-06-14	F108 comp review		i have completed a comprehensive review of F108 eng run with P12 and recommend him for his test
2012-06-08	P-5 Eng run pretest		took 5ea pretests and scored 100% on EA test. Also scored 100% on actual eng run test
2012-03-30	Quarterly Review		I have reviewed s TBA today and everything looks great. He continues to become more proficient at his daily tasks. I will be departing the local area in a couple of days for a TDY and will report to for any supervisory questions he may have. This write-in is for the purpose of #s quarterly review and for me going TDY.
2012-02-27	returned from TDY		I have just returned from the NCOA and I am resuming the position of supervisor of my subordinates. I will also be conducting an initial feedback in the very near future.
2012-01-25	B-Series Maintenance Stand Safety Brief		Air Force Safety Center has identified a discrepancy with all B-series maintenance stands. These stands do not have proper fall protection IAW regulation , 29 CFR 1910.23(a)(2). Fall hazard exists when using B-series stands (i.e. open area at b-5 stand ladder/platform access point and b-4 step/platform access point). The individual has been briefed and is aware of the risks when using all B series maintenance stands.
2012-01-03	Quarterly review		Today I performed TBA records quarterly review. All of his records are accurate and up to date. He remains a fully qualified 7 level. I will be TDY starting 5 January 2012 until 21 February 2012. does not require a temporary supervisor.
2011-11-23	Intial Eval.		I conducted an initial evaluation with today. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time.
2011-11-02	Records Review		Records Review C/W. is 100% completed with 5/7-Level tasks.
2011-09-27	90 Day Records Review		Records Review C/W. is 100% completed with 5/7-Level tasks.
2011-09-07	Records Review		Records Review C/W. is 100% completed with 5/7-Level tasks.
2011-07-20	Inital Eval/Orientation		An initial evaluation has been conducted with on 20071102. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time A workcenter orientation was conducted with on 20071102. Items covered include chain of command, duty locations

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ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
			and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2011-06-23	Records Review		Records Review C/W. is 100% completed with 5/7-Level tasks.
2011-05-08	Records Review		Records Review C/W. is 99% completed with 5/7-Level tasks. He knows what tasks he needs to focus on.
2011-04-14	90 Day review/ missed re-views		I reviewed TBA entries today for accuracy and completion. 1 task was added to reflect MTP skill level requirements. Two 90-day reviews were missed from Sep'10-Apr '11. No other defects were noted. This review supersedes previous reviews. All items current and accurate. Another review will be conducted in 90 days IAW OI 36-01.
2011-03-30	APU Operation Qual		has been qualified on C135 APU operation on 20 Feb 2011.
2010-09-27	Leave from 20100929-20101007		will be going on leave from 20100929 thru 20101007
2010-09-14	Fomr 64 Brief Tow Super		3269 I interviewed on the responsibilities associated with being a Tow Team Supervisor. He is well aware that acft tow actions START & STOP under his command and IAW T.O. 1C-135-2-2CL-1.
2010-09-08	Red X Form 64 Brief		2704 I interviewed on his responsibilities as a 7-Level (Red X Certifier). He has proven his ability to take on This critical responsibility and has made it apparent he intends to comply with all standards required of him as a 7-Level Aerospace Maintenance Craftsman. (Guidance for the for signing off the Red X is listed in T.O. 00-20-1 para 4.5) 5102 I interviewed about the importance of an IPI and Clearing an IPI. I reminded him that an IPI is what it means, an In Progress Inspection, meaning that you do it while the task is in work and will be signed off at the job site. We also discussed the importance of the documentation of the IPI in the forms (IAW 00-20-1 3.5.2 & AFI 21-101 14.20.3). I reminded him that an IPI is a Red X and the integrity must be the same as any other task, if not more important. 2110 I have interviewed on Cannot Duplicate (CND) corrective actions. We discussed what AFIs govern the CNDs (AFI 21-101 14.20.2 and the Offutt AFI 21-101 chapter 14.20.2.4). (The guidance for signing it off can be found in 00-20-1) 2111 I have interviewed on signing off Repeat/Recur. We discussed the guidance of finding how many times he can sign off a Repeat/Recur can be found in AFI 21-101 14.20.1 and the Offutt AFI 21-101 14.20.1.2. (The guidance for signing it off can be found in 00-20-1) 2099 I have reviewed training records and I verify that he is signed off and qualified to sign all NRTS Tags IAW T.O. 00-20-3 Documentation Guidance. 2093 I have reviewed training records and I verify that he is signed off and qualified to be sign all Condition Tags IAW T.O. 00-20-3 Documentation Guidance.
2010-09-07	7 Level Upgrade		Member has met all mandatory training requirements IAW AFI 36-2201 for award of his/her next higher skill level. MILPDS, IMDS, and TBA has been updated.
2010-09-01	Entry Entered In Error		The last entry for Skill level upgrade was entered in error the appropriate entry has been made.
2010-09-01	Skill Level Upgrade		has completed all tasks required for his upgrade to 7-Level 2A571L as well as all volumes of his CDCs completed. He has been briefed on the expectations placed on him and the responsibilities he is to uphold. I reccomend he be upgraded at This time.
2010-09-01	Skill Level Upgrade		has completed all tasks required for his upgrade to 7-Level 2A571L as well as all volumes of his CDCs completed. He has been briefed on the expectations placed on him and the responsibilities he is to uphold. I reccomend he be upgraded at This time.
2010-09-01	Skill Level Upgrade		has completed all tasks required for his upgrade to 7-Level 2A571L as well as all volumes of his CDCs completed. He has been briefed on the expectations placed on him and the responsibilities he is to uphold. I reccomend he be upgraded at This time.
2010-09-01	Entry Entered In Error		The last entry for Skill level upgrade was entered in error the appropriate entry has been made.
2010-09-01	Skill Level Upgrade		has completed all tasks required for his upgrade to 7-Level 2A571L as well as all volumes of his CDCs completed. He has been briefed on the expectations placed on him and the responsibilities he is to uphold. I reccomend he be upgraded at This time.
2010-08-27	TBA Review C/W		TBA review c/w keep up the good work
2010-07-14	30-Day Review		30-day review not completed since May records are up to date and review C/W at This time
2010-05-11	Review		30-day records check C/W
2010-04-15	Comprehensive Review C/W		has completed a comprehensive review of his 7-level CDCs. His knowledge of This material was mind blowing. I personally believe he is 100% ready to take his EOC test.
2010-03-26	Pretest		completed another pretest with a 97%
2010-03-09	Leave		will be on leave from 20100311 thru 20100322
2010-03-04	Pretest Score		score 100% on his pretest today. He has now had 2 consecutive scores above 90%. One more to go. He will continue to study, and will study while he is on leave after next week and we will set up a date to test after leave.
2010-03-04	30-Day Review		I have reviewed tasks and have trained him on 2 tasks This week. Entry for 21 Feb was not entered and reviews will be continued every 30 days in the future until upgrade is complete.
2010-03-04	Pretest Score		score 100% on his pretest today. He has now had 2 consecutive scores above 90%. One more to go. He will continue to study, and will study while he is on leave after next week and we will set up a date to test after leave.
2010-03-04	30-Day Review		I have reviewed tasks and have trained him on 2 tasks This week. Entry for 21 Feb was not entered and reviews will be continued every 30 days in the future until upgrade is complete.
2010-03-02	7 Level Upgrade		took a pretest and scored a 97% will study and take another on Thursday.
2010-02-24	2nd Pretest		scored 75% on his pretest today. He will continue to study, and take another test on Friday This week.

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ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2010-02-19	CDC Practice Test		took a practice test today and scored 56%. He will study for his next test on 23 Feb.
2010-02-08	CDC Volume 2		has completed Vol. 2 of his 7-level CDCs scoring 100%. A comprehensive review was completed on 9 JAN 2010. He will now begin taking pretests until 3 consecutive 90% or above
2010-01-21	30-Day Review		I have reviewed records. He is currently TDY and we will resume training when he returns. I have just taken over supervision of and we will put together a plan of attack on his upgrade training upon return.
2010-01-12	Tasks restored from archive on 2010-01-12		6 Tasks were restored from archive on 2010-01-12
2009-12-19	Leave		will be on leave 21-22 Dec.
2009-12-15	Vol I Completed On Dec 10		has completed his VOL I of his 7-level CDCs. They were completed on Dec 10. He scored a 96%. A review was accomplished and his VOL II was issued with a completion date of 11 Jan 2010.
2009-11-30	Leave		Will be on leave from 20091201 thru 20091204. CDC are on track
2009-11-14	30-Day Comprehensive Review		A 30-Day Comprehensive Review was conducted on training records. Upgrade has been started on 9 November 09.
2009-10-21	7 Level Upgrade, 30D Record Review		Member started upgrade 1 September, 2009. has been is ALS and will soon be back to start his CDCs and to tackle the upgrade tasks. Records Reviewed, No defects noted, next due November 21, 2009
2009-10-21	New Task Groups Loaded		New 5 and 7-level tasks groups were loaded due to the 38th and 45th AMUs merging. Please review the new tasks and complete as necessary. Also, The 7 Level CDC progression task group has been added to for the individual to annotate when a volume is completed.
2009-09-25	CDC Issue		Today I issued his 2AX7X CDC#s. He was briefed on the CDC guidelines and he understands the responsibilities of the CDC program. The CDCs will be completed in the specified time frame and documentation will be completed accordingly. He understands that a comprehensive review must be completed upon completion of the last volume and he understands what constitutes a comprehensive review. He will follow the requirements as outlined in AFI 36-2201, Volume 3, Chapter 9, Table 9.1.
2009-09-22	ALS (CDCs)		will be at ALS until a projected date of 9 Nov 09. At that time he will begin his CDC upgrade training and will be issued Volume 1. With a 30-day completion req.
2009-08-05	F108 Engine Run Cert		I feel confident in ability to run F108 engines. A form 64 is being submitted at This time.
2009-08-04	TDY		will be TDY from 20090806 thru 20090920
2009-07-09	TF 33 P9 ENGINE RUN CERT		IS CERTIFIED TO RUN P9 ENGINES AT THIS TIME. FORM 64 IS BEING SUBMITTED
2009-06-05	Supervisor		has taken over as supervisor will is TDY from 6 June 2009 to 6 OCT 2009
2009-05-12	FDR		completed FDR Class
2009-05-08	New Task Groups Loaded		I loaded the updated 5/ADCC task groups to ITP.
2009-02-24	Sniffer TDY		will be TDY with his jet from approxamately 26 FEB to March 12
2009-02-24	Sniffer TDY		will be TDY with his jet from approxamately 26 FEB to March 12
2009-01-05	TDY		GOING ON TDY FROM 20090105 THRU 20090120
2008-11-14	New Workcenter Requirements		I have updated the workcenter requirements for all task groups and have applied those that pertain to
2008-10-29	Leave		Will be on leave from 20081030 thru 20081108
2008-10-29	Training		Reviewed all training tasks all up to date
2008-10-28	Eng run 64		has been trained on P-5 eng operation and inlets/exhaust inspection. He is fully-qualified/capable of performing these

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
			tasks. The importance of having Red X orders was also restressed to him. He understand and accepts the responsibility that comes with the task. A form 64 is being submitted.
2008-09-02	TDY		Going TDY on the 20080905
2008-08-20	Leave		Will be on leave from 20080822 thru 20080831. Not in upgrade training
2008-07-28	REFUEL/DEFUEL 64		HAS BEEN TRAINED AND IS QUALIFIED TO PERFORM REFUEL/DEFUEL SUPERVISOR. A FORM 64 HAS BEEN SUBMITTED.
2008-07-25	ADDITION TO SCR		REQUEST ADDITION TO SCR FOR THE FOLLOWING COURSE CODES. ISFULLY QUALIFIED AND HAS MET ALL REQUIREMENTS AND REQUIRES ADDITION TO THE SCR TO PERFORM THIS TASK. HE WAS CERTIFIED BY
2008-07-01	Leave		Taking leave from 20080704 thru 20080715
2008-06-20	Refuel/defuel supeRvisoR		has been trained and signed off as a refuel/defuel supervisor. His 2426 has been submitted
2008-04-11	TDY		Going TDY From 20080414 thru 20080510
2008-03-20	60-Day TBA Entry		Reviewed training and TBA. On Track doing good.
2008-03-07	Leave		Going on leave from 20080308 thru 20080316
2008-03-07	Leave		Going on leave from 20080308 thru 20080316
2008-03-07	Leave		Going on leave from 20080308 thru 20080316
2008-03-07	Leave		Going on leave from 20080308 thru 20080316
2008-01-29	Leave		Leave from Feb. 13, 2008 Thru Feb. 19, 2008
2007-10-12	Task(s) restored from archive on 2007-10-12		Task(s) Unarchived: CFETP - 2A5X1 - 001.002.001.001 Progression in career ladder 2A5X1, CFETP - 2A5X1 - 001.002.001.002 Duties of AFSC 2A5X1, CFETP - 2A5X1 - 001.002.002 OPERATIONS SECURITY (OPSEC) VULNERABILITY OF AFSC 2A5X1, CFETP - 2A5X1 - 001.002.003.001 Housekeeping consistent with safety of personnel and equipment, CFETP - 2A5X1 - 001.002.003.002.001 Engine air intake and exhaust, CFETP - 2A5X1 - 001.002.003.002.002 High intensity sound, CFETP - 2A5X1 - 001.002.003.002.003 Turbine plane of rotation, CFETP - 2A5X1 - 001.002.003.002.004 Radio frequency radiation, CFETP - 2A5X1 - 001.002.003.002.005 Ground handling of aircraft, CFETP - 2A5X1 - 001.002.003.002.006 Hot brakes, CFETP - 2A5X1 - 001.002.003.002.007 Use of tools and equipment, CFETP - 2A5X1 - 001.002.003.002.008 Servicing aircraft systems, CFETP - 2A5X1 - 001.002.003.002.009 Cleaning Agents, CFETP - 2A5X1 - 001.002.003.002.010 Solvents, CFETP - 2A5X1 - 001.002.003.002.011 Lubricants, CFETP - 2A5X1 - 001.002.003.002.012 High pressure gasses, CFETP - 2A5X1 - 001.002.003.002.013 Aircraft explosive equipment, CFETP - 2A5X1 - 001.002.003.002.014 Composite materials, CFETP - 2A5X1 - 001.002.003.003.001 Perform pre-use inspection, CFETP - 2A5X1 - 001.002.003.003.002 Position, CFETP - 2A5X1 - 001.002.003.003.003 Operate, CFETP - 2A5X1 - 001.002.003.004 Foreign Object Damage (FOD) prevention program, CFETP - 2A5X1 - 001.002.003.005 Dropped Object prevention program, CFETP - 2A5X1 - 001.002.003.006.001 Use, CFETP - 2A5X1 - 001.002.003.006.002 Disposal, CFETP - 2A5X1 - 001.002.003.007 Use AF Form 1492, CFETP - 2A5X1 - 001.002.004.001 TO system, CFETP - 2A5X1 - 001.002.004.002 Air Force manuals and instructions, CFETP - 2A5X1 - 001.002.004.003 Use technical orders, CFETP - 2A5X1 - 001.002.006.005 Document training records, CFETP - 2A5X1 - 001.002.007.001 Basic functions within maintenance, CFETP - 2A5X1 - 001.002.008.001 MDD Fundamentals, CFETP - 2A5X1 - 001.002.008.002.001 Purpose,
2007-10-09	Transcription of AF 623		I certify that the task information contained in This record has been transcribed and reflected in the active ITP. Action: 229 task(s) transcribed for product CFETP-2A5X1
2009-05-26	Tasks restored from archive on 2009-05-26		Task was restored from archive on 2009-05-26
2013-02-05	Decertification for Task CFETP-2A5X1 AND 2A5X4-000-001.009.001		Member was decertified for improper tool control. Member will be recertified by a Section Chief within 30 days

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

1. IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
[Crew Chief 4]	Staff Sergeant	2A574

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE

DATE
2015-05-04

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 Aug 12 TR: Air Force Enlisted Classification Directory (AFECD)														
2A5X1 AND 2A5X4-000 001.001 Progression in career ladder		2011-10-17	2011-10-17				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 001.002 Duties of AFSC		2011-10-17	2011-10-17				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003 AF OCCUPATIONAL SAFETY AND HEALTH (AFOSH) PROGRAM TR: AFIs 11-218, 21-101 and 91-301; applicable AFOSH STDs; TOs 00-25-172, 1-1-691, and applicable aircraft TOs														
2A5X1 AND 2A5X4-000 003.001 Housekeeping consistent with safety of personnel and equipment		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002 Safety precautions pertaining to aircraft maintenance														
2A5X1 AND 2A5X4-000 003.002.001 Engine air intake and exhaust		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.002 High intensity sound		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.003 Turbine, propeller, rotor plane of rotation		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.004 Radio frequency radiation		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.005 Ground handling of aircraft		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.006 Hot brakes		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.007 Use of tools and equipment		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.008 Servicing aircraft systems		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.009 Cleaning Agents		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.010 Solvents		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.011 Lubricants		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.012 High pressure gasses		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.013 Aircraft explosive equipment		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.014 Composite materials		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.015 Maintenance resource management TR: AFI 21-101; AFPAM 90-902		2013-03-01	2013-03-21				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.002.016 Electrostatic hazards, static grounding and bonding TR: TOs 00-25-172 and 00-25-234		2013-03-01	2013-03-21				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003 Portable ground fire extinguishers TR: AFI 32-2001; TO 00-25-172														
2A5X1 AND 2A5X4-000 003.003.001 Perform pre-use inspection	5	2011-10-17	2011-10-17				-	2b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003.002 Position		2011-10-17	2011-10-17				-	1b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.003.003 Operate		2011-10-17	2011-10-17				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.004 Foreign Object Damage (FOD) prevention program		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.005 Dropped Object prevention program		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006 Hazardous chemicals TR: AFI 90-821 and applicable AFOSH STDs														
2A5X1 AND 2A5X4-000 003.006.001 Use		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.002 Disposal		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.003 Hazard communication training program		2011-10-17	2011-10-17				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.006.004 Hazardous material handling procedures		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 003.007 AF Form 1492, Warning Tag TR: TO 00-20-1		2011-10-17	2011-10-17				-	A	-	-	-	-	-	
2A5X1 AND 2A5X4-000 004 MAINTENANCE DIRECTIVES, REFERENCES, and INSTRUCTIONS TR: AFI 33-360 and TO 00-5 series as applicable														
2A5X1 AND 2A5X4-000 004.001		2011-10-17	2011-10-17				-	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
TO system													
2A5X1 AND 2A5X4-000 004.002 Air Force manuals and instructions		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 004.003 Use technical orders		2011-10-17	2011-10-17				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 004.004 TO improvement reporting		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 005 SUPERVISION TR: AFIs 21-101, 36-2403, and AFTTP 3-3													
2A5X1 AND 2A5X4-000 005.001 Plan work schedules		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.002 Schedule maintenance		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.003 Supervise personnel accomplishing maintenance		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004 Establish													
2A5X1 AND 2A5X4-000 005.004.001 Work methods		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004.002 Work controls		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.004.003 Performance standards		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 005.005 Evaluate work performance of subordinate personnel		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006 TRAINING TR: AFIs 36-2201 and 36-2232													
2A5X1 AND 2A5X4-000 006.001 Evaluate personnel for training		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.002 Plan and supervise OJT		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.003 Counsel trainees on training progress		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 006.005 Document training records		2011-10-17	2011-10-17				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 006.006 Purpose and use of Career Field Education and Training Plan (CFETP)		2013-03-01	2013-03-21				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 007 MAINTENANCE MANAGEMENT TR: AFIs 21-101, 21-103, 21-118, 90-201 and AFMAN 23-110													
2A5X1 AND 2A5X4-000 007.001 Basic functions within maintenance		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 007.002 Resource management		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 007.003 Personnel management		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 007.004 Maintenance incident investigation and prevention		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 007.005 Determine and report Aircraft Status		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008 MAINTENANCE DATA DOCUMENTATION (MDD) TR: AFI 21-101; TO 00-20 Series; applicable aircraft -06 Work Unit Code Manuals													
2A5X1 AND 2A5X4-000 008.001 MDD Fundamentals		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.002 Aircraft and supporting maintenance records													
2A5X1 AND 2A5X4-000 008.002.001 Purpose		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.002 Automated Forms		2011-10-17	2011-10-17				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.007 Document other AFTO 781 series forms		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.008 Document AFTO Form 244/245		2011-10-17	2011-10-17				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.009 Document AFTO Form 350		2011-10-17	2011-10-17				-	1b	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003 Maintenance Information Systems (MIS)													
2A5X1 AND 2A5X4-000 008.003.001 Purpose		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002 Job data documentation (JDD)													
2A5X1 AND 2A5X4-000 008.003.002.001 Purpose		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.002 Access JDD		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000		2011-10-17	2011-10-17				-	-	-	-	-	-	-

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
008.003.002.003 Create maintenance event													
2A5X1 AND 2A5X4-000 008.003.002.004 Defer maintenance event		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.005 Schedule maintenance event		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.006 Close maintenance event		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.003.002.007 Use IMDS		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009 MAINTENANCE MATERIALS/ TOOLS TR:AFI 21-101, TOs 1-1A-8, 1-1A-14, 1-1-691 and 32- series TOs as applicable													
2A5X1 AND 2A5X4-000 009.001 Tool control		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.002 Select and use special tools		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.003 Select/use restraint harness (e.g.; fall protection/prevention equipment)		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.005 Hardware													
2A5X1 AND 2A5X4-000 009.005.001 Purpose		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.005.002 Remove/inspect/install		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.006 Electrical connectors													
2A5X1 AND 2A5X4-000 009.006.001 Purpose		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.006.002 Connect/disconnect		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007 Securing devices													
2A5X1 AND 2A5X4-000 009.007.001 Purpose		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.002 Install/remove safety wire		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.003 Install/remove cotter pins		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.007.004 Safety cable		2013-04-02	2013-04-11				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.008 Lubricants		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.009 Sealants		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.010 Adhesives		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.011 Cleaning agents		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.012 Hand tools													
2A5X1 AND 2A5X4-000 009.012.001 Purpose		2011-10-17	2011-10-17				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.012.002 Select, inspect and use		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013 Measuring tools													
2A5X1 AND 2A5X4-000 009.013.001 Purpose		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.002 Select and use ruler		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.003 Select and use thickness gauge		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.004 Use multi-meter		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.005 Select, inspect and use torque wrench		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.006 Select and use micrometer		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 009.013.007 Use depth gauge		2013-03-01	2013-03-21				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 010 RESPONSIBILITY FOR SUPPLY TR: AFIs 21-101 and 21-118, AFMAN 23-110, TOs 00-20-3 and 00-35D-54													
2A5X1 AND 2A5X4-000 010.001 Maintenance supply concept		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.003 Special requisition (GPC, Local purchase)		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.004 Ordering parts		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.006 Prepare repairable and serviceable parts for turn-in		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.007		2014-04-22	2014-04-23				-	-	-	-	-	-	-

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
Repair cycle assets													
2A5X1 AND 2A5X4-000 010.008 DIFM Control		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.009 Local manufacture of parts		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.010 Equipment account management		2014-04-22	2014-04-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 010.011 Deficiency reporting		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 010.013 DD Forms 1574, 1575, 1576, 1577 and 1577-2		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 011 AIRCRAFT GENERAL TR: AFI 11-218; applicable AFOSH STDs; TOs 00-20-1, 00-25-172, 1-1-691, 1-1B-50 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 011.001 Weight and balance		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.002 Determine weight and balance requirements		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.003 Inventory aircraft equipment		2011-10-17	2011-10-17				-	-	A	-	-	-	-
2A5X1 AND 2A5X4-000 011.004 Safe aircraft for maintenance		2011-10-17	2011-10-17				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.005 Corrosion control program													
2A5X1 AND 2A5X4-000 011.005.001 Aircraft cleaning		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.002 Corrosion identification		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.005.004 Aircraft lubrication		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.006 Aircraft inspections													
2A5X1 AND 2A5X4-000 011.006.001 Cncepts and Types		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 011.008 Aircraft marshalling signals	5	2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.011 Deice aircraft TR: TO 42C-1-2S-2; 14CFR121.629 section 121.629		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.012 Debrief aircrews		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013 Aircraft guarded switches													
2A5X1 AND 2A5X4-000 011.013.001 Design/function/proper identification		2011-10-17	2011-10-17				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.002 Remove and replace covers		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 011.013.003 Operational check		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 014 UTILITIES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 014.001 System fundamentals													
2A5X1 AND 2A5X4-000 014.001.001 Oxygen		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.002 Bleed air		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.003 Pressurization		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.004 Air conditioning		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.005 Fire/Overheat warning		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 014.001.006 Fire suppression		2013-03-01	2013-03-21				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 015 FLIGHT CONTROLS TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 015.002 Primary flight control fundamentals		2013-03-01	2013-03-21				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 015.003 Secondary flight control fundamentals		2013-03-01	2013-03-21				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 015.004 Component identification		2011-10-17	2011-10-17				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 016 HYDRAULICS TR: TO 1-1A-8 and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.001 System fundamentals		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 016.002 Remove/install components TR: TO 1-1A-8, Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 016.002.001 Tubing/hoses		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.002.002		2011-10-24	2011-10-28				-	-	-	-	-	-	-

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
Fittings													
2A5X1 AND 2A5X4-000 016.002.003 Filter elements		2014-04-22	2014-04-23				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 016.003 Hydraulic Schematics /diagrams		2011-10-24	2011-10-28				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 017 ENGINES TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 017.004 Joint Oil Analysis Program		2011-10-17	2011-10-17				-	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 018 FUELS TR: TOs 00-25-172, 1-1-3, applicable AFOSH STDs and aircraft TOs													
2A5X1 AND 2A5X4-000 018.002 Classify fuel leaks		2011-10-24	2011-10-28				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 019 ELECTRICAL TR: Applicable aircraft TOs													
2A5X1 AND 2A5X4-000 019.001 AC Electrical system fundamentals		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.002 DC electrical system fundamentals		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 019.007 Electrical schematics/diagrams		2011-10-24	2011-10-28				-	A	-	-	-	-	-
2A5X1 AND 2A5X4-000 020 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs and TO 35A4 series as applicable													
2A5X1 AND 2A5X4-000 020.001 Maintenance stands													
2A5X1 AND 2A5X4-000 020.001.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.001.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.002 Self-propelled universal platforms													
2A5X1 AND 2A5X4-000 020.002.001 Purpose and description		2013-04-02	2013-04-11				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.002.002 Perform pre-use inspection and operate		2013-04-02	2013-04-11				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.003 Aircraft jacks TR: TO 35A2- series as applicable													
2A5X1 AND 2A5X4-000 020.003.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.003.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	2b	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005 Oxygen servicing equipment TR: TO 15X-1-1, 37C2-8- as applicable													
2A5X1 AND 2A5X4-000 020.005.001 Liquid oxygen (LOX)													
2A5X1 AND 2A5X4-000 020.005.001.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.001.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002 Gaseous oxygen (GOX)													
2A5X1 AND 2A5X4-000 020.005.002.001 Purpose and description		2011-10-24	2011-10-28				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.005.002.002 Perform pre-use inspection and operate		2012-01-03	2012-02-02				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.006 Diesel driven air compressors TR: TO 34Y1- series as applicable													
2A5X1 AND 2A5X4-000 020.006.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.006.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.007 Ground heaters TR: 35E7- series as applicable													
2A5X1 AND 2A5X4-000 020.007.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.007.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.008 Lighting equipment TR: TO 35F5- series as applicable													
2A5X1 AND 2A5X4-000 020.008.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.008.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.010 Air conditioning units TR: TO 35E9- Series as applicable													
2A5X1 AND 2A5X4-000 020.010.001 Purpose and description		2011-10-17	2011-10-17				-	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	
2A5X1 AND 2A5X4-000 020.011 Ground generator sets/gas turbine compressors														
2A5X1 AND 2A5X4-000 020.011.002 A/M32A-95 Gas turbine compressors TR: TO 35D12-series as applicable														
2A5X1 AND 2A5X4-000 020.011.002.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020.011.003 Diesel driven generator sets TR: TO 35C2- series as applicable														
2A5X1 AND 2A5X4-000 020.011.003.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020.011.003.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	2b	-	-	-	-	-	
2A5X1 AND 2A5X4-000 020.012 Tow bar TR: Applicable aircraft TOs														
2A5X1 AND 2A5X4-000 020.012.001 Perform pre-use inspection		2011-10-17	2011-10-17				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 020.012.002 Connect/disconnect		2011-10-17	2011-10-17				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 020.013 Tow vehicles TR: TO 36A10 series as applicable														
2A5X1 AND 2A5X4-000 020.013.001 Purpose and description		2013-03-01	2013-03-21				-	-	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020.013.002 Perform pre-use inspection and operate		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X1 AND 2A5X4-000 020.014 Self-generating nitrogen equipment TR: TO 35D29-7-6-1														
2A5X1 AND 2A5X4-000 020.014.001 Purpose and description		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020.014.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	2b	-	-	-	-	-	
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		2011-10-17	2011-10-17				-	A	B	-	-	-	-	
2A5X1 AND 2A5X4-000 020.016 Engine stands and dollies TR: 35D3- series as applicable														
2A5X1 AND 2A5X4-000 020.016.001 Purpose and description		2011-10-17	2011-10-17				-	-	A	-	-	-	-	
2A5X1 AND 2A5X4-000 020.016.002 Perform pre-use inspection and operate		2011-10-17	2011-10-17				-	-	-	-	-	-	-	
2A5X4-006 001 C-135 QUALITATIVE REQUIREMENTS AIRCRAFT GENERAL														
2A5X4-006 001.001 Periodic/Isochronal inspection concept and inspection TR: TOs 00-20 series, Applicable -6 TOs														
2A5X4-006 001.001.001 Periodic/Isochronal inspection concept		2011-11-16	2011-12-13				-	A	-	-	-	-	-	
2A5X4-006 001.001.002 Perform inspections														
2A5X4-006 001.001.002.001 Preflight	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-	
2A5X4-006 001.001.002.002 Alert 5A		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.003 Alert 5B		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.004 Thruflight	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-	
2A5X4-006 001.001.002.005 Quick Turn		2011-11-16	2011-12-13				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.006 Hourly Post	7	2012-01-03	2012-03-14				-	2b	-	-	-	-	-	
2A5X4-006 001.001.002.009 Calendar		2012-04-09	2012-04-23				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.010 Special		2012-04-09	2012-04-23				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.011 900 Hr Insp		2012-04-09	2012-04-23				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.012 Time change item		2012-04-09	2012-04-23				-	-	-	-	-	-	-	
2A5X4-006 001.001.002.013 Exterior panel/secondary structure inspection	7	2011-11-16	2011-12-13				-	-	-	-	-	-	-	
2A5X4-006 001.002 Aircraft communications equipment TR: Applicable -2 TOs														
2A5X4-006 001.002.001 Operate radio	5	2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 001.002.002	5	2011-11-16	2011-12-13				-	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
Use interphone													
2A5X4-006 001.003 Perform ground handling TR: AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs													
2A5X4-006 001.003.001 Aircraft launch	5	2011-11-16	2012-01-19				-	b	-	-	-	-	-
2A5X4-006 001.003.002 Call flight controls	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 001.003.003 Aircraft recovery	5	2011-11-16	2012-01-19				-	b	-	-	-	-	-
2A5X4-006 001.003.004 Tow aircraft													
2A5X4-006 001.003.004.001 Wing/tail walker	5	2011-10-24	2011-10-28				-	b	-	-	-	-	-
2A5X4-006 001.003.004.002 Brake operator	5	2012-01-02	2012-01-19				-	b	-	-	-	-	-
2A5X4-006 001.003.004.003 Tow team supervisor	7	2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 001.003.004.004 Tow vehicle operator		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 001.003.005 Jack and level aircraft													
2A5X4-006 001.003.005.001 Jacking team member		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X4-006 001.003.005.005 Axle jacking	5	2011-10-24	2011-10-28				-	2b	-	-	-	-	-
2A5X4-006 001.004 Compute center of gravity TR: Applicable aircraft -5 TOs	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 001.005 Install/remove ground safety devices TR: Applicable -2 TOs													
2A5X4-006 001.005.001 Landing gear	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-
2A5X4-006 001.005.002 Landing gear doors	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-
2A5X4-006 001.006 Ground aircraft	5	2011-10-24	2011-10-28				-	2b	-	-	-	-	-
2A5X4-006 001.007 Configure/reconfigure aircraft													
2A5X4-006 001.007.002 Passenger/personnel		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 001.008 Maintain/store/configure/-21 equipment		2011-11-16	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 001.010 Aircraft wash TR: TO - 6WC-3													
2A5X4-006 001.010.001 Team member		2011-10-24	2011-10-28				-	-	-	-	-	-	-
2A5X4-006 001.010.002 Team supervisor		2012-04-09	2012-04-23				-	-	-	-	-	-	-
2A5X4-006 001.010.003 Post wash lube		2012-02-15	2012-03-14				-	-	-	-	-	-	-
2A5X4-006 001.011 Maintenance directives, references, & instructions TR: AFI 37-101 Vol 1 and TO 00-5-1													
2A5X4-006 001.011.001 Use C-135 technical orders	5	2013-02-01	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012 Maintenance Data Documentation (MDD TR: AFI 21-101, TOs 00-20-1, 00-20-2, and applicable aircraft -06 Work Unit Code Manuals													
2A5X4-006 001.012.001 Document AFTO Form 781H	5	2013-02-01	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012.002 Document AFTO Form 781A	5	2013-02-01	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012.003 Document AFTO Form 781J	5	2013-02-01	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 001.012.004 Document AFTO Form 781K	5	2013-02-01	2013-02-13				-	3c	-	-	-	-	-
2A5X4-006 002 AIRFRAME SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 002.001 Airframe components and structure		2011-10-24	2011-10-28				-	A	-	-	-	-	-
2A5X4-006 002.002 Service cargo door reservoir		2013-03-01	2013-03-21				-	b	-	-	-	-	-
2A5X4-006 002.003 Operate													
2A5X4-006 002.003.001 Crew entry door	5	2011-10-24	2011-10-28				-	2b	-	-	-	-	-
2A5X4-006 002.003.002 Cargo door	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-
2A5X4-006 002.003.003 Emergency exit hatch	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-
2A5X4-006 002.003.004 Wheel well doors	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-
2A5X4-006 002.004													

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
Open and close													
2A5X4-006 002.004.001 Cowling (F-108)		2012-01-02	2012-01-19				-	2b/b	-	-	-	-	-
2A5X4-006 002.004.002 Cowling (TF-33)		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.004.003 Panels/doors		2011-11-16	2011-12-13				-	-	-	-	-	-	-
2A5X4-006 002.004.004 Windows		2011-11-16	2011-12-13				-	-	-	-	-	-	-
2A5X4-006 002.005 Remove and install													
2A5X4-006 002.005.001 Cowling (F-108)		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.002 Cowling (TF-33)		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.003 Panels/doors		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.004 Non-explosive seats		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.005 Windows		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.007 Radomes		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.008 Door/hatch seals		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.009 Thermal curtains		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.005.013 Tail cone		2014-04-22	2014-04-23										
2A5X4-006 002.006 Perform aircraft inclement weather procedures		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 002.007 Inspect crew/passenger comfort facilities TR: Applicable -6 TOs		2011-11-16	2011-12-13				-	-	-	-	-	-	-
2A5X4-006 002.008 Service crew/passenger comfort facilities		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 003 LANDING GEAR SYSTEMS TR: Applicable -2 TOs													
2A5X4-006 003.001 Landing gear components and system operation		2012-01-02	2012-01-19				-	A	-	-	-	-	-
2A5X4-006 003.002 Troubleshoot		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 003.003 Operate													
2A5X4-006 003.003.001 Landing gear		2014-04-22	2014-04-23				-	-	-	-	-	-	-
2A5X4-006 003.003.002 Brakes	5	2011-11-16	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.003.003 Steering system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 003.003.004 Anti skid system		2012-02-20	2012-03-21				-	-	-	-	-	-	-
2A5X4-006 003.004 Service													
2A5X4-006 003.004.001 Snubber	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.004.002 Centering cylinder	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.004.003 Landing gear struts													
2A5X4-006 003.004.003.001 Deflate	5	2011-11-03	2011-11-10				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.002 Drain		2011-11-03	2011-11-10				-	-	-	-	-	-	-
2A5X4-006 003.004.003.003 Fill	5	2011-11-03	2011-11-10				-	2b	-	-	-	-	-
2A5X4-006 003.004.003.004 Inflate	5	2011-11-03	2011-11-10				-	2b	-	-	-	-	-
2A5X4-006 003.004.004 Tires	5	2011-11-03	2011-11-10				-	2b	-	-	-	-	-
2A5X4-006 003.005 Lubricate landing gear components		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 003.006 Remove and Install													
2A5X4-006 003.006.001 Snubbers		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 003.006.002 Centering cylinder		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 003.006.003 Wheel and tire assemblies													
2A5X4-006 003.006.003.001 Nose	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.006.003.002 Main	5	2011-11-16	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.006.004 Anti-skid transducer	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.006.005	5	2011-11-16	2012-01-19				-	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
Carbon brake assemblies													
2A5X4-006 003.006.006 Bleed brake assembly (carbon)	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 003.007 Determine serviceability of aircraft tires TR: TO 4T-1-3	5	2011-10-24	2011-10-28				-	2b	-	-	-	-	-
2A5X4-006 004 UTILITY SYSTEMS TR: TO 00-25-172, Applicable -2 TOs													
2A5X4-006 004.001 Utility components and system operation		2012-01-02	2012-01-19				-	A	-	-	-	-	-
2A5X4-006 004.002 Troubleshoot		2014-04-22	2014-04-23				-	-	-	-	-	-	-
2A5X4-006 004.003 Operate													
2A5X4-006 004.003.001 Bleed air system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.003.002 Air conditioning system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.003.003 Pressurization system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.003.004 Anti-ice system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.003.005 Fire/overheat warning system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.003.006 Fire extinguishing system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.003.007 Oxygen system		2011-11-16	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.004 Oxygen system TR: Applicable -2, -3 TOs													
2A5X4-006 004.004.001 Service gaseous oxygen	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 004.004.002 Service liquid oxygen		2011-11-16	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.005 Inspect TR: Applicable -6 TOs													
2A5X4-006 004.005.001 Bleed air system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.005.002 Air conditioning system		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 004.005.003 Pressurization system		2013-03-01	2013-03-21				-	-	-	-	-	-	-
2A5X4-006 004.005.004 Anti-ice system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.005.005 Fire/overheat warning system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.005.006 Fire extinguisher system		2012-01-02	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.005.007 Oxygen system		2011-11-16	2012-01-19				-	-	-	-	-	-	-
2A5X4-006 004.006 Air Cycle Machine (ACM)													
2A5X4-006 004.006.001 Drain	5	2012-01-02	2012-01-19				-	b	-	-	-	-	-
2A5X4-006 004.006.002 Service	5	2012-01-02	2012-01-19				-	b	-	-	-	-	-
2A5X4-006 005 FLIGHT CONTROL SYSTEM TR: Applicable -2 TOs													
2A5X4-006 005.001 Flight control components and system operation		2012-01-02	2012-01-19				-	A	-	-	-	-	-
2A5X4-006 005.002 Troubleshoot		2014-04-22	2014-04-23				-	-	-	-	-	-	-
2A5X4-006 005.003 Operate flight controls													
2A5X4-006 005.003.001 Aileron system		2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 005.003.002 Rudder system		2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 005.003.003 Elevator system		2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 005.003.004 Spoiler/Speed brake system		2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 005.003.005 Stabilizer trim system		2012-01-02	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 005.003.006 Flap system		2011-11-16	2012-01-19				-	2b	-	-	-	-	-
2A5X4-006 005.004 Remove/install													
2A5X4-006 005.004.001 Cove lip door		2012-02-20	2012-03-21				-	-	-	-	-	-	-
2A5X4-006 005.004.002 Cove lip door latch		2012-02-20	2012-03-21				-	-	-	-	-	-	-
2A5X4-006 005.004.005 Fore flap		2014-04-22	2014-04-23				-	-	-	-	-	-	-
2A5X4-006 005.004.006 Aileron snubber		2014-04-22	2014-04-23				-	-	-	-	-	-	-

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	
2A5X4-006 005.004.007 Elevator snubber		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 005.004.013 Leading edge flaps		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 005.005 Lubricate flight controls		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 005.006 Service gearbox		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 006 HYDRAULIC SYSTEMS TR: Applicable -2 TOs														
2A5X4-006 006.001 Hydraulic components and system operation		2012-01-02	2012-01-19				-	A	-	-	-	-	-	
2A5X4-006 006.002 Troubleshoot		2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 006.003 Service hydraulic system														
2A5X4-006 006.003.001 Reservoir	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-	
2A5X4-006 006.003.002 Accumulator	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-	
2A5X4-006 006.003.003 Drain reservoir		2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 006.004 Operate														
2A5X4-006 006.004.001 Engine driven pump		2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 006.004.002 Non-engine driven pump	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-	
2A5X4-006 006.005 Remove and install accumulator		2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 007 ENGINES TR: AFI 11-218, applicable AFOSH STDs and -2 TOs														
2A5X4-006 007.001 Engine and Auxiliary Power Unit (APU) components and system operation		2013-03-01	2013-03-21				-	A	-	-	-	-	-	
2A5X4-006 007.003 Perform														
2A5X4-006 007.003.001 Engine operational check		2013-01-29	2013-04-29				-	-	-	-	-	-	-	
2A5X4-006 007.003.004 Engine motor wet		2013-01-29	2013-04-29				-	-	-	-	-	-	-	
2A5X4-006 007.003.005 Engine motor dry		2013-01-29	2013-04-29				-	-	-	-	-	-	-	
2A5X4-006 007.003.006 Audible ignition check		2013-01-29	2013-04-29				-	-	-	-	-	-	-	
2A5X4-006 007.003.007 Alternate engine start		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 007.004 Operate														
2A5X4-006 007.004.001 Engine and subsystems		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 007.005 Service														
2A5X4-006 007.005.001 Oil system	5	2011-11-16	2011-12-13				-	b	-	-	-	-	-	
2A5X4-006 007.005.002 Constant Speed Drive (CSD)/Integrated Drive Generator (IDG)		2013-01-29	2013-04-29				-	-	-	-	-	-	-	
2A5X4-006 007.005.003 Gear box		2013-01-29	2013-04-29				-	-	-	-	-	-	-	
2A5X4-006 007.005.004 Auxiliary Power Unit (if equipped)		2012-09-24	2012-09-27				-	-	-	-	-	-	-	
2A5X4-006 007.006 Remove and install														
2A5X4-006 007.006.001 Starter		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 007.006.002 Starter cartridge		2012-04-09	2012-06-18				-	-	-	-	-	-	-	
2A5X4-006 007.007 Take engine oil sample TR: TO 42B2-1-9, 33-1-37		2012-04-09	2012-04-23				-	-	-	-	-	-	-	
2A5X4-006 007.008 Chip detectors		2012-01-03	2012-02-02				-	A	-	-	-	-	-	
2A5X4-006 007.009 Inspect installed engine TR: Applicable -6 TOs														
2A5X4-006 007.009.001 Turbine		2013-01-29	2013-04-29				-	1b	-	-	-	-	-	
2A5X4-006 007.010 Inspect Auxiliary Power Unit TR: Applicable -6 TOs		2013-01-29	2013-04-29				-	2b	-	-	-	-	-	
2A5X4-006 008 AIRCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFOSH STDs and -2 TOs														
2A5X4-006 008.001 Fuel components and system operation		2012-02-20	2012-03-21				-	A	-	-	-	-	-	
2A5X4-006 008.002 Inspect fuel filters														

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	
2A5X4-006 008.002.001 TF-33 TR: 1C-135E-2-4-1		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 008.002.002 F-108 TR: 2J-F-108-2-1		2014-04-22	2014-04-23				-	-	-	-	-	-	-	
2A5X4-006 008.003 Ground transfer fuel														
2A5X4-006 008.003.001 Wing tank transfer	5	2012-01-03	2012-02-02				-	b	-	-	-	-	-	
2A5X4-006 008.003.002 Body tank transfer	5/R	2012-01-03	2012-02-02				-	-	-	-	-	-	-	
2A5X4-006 008.004 Refuel aircraft														
2A5X4-006 008.004.001 Team member	5	2011-10-24	2011-10-28				-	b	-	-	-	-	-	
2A5X4-006 008.004.002 Team panel operator	5	2012-01-02	2012-01-19				-	b	-	-	-	-	-	
2A5X4-006 008.004.003 Team supervisor	7	2011-11-16	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 008.005 Defuel aircraft														
2A5X4-006 008.005.001 Team member	5	2011-10-24	2011-10-28				-	b	-	-	-	-	-	
2A5X4-006 008.005.002 Team panel operator	5/R	2012-01-02	2012-01-19				-	b	-	-	-	-	-	
2A5X4-006 008.005.003 Team supervisor	7/R	2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 008.006 Prepare aircraft for fuel cell maintenance		2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 008.007 In-Flight Refueling (IFR) system														
2A5X4-006 008.007.001 IFR receiver system														
2A5X4-006 008.007.001.001 Inspect		2012-02-20	2012-03-21				-	-	-	-	-	-	-	
2A5X4-006 008.007.001.002 Operate		2012-02-20	2012-03-21				-	-	-	-	-	-	-	
2A5X4-006 009 ELECTRICAL SYSTEMS TR: Applicable -2 TOs														
2A5X4-006 009.001 Electrical components and system operation		2012-02-15	2012-03-14				-	A	-	-	-	-	-	
2A5X4-006 009.002 Switch guards		2013-03-01	2013-03-21				-	A	-	-	-	-	-	
2A5X4-006 009.003 Perform operational check														
2A5X4-006 009.003.002 Lighting system	5	2011-11-16	2011-12-13				-	2b	-	-	-	-	-	
2A5X4-006 009.003.003 Indicator warning lights		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 009.004 Remove and install														
2A5X4-006 009.004.001 Light lenses	5	2011-10-24	2011-10-28				-	-	-	-	-	-	-	
2A5X4-006 009.004.002 Light bulbs	5	2011-10-24	2011-10-28				-	-	-	-	-	-	-	
2A5X4-006 009.004.003 Batteries	5	2012-01-02	2012-01-19				-	2b	-	-	-	-	-	
2A5X4-006 009.004.004 Connect/apply and disconnectexternal electrical power	5	2013-02-01	2013-02-13				-	2b	-	-	-	-	-	
2A5X4-006 010 EGRESS SYSTEM TR: Applicable -2 TOs														
2A5X4-006 010.001 Egress components and system operation		2012-01-02	2012-01-19				-	A	-	-	-	-	-	
2A5X4-006 010.003 Remove/install emergency escape slides (except RC-135)	5	2012-01-02	2012-01-19				-	-	-	-	-	-	-	
2A5X4-006 011 AEROSPACE GROUND EQUIPMENT TR: Applicable AFOSH STDs														
2A5X4-006 011.001 Perform pre-use inspection and operate														
2A5X4-006 011.001.002 Air conditioning units TR: TO 35E9-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 011.001.003 A/M32A-95 Gas turbine compressor TR: TO 35D12-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 011.001.004 Gaseous nitrogen servicing equipment TR: TO 35D3-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 011.001.005 Oil servicing carts TR: TO 35A17-series as applicable		2013-03-01	2013-03-21				-	-	-	-	-	-	-	
2A5X4-006 011.001.006 Hydraulic servicing carts TR: TO 35A29-series as applicable		2013-03-01	2013-03-21				-	2b	-	-	-	-	-	

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRAINEE'S INITIALS	TRAINER'S INITIALS	CERTIFIER'S INITIALS
	35961 002	HYDRAULICS 1C-135-2-2(-6,-7,-8-13)					
	35961 002.001	SERVICE					
	35961 002.001.001	Aircraft hydraulic system before TCTO-509	2012-01-02	2012-01-19			
	35961 002.001.002	Aircraft hydraulic system after TCTO-509	2012-01-02	2012-01-19			
	35961 003	ENGINES 1C-135(E)C-2-4-1, 1C-135-2-4-1, 1C-135(K)R-2-4JG-2 2J-F108-2-1, 1C-135-2-2 (-4,-10)					
	35961 003.002	Inspect F-108 Engine Components TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs					
	35961 003.002.001	Inspect F-108 engine acoustical panels TOs 00-20-1, 00-35D-54,1-1A-8, 2J-1-13, 2-1-111, and applicableaircraft/ engine TOs	2014-04-22	2014-04-23			
	35961 003.004	TF-33/P5 engine and subsystems	2013-04-29	2013-04-29			
	35961 003.005	TF-33/P9 engine and subsystems	2013-04-29	2013-04-29			
	35961 003.006	F-108 engine and subsystems	2013-04-29	2013-04-29			
	35961 003.008	PERFORM					
	35961 003.008.001	TF-33 P5/P9 Inlets and exhaust inspection	2012-04-09	2012-04-23			
	35961 003.008.002	F-108 Inlets and exhaust inspection	2012-04-09	2012-04-23			
	35961 003.008.003	F-108 JFS operational check	2013-04-29	2013-04-29			
	35961 003.008.004	SERVICE					
	35961 003.008.004.001	TF-33 P5/P9 Engine Oil	2012-01-02	2012-01-19			
	35961 003.008.004.002	F-108 Engine oil	2012-01-02	2012-01-19			
	35961 003.008.004.003	TF-33 Pnuematic starter	2012-01-02	2012-01-19			
	35961 003.008.004.004	F-108 Pnuematic starter	2012-01-02	2012-01-19			
	35961 003.008.004.005	REMOVE AND INSTALL					
	35961 003.008.004.005.001	TF-33 fuel strainer 1C-135-2-4-1	2012-01-02	2012-01-19			
	35961 003.008.004.005.002	F-108 Fuel strainer	2012-01-02	2012-01-19			
	35961 004	GUIDANCE AND CONTROL ETM RC-2-11-2, ETM AN/ASN-121, 1C-135-2-9 (-11-2, -11-5)					
	35961 004.001	Apply range and slip markings					
	35961 004.002	Perform Basic MFD operation					
	35961 004.003	REMOVE AND INSTALL					
	35961 004.003.001	INS Battery	2012-01-02	2012-01-19			
	35961 005	ELECT/ENVIROMENTAL 1C-135-2-2 (-3, -7, -10)					
	35961 005.002	Perform operational check of mark 2 anti-skid system	2012-01-02	2012-01-19			
	35961 005.003	Perform operational check of mark 3 anti-skid system	2012-01-02	2012-01-19			
	35961 006	CDC Volume Progression					
	35961 006.005	7 Level CDC Vol 1 AFI 36-2201	2014-04-22	2014-04-23			
	35961 006.006	7 Level CDC Vol 2 AFI 36-2201	2014-04-22	2014-04-23			
	35961 007	OPLAN 8010 Alert Requirements ACCI 13-520 para 3.11.4					
	35961 007.001	Perform ADCC Alert Crew requirements: tow team member, refuel team member ACCI 13-501 para 3.11.4	2014-01-14	2014-01-27			
	35961 007.002	Perform DCC Alert Crew requirements: tow team supervisor, refuel team supervisor, engine run certified, red x orders ACCI 13-501 para 3.11.4	2014-01-14	2014-01-27			

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2011-10-12	Conduct Orientation/Initial Evaluation		Within 60 days of assignment the Supervisor will conduct a Workcenter Orientation and Initial Evaluation of qualifications IAW AFI 36-2201 V3.
2014-05-02	90 day review		90 day review c/w. is 100% task-qualified. Reviewed ITP 20140502, no discrepancies found
2014-05-02	Temp Supervisor		will be on leave 17-28 May. will be temporary supervisor for
2014-05-02	90 day review		90 day review c/w. is 100% task-qualified. Reviewed ITP 20140502, no discrepancies found
2014-04-09	Temporary Supervisor		I will ge going TDY to NCOA from 11 Apr thru 29 May and wil be your Temporary Supervisor
2014-04-07	Temporary Supervisor		I am Going TDY to NCOA from 11 Apr thru 29 May will be your Temporary Supervisor
2014-01-24	90 Day Review		I reviewed TBA entries today for accuracy and completion. There were no errors noted on this date.
2013-11-18	TDY		will be TDY from 4 December 2014 to 15 March 2014
2013-10-16	90 day review		90 review has been C/W
2013-10-01	Temporary supervisor		I will be Deploying and I am assigning as a Temporary supervisor untill my return...
2013-09-26	F-108 cert		ENG RUN Course code 3250, F-108 Eng Run 3252, F-108 Eng Run 4228, F-108 Eng Run 3248 performed all steps to run eng without flaw. Also discussed the importance of always using the applicable TOs while running eng as this is a critical task, and he has demonstrated that he will follow these guidelines
2013-09-24	Engine run pretest		scored 3 consecutive 100's on Engine Run F108 practice tests. Is ready for Engine Run test.
2013-08-15	workcenter orientation		A workcenter orientation was previously completed but was not documented correctly. A workcenter orientation was conducted with on 20110117. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2013-07-31	90 Day review Missing For		I reviewed TBA entries today for accuracy and completion. 90 Day review was missed in the Month of Jan and April. This review supersedes previous reviews. All records are accurate and current at this time.
2013-02-14	SSgt Wilkinson's CAF Form 64		I have verified that he is qualified and signed off on the following tasks: Tow team mbr, Tow brake rider, Tow Super, Tow vehicle Operator
2012-10-15	90 Day TBA Review		A records review was conducted on records. There are 12 tasks remaining to meet his 7 level requirements for the C-135 airframe. He is encouraged to continue his retraining progress. No discrepancies noted at this time. All records are current and accurate.
2012-08-24	F108 Pretest		I have taken 3 F108 engine run pretests and scored a 90%,96%,96%. I am ready to take my engine run test.
2012-07-17	90 Day Review		A records review was conducted on records. There are 14 tasks remaining to meet his 7 level requirements for the c-135 airframe all that is left are engine related tasks, which some of them are engine run related awaiting time and class space. He is encouraged to continue his retraining progress. No discrepancies noted at this time. All records are current and accurate.
2012-06-04	Certification to Sign NRTS		I have reviewed training records. He is signed off and qualified to be Authorized to NRTS Documentation Guidance IAW TO 00-20-3.
2012-06-04	Certification to Sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3.
2012-06-04	Certification To Sign Red X In 2A5X3A		I discussed Red X certification with . I interviewed him on a one-to-one basis and we went over the importance of always doing the right thing. I let him know that it will always be integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. An expensive aircraft and even more valuable lives depend on him making sure that everything is by the T.O. Guidance in signing of Red X is in 00-20-1 para 4.5.
2012-06-04	Certification to Sign Repeat/ Recur		I have interviewed on signing off Repeat/Recur. We discussed the guidance of finding how many times he can sign off a Repeat/Recur can be found in AFI 21-101 14.20.1 and the Offutt AFI 21-101 14.20.1.2. The guidance for signing it off can be found in 00-20-1.
2012-06-04	Recommendation for upgrade to 7 level		I am recommending to be upgraded to the skill level of craftsman. has met all mandatory training requirements IAW AFI 36-2201 for award of his 7 skill level. He understands the additional responsibilities that are required of this new skill level, and I feel he is ready to handle the added responsibilities. I have reviewed their ITP and all tasks have been documented and completed.
2012-06-04	CAF Form 64 Submitted		Submitted CAF Form 64. I have verified that he is qualified and signed off on the following tasks: Sign All Condition Tags and NTRS, Clear Red X in 2A5X3A, Sign Off CND, and Sign Off Repeat/Recur.
2012-06-04	Certification to Sign Off CND		I have interviewed on signing off CNDs. We discussed the guidance of finding how many times he can sign off a CND can be found in AFI 21-101 14.20.2 and the Offutt AFI 21-101 chapter 14.20.2.4. The guidance for signing it off can be found in 00-20-1.
2012-06-04	CAF Form 64 Submitted		Submitted CAF Form 64. I have verified that he is qualified and signed off on the following tasks: Sign All Condition Tags and NTRS, Clear Red X in 2A5X3A, Sign Off CND, and Sign Off Repeat/Recur.
2012-06-04	Recommendation for upgrade to 7 level		I am recommending to be upgraded to the skill level of craftsman. has met all mandatory training requirements IAW AFI 36-2201 for award of his 7 skill level. He understands the additional responsibilities that are required of this new skill level, and I feel he is ready to handle the added responsibilities. I have reviewed their ITP and all tasks have been documented and completed.
2012-06-04	Certification to Sign Off CND		I have interviewed on signing off CNDs. We discussed the guidance of finding how many times he can sign off a CND can be found in AFI 21-101 14.20.2 and the Offutt AFI 21-101 chapter 14.20.2.4. The guidance for signing it off can be found in 00-20-1.

JOURNAL ENTRIES

ENTRY DATE	SUBJECT	SIGNATURE INFO	REMARKS
2012-06-04	Certification to Sign Repeat/ Recur		I have interviewed on signing off Repeat/Recur. We discussed the guidance of finding how many times he can sign off a Repeat/Recur can be found in AFI 21-101 14.20.1 and the Offutt AFI 21-101 14.20.1.2. The guidance for signing it off can be found in 00-20-1.
2012-06-04	Certification To Sign Red X In 2A5X3A		I discussed Red X certification with . I interviewed him on a one-to-one basis and we went over the importance of always doing the right thing. I let him know that it will always be integrity first. We discussed how signing off a Red X means taking responsibility for the whole area and NOT just the part being inspected. An expensive aircraft and even more valuable lives depend on him making sure that everything is by the T.O. Guidance in signing of Red X is in 00-20-1 para 4.5.
2012-06-04	Certification to Sign All Condition Tags		I have reviewed training records. He is signed off and qualified to be authorized to Sign All Condition Tags IAW Documentation Guidance IAW TO 00-20-3.
2012-06-04	Certification to Sign NRTS		I have reviewed training records. He is signed off and qualified to be Authorized to NRTS Documentation Guidance IAW TO 00-20-3.
2012-04-23	90 Day Review		A records review was conducted on records. There are 22 tasks remaining to meet his 7 level requirements for the c-135 airframe. He is encouraged to continue his retraining progress. No discrepancies noted at this time. All records are current and accurate.
2012-02-09	135 Inlets and Exhaust		135 Inlets and Exhaust class was completed on 23 Jan 2012.
2012-01-25	B-Series Maintenance Stand Safety Brief		Air Force Safety Center has identified a discrepancy with all B-series maintenance stands. These stands do not have proper fall protection IAW regulation , 29 CFR 1910.23(a)(2). Fall hazard exists when using B-series stands (i.e. open area at b-5 stand ladder/platform access point and b-4 step/platform access point). The individual has been briefed and is aware of the risks when using all B series maintenance stands.
2012-01-21	90 Day review		A records review was conducted on records. There are 38 of 350 open tasks remaining to meet his 7 level requirements for the c-135 airframe. He is encouraged to continue his satisfactory retraining progress. No discrepancies noted at this time. All records are current and accurate.
2011-11-21	Supervisor Deployed		will be deployed from 5 December 2011 to 15 March 2012. will be interim supervisor while he is deployed.
2011-10-28	30 day review		I reviewed TBA entries today for accuracy and completion. There were no errors noted on this date. Signed off on 38 tasks during this time will review remaining tasks with and create a training plan.
2011-10-17	Tasks restored from archive on 2011-10-17		152 Tasks were restored from archive on 2011-10-17
2011-10-17	Initial Evaluation/Workcenter Orientation		I conducted an initial evaluation with on 20111017. We reviewed his current level of competency and current qualifications, and also discussed the level which he needs to progress to. In addition, we identified his AFSC, duty position and wartime/UTC training requirement listed in the workcenter Master Training Plan. Additionally, he was briefed that his training is ultimately his responsibility, and he needs to ensure he reviews his training records at least once a week and actively pursues the training he needs to complete his upgrade. He has also been briefed that tasks should be signed off within 30 days of the start date, unless mission requirements prohibit the completion of the task within that time. I conducted a workcenter orientation with on 20111017. Items covered include chain of command, duty locations and hours, office symbol, phone number, and proper work habits. In addition, we covered workcenter safety and base specific security directives and the importance of good communication both up and down the chain. We also covered recall policies and procedures and mobility requirements. Finally, we discussed off duty employment and educational opportunities.
2011-10-17	Tasks restored from archive on 2011-10-17		152 Tasks were restored from archive on 2011-10-17
2012-03-02	In progress		CFETP - 2A5X1-006 - 001.001.001.001.002.008 is still in training on this task as not very many opportunitys have presented itself to get complete training on this major inspection.
2011-10-17	Tasks restored from archive on 2011-10-17		Task was restored from archive on 2011-10-17

I CERTIFY THAT THIS INDIVIDUAL TRAINING RECORD IS CURRENT AS OF 2015-05-04

_____
TRAINEE SIGNATURE

_____
SUPERVISOR SIGNATURE

TAB U

AIRCRAFT MAINTENANCE RECORDS, NOT INCLUDED IN TAB H OR O

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INTENTIONALLY

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TYP  DATE    SN  * TCTO NUMBER/NARRATIVE *  DATA CODE *STAT* ACC BY *HMC* *P/F*
 T 2014171  01  1RC-TC135-1154              0104809    22           796
                   LCS VALVE REDUCTION
--------------------------------------------------------------------------------
TYP  DATE    SN  * TCTO NUMBER/NARRATIVE *  DATA CODE *STAT* ACC BY *HMC* *P/F*
 T 2014171  01  1RC-TC135-1133              0104813    22           796
                   LCS VALVE REPLACEMENT
--------------------------------------------------------------------------------
TYP  DATE    SN  * TCTO NUMBER/NARRATIVE *  DATA CODE *STAT* ACC BY *HMC* *P/F*
 T 2014171  02  1RC-TC135-1134              0103441    22           796
                   REPLACEMENT OF APC P/N C-09335-5 WITH C-
--------------------------------------------------------------------------------
TYP  DATE    SN   DESGN-P/N (ITEM INST) S/N NHA'S TIME AC LDGS ITEM'S TIME
 J 2014171  03 ON389698-1       0000017873    38734.6   7327          0
    L/N:                CONF LOC/POS:                WUC/LCN: 65BBC
--------------------------------------------------------------------------------
TYP  DATE    SN  * TCTO NUMBER/NARRATIVE *  DATA CODE *STAT* ACC BY *HMC* *P/F*
 T 2014170  01  L551403                     L551403    03     D     798
                   OTI OF AIRCRAFT ACTUATOR CARTRIDGE INSTA
--------------------------------------------------------------------------------
TYP  DATE    SN LINE*[--------- NARRATIVE DATA ----------]
 N 2014170  02  00 ON THIS DATE A4848 RETURNED TO OFFUTT AFB FROM PDM.
--------------------------------------------------------------------------------
TYP  DATE    SN   DESGN-P/N (ITEM INST) S/N NHA'S TIME AC LDGS ITEM'S TIME
 J 2014170  03 206090-4-1       0000060831    39061.7   7420          0.0
    L/N:                CONF LOC/POS: LEFT           WUC/LCN: 4123P

AHE TRANSACTION PROCESSED                          VERSION DATE: 052115
```

Each portion of the product definition data set is at the same revision status.

See page i for notes, revision history, and approvals.

TECHNICAL PROCESS SPECIFICATION

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3.3.22.3 Vibration and chafing.

All tubing shall be mounted to prevent vibration and chafing by using rubberized or cushioning clamps. Oxygen system components shall not strike against the aircraft structure or other components during aircraft vibration and shock encountered during normal use of the aircraft.

3.3.23 Insulation.

If required by the engineering drawing due to proximity to electrical or heat sources, the oxygen lines shall be insulated per TPS2-142 Type 1 or Type 2.

3.3.24 Flareless fitting installation/assembly.

Flareless fittings shall be fabricated per TPS2-102.

3.3.25 Installation of MIL-PRF-26626 hoses.

3.3.25.1 Connection to 5204-05A-S9 coupling.

When connecting M26626-5-XX hoses to Parker-Hannifin 5204-05A-S9 quick disconnect couplings, a BG000352-001 conical washer shall be installed between the hose and the coupling.

3.3.25.2 Connection to 5/16" aluminum fittings.

If leaks are present after connecting M26626-5-XX hoses to 5/16" aluminum fittings (ex. AS1034D0505, AS1035D050505, AS1036D05050505, AS5406D05, AS5192D05/AS5192W05), BG000352-001 conical washers may be installed between the hose and the fitting where the leak exists.

3.4 Installation using cone and seal type fittings.

3.4.1 Initial torquing.

Hand tighten while pressing the cone and seal firmly together. The nut shall not be used to align the tubing or to draw the cone and seal into contact. The nut shall have an initial torque of 50 ± 10 in.-lb. prior to pressure testing.

3.4.2 Final torquing.

If leakage occurs after testing per 4.5.1, depressurize the system and examine seal and cone for nicks, eccentricity, or other defects and correct as necessary. Repeat tightening, and retorque to eliminate leaks while not exceeding 100 in.-lb. If leaks occur, repair or replace as necessary.

3.5 Installation using flare and flareless type fittings.

The following requirements apply to all sizes.

3.5.1 Initial torquing.

Hand tighten while pressing the sealing surfaces firmly together. The nut shall not be used to align the tubing or to draw the flare to the fitting. The nut shall have an initial minimum torque value as specified in TABLE II prior to checking for leaks.

3.5.2 Final torquing.

If leakage occurs after testing per 4.5.1, depressurize the system and increase torque required to stop the leakage. Do not exceed the maximum torque value given in TABLE II. If leakage cannot be stopped, repair or replace as necessary.

L-3/IS employees shall maintain the confidentiality of information entrusted to them by the Company and any other confidential information about the Company except when disclosure is authorized or legally mandated. Recipients of L-3/IS information shall protect L-3 documents and use discretion in transmitting and releasing L-3 information. All transmission of confidential or proprietary information shall be in accordance with applicable company policy.

TABLE II
TORQUE VALUES FOR FLARE AND FLARELESS TYPE FITTINGS

Tubing O.D. (in.)	AMS 4071 Aluminum (in.-lb.)		AMS 5560 CRES (in.-lb.)	
	Min.	Max.	Min.	Max.
3/16	--	--	50	70
1/4	50	65	135	150
5/16	100	125	170	200
3/8	200	250	270	300
1/2	300	400	450	500
3/4	430	500	855	945
1	710	790	1140	1260

3.6 Installation using pipe thread fittings.

3.6.1 Torquing.

The fittings shall be torqued to the minimum value necessary to eliminate leakage after testing per 4.5.1 and be within the torque values of TABLE III.

TABLE III
TORQUE VALUES FOR PIPE THREAD TYPE FITTINGS

Tubing O. D. (in.)	Min. (in. lb.)	Max. (in. lb.)
1/8	40	150
1/4	60	200
3/8	100	400

3.6.2 Thread sealing.

Seal pipe threads using tape per A-A-58092. When applying the tape, skip the first two rows of threads to prevent contamination of the oxygen space. Do not apply more than two layers of tape to the pipe threads.

3.6.3 Purging.

The system shall be purged per the appropriate Technical Order, Aircraft Maintenance Manual or established industry procedures. Only trained personnel per 4.4 and those directly involved with the purging procedure shall be permitted on or around the aircraft while purging with oxygen.

4. QUALITY ASSURANCE PROVISIONS.

4.1 Responsibility for inspection.

Organizationally assigned personnel responsible for performing the requirements described herein are also primarily responsible for ensuring the quality of the process activities. Other personnel within the operating department, or others as deemed appropriate by management may be assigned to verify compliance with requirements listed herein. Quality Assurance departments may perform inspections or audits as necessary to provide adequate oversight of process controls.

4.2 Monitoring procedures for equipment used in process.

The process owner or department performing the process shall verify by process audits or inspection that all equipment used in this process are per the requirements specified herein.

4.3 Monitoring procedures for materials used in process.

The process owner or department performing the process shall verify by process audits or inspection that all materials used in this process are per the requirements specified herein and are within any applicable shelf life limits.

L-3/IS employees shall maintain the confidentiality of information entrusted to them by the Company and any other confidential information about the Company except when disclosure is authorized or legally mandated. Recipients of L-3/IS information shall protect L-3 documents and use discretion in transmitting and releasing L-3 information. All transmission of confidential or proprietary information shall be in accordance with applicable company policy.

4.4 Training.

Personnel performing work per this specification shall be trained and designated as qualified personnel by the Manufacturing or Production Department Supervisor. Trained/qualified status shall be conferred on personnel who successfully demonstrate a knowledge and proficiency of the process and who are able to produce satisfactory work per this specification. Retraining of personnel shall be performed when deemed necessary by the supervisor and/or when there is documented evidence that substantiates unacceptable proficiency or workmanship.

4.5 Oxygen system testing.

When required by contract, drawing, or other governing document, tests for system leakage, pressure decay, and evaporation loss shall be performed per the Engineering drawing, established industry procedures, or as specified below.

4.5.1 Leakage test.

The oxygen system, excluding cylinders and converters, personal mounted regulators, seat pan, mask, and hard line relief valve, shall be maintained at the operating pressure while all fittings, and connections are examined for leaks. All leak testing is to be done with leak test compound per MIL-PRF-25567. All leaks should be within requirements. Proper procedures shall accompany leakage elimination. Wipe off all leak test compound after testing.

4.5.2 LOX system pressure decay.

The oxygen system shall be charged with gaseous oxygen to the operating pressure. After 5 minutes, the first recording of oxygen pressure is to be recorded. One-half hour should elapse before the second reading of oxygen pressure. The system shall not have a pressure loss greater than what is specified in TABLE IV.

TABLE IV
1/2 HOUR SYSTEM PRESSURE LOSS

Liquid Oxygen System	Converter Capacity (Liters)	5	10	25	75
	System Pressure Loss (psig)	12	6	3	2.5

4.5.3 GOX system pressure decay.

The oxygen system shall be charged with gaseous oxygen or nitrogen to the design pressure. After 5 minutes, the first recording of oxygen pressure, distribution line temperature, and the time are to be recorded. Four hours should elapse before the second reading of oxygen pressure and distribution line temperature is recorded. The system should not have a pressure loss greater than what is specified in equation (2).

P_1 = first pressure reading (psi)

P_2 = second pressure reading (psi)

P_C = corrected P_1 reading (Equation (1))

T_1 = first temperature reading

T_2 = second temperature reading

t = time (in hours) between T_1 and T_2 readings.

Equation (1) $P_C = P_1 + (P_1 + 14.7)[(T_2 - T_1)/(T_1 + 460)]$

Equation (2) $[P_2 - P_C]/(P_C \times t)$ is less than or equal to 0.005

L-3/IS employees shall maintain the confidentiality of information entrusted to them by the Company and any other confidential information about the Company except when disclosure is authorized or legally mandated. Recipients of L-3/IS information shall protect L-3 documents and use discretion in transmitting and releasing L-3 information. All transmission of confidential or proprietary information shall be in accordance with applicable company policy.

12168-11270-611M

Inspection Copy

W/O Number 76596949

76596949

Material Number	Material Description	Ord Rev	Mat Rev	Pln Rev	Qty	Planned Start	Finish Date	
12168-11270-611M	CREW REST OXY SYS ISNTL				1	07/25/2013	10/22/2013	Page 1 of 5

Plant	Aircraft Tail #	Aircraft Serial #	MRP Ctrl	Prd Ctrl	Date Printed	Ord Typ	Group # / Counter	Sub. Doc.	Resp. Doc.	Budget
1100	64-14848	64-14848	225		06/06/2013	PP01	51394288 / 1			

WBS	WBS Description	SLoc	SWC	Planner	QRC	Should Cost
1G12272.01.02.HABL	11000 - Oxygen System, RJ1		L5290			

DWG	REV	ECO
DWG 12168-11270	F	

CCRs

MDL/QN/DR/NRDR/RWK	CLOCK	PAGE	MDL/QN/DR/NRDR/RWK	CLOCK	PAGE	MDL/QN/DR/NRDR/RWK	CLOCK	PAGE

ACC

QTY	U/M	Component	Rev	Component Description	Item	Substitute Part Number	B	I/C	Item Category Desc.	UID
1	EA	Reference Item		12168-11270-611KT OXY R/S CLEANING KIT	0001			T	Text item	
30	LI	TS7580R1]R		TAPE IDENTIFICATION	0008		X	7	Existing: Obtain Mod/Install	
		TS7580R1		Engineering Material Reference						
1	EA	12168-11201-51		OXY TUBE ASSY	0010			0	Local Fabrication	
1	EA	12168-11201-21		OXYGEN TUBE ASSY	0011			0	Local Fabrication	
1	EA	12168-11201-53		OXY TUBE ASSY	0012			0	Local Fabrication	
1	EA	Reference Item		AN815-5D PART OF 12168-11270-5611	0036			T	Text item	
1	EA	Reference Item		AN824-5D TEE PART OF 12168-11270-611	0038			T	Text item	

12168-11270-611M

Inspection Copy

Material Number	Material Description	Ord Rev	Mat Rev	Pln Rev	Qty	Planned Start	Finish Date	
12168-11270-611M	CREW REST OXY SYS ISNTL				1	07/25/2013	10/22/2013	Page 2 of 5

Plant	Aircraft Tail #	Aircraft Serial #	MRP Ctrl	Prd Ctrl	Data Printed	Ord Typ	Group # / Counter	Sub. Doc.	Resp. Doc.	Budget
1100	64-14848	64-14848	225		06/06/2013	PP01	51394288 / 1			

WBS	WBS Description	SLoc	SWC	Planner	QRC	Should Cost
1G12272.01.02.HABL	11000 - Oxygen System, RJ1		L5290			

W/O Number 76596949

76596949

QTY	U/M	Component	Rev	Component Description	Item	Substitute Part Number	B	I/C	Item Category Desc.	UID
4	EA	AN970-3]R		WASHER FLAT	0043		X	7	Existing: Obtain Mod/Install	
		AN970-3		Engineering Material Reference						
1	EA	Reference Item		AS4407D0505 PART OF 12168-11270-5611	0044			T	Text item	
1	EA	M26626-5-25]R		HOSE ASSEMBLY OXYGEN	0045		X	7	Existing: Obtain Mod/Install	
		M26626-5-25		Engineering Material Reference						
2	EA	MS21919WDG5]R		CLAMP LOOP,SUPPORT	0055		X	7	Existing: Obtain Mod/Install	
		MS21919WDG5		Engineering Material Reference						
3	EA	MS21919WDG6]R		CLAMP LOOP,SUPPORT	0056		X	7	Existing: Obtain Mod/Install	
		MS21919WDG6		Engineering Material Reference						
3	EA	NAS1149D0332J]R		WASHER FLAT	0065		X	7	Existing: Obtain Mod/Install	
		NAS1149D0322J		Engineering Material Reference						
2	EA	NAS43DD3-32]R		SPACER SLEEVE-SCR&BOLT	0070		X	7	Existing: Obtain Mod/Install	
		NAS43DD3-32		Engineering Material Reference						
3	EA	NAS623-3-3]R		SCREW PAN HEAD	0074		X	7	Existing: Obtain Mod/Install	
		NAS623-3-3		Engineering Material Reference						
2	EA	NAS623-3-14]R		SCREW PAN HEAD	0077		X	7	Existing: Obtain Mod/Install	
		NAS623-3-14		Engineering Material Reference						
3	EA	BACS38Y3]R		SUPPORT, WIRE HARNESS ASSY	0089		X	7	Existing: Obtain Mod/Install	
		BACS38Y3		Engineering Material Reference						
1	EA	12168-11270-5611]R		OXY R/S CLEANING KIT	0501		X	7	Existing: Obtain Mod/Install	
		12168-11270-5611		Engineering Material Reference						

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Material Number	Material Description	Ord Rev	Mat Rev	Pln Rev	Qty	Planned Start	Finish Date	
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Plant	Aircraft Tail #	Aircraft Serial #	MRP Ctrl	Prd Ctrl	Date Printed	Ord Typ	Group # / Counter	Sub. Doc.	Resp. Doc.	Budget
1100	64-14848	64-14848	225		06/06/2013	PP01	51394288 / 1			

WBS	WBS Description	SLoc	SWC	Planner	QRC	Should Cost
1G12272.01.02.HABL	11000 - Oxygen System, RJ1		L5290			

W/O Number 76596949

76596949

Op/Sub Op Number	Work Center	Operation PRT	Time	Completion: Production	Inspection	Qty	Customer	Date
0001		Drawing Revision Level						
0002		**********]R ITEMS EXIST IN THE -611KT ********** ENSURE COMPLIANCE WITH ALL DRAWING NOTES AND APPLICABLE FLAGNOTES FOR SPECIFIED FS STATIONS WHEN PERFORMING THIS INSTALLATION ********** COORDINATE WITH APPLICABLE CORRESPONDING INSTALLATIONS						
0003		********** THIS TICKET TO BE WORKED BY OXYGEN CERTIFIED PERSONNEL ONLY **********						
0009		IN THE PRECEDING BOM, THE CHARACTER] IS USED TO SEPARATE THE BASE PART NUMBER FROM THE SOURCE OF SUPPLY/USAGE CODE. THE COMBINATION OF BASE PN AND USAGE CODE IS FOR COMPUTER SYSTEM FUNCTION ONLY. PART IDENTIFICATION SHOULD CONSIST OF THE BASE PART NUMBER ONLY. CODE DEFINITION]C CUSTOMER FURNISHED (CFE) TO BE STOCKED AND ISSUED]R EXISTING MATERIAL REMOVED FROM AN ASSEMBLY OR AIRCRAFT TO TO BE STOCKED AND ISSUED						

>>>>>>> Operation continued on next page <<<<<<<<


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W/O Number 76596949


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Material Number	Material Description	Ord Rev	Mat Rev	Pln Rev	Qty	Planned Start	Finish Date	
12168-11270-611M	CREW REST OXY SYS ISNTL				1	07/25/2013	10/22/2013	Page 4 of 5

Plant	Aircraft Tail #	Aircraft Serial #	MRP Ctrl	Prd Ctrl	Date Printed	Ord Typ	Group # / Counter	Sub. Doc.	Resp. Doc.	Budget
1100	64-14848	64-14848	225		06/06/2013	PP01	51394288 / 1			

WBS	WBS Description	SLoc	SWC	Planner	QRC	Should Cost
1G122?2.01.02.HABL	11000 - Oxygen System, RJ1		L5290			

Op/Sub Op Number	Work Center	Operation PRT	Time	Completion: Production	Inspection	Qty	Customer	Date
		>>>>>>>> Operation continued from previous page <<<<<<<<						

]G GOVERNMENT FURNISHED MATERIAL (GFE) TO BE STOCKED AND ISSUED
]L MATERIAL ITEM IDENTIFIED IN THE SOW, G5000 OR OTHER EQUIPMENT LIST TO BE STOCKED AND ISSUED.
]P ANY PART THAT IS TO BE BUILT IN-HOUSE FROM OEM DRAWINGS. NOT LIMITED TO, BUT TYPICALLY USED BY PDM PLANNING.
]R REFERENCE MATERIAL THAT DOES NOT GENERATE AN ORDER OR REQUIRE ISSUE
]V ENGINEERING DESIGNED PART NUMBER NORMALLY FABRICATED IN-HOUSE BUT CODED TO PURCHASE
]U EXISTING MATERIAL NOT IN STOCK, BUT REQUIRED FOR NEXT ASSEMBLY TICKET
]X MATERIAL IDENTIFIED AS EXCESS/INACTIVE MOVED TO NEW ACCOUNTING VALUATION CLASS X000
]T SPECIAL TOOL REQUIRED FOR FABRICATION OR INSTALLATION


001076596949

0010	L5290	INSTALL SUPPORTS AS SHOWN IN ZN2G12.		PQV G 405				21/8/13


002076596949

0020	L5290	LOCATE AND INSTALL OXYGEN HOSE ASSEMBLIES AND OXYGEN TUBE ASSEMBLIES AS SHOWN WITH REQUIRED RAW STOCK.		PQV G 405				21/8/13


003076596949

0030	L5290	VERIFY BEFORE CLOSEOUT OF THIS TICKET THE CURRENT REVISION LEVEL & APPLICABLE ECO'S VERSUS ENGINEERING DRAWING & PARTS LIST (IF APPLICABLE)		PQV G 405	PQV G 405			21/8/13

12168-11270-611M

Inspection Copy

Material Number	Material Description	Ord Rev	Mat Rev	Pln Rev	Qty	Planned Start	Finish Date	
12168-11270-611M	CREW REST OXY SYS ISNTL				1	07/25/2013	10/22/2013	Page 5 of 5

Plant	Aircraft Tail #	Aircraft Serial #	MRP Ctrl	Prd Ctrl	Date Printed	Ord Typ	Group # / Counter	Sub. Doc.	Resp. Doc.	Budget
1100	64-14848	64-14848	225		06/06/2013	PP01	51394288 / 1			

WBS	WBS Description	SLoc	SWC	Planner	QRC	Should Cost
1G12272.01.02.HABL	11000 - Oxygen System, RJ1		L5290			

W/O Number 76596949

76596949

Op/Sub Op Number	Work Center	Operation PRT	Time	Completion: Production	Inspection	Qty	Customer	Date
0040	L5290	INSPECT - VERIFY INSTALLATION COMPLETE AND SATISFACTORY			PCV G 15			21/8/13
0050	L5290	Inspect - Verify FOD Free IAW GOP 2			PCV G 15			21/8/13

JCN	WCE	DDR	Discrepancy
151200078	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151196406	002	001	28 DAY FMS UPDATE REQ
151190101	004	001	FWD URINAL INOP
151190102	004	001	NOTICABLE RIGHT ROLL WHEN SPEED BRAKES RAISED DURING LANDING ROLL
151190102	019	001	NOTICABLE RIGHT ROLL WHEN SPEED BRAKES RAISED DURING LANDING ROLL
151190098	001	001	DSS RPU #2 WILL NOT APPLY OR DISPLAY 3.3V, 5V, + OR - 12V, A ND FAN POWER
151190099	001	001	ONE SLICE IN EAP 131 FAILED RFD CALL TEST
151190065	001	001	A/C REQ'D SUPPORT FOR LAUNCH
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151190096	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180207	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
151180290	003	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180291	003	001	INFLT THE ANTISKID ONLY SHOWED RELEASES ON THE OUTBOARDS ONL Y. INBRDS WERE BLANK. TESTE
151180307	003	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180307	003	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180311	003	001	INFLT THE ANTISKID ONLY SHOWED RELEASES ON THE OUTBOARDS ONL Y. INBRDS WERE BLANK. TESTE
151180307	004	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180307	004	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180290	019	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180292	001	001	DMCA5 RCVR 8, TUNER 1 CAUSES SPIKES IN PAN 500 MHZ- 2-5GHZ
151180308	001	001	DMCA5 RCVR 8, TUNER 1 CAUSES SPIKES IN PAN 500MGZ-2.5 GHZ
151180307	004	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180288	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180288	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180288	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180288	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
151180288	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180288	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180288	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151180307	009	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180290	003	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180290	003	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180290	003	001	LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
151180288	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170085	003	001	MANIFOLD VALVE LIGHT ON AR PANEL WON'T ILLUMINATE WHEN PLACE IN THE REFUEL POSITION
151170087	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151170087	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151150047	019	001	#4 PMC INDICATED SPLIT N2 & DEMAND POINTER; #4 ENG 5% LOWERN 2 W/ THROTTLES ALLIGNED; PM
151150047	019	001	#4 PMC INDICATED SPLIT N2 & DEMAND POINTER; #4 ENG 5% LOWERN 2 W/ THROTTLES ALLIGNED; PM
151150047	003	001	#4 PMC INDICATED SPLIT N2 & DEMAND POINTER; #4 ENG 5% LOWERN 2 W/ THROTTLES ALLIGNED; PM
151150047	003	001	#4 PMC INDICATED SPLIT N2 & DEMAND POINTER; #4 ENG 5% LOWERN 2 W/ THROTTLES ALLIGNED; PM
151150047	003	001	#4 PMC INDICATED SPLIT N2 & DEMAND POINTER; #4 ENG 5% LOWERN 2 W/ THROTTLES ALLIGNED; PM
151140180	003	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151140180	003	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151140180	003	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151140180	003	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151140180	003	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151140180	003	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151140180	004	001	LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
151130110	002	001	RADAR INSTRUMENTATION NOT DISPLAYING. BLINKED AT FIRST THEN BLACKED OUT COMPLETELY. SCO
151130110	002	001	RADAR INSTRUMENTATION NOT DISPLAYING. BLINKED AT FIRST THEN BLACKED OUT COMPLETELY. SCO
151130114	003	001	LH LANDING LIGHT C/B POPPED IN FLIGHT

JCN	WCE	DDR	Discrepancy
151130114	003	001	LH LANDING LIGHT C/B POPPED IN FLIGHT
151130107	001	001	DFS-3 (DMCA 5A) FAILS RADIATED BITE FOR NOT HAVING UPDATED B ORESIGHT
151130108	001	001	ES822 #4 RCVR 1 FAILS]CRS FOR AUDIO
151130109	001	001	UHF #4 WILL NOT TX
151130106	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151130106	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120014	004	001	E2 ANTENNA MOUNT LOOSE POSSIBLY CRACKED
151120014	004	001	E2 ANTENNA MOUNT LOOSE POSSIBLY CRACKED
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120014	001	001	E2 ANTENNA MOUNT LOOSE POSSIBLY CRACKED
151120059	001	001	A/C REQ'D SUPPORT FOR LAUNCH
151120012	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120012	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120012	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120012	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
151120012	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120012	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120014	008	001	E2 ANTENNA MOUNT LOOSE POSSIBLY CRACKED
151120012	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120006	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
151120007	003	001	60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION IAW 1-C135-6 2-A-0
151120008	003	001	60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO FREQ 000060H DUE 39383.3HR PSN OWC
151120012	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151110028	002	001	WATER SUSPECTED IN RADAR PRESSURE LINES
151110030	002	001	RADAR REQS IFOC. SEE JCN 151100193 WCE 001 FOR ORIGINAL DISC REPANCY
151110162	001	001	IFCD #6 ISSUES 0006/0086 TYPE MISMATCH FOUND
151110164	001	001	DMCA #4B UNABLE TO ALLOCATE SIG APP
151110037	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110037	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110037	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110038	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110038	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110038	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0

JCN	WCE	DDR	Discrepancy
151110039	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110039	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110039	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110040	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110040	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151110040	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
151100175	002	001	TCAS FAIL IN CHOCKS. MX ATTEMPTED TO CORRECT, BUT PROBLEM CO RRECTED ITSELF. AFTER FLIGHT
151100175	002	001	TCAS FAIL IN CHOCKS. MX ATTEMPTED TO CORRECT, BUT PROBLEM CO RRECTED ITSELF. AFTER FLIGHT
151100175	002	001	TCAS FAIL IN CHOCKS. MX ATTEMPTED TO CORRECT, BUT PROBLEM CO RRECTED ITSELF. AFTER FLIGHT
151100193	002	001	RADAR MAG FAIL DURING FLIGHT MULTI TIMES. NO SWEEP, FAULT CO DES 0209 AND 0202 AND MAG FA
151100216	002	001	7 LEVEL INSPECTION REQUIRED FOR RECUR SEE JCN 151100193
151100009	003	001	7 DAY LCS INSP DUE IAW ETM-RC135-6
151100177	004	001	FUEL DUMPED 25K INFLT
151100188	001	001	ENCOUNTERED HEAVY SMOKE AND BURNING SMELL FROM THE PCA AND/O R MONITOR PANEL IN THE C
151100188	001	001	ENCOUNTERED HEAVY SMOKE AND BURNING SMELL FROM THE PCA AND/O R MONITOR PANEL IN THE C
151100182	001	001	SPARE INTERPHONE FCD DROPS CONNECTION TO SYSTEM
151100183	001	001	E10 FAILS RADIATED BITE AT FREQ 348.01 MHZ ACROSS ALL DF'S
151109615	001	001	*REDBALL* ELINT RAID NOT CONNECTING TO LAN
151100173	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151100173	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151086420	002	001	RADAR PRESSURE DEHYDRATOR WAS PINK UPON PHYSICAL INSPECTION, SILICA REQUIRES REPLACEME
151070070	008	001	SECONDARY STRUCTURE/PANEL INSP DUE PRIOR TO NEXT FLIGHT IAW OAFBI 21-100 PARA 7.2.1
151070070	008	001	SECONDARY STRUCTURE/PANEL INSP DUE PRIOR TO NEXT FLIGHT IAW OAFBI 21-100 PARA 7.2.1
151060153	002	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C
151060153	002	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C
151060153	002	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C

JCN	WCE	DDR	Discrepancy
151060153	002	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C
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151060153	002	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C
151060154	002	001	TCAS INOP DURING DESCENT- KNOWN TRAFFIC WITHIN NORMAL OPERAT ING ENVELOPE NOT DISPLAYE
151066407	002	001	RADAR SYSTEM INTERMITTENTLY BLANKS WHEN RADAR PRESSURE PLACE D IN NORMAL ON AT 34 PSI
151066407	002	001	RADAR SYSTEM INTERMITTENTLY BLANKS WHEN RADAR PRESSURE PLACE D IN NORMAL ON AT 34 PSI
151060156	004	001	#1 ENG COWLING OPEN TO FOM
151065420	017	001	A/P J1 CANNON PLUG REQUIRES RELOCATION
151065420	017	001	A/P J1 CANNON PLUG REQUIRES RELOCATION
151065420	017	001	A/P J1 CANNON PLUG REQUIRES RELOCATION
151065420	017	001	A/P J1 CANNON PLUG REQUIRES RELOCATION
151060153	001	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C
151060153	001	001	RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS C
151060155	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151060155	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151060155	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151060155	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151060155	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151060155	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151065410	008	001	ALL INSP ERQ. C/W PRIOR TO NEXT FLIGHT
151065410	008	001	ALL INSP ERQ. C/W PRIOR TO NEXT FLIGHT
151065410	008	001	ALL INSP ERQ. C/W PRIOR TO NEXT FLIGHT
151065410	008	001	ALL INSP ERQ. C/W PRIOR TO NEXT FLIGHT
151060155	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151060155	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050109	002	001	RADAR INOP SHORTLY AFTER TAKEOFF. MAGNETRON FAIL .05- EVEN A FTER MULTIPLE RESTARTS
151054510	002	001	UPPER LEFT NUTPLATE BROKEN ON NAV RADAR MONITOR. SCREW REMOV ED TO PREVENT FOD.
151050108	003	001	LT PACK OVER PRESSURIZES, GIVES "UUUU" INDICATION W/LOUD RUS H OF WIND
151050108	003	001	LT PACK OVER PRESSURIZES, GIVES "UUUU" INDICATION W/LOUD RUS H OF WIND
151050107	001	001	MIDS WOULD NOT LOAD CRYPTO IN LOC 1 & 2

JCN	WCE	DDR	Discrepancy
151050105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151050105	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151040007	008	001	30 DAY WASTE SYSTEM SANITIZING FREQ 000030D DUE 2015106 PSN
151030133	002	001	RADAR PRESSURIZATION WAS OVER PRESSURIZING THE UNIT TO 35-37 OVER THE LIMIT AT 34. THIS CA
151036410	002	001	NAV RADAR VIDEO MONITOR ETR'D FROM A4131 TO A4848 FOR TROUBL ESHOOTING SEE JCN 151030133
151036411	002	001	RADAR REQ'S OP CHK IAW ETM-RC135-2-11 PG 2-41 PARA 2.4.3A SE E JCN 151036410
151030037	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
151030090	004	001	2EA FWD URINAL VALVES REQUIRE REPLACEMENT
151030094	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
151030130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030130	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151030086	001	001	BL11 TQS MOUNT REPLACEMENT TCTO NBR 1RC-TC135-1180 GRND DATE= 17331
151000169	002	001	WHEN RADAR PRESSURIZATION PUMP STARTED & STOPPED, RADAR DISP LAY BLANKED OUT COMPLETEL
151000166	004	001	# 1 MLG WHEEL AND TIRE WORN OUT OF LIMITS REQUIRES CHANGE
151000166	004	001	# 1 MLG WHEEL AND TIRE WORN OUT OF LIMITS REQUIRES CHANGE
151000166	004	001	# 1 MLG WHEEL AND TIRE WORN OUT OF LIMITS REQUIRES CHANGE
151000166	004	001	# 1 MLG WHEEL AND TIRE WORN OUT OF LIMITS REQUIRES CHANGE
151000170	017	001	MFD/PFD SCREEN AT NAV STATION WOULD BLUR FOR A FEW MINUTES A T A TIME RANDOMLY THROUGH
151000171	004	001	LEFT HYDRAULIC QUANTITY DROPPED TO 2.0 IN FLT. UPON DESCENT, LEFT HYDRO QUANTITY CAME BAC
151000168	001	001	SPARE OWS JLAN1 PORT WON'T CONNECT TO LAN SWITCH

JCN	WCE	DDR	Discrepancy
151000094	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
151000164	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000164	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000164	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000164	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000164	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000164	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000164	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
151000166	003	001	# 1 MLG WHEEL AND TIRE WORN OUT OF LIMITS REQUIRES CHANGE
151000164	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150980029	004	001	TAWS REQ IFOC DUE TO CALL OUTS SEE JCN 150970158 WCE 004
150980119	001	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	004	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	008	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	008	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	003	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	003	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	003	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150980119	005	001	AIRCRAFT GENERATION PROFILE (SIOP)REENGINED ACFT
150970158	002	001	RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT
150970158	002	001	RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT
150970158	002	001	RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT
150970158	002	001	RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT
150970005	001	001	60D MODE IV/MODE C CHECK DUE IAW AFI 21-101 (RC, TC, WC SERIES ONLY) FREQ 000060D DUE 20151
150970004	008	001	60 DAY AIRCRAFT RECORDS CHECK DUE IAW AFI 21-101 FREQ 000060D DUE 2015097 PSN OWC: A83SU L
150960130	002	001	AISLE MAINT BL 10 STOPPED WORKING
150960125	004	001	WHEEL WELL DOOR LIGHT IS BURNED OUT
150960128	004	001	CARGO DOOR HANDLE FOR CAM #2 (FROM THE FRONT) A LITTLE LOOSE .
150960126	017	001	WIND SHEAR WARNING AT 17,000' FROZE WARNING ON FLIGHT DIRECT OR FOR 90 MIN. REQUIRED ALL
150960129	001	001	SPARE KEYBOARD CAPS LOCK KEY DOES NOT WORK
150960131	001	001	DMCA #4B SIG APP WILL NOT ALLOCATE
150960124	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
150960124	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150960124	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150960124	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150960124	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150960124	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150960124	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150960124	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150945424	002	001	IFOC REQUIRED FOR RADAR. PER AIRCREW-1. SEE JCN 150930097 WC E 001
150945425	003	001	7 DAY LCS INSPECTION DUE
150940032	017	001	28 DAY TAWS UPDATE REQ'D
150930097	002	001	RADAR HAD NO RETURNS;SHOWED FAULT MOD PWR FAIL AND FAULT COD E 0204. TURNED OFF RADAR A
150930098	002	001	TAWS CALLED "TERRAIN" AND "PULL UP" DESCENDING THROUGH 26,00 0 FEET AND 14,000 FEET
150930098	002	001	TAWS CALLED "TERRAIN" AND "PULL UP" DESCENDING THROUGH 26,00 0 FEET AND 14,000 FEET
150930095	001	001	DF-M FAILS RADIATED BITE ON ALL ARRAYS AND ALL FREQS
150930096	001	001	EP ISSUES ERROR "CUT REPORT NAV TIME MONOTONICALLY INCREASIN G"
150930047	001	001	A/C REQ SUPPORT FOR LAUNCH
150930094	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	008	002	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150930094	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920084	003	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920084	003	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920084	003	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920084	003	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920084	003	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920084	003	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920095	004	001	RIGHT SIGHT WINDOW IS DIRTY AND IS TOUGH TO SEE THROUGH
150920098	004	001	FRONT URINAL IS DRAINING A LOT SLOWER THAN NORMAL. TOOK 15- 20 MIN TO DRAIN PER USE.

JCN	WCE	DDR	Discrepancy
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920089	001	001	DF-M CH 6 HAD EXCESSIVE DRIFT, CAUSED RFD BS FAILURE
150920145	001	001	A/C REQ'D SUPPORT FOR LAUNCH
150920084	004	001	LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
150920105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920105	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920105	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
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150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920047	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150920048	003	001	60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION IAW 1-C135-6 2-A-0
150920049	003	001	60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO FREQ 000060H DUE 39325.4HR PSN OWC
150920105	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150910025	002	001	RAD ALT #1 AND #2 REQUIRE SWAP FOR TROUBLE SHOOTING. SEE JCN 150900121 WCE 001

JCN	WCE	DDR	Discrepancy
150910133	008	001	INLETS AND EXHAUST REQ INSP PRIOR TO FLIGHT
150910133	008	001	INLETS AND EXHAUST REQ INSP PRIOR TO FLIGHT
150900124	002	001	AIR DATA LOADER NOT READING DISKS #005
150900121	017	001	REPEATED TAWS WARNING AFTER TAKEOFF (UP TO5 PER MINUTE). WAR NING CEASED WHEN RAD ACT V
150900089	001	001	A/C REQUIRES SUPPORT FOR LAUNCH
150900125	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150900125	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150896405	002	001	28D FMS UPDATE REQUIRED
150895411	003	001	7 DAY LCS INSP DUE IAW ETM-RC135-6
150895411	003	001	7 DAY LCS INSP DUE IAW ETM-RC135-6
150860056	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860056	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860056	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860056	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860056	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860056	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860056	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150860100	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860100	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860100	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860101	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860101	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860102	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860102	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860102	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860103	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03

JCN	WCE	DDR	Discrepancy
150860103	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860104	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860104	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860104	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860105	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860105	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860106	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860106	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860106	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150860107	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860107	003	001	120HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR TOPCOAT CONTAMINATION IAW 1C-135-6 PG 2-A-03
150860056	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150845410	004	001	1 EA FIRST AID KIT IN FLIGHT DECK OPENED FOR TRAINING / BROK EN ZIPPER REMOVED FROM ACFT
150830019	001	001	HDP REQUIRES CALL TEST
150830020	001	001	DMCA 2B FAILS CALL TEST
150830021	001	001	DMCA 2A FAILS CALL TEST
150830022	001	001	DMCA 4B FAILS CALL TEST
150830023	001	001	DMCA 5A FAILS CALL TEST
150830024	001	001	DMCA 5B FAILS CALL TEST
150830145	001	001	CE #1 DOES NOT GENERATE BANDSCAN WHEN SCAN TASKING ENTRY IS SET TO A BANDWIDTH OF 80 MH
150830146	001	001	DMCA 5 RXCR 1 CAUSES RFD BORESIGHT TO RAIL 20-30 MHZ
150830147	001	001	HDP FREEZES WHILE BOOTING
150830148	001	001	SI9105 #3 SHOWS POWER FAULT
150830149	001	001	HSDC-D GIVES ERROR: MOUNTING FAILED UNABLE TO FIND REQUIRED DISKS RETUAL:1
150830136	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150830136	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
150825410	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150825410	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150820046	004	001	LT WHEEL WELL UPPER TORQUE TUBE BRACKET BROKEN REQUIRES R2
150820052	004	001	3EA LIGHTNING PATCHES REQUIRES INSTALLATION
150820053	004	001	#4 OUTBOARD WING FLAP REQUIRES MOHAIR
150820002	008	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150820002	008	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150820002	003	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150820002	005	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150810036	004	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	004	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	004	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	004	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	019	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	004	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	009	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV

JCN	WCE	DDR	Discrepancy
150810036	009	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	003	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	003	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	003	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	003	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150810036	003	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150790097	002	001	TACAN #1 STAYED IN TEST MODE FROM T/O TILL LANDING
150795427	002	001	HF COUPLER ACCESS PANEL REMOVED TO FOM REMOVED PER MB 1RC/TC 135-1175
150795427	002	001	HF COUPLER ACCESS PANEL REMOVED TO FOM REMOVED PER MB 1RC/TC 135-1175
150790094	001	001	SI9105 #3 SHOWS POWER FAULT
150790095	001	001	SPARE KEYBOARD INOP
150790096	001	001	POS 1/2 LIGHT CONTROL CB INTERMITENT
150790063	001	001	A/C REQ SUPPORT FOR LAUNCH
150790092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150790092	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150789615	002	001	*REDBALL* RADAR DISPLAY INOP
150789616	002	001	*REDBALL* RADAR INOP
150780131	001	001	CANNOT CONFIGURE SHAWNA W/TS LOAD RAID SET 9
150780097	001	001	A/C REQ SUPPORT FOR LAUNCH
150780132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150780132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150780132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150780132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150780132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150780132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150780132	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
150780132	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770079	004	001	LEFT OVER WING HATCH REQUIRES REPLACEMENT
150770079	004	001	LEFT OVER WING HATCH REQUIRES REPLACEMENT
150770079	004	001	LEFT OVER WING HATCH REQUIRES REPLACEMENT
150770146	004	001	# 3 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150770146	004	001	# 3 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150770146	004	001	# 3 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150770153	004	001	FORWARD FWD BODY PUMP VIBRATES AND MAKES LOUD NOISES WHILE R UNNING
150770153	019	001	FORWARD FWD BODY PUMP VIBRATES AND MAKES LOUD NOISES WHILE R UNNING
150770120	001	001	A/C REQ SUPPORT FOR LAUNCH
150770146	008	001	# 3 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150770146	008	001	# 3 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150770149	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770149	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770149	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770149	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770149	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770149	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770149	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150770153	009	001	FORWARD FWD BODY PUMP VIBRATES AND MAKES LOUD NOISES WHILE R UNNING
150770149	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150760009	008	001	30 DAY WASTE SYSTEM SANITIIZING FREQ 000030D DUE 2015078 PSN OWC: A83SU LOC OPT: POSITION
150750155	002	001	ADL AT NAV1 STATION DID NOT LOAD AFTER MULTIPLE ATTEMPTS
150750016	003	001	7 DAY LCS INSPECTION DUE IAW TO ETM-RC135-2-3
150750016	003	001	7 DAY LCS INSPECTION DUE IAW TO ETM-RC135-2-3
150750154	017	001	TAWS PRODUCED FALSE TERRAIN WARNINGS AT FL190 AT KLNK WITH R ADIO ALTIMETER IN RAD ALT. C
150750148	001	001	AEP DOES NOT INITIALIZE
150750144	001	001	NDU WILL NOT SEND OUT NAV DATA TO COLLECTION SYSTEM
150750146	001	001	NDU A WILL NOT BOOT NDU CONFIGURED TO B SIDE
150750150	001	001	DMCA #5 RX 4 CH 1 DOWNED TO HCP ON RESET
150750152	001	001	DMCA #1 RX7 CH1 DOWNED TO HCP ON RESET
150750153	001	001	AIRCRAFT CONFIGURED FOR NDU-B

JCN	WCE	DDR	Discrepancy
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150750121	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150740013	008	001	PREP FOR FLIGHT
150740013	008	001	PREP FOR FLIGHT
150740013	008	001	PREP FOR FLIGHT
150730018	017	001	COPILOTS MFD REQUIRES R2
150730018	017	001	COPILOTS MFD REQUIRES R2
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
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150700056	004	001	MLG STRUT REPACK
150700056	004	001	MLG STRUT REPACK
150700056	004	001	MLG STRUT REPACK
150700056	004	001	MLG STRUT REPACK
150700056	004	001	MLG STRUT REPACK
150700056	004	001	MLG STRUT REPACK
150700056	004	001	MLG STRUT REPACK
150700132	004	001	ENGINE COWL OPEN TO FOM
150700132	004	002	ENGINE COWL OPEN TO FOM
150709615	004	001	*REDBALL* RT STRUT DEFLATED

JCN	WCE	DDR	Discrepancy
150709615	004	001	*REDBALL* RT STRUT DEFLATED
150700056	019	001	MLG STRUT REPACK
150700056	019	001	MLG STRUT REPACK
150700056	008	001	MLG STRUT REPACK
150700078	008	001	FUEL NOT CONFIGURED FOR FLIGHT
150700056	009	001	MLG STRUT REPACK
150700056	009	001	MLG STRUT REPACK
150700056	009	001	MLG STRUT REPACK
150700056	009	001	MLG STRUT REPACK
150700056	009	001	MLG STRUT REPACK
150700056	009	001	MLG STRUT REPACK
150700056	009	001	MLG STRUT REPACK
150700130	009	001	HYDRO MULE CONNECTED FOR DEFUEL
150700130	009	002	HYDRO MULE CONNECTED FOR DEFUEL
150700011	003	001	60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO FREQ 000060H DUE 39270.8HR PSN OWC
150700012	003	001	60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION IAW 1-C135-6 2-A-0
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150700056	003	001	MLG STRUT REPACK
150690195	004	001	AUX SEAT WALK AROUND BOTTLE BRACKET BROKEN
150690174	004	001	RT HYD SYSTEM WILL NOT BUILD PAST 2500 PSI WITH AUXILIARY PU
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES

JCN	WCE	DDR	Discrepancy
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690145	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES
150690033	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690033	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690033	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690033	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690033	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690033	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690033	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150690174	009	001	RT HYD SYSTEM WILL NOT BUILD PAST 2500 PSI WITH AUXILIARY PU MP
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690145	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150690033	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150680158	001	001	ALASKA CONSTANTLY SCROLLING. DISK FREE SPACE QUERY FAILED ER RORS.
150680159	001	001	JTT LAN 49 ISSUE.
150680159	001	002	JTT LAN 49 ISSUE.
150685425	001	001	STAMPEDING SEROW QRC INSTALLED. SEE 781C
150656414	003	001	IFOC DUE ON IMP BOX CHANNEL 8
150640006	004	001	#2 WHEEL AND TIRE WORN OOL REQ R2

JCN	WCE	DDR	Discrepancy
150640006	004	001	#2 WHEEL AND TIRE WORN OOL REQ R2
150640006	004	001	#2 WHEEL AND TIRE WORN OOL REQ R2
150640006	008	001	#2 WHEEL AND TIRE WORN OOL REQ R2
150640006	008	001	#2 WHEEL AND TIRE WORN OOL REQ R2
150646405	003	001	STATIC BOOM STICK BROKEN REMOVED FOR REMANUFACTURE
150635425	003	001	A/R DOOR LIGHT PANELS REMOVED FOR T/S
150635425	003	001	A/R DOOR LIGHT PANELS REMOVED FOR T/S
150635425	003	001	A/R DOOR LIGHT PANELS REMOVED FOR T/S
150635425	004	001	A/R DOOR LIGHT PANELS REMOVED FOR T/S
150635425	004	001	A/R DOOR LIGHT PANELS REMOVED FOR T/S
150625415	002	001	28 DAY FMS UPDATE REQUIRED
150616420	003	001	IFOC DUE ON IMP BOX CH 7 SENSORS 8,9,10,11,12 PER AIRCREW -1 SEE JCN 142510082,142510083,1425
150610111	004	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610111	004	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610111	019	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610111	019	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610111	001	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610084	001	001	A/C REQUIRED SUPPORT FOR LAUCNH
150610111	004	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610110	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610110	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610110	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610110	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610110	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610110	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610110	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150610111	003	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610111	003	001	TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
150610110	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150580031	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580031	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580031	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0

JCN	WCE	DDR	Discrepancy
150580032	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580032	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580032	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580033	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580033	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580033	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580034	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580034	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150580034	003	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0
150579615	019	001	*REDBALL*: RT OVERWING HATCH EMER LIGHT MISSING MIRROR
150570088	001	001	ASE1 SPARE KEYBOARD BAD; KEYS LOCK UP
150570089	001	001	UHF 4 WOULD NOT LOAD CRYPTO
150570089	001	001	UHF 4 WOULD NOT LOAD CRYPTO
150570070	001	001	A/C REQUIRED SUPPORT FOR LAUNCH
150570086	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150570086	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560094	002	001	VALIDATION OF PN/SN FOR SIRU
150560104	002	001	LN-120 "SIRU ALERT" SYSTEM PROCESSOR FAIL ATTEMPTED AIRBORNE ALIGNMENT UNABLE TO REALIGN
150560059	001	001	A/C REQUIRED SUPPORT FOR LAUNCH
150560103	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560103	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560103	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560103	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560103	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560103	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150560103	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
150560103	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550026	003	001	# 6 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150550030	003	001	LH 35 DEG CONTROL VALVE INDICATOR INOP (VALVE ACTUATES CORRE CTLY)
150550030	003	001	LH 35 DEG CONTROL VALVE INDICATOR INOP (VALVE ACTUATES CORRE CTLY)
150550030	003	001	LH 35 DEG CONTROL VALVE INDICATOR INOP (VALVE ACTUATES CORRE CTLY)
150550026	004	001	# 6 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150550026	004	001	# 6 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150550026	004	001	# 6 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150550026	004	001	# 6 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150550026	008	001	# 6 WHEEL AND TIRE WORN OUT OF LIMITS REQUIRE R2
150550036	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150550036	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150540025	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150540025	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150540025	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540142	003	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN
150540143	001	001	BP6 WOULD NOT POWER ON
150540142	004	001	L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN

JCN	WCE	DDR	Discrepancy
150510091	004	001	LEFT OVERWING HATCH PIVOT HOOK NEEDS TO BE ADJUSTED. WHILE I N FLIGHT, DOES NOT ENGAGE.
150510090	001	001	KESTREL B DOES NOT RECOGNIZE A/D DEMOD CARD
150510092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150510092	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150505411	017	001	# 1 KDU INOP
150500087	008	001	SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OA FBI 21-100 PARA 7.2.1
150500087	008	001	SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OA FBI 21-100 PARA 7.2.1
150499615	003	001	*REDBALL* #4 GEN LOW RPM LIGHT ILLUMINATED
150499615	003	001	*REDBALL* #4 GEN LOW RPM LIGHT ILLUMINATED
150490167	001	001	PLP INTERMITTENTLY GIVES MORPH-B 100MHZ INPUT ERRORS WHEN SW ITCHING ANTENNA INPUTS.
150490172	001	001	FDP WILL NOT BOOT, WORKS FINE WITH BP2 IS CONFIGURED.
150490154	001	001	A/C REQUIRED SUPPORT FOR LAUNCH
150490004	008	001	30 DAY WASTE SYSTEM SANITIIZING FREQ 000030D DUE 2015048 PSN OWC: A83SU LOC OPT: POSITION
150490160	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490160	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490160	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490160	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490160	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490160	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490160	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150490018	003	001	60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO FREQ 000060H DUE 39211.8HR PSN OWC
150490019	003	001	60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION IAW 1-C135-6 2-A-0
150490160	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480195	003	001	LH FLOW CONTROLLER SHOWED "UUUU" LASTED LONGER THAN 30SECOND S. FELT AND HEARD RUSH OF
150480197	004	001	PILOT SEAT RAILS-- REQUEST LUBRICATION FOR SLIDING FORE + AF T
150480196	017	001	#3 ENG FUEL FLOW SENSOR/TRANSMITTER SEEMS TO BE LAGGING. FUE L GAUGE READING + FMS FUEL

JCN	WCE	DDR	Discrepancy
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	019	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480031	001	001	LT OB FLAP UPPER OB SURFACE GOUGED AND REQUIRES SHEET METAL EVAL NEXT DOWNTIME
150480032	001	001	LT FLAP UPPER SURFACE SKIN HAS RUB SPOTS AND REQUIRES SHEETM ETAL REPAIR NEXT DOWNTIME
150480153	001	001	A/C REQD SUPPORT FOR LAUNCH
150480192	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480192	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480192	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480192	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480192	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480192	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480192	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480189	003	001	60 HOUR INSPECTION DUE FOR F108 ENGINES
150480192	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150430026	001	001	60D MODE IV/MODE C CHECK DUE IAW AFI 21-101 (RC, TC, WC SERIES ONLY) FREQ 000060D DUE 20150
150430025	004	001	12 MTH HOT GAS PURGE OF LOX CONVERTERS IAW T.O. 1C-135-6 FREQ 000012M DUE 2015044 PSN OWC
150430025	008	001	12 MTH HOT GAS PURGE OF LOX CONVERTERS IAW T.O. 1C-135-6 FREQ 000012M DUE 2015044 PSN OWC

JCN	WCE	DDR	Discrepancy
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430024	004	001	12M PERFORM PITOT-STATIC SYSTEM AND ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5 FREQ 0000
150430023	003	001	12M SINCE LAST PE PERFORM HOURLY INSP (F108)(EXCLUDING TC-135 SERIES) FREQ 000012M DUE 2015
150426405	003	001	3EA LOX CONVERTERS DRAINED FOR HOT GAS PURGE SEE JCN 1504300 25 WCE 001
150410077	019	001	AT QD CHUCK ASSY 1/4" OF WIRE EXPOSED
150410079	019	001	TENSION READS LOW (59 LBS) ON 14379 SETTING (HOWEVER, IT REA DS 72LBS ON 6370-1 SETTING), PA
150410082	019	001	QD ONLY HAS 2 THREADS SHOWING IN CENTER BODY
150410030	019	001	HYD TEST STAND HT05 CONNECTED TO #1 & #4 ENGINES
150410076	019	001	CHUCK ASSEMBLY AT QD, THE SLEEVE NEEDS REPLACED AND GLUED ON WITH XL8 (WORN IN 2 SPOTS
150400026	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150400026	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150400076	004	001	LT MLG FWD DOOR SEALS TORN IN MULTIPLE PLACES (M)
150400076	004	001	LT MLG FWD DOOR SEALS TORN IN MULTIPLE PLACES (M)
150400086	004	001	LEFT AND RIGHT ACM REQUIRES SERVICING
150400086	004	001	LEFT AND RIGHT ACM REQUIRES SERVICING
150400086	004	001	LEFT AND RIGHT ACM REQUIRES SERVICING
150400086	004	001	LEFT AND RIGHT ACM REQUIRES SERVICING
150400123	004	001	LT OB FLAP UPPER OB SURFACE GOUGED. REQUIRES SHEET METAL EVA L
150400125	004	001	LT FLAP UPPER SURFACE SKIN HAS RUB SPOTS, POSSIBLE CORROSION . REQUIRES SHEET METAL EVAL
150400104	019	001	#4 ENGINE FUEL PUMP QUAD BOLT RETAINER MISSING. NO FOD
150400104	019	001	#4 ENGINE FUEL PUMP QUAD BOLT RETAINER MISSING. NO FOD
150400065	019	001	DENT IN CENTERWING CAVITY DRAIN LINE BY RT WHEEL WELL AFT DO OR PADDLE.
150400105	019	001	LT OB AIL TAB MIDDLE HINGE PIN NOT IN SEGMENT
150400078	019	001	HF LONGWIRE TENSION QUESTIONABLE, WIRE 14379 INSTALLED ON JE T READS 59LBS WITH TENSIOME
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6

JCN	WCE	DDR	Discrepancy
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	019	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
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150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
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150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	019	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400153	019	001	#3 MEC VBV CABLE BRACKET BENT, MEC REQUIRES REPLACEMENT.
150400153	019	001	#3 MEC VBV CABLE BRACKET BENT, MEC REQUIRES REPLACEMENT.
150400040	004	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400039	003	001	12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
150400040	003	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	003	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	003	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
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JCN	WCE	DDR	Discrepancy
150400040	003	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
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150400040	003	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150400040	003	001	ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT
150370114	002	001	AISLE MAINT COMM CORD REQUIRES REPAIR.
150370003	008	001	60 DAY AIRCRAFT RECORDS CHECK DUE IAW ACCI 21-101 FREQ 000060D DUE 2015037 PSN OWC: A83SU
150366420	002	001	28 DAY FMS UPDATE REQUIRED
150360128	017	001	TAWS ALERT @5000 FEET IN THE CLIMB, STAYED ON THROUGH 11,000 UNTIL TURNED OFF. CB PULLED A
150366405	017	001	28 DAY TAWS UPDATE REQUIRED
150369615	019	001	*REDBALL* #4 LOW OIL PRESSURE LIGHT ILLUMINATED
150369615	019	001	*REDBALL* #4 LOW OIL PRESSURE LIGHT ILLUMINATED
150369615	019	001	*REDBALL* #4 LOW OIL PRESSURE LIGHT ILLUMINATED
150360130	001	002	UHF 4 HAS VSWR ERRORS IN LINE-OF-SIGHT AND SATCOM
150360132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150360132	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340139	002	001	IRS1 GPS NO SIGNAL. RED W/ "--"
150340142	002	001	EIN BUS A FAIL ON LN-120.
150340043	004	001	2 EA FIRST AID KITS FORWARD OF GALLEY OVER DUE INSPECTION/ R
150340164	004	001	LEFT WING LANDING LIGHT PANEL RMVD TO RESET TAXI CIRCUIT BRE AKER
150340138	017	001	NAV CLOCK INOP.
150340141	017	001	TAWS WARNING WENT OFF AT 5000FT AND AGAIN AT FL320 WHEN TEST ED. WOULD NOT STOP UNTIL W
150340134	001	001	DMCS #2 VHF TUNERS FAIL, MULTIPLE P/C AND RESETS NO GOOD.
150340135	001	001	E9 FAIL RFD BITE TEST
150340136	001	001	POS 23 KEYBOARD HAS INTERMITTENT CONNECTIVITY.
150340137	001	001	CV131 DOWNCONVERTER COMES UP DOWN.

JCN	WCE	DDR	Discrepancy
150340142	001	001	EIN BUS A FAIL ON LN-120.
150340142	001	001	EIN BUS A FAIL ON LN-120.
150340133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150340133	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150330013	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150330013	003	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150330076	004	001	MAIN ACFT BATT DEAD REQ R2
150330076	004	001	MAIN ACFT BATT DEAD REQ R2
150306408	001	001	12 HOUR CURE CHK NEEDED ON GPS 1 ANTENNA. APPLIED AT 2130
150306408	002	001	12 HOUR CURE CHK NEEDED ON GPS 1 ANTENNA. APPLIED AT 2130
150306407	001	001	SCREW STRIPPED ON FMS GPS 1 ANTENNA
150300099	001	001	UHF 4 SHOWS VSWR FAULT WHEN TX
150300102	001	001	CE 4 FAILED TO CONNECT ESP GUI INTERFACE WHEN TRANSFERING PA U BUFFER TO ER
150300052	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
150300096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150300096	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290145	001	001	FWD BODY AFT PUMP LEAKING REQUIRES HYDRO EVAL
150290145	004	001	FWD BODY AFT PUMP LEAKING REQUIRES HYDRO EVAL
150290140	001	001	UNABLE TO RESET SSD EDAS WITH SYSTEM STATUS
150290141	001	001	E6 FAIL MULT RFD BORESIGHT TEST

JCN	WCE	DDR	Discrepancy
150290111	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
150290133	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290133	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290133	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290133	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290133	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290133	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290133	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150290145	002	001	FWD BODY AFT PUMP LEAKING REQUIRES HYDRO EVAL
150290145	003	001	FWD BODY AFT PUMP LEAKING REQUIRES HYDRO EVAL
150290133	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280271	001	001	GPS 1 NO NAV ALL FLIGHT. NO SATS OR INTEG. FMS 1 COULD NOTBE USED FOR ANY GPS BASED NAVIGA
150280271	002	001	GPS 1 NO NAV ALL FLIGHT. NO SATS OR INTEG. FMS 1 COULD NOTBE USED FOR ANY GPS BASED NAVIGA
150284848	001	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	002	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	005	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	006	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	007	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	008	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	009	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150280273	001	001	CANNOT CONFIGURE FOR SHAWNA WITH ANY CE
150280230	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
150280268	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280268	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280268	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280268	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280268	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280268	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150280268	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150284848	003	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150284848	004	001	FWD BDY FWD A/R PUMP PRESS LINE LEAKING
150280268	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
150270042	001	001	RH S-DUCT REMOVED FOR INSPECTION
150270042	002	001	RH S-DUCT REMOVED FOR INSPECTION
150270042	003	001	RH S-DUCT REMOVED FOR INSPECTION
150270007	001	001	120 DAY AN/ASN-121 BATTERY CAP CHECK & INSP IAW 1C-135-6 (NOT ON OC/WC-135 SERIES) FREQ 000
150270008	004	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150270042	004	001	RH S-DUCT REMOVED FOR INSPECTION
150270008	001	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150270008	003	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150270008	002	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
150265410	001	001	AN/ASN-121 BATTERY REQUIRES REPLACEMENT
150260016	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150260016	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150260124	024	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	025	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260071	001	001	FRONT URINAL EXTREMELY SLOW TO DRAIN
150260124	001	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	004	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	010	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	011	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	012	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	013	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	014	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	015	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	016	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	017	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	019	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260059	001	001	DMCA# 2B FAILS RFD BORESIGHT ALL CHANNELS
150260064	001	001	DMCA2 ISSUES DMCA2 10 GIGE NOT RESPONDING TO PING CHECK CABL E
150260069	001	001	NO TX OR RX UHF #4
150260061	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
150260124	027	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	028	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV

JCN	WCE	DDR	Discrepancy
150260124	029	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	030	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260058	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260058	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260058	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260058	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260058	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260058	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260124	002	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	003	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	005	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	006	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	007	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260058	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150260124	018	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	008	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	009	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	020	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	021	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	022	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	023	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260124	026	001	(83FL) F108 HPO INSP IAW 1C-135-6WC-1 SECTION IV
150260058	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150240016	001	001	EXT RECON POWER DOES NOT WORK IN EXTERNAL BUT DOES IN APPLIE D
150239615	001	001	**REDBALL** FMS NO RAIM
150230116	001	001	POSN 1 KEYBOARD SHIFT KEY INOP
150230117	001	001	DMCA 1B FAILS RFD BORESIGHT
150230117	001	002	DMCA 1B FAILS RFD BORESIGHT
150230117	001	003	DMCA 1B FAILS RFD BORESIGHT
150230118	001	001	CAN 105 FAILS]RFA
150230006	001	001	30 DAY WASTE SYSTEM SANITIIZING FREQ 000030D DUE 2015021 PSN OWC: A83SU LOC OPT: POSITION
150230007	001	001	72M HALON 1211 FIRE EXTING BOTTLES DUE COMPLETE MAINT IAW T.O. 1C-135-6 FREQ 000072M DUE 2

JCN	WCE	DDR	Discrepancy
150230115	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230115	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230115	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230115	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230115	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230115	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230115	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150230061	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230061	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230062	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230062	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230062	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230063	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230063	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230064	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230064	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230064	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230065	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230065	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230066	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230066	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230066	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230067	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230067	001	001	60HR (+6, - AS REQ'D)INSP MAIN FUEL FILTER FOR CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1 FRI
150230068	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230068	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230068	001	001	60HR (+6, - AS REQ'D) STARTER SYSTEM OIL LEVEL CHECK IAW 1C-135-6 PG 2-A-030A PARA 22A FREQ 0(
150230115	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220107	008	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	009	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	010	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	011	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6

JCN	WCE	DDR	Discrepancy
150220107	015	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	016	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	017	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	018	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	021	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	022	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	023	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	024	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220043	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220043	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220043	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220043	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220043	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220043	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220107	026	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	027	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220043	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220043	004	002	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150220107	001	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	002	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	004	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	005	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	006	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	007	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	012	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	013	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	014	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	020	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220107	025	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
150220126	001	001	60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION IAW 1-C135-6 2-A-0

JCN	WCE	DDR	Discrepancy
150220127	001	001	60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO FREQ 000060H DUE 39158.3HR PSN OWC
150220043	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150210169	001	001	LEFT AR RECEPTACLE LIGHT BURNED OUT
150219616	001	001	**REDBALL** NOSE WHEEL WELL INSP LIGHT INOP
150210165	001	001	DSS CE#7 SHOWS OFFLINE FOR WB
150210166	001	001	DSS DISPLAYS "SHAWNA DIGRX VERSION 01.001.037 IS NOT COMPATI BLE. SEE DSS.COMPATIBILITYXML
150210167	001	001	XMP NO.1 WILL NOT PROCESS SIGNALS OF INTEREST WHILE TV IS RU NNING
150210168	001	001	XMP NO.2 WILL NOT PROCESS SIGNALS OF INTEREST WHILE TV IS RU NNING
150210169	002	001	LEFT AR RECEPTACLE LIGHT BURNED OUT
150200146	001	001	GPS INTEG WARNING ON FMS 1-GPS 1 FOR THE MAJORITY OF THE FLI GHT. CAUSES RAIM ISSUES FOR G
150200142	002	001	'OVHD PANEL LIGHTS' LIGHT STAYED ON THE ENTIRE FLIGHT WITH N O ASSOCIATED OVHD PANEL FAUL
150206420	001	001	AUX HEAT PANEL READS 8 DEGREES WHEN VALVE IS IN THE FULL COL D POSITION
150200142	001	001	'OVHD PANEL LIGHTS' LIGHT STAYED ON THE ENTIRE FLIGHT WITH N O ASSOCIATED OVHD PANEL FAUL
150200141	001	001	CORPUS SHOWS RF PHASE BORESIGHT ERRORS
150200143	001	001	EAN 105 AL WOULD NOT GO GREEN IN HCP.
150200144	001	001	EAN 105 BR WOULD NOT GO GREEN IN HCP
150200145	001	001	RACAL WOULD NOT ALLOW SIGNAL ROUTING IN MAINT. SWITCHING PAN EL. RACAL TIMEOUT.
150200171	001	001	STAMPEDING SEROW QRC INSTALLED
150200172	001	001	TEAPARTY QRC INSTALLED
150200114	001	001	A/C REQUIRES SUPPORT FOR LAUNCH
150200147	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150200147	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150190023	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150190023	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150160036	001	001	PRE INLETS AND EXHAUST INSP REQ PRIOR TO ENG FUNTION
150160036	002	001	PRE INLETS AND EXHAUST INSP REQ PRIOR TO ENG FUNTION

JCN	WCE	DDR	Discrepancy
150155411	001	001	FWD GAP WAVEGUIDE REMOVED TO F.O.M. SEE JCN 150140118 FOR OR IGINAL DISCREPANCY
150140118	001	001	NAV RADAR WILL NOT DISPLAY CURRENT RADAR PICTURE WHILE IN SR CH/BCN/WARN. RADAR INOPERA
150140118	002	001	NAV RADAR WILL NOT DISPLAY CURRENT RADAR PICTURE WHILE IN SR CH/BCN/WARN. RADAR INOPERA
150140118	003	001	NAV RADAR WILL NOT DISPLAY CURRENT RADAR PICTURE WHILE IN SR CH/BCN/WARN. RADAR INOPERA
150140119	001	001	INS-1 GPS ANTENNA CONNECTOR PIN IS WEARING BADLY AND NEEDS R EPLACEMENT. HINDERS FUNCTI
150140129	001	001	GPS APPROACH ON PILOT'S PFD DROPPED DURING FINAL APPROACH (S WITCHED TO COPILOT'S SIG GEN
150140123	001	001	COPILOT FLOOD LIGHT INOP
150140124	001	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	002	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	003	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	011	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	012	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	013	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	014	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	015	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	016	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	017	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	018	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140125	001	001	MULTIPLE C/B'S POPPED INFLIGHT: #2 FWD BOOST PUMP PHASE B,C #3 AFT BOOST PUMP PHASE B,C RH
150140126	001	001	SEVERAL SYSTEMS INOP W/ C/B POPS: SYD INOP (REENGAGING CAUSE D A/P TO UNCOUPLE), Q-INLET P
150140127	001	001	ASSYMETRIC THRUST AND Q-INLET POWER LIGHTS FLICKER DURING ST AB TRIM ACTUATION
150140128	002	001	EXCESSIVE WHISTLING SOUND FROM FLIGHT DECK WHEN THROTTLES BR OUGHT BACK TO IDLE
150140128	003	001	EXCESSIVE WHISTLING SOUND FROM FLIGHT DECK WHEN THROTTLES BR OUGHT BACK TO IDLE
150140128	001	001	EXCESSIVE WHISTLING SOUND FROM FLIGHT DECK WHEN THROTTLES BR OUGHT BACK TO IDLE
150140014	001	001	FORWARD BODY FUEL TANK BLANKING OUT
150149615	001	001	*REDBALL* FWD BODY TANK BLANKS OUT
150140117	001	001	#10 AND #11 SPOILER SWIVEL LEAKING REQS RESEAL
150140117	004	001	#10 AND #11 SPOILER SWIVEL LEAKING REQS RESEAL
150140124	006	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	007	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	008	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140120	001	001	ES822 #5 WILL NOT RESET TO HCP

JCN	WCE	DDR	Discrepancy
150140121	001	001	KESTREL A WILL NOT BOOT
150140122	001	001	DSS CE #9 SHOWS OFFFLINE FOR WIDEBAND
150140037	001	001	SUPPORT REQD FOR A/C LAUNCH
150140128	004	001	EXCESSIVE WHISTLING SOUND FROM FLIGHT DECK WHEN THROTTLES BR OUGHT BACK TO IDLE
150140115	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140115	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140115	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140115	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140115	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140115	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140115	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150140117	002	001	#10 AND #11 SPOILER SWIVEL LEAKING REQS RESEAL
150140117	003	001	#10 AND #11 SPOILER SWIVEL LEAKING REQS RESEAL
150140124	004	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	005	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	009	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140124	010	001	LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
150140125	002	001	MULTIPLE C/B'S POPPED INFLIGHT: #2 FWD BOOST PUMP PHASE B,C #3 AFT BOOST PUMP PHASE B,C RH
150140125	003	001	MULTIPLE C/B'S POPPED INFLIGHT: #2 FWD BOOST PUMP PHASE B,C #3 AFT BOOST PUMP PHASE B,C RH
150140115	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150130155	001	001	DMCA 5 HAS STRIPPED SCREW AT 5 O-CLOCK POSITION
150130155	002	001	DMCA 5 HAS STRIPPED SCREW AT 5 O-CLOCK POSITION
150130083	001	001	MODEL3050 HOUSING POWER CABLE INSPECTION TCTO NBR 1RC-TC135-1148 GRND DATE= 17259
150120131	001	001	GPS 1 WOULD NOT ACQUIRE. FMS DISPLAY WOULD DISPLACE RED. IRS RATE >1.45
150120027	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150120027	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150120128	001	001	LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NO
150120128	002	001	LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NO
150120128	004	001	LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NO
150120128	005	001	LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NO
150120128	006	001	LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NO
150120129	001	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T

JCN	WCE	DDR	Discrepancy
150120129	002	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120129	003	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120129	004	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120129	005	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120129	006	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120129	007	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120129	008	001	LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. T
150120130	001	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	002	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	003	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	004	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	005	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	006	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	007	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	008	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120130	009	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120137	001	001	AEP WILL NOT LOAD RCS
150120132	001	001	HOOKDET CHANNELS 1+2 NOT RECIEVING FROM IF SWITCH
150120132	001	002	HOOKDET CHANNELS 1+2 NOT RECIEVING FROM IF SWITCH
150120133	001	001	DMCA 4 RXR4/RXR5/RXR7 PPS REFERENCE UNLOCKED
150120134	001	001	DFS3 CH5 RCVR 3 TUNER #1 FAILS TUNER BS
150120135	001	001	SINGLE CHNL PWR SUPPLY CAUSES SCROLLING "NO RESPONSE" ERRORS
150120136	001	001	HLP-C WOULD NOT BOOT. BP2 CONFIGURED AS HLP-C
150120095	001	001	A/C REQUIRES SUPPORT FOR LAUNCH
150120128	003	001	LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NO
150120130	010	001	LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF
150120127	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
150120127	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150120127	005	002	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
150090043	001	001	CURE CHECK DUE ON PILOTS NUMBER 3 CHECK AT 1530
150080138	001	001	PILOTS #3 WINDOW DELAM REQ R2
150086405	001	001	ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP PRIOR TO ENG R UN
150086405	002	001	ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP PRIOR TO ENG R UN
150076410	001	001	28 DAY FMS UPDATE REQ
150070072	001	001	ABIT RADOME PAINT CHIPPED
150070072	002	001	ABIT RADOME PAINT CHIPPED
150060007	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150060007	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
150060087	003	001	SHARKBYTE II ANTENNA INST TCTO NBR 1RC-TC135-1175 GRND DATE= 17269
150060087	002	001	SHARKBYTE II ANTENNA INST TCTO NBR 1RC-TC135-1175 GRND DATE= 17269
150060087	001	001	SHARKBYTE II ANTENNA INST TCTO NBR 1RC-TC135-1175 GRND DATE= 17269
150050003	001	001	1800 HR PERFORM OPS CHECKOUT OF GRAVITY FEED CONFIG (SUCTION) PER 2-5 SERIES TO FREQ 0018(
150050005	001	001	ALL 4 ENG DUE GRAVITY FEED OPS CHECK
150050005	002	001	ALL 4 ENG DUE GRAVITY FEED OPS CHECK
150050005	003	001	ALL 4 ENG DUE GRAVITY FEED OPS CHECK
150050024	001	001	ROUTINE INSP OF LEFT AND RIGHT HAND MLG ACTUATORS TCTO NBR 1C-135-WA-1-1892 GRND DATE= 1
143636410	001	001	7 DAY LCS INSP DUE IAW ETM-RC135-6
143636410	002	001	7 DAY LCS INSP DUE IAW ETM-RC135-6
143630091	001	001	LEFT STATIC BOOM TAPED TO FOM SEE JCN 143500059
143630091	002	001	LEFT STATIC BOOM TAPED TO FOM SEE JCN 143500059
143630007	001	001	24M LN120 SIRU GPS INTERNAL BATTERY REPLACEMENT PER ETM-RC135-2-11 FREQ 000024M DUE 20150
143630007	002	001	24M LN120 SIRU GPS INTERNAL BATTERY REPLACEMENT PER ETM-RC135-2-11 FREQ 000024M DUE 20150
143570145	001	001	A/C REQUIRES SUPPORT FOR LAUNCH
143570123	002	001	AFT CARGO JUMP SEAT C/B CANNOT BE PUSHED IN.
143570125	001	001	ES922 #5 WOULD NOT RESET TO HCP.
143570128	001	001	SI9105 #3 WOULD NOT RESET TO HCP.
143570130	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143570130	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS

JCN	WCE	DDR	Discrepancy
143570130	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143570130	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143570130	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143570130	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143570130	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143570130	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143560029	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143560029	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143530020	001	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	005	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	008	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	011	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	014	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	015	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	016	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	017	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	019	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530001	001	001	30 DAY WASTE SYSTEM SANITIIZING FREQ 000030D DUE 2014353 PSN
143530020	002	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	003	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	004	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	006	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	007	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	009	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	010	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	012	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	013	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143530020	018	001	#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
143520148	001	001	WEATHER DOOR REQ REMOVAL TO FOM
143520164	001	001	MAIN ACFT BATT DISCONNECTED FOR FUEL CELL MAINT
143500059	001	001	NAVIGATOR ALTIMETER REPLACEMENT TCTO NBR 1RC-TC135-1160 GRND DATE= 17183
143500059	002	001	NAVIGATOR ALTIMETER REPLACEMENT TCTO NBR 1RC-TC135-1160 GRND DATE= 17183

JCN	WCE	DDR	Discrepancy
143500059	003	001	NAVIGATOR ALTIMETER REPLACEMENT TCTO NBR 1RC-TC135-1160 GRND DATE= 17183
143490011	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143490011	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143496500	001	001	SWITCH ACTUATOR ROLLER CANNED FROM A4848 TO A4131 PER / PROCESSED BY
143496500	002	001	SWITCH ACTUATOR ROLLER CANNED FROM A4848 TO A4131 PER / PROCESSED BY
143490163	001	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	002	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	005	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	009	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	011	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	012	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	013	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	014	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	015	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	016	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	017	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	018	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	020	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	021	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	022	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	023	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	023	002	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	024	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	025	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	026	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	027	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	028	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	003	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	004	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	006	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	007	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	008	001	(83FL) F-108 ACFT PREPARED FOR WASH

JCN	WCE	DDR	Discrepancy
143490163	010	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	019	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	029	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	030	001	(83FL) F-108 ACFT PREPARED FOR WASH
143490163	031	001	(83FL) F-108 ACFT PREPARED FOR WASH
143480003	003	001	ACFT A&D JACKED FOR NLG SWING
143480003	005	001	ACFT A&D JACKED FOR NLG SWING
143480025	001	001	180 DAY CORROSION INSPECTION WCE 004 ONLY FOR MAJOR CCI DURING PE INSPECTION FREQ 000180
143480025	002	001	180 DAY CORROSION INSPECTION WCE 004 ONLY FOR MAJOR CCI DURING PE INSPECTION FREQ 000180
143480025	003	001	180 DAY CORROSION INSPECTION WCE 004 ONLY FOR MAJOR CCI DURING PE INSPECTION FREQ 000180
143480003	001	001	ACFT A&D JACKED FOR NLG SWING
143480003	002	001	ACFT A&D JACKED FOR NLG SWING
143480003	004	001	ACFT A&D JACKED FOR NLG SWING
143456410	001	001	28DAY FMS UPDATE REQUIRED
143440100	001	001	RT OVER WING HATCH SEAL WORN OUT OF LIMITS REQ REPLACEMENT
143440100	002	001	RT OVER WING HATCH SEAL WORN OUT OF LIMITS REQ REPLACEMENT
143440079	001	001	ACFT ON JACKS
143440079	002	001	ACFT ON JACKS
143440119	001	001	ANTENNA LEADING EDGE TAPE REPLACEMENT TCTO NBR 1RC-TC135-1170 GRND DATE= 17245
143436405	001	001	LK AND OPS CK DUE NLG LOCK RETENTION ACT IAW 1C-135-2-7-1 PG 7-87 PARA 7.15.4
143436405	002	001	LK AND OPS CK DUE NLG LOCK RETENTION ACT IAW 1C-135-2-7-1 PG 7-87 PARA 7.15.4
143436405	003	001	LK AND OPS CK DUE NLG LOCK RETENTION ACT IAW 1C-135-2-7-1 PG 7-87 PARA 7.15.4
143436405	004	001	LK AND OPS CK DUE NLG LOCK RETENTION ACT IAW 1C-135-2-7-1 PG 7-87 PARA 7.15.4
143420007	001	001	60D MODE IV/MODE C CHECK DUE IAW AFI 21-101 (RC, TC, WC SERIES ONLY) FREQ 000060D DUE 20143
143420008	001	001	60 DAY AIRCRAFT RECORDS CHECK DUE IAW ACCI 21-101 FREQ 000060D DUE 2014350 PSN OWC: A83SU
143385413	001	001	LN-120 BATT DISCONNECTED TO FOM. SEE JCN 143380016 WCE 001. SEE THIS JCN WCE 2 FOR WARNING
143385413	002	001	LN-120 BATT DISCONNECTED TO FOM. SEE JCN 143380016 WCE 001. SEE THIS JCN WCE 2 FOR WARNING
143380016	010	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	011	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	012	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	013	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	042	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION

JCN	WCE	DDR	Discrepancy
143380016	043	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	044	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	048	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	049	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	050	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	051	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380036	001	001	LCS DRAIN LINE DUST COVER FWD OF FUEL CELL 1 BROKEN REMOVED
143380016	007	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	008	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	040	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	045	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	046	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380028	001	001	NLG LOCK RETENTION ACT CANN'D TO A4127 (JCN 143389615)
143386500	001	001	NLG LOCK RETENTION ACTUATOR CANNED FROM A4848 TO A4127 PER / PROCESSED BY S
143386500	002	001	NLG LOCK RETENTION ACTUATOR CANNED FROM A4848 TO A4127 PER / PROCESSED BY S
143380016	001	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	002	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	003	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	004	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	015	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	018	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	021	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	024	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	025	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	026	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	027	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	028	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	029	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	030	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	031	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	032	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	033	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION

JCN	WCE	DDR	Discrepancy
143380016	036	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	037	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	038	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	041	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	035	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	039	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	034	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	005	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	014	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	006	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	009	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	047	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380028	002	001	NLG LOCK RETENTION ACT CANN'D TO A4127 (JCN 143389615)
143380016	016	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	017	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	019	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	020	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	022	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143380016	023	001	CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
143370146	001	001	POSITION 23 FOOT SWITCH REQUIRES SCREW
143370151	001	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	004	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	005	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	006	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	007	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	008	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	009	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	010	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	011	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370155	001	001	CO PILOT MAP LIGHT INOP
143370154	006	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	007	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB

JCN	WCE	DDR	Discrepancy
143379615	001	001	**REDBALL** COPILOT APC INOP
143370154	014	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	017	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	019	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	021	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	001	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	002	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	010	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	016	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	018	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370019	001	001	TEAPARTY QRC INSTALLED REQ'S REMOVAL AFTER FLIGHT
143370020	001	001	STAMPEDING SEROW QRC INSTALLED REQ'S REMOVAL AFTER FLIGHT
143370147	001	001	DRP SCREWS ARE STRIPPED THEY NEED TO BE REPLACED
143370085	001	001	SUPPORT REQD FOR A/C LAUNCH
143370145	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370145	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370145	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370145	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370145	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370145	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370145	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143370154	015	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	020	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370151	002	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370151	003	001	LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
143370154	003	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	004	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	005	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	008	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	009	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	011	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370154	012	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB

JCN	WCE	DDR	Discrepancy
143370154	013	001	FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIB
143370145	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143360013	001	001	FUEL LEAKING FROM CENTER WING CAVITY DRAIN. REQUIRES EVALUAT ION
143360013	002	001	FUEL LEAKING FROM CENTER WING CAVITY DRAIN. REQUIRES EVALUAT ION
143360013	003	001	FUEL LEAKING FROM CENTER WING CAVITY DRAIN. REQUIRES EVALUAT ION
143360003	008	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	008	002	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	014	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	015	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	016	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	017	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	018	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	020	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	021	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	025	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	026	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	027	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	028	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	029	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	030	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	031	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	032	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	033	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	034	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	035	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	001	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	004	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	005	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	006	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	007	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	009	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	010	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA

JCN	WCE	DDR	Discrepancy
143360003	011	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	012	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	013	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	019	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	022	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	023	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	024	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	003	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143360003	002	001	60 DAY HOURLY POST-FLT INSP DUE IAW 1C-135-6WC-1 & ETM-RC135-6WC-1 (BL10 OR BL 9) AS APPLICA
143365411	001	001	55 ISS COMPLY WITH 60 DAY HPO IAW ETM RC135-6WC-1 CARD 4-001 AND 5-001
143350163	001	001	PILOT'S YOKE TRANSMIT BUTTON NEEDS PRESSED TWICE IN ORDER TO TRANSMIT OUT ON FD'S.
143359615	001	001	**REDBALL** LN100 #1 INOP
143359616	001	001	**REDBALL** LN-120 W/N TIE INTO FMS
143350197	001	001	#1 ENG HAS SINGLE IGNITION.(LT SIDE NOT WORKING)
143350197	002	001	#1 ENG HAS SINGLE IGNITION.(LT SIDE NOT WORKING)
143350197	003	001	#1 ENG HAS SINGLE IGNITION.(LT SIDE NOT WORKING)
143350159	001	001	DENT ON LFT ELEVATOR BALANCE BAY PANEL REQ. SHEETMETAL EVAL
143350096	001	001	A/C REQ'S SUPPORT FOR LAUNCH
143350164	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350164	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350164	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350164	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350164	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350164	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350164	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350197	004	001	#1 ENG HAS SINGLE IGNITION.(LT SIDE NOT WORKING)
143350197	005	001	#1 ENG HAS SINGLE IGNITION.(LT SIDE NOT WORKING)
143350164	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143350162	001	001	S29105-3 WILL NOT RESET TO HCP
143346420	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143346420	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143296410	001	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206

JCN	WCE	DDR	Discrepancy
143296410	002	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206
143296410	003	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206
143296410	004	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206
143296410	006	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206
143296410	007	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206
143295415	001	001	DRT RCVR TOP LEFT AND BOTTOM RIGHT SCREWS REQUIRE INSTALL
143296410	005	001	RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206
143280028	001	001	TR#2 SHOWED FLUCTUATING VOLTAGE IN FLIGHT LOAD DROPPED TO ZE RO. LOAD DISTRIBUTION CB 5
143280031	001	001	#2 MAIN TANK FWD BOOST PUMP,#3 MAIN TANK AFT BOOST PUMP, AND CENTER WING RIGHT OVERRID
143280032	001	001	Q- INLET HEAT INOP
143280033	001	001	DC POWER AMMETER/ VOLTMETER KNOB FELL OFF DURING FLIGHT. PLA CED IN NAV DESK DRAWER
143280063	001	001	2 EA AFT A/R PUMP PANELS REMOVED FOR FUEL CELL
143280063	002	001	2 EA AFT A/R PUMP PANELS REMOVED FOR FUEL CELL
143280063	003	001	2 EA AFT A/R PUMP PANELS REMOVED FOR FUEL CELL
143280212	001	001	MAIN AND JFS BATTERIES DISCONNECTED FOR FUEL CELL MAINT.
143285410	001	001	SERIES YAW DAMPER WILL NOT ENGAGE
143280208	002	001	HYD MULE HT CONNECTED TO #2 ENG FOR DEFUEL
143280021	008	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	009	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	010	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	011	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	015	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	016	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	017	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	018	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	021	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	022	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	023	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	024	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280079	001	001	FUEL LEAK AFT OF MLG DOORS REQ EVAL
143280108	001	001	8 HR LEAK CHECK REQUIRE AT 1930 ON CWG TANK
143280108	002	001	8 HR LEAK CHECK REQUIRE AT 1930 ON CWG TANK

JCN	WCE	DDR	Discrepancy
143280206	001	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	005	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	008	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	009	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	014	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	015	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	016	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	017	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	018	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280037	001	001	AWG 7122C HARD DRIVE CHASSIS IS INSTALLED UPSIDE DOWN
143280038	001	001	ES822 #5 WILL NOT RESET TO HCP
143280024	001	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280024	002	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280024	003	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280024	006	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280024	007	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280024	008	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280063	004	001	2 EA AFT A/R PUMP PANELS REMOVED FOR FUEL CELL
143280212	002	001	MAIN AND JFS BATTERIES DISCONNECTED FOR FUEL CELL MAINT.
143280024	004	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143280208	001	001	HYD MULE HT CONNECTED TO #2 ENG FOR DEFUEL
143280021	001	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	002	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	003	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	004	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	005	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	006	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	007	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	012	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	013	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	014	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	019	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6

JCN	WCE	DDR	Discrepancy
143280021	020	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	025	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	026	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280021	027	001	120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
143280022	001	001	60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION IAW 1-C135-6 2-A-0
143280023	001	001	60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO FREQ 000060H DUE 39102.8HR PSN OWC
143280206	002	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	003	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	004	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	006	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	007	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	010	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	011	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	012	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	013	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280206	019	001	CTR WING #6 CELL LEAKING SEE JCN 143280108
143280024	005	001	REQUIRED THROUGH FLIGHT INSPECTION ITEMS
143276414	001	001	28 DAY FMS UPDATE REQUIRED
143270046	001	001	MICROWAVE INOP REQ REPLACEMENT AFTER FLIGHT
143270052	001	001	SUPPORT REQUIRED FOR A/C LAUNCH
143260025	001	001	NABRE CONFIGURED FOR FIRE BAT
143230065	001	001	SECONDARY SUPERVISORY MODULE W/N BOOT
143230066	001	001	HSDC A SHOWS NO VIDEO
143220191	003	001	# 2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG SEE JCN 143226503
143220191	001	001	# 2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG SEE JCN 143226503
143226503	001	001	LOW OIL PRESSURE SWITCH CANNED FROM A4848 TO A4132 PER /
143226503	002	001	LOW OIL PRESSURE SWITCH CANNED FROM A4848 TO A4132 PER /
143220065	001	001	CLASS A F/L ON RT JACK PAD
143220065	002	001	CLASS A F/L ON RT JACK PAD
143220065	003	001	CLASS A F/L ON RT JACK PAD
143220065	004	001	CLASS A F/L ON RT JACK PAD
143220065	005	001	CLASS A F/L ON RT JACK PAD

JCN	WCE	DDR	Discrepancy
143226502	001	001	BOLT CAN FROM A4848 TO A4132 PER / PROCESSED BY / CANNIBALIZAT
143226502	002	001	BOLT CAN FROM A4848 TO A4132 PER / PROCESSED BY / CANNIBALIZAT
143220007	001	001	30 DAY WASTE SYSTEM SANITIIZING FREQ 000030D DUE 2014323 PSN OWC: A83SU LOC OPT: POSITION:
143220191	004	001	# 2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG SEE JCN 143226503
143220191	005	001	# 2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG SEE JCN 143226503
143220191	006	001	# 2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG SEE JCN 143226503
143220191	002	001	# 2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG SEE JCN 143226503
143210092	001	001	IRIDIUM REQUIRES OP CHECK DUE TO R2/REGISTRATION OF TRANSCEI VER
143215410	001	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143215410	002	001	7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
143216500	001	001	PANEL ASSEMBLY CANNED FROM A4848 TO A4135 PER CANNIBALIZATION FOR A4135 UNIT
143216500	002	001	PANEL ASSEMBLY CANNED FROM A4848 TO A4135 PER CANNIBALIZATION FOR A4135 UNIT
143180090	001	001	#5 C/L/D LATCH REM TO SHEET METAL FOR PRIMER
143180090	002	001	#5 C/L/D LATCH REM TO SHEET METAL FOR PRIMER
143170183	001	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	003	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	009	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	010	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	013	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	014	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	016	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK
143170183	004	001	# 5 MOST INBOARD COVE LIP DOOR REQS. R2 DUE TO CHAFFING ON F LAP TRACK

WC Event Narrative
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
28 DAY FMS UPDATE REQ
FWD URINAL INOP
NOTICABLE RIGHT ROLL WHEN SPEED BRAKES RAISED DURING LANDING ROLL
COMBINE SPOILER SPEED BRAKE CHECK REQUIRED FOR TROUBLESHOOTI NG THIS WCE 001 THIS JCN
DSS RPU #2 WILL NOT APPLY OR DISPLAY 3.3V, 5V, + OR - 12V, A ND FAN POWER
ONE SLICE IN EAP 131 FAILED RFD CALL TEST
A/C REQ'D SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
INFLT THE ANTISKID ONLY SHOWED RELEASES ON THE OUTBOARDS ONL Y. INBRDS WERE BLANK. TESTED FORWARD +AFT POSITION SHOWE
LANDING GEAR LEVER WOULD NOT MOVE TO THE UP POSITION
OPS CHK DUE ON TRUCK LEVEL SW IAW 1C-135-2-7-1 SEE THIS JCN WCE 001
INFLT THE ANTISKID ONLY SHOWED RELEASES ON THE OUTBOARDS ONL Y. INBRDS WERE BLANK. TESTED FORWARD +AFT POSITION SHOWE
ACFT REQUIRES GEAR SWING FOR TROUBLE SHOOTING
#2 ENGINE COWL OPENED TO CONNECT HYDRAULIC MULE
4EA PANELS REMOVED FOR JACKING OPS SEE JCN 151180290002
DMCA5 RCVR 8, TUNER 1 CAUSES SPIKES IN PAN 500 MHZ- 2-5GHZ
DMCA5 RCVR 8, TUNER 1 CAUSES SPIKES IN PAN 500MGZ-2.5 GHZ
IPI ENSURE LANDING GEAR CONTROL LEVER IS RETURNED TO T HE DOWN AND LOCKED POSITION
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1

WC Event Narrative
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
HYD MULE HTO8 CONNECTED TO #2 ENG TO FOM
ACFT ON JACKS FOR TROUBLESHOOTING SEE JCN 151180290001
5EA JACK PADS AND 1EA PLUMB BOB INSTALLED FOR JACKING OPS SE E JCN 151190290002
ENSURE LANDING GEAR LEVER IS IN DOWN AND LOCKED POSITION PRI OR TO DOWN JACK SEE JCN 151180290002
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
MANIFOLD VALVE LIGHT ON AR PANEL WON'T ILLUMINATE WHEN PLACE D IN THE REFUEL POSITION
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
#4 PMC INDICATED SPLIT N2 & DEMAND POINTER; #4 ENG 5% LOWERN 2 W/ THROTTLES ALLIGNED; PMC CUT-OUT FOR LANDING
4 ENG COWLING OPEN TO FOM
PLA TESTER INSTALLED ON # 4 ENG. FOR ADJUSTMENT
I'S AND E'S INSP REQUIRED PRIOR TO ENGINE RUN
I'S AND E'S INSP REQUIRED AFTER ENGINE RUN
LEFT HAND PACK OVERPRESSURIZES GIVES UUUU ERROR ON FLOW CONT ROLLER
CENTER WING ACCESS DOOR OPENED TO FOM
LH KEEL BEAM BAY DOOR OPENED TO FOM
LH AIRFLOW CONTROLLER REMOVED FOR REPLACEMENT
LH S-DUCT REMOVED TO FOM
T-DUCT REMOVED TO FOM
2 EACH WARNING TAGS INSTALLED MX IN PROGRESS 1OF2 ENGINE THR OTTLES NOTE: DONT ADVANCE THROTTLES 2OF2 EXT BLEED AIR REC
RADAR INSTRUMENTATION NOT DISPLAYING. BLINKED AT FIRST THEN BLACKED OUT COMPLETELY. SCOPE STILL DISPLAYED RADAR RETURNS
RADAR IFOC REQUIRED SEE THIS JCN WCE 001
LH LANDING LIGHT C/B POPPED IN FLIGHT

WC Event Narrative
LH LANDING LIGHT PANEL REMOVED TO FOM SEE THIS JCN WCE 001
DFS-3 (DMCA 5A) FAILS RADIATED BITE FOR NOT HAVING UPDATED B ORESIGHT
ES822 #4 RCVR 1 FAILS]CRS FOR AUDIO
UHF #4 WILL NOT TX
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
E2 ANTENNA MOUNT LOOSE POSSIBLY CRACKED
E2 ANTENNA PANEL REMOVED FOR LOOSE ANTENNA
#1 ENG FAN COWL OPEN TO FOM
#2 ENG FAN COWL OPEN TO FOM
#3 ENG FAN COWL OPEN TO FOM
#4 ENG FAN COWL OPEN TO FOM
#1 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#2 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#3 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#4 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#1 ENG FUEL STRAINER REMOVED FOR INSP
#2 ENG FUEL STRAINER REMOVED FOR INSP
#3 ENG FUEL STRAINER REMOVED FOR INSP
#4 ENG FUEL STRAINER REMOVED FOR INSP
E2 ANTENNA REMOVED TO FOM SEE WCE 001
A/C REQ'D SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1

WC Event Narrative
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
E2 MOUNTING BOLTS SEALED REQ. CURE CHECK @ 0630 15113
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
ENG'S 1,2,3,4 T-HANDLES PULLED ENG STARTER C/B'S P ULLED FIRE SPRSN C/B'S PULLED FIRE SHUTOFF PULLED
4 EACH WARNING TAGS INSTALLED ON #1 ENG STARTER C/ B,FIRE SPRN C/B,T-HANDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #2 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #3 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #4 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
2 EACH WARNING TAGS INSTALLED ON: ACFT BATT SWITCH AND EXTERNAL POWER RECEPTACLE
INSP ALL 4 ENG TRANS GEARBOXES FOR LEAKS,LOOSE OR MISSING HARDWARE IAW 1C-135-6 PG.S-A-031 STEP 22
ALL FOUR ENG STARTERS DUE OIL CHECK IAW 1C-135(K)R -2-4JG-6 TASK 6-29-1 PG 6-136
INSPECT ALL FOUR ENG CHIP DETECTORS 1AW IAW 1C-135-6 PG S-A-031 STEP 22 ITEM C
INSP DIFFERENTIAL OIL PRESSURE INDICATOR(DPI) FOR POPPED INDICATION. ON#1,2,4 IDG'S IAW 1C-135-6
INSP ALL 4 MAIN FUEL STRAINER FOR TOP-COAT C ONTAMINATION IAW 1C-135-6 PG 2-A-032 UTEN 30STEP A
ALL 4 ENG DUE IDLE RUN LEAK CHECK ON OIL AND FUEL SYSTEMS IAW 1C-135(K)R-2-4JG-5 TASK 5-12-1 PG.5-28
INLETS AND EXHAUSTS INSP DUE PRIOR TO ENG RUN
INLETS AND EXHAUSTS INSP DUE POST TO ENG RUN
C/W 60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION
C/W 60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
WATER SUSPECTED IN RADAR PRESSURE LINES
RADAR REQS IFOC. SEE JCN 151100193 WCE 001 FOR ORIGINAL DISC REPANCY
IFCD #6 ISSUES 0006/0086 TYPE MISMATCH FOUND
DMCA #4B UNABLE TO ALLOCATE SIG APP
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1

WC Event Narrative
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
TCAS FAIL IN CHOCKS. MX ATTEMPTED TO CORRECT, BUT PROBLEM CO RRECTED ITSELF. AFTER FLIGHT, DURING LDG ROLLOUT, TCAS FAIL R
TCAS FAIL. PROCESSOR SUSPECTED BAD OUT OF SUPPLY
TCAS FAIL. HEADING & ATTITUDE BIT FAIL W/ MX PC
RADAR MAG FAIL DURING FLIGHT MULTI TIMES. NO SWEEP, FAULT CO DES 0209 AND 0202 AND MAG FAIL 0.05
7 LEVEL INSPECTION REQUIRED FOR RECUR SEE JCN 151100193
7 DAY LCS INSP DUE IAW ETM-RC135-6
FUEL DUMPED 25K INFLT
ENCOUNTERED HEAVY SMOKE AND BURNING SMELL FROM THE PCA AND/O R MONITOR PANEL IN THE CORVUS RAC
28 VDC POWER SUPPLY REMOVED. UNIT REQUIRES REPLACEMENT. DON OT OPERATE CORVUS SYSTEM UNTIL REPLACEMENT IS COMPLETE. TF
SPARE INTERPHONE FCD DROPS CONNECTION TO SYSTEM
E10 FAILS RADIATED BITE AT FREQ 348.01 MHZ ACROSS ALL DF'S
REDBALL ELINT RAID NOT CONNECTING TO LAN
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
RADAR PRESSURE DEHYDRATOR WAS PINK UPON PHYSICAL INSPECTION, SILICA REQUIRES REPLACEMENT.
SECONDARY STRUCTURE/PANEL INSP DUE PRIOR TO NEXT FLIGHT IAW OAFBI 21-100 PARA 7.2.1
INLETS AND EXHAUST INSP DUE PRIOR TO NEXT FLIGHT
RADAR INOP 40 MIN AFTER TAKEOFF MAGNETRON FAIL .05. MALFUNCT ION OCCURRED ON BOTH LEGS OF MAXWELL OUT AND BACK
7 LVL INSP REQ FOR RECURR WRITE-UP
RADOME ACCESS PANEL REMOVED TO FOM SEE THIS JCN WCE 001

WC Event Narrative
RADAR FAILS WITH 118, 119, 115 FAULTS.
NOSE RADOME REMOVED TO FOM. SEE THIS JCN WCE 001
NOSE RADOM ACCESS PANEL REMOVED TO FOM SEE THIS JCN WCE 001
OUT OF DOCKS CHECK REQUIRED ON WEATHER RADAR IAW ETM-RC135-2 -11 SEE THIS JCN WCE 001
RADAR REQ IFOC FOR MAG FAIL IAW AIRCREW -1
TCAS INOP DURING DESCENT- KNOWN TRAFFIC WITHIN NORMAL OPERAT
RADAR SYSTEM INTERMITTENTLY BLANKS WHEN RADAR PRESSURE PLACE D IN NORMAL ON AT 34 PSI
NAV RADAR MONITOR INTERMITTENTLY FLICKERS WHEN RADAR PRESSUR IZES IN NORMAL ON POSITION
#1 ENG COWLING OPEN TO FOM
A/P J1 CANNON PLUG REQUIRES RELOCATION
A/P J2 CANNON PLUG REQUIRES RELOCATION
A/P PROCESSOR REMOVED TO FOM SEE THIS JCN WCE 001 & 002
A/P SYSTEM OPS CHECK DUE IAW ETM-RC135-2-11 PG 3-19 PARA 3.4 .4 SEE THIS JCN WCE 001 & 002
FWD GAP ANTENNA WAVEGUIDE DISCONNECTED TO FOM SEE THIS JCN W CE 005
5 EA WARNING TAGS INSTALLED 1/5 SRCH RDR(T9) 2/5SRCH RDR(AX7) 3/5 SRCH RDR(AX8) 4/5 PRESS. KIT(BD8) 5/5 PRESS. KIT(BD9)S EE TH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
ALL SECONDARY STRUCTURE/PANEL REQ. INSP. PRIOR TO NEXT FLIGH T
ALL FOUR ENGINE INLET AND EXHAUST REQ. INSP. FOR FOD PRIOR T O NEXT ENGINE FUNCTION
ALL SECONDARY STRUCTURE/PANEL REQ. INSP IAW OAFBI 21-100 PAR A 7.2.1 PRIOR TO NEXT FLIGHT
ALL FOUR ENGINES INLETS AND EXHAUST REQ. INSP FOR FOD PRIOR TO NEXT ENGINE FUNCTION
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
RADAR INOP SHORTLY AFTER TAKEOFF. MAGNETRON FAIL .05- EVEN A FTER MULTIPLE RESTARTS
UPPER LEFT NUT PLATE BROKE. SCREW REMOVED.
LT PACK OVER PRESSURIZES, GIVES "UUUU" INDICATION W/LOUD RUS H OF WIND
IFOC DUE ON LH PACK
MIDS WOULD NOT LOAD CRYPTO IN LOC 1 & 2

WC Event Narrative
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
PERFORM WASTE SYS SANITIZING FOR THE ACFT WASTE TA & LAV SVC CART IAW ETM-RC135V/W-2.
RADAR PRESSURIZATION WAS OVER PRESSURIZING THE UNIT TO 35-37 OVER THE LIMIT AT 34. THIS CAUSED THE RADAR SCREEN TO GO BL
NAV RADAR VIDEO MONITOR ETR'D FROM A4131 TO A4848 FOR TROUBL ESHOOTING SEE JCN 151030133 AND JCN 151036490
RADAR REQ'S OP CHK IAW ETM-RC135-2-11 PG 2-41 PARA 2.4.3A SE E JCN 151036410
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
2EA FWD URINAL VALVES REQUIRE REPLACEMENT
SUPPORTED A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
ACCOMPLISH BL11 TQS MOUNT REPLACEMENT
WHEN RADAR PRESSURIZATION PUMP STARTED & STOPPED, RADAR DISP LAY BLANKED OUT COMPLETELY
#1 WHEEL DUST COVER REMOVED FOR WHEEL & TIRECHANGE IPI REQU IRED 1C-135-2-7-1
1 WHEEL SPEED TRANSDUCER REMOVED IPI REQ1C-135-2-7-1
#1 WHEEL SPEED TRANSDUCER REQUIRES REQ OPS CHECKIAW 1C-135-2 -7-1
#1 TIRE WORN OUT OF LIMITS REQUIRES CHANGE IPI REQUIRED 1C-1 35-2-7-1
MFD/PFD SCREEN AT NAV STATION WOULD BLUR FOR A FEW MINUTES A T A TIME RANDOMLY THROUGHOUT THE FLT
LEFT HYDRAULIC QUANTITY DROPPED TO 2.0 IN FLT. UPON DESCENT, LEFT HYDRO QUANTITY CAME BACK UP TO 3.5 AFTER GR LOWERED
SPARE OWS JLAN1 PORT WON'T CONNECT TO LAN SWITCH

WC Event Narrative
SUPPORT REQUIRED FOR A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
LT MLG ON AXLE JACK FOR WHEEL AND TIRE CHANGE
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
TAWS REQ IFOC DUE TO CALL OUTS SEE JCN 150970158 WCE 004
MODE IV CHECK REQUIRED FOR EXERCISE
PLTZ GOGGLE POWER CHECK REQUIRED
THERMAL CURTAINS REQ INSTALL/INSP "NOTE" AFTER INSTALLATIONS OF CURTAINS
UPLOAD ACFT FOR EXERCISE COMMITMENT
OPEN & CLOSE #3 ENGINE COWL
SERVICE JFS OIL
LIFE SUPPORT UPLOAD
FL 15 CHECKLIST (55 ISS/HLGNJ)
RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT
RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT SEE THIS JCN WC
REMOVED FUEL CELL # 1 ACCESS PANEL TO FOM SEE THIS JCN WCE 0 01
RADIO ALT #2 FDR DATA SHOWS BLIP AT 17000 FT SEE THIS JCN WC E 002
C/W MODE IV/MODE C CHECK IAW ACCI 21-101.
COMPLY WITH ACFT RECORDS CHECK IAW AFI 21-101.
AISLE MAINT BL 10 STOPPED WORKING
WHEEL WELL DOOR LIGHT IS BURNED OUT
CARGO DOOR HANDLE FOR CAM #2 (FROM THE FRONT) A LITTLE LOOSE .
WIND SHEAR WARNING AT 17,000' FROZE WARNING ON FLIGHT DIRECT OR FOR 90 MIN. REQUIRED ALL APC RESET IN FLIGHT.
SPARE KEYBOARD CAPS LOCK KEY DOES NOT WORK
DMCA #4B SIG APP WILL NOT ALLOCATE
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1

WC Event Narrative
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
IFOC REQUIRED FOR RADAR. PER AIRCREW-1. SEE JCN 150930097 WC E 001
7 DAY LCS INSPECTION DUE
28 DAY TAWS UPDATE REQ'D
RADAR HAD NO RETURNS;SHOWED FAULT MOD PWR FAIL AND FAULT COD E 0204. TURNED OFF RADAR AND PULLED CIRCUIT BREAKERS, TUR
TAWS CALLED "TERRAIN" AND "PULL UP" DESCENDING THROUGH 26,00 0 FEET AND 14,000 FEET
7 LVL INSP REQ FOR RECURR WRITE-UP
DF-M FAILS RADIATED BITE ON ALL ARRAYS AND ALL FREQS
EP ISSUES ERROR "CUT REPORT NAV TIME MONOTONICALLY INCREASIN G"
A/C REQ SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
LH PACK OVER PRESSURIZED WHEN SET TO COND AIR ON CLIMBOUT AN D CRUISE ALTITUDE
CENTER WING ACCESS DOOR OPENED TO FOM
LEFT KEEL BEAM BAY DOOR OPENED TO FOM
LH AIRFLOW CONTROLLER REMOVED FOR REPLACEMENT
LEFT S-DUCT REMOVED TO FOM
T-DUCT REMOVED TO FOM
RIGHT SIGHT WINDOW IS DIRTY AND IS TOUGH TO SEE THROUGH
FRONT URINAL IS DRAINING A LOT SLOWER THAN NORMAL. TOOK 15- 20 MIN TO DRAIN PER USE.

WC Event Narrative
#1 ENGINE FAN COWL OPEN TO FOM
#2 ENGINE FAN COWL OPEN TO FOM
#3 ENGINE FAN COWL OPEN TO FOM
#4 ENGINE FAN COWL OPEN TO FOM
#1 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
#2 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
#3 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
#4 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
DF-M CH 6 HAD EXCESSIVE DRIFT, CAUSED RFD BS FAILURE
A/C REQ'D SUPPORT FOR LAUNCH
2 EACH WARNING TAGS INSTALLED MX IN PROGRESS 1OF2 ENGINE THR OTTLES NOTE: DONT ADVANCE THROTTLES 2OF2 EXT BLEED AIR REC
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
60HR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6 PAGE 2-A-30A PARA 22
60HR INSP IN PROGRESS:#1,2,3,&4 C/B'S PULLED. NOTE STARTER SERVICING BEING PERFORMED.DONT RESET START
INSP ALL 4 ENG TRANS GEARBOES FOR LEAKS,LOOSE OR
ALL FOUR ENGINES STARTERS DUE OIL CHECK IAW 1C-135(K)R-2-4JG-6 TASK 6-28-1 PARA 6-127
INSP ALL 4 ENGINE CHIP DETECTORS 1AW IAW 1C-135-6 PG S-A-031 STEP 22 ITEM C
INSPECT OIL LEVELS ON #1,2,4 ENGINE IDG'S IAW 1C-135-6 PG 2 S-A-032A ITEM 3 STEP B
ALL FOUR ENGINES DUE IDLE RUN & LEAK CHECK ON OIL SYSTEM IAW 1C-135(K)R-2-4JG-5 TASK 5-12-1 PG 5-28
INLES & EXHAUST INSPEC DUE PRIOR ENGINE FUNCTION IAW 1C-135(K)R-2-4JG-2 TASK 2-14-1 PAGE 2-36
INLES & EXHAUST INSPEC DUE POST ENGINE FUNCTION IAW 1C-135(K)R-2-4JG-2 TASK 2-15-8 PAGE 2-154
INSP DIFFERENTIAL OIL PRESSURE INDICATOR(DPI) FOR POPPED INDICATION. ON#1,2,4 IDG'S IAW 1C-135-6
C/W 60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION
C/W 60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
RAD ALT #1 AND #2 REQUIRE SWAP FOR TROUBLE SHOOTING. SEE JCN 150900121 WCE 001

WC Event Narrative
INLETS AND EXHAUST REQ INSP PRIOR TO FLIGHT
PANELS REQ INSP INSP PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7 .2.1
AIR DATA LOADER NOT READING DISKS #005
REPEATED TAWS WARNING AFTER TAKEOFF (UP TO5 PER MINUTE). WAR NING CEASED WHEN RAD ACT WAS SELECTED "OFF"
A/C REQUIRES SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
28D FMS UPDATE REQUIRED
7 DAY LCS INSP DUE IAW ETM-RC135-6
FUEL CELL 0 ACCESS PANEL OPENED FOR LCS INSP SEE THIS JCN WC E 1
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW T.O. 1C-135-6
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPER INSTALL/CONDITION IAW T.O. 1C-135-6
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW T.O. 1C-135-6

WC Event Narrative
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPER INSTALL/CONDITION IAW T.O. 1C-135-6
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW T.O. 1C-135-6
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPER INSTALL/CONDITION IAW T.O. 1C-135-6
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW T.O. 1C-135-6
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPER INSTALL/CONDITION IAW T.O. 1C-135-6
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
1 EA FIRST AID KIT IN FLIGHT DECK OPENED FOR TRAINING / BROK EN ZIPPER REMOVED FROM ACFT
HDP REQUIRES CALL TEST
DMCA 2B FAILS CALL TEST
DMCA 2A FAILS CALL TEST
DMCA 4B FAILS CALL TEST
DMCA 5A FAILS CALL TEST
DMCA 5B FAILS CALL TEST
CE #1 DOES NOT GENERATE BANDSCAN WHEN SCAN TASKING ENTRY IS SET TO A BANDWIDTH OF 80 MHZ OR BELOW
DMCA 5 RXCR 1 CAUSES RFD BORESIGHT TO RAIL 20-30 MHZ
HDP FREEZES WHILE BOOTING
SI9105 #3 SHOWS POWER FAULT
HSDC-D GIVES ERROR: MOUNTING FAILED UNABLE TO FIND REQUIRED DISKS RETUAL:1
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001

WC Event Narrative
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 ACCESS PNL REMOVED FOR INSPECTION
LT WHEEL WELL UPPER TORQUE TUBE BRACKET BROKEN REQUIRES R2
3EA LIGHTNING PATCHES REQUIRES INSTALLATION
#4 OUTBOARD WING FLAP REQUIRES MOHAIR
COMPLY WITH 60 DAY HPO CARDS IAW 1C-135-6WC-1
COMPLY WITH 60 DAY HPO CARD IAW ETM-RC135-6WC-1 CARD 7-001
COMPLY WITH 60 DAY HPO CARD IAW ETM-RC135-6WC-1 CARD 6-001
55ISS COMPLY WITH 60 DAY HPO IAW ETM-RC135-6WC-1 CARD 4-001, 5-001
10EA COVE LIP DOORS LOWERED FOR HPO (RAISE) IAW 1C-135-2-8-1 PG 5-220 PAR 5.15.9 STP 11
STAB TRIM ACCESS PANEL REMOVED FOR HPO 2EA WARNING TAGS INST ALLED IAW 1C-135-2-8-1 PARA 15.10.3 STEP 10
RT KEEL BEAM BAY DOOR LOWERED FOR HPO CLOSE IAW 1C-135-2-2-2 PARA 15.95.2 STEP 8
LT KEEL BEAM BAY DOOR LOWERED FOR HPO CLOSE IAW 1C-135-2-2-2 PARA 15.95.2 STEP 8
#1 ENG FAN COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-4 PARA 20.3
#2 ENG FAN COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-4 PARA 20.3
#3 ENG FAN COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-4 PARA 20.3
#4 ENG FAN COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-4 PARA 20.3
#1 ENG DUCT COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-2 1 PARA 20.8
#2 ENG DUCT COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-2 1 PARA 20.8
#3 ENG DUCT COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-2 1 PARA 20.8
#4 ENG DUCT COWL OPEN FOR HPO CLOSE IAW 1C-135-2-2-2 PG 20-2 1 PARA 20.8
JFS TURBINE OIL DRAINED 1EA WARNING TAGS INSTALLED 1OF1 JFS STARTER C/B NOTE: DO NOT RESET
8 EA SPOILER LOCKS INSTALL FOR HPO 3EA WARN TAGS INSTALL TAG 1/3 INBRD SPOILER CUTOUT SWTCH TAG 2/3 OUTBRD SPOILER CUTOU
8EA L/E FLAP LOCKS INSTALLED 1EA WARNING TAG INSTALLED 1OF1 FLAP HANDLE NOTE: DO NOT OPERATE
STAB TRIM LOCK INSTALLED 2EA WARNING TAGS INSTALLED TAG 1OF2 STAB PWR SWITCH TAG 2OF2 FCS POWER SWITCH NOTE: DO N OT OF
(83FL) C/W 1C-135-6WC-1 CARDS 4-002 THRU4-011, 4-015,4-016 ITEMS 1 THRU 5,4-020 THRU 4-22
(83FL) C/W IPI INSP IAW LPS MXG-1C-135-6WC-1-OFC1 CARD 4-022 ITEM 1
C/W CARD 4-012IAW 1C-135-6WC-1
RT ACM DRAINED FOR HPO IAW 1C-135-6WC-1 CARD 4-012
LT ACM DRAINED FOR HPO IAW 1C-135-6WC-1 CARD 4-012
(83GC)C/W INSP 1C-135-6WC-1 CARD 4-016 ITEM 8
A/R DOOR LOCK INSTALLED 1EA WARNING TAG INSTALLED

WC Event Narrative
(83HY)COMPLY WITH 1C-135-6WC-1 CARD 4-019 ITEMS 2 THRU 4
ALL FOUR ENG FIRE SUPPRESSION C/B S PULLED FOR HPO HPO 4 EA WARNING TAGS INSTALLED NOTE: DO NOT RESET
ALL FOUR ENG T-HANDLES PULLED 4EA WARNING TAGS INSTALLED NOTE: DO NOT RESET
ALL FOUR ENG FIRE SHUTOFF C/B S PULLED FOR HPO HPO 4EA WARNING TAGS INSTALLED NOTE: DO NOT RESET
SHOP NARRATIVE: (83JE)C/W 1C-135-6WC-1 CARD 4-016 ITEM 7
ALL FOUR ENGINES DUE AUDIBLE IGNITION CHK FOR HPO
TACAN #1 STAYED IN TEST MODE FROM T/O TILL LANDING
HF COUPLER ACCESS PANEL REMOVED TO FOM REMOVED PER MB 1RC/TC 135-1175
HF COUPLER ACCESS PANEL REMOVED TO FOM REMOVED PER MB 1RC/TC 135-1175
SI9105 #3 SHOWS POWER FAULT
SPARE KEYBOARD INOP
POS 1/2 LIGHT CONTROL CB INTERMITENT
SUPPORTED A/C FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
REDBALL RADAR DISPLAY INOP
REDBALL RADAR INOP
CANNOT CONFIGURE SHAWNA W/TS LOAD RAID SET 9
SUPPORTED A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY

WC Event Narrative
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
LEFT OVER WING HATCH REQUIRES REPLACEMENT
HATCH REQS. REPLACEMENT TEMP. HATCH INSTALLED FROM -21 AWAIT ING PARTS
THIS IS THE INSTALLATION WCE CREATED BY JCN 150770079002
3 W/T WORN OUT OF LIMITS REQ R2 IPI REQ IAW 1C-135-2-7-1 PARA 6.13.2STEP 3, STEP 3, 6.13.3 STEPS 1,5, 6 & 6.13.2.
3 WHL DUST CVR REM FOR W/T CHG IPI REQ IAW 1C-135-2-7-1 PA RA 9-13.4 STEP 6(OC/WC), STEP 27(RC/TC)
3 WHL SPD TRN REM FOR W/T CHG IPI REQ IAW1C-135-2-1 PARA 6 .13.3 STEPS 9, 11 & PARA 9.12.2.
#2 ENG COWLING OPENED TO FOM
FORWARD FWD BODY PUMP VIBRATES AND MAKES LOUD NOISES WHILE R UNNING
SUPPORTED A/C LAUNCH
RIGHT MLG AXLE ON JACKS
3 WHEEL AND TIRE ANTI-SKID SYS REQUIRES OPS CHECK IAW 1C-1 35-2-7-1PARA 9-13 FOR OC/WC, PARA 9.14 FOR RC/RC.
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
HYD MULE HT03 CONNECTED TO #2 ENG TO FOM
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
PERFORM WASTE SYS SANITIZING FOR THE ACFT WASTE TA & LAV SVC CART IAW ETM-RC135V/W-2.
ADL AT NAV1 STATION DID NOT LOAD AFTER MULTIPLE ATTEMPTS
7 DAY LCS INSPECTION DUE IAW TO ETM-RC135-2-3
FUEL CELL 0 OPENED TO FOM
TAWS PRODUCED FALSE TERRAIN WARNINGS AT FL190 AT KLNK WITH R ADIO ALTIMETER IN RAD ALT. ON FINAL AT KOFF TO LOW TERRAIN (
AEP DOES NOT INITIALIZE
NDU WILL NOT SEND OUT NAV DATA TO COLLECTION SYSTEM
NDU A WILL NOT BOOT NDU CONFIGURED TO B SIDE
DMCA #5 RX 4 CH 1 DOWNED TO HCP ON RESET
DMCA #1 RX7 CH1 DOWNED TO HCP ON RESET
AIRCRAFT CONFIGURED FOR NDU-B

WC Event Narrative
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1 -001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO NEXT FLIGH T IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE BEFORE CREW SHOW
COPILOTS MFD REQUIRES R2
COPILOTS MFD REMOVED FOR R2
RT MLG WIRE HARNESS REMOVED TO F.O.M
ANTI-SKID SYSTEM DUE OPS CHECK
WHEEL #3 DUST COVER REMOVED IPI REQ IAW1C-135-2-7 PARA 5-56D .1 STEP 23
WHEEL #4 DUST COVER REMOVED IPI REQ IAW1C-135-2-7 PARA 5-56D .1 STEP 23
WHEEL #7 DUST COVER REMOVED IPI REQ IAW1C-135-2-7 PARA 5-56D .1 STEP 23
WHEEL #8 DUST COVER REMOVED IPI REQ IAW1C-135-2-7 PARA 5-56D .1 STEP 23
RT TRUCK LEVEL SWITCH OPS CK DUE
RT SAFTEY SWITCH OPS CHECK DUE
RH TRUCK LEVEL SWITCH REQUIRES R2
RT MLG STRUT LEAKING OUT OF LIMITS
RT MLG TRUNNION TO DRAG BRACE BRAKE LINES REMOVED TOF.O.M
AFTER STRUT CONFIG 4 HR LK CHK ON RT MLG STRUT DUEIAW 1C-135 -2-7 TABLE 1-8
MLG BRAKES DUE BLEED
RT LK CK DUE ON MLG TRUNNION TO DRAG BRACE BRAKELINES
#2 ENG COWLING OPENED TO FOM
#1 ENGINE COWL OPEN TO FOM
#1 ENGINE COWL OPEN TO FOM
REDBALL RT STRUT DEFLATED

WC Event Narrative
4 HOUR LEAK CHECK ON RT MLG SHOCK STRUT STARTED AT 1045
RT MLG REMOVED FOR STRUT RE-PACK
RT MLG REQUIRES SAFETY
RT MLG STRUT NOT CONFIGURED FOR FLIGHT
FUEL NOT CONFIGURED FOR FLIGHT
2EA WARN TAGS INTALLED TO F.O.M 1OF2 INSTALL ON LT HYD DP SWITCH 2OF2 INST ON RT HYD DP SWITCH
RT MLG REQ NITROGEN SERVICING PRIOR TO DOWN JACK
RT MLG STRUT REQUIRES HYDRAULIC SERVICING PRIOR TOINSTALL
PERFORM LANDING GEAR CHECK OUT PER 1C-135-2-7-1 PG 6-1 PARA 6.4
IPI REQ FOR STRUT REPACK IAW 1C-135-2-7 PARA 2-200A STEP 48
IPI DUE TO ENSURE INNER CYLINDER IS FREE OF FOD PRIOR TO ASS EMBLY IAW 1C-135-2-7-1 PRAR6.98.7 PRIOR TO STEP 1.
HYD MULE HT03 CONNECTED TO #2 ENG
HYDRO MULE CONNECTED TO #1 ENGINE FOR DEFUEL
HYDRO MULE CONNECTED TO #1 ENGINE FOR DEFUEL
C/W 60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO
C/W 60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION
4 EA JACK PANELS REMOVED FOR AIRCRAFT JACK
5 EA JACK PADS INSTALLED FOR AIRCRAFT JACK
1 EA PLUMB BOB INSTALLED FOR AIRCRAFT JACK
AIRCRAFT ON JACKS FOR MLG STRUT RE-PACK
AUX SEAT WALK AROUND BOTTLE BRACKET BROKEN
RT HYD SYSTEM WILL NOT BUILD PAST 2500 PSI WITH AUXILIARY PU MP
#1 ENG FAN COWL OPEN TO FOM
#2 ENG FAN COWL OPEN TO FOM
#3 ENG FAN COWL OPEN TO FOM
#4 ENG FAN COWL OPEN TO FOM
#1 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#2 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#3 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#4 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#1 ENG FUEL STRAINER REMOVED FOR INSP
#2 ENG FUEL STRAINER REMOVED FOR INSP

WC Event Narrative
#3 ENG FUEL STRAINER REMOVED FOR INSP
#4 ENG FUEL STRAINER REMOVED FOR INSP
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
1 EA WARNING TAG INSTALLED 1OF1 RT HYDRO PRESS S/W SEE THISJ CN WCE 001
120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
ENG'S 1,2,3,4 T-HANDLES PULLED ENG STARTER C/B'S P ULLED FIRE SPRSN C/B'S PULLED FIRE SHUTOFF PULLED
4 EACH WARNING TAGS INSTALLED ON #1 ENG STARTER C/ B,FIRE SPRN C/B,T-HANDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #2 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #3 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #4 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
2 EACH WARNING TAGS INSTALLED ON: ACFT BATT SWITCH AND EXTERNAL POWER RECEPTACLE
INSP ALL 4 ENG TRANS GEARBOXES FOR LEAKS,LOOSE OR MISSING HARDWARE IAW 1C-135-6 PG.S-A-031 STEP 22
ALL FOUR ENG STARTERS DUE OIL CHECK IAW 1C-135(K)R -2-4JG-6 TASK 6-29-1 PG 6-136
INSPECT ALL FOUR ENG CHIP DETECTORS 1AW IAW 1C-135-6 PG S-A-031 STEP 22 ITEM C
INSP DIFFERENTIAL OIL PRESSURE INDICATOR(DPI) FOR POPPED INDICATION. ON#1,2,4 IDG'S IAW 1C-135-6
INSP ALL 4 MAIN FUEL STRAINER FOR TOP-COAT C ONTAMINATION IAW 1C-135-6 PG 2-A-032 UTEN 30STEP A
ALL 4 ENG DUE IDLE RUN LEAK CHECK ON OIL AND FUEL SYSTEMS IAW 1C-135(K)R-2-4JG-5 TASK 5-12-1 PG.5-28
INLETS AND EXHAUSTS INSP DUE PRIOR TO ENG RUN
INLETS AND EXHAUSTS INSP DUE POST TO ENG RUN
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
ALASKA CONSTANTLY SCROLLING. DISK FREE SPACE QUERY FAILED ER RORS.
JTT LAN 49 ISSUE.
JTT LAN 49 ISSUE.
STAMPEDING SEROW QRC INSTALLED. SEE 781C
IFOC DUE ON IMP BOX CHANNEL 8
#2 W/T REQ R2 IPI REQ IAW 1C-135-2-7-1 PARA 6.13.2STEP 3, ST EP 3, 6.13.3 STEPS 1,5, 6 & 6.13.2.

WC Event Narrative
#2 WHL DUST CVR REM FOR W/T CHG IPI REQ IAW 1C-135-2-7-1 PAR A 9-13.4 STEP 6(OC/WC), STEP 27(RC/TC)
#2 WHL SPD TRN REM FOR W/T CHG IPI REQ IAW1C-135-2-1 PARA 6. 13.3 STEPS 9, 11 & PARA 9.12.2.
LT MLG AXLE ON JACKS
ANTI-SKID SYS REQUIRES OPS CHECK IAW 1C-135-2-7-1PARA 9-13 F OR OC/WC, PARA 9.14 FOR RC/RC.
STATIC BOOM STICK BROKEN REMOVED FOR REMANUFACTURE
A/R DOOR LIGHT PANELS REMOVED FOR T/S
A/R DOOR LIGHTS INOP
ARR SLIPWAY DOOR LIGHTS INOP
1 EA WARNING TAG INSTALLED. 1 OF 1 INSTALLED ON A/R MASTER R EFUEL SWITCH. NOTE: DO NOT OPERATE SWITCH.
A/R/R SLIPWAY DOOR LOCK INSTALLED TO FOM
28 DAY FMS UPDATE REQUIRED
IFOC DUE ON IMP BOX CH 7 SENSORS 8,9,10,11,12 PER AIRCREW -1 SEE JCN 142510082,142510083,142510084,142510085,142510089
TEAR IN SKIN OF LEADING EDGE ON RIGHT A/R SLIPWAY DOOR
THIS IS THE INSTALLATION WCE CREATED BY JCN 150610111001
REMOVED UPPER A/R MANIFOLD
LK CK DUE ON UPPER A/R MANIFOLD
RT SIDE OF SLIPWAY NEAR RECEPTICLE REQUIRES EVAL
A/C REQUIRED SUPPORT FOR LAUNCH
2 EA WARNING TAGS INSTALLED: 1OF2-RT HYD PUMP SWITCH 2OF2-SL IPWAY DOOR LIGHT C/B. DO NOT OPERATE.
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
2 EA WARNING TAGS INSTALLED NOTE OPEN FUEL LINE 1 OF 2 EXT P WR-DO NOT APPLY 2 OF 2 BATT PWR SWITCHES- DO NOT CYCLE
IPI DUE PRIOR TO INSTALLATION OF UPPER A/R MANIFOLD
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1

WC Event Narrative
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REDBALL: RT OVERWING HATCH EMER LIGHT MISSING MIRROR
ASE1 SPARE KEYBOARD BAD; KEYS LOCK UP
UHF 4 WOULD NOT LOAD CRYPTO
UHF 4 REQ OPS CHECK IAW ETM-RC135V/W-2 VOL 2 PG 56-31 PARA 5 6.1.4.3
A/C REQUIRED SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
VALIDATE THE CURRENT PN/SN INSTALLED ON A4848 AND UPDATE IMD S CONFIGURATION WUC 72XNO AS REQUIRED IAW AFO 21-101 CHAPT
LN-120 "SIRU ALERT" SYSTEM PROCESSOR FAIL ATTEMPTED AIRBORNE ALIGNMENT UNABLE TO REALIGN
A/C REQUIRED SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY

WC Event Narrative
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
6 WHL DUST CVR REM FOR W/T CHG IPI REQ IAW 1C-135-2-7-1 PA RA 9-13.4 STEP 6(OC/WC), STEP 27(RC/TC)
LH 35 DEG CONTROL VALVE INDICATOR INOP (VALVE ACTUATES CORRE CTLY)
LH KEEL BEAM BAY DOOR OPENED TO FOM
CENTER WING ACCESS DOOR OPENED TO FOM
6 W/T WORN OUT OF LMITS REQ R2 IPI REQ IAW 1C-135-2-7-1 P ARA 6.13.2STEP 3, STEP 3, 6.13.3 STEPS 1,5, 6 & 6.13.2.
6 WHL SPD TRN REM FOR W/T CHG IPI REQ IAW1C-135-2-1 PARA 6 .13.3 STEPS 9, 11 & PARA 9.12.2.
THIS IS THE INSTALLATION WCE CREATED BY JCN 150550026001
6 W&T ANTI-SKID SYS REQUIRES OPS CHECK IAW 1C-135-2-7-1PAR A 9-13 FOR OC/WC, PARA 9.14 FOR RC/RC.
LFT MLG AXLE ON JACKS
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 OPENED FOR LCS INSPECTION
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
L.H. PACK OVERPRESSURIZES WHEN TURNED ON. FLOW CONTROLLER SH OWS "UUUU" JUST AFTER 44 IN H2O AND LOUD RUSH OF AIR
RH KEEL BEAM BAY DOOR OPENED TO FOM
LH KEEL BEAM BAY DOOR OPENED TO FOM
CENTER WING ACCESS DOOR OPENED TO FOM
LH WATER SEPARATOR REMOVED TO FOM
LH TORQUE MOTOR REMOVED FOR REPLACEMENT
LH 35DEG TEMP SENSOR REMOVED FOR REPLACEMENT
LH 35DEG CONTROL VALVE REMOVED FOR TS
RH 35DEG CONTROL VALVE REMOVED FOR TS
BP6 WOULD NOT POWER ON
5 EA WARN TAGS INATLLED 1OF5 TOW BAR REC 2OF5 PLUMB BOB INDI CATION 3OF5 BLEED AIR RECPT 4OF5 THROTTLES 5OF5 FUEL CONTRC

WC Event Narrative
LEFT OVERWING HATCH PIVOT HOOK NEEDS TO BE ADJUSTED. WHILE I
KESTREL B DOES NOT RECOGNIZE A/D DEMOD CARD
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
1 KDU INOP
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OA FBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE F
REDBALL #4 GEN LOW RPM LIGHT ILLUMINATED
#4 ENG FAN COWL OPENED TO FOM.
PLP INTERMITTENTLY GIVES MORPH-B 100MHZ INPUT ERRORS WHEN SW ITCHING ANTENNA INPUTS.
FDP WILL NOT BOOT, WORKS FINE WITH BP2 IS CONFIGURED.
A/C REQUIRED SUPPORT FOR LAUNCH
PERFORM WASTE SYS SANITIZING FOR THE ACFT WASTE TA & LAV SVC CART IAW ETM-RC135V/W-2.
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
C/W 60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO
C/W 60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
LH FLOW CONTROLLER SHOWED "UUUU" LASTED LONGER THAN 30SECOND S. FELT AND HEARD RUSH OF AIR. ATTEMPTED TO ADD HEAT BUT
PILOT SEAT RAILS-- REQUEST LUBRICATION FOR SLIDING FORE + AF T
#3 ENG FUEL FLOW SENSOR/TRANSMITTER SEEMS TO BE LAGGING. FUE L GAUGE READING + FMS FUEL PAGE FLOW READING LAG BEHIND OT

WC Event Narrative
#1 ENGINE FAN COWL OPEN TO FOM
#2 ENGINE FAN COWL OPEN TO FOM
#3 ENGINE FAN COWL OPEN TO FOM
#4 ENGINE FAN COWL OPEN TO FOM
#1 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
#2 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
#3 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
#4 ENGINE CHIP DETECTORS (4 EACH) REMOVED FOR INSPECTION
LT OB FLAP UPPER OB SURFACE GOUGED AND REQUIRES SHEET METAL EVAL NEXT DOWNTIME
LT FLAP UPPER SURFACE SKIN HAS RUB SPOTS AND REQUIRES SHEETM ETAL REPAIR NEXT DOWNTIME
A/C REQD SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
60HR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6 PAGE 2-A-30A PARA 22
60HR INSP IN PROGRESS:#1,2,3,&4 C/B'S PULLED. NOTE STARTER SERVICING BEING PERFORMED.DONT RESET START
INSP ALL 4 ENG TRANS GEARBOES FOR LEAKS,LOOSE OR MISSING HARDWARE IAW 1C-135-6 PGS-A-031 STEP22 B
ALL FOUR ENGINES STARTERS DUE OIL CHECK IAW 1C-135(K)R-2-4JG-6 TASK 6-28-1 PARA 6-127
INSP ALL 4 ENGINE CHIP DETECTORS 1AW IAW 1C-135-6 PG S-A-031 STEP 22 ITEM C
INSPECT OIL LEVELS ON #1,2,4 ENGINE IDG'S IAW 1C-135-6 PG 2 S-A-032A ITEM 3 STEP B
ALL FOUR ENGINES DUE IDLE RUN & LEAK CHECK ON OIL SYSTEM IAW 1C-135(K)R-2-4JG-5 TASK 5-12-1 PG 5-28
INLES & EXHAUST INSPEC DUE PRIOR ENGINE FUNCTION IAW 1C-135(K)R-2-4JG-2 TASK 2-14-1 PAGE 2-36
INLES & EXHAUST INSPEC DUE POST ENGINE FUNCTION IAW 1C-135(K)R-2-4JG-2 TASK 2-15-8 PAGE 2-154
INSP DIFFERENTIAL OIL PRESSURE INDICATOR(DPI) FOR POPPED INDICATION. ON#1,2,4 IDG'S IAW 1C-135-6
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
C/W MODE IV/MODE C CHECK IAW ACCI 21-101 SEC 22F
C/W 12 MTH HOT GAS PURGE OF LOX CONVERTERS IAW1C-135-2-3-2 P ARA 10.2.5.1
SERVICE LOX AFTER HOT GAS PURGE

WC Event Narrative
PERFORM PITOT-STATIC SYSTEM & ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5.
PERFORM ADC CHECKOUT PER ETM-RC135-2-11, CHAPTER 5
PILOT'S PITOT TUBE TAPED TO FOM. SEE WCE 1
COPILOT'S PITOT TUBE TAPED TO FOM. SEE WCE 1
PILOT'S STATIC BOOM TAPED TO FOM. SEE WCE 1
COPILOT'S STATIC BOOM TAPED TO FOM. SEE WCE 1
TTU-205 CONNECTED TO A/C TO FOM. SEE WCE 1
C/W 12M SINCE LAST PE PERFORM HOURLY(F108)(EXCLUDING TC-135 SERIES) SEE JCN 150400039 FOR COMPLETION
3EA LOX CONVERTERS DRAINED FOR HOT GAS PURGE SEE JCN 1504300 25 WCE 001
AT QD CHUCK ASSY 1/4" OF WIRE EXPOSED
TENSION READS LOW (59 LBS) ON 14379 SETTING (HOWEVER, IT REA
QD ONLY HAS 2 THREADS SHOWING IN CENTER BODY
HYD TEST STAND HT05 CONNECTED TO #1 & #4 ENGINES
CHUCK ASSEMBLY AT QD, THE SLEEVE NEEDS REPLACED AND GLUED ON WITH XL8 (WORN IN 2 SPOTS
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 PANEL OPENED FOR LCS INSPECTION
LT MLG FWD DOOR SEALS TORN IN MULTIPLE PLACES (M)
RT AFT MLG FWD DOOR SEALS TORN IN MULTIPLE PLACES (M)
LEFT AND RIGHT ACM REQUIRES SERVICING
LEFT KEEL BEAM BAY DOORS OPEN TO FOM
RIGHT KEEL BEAM BAY DOOR OPEN TO FOM
LT AND RT ACM REQUIRE DRAIN AND SERVICED
LT OB FLAP UPPER OB SURFACE GOUGED. REQUIRES SHEET METAL EVA L
LT FLAP UPPER SURFACE SKIN HAS RUB SPOTS, POSSIBLE CORROSION . REQUIRES SHEET METAL EVAL
#4 ENGINE FUEL PUMP QUAD BOLT RETAINER MISSING. NO FOD
#4 ENG COWLING OPENED TO FOM
DENT IN CENTERWING CAVITY DRAIN LINE BY RT WHEEL AFT DOOR PA DDLE.
LT OB AIL TAB MIDDLE HINGE PIN NOT IN SEGMENT
HF LONGWIRE TENSION QUESTIONABLE, WIRE 14379 INSTALLED ON JE T READS 59LBS WITH TENSIOMETER SETTING AT 14379 AND READS 7
INSPECTION INPROGRESS IN & AROUND MAIN & LEADING EDGE FLAPS DO NOT OPERATE
LT WING O/B LEADING EDGE FLAP REMOVED FOR #1 ENG FAN DUCT OPENING
RT WING O/B LEADING EDGE FLAP REMOVED FOR #4 ENG FAN DUCT OPENING

WC Event Narrative
REMOVE,CLEAN & INSPECT LT HYD BLEED ORIFICE
LT HYD BLEED ORIFICE REQUIRES LEAK CHECK
REMOVE,CLEAN & INSPECT RT HYD BLEED ORIFICE
RT HYD BLEED ORIFICE REQUIRES LEAK CHECK
REMOVE,CLEAN,REPLACE LT HYD RETURN FILTER
LT HYD RETURN FILTER REQUIRES LEAK CHECK
REMOVE,CLEAN,REPLACE RT HYD RETURN FILTER
RT HYD RETURN FILTER REQUIRES LEAK CHECK
ALL FOUR ENGINE REQUIRES TCTO 566 FUEL PUMP REPLACEMENT 2 WA RNING TAGS INSTALLED 1.EXT PWR RECPT 2.ACFT BATT SW. NOTE: D
LT WING OTBD LEADING EDGE FLAP REQUIRES REMOVAL DUE TO #1 ENG INBD FAN DUCT BEING OPEN FOR TCTO
RT WING OTBD LEADING EDGE FLAP REQUIRES REMOVAL DUE TO #4 ENG INBD FAN DUCT BEING OPEN FOR TCTO
ALL FOUR ENG T-HANDLES PULLED FOR ENGINE MAINT DO NOT PUSH IN
#1 FUEL PUMP REQUIRES REPLACEMENT FOR TCTO IPI REQURED DURING INSTALLATION IAW 2J-F108-2-1
#1 VSV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG 502 PARA C
#1 VBV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501,FIG505 PARA C
#1 PERFORM PLA GAIN CHECK IAW 1C-135-2-4-1-1 PG6-74 PARA 6.28.2
#1 ENG REQUIRES WET MOTOR DUE TO FUEL PUMP CHG IAW 1C-135-2-4-1-1 PG 3-205 PARA 3.13
#1 ENG PERFORM IDLE LEAK CHECKS IAW 1C-135-2-4-1-1 PG3-300 PARA 3-14.2
#2 FUEL PUMP REQUIRES REPLACEMENT FOR TCTO. IPI REQUIRED DURING INSTALLATION IAW 2J-F108-2-1
#2 VSV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG202 PARA C
#2 VBV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG 505 PARA C
#2 ENG PERFORM PLA GAIN CHECK IAW 1C-135-2-4-1-1 P6-74 PARA6.28.2
#2 ENG REQUIRES WET MOTOR DUE TO FUEL PUMP CHG IAW 1C-135-2-4-1-1 PG 3-205 PARA3.13
#2 ENG PERFORM IDLE LEAK CHECKS IAW 1C-135-2-4-1-1 PG3-300 PARA3-14.2
#3 FUEL PUMP REQUIRES REPLACEMENT FOR TCTO. IPI REQUIRED DURING INSTALLATION IAW 2J-F108-2-1
#3 VSV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG 502 PARA C
#3 VBV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG 505 PARA C
#3 ENG PERFORM PLA GAIN CHECK IAW 1C-135-2-4-1-1 PG6-74 PARA6.28.2
#3 ENG REQUIRES WET MOTOR DUE TO FUEL PUMP CHG IAW 1C-135-2-4-1-1 PG3-205 PARA3.13
#3 ENG PERFORM IDLE LEAK CHECKS IAW 1C-135-2-4-1-1 PG3-300 PARA3-14.2
#4 FUEL PUMP REQUIRES REPLACEMENT FOR TCTO. IPI REQUIRED DURING INSTALLATION IAW 2J-F108-2-1
#4 VSV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG 502 PARA C

WC Event Narrative
#4 VBV STATIC RIG CHECK REQUIRED IAW 2J-F108-2-1 WP73-21-10-501 FIG 505 PARA C
#4 ENG PERFORM PLA GAIN CHECK IAW 1C-135-2-4-1-1 PG6-74 PARA6.28.2
#4 ENG REQUIRES WET MOTOR DUE TO FUEL PUMP CHG IAW 1C-135-2-4-1-1 PG3-205 PARA3.13
#4 ENG PERFORM IDLE LEAK CHECKS IAW 1C-135-2-4-1-1 PG3-300 PARA 3.14.2
#3 MEC VBV CABLE BRACKET BENT, MEC REQUIRES REPLACEMENT.
#3 ENG THROTTLE QUADRANT DISC'D FROM MEC
TEMS OF FDR REQUIRES DOWN LOAD DUE TO FUEL PUMP CHANGE AND TRIM RUNS
12 M SINCE LAST PE PERFORM 900 HOURLY INSP DUE IAW T.O 1C-13 5-6
PANEL SHEET IN USE FOR 900 HOUR INSPECTION IAW 00-20-1 PG5-7PARA5.7.3.16.3.3.1
3EA WARNTAGS 1OF3 I/B CUTOUT SW,2OF3 O/B CUTOUT SW,3OF3 SPOILER HANDLE,NOTE DO NOT RESET /MOVE
8 EA SPOILER LOCKS INSTALLED FOR INSPECTION
1EA WARN TAG 1OF1 INSTALLED ON FLAP HANDLE. NOTE: DO NOT OPERATE FLAPS. 900 HR INSP INPROGRESS
8 EA LEADING EDGE FLAP LOCKS INSTALLED FOR 900 HOUR INSPECTION
2EA WARN TAGS 1OF2 STAB TRIM CUTOUT SW;2OF2 FCS PER SWITCH, NOTE DO NOT OPERATE
STAB TRIM LOCK INSTALLED. 3EA C/B SAFETY LOCKS INSTALLED
ANTENNA COVERS INSTALLED FOR 900 HR INSP
3EA WARNTAGS 1OF1LTHYD DP SW,2OF3 RTHYD DPSW;3OF3 BLEEDAIR DOOR. NOTE:DON'T MOVE SWITCHES/APPLY AIR
2 EA WARNING TAGS 1 OF 2 PILOTS YOKE STAB TRIM SWITCH; 2 OF2 CO-PILOT YOKE STAB TRIM SWITCH. NOTE: DO NOT OPERATE.
LT HYDRAULIC RESERVOIR DRAINED FOR RETURN FILTER MAINTENANCE
RT HYDRAULIC RESERVOIR DRAINED FOR RETURN FILTER MAINTENANCE
CIRCUIT BREAKER SAFTEY LOCKS INSTALLED 1EA-1,2,3, 4 FIRE SUPPRESSION C/B'S
CIRCUIT BREAKER SAFETY LOCKS INSTALLED 1EA-1,2,3, 4 FIRE SHUTOFF ENG C/B'S
4EA WARNTAGS #1T-HANDLE,#2THANDLE,#3THANDLE,#4THAN DLE, NOTE DO NOT PUSH IN ENG MAINT INPROGRESS
1 ENG PERFORM THROTTLE RIG CHECK IAW 1C-135-2-4 -1-1 PG 6-78 PARA 6.31
#1 ENGINE TRIM TOOL INSTALLED
#1 ENGINE REQUIRES TRIM RUN IAW 1C-135- 2-4-1-1 PG 3-246 PARA 3.17
#2 ENG PERFORM THROTTLE RIG CHECK IAW 1C-135-2-4-1 -1 PG 6-78 PARA 6.31
#2 ENG TRIM TOOL INSTALLED
#2 ENG REQUIRES TRIM RUN IAW 1C-135-2-4-1-1 PG 3-246 PARA3.17
#3 ENG PERFORM THROTTLE RIG CHECK IAW 1C-135-2-4- -1 PG 6-78 PARA6.31
#3 ENGINE TRIM TOOL INSTALLED
#3 ENGINE REQUIRES TRIM RUN IAW 1C-135-2-4-1-1 PG 3-246 PARA 3.17

WC Event Narrative
#4 ENG PERFORM THROTTLE RIG CHECK IAW 1C-135-2-4- -1 PG 6-78 PARA 6.31
#4 ENG TRIM TOOL INSTALLED
#4 ENG REQUIRES TRIM RUN 1C-135-2-4-1-1 PG 3-246 PARA 3.17
PRE INLET AND EXHAUST INSPECTION PRIOR TO ENG RUN FOR FUEL PUMP TCTO 566 ALL 4 ENGINES
POST INLET AND EXHAUST INSPECTION PRIOR TO ENG RUN FOR FUEL PUMP TCTO ALL 4 ENGINES
AISLE MAINT COMM CORD REQUIRES REPAIR.
COMPLY WITH ACFT RECORDS CHECK IAW ACCI 21-101, OA FBS1
28 DAY FMS UPDATE REQUIRED
TAWS ALERT @5000 FEET IN THE CLIMB, STAYED ON THROUGH 11,000 UNTIL TURNED OFF. CB PULLED AND RADIO ALTIMETER TURNED OFF.
28 DAY TAWS UPDATE REQUIRED
REDBALL #4 LOW OIL PRESSURE LIGHT ILLUMINATED
#4 ENG COWLING OPEN TO FOM
#4 ENG DUE LEAK AND OPS CHECK
UHF 4 HAS VSWR ERRORS IN LINE-OF-SIGHT AND SITCOM
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
IRS1 GPS NO SIGNAL. RED W/ "--"
EIN BUS A FAIL ON LN-120.
2 EA FIRST AID KITS FORWARD OF GALLEY OVER DUE INSPECTION/ R EQUIRE REPLACEMENT
LEFT WING LANDING LIGHT PANEL RMVD TO RESET TAXI CIRCUIT BRE AKER
NAV CLOCK INOP.
TAWS WARNING WENT OFF AT 5000FT AND AGAIN AT FL320 WHEN TEST ED. WOULD NOT STOP UNTIL WE TURNED IT TO OVERIDE.
DMCS #2 VHF TUNERS FAIL, MULTIPLE P/C AND RESETS NO GOOD.
E9 FAIL RFD BITE TEST
POS 23 KEYBOARD HAS INTERMITTENT CONNECTIVITY.
CV131 DOWNCONVERTER COMES UP DOWN.

WC Event Narrative
EIN BUS A FAIL ON LN-120. SEE THIS JCN WCE 001 FOR ORIGINALW RITE UP
NDU BUS A FOR LN-120 REQ. OPS CHECK IAW ETM-RC135V/W-2 VOL 2 PARA 40.1.4
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 PANEL OPENED FOR LCS INSPECTION
MAIN ACFT BATT DEAD REQ R2
THIS IS THE INSTALLATION WCE CREATED BY JCN 150330076001
12 HOUR CURE CHK NEEDED ON GPS 1 ANTENNA. APPLIED AT 2130
6 HR CURE CHECK NEEDED ON GPS 1 ANTENNA @ 1600. SEE THIS JCN WCE 001.
SCREW STRIPPED ON FMS GPS 1 ANTENNA
UHF 4 SHOWS VSWR FAULT WHEN TX
CE 4 FAILED TO CONNECT ESP GUI INTERFACE WHEN TRANSFERING PA
SUPPORT REQUIRED FOR A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
FWD BODY AFT PUMP LEAKING REQUIRES HYDRO EVAL
FWD FWD AR PUMP ACCESS PANEL AND FWD AFT AR PUMP ACCESS PANE L REMOVED TO FOM
UNABLE TO RESET SSD EDAS WITH SYSTEM STATUS
E6 FAIL MULT RFD BORESIGHT TEST

WC Event Narrative
SUPPORT REQUIRED FOR A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
I'S AND E'S INSP REQUIRED PRIOR TO ENGINE RUN
I'S AND E'S INSP REQUIRED AFTER ENGINE RUN
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
GPS 1 NO NAV ALL FLIGHT. NO SATS OR INTEG. FMS 1 COULD NOTBE USED FOR ANY GPS BASED NAVIGATION
FMS 1 REQUIRES OUT OF DOCK CHK
FWD BDY FWD A/R PUMP PRESS LINE LEAKING
FWD BDY FWD A/R PUMP PANEL REMOVED TO FOM
LEAK AND OPS CHECK DUE ON FORWARDS BODY FORWARD AR PUMP
FORWARD BODY FUEL CELL ACCESS PANEL REMOVED FOR FOM
#2 ENGINE FAN COWL OPENED TO FOM
HYDRAULIC TEST STAND HT08 CONNECTED TO #2 ENGINE.
1 OF 1 WARNING TAG INSTALLED. 1 OF 1 LEFT HYDRAULIC PRESSURE SWITCH.
CANNOT CONFIGURE FOR SHAWNA WITH ANY CE
SUPPORT REQUIRED FOR A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
INLET & EXHAUST INSP DUE PRIOR TO ENG RUN
INLET & EXHUAST INSP DUE POST ENG RUN
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001

WC Event Narrative
RH S-DUCT REMOVED FOR INSPECTION
A/C T-DUCT REMOVED FOR INSPECTION
CENTER WING ACCESS PANEL REMOVED TO FOM
120 DAY AN/ASN-121 BATTERY CAP CHECK & INSP IAW 1C-135-6
COMPLY WITH 60 DAY HPO CARD IAW ETM-RC135-6WC-1 CARD 7-001
5EA WARN TAGS INSRTALLED 1OF5 EXT AIR RECPT 2OF5 ENG THROTTL ES 3OF5 TOW RECPT 4OF5 PLUMB BOB INDICATION 5OF5 REFUEL PNL
COMPLY WITH 60 DAY HPO CARDS IAW 1C-135-6WC-1
COMPLY WITH 60 DAY HPO CARD IAW ETM-RC135-6WC-1 CARD 6-001
55ISS COMPLY WITH 60 DAY HPO IAW ETM-RC135-6WC-1 CARD 4-001, 5-001
AN/ASN-121 BATTERY REQUIRES REPLACEMENT SEE JCN 150270007 FO R ORIGINAL DISCREPANCY.
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 PANEL OPENED FOR LCS INSPECTION
RT KEEL BEAM BAY DOOR LOWERED FOR HPO (CLOSE IAW 1C-135-2-2, PG 3-181, PARA 3-145, STEP 5)
LT KEEL BEAM BAY DOOR LOWERED FOR HPO (CLOSE IAW 1C-135-2-2, PG 3-181, PARA 3-145, STEP 5)
FRONT URINAL EXTREMELY SLOW TO DRAIN
10EA COVE LIP DOORS LOWERED FOR HPO, (RAISE) IAW 1C-135-2-8, PG 5-220, PARA 5-159, STEP 11
STAB TRIM ACCESS PANEL REMOVED(INSTALL IAW 2-8,PG 6-7,PARA 6-21 STEP5)1EA WARNING TAGS INSTALLED
#4 ENG FAN COWL OPEN FOR HPO(CLOSE IAW 1C-135-2-2, PG 5-16H, PARA, STEP 5)
#3 ENG FAN COWL OPEN FOR HPO(CLOSE IAW 1C-135-2-2, PG 5-16H, PARA, STEP 5)
#2 ENG FAN COWL OPEN FOR HPO(CLOSE IAW 1C-135-2-2, PG 5-16H, PARA, STEP 5)
#1 ENG FAN COWL OPEN FOR HPO(CLOSE IAW 1C-135-2-2, PG 5-16H, PARA, STEP 5)
#1 ENG DUCT COWL OPEN FOR HPO (CLOSE IAW 1C-135-2 -2 PG 5-16H, PARA 5-28G)
#2 ENG DUCT COWL OPEN FOR HPO (CLOSE IAW 1C-135-2 -2 PG 5-16H, PARA 5-28G)
#3 ENG DUCT COWL OPEN FOR HPO (CLOSE IAW 1C-135-2 -2 PG 5-16H, PARA 5-28G)
#4 ENG DUCT COWL OPEN FOR HPO (CLOSE IAW 1C-135-2 -2 PG 5-16H, PARA 5-28G)
JFS TURBINE OIL DRAINED 1EA WARNING TAGS INSTALLED 1OF1 JFS STARTER C/B NOTE: DO NOT RESET
DMCA# 2B FAILS RFD BORESIGHT ALL CHANNELS
DMCA2 ISSUES DMCA2 10 GIGE NOT RESPONDING TO PING CHECK CABL E
NO TX OR RX UHF #4
SUPPORT REQUIRED FOR A/C LAUNCH
C/W CARD 4-012IAW 1C-135-6WC-1
RT ACM DRAINED FOR HPO IAW 1C-135-6WC-1 CARD 4-012

WC Event Narrative
LT ACM DRAINED FOR HPO IAW 1C-135-6WC-1 CARD 4-012
C/W 1C-135-6WC-1 CARD 4-006 ITEM 1 AND 2
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
8 EA SPOILER LOCKS INSTALLED FOR HPO. 3 EA WARNING TAGS INSTALLED.SEE PG BLK NOTE: DO NOT OPERATE
8EA L/E FLAP LOCKS INSTALLED 1EA WARNING TAG INSTALLED 1OF1 FLAP HANDLE NOTE: DO NOT OPERATE
6EA WARN TAGS INST 1/6 SPOIL CONT HNDL2/6IB SPOIL CO3/6OB SPOIL CO4/6STAB TRIM CO5/6FLAP HNDL6/6A/R
(83FL) C/W 1C-135-6WC-1 CARDS 4-002 THRU4-011, 4-015,4-016 ITEMS 1 THRU 5,4-020 THRU 4-22
(83FL) C/W IPI INSP IAW LPS MXG-1C-135-6WC-1-OFC1 CARD 4-022 ITEM 1
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
(83GC)C/W INSP 1C-135-6WC-1 CARD 4-016 ITEM 8
A/R DOOR LOCK INSTALLED 1EA WARNING TAG INSTALLED
(83HY)COMPLY WITH 1C-135-6WC-1 CARD 4-019 ITEMS 2 THRU 4
ALL FOUR ENG FIRE SUPPRESSION C/B S PULLED FOR HPO HPO 4 EA WARNING TAGS INSTALLED NOTE: DO NOT RESET
ALL FOUR ENG T-HANDLES PULLED 4EA WARNING TAGS INSTALLED NOTE: DO NOT RESET
ALL FOUR ENG FIRE SHUTOFF C/B S PULLED FOR HPO HPO 4EA WARNING TAGS INSTALLED NOTE: DO NOT RESET
SHOP NARRATIVE: (83JE)C/W 1C-135-6WC-1 CARD 4-016 ITEM 7
ALL FOUR ENGINES DUE AUDIBLE IGNITION CHK FOR HPO
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
EXT RECON POWER DOES NOT WORK IN EXTERNAL BUT DOES IN APPLIE D
REDBALL FMS NO RAIM
POSN 1 KEYBOARD SHIFT KEY INOP
DMCA 1B FAILS RFD BORESIGHT (TEMP CABLE INSTALLED FROM ESW11 6 TO EAP132)
DMCA 1B FAILS RFD BORESIGHT (TEMP CABLE INSTALLED FROM ESW11 6 TO EAP132)
DMCA 1B FAILS RFD BORESIGHT (TEMP CABLE INSTALLED FROM ESW11 6 TO EAP132)
CAN 105 FAILS]RFA
PERFORM WASTE SYS SANITIZING FOR THE ACFT WASTE TA & LAV SVC CART IAW ETM-RC135V/W-2.
REMOVE HALON 1211 FIRE EXTING FOR COMPLETE MAINT

WC Event Narrative
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPERINSTALL/CONDITION IAW LPS-55MXG-1C-135-6OFC1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPERINSTALL/CONDITION IAW LPS-55MXG-1C-135-6OFC1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPERINSTALL/CONDITION IAW LPS-55MXG-1C-135-6OFC1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
REMOVE AND INSPECT MAIN ENGINE FUEL FILTER FOR TOPCOAT CONTAMINATION IAW LPS-55MXG-1C-135-6-OFC1
WITH FILTERS REMOVED INSP ALL HELICOIL INSERTS FOR PROPERINSTALL/CONDITION IAW LPS-55MXG-1C-135-6OFC1
CHECK STARTER SYSTEM OIL LEVEL IAW T.O. 1C-135(K)R-2-4JG-6
VISUALLY INSP, WITHOUT REMOVAL, TRANSFER GEAR BOX, CLEVIS MOUNT BRACKET IAW T.O. 2J-F108-2-1
VISUALLY INSP ENGINE OIL CHIP DETECTORS FOR WEAR INDICATIONS. IAW T.O. 2J-F108-2-1
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
#1 ENG FAN COWL OPEN TO FOM
#2 ENG FAN COWL OPEN TO FOM
#3 ENG FAN COWL OPEN TO FOM
#4 ENG FAN COWL OPEN TO FOM

WC Event Narrative
#1 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#2 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#3 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#4 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#1 ENG FUEL STRAINER REMOVED FOR INSP
#2 ENG FUEL STRAINER REMOVED FOR INSP
#3 ENG FUEL STRAINER REMOVED FOR INSP
#4 ENG FUEL STRAINER REMOVED FOR INSP
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
INLETS AND EXHAUSTS INSP DUE PRIOR TO ENG RUN
INLETS AND EXHAUSTS INSP DUE POST TO ENG RUN
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
ENG'S 1,2,3,4 T-HANDLES PULLED ENG STARTER C/B'S P ULLED FIRE SPRSN C/B'S PULLED FIRE SHUTOFF PULLED
4 EACH WARNING TAGS INSTALLED ON #1 ENG STARTER C/ B,FIRE SPRN C/B,T-HANDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #2 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #3 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #4 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
2 EACH WARNING TAGS INSTALLED ON: ACFT BATT SWITCH
INSP ALL 4 ENG TRANS GEARBOXES FOR LEAKS,LOOSE OR MISSING HARDWARE IAW 1C-135-6 PG.S-A-031 STEP 22
ALL FOUR ENG STARTERS DUE OIL CHECK IAW 1C-135(K)R -2-4JG-6 TASK 6-29-1 PG 6-136
INSPECT ALL FOUR ENG CHIP DETECTORS 1AW IAW 1C-135-6 PG S-A-031 STEP 22 ITEM C
INSP DIFFERENTIAL OIL PRESSURE INDICATOR(DPI) FOR POPPED INDICATION. ON#1,2,4 IDG'S IAW 1C-135-6
INSP ALL 4 MAIN FUEL STRAINER FOR TOP-COAT C ONTAMINATION IAW 1C-135-6 PG 2-A-032 UTEN 30STEP A
ALL 4 ENG DUE IDLE RUN LEAK CHECK ON OIL AND FUEL SYSTEMS IAW 1C-135(K)R-2-4JG-5 TASK 5-12-1 PG.5-28
C/W 60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION

WC Event Narrative
C/W 60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
LEFT AR RECEPTACLE LIGHT BURNED OUT
REDBALL NOSE WHEEL WELL INSP LIGHT INOP
DSS CE#7 SHOWS OFFLINE FOR WB
DSS DISPLAYS "SHAWNA DIGRX VERSION 01.001.037 IS NOT COMPATI BLE. SEE DSS.COMPATIBILITYXML" WHEN ATTEMPTING TO USE SHAWN
XMP NO.1 WILL NOT PROCESS SIGNALS OF INTEREST WHILE TV IS RU NNING
XMP NO.2 WILL NOT PROCESS SIGNALS OF INTEREST WHILE TV IS RU NNING
A/R DOORS LOCK INSTALLED FOR LIGHTBULB R2 SEE THIS JCN WCE 0 01
GPS INTEG WARNING ON FMS 1-GPS 1 FOR THE MAJORITY OF THE FLI GHT. CAUSES RAIM ISSUES FOR GPS APPROACHES. SATELLITES WERE E
'OVHD PANEL LIGHTS' LIGHT STAYED ON THE ENTIRE FLIGHT WITH N O ASSOCIATED OVHD PANEL FAULT. COULD NOT PRESS TO RE-SET.
AUX HEAT PANEL READS 8 DEGREES WHEN VALVE IS IN THE FULL COL D POSITION
OPS CHK DUE ON 'OVERHEAD PANEL LIGHTS' LIGHT
CORPUS SHOWS RF PHASE BORESIGHT ERRORS
EAN 105 AL WOULD NOT GO GREEN IN HCP.
EAN 105 BR WOULD NOT GO GREEN IN HCP
RACAL WOULD NOT ALLOW SIGNAL ROUTING IN MAINT. SWITCHING PAN
STAMPEDING SEROW QRC INSTALLED
TEAPARTY QRC INSTALLED
A/C REQUIRES SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL ZERO ACCESS PNL REMOVED FOR INSPECTION
PRE INLETS AND EXHAUST INSP REQ PRIOR TO ENG FUNTION
POST INLETS AND EXHAUST INSP REQ AFTER ENG FUNCTION

WC Event Narrative
FWD GAP WAVEGUIDE REMOVED TO F.O.M. SEE JCN 150140118 FOR OR IGINAL DISCREPANCY
NAV RADAR WILL NOT DISPLAY CURRENT RADAR PICTURE WHILE IN SR CH/BCN/WARN. RADAR INOPERABLE. SCAN KNOB NEEDS TO BE TIGHT
NOSE RADOME REMOVED TO F.O.M. SEE THIS JCN WCE 001 FOR ORIGI NAL DISCREPANCY
RADAR OPS CHECK REQ IAW ETM-RC135-2-11 PG 2-40A PARA 2.4.2A SEE THIS JCN WCE 001 FOR ORIGINAL DISCREPANCY
INS-1 GPS ANTENNA CONNECTOR PIN IS WEARING BADLY AND NEEDS R EPLACEMENT. HINDERS FUNCTION OF GPS ON INS-1.
GPS APPROACH ON PILOT'S PFD DROPPED DURING FINAL APPROACH (S WITCHED TO COPILOT'S SIG GEN)
COPILOT FLOOD LIGHT INOP
LOW RPM LIGHTS ON IDG'S CONTINUOUSLY FLICKERED AFTER ENGINE START.
OVERHEAD ANN CONTROL UNIT REQ'S R2
OPS CHECK DUE ON OVERHEAD ANN CONT UNIT IAW 1C-135-2-10-1
#1 ENGINE COWLING OPENED UP FOR FOM IAW 1C-135-2-10-1 SEE T HIS JCN 150140124001
#2 ENGINE COWLING OPENED UP FOR FOM IAW 1C-135-2-10-1 SEE T HIS JCN 150140124001
#4 ENGINE COWLING OPENED UP FOR FOM IAW 1C-135-2-10-1 SEE T HIS JCN 150140124 WCE 001
#1 IDG DISCONNECT FOR OPS CHECK SEE THIS JCN 150140124001
#2 IDG DISCONNECT FOR OPS CHECK SEE THIS JCN 150140124001
#4 IDG REQ'S SERVICING IAW 1C-135-2-10-1 SEE THIS JCN 150140 124001
#4 IDG OVERHEAT LIGHT BULB BURNT OUT
#4 IDG DISCONNECT FOR OPS CHK SEE THIS JCN 150140124001
MULTIPLE C/B'S POPPED INFLIGHT: #2 FWD BOOST PUMP PHASE B,C #3 AFT BOOST PUMP PHASE B,C RH OVERRIDE PUMP B,C PHASE A DIS T
SEVERAL SYSTEMS INOP W/ C/B POPS: SYD INOP (REENGAGING CAUSE D A/P TO UNCOUPLE), Q-INLET POWER OFF, COPILOT WINDOW HEAT
ASSYMETRIC THRUST AND Q-INLET POWER LIGHTS FLICKER DURING ST AB TRIM ACTUATION
CABIN PRESSURE TEST GAUGE CONNECTED TO AICRAFT IN NOSE WHEEL WELL
CABIN PRESSURE ALTIMETER UNMOUNTED FOR CABIN PRESSURIZATION OPS CHECK
EXCESSIVE WHISTLING SOUND FROM FLIGHT DECK WHEN THROTTLES BR OUGHT BACK TO IDLE
FORWARD BODY FUEL TANK BLANKING OUT
REDBALL FWD BODY TANK BLANKS OUT
#10 AND #11 SPOILER SWIVEL LEAKING REQS RESEAL
#6 AND #7 COVE LIP DOORS LOWERED TO FOM
#1 ENG COWLING OPEN TO FOM
#2 ENG COWLING OPEN TO FOM
#4 ENG COWLING OPEN TO FOM
ES822 #5 WILL NOT RESET TO HCP

WC Event Narrative
KESTREL A WILL NOT BOOT
DSS CE #9 SHOWS OFFFLINE FOR WIDEBAND
SUPPORT REQD FOR A/C LAUNCH
1 EACH PLUG INSTALLED IN BACK OF PRESSURE ALTIMETER 1 EACH W ARNING TAG INSTALLED 1OF1 CABIN PRESSURE ALTIMETER NOTE: PLU
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
2 EA WARNING TAGS INSTALLED TO FOM 1 OF 2 ON RT AUX PUMP S/W 2 OF 2 ON LT AUX PUMP S/W MAINTENANCE IN PROGRESS NOTE: DON
SPOILER LOCK INSTALLED ON #6 SPOILER TO FOM
I'S & E'S DUE BEFORE ENGINE OPERATION.
I'S & E'S DUE POST ENGINE OPERATION
I'S & E'S DUE BEFORE ENGINE OPERATION.
I'S & E'S DUE POST ENGINE OPERATION
I'S AND E'S INSP REQUIRED PRIOR TO ENGINE RUN
I'S AND E'S INSP REQUIRED AFTER ENGINE
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
DMCA 5 HAS STRIPPED SCREW AT 5 O-CLOCK POSITION
DMCA 5 HAS STRIPPED SCREW AT 11 O-CLOCK POSITION
INSPECT MODEL3050 HOUSING POWER CABLE
GPS 1 WOULD NOT ACQUIRE. FMS DISPLAY WOULD DISPLACE RED. IRS RATE >1.45
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 PANEL OPENED FOR LCS INSPECTION
LEFT ACM PACK OVERPRESSURIZES WHEN GROUND MAINTENANCE CAME U P TO CHECK OUT GRAVEL NOISE
CENTER WING ACCESS PANEL OPENED TO FOM IAW 1C-135-2-3-2 (TEM P INSTALLED) SEE WCE 001
LH FLOW CONT. REQ R2 (TEMP INSTALLED)
LH "S" DUCT REMOVED TO FOM (TEMP INSTALLED
"T" DUCT REMOVED TO FOM
LEFT ACM PACK HAS GRAVEL SOUND. NOTICED ON 1ST TOUCH AND GOA ND GOT WORSE ON 2ND T&G. THE PACK WAS SHUTDOWN IMMEDIAT

WC Event Narrative
LH WATER SEPARATOR SOCK REQ REPLACEMENT IPI REQUIRED IAW 1C- 135-2-3-2 PG 12-37 PARA 12.3.16 STEPS 2-3 SEE WCE 001
2 EA C/B COLLARS INSTALLED 1OF 2 LH A/C SHUTOFF VALVE C/B 2O F 2 AIR COND MONITOR C/B NOTE: DO NOT RESET!! SEE WCE 001 AN D (
LH WATER SEPARATOR REMOVED TO FOM IAW 1C-135-2-3-2 SEE WCE 0 01 AND 002
LH KEEL BEAM BAY LOWERED TO FOM IAW 1C-135-2-3-2 SEE WCE 002 AND 004
LEAK AND OPS CHK DUE ON LH PACK IAW 1C-135-2-3-2 PG 13-13 PA RA 13.3 SEE WCE 001 AND 002
GROUND AIR EJECTOR VALVE REQ'S R2 SEE THIS JCN WCE 006 (CORR ECTIVE ACTION)
LEAK AND OPS CHK DUE ON LH PACK
LEFT ACM PACK SHOWS "LLLL" WHILE PACK IS TURNED OFF (NOTE: D O NOT OPERATE LH PACK!)
LH PACK PRESSURE TRANSDUCER REQS R2
LH PACK PRESSURE REGULATOR REQS R2
CENTER WING ACCESS PANEL LOWERED TO FOM SEE THIS JCN WCE 001
LH S-DUCT REMOVED TO FOM SEE THIS JCN WCE 001
GROUND COOLING T-DUCT REMOVED TO FOM SEE THIS JCN WCE 001
LH PRESSURE REGULATOR REQ R2 SEE THIS JCN WCE 001
LEAK CHECK DUE ON LH S-DUCT SEE THIS JCN WCE 005
OPS CHECK DUE ON LH PRESSURE REGULATOR SEE THIS JCN WCE 007
AEP WILL NOT LOAD RCS
HOOKDET CHANNELS 1+2 NOT RECIEVING FROM IF SWITCH
HOOKDET CHANNELS 1+2 NOT RECIEVING FROM IF SWITCH
DMCA 4 RXR4/RXR5/RXR7 PPS REFERENCE UNLOCKED
DFS3 CH5 RCVR 3 TUNER #1 FAILS TUNER BS
SINGLE CHNL PWR SUPPLY CAUSES SCROLLING "NO RESPONSE" ERRORS
HLP-C WOULD NOT BOOT. BP2 CONFIGURED AS HLP-C
A/C REQUIRES SUPPORT FOR LAUNCH
4 EA WARN TAGS INSTALLED 1OF4 BLEED AIR RECP NOTE:DO NOT APP LY AIR 2OF4 TOW RECP NOTE:DO NOT TOW 3OF4 NOSE JACK RECP NO
2 EA WARNING TAGS INSTALLED 1 OF 2 ON EXT BLEED AIR RECEPTAC LE 2 OF 2 ON #3 ENG THROTTLE NOTE: DO NOT APPLY BLEED AIR OR S
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001

WC Event Narrative
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
CURE CHECK DUE ON PILOTS NUMBER 3 CHECK AT 1530
PILOTS #3 WINDOW DELAM REQ R2
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP PRIOR TO ENG R UN
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENG RUN
28 DAY FMS UPDATE REQ
ABIT RADOME PAINT CHIPPED
THIS IS THE INSTALLATION WCE CREATED BY JCN 150070072001
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 OPENED FOR LCS INSPECTION
ABIT RADOME PAINT CHIPPED
SHARKBYTE II ANTENNA INST
WEIGHT AND BALANCE REQ'D FOR TCTO RC/TC135-1175
C/W 1800 HR PERFORM OPS CHECKOUT OF GRAVITY FEED CONFIG (SUCTION) PER 2-5 SERIES TO
ALL 4 ENG DUE GRAVITY FEED OPS CHECK
ALL 4 ENGS DUE I'S AND E'S PRIOR TO NEXT ENG RUN
ALL 4 ENGS DUE POST I'S AND E'S AFTER NEXT ENG RUN
ROUTINE INSP ON LEFT AND RIGHT MLG ACTUATUORS
7 DAY LCS INSP DUE IAW ETM-RC135-6
FUEL CELL 0 PANEL REMOVED FOR LCS INSP SEE THIS JCN WCE 001
LEFT STATIC BOOM TAPED TO FOM SEE JCN 143500059
TTU 205 CONNECTED TO FOM
ON INS 3(LN120), REPLACE LN-120 GPS INTERNAL BATTE RIES IN SIRU
INSTALL LABEL WITH NEW DUE DATE
A/C REQUIRES SUPPORT FOR LAUNCH
AFT CARGO JUMP SEAT C/B CANNOT BE PUSHED IN.
ES922 #5 WOULD NOT RESET TO HCP.
SI9105 #3 WOULD NOT RESET TO HCP.
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION

WC Event Narrative
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 OPENED FOR LCS INSPECTION
#4 CTW LEAKING REQUIRES FURTHER TROUBLESHOOTING
CTW CELL #4 ACCESS DOOR REMOVED TO FOM
CTW ACCESS DOOR W-45 REMOVE TO FOM
CTW ACCESS DOOR W-52 REMOVE TO FOM
LK CK DUE ON W45 AND W52 ACCESS DOORS AFTER REFUEL
LK CK DUE ON #4 CENTER WING ACCESS DOOR AFTER REFUEL
CTW #4 FUEL CELL CAVITY(RT SIDE FLOOR BOARDS)PARTIALLY REMOV ED TO FOM
CTW #4 CELL REMOVED TO FOM
8 HR LEAK CHECK DUE ON #4 AND #5 CTW CELL AFTER REFUEL
PERFORM WASTE SYS SANITIZING FOR THE ACFT WASTE TA & LAV SVC CART IAW ETM-RC135V/W-2.
5 EA WARNING TAGS INSTALLED ON 1OF5 SPR 2OF5 EXT PWR 3OF5 FM P 4OF5 A/C BATT 5OF5 JFS BATT NOTE: OPEN FUEL TANKS, DO NOTA I
LN 120 C/B PULLED AND COLLARD NOTE: OPEN FUEL TANKS DO NOT R ESET
8 EA C/B PULLED AND COLLARD ON PANEL P-14 NOTE: OPEN FUEL TA NKS DO NOT RESET
IPI DUE UNDER #4 CTW CELL ACCESS DOOR PRIOR TO CLOSE IAW 1C- 135-2-5-3
-6 INSPECTION DUE UNDER #4 CTW ACCESS DOOR PRIOR TO CLOSE IA W 1C-135-2-5-3
IPI DUE UNDER CTW ACCESS DOOR W-45 PRIOR TO TANK CLOSURE IAW 1C-135-2-5-3
-6 INSPECTION DUE UNDER CTW ACCESS DOOR W-45 PRIOR TO TANK C LOSURE IAW 1C-135-6
IPI DUE UNDER CTW ACCESS W-52 PRIOR TO TANK CLOSURE IAW 1C-1 35-2-5-3
-6 INSPECTION DUE UNDER CTW ACCESS DOOR W-52 PRIOR TO TANK C LOSURE IAW 1C-135-6
IPI DUE PRIOR TO INSTALLATION OF #4 CTW CELL (CAVITY PREP) I AW 1C-135-2-5-3 PARA 1.3.45 STEPS A-C
WEATHER DOOR REQ REMOVAL TO FOM
MAIN ACFT BATT DISCONNECTED FOR FUEL CELL MAINT
ACCOMPLISH NAVIGATOR ALTIMETER REPLACEMENT
LEFT STATIC BOOM TAPED TO FOM

WC Event Narrative
TTU 205 CONNECTED TO FOM
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 OPENED FOR LCS INSPECTION
REMOVAL OF ITEM FOR CANNIBALIZATION
INSTALL AFTER CANNIBALIZATION
MAIN AND JFS ACFT BATT DISCONNECTED FOR WASH/LUBE SEE PG BLK
JFS ACFT BATT DISCONNECTED FOR WASH/LUBE SEE PG BLK
POWER RUDDER S/O VLV IN LT W/W CLOSED. 1EA WARNIN G TAG INSTALLED DO NOT OPEN
10 EA COVE LIP DOORS OPEN FOR ACFT WASH CLOSE IAW 1C-135-2-8 PG 5-220 PAR 5-159 STP 11
#1 ENG FAN COWL OPN FOR ACFT WASH CLOSE IAW 1C-135-2-2 PG 5-16A PAR PAR 5-28B
#2 ENG FAN COWL OPN FOR ACFT WASH CLOSE IAW 1C-135-2-2 PG 5-16A PAR PAR 5-28B
#3 ENG FAN COWL OPN FOR ACFT WASH CLOSE IAW 1C-135-2-2 PG 5-16A PAR PAR 5-28B
#4 ENG FAN COWL OPN FOR ACFT WASH CLOSE IAW 1C-135-2-2 PG 5-16A PAR PAR 5-28B
#1 ENGINE FAN DUCTS OPEN FOR ACFT LUBE CLOSE IAW 1C-135-2-2 PG 5-16H PAR 5-28G
#2 ENGINE FAN DUCTS OPEN FOR ACFT LUBE CLOSE IAW 1C-135-2-2 PG 5-16H PAR 5-28G
#3 ENGINE FAN DUCTS OPEN FOR ACFT LUBE CLOSE IAW 1C-135-2-2 PG 5-16H PAR 5-28G
#4 ENGINE FAN DUCTS OPEN FOR ACFT LUBE CLOSE IAW 1C-135-2-2 PG 5-16H PAR 5-28G
RT KEEL BEAM BAY DOOR LOWERED FOR POST WASH LUBE CLOSE IAW 1C-135-2-2 PG 6-110 PAR 6-115
LT KEEL BEAM BAY DOOR LOWERED FOR POST WASH LUBE CLOSE IAW 1C-135-2-2 PG 6-110 PAR 6-115
STAB TRIM ACCESS PANEL REMOVED FOR POST WASH INSTALL IAW 1C-135-2-8, PG 6-7, PAR 6-21, STEP 5
OVERWING HATCH KICKPLATES REMOVED FOR CCI
OVERWING HATCH KICKPLATES REMOVED FOR CCI
HORSESHOE PANEL REMOVED FOR CCI
LOX SIDE/FLOOR PANELS REMOVED FOR CCI
CARGO DOOR FLOOR BOARDS REMOVED/CARPET PULLED UP FOR CCI
WEATHER DOOR REMOVED FOR CCI
LAV SHROUD REMOVED FOR CCI
4EA WNG TAGS INST 1/4BAT PWRSWTCH2/4MAIN BAT QD3/4JFS BAT QD 4/4EXT PWR RCPT NOTE DO NOT APPLY PWR
8 EA SPOILER LOCKS INSTALLED 3 EA WARNINGTAGS INSTALLED. 1/3 SPOILER HANDLE 2/3 INBD CUT OUT SWITCH 3/3 OTBD CUT OUT SWI T
RUDDER LOCK INSTALLED 1 EA WARNING TAG INSTALLED ON RUDDER P WR SWITCH NOTE DO NOT OPERATE
8 EA LEADING EDGE FLAP LOCKS INSTALLED 1 EAWARNING TAG INSTA LLED ON FLAP HANDLE NOTE DO NOT OPERATE
STAB TRIM LOCK INSTALLED 1 EA WARNING TAG INSTALLED ON STAB TRIM CUT OUT SWITCH NOTE DO NOT OPERATE

WC Event Narrative
ACFT PROTECTIVE COVERS AND TAPE INSTALLED FOR WASH
ACFT REQS POST WASH LUBE IAW 1C-135-6WC-3 CARDS 5- 001 THRU 5-049 ALL STEPS
JFS INLET AND EXHAUST COVERED WITH FOIL FOR WASH
IPI REQ FOR APPLYING SCH100 GREASE ON MLG BRAKE COLLAR FITTI NGS
MAIN/JFS BATTS DISCONNECTED FOR CCI 4EA WARNING TAGS INSTALL ED 1/4 BATT PWR SWITCH 2/4 MAIN BATT QD 3/4 JFS BATT QD 4/4 EX
2EA JACK PAD ACCESS PANELS REMOVED FOR A&D JACKED
1 EA STUCK SCREW ON LOWER NOSE ACCESS PNL
WASH ACFT IAW 1C-135-6WC-3 CARDS 1-001 THRU 4-008
LUBE ACFT IAW 1C-135-6WC-3 CARDS 5-001 THRU 5-049
ACCOMPLISH MINOR CCI IAW 1C-135-6WC-3 CARDS 6-001 THRU 6-003
ACFT A&D JACKED FOR NLG SWING
1EA JACK PAD INSTALLED FOR A&D JACK
PRIOR TO DOWNJACKING ENSURE LANDING GEAR HANDLES IS IN DOWN AND LOCKED DETENT
28DAY FMS UPDATE REQUIRED
RT OVER WING HATCH SEAL WORN OUT OF LIMITS REQ REPLACEMENT
8HR CUR CHECK DO ON RT OVER WING HATCH SEAL STARTING AT 1500 FINISHED AT 2300
ACFT OUTBD WING JACKS SEATED FOR FUEL CELL MAINT
2 EA OUTBD WING JACK PADS INSTALLED ON ACFT
ACCOMPLISH ANTENNA LEADING EDGE TAPE REPLACEMENT
LK AND OPS CK DUE NLG LOCK RETENTION ACT IAW 1C-135-2-7-1 PG 7-87 PARA 7.15.4
#2 ENG COWL OPENED TO FOM
HYD MULE HT08 CONNECTED TO #2 ENG TO FOM
IPI DU TO ENSURE LANDING GEAR LEVER IS RETURNED TO DOWN AND LOCKED POSITION IAW TO 1C-135-2-7-1 PG 7-5 PARA 7.4.4
C/W MODE IV/MODE C CHECK IAW ACCI 21-101 SEC 22F
COMPLY WITH ACFT RECORDS CHECK IAW ACCI 21-101, OA FBS1
LN-120 BATT DISCONNECTED TO FOM. SEE JCN 143380016 WCE 001. SEE THIS JCN WCE 2 FOR WARNING TAGS.
4EA WARN TAGS INSTALLED 1/4INS3 400HZ 3PHASE 2/4INS3 BATT HE AT400HZ 3/4INS3 BATT CHARGING 28 VDC C/BS PULLED 4/4LN-120 B AT
RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-2 SEE THIS J CN WCE 001
RH ACM LIMIT VALVE REMOVED TO FOM IAW 1C-135-2-3-2 SEE THIS JCN WCE 001
RH ACM LIMIT VALVE SENSING LINES REMOVED TO FOM IAW 1C-135-2 -3-2 SEE THIS JCN WCE 001
RH PRIMARY HEAT EXCHANGER CONDITIONED AIR AND BLEED AIR DUCT S REMOVED TO FOM IAW 1C-135-2-3-2 SEE THIS JCN WCE 001
LEAK AND OPS CHK DUE ON RH PACK IAW 1C-135-2-3-2

WC Event Narrative
PUZZLE BRACKET DUCTS REQ REALIGNMENT DUE TO LEAKING SEE THIS JCN WCE 042
LK AND OPS CK DUE ON RH PAC IAW 1C-135-2-3-2 SEE THIS JCN WE C 043 048 050 051
RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-2 SEE THIS J CN WCE 001
RH ACM LIMIT VALVE REMOVED TO FOM IAW 1C-135-2-3-2 SEE THIS JCN WCE 001
RH ACM LIMIT VALVE SENSING LINES REMOVED TO FOM IAW 1C-135-2 -3-2 SEE THIS JCN WCE 001
RH PRIMARY HEAT EXCHANGER CONDITIONED AIR AND BLEED AIR DUC TS REMOVED TO FOM IAW 1C-135-2-3-2 SEE THIS JCN WCE 001
LCS DRAIN LINE DUST COVER FWD OF FUEL CELL 1 BROKEN REMOVED
MAIN BATTERY DISCONNECTED FOR FUEL CELL SEE THIS JCN WCE 001
JFS BATTERY DISCONNECTED FOR FUEL CELL SEE THIS JCN WCE 001
RIGHT WING JACK PAD PANEL REMOVED TO FOM
MAIN ACFT BATT DISCONNECTED FOR FUEL CELL MAINT
JFS BATT DISCONNECTED FOR FUEL CELL MAINT
NLG LOCK RETENTION ACT CANN'D TO A4127 (JCN 143389615)
REMOVAL OF ITEM FOR CANNIBALIZATION
INSTALL AFTER CANNIBALIZATION
CENTER WING FUEL TANK REQUIRES FUEL LEAK EVALUATION
CTW CAVITY DRAIN LINES 4,5,6,COMMON REMOVED FOR FUEL LEAK EV AL
8HR LEAK CK DUE ON CTW CAVITY DRAIN LINES 4,5,6,COMMON AFTER REFUEL
#6 CTW CELL LEAKING REQUIRES FURTHER TROUBLESHOOTING
CENTER WING ACCESS DOOR W-45 REMOVE TO F.O.M
CENTER WING ACCESS DOOR W-52 REMOVE TO F.O.M
CTW CELL #4 ACCESS DOOR REMOVED TO FOM
8EA INTERCONNECTS IN #4 CTW CELL HAVE BOLTS REMOVED TO FOM
8EA INTERCONNECTS IN #5 CTW CELL HAVE BOLTS REMOVED TO FOM
ALL PLUMBING AND ASSOCIATED HARDWARE REMOVED FROM #6 CTW CEL L TO FOM
#6 CTW CELL REMOVED TO FOM
#4 CTW CELL HAS 8EA PRESSURE PLATES AND ASSOCIATED HARDWARE INSTALLED FOR HORSHOW PRESSURIZATION
#5 CTW CELL HAS 8EA PRESSURE PLATES AND ASSOCIATED HARDWARE INSTALLED FOR HORSHOE PRESSURIZATION
#6 CTW CELL HAS 10EA PRESSURE PLATES AND ASSOCIATED HARDWARE INSTALLED FOR HORSHOE PRESSURIZATION
ALL REQUIRED PRESSURE EQUIPMENT INSTALLED IN LEFT AND RIGHT CTW FOR HORSESHOE PRESSURIZATION
LK CK DUE ON CTW CELLS 4,5,6 8 HOURS AFTER REFUELN IAW 1C-13 5-2-5-3
LEAK CHECK DUE ON LEFT, RIGHT AND #4 CELL CENTER WING ACCESS DOOR AFTER REFUEL

WC Event Narrative
CTW #5 CELL ROLLED BACK FOR METALS TECH.
CAVITY PREP REQUIRED ON #6 CENTER WING CAVITY PRIOR TO CELL INSTALLATION
#6 CENTER WING CAVITY FLOOR PULLED BACK TO F.O.M
CTW #4 CELL REQUIRES SAFTEY WIRE ON 8 EA INTERCONNECTS
HELI-COIL REQUIRES R2 IN CTW #5 CELL ON LT UPPER VENT FLOW T HRU
CTW #6 CELL CAVITY FLOOR BOARD REQUIRE REMOVAL TO FOM
NUT PLATE REQUIRES R2 IN CTW CELL #6 BOTTOM RT FLOW THRU
RT KEEL BEAM BAY DOOR OPENED TO FOM
2 EA WARNING TAGS INSTALLED 1 OF 2- BLEED AIR RECEP NOTE: DO NOT APPLY BLEED AIR 2 OF 2- THROTTLES NOTE: DO NOT ADVANCET H
FUEL NOT CONFIGURED FOR FLIGHT
4EA WARNING TAGS INSTALLED FOR FUEL CELL 1OF4 EXTERNAL PWR R ECP 2OF4 BATTPWR SWTCH 3OF4 MAIN BATT Q/D 4OF4 JFS BATT Q/D
4 EA WARNING TAGS INSTALLED 1/4 BATT PWR SWITCH 2/4 MAIN BAT T QD 3/4 JFS BATT QD 4/4 EXT PWR RECEP
1EA WARNING TAG INSTALLED TO FOM (SEE JCN 143386500) TAG1OF1 INSTALLED ON LT HYD SYS DP SW NOTE: DO NOT OPERATE
IPI DUE UNDER CENTER WING ACCESS DOOR W-45 PRIOR TO TANK CLO SURE
-6 INSPECTION DUE UNDER CENTER WING ACCESS DOOR W-45 PRIOR T
IPI DUE UNDER CENTER WING TANK ACCESS DOOR W-52 PRIOR TO TAN K CLOSURE
-6 INSPECTION DUE UNDER CENTER WING TNAK ACCESS DOOR W-52 PR IOR TO TANK CLOSURE
IPI DUE UNDER #4 CTW CELL ACCESS DOOR PRIOR TO CLOSE IAW 1C- 135-2-5-3
-6 INSP DUE UNDER #4 CTW ACCESS DOOR PRIOR TO CLOSE IAW 1C-1 35-6
POSITION 23 FOOT SWITCH REQUIRES SCREW
LEFT PAC OVER PRESSURE, ON FLOW CONTROLLER ABOVE LIMITS.
CENTER WING ACCESS PANEL OPENED TO FOM IAW 1C-135-2-3-2
T-DUCT REMOVED TO FOM IAW 1C-135-2-3-2 FLEX BOOT CLAMP BROKE N REQ R2 SEE THIS JCN WCE 011
LH S-DUCT REMOVED TO FOM IAW 1C-135-2-3-2
AIRFLOW CONTROLLER REQUIRES R2
LEAK AND OPS CHECK DUE ON LH PACK IAW 1C-135-2-3-2 PG13-3 PA RA 13.2.4 SEE 5HIS JCN WCE 007 & 006
S-DUCT/FLOW CONTROLLER DUCTING NOT ALIGNED PROPERLY. DUCTING REQ REALIGNMENT
LK AND OPS CK DUE ON LH PAC IAW 1C-135-2-3-2 SEE THIS JCN WC E 009
T-DUCT FLEX BOOT CLAMP BROKEN, REQ R2 SEE THIS JCN WCE 005
CO PILOT MAP LIGHT INOP
FWD A/R PUMP PANEL REMOVED TO FOM SEE THIS JCN WCE 006
FWD BODY FUEL TANK PANEL REMOVED TO FOM SEE THIS JCN WCE 007

WC Event Narrative
REDBALL COPILOT APC INOP
2 EA HYDRAULIC LINES, UNION, CHECK VALVE REMOVED FROM FWD BO DY FWD PUMP TO FOM
HYDRO STATIC LEAK CHECK DUE ON THE FWD BODY FWD A/R PUMP IAW 1C-135-2-6-1
LK CK DUE ON FWD BODY FWD AR PUMP HYDRO LINES
1 ENG COWLING OPEN TO FOM
FRONT P UMP IN FORWARD BODY TANK SOUNDED ABNORMAL AND THERE WERE SLIGHT ABNORMAL VIBRATIONS IN THE FLIGHT DECK FLOOR
FWD BDY FWD A/R PUMP REQUIRES R2
FWD BODY #3 ACCESS DOOR REMOVED TO FOM
LK AND OPS CHECK DUE ON FWD BODY FWD A/R PUMP IAW 1C-135-2-6 -1
1 EACH STRIPPED RIV NUT ON FORWARD BODY FORWARD AR PUMP RETU RN LINE NEAR T-FITTING. REP AS REQ
TEAPARTY QRC INSTALLED REQ'S REMOVAL AFTER FLIGHT
STAMPEDING SEROW QRC INSTALLED REQ'S REMOVAL AFTER FLIGHT
DRP SCREWS ARE STRIPPED THEY NEED TO BE REPLACED
SUPPORT REQD FOR A/C LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
1 EA WARNING TAG INSTALLED TO FOM 1 OF 1 LT HYD DP SWITCH NO
HYDR MULE CONNECTED TO #1 ENG TO FOM
ALL 4 ENGS DUE PRE ENG RUN I'S AND E'S INSP
ALL 4 ENGS DUE POST ENG RUN I'S AND E'S INSP
ALL 4 ENGS DUE PRE ENG RUN I'S AND E'S INSP
ALL 4 ENGS DUE POST ENG RUN I'S AND E'S INSP
5EA WARNING TAGS INSTALLED (1 OF 5) EXT PWR (2 OF 5) FMP (3O F 5) SPR (4 OF 5) A/C BATT (5 OF 5) JFS
LN 120 CB PULLED AND COLLARED
9 EA CIRCUIT BREAKERS PULLED AND COLLARED ON PNL P-14
IPI DUE ON #3 FWD BODY PRIOR TO TANK CLOSURE IAW 1C-135-2-5- 3 PARA 1.3.45 STEPS A-C
-6 INSP DUE UNDER #3 FWD BODY ACCESS DOOR PRIOR TO CLOSURE I AW 1C-135-6

WC Event Narrative
LK CHK DUE ON #3 FWD BODY ACCESS DOOR AFTER REFUEL IAW 1C-13 5-2-5-3
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
FUEL LEAKING FROM CENTER WING CAVITY DRAIN. REQUIRES EVALUAT ION
8HR LEAK CK DUE ON CTW AFTER REFUEL IAW 1C-135-2-5-3
CTR WING CAVITY DRAIN LINES 4, 5, 6, AND COMMON DISCONNECTED AND BAGGED
10 EA COVELIP DOORS LOWERED FOR HPO INSPECTION
10 EA COVELIP DOORS LOWERED FOR HPO INSPECTION
STAB ACCESS PANEL REMOVED FOR HPO INSP
DRAIN AND SERVICE LT ACM HPO INSP IN PROGRESS
LT KEEL BEAM BAY DOOR OPEN FOR HPO INSP
DRAIN AND SERVICE RT ACM HPO INSP IN PROGRESS
RT KEEL BEAM BAY DOOR OPEN FOR HPO INSP
JFS STARTER DRAINED AND RESERVICED FOR HPO INSPECTION
AUDIBLE IGNITION OPS CHECK REQUIRED IC-135-6WC-1 & 1C-135-2-4-1
#1 ENG FAN COWL OPEN FOR HPO INSP
#1 ENG FAN DUCT OPEN FOR HPO INSP
#2 ENG FAN COWL OPEN FOR HPO INSP
#2 ENG FAN DUCT OPEN FOR HPO INSP
#3 ENG FAN COWL OPEN FOR HPO INSP
#3 ENG FAN DUCT OPEN FOR HPO INSP
#4 ENG FAN COWL OPEN FOR HPO INSP
#4 ENG FAN DUCT OPEN FOR HPO INSP
LT MLG STRUT DEFLATED FOR HPO INSPECTION
RT MLG STRUT DEFLATED FOR HPO INSPECTION
NLG STRUT DEFLATED FOR HPO INSPECTION
COMPLY WITH 60 DAY HPO CARDS IAW 1C-135-6WC-1
COMPLY WITH 60 DAY HPO CARD IAW ETM-RC135-6WC-1 CARD 7-001
1OF1 WARN TAG INSTALLED ON FLAP HANDLE HPO INSP INPROGESS NOTE DO NOT OPERATE FLAPS
3EA WARNTAGS 1OF3 I/B CUTOUT SW,2OF3 O/B CUTOUT SW 3OF3 SPOILER HANDLE NOTE DO NOT OPERATE
8EA LEADING EDGE FLAP LOCKS INSTALLED FOR HPO INSPECTION
8EA SPOILER LOCKS INSTALLED FOR HPO INSPECTION
ARR DOOR LOCK INSTALLED FOR HPO INSPECTION

WC Event Narrative
STAB TRIM LOCK INSTALLED 3EA CIRCUIT BREAKER SAFETY LOCKS INSTALLED
2EA WARNTAGS 1OF2 STABTRIM CUTOUT SWITCH, 2OF2 FCS PWR SWITCH. NOTE DO NOT MOVE
STAB TRIM LOCK INSTALLED FOR HPO INSPECTION
1EA C/B SAFETY LOCK INSTALLED ON JFS STARTER C/B HPO INSPECTION INPROGRESS
4EA C/B SAFETY LOCKS INSTALLED ON ENGINES 1-4 FIRE SUPPRESSION C/B ON P-100 PANEL
4EAWARN TAGS #1THANDLE,#2THANDLE,#3THANDLE,#4THAN DLE,ALL T-HANDLES PULLED. NOTE: DONT PUSH IN
4EA C/B SAFETY LOCKS INSTALLED 1-4 ENG FIRE SHUT- OFF C/B'S P-13 PANEL
COMPLY WITH 60 DAY HPO CARD IAW ETM-RC135-6WC-1 CARD 6-001
55ISS COMPLY WITH 60 DAY HPO IAW ETM-RC135-6WC-1 CARD 4-001, 5-001
55 ISS COMPLY WITH 60 DAY HPO IAW ETM RC135-6WC-1 CARD 4-001 AND 5-001
PILOT'S YOKE TRANSMIT BUTTON NEEDS PRESSED TWICE IN ORDER TO TRANSMIT OUT ON FD'S.
REDBALL LN100 #1 INOP
REDBALL LN-120 W/N TIE INTO FMS
#1 ENG HAS SINGLE IGNITION.(LT SIDE NOT WORKING)
#1 ENG DUE AUDIBLE IGNITION CK AFTER MAINTENANCE IAW 1C-135- 2-4-1-1
#1 ENG. LEFT SIDE IGNITION LEAD MISSING WHITE PLASTIC BUSHIN G AT 4:00
DENT ON LFT ELEVATOR BALANCE BAY PANEL REQ. SHEETMETAL EVAL
A/C REQ'S SUPPORT FOR LAUNCH
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
FIRE SUPPRESSION 1-4 C/B SAFETY LOCKS INSTALLED FOR AUDIBLEI GNITION CHECK OUT.
FUEL SHUT OFF VALVES 1-4 C/B SAFETY LOCKS INSTALLED FOR AUDI BLE IGNITION CHECK OUT.
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
S29105-3 WILL NOT RESET TO HCP
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL 0 ACCESS PANEL REMOVED TO FOM IAW ETM-RC135-2-3 SE E WCE 001
RH PUZZLE BRACKET REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 14 3280206

WC Event Narrative
RH PRIMARY HEAT EXCHANGER COND AIR AND ENG BLEED AIR DUCTS R EMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 143280206
RH ACM LIMIT VALVE REMOVED TO FOM IAW 1C-135-2-3-1 SEE JCN 1 43280206
RH ACM LIMIT VALVE SENSING LINES REMOVED TO FOM IAW 1C-135-2 -3-1 SEE JCN 143280206
LEAK CHK AND OPS CHK DUE ON RH PACK IAW 1C-135-2-3-2 SEE TH IS JCN WCE'S002-004
RH KEEL BEAM BAY LOWERED TO FOM IAW 1C-135-2-3-2 SEE WCE 006
DRT RCVR TOP LEFT AND BOTTOM RIGHT SCREWS REQUIRE INSTALL
2EA WARNING TAGS INSTALLED 1OF2-BLEED AIR RECEP-NOTE:DO NOTA PPLY AIR 2OF2-TOW BAR CONNECTION-NOTE:DO NOT TOW SEE THIS
TR#2 SHOWED FLUCTUATING VOLTAGE IN FLIGHT LOAD DROPPED TO ZE RO. LOAD DISTRIBUTION CB 50PLB POPPED DURING FLIGHT
#2 MAIN TANK FWD BOOST PUMP,#3 MAIN TANK AFT BOOST PUMP, AND CENTER WING RIGHT OVERRIDE PUMP CBS POPPED DURING FLIGHT
Q- INLET HEAT INOP
DC POWER AMMETER/ VOLTMETER KNOB FELL OFF DURING FLIGHT. PLA CED IN NAV DESK DRAWER
2 EA AFT A/R PUMP PANELS REMOVED FOR FUEL CELL
#1 AFT BODY PANEL REMOVED FOR FUEL CELL
RT KEEL BEAM DOOR OPENED FOR FUEL CELL
MAIN AND JFS BATTERIES DISCONNECTED FOR FUEL CELL MAINT. 4 E A. WARNING TAGS INSTALLED
SERIES YAW DAMPER WILL NOT ENGAGE
#2 ENG COWLING OPENED TO FOM
#1 ENG FAN COWL OPEN TO FOM
#2 ENG FAN COWL OPEN TO FOM
#3 ENG FAN COWL OPEN TO FOM
#4 ENG FAN COWL OPEN TO FOM
#1 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#2 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#3 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#4 ENG CHIP DETECTORS(4 EACH) REMOVED FOR INSP
#1 ENG FUEL STRAINER REMOVED FOR INSP
#2 ENG FUEL STRAINER REMOVED FOR INSP
#3 ENG FUEL STRAINER REMOVED FOR INSP
#4 ENG FUEL STRAINER REMOVED FOR INSP
FUEL LEAK AFT OF MLG DOORS REQ EVAL
8 HR LEAK CHECK REQUIRE AT 1930 ON CWG TANK
#3 COMMON, #4,5,AND 6 CAVITY DRAIN LINES DISCONNECTED TO FOM

WC Event Narrative
CTR WING #6 CELL LEAKING SEE JCN 143280108
CTR WING #4 CELL DOOR REMOVED TO FOM
LT CTR WNG ACCESS DOOR W-45 REMOVED TO FOM
RT CTR WNG ACCESS DOOR W-52 REMOVED TO FOM
CTR WNG CELL #6 REMOVED
LEAK CHECK DUE ON CTR WNG CELL #6 8 HOURS AFTER REFUEL IAW T O 1C-135-2-5-3
CAVITY PREP REQUIRED ON CTR WNG CELL #6 CAVITY PRIOR TO INST ALL
CTR WNG CELL #6 PLUMBING AND ASS HARDWARE REMOVED TO FOM
LK CK DUE ON CTR WNG CELL #4 ACCESS DOOR, W-45, AND W-52 IAW TO 1C-135-2-5-3
AWG 7122C HARD DRIVE CHASSIS IS INSTALLED UPSIDE DOWN
ES822 #5 WILL NOT RESET TO HCP
SECONDARY STRUCTURE/PANEL INSPECTION DUE AFTER FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP AFTER ENGINE FUNCTION
ACFT LAV REQ REQ DRAIN IMMEDIATELY UPON LANDING PER ETM-RC135-6WC-1 CARD 1-001
SECONDARY STRUCTURE/PANEL INSPECTION DUE PRIOR TO FLIGHT IAW OAFBI 21-100 PARA 7.2.1
ALL 4 ENGINES INLETS AND EXHAUST REQUIRE INSP FOD PRIOR TO NEXT ENGINE FUNCTION
ACFT LAV REQ SERVICE AT CREW SHOW PER ETM-RC135-6WC-1 CARD 1-001
FUEL NOT CONFIGURED FOR FLIGHT
4 EA. WARNING TAGS INSTALLED FOR FUEL CELL MAINT. 1OF4 EXT P WR RECPT. 2OF4 BATT PWR SWTCH 3OF4 MAIN BATT QD 4OF4 JFS BAT
TEMS OR FDR REQUIRES DOWNLOADS F108 ENGINES ONLY
HYD MULE HT03 CONNECTED TO #2 ENG FOR DEFUEL
120 HOUR INSPECTION DUE FOR F108 ENGINES IAW 1C-135-6
ENG'S 1,2,3,4 T-HANDLES PULLED ENG STARTER C/B'S P ULLED FIRE SPRSN C/B'S PULLED FIRE SHUTOFF PULLED
4 EACH WARNING TAGS INSTALLED ON #1 ENG STARTER C/ B,FIRE SPRN C/B,T-HANDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #2 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #3 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
4 EACH WARNING TAGS INSTALLED ON: #4 ENG STARTER C /B,FIRE SPRN C/B,T-HNDLE,FIRE SHUTOFF C/B
2 EACH WARNING TAGS INSTALLED ON: ACFT BATT SWITCH AND EXTERNAL POWER RECEPTACLE
INSP ALL 4 ENG TRANS GEARBOXES FOR LEAKS,LOOSE OR
ALL FOUR ENG STARTERS DUE OIL CHECK IAW 1C-135(K)R -2-4JG-6 TASK 6-29-1 PG 6-136
INSPECT ALL FOUR ENG CHIP DETECTORS 1AW IAW 1C-135-6 PG S-A-031 STEP 22 ITEM C
INSP DIFFERENTIAL OIL PRESSURE INDICATOR(DPI) FOR POPPED INDICATION. ON#1,2,4 IDG'S IAW 1C-135-6

WC Event Narrative
INSP ALL 4 MAIN FUEL STRAINER FOR TOP-COAT C ONTAMINATION IAW 1C-135-6 PG 2-A-032 UTEN 30STEP A
ALL 4 ENG DUE IDLE RUN LEAK CHECK ON OIL AND FUEL SYSTEMS IAW 1C-135(K)R-2-4JG-5 TASK 5-12-1 PG.5-28
INLETS AND EXHAUSTS INSP DUE PRIOR TO ENG RUN
INLETS AND EXHAUSTS INSP DUE POST TO ENG RUN
C/W 60 HR INSP IDG DIFFERENTIAL OIL PRESSURE INDICATOR FOR POPPED INDICATION
C/W 60 HR CHECK IDG DIFFERENTIAL OIL LEVEL PER 2-2 SERIES TO
5 EA WARNING TAGS INSTALLED 1OF5 SPR, 2OF5 EXT POWER, 3OF5 F MP, 4OF5 A/C BATT, 5OF5 JFS BATT NOTE DO NOT REFUEL/DEFUEL,A PR
8 EA CIRCUIT BREAKERS PULLED ON PANEL P140 NOTE DO NOT RESET CIRCUIT BREAKERS
1 EA CIRCUIT BREAKER PULLED ON LN120 BATT NOTE DO NOT RESET CIRCUIT BREAKER
-6 INSP DUE ON CTR WNG CELL #4, #5, AND #6 PRIOR TO CLOSE
IPI DUE ON CTR WNG CELLS #4, #5, AND #6 PRIOR TO CLOSE
IPI DUE UNDER LT CTR WNG ACCESS DOOR W-45 PRIOR TO CLOSE
-6 INSP DUE UNDER LT CTR WNG ACCESS DOOR PRIOR TO CLOSE
IPI DUE UNDER RT CTR WNG ACCESS DOOR W-52 PRIOR TO CLOSE
-6 INSP DUE UNDER RT CTR WNG ACCESS DOOR W-52 PRIOR TO CLOSE
-6 INSP DUE UNDER LT CTR WNG ACCESS DOOR W-45 PRIOR TO CLOSE
LGNJ PERFORM POST FLIGHT INSPECTION PER ETM-RC135- 6WC-1 CARD 1-001
28 DAY FMS UPDATE C/W
MICROWAVE INOP REQ REPLACEMENT AFTER FLIGHT
SUPPORT REQUIRED FOR A/C LAUNCH
NABRE CONFIGURED FOR FIRE BAT
SECONDARY SUPERVISORY MODULE W/N BOOT
HSDC A SHOWS NO VIDEO
2 ENG COWLING OPEN TO FOM
2 ENG LOW OIL PRESSURE SWITCH CANNED TO A4132 # 2 ENG
REMOVAL OF ITEM FOR CANNIBALIZATION
INSTALL AFTER CANNIBALIZATION
CLASS A F/L ON RT JACK PAD
RE-EVALUATE RT JACKPAD FUEL LEAK
CLASS "A" F/L AFT OF JACKPAD. FLYABLE CONDITION
RT JACKPAD PANEL REMOVED TO FOM
LEAK CHECK DUE ON RIGHT AFT JACK PAD TWO HOURS AFTER REFUELI AW 1C-135-2-5-3

WC Event Narrative
REMOVAL OF ITEM FOR CANNIBALIZATION
INSTALL AFTER CANNIBALIZATION
PERFORM WASTE SYS SANITIZING FOR THE ACFT WASTE TA & LAV SVC CART IAW ETM-RC135V/W-2.
2 ENG LOW OIL PRESS SWITCH REQUIRES LEAK AN OPS CHECK
I'S AND E'S INSP REQUIRED PRIOR TO ENG RUN
I'S AND E'S INSP REQUIRED AFTER ENGINE RUN
1 EA WARNING TAG INSTALLED ON OIL PRESS WARN. C/B TAG 1 0F 1 ENG OIL PRESS WARN C/B NOTE: DO NOT RESET
IRIDIUM REQUIRES OP CHECK DUE TO R2/REGISTRATION OF TRANSCEI VER
7 DAY LCS INSPECTION DUE IAW ETM-RC135-6
FUEL CELL ZERO PANEL OPENED FOR INSPECTION
REMOVAL OF ITEM FOR CANNIBALIZATION
PANEL ASSEMBLY REQ INSTALL AFTER CANNIBALIZATION
#5 C/L/D LATCH REM TO SHEET METAL FOR PRIMER
THIS IS THE INSTALLATION WCE CREATED BY JCN 143180090001
5 MOST INBOARD COVE LIP DOOR REQS. R2
#4 C/L/D LOWERED TO FOM SEE THIS JCN WCE 001
#5 C/L/D REM FOR SHEET METAL WORK
THIS IS THE INSTALLATION WCE CREATED BY JCN 143170183009
#5 COVE LIP DOOR REQ REMOVAL FOR SHEET METAL
#5 COVE LIP DOOR REQ INSTALL
MOHAIR REQ BETWEEN #4 AND #5 COVE LIP DOORS
2 EA SPOILER LOCKS INSTALLED ON #3 & #4 SPOILER ACTUATORS TO FOM SEE THIS JCN WCE 001 2 EA WARNING TAGS INST 1 OF 2 SPIL ER

C/A	MDS	PWC	WUC	AT	HMAL
POSTFLIGHT C/W		HLGNJ	04199		(Null)
28 DAY FMS UPDATE C/W		A83CN	727AB	L	944
URINAL UNCLOGGED. OPS CK GOOD		A83FL	12GA0	V	301
CND IAW 00-20-1 PG 5-10 PARA 5.7.3.19.6 OPS CHECK GOOD IAW 1		A83HY	14AL0	X	799
COMBINE SPOILER SPEED BRAKE CHECKOUT C/W NO DEFECT NOTED		A83JE	14AL0	X	799
DUPLICATE WRITE UP IAW TO 00-20-1 PARA 5.7.3.19.4.1		HLGNJ	82SCA	X	799
RESEATED CHANNEL 5 SLICE O/C/G		HLGNJ	82AFQ	L	956
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-175 STEPS 1-5		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PARA 4.1.1 STEPS X THROUGH AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
C/W NDN		A83EE	41799	X	799
R2 TRUCK LEVEL SWITCH IAW 1C-135-2-7-1 PARA 6.35.3 OPS CHECK DUE		A83EE	13EAE	R	255
JOB CORRECTED IN RELATION TO JCN 151180307 WCE 001		A83EE	13EBB	X	799
R2 RH TRUCK LEVEL SW IAW 1C-135-2-7-1 PARA 6.35.2 OPS CHK DU E SEE THIS JCN WCE 006		A83EE	13EAE	R	255
OPS CHK GOOD NDN. FOR IPI SEE THIS JCN WCE 005		A83EE	13EAE	X	799
JOB RELATED TO JCN 151180307 WCE 001		A83EE	13EAE	X	799
GEAR SWING OPS CHK GOOD IAW 1C-135-2-7-1 PARA 6.4.1.5 FOR IP I SEE THIS JCN WCE 005		A83HY	13A00	X	799
CLOSED COWLING IAW 1C-135-2-2-2 PARA 20.3.2		A83HY	118D0	S	800
REINSTALLED 4EA PANELS IAW 1C-135-2-2CL-3-1 PG5-6 PARA 5.4		A83JE	11310	S	800
DUPLICATE WRITE UP IAW T.O. 00-20-1 PARA 5.7.3.19.4.1		HLGNJ	823AC	X	799
COLD STARTED HCP O/C/G		HLGNJ	823AC	X	799
IPI C/W BY IAW 1C-135-2-7-1		A83EE	04199		(Null)
INSP C/W IAW OAFBI 21-100 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W IAW 1C-135-2-4CL-1-1 PG 4-2 + 4-3 PARA 4.1.1 STEPS X THROUGH AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
HYD MULE DISCONNECTED IAW 1C-135-2-2-2 PG 14-163 PARA 14.38.2 STEP D		A83HY	01000		(Null)
1EA ACFT DOWBJACKED IAW 1C-135-2-2CL-3-1 PG 5-6 PARA 5.4		A83JE	01000		(Null)
5EA JACK PADS AND 1EA BOB REMOVED IAW 1C-135-2-2CL-3-1 PG 5-6 PARA 5.4		A83JE	01000		(Null)
LANDING GEAR HANLDE IN D/L POSITION IAW 1C-135-2-2-2 PG1-60 PARA 1-10 STEP I		A83JE	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
FOUND AND REPAIRED BROKEN WIRE ON MANIFOLD REFUEL VALVE LIMI T SW IAW 1-1A-14 SECT 014 PG 12 PARA 16		A83EE	46717	G	70
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 4-2 THROUGH 4-3 PARA 4.1.1 STEPS X THROUGH AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOADED C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
PERFORMED # 4 ENG PLA GAIN CHECK PMC ON/OFF CHECK AND HYDROM ECHANICAL CHECKS OPS CHECK GOOD NDN		A83JE	27H99	X	799
# 4 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-5 PARA 20.3.2		A83JE	118D0	S	800
PLA TESTER REMOVED IAW 2J-F108-2-1 SEC 73-21-30 PG 501 STEP 9		A83JE	04199		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PARA 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
I'S AND E'S INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
R2 AIRFLOW CONTROLLER LEAK AND OPS CHECK GOOD SEE THIS JCN W CE 004 FOR MX		A83EE	41216	R	255
CLOSED CENTER WING ACCESS DOOR IAW 1C-135-2-3-2 PG 13-76 PAR A 13.14.68 STEP 14		A83EE	11PAD	S	800
CLOSED DOOR IAW 1C-135-2-3-2 PARA 13.2.7 STEP C		A83EE	11430	S	800
R2 AIRFLOW CONTROLLER IAW 1C-135-2-3-2 PARA 13.14.4 LEAK AND OPS CHECK GOOD		A83EE	41216	R	255
REINSTALLED S-DUCT IAW 1C-135-2-3-2 PARA 13.14.54 LEAK CHECK GOOD		A83EE	411DA	S	800
T-DUCT INSTALLED		A83EE	4125M	S	800
REMOVED 2EA WARNING TAGS IAW LPS-55MXG-00-20-1 OFC3 PG 2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
APPLIED WAX STRING TO RELIEVE TENSION OFF J1C RIU MOUNT BUND LE SEE THIS JCN WCE 002 FOR IFOC		A83CN	72200	L	692
IFOC GOOD PER AIRCREW		A83CN	722C0	X	799
R2 LANDING LIGHT OPS CHK GOOD IAW 1C-135-2-10-1 PARA 19.11.4		A83EE	44263	R	80

C/A	MDS	PWC	WUC	AT	HMAL
REINSTALLED PANEL IAW 1C-135-2-10-1 PARA 19.11.4		A83EE	44263	S	800
DISCREPANCY ENTERED ERROR IAW TO 00-20-1 PARA 4.6.5		HLGNJ	823AC	X	799
RESEATED CABLE O/C/G		HLGNJ	82CAA	L	956
RESEATED RX ANT CABLE O/C/G		HLGNJ	82LD0	L	255
INSP CW IAW OAFBI 21-100 PARA 7.2.1.		A83FL	04199		(Null)
INSP CW IAW 1C-135-2-4CL-1 PG42-43 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
ANTENNA MOUNT NOT CRACKED; PROPERLY SECURED		A83FL	11000	X	799
REINSTALLED MOUNT IAW ETM-RC-135-2-11 PARA 1.6.32		A83FL	11BAW	S	800
#1 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P ARA 20.3		A83JE	118D0	S	800
#2 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P ARA 20.3		A83JE	118D0	S	800
#3 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P		A83JE	118D0	S	800
#4 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P ARA 20.3		A83JE	118D0	S	800
#1 ENG CHIP DETECTOR (4EA) INSTALLED IAW 1C-135-2-4-1-1 PG 7 -11 PARA 7.6		A83JE	27A4D	S	800
#2 ENG CHIP DETECTOR (4EA) INSTALLED IAW 1C-135-2-4-1-1 PG 7 -11 PARA 7.6		A83JE	27A4D	S	800
#3 ENG CHIP DETECTOR (4EA) INSTALLED IAW 1C-135-2-4-1-1 PG 7 -11 PARA 7.6		A83JE	27A4D	S	800
#4 ENG CHIP DETECTOR (4EA) INSTALLED IAW 1C-135-2-4-1-1 PG 7 -11 PARA 7.6		A83JE	27A4D	S	800
#1 ENG FUEL STRAINER INSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PA RA 6.9.2		A83JE	27H99	S	800
#2 ENG FUEL STRAINER INSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PA RA 6.9.2		A83JE	27H99	S	800
#3 ENG FUEL STRAINER INSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PA RA 6.9.2		A83JE	27H99	S	800
#4 ENG FUEL STRAINER INSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PA RA 6.9.2		A83JE	27H99	S	800
INSTALLED ANTENNA IAW ETM-RC135V/W-2 VOL II PG 1-136 PARA 1. 6.3.8		HLGNJ	81CBM	S	800
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
SEALANT CURED		A83FL	01000		(Null)
FDR DOWNLOADED C/W		A83GC	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
ENG 1,2,3,4 THNDLE, STRTR C/B, FIRE SPRSN C/B ANDFIRESHUTOFF C/B RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2		A83JE	06000		(Null)
2 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2		A83JE	06000		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C.W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PARA 4.1.1 STEPS Y-AF		A83JE	0413C		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
USED 205 TEST SET TO PURGE PRESSURE LINES. NO WATER FOUND IN DRAIN LINES. SYS OPS CHK GOOD.		A83CN	72MAA	X	799
IFOC GOOD PER AIRCREW		A83CN	72BAB	X	799
R2 FCD O/C/G		HLGNJ	81NCP	R	308
O/C/G W MAINT LOAD		HLGNJ	81NWA	X	799
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C.W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
R2 TCAS PROCESSOR IAW ETM-RC135-2-11 PG 2-206 PARA 2.42.2 SY STEM OPS CHK BAD. SEE THIS JCN WCE 002 FOR NE		A83CN	73AA0	R	644
R2 TCAS PROCESSOR IAW ETM-RC135-2-11 PG 2-206 PARA 2.42.2 SY STEM OPS CHK BAD. SEE THIS JCN WCE 003 FOR NE		A83CN	73AA0	R	644
R2 INU IAW ETM-RC135-2-11 PAG 5-154 PARA 5.13.4 SYS OP CK GO OD		A83CN	727BA	R	943
R2 RADAR RT IAW ETM-RC135-2-11 PG 2-55 PARA 2.6.15 SYSTEM OP S CHK GOOD. SEE JCN 151110030 WCE 001 FOR IFO		A83CN	72BAB	R	644
7 LVL INSPECTION C/W IAW ETM-RC135-2-11 PG 2-45 PARA 2.4.4A S/O/C/G		A83CN	72B00	X	799
7 DAY LCS INSP C/W NDN		A83EE	41000	X	799
FUEL TUBE DRAINED IAW 1C-135-2-2-2 PG 15-314 PARA 15.25		A83FL	46738	X	799
REMOVED AND REPLACED 28VDC TR/POWER SUPPLY. SYSTEM OP CHECK S GOOD.. IAW ETM 420-21800-01 PG 5-39 PARA		ARCEC	81ZAJ	R	255
REMOVED AND REPLACED 28VDC POWER SUPPLY/TR. SYSTEM OPS CHEC K GOOD IAW ETM 420-21800-01 PG 5-39 PARA 5		ARCEC	81ZAJ	R	255
R2 SPARE FCD		HLGNJ	82CBB	R	901
COLD START HCP O/C/G		HLGNJ	82AB0	L	254
RESCRIPTED DSS LAN SWITCH O/C/G		HLGNJ	82QAB	L	254
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP CW IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 4-1 PARA 4.1		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
REMOVED AND REINSTALLED DEHYDRATOR FOR SILICA REPLACEMENT IA W ETM-RC135-2-11 PG 2-258 PARA 2.54.13 NDN		A83CN	72MAD	G	307
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
ISNP C/W IAW 1C-135-2-4CL-1-1 PG 4-2/4-3 STEP X-AF		A83FL	04199		(Null)
R2 RADAR ANTENNA IAW ETM-RC135-2-11 PG 2-48 PARA 2.6.2 SYS O P CK REQUIRED SEE THIS JCN WCE 008		A83CN	72BAD	R	692
7 LVL INSP C/W		A83CN	72BA0	X	799
RADOME ACCESS PANEL REINSTALLED IAW ETM-RC135-2-11 PG 2-59 P ARA 2.6.27 STEP I		A83CN	11AAD	S	800

C/A	MDS	PWC	WUC	AT	HMAL
R2 RIU IAW ETM-RC135-2-11 PG 5-62B PARA 2.6.37 SYS OPS CHK G OOD ON GROUND SEE THIS JCN WCE 001 FOR ORIGIN		A83CN	72BAN	R	644
REINSTALLED NOSE RADOME IAW ETM-RC135-2-11 PG 2-59 PARA 2.6. 27		A83CN	1111J	S	800
NOSE RADOME ACCESS PANEL REINSTALLED IAW ETM-RC135-2-11 PG 2 -59 PARA 2.6.27 STEP I		A83CN	11666	S	800
RADAR SYS OP CHK GOOD		A83CN	72BL0	X	799
IFOC BAD PER AIRCREW -1 SEE JCN 151100193 FOR NEW DISCREPANC Y		A83CN	72BA0	X	553
RESET TCAS PROCESSOR SYS OPS CHECK GOOD IAW ETM-RC135-2-11 P G 2-193 PARA 2.40.2		A83CN	73BA0	L	254
R2 RADAR PRESSURE SWITCH IAW ETM-RC135-2-11 PG 2-255 PARA 2. 54.4 OPS CHK BAD SEE THIS JCN WCE 002		A83CN	72MAB	R	901
R2 RADAR PRESSURE PUMP IAW ETM-RC135-2-11 PG 2-254 PARA 2.54 .2 SYS OP CHK GOOD ON GROUND. SEE JCN 15106(		A83CN	72MAA	R	692
CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83FL	118D0	S	800
RELOCATED J1 CANNON PLUG IAW TAR #8-82700C/15A-0020 AND IAW 1-1A-14 WP 023 PG 7 PARA 40 SYSTEM OPS CHECK		A83GC	52AAL	L	6
RELOCATED J2 CANNON PLUG IAW TAR #8-82700C/15A-0020 AND IAW 1-1A-14 WP 023 PG 7 PARA 40 SYSTEM OPS CHECK		A83GC	52AAL	L	6
REINSTALLED AP PROCESSOR IAW 1C-135-2-11-3 PG 2-126 PARA 2-1 63 OPS CHECK DUE SEE THIS JCN WCE 004		A83GC	52AA0	S	800
A/P SYSTEM OPS CHECK GOOD		A83GC	52AA0	X	799
FWD GAP ANTENNA INSTALLED IAW ETM-RC135V/W-2 PARA 4.1.6.12		HLGNJ	81CCE	Q	799
5 EA WARNING TAGS REMOVED IAW LPS-55MXG-00-20-1 OFC3 STEP 5.7.3.16.5.1.3.10		A83CN	01490		(Null)
INSP C/W OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
INSP C/W IAW OAFBI PARA 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
R2 RADAR R/T IAW ETM-RC135-2-11 PG 2-55 PARA 2.6.15. SYS OPS CHECK GOOD. SEE JCN 151066407 FOR RELATED DISC		A83CN	72BAB	R	692
NUTPLATE DOES NOT REQUIRE REPLACEMENT, ADJUSTED NUTPLATE. SC REW REINSTALLED.		A83CN	72BAF	G	105
LH PACK RAN GOOD ON GROUND RECALIBRATED PANEL IFOC DUE SEE T HIS JCN WCE 002		A83EE	413AA	L	127
IFOC GOOD PER AIRCREW		A83EE	41210	X	799
RESEAT CRYPTO CONNECTION ON MIDS TERMINAL O/C/G		HLGNJ	82LGA	L	6

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
INSP C/W		A83FL	04199		(Null)
R2 NAV'S RADAR MONITOR DISPLAY IAW ETM-RC135-2-11 PG 2-52 PA RA 2.6.5B SYS OPS CHK GOOD.		A83CN	72BAF	R	957
REINSTALLED ORIGINAL NAV MONITOR AFTER ETR IAW ETM-RC135-2-1 1 PG 2-52 PARA 2.6.5B SEE JCN 151036411		A83CN	72BAP	S	800
RADAR OPS CHK STILL BAD AFTER ETR SEE JCN 151030133 FOR ORIG INAL DISCREPANCY		A83CN	72BAP	X	553
7 DAY LCS INSPECTION C/W NDN		A83EE	41799	X	799
REPLACED 2 EA BROKEN FITTINGS		A83FL	12G00	R	70
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 4-2/4-2 STEP X-AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
TQS MOUNT TCTO COMPLIED W/ IAW 1RC/TC135-1180		HLGNJ	04199		(Null)
REMOVED AND REPLACED RADAR RT IAW ETM-RC135-2-11 PG 2-55 PAR A 2.6.15 SYSTEM OPS CHK GOOD		A83CN	72BAB	R	691
DUST COVER REINSTALLED IAW 1C-135-2-7-1 PARA. 9.14 PG 9-91 I PI C/W IAW STEP 27 BY		A83FL	13AMD	S	800
TRANSDUCER REINSTALLED IAW 1C-135-2-7-1 PARA. 9.12 IPI C/W I AW 1C-135-2-7-1 PARA. 9.12 STEPS 2-4 AND LPS-55M		A83FL	13EBE	S	800
OPS CK GOOD		A83FL	13EB0	X	799
#1 TIRE R2 IAW 1C-135-2-7-1 PG. 57-6-63 PARA. 6.13.2 IPI C/W IAW 1C-135-2-7-1 PARA. 16.3.2 STEPS 2&3 PARA. 16.3.3 S		A83FL	13AM0	R	20
RESEATED CANNON PLUGS OPS CHECK GOOD		A83GC	51P00	L	255
R2 FILLER CAP SEAL OPS CHK GOOD		A83HY	45124	G	381
R2 OWS		HLGNJ	82GAA	R	255

C/A	MDS	PWC	WUC	AT	HMAL
A/C LAUNCH SUPPORTED		A83CN	01000		(Null)
INSP C/W OAFBI 21-100 PARA. 7.2.1		A83FL	04199		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED BY MAN #86425		A83FL	01000		(Null)
FDR DL C/W		A83GC	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
AXLE DOWNJACKED IAW 1C-135-2-2-2 PG 21-59 PARA. 21.16.3		A83JE	01000		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
IFOC GOOD C/W BY MATT DOWNING 232-1246		A83FL	51QAA	X	799
MODE 4 CK C/W SYS OP CK GOOD		A83CN	04MD4		(Null)
OPS CHECK GOOD		A83EE	04MD4		(Null)
INSP C/W		A83FL	01000		(Null)
UPLOAD C/W		A83FL	01000		(Null)
WRITEUP ENTERED IN ERROR NO DISCREP EXISTS IAW 00-20-1 4-4 PA 4.6.6.2		A83JE	01000		(Null)
WRITEUP ENTERED IN ERROR NO DISCREP EXISTS IAW 00-20-1 4-3 PA 4.6.6.1		A83JE	01000		(Null)
AFE UPLOAD C/W		ARCEC	01000		(Null)
FL 15 C/W		HLGNJ	01000		(Null)
R2 R/T. IAW ETM-RC135-2-11 PG 2-172 PARA 2.36.2 OPS CHK BAD SEE THIS JCE WCE 002 FOR NEW DISCREPANCY		A83CN	72VA0	R	37
R2 RADIO ALT #2 IAW ETM-RC135-2-11 PG 2-172 PARA 2.36.2 OPS CHK BAD SEE THIS JCE WCE 004 FOR NEW DISCREPAN		A83CN	72VA0	R	673
CLOSED FUEL CELL #1 ACCESS PANEL IAW ETM-RC135-2-11 PG 2-172 PARA 2.36.2 STEP H		A83CN	1151E	S	800
R2 RADIO ALT #2 R/T IAW ETM-RC135-2-11 PG 2-172 PARA 2.36.2 OPS CHK GOOD SEE JCN 150980029 WCE 001 FOR IFO	A83CN	72VA0	R	673	
MODE IV/MODE C CHECK C/W, SYS OPS CHK GOOD		A83CN	04MD4		(Null)
DR C/W		A83FL	07000		(Null)
REPAIRED COMM CORD, OPS CHK GOOD		A83CN	647Q0	G	105
R2 LIGHT BULB OPS CHECK GOOD		A83FL	44213	S	800
NDN HANDLE WORKS AS REQ.		A83FL	11340	X	799
RESET APCS RAN WS PTT MBIT OPS CHECK GOOD		A83GC	51SAA	X	799
REPLACED SPARE KEYBOARD		HLGNJ	82GAJ	R	718
O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
IFOC CHECKED GOOD PER AIRCREW		A83CN	72BA0	X	799
INSPECTION C/W NDN		A83EE	41000	X	799
28 DAY TAWS UPDATE C/W		A83GC	51Q00	L	944
PERFORMED RADAR OPS CHECK IAW ETM-RC135-2-11 PG 2-45 PARA 2. 4.41 FOR ONE HOUR. NDN, SYS OP CHK GOOD		A83CN	72BA0	X	799
SYSTEM WORKS AS ADVERTISED, RA NOT TO BE USED ABOVE 2,500FT PER ETM-RC135-2-11 PG 2-157 PARA 2.31.		A83CN	72V00	X	948
7 LEVEL INSPECTION FOR RECUR C/W		A83CN	51Q00	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STPS 31 THRU 38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
R2 FLOW CONTROLLER IAW 1C-135-2-3-2 PARA 13.14.4 LEAK AND OP S CHK GOOD SEE THIS JCN WCE 004		A83EE	41216	R	255
CLOSED CENTER WING ACCESS DOOR IAW 1C-135-2-3-2 PARA 13.14.5 4 PG 13-70		A83EE	11PAD	S	800
CLOSED LH K/B/B IAW 1C-135-2-3-2 PARA 13.2.7 STEP C		A83EE	11430	S	800
R2 AIRFLOW CONTROLLER IAW 1C-135-2-3-2 PARA 13.14.4 LEAK AND OPS CHK GOOD		A83EE	41216	R	255
REINSTALLED S-DUCT IAW 1C-135-2-3-2 PARA 13.14.54 LEAK CHK G OOD		A83EE	411DA	S	800
T-DUCT REINSTALLED IAW 1C-135-2-3-2 PG 13-73 PARA 13.14.60		A83EE	4125M	S	800
CLEANED WINDOW		A83FL	1114E	V	230
URINAL SNAKED OPS CHECK GOOD		A83FL	12GA0	V	230

C/A	MDS	PWC	WUC	AT	HMAL
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-5 PARA 20. 3.2		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-5 PARA 20. 3.2		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-5 PARA 20. 3.2		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-5 PARA 20. 3.2		A83JE	118D0	S	800
4 EA CHIP DET INST IAW 2J-F108-2-1 S 79-00-00 PG 201		A83JE	27A4D	S	800
4 EA CHIP DET INST IAW 2J-F108-2-1 S 79-00-00 PG 201		A83JE	27A4D	S	800
4 EA CHIP DET INST IAW 2J-F108-2-1 S 79-00-00 PG 201		A83JE	27A4D	S	800
4 EA CHIP DET INST IAW 2J-F108-2-1 S 79-00-00 PG 201		A83JE	27A4D	S	800
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
REMOVED 2EA WARNING TAGS IAW LPS-55MXG-00-20-1 OFC3 PG 2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X/AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W		A83JE	04199		(Null)
4EA WARNING TAGS REMOVED C/B RESET IAW 1C-135-2-4-1-1 PG 8-67 PARA 8.25.2		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
I'S AND E'S C/W IAW 1C-135-2-4CL-1-1 PG 4-2 THRU 3 STEPS X-AF		A83JE	0413C		(Null)
I'S AND E'S C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
SWAPPED RAD ALT #1 AND #2 IAW ETM-RC135-2-11 PG 2-172 PARA 2 .36.2		A83CN	72VA0	S	800

C/A	MDS	PWC	WUC	AT	HMAL
C/W IAW 1C-135-2-4CL-1-1 PG4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
R2 ADL IAW ETM-RC135-2-11 PG 5-105 PARA 5.7.1.1, SYS OPS CHK GOOD.		A83CN	72XJ0	R	939
RESEATED RADIO ALT. SEE JCN 150910025		A83GC	51Q00	L	956
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
28D FMS UPDATE C/W		A83CN	727AB	L	944
INSP C/W NO DEFECT NOTED		A83EE	41799	X	799
CLOSED FUEL CELL 0 ACCESS PANEL IAW 1-1A-8 PARA 10.2		A83EE	41799	S	800
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 PG 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-CL-1-1 PG 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
1 EA FIRST AID KIT IN FLIGHT DECK REPLACED		A83FL	91211	R	70
HDP CALL TEST C/W		HLGNJ	82EA3	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
C/S HCP O/C/G W/ MX LOAD		HLGNJ	823AC	X	799
O/C/G WITH MX LOAD		HLGNJ	82SC0	X	799
O/C/G WITH MX LOAD		HLGNJ	823AC	X	799
R2 HDP O/C/G		HLGNJ	82EA3	R	949
DUPLICATE DISCREPANCY IAW 00-20-1 PARA 5.7.3.19.4.1		HLGNJ	82CAB	X	799
R2 HSDC O/C/G		HLGNJ	82QAC	R	956
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1 PG 4-2 AND 4-3 STEPS X THRU AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSPECTION C/W NDN		A83EE	41000	X	799
REINSTALLED PNL IAW ETM-RC135-2-3 P.7-141 PARA 7.1.6.12 STEP M		A83EE	11PAD	S	800
TORQUE TUBE BRACKET R2		A83FL	14ECG	R	70
3 EA PATCHES INSTALLED		A83FL	14EJ0	G	105
#4 OUTBOARD FLAP MOHAIR REPLACED		A83FL	14EG0	G	105
HPO CARDS C/W		A83FL	03300		(Null)
CARD C/W		A83FL	03300		(Null)
CARDS COMPLIED WITH. NO DEFECTS NOTED		ARCEC	03300		(Null)
HPO C/W		HLGNJ	03300		(Null)
10EA COVE LIP DOORS RAISED IAW 1C-135-2-8-1 PG 14-388 PARA 1 4.86.3 STP12		A83FL	14EL0	X	799
PANEL REINSTALLED IAW 1C-135-2-8-1 PG15-33 PARA 15.8.2 STP9		A83FL	11EAE	S	800
KEEL BEAM BAY DOOR CLOSED IAW 1C-135-2-2-2 PG15-600 PARA 15. 95.2 SECTION C STP 4		A83FL	11430	X	799
LT KEEL BEAM BAY CLOSED IAW 1C-135-2-2-2 PG15-600 PARA 15.95 .2 SECTION C STP4		A83FL	11430	X	799
ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG. 20-5 PARA 20.3.2		A83GC	118D0	S	800
ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG. 20-5 PARA 20.3.2		A83GC	118D0	S	800
ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG. 20-5 PARA 20.3.2		A83GC	118D0	S	800
ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG. 20-5 PARA 20.3.2		A83GC	118D0	S	800
ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
1EA WARNING TAG REMOVED AND C/B RESET JFS DRAINED AND SERVICED IAW 1C-135-2-4-1-1 P 8-72 P 8.27		A83JE	27CBF	X	799
8EASPOILRLCKS REMIAW1C-135-2-2-2PG14-14PARA14.4.4 3EAWARNGTAGS REMIAWLPS-55MXG-00-20-1-OFC3 PG5-7 PARA		A83FL	06000		(Null)
1EA WARNG TAG REM IAW LPS-55MXG-00-20-1-OFC3 PG 5-7 PARA 5 .7.3.16.5.1.3.10 8EA LEADING EDGE FLAP LOCKS REM		A83FL	06000		(Null)
2EA WARNING TAGS REM IAW LPS-55MXG-00-20-1-OFC3 PG 5-7 PARA 5.7.3.16.5.1.3.10		A83FL	01490		(Null)
CARDS C/W		A83FL	03999		(Null)
INSP C/W IAW LPS MXG-1C-135-6WC-1-OFC1 CARD 4-022 ITEM 1 SCH 100 AVIATION GREASE USED IPI C/W INSP IAW LPS		A83FL	04199		(Null)
CARDS C/W		A83FL	03999		(Null)
RT ACM DRAINED & RESERVICED IAW 1C-135-2-2-2 PG 15-600 PARA 15.95.2 SECTION C		A83FL	01000		(Null)
LT ACM DRAINED & RESERVICED IAW 1C-135-2-2-2 PG 15-600 PARA 15.95.2 SECTION C		A83FL	01000		(Null)
HPO C/W NDN		A83GC	03999		(Null)
1 EACH WARNING TAG REMOVED IAW LPS-55MXG-00-20-1-OFC3 PG 4 P ARA 5.7.3.16.5.1.3.10. A/R DOOR LOCKED REMOV		A83HY	06000		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
HPO C/W		A83HY	03999		(Null)
4EA WARNING TAGS REMOVED AND C/BS RESET IAW 1C-135-2-4-1-1 9-1 P 9.3		A83JE	06000		(Null)
4EA WARNING TAGS REMOVED AND T-HANDLES RESET IAW 1C-135-2-4-1-1 P 9-1 P 9.3		A83JE	06000		(Null)
4EA WARNING TAGS REMOVED AND C/BS RESET IAW 1C-135-2-4-1-1 9-1 P 9.3		A83JE	06000		(Null)
INSP C/W NDN		A83JE	03999		(Null)
INSP C/W NDN		A83JE	04136		(Null)
R2 TACAN #1 CONTROL PANEL IAW ETM-RC135-2-11 PG 2-153 PARA 2 .30.2 SYS OP CHECK GOOD		A83CN	71ZD0	R	255
DISCREPANCY ENTERED IN ERROR IAW TO 00-20-1 PARA 4.6.6.4		A83CN	1151E	X	799
DISCREPANCY ENTERED IN ERROR. IAW TO 00-20-1 PARA 4.6.6.4		A83CN	1151E	X	799
R2 TUNER O/C/G		HLGNJ	82CAB	R	956
REPLACED SPARE KEYBOARD		HLGNJ	82GAJ	R	255
R2 C/B O/C/G		HLGNJ	82GA9	G	6
SUPPORTED A/C FOR LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
R2 RIU IAW ETM-RC135-2-11 PG 2-62B PARA 2.6.37 SYS OPS CHK G OOD		A83CN	72BA0	R	957
ASS. EQUIP MAL. SEE JCN 150789615001 FOR ORIGINAL MALFUNCTIO N		A83CN	72BA0	L	602
O/C/G WITH MX LOAD		HLGNJ	82SC0	L	940
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP CW IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP CW IAW 1C-135-2-4CL-1-1 PG42/43 STEPS X-AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
POSTFLIGHT C/W		HLGNJ	04199		(Null)
R2 HATCH IAW 1C-135-2-2-2 PG. 18-188 PARA. 18.72		A83FL	11360	R	70
HATCH REMOVED FOR SHEET METAL PAINT		A83FL	11360	P	757
OVERWING HATCH INSTALLED		A83FL	11360	Q	799
R2 WHEEL AND TIRE IAW 1C-135-2-7-1 PG 6-53 PARA 6.13.3 IPI C /W IAW 1C-2-7-1 PARA 16.3.2 STEP 2,3 AND PARA 16.3.		A83FL	13AP0	R	20
DUST COVER REINSTALLED IAW 1C-135-2-7-1 PARA 9.14 IPI C/W IA W 1C-135-2-7-1 PARA 9.14 STEP 27 BY (		A83FL	13AMD	S	800
TRANSDUCER REINSTALLED IAW AC-135-2-7-1 PARA 6.13.3 PG 6-62 IPI C/W IAW 1C-135-2-7-1 STEPS 9,11 AND PARA9.12.		A83FL	13EBE	S	800
#2 ENG COWLING CLOSED TO IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	S	800
INSPECTED AREA, NO DEFECT NOTED. OPS CHECK PUMP WITH THE RIG HT AMOUNT OF FUEL, PUMP CHECK GOOD MULTI		A83JE	46711	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
AXLE DOWNJACKED IAW 1C-135-2-2-2 PG 21-59 PARA 21.16.3		A83FL	01000		(Null)
OPS CHECK GOOD		A83FL	04199		(Null)
INSP C/W IAW OAFBI 21-100 PARA. 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG. 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR D/L C/W		A83GC	04199		(Null)
HYD MULE DISCONNECTED FROM #2 ENG IAW 1C-135-2-2-2 PG 14-161 PARA 14.38		A83HY	01000		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
C/W		A83FL	04199		(Null)
RELOADED WAYPOINT DATA SYS OPS CHK GOOD		A83CN	72XJ0	L	939
INSPECTION C/W NDN		A83EE	41799	X	799
REINSTALLED PANEL IAW ETMRC-135-2-3 PARA 7.2.5.6 STEP M		A83EE	118AM	S	800
NO DEFECT OPERATING RADIO ALTIMETERS PASS OUT OF LIMITS OPS CHK GOOD IAW ETM-RC135-2-11 PG 2-157 PARA 2		A83GC	51Q00	X	799
COULD NOT DUPLICATE MALFUNCTION, RAN SYSTEM WITH MAINT SOFTW ARE, INITED/ICOLD/TCOLD SEVERAL TIMES W		ARCEC	82SA0	H	799
REBUILT SOFTWARE O/C/G		HLGNJ	82EAM	L	254
REBUILT SOFTWARE O/C/G NDU RECONFIGURED TO A SIDE		HLGNJ	82EAM	L	940
COLD START HCP O/C/G		HLGNJ	823AC	L	940
COLD START HCP O/C/G		HLGNJ	823AC	L	940
RECONFIGURED AIRCRAFT TO NDU A		HLGNJ	82EAM	L	956

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR D/L C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1 PG 3-104 STEPS 31-36		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
COPILOTS MFD R2 IAW ETM-RC135-2-11 PG 4-341 PARA 4.18.5 AND 4.18.6 OPS CHK GOOD IAW ETM-RC135-2-11 PG 4-271		A83GC	51PAA	R	255
COPILOTS MFD R2 IAW ETM-RC135-2-11 PG 4-341 PARA 4.18.5 AND 4.18.6		A83GC	51PAA	R	255
INSTALLED HARNESS IAW 1C-135-2-7-1 PG 6-31 PARA 6.7.4 STEP 1 3 SEE THIS JCN WCE 016, 021, 022 FOR OPS CHECKS		A83EE	13EA0	S	800
OPS CHECK GOOD IAW 1C-135-2-7-1 PG 9-61 PARA 9.8.2		A83EE	13EB0	X	799
INSTALLED DUST COVER IAW 1C-135-2-7-1 PG 9-91 PARA 9.14.2 ST EP 27 IPI C/W BY SSGT IAW 1C-135-		A83EE	13AMD	S	800
INSTALLED DUST COVER IAW 1C-135-2-7-1 PG 9-91 PARA 9.14.2 ST EP 27 IPI C/W BY SSGT IAW 1C-135-		A83EE	13AMD	S	800
INSTALLED DUST COVER IAW 1C-135-2-7-1 PG 9-91 PARA 9.14.2 ST EP 27 IPI C/W BY SSGT IAW 1C-135-		A83EE	13AMD	S	800
INSTALLED DUST COVER IAW 1C-135-2-7-1 PG 9-91 PARA 9.14.2 ST EP 27 IPI C/W BY SSGT IAW 1C-135-		A83EE	13AMD	S	800
OPS CHECK BAD SEE THIS JCN WCE 027 FOR MX ACTION		A83EE	13EAE	X	553
OPS CHECK GOOD IAW 1C-135-2-7-1 PG 6-31 PARA 6.7.4		A83EE	13EAD	X	799
R2 RH TRUCK LEVEL SWITCH IAW 1C-135-2-7-1 PG 6-136 PARA 6.35 .2 OPS CHECK GOOD		A83EE	13EAE	R	255
RT MLG RESEALED IAW 1C-135-2-7-1 PG 6-321 PARA 6.97. NITROGE N REQ SERVICE. LEAK AND OPS CHECK DUE. IPI ENSU		A83HY	13AB0	G	381
RT MLG RT MLG TRUNNION TO DRAG BRACE BRAKE LINES INSTALLED I AW 1C-135-2-7-1 PG 6-332 PARA 6.97.6.		A83HY	13EA0	S	800
RT MLG STRUT LEAK CHECK GOOD		A83HY	13AB0	X	799
BLEED C/W IAW T.O. 1C-135-2-7-1 PG 9-106 PARA 9.20		A83HY	13C00	L	651
LEAK CHECK GOOD		A83HY	13CBA	X	799
CLOSED #2 ENG COWL IAW TO 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	S	800
CLOSED #1 ENGINE COWL IAW TO 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	X	799
CLOSED #1 ENGINE COWL IAW TO 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	X	799
INFLATED RT MLG STRUT IAW TO 1C-135-2-2-2 PG 15-528 PARA 15. 76		A83HY	13C00	X	799

C/A	MDS	PWC	WUC	AT	HMAL
DISCREPANCY ENTERED IN ERROR IAW TO 00-20-1 PG 4-3 PARA 4.6. 6.1		A83HY	13C00	X	799
RT MLG INSTALLED IAW 1C-135-2-7-1 PG 6-391 PARA 6.107		A83JE	13AA0	S	800
SAFTEY & RTV MLG IAW 1C-135-2-7-1 PG. 6-391 PARA. 6.107		A83JE	13000	L	127
STRUT CONFIGURED		A83FL	01000		(Null)
FUEL CONFIGURED IAW 2-2-CL-2-1 PG 4-26		A83FL	01000		(Null)
2 EACH WARNING TAGS REMOVED IAW LPS-55MXG-00-20-1-OFC3 PG 4 PARA 5.7.3.16.5.1.3.10.		A83HY	01490		(Null)
SERVICED RT MLG STRUT IAW T.O. 1C-135-2-2-2 PG 15-535 PARA 15.77		A83HY	01000		(Null)
RT MLG SERVICED IAW 1C-135-2-7-1 PG 6-329 PARA 6.97.5.		A83HY	01000		(Null)
MLG OPS CHECK GOOD		A83HY	04122		(Null)
IPI C/W TO ENSURE BACKUP RINGS ARE PROPERLY INSTALLED WITH ROUNDED EDGES FACING THE RING SEALS. ALSO T(		A83HY	04199		(Null)
IPI C/W TO ENSURE INNER CYLINDER IS FREE OF FOD PRIORTOASSEMBLY IAW 1C-135-2-7-1 PARA 6.98.7 PRIOR TO STEP		A83HY	04199		(Null)
HYD MULE DISCONNECTED FROM #2 ENG IAW TO 1C-135-2-2-2 PG14-158 PARA 14.38		A83HY	01000		(Null)
REMOVED MULE FROM #1 ENGINE IAW TO 1C-135-2-2-2PG14-158PARA14.38		A83HY	01000		(Null)
REMOVED MULE FROM #1 ENGINE IAW TO 1C-135-2-2-2PG14-158PARA14.38		A83HY	01000		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
4 EA JACK PANELS INSTALLED IAW 1C-135-2-2CL-3-1 PG 5-6 PARA 5.4		A83JE	01000		(Null)
5EA JACK PADS REMOVED IAW 1C-135-2-2CL-3 PG 5-6 PARA 5.4		A83JE	01000		(Null)
1 EA PLUMB BOB REMOVED IAW 1C-135-2-2CL-3 PG 5-6 PARA 5.4		A83JE	01000		(Null)
ACFT DOWN JACKED IAW 1C-135-2-2CL-3-1 PF 5-6 PARA 5.4		A83JE	01000		(Null)
AUX SEAT WALK AROUND BOTTLE BRACKET R2		A83FL	4714A	R	70
R2 RELIEF VALVE IAW 1C-135-2-13-1 PG 3-250 PARA 3.52. LK AND OPS CHECK GOOD.		A83HY	45110	R	875
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 PARA 20. 3		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 PARA 20. 3		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 PARA 20. 3		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 PARA 20. 3		A83JE	118D0	S	800
4 EA CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 201 SEC 7 9-00-00		A83JE	27A4D	S	800
4 EA CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 201 SEC 7 9-00-00		A83JE	27A4D	S	800
4 EA CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 201 SEC 7 9-00-00		A83JE	27A4D	S	800
4 EA CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 201 SEC 7 9-00-00		A83JE	27A4D	S	800
FUEL STRAINER REINSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6. 9.2		A83JE	27H99	S	800
FUEL STRAINER REINSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6. 9.2		A83JE	27H99	S	800

C/A	MDS	PWC	WUC	AT	HMAL
FUEL STRAINER REINSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.		A83JE	27H99	S	800
FUEL STRAINER REINSTALLED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6. 9.2		A83JE	27H99	S	800
INSP CW IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP CW IAW 1C-135-2-4CL-1-1 PG42/43 STEPS X-AF		A83FL	0413C		(Null)
C/W		A83FL	01000		(Null)
INSP CW IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
C/W		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
1 EA WARNING TAG REMOVED IAW LPS-55MXG-00-20-1-OFC3 PARA 5.7.3.16.5.1.3.10 PG 4		A83HY	01490		(Null)
INSP C/W NDN		A83JE	04199		(Null)
ALL T-HANDLES AND C/BS RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-67 PARA 8.25.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-67 PARA 8.25.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-67 PARA 8.25.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-67 PARA 8.25.2		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-67 PARA 8.25.2		A83JE	06000		(Null)
2 EA WARNING TAGS REMOVED IAW LPS-55MXG-00-20-1-OFC3 PARA5.7.3.16.5.1.3.10		A83JE	06000		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PARA 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
OPERATOR ERROR.		HLGNJ	82EAK	X	799
COLD STARTED TNT. O/C/G		HLGNJ	82LH0	L	956
COLD STARTED TNT. O/C/G		HLGNJ	82LH0	L	956
QRC REMOVED		HLGNJ	82ZA0	P	799
OPS CK GOOD PER AIRCREW		A83EE	41210	X	799
R2 WHEEL AND TIRE IAW IAW 1C-135-2-7-1 PARA 6.13.3 IPI C/W I AW 1C-135-2-7-1 PARA 6.13.2STEP 3, STEP 3, 6.13.3 ST		A83FL	13AP0	R	20

C/A	MDS	PWC	WUC	AT	HMAL
#2 DUST COVER REINSTALLED IAW \ 1C-135-2-7-1 PARA 9-13.4 STE P 27 IPI C/W IAW IAW 1C-135-2-7-1 PARA 9-13.4 STE		A83FL	13AMD	S	800
#2 XDUCER REINSTALLED IAW 1C-135-2-1 PARA 6. 13.3 STEP S 9, 11 & PARA 9.12.2. IPI C/W IAW1C-135-2-1 PARA 6.13.3		A83FL	13EBE	S	800
DOWNJACKED IAW 1C-135-2-2-2 PARA 21.16.3		A83FL	01000		(Null)
OPS CHECK GOOD		A83FL	04199		(Null)
MANUFACTURED NEW BOOM END		A83JE	01000		(Null)
REINSTALLED COVERS IAW TO 1C-135-2-10-1 PG 19-31 PARA 19.24. 4 STEP 2		A83EE	4422A	S	800
SYMBOL ENTERRED IN ERROR SIGNED OFF IAW 00-20-1 PG 4-4 PARA 4.6.6.2 NO CORRECTED BY REQUIRED, SIGNED OFF		A83EE	4422A	X	799
R2 BULBS OPS CHK GOOD		A83EE	4422A	R	255
REMOVED TAG IAW TO LPS55MXG-00-20-1-OFC3 PG 2 PARA5.7.3.16.5.1.3.10		A83EE	01490		(Null)
REMOVED LOCK IAW TO 1C-135-2-10-1 PG 19-31 PARA 19.24.4 STEP 3		A83EE	06000		(Null)
28 DAY FMS UPDATE C/W		A83CN	727AB	L	944
OPS CK GOOD PER AIRCREW		A83EE	41210	X	799
REMOVED RT SLIPWAY DOOR FOR STMA REPAIR IAW 1C-135-2-6-1 PAG 23-169 PAR 23.47.		A83HY	46973	P	800
RE-INSTALLED SLIPWAY DOOR AFTER SHEET METAL REPAIR IAW T.O. 1C-135-2-6-1 PG. 2-172 PARA. 23.48		A83HY	46973	Q	799
REINSTALLED UPPER A/R MANIFOLD IAW 1C-135-2-6-1 PG 23-125 PA RA 23.28		A83JE	46981	S	800
LK CHK C/W NO DEFECTS NOTED		A83JE	46981	X	799
SLIPWAY TORN REQS REPAIR		ASTMA	46973	G	190
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
RESEET CB AND REMOVED 2 WARNING TAGS IAW TOLPS-55MXG-00-20-1-OFC3 PARA 5.7.3.16.1.3.10 PG 2		A83EE	01490		(Null)
INSP. C/W IAW:21-100 PARA.7.2.1		A83FL	04199		(Null)
INSP. C/W IAW:1C-135-2-4-1-1 PG.3-104 STEPS.31-38		A83FL	0413C		(Null)
DRAIN C/W		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
REMOVED 2 EA WARNING TAGS IAW TO 1C-135-2-6-1 PG 23-125 PARA 23.28		A83JE	01490		(Null)
IPI C/W NO DEFECTS NOTED IAW 1C-135-2-6-1 PARA 1.16 STEP A		A83JE	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
SEARCH CONDUCTED, ITEM NOT FOUND IAW AFI 21-101 PARA 10.8.1. 8.1. SEARCH CLEARED BY	.	A83JE	9111B	R	70
SPARE KEYBOARD R2		HLGNJ	82GAJ	R	308
REBUILT CRYPTO FILL CABLE		HLGNJ	82L00	G	70
O/C/G		HLGNJ	84WD0	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 P3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
VALIDATION OF CURRENT PN/SN FOR THE SIRU INSTALLATION C/W. C K GOOD.		A83CN	72XN0	X	799
RECYCLED SYS POWER. PERFORMED GC ALIGNMENT IAW ETM-RC135-2-1 1 PG 5-95 PARA 5.5.8.1. SYS OPS CHK GOOD		A83CN	72XN0	L	644
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
F-108/TF-33 - INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
C/W		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
POST FLIGHT C/W		HLGNJ	04199		(Null)
DUST COVER INSTALLED IAW 1C-135-2-7-1 PARA 9.14.2 STEP 27 IP I C/W BY EJ1 IAW 1C-135-2-7-1 PARA 9.14		A83EE	13AMD	S	800
R2 35 DEGREE CONTROL VALVE LEAK AND OPS CK GOOD IAW 1C-135-2 -3-2 PG 12-39 PARA 12.3.20		A83EE	41225	R	255
CLOSED DOOR IAW 1C-135-2-3-2 PG 13-15 PARA 13.3.2.2 STEP R		A83EE	11430	S	800
CLOSED DOOR IAW 1C-135-2-3-2 PG 13-15 PARA 13.3.2.2 STEP Q		A83EE	41225	S	800
R2 WHEEL AND TIRE IAW 1C-135-2-7-1 PARA 6.13.2 STEP 3, PG 6- 62 - 6-63, PARA 6.13.3 STEPS 1,5,6 IPI C/W BY		A83FL	13AP0	P	20
WHEEL SPEED TRANSDUCER REINSTALLED IAW 1C-135-2-7-1 PARA 6.1 3.3 STEPS 9,11 AND PARA 9.12.2 IPI C/W		A83FL	13EBE	S	800
R2 WHEEL AND TIRE IAW 1C-135-2-7-1 PARA 6.13.2 STEP 3, PG 6- 62 - 6-63, PARA 6.13.3 STEPS 1,5,6 IPI C/W BY		A83FL	13AP0	Q	799
OPS CHECK GOOD		A83EE	04199		(Null)
MLG AXLW DOWN JACKED IAW 1C-135-2-2-2 PG 21-59 PARA 21.16.3 STEP 4		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP CW IAW OAFB1 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP CW IAW 1C-135-2-4CL-1-1 PG 42/43 STEPS X-AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
SYMBOL ENTERED IN ERROR IAW 00-20-1 PG 4-3 PARA 4.6.6.1 SEE THIS JCN WCE 003		A83EE	41799	X	799
CLOSED FUEL CELL 0 IAW 1-1A-8 PG 10-1 CH 10.2		A83EE	11PAD	S	800
C/W		A83EE	41799	X	799
CALIBRATED LH PACK CONTROL PANEL IAW TO ETM-RC-135-2-3 PG4-4 6 PARA 4.1.6.12 OPS CHK GOOD		A83EE	413AA	K	255
CLOSED KBB DOOR IAW TO 1C-135-2-3-2 PARA13.3.2.2 PG13-16 STE P R		A83EE	11430	S	800
CLOSED KBB DOOR IAW TO 1C-135-2-3-2 PARA13.3.2.2 PG13-16 STE P R		A83EE	11430	S	800
CLOSED PANEL IAW TO 1C-135-2-3-2 PARA13.3.2.2 PG13-16 STEP Q		A83EE	118AM	S	800
REINSTALLED WATER SEPARATOR IAW TO 1C-135-2-3-2 PARA 13.14.3 6 PG13-82 LEAK AND OPS CHK GOOD		A83EE	41214	S	800
R2 TORQUE MOTOR IAW TO 1C-135-2-3-2 PARA 13.14.22 PG 13-48 L EAK AND OPS CHK GOOD		A83EE	4123J	R	255
R2 TORQUE MOTOR TEMP SENSOR IAW TO 1C-135-2-3-2 PARA 13.14.2 4 PG 13-49 LEAK AND OPS CHK GOOD		A83EE	4121C	R	255
REINSTALLED VALVE IAW TO 1C-135-2-3-2 PG 12-39 PARA 12.3.20 LEAK AND OPS CHK GOOD		A83EE	41225	S	800
REINSTALLED VALVE IAW TO 1C-135-2-3-2 PG12-39 PARA13.3.20 LE AK AND OPS CHK GOOD		A83EE	41225	S	800
R2 PROCESSOR O/C/G		HLGNJ	82EAB	R	956
5 EA WARNING TAGS REMOVED IAW TO LPS-55MXG-00-20-1-OFC3 PG2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
ADJUSTED HATCH OPS CHK GOOD ON GROUND		A83FL	11360	L	127
O/C/G WITH MX LOAD		HLGNJ	82EAG	X	799
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
ISNP C/W IAW 1C-135-2-4-1-1 PG 3-104 PARA 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
R2 KDU IAW ETM-RC-135-2-11 PG 4-341 PARA 4.18.6 OPS CHK GOOD		A83GC	51PAA	R	957
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
R2 GCU. OPS CHECKED GOOD IAW 1C-135-2-10-1, PG 13-37, PARA 1 3.26		A83EE	42930	R	255
CLOSED COWLING. IAW 1C-135-2-2-2, PG. 20-4, PARA. 20.3		A83EE	118D0	S	800
RESEATED CABLES O/C/G		HLGNJ	82EAF	L	956
O/C/G WITH MAINT LOAD		HLGNJ	82EA2	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
SANITIZATION C/W		A83FL	04199		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW IC-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
ALLOWED PACK ENOUGH TIME TO STABILIZE OPS CHECK GOOD		A83EE	413AA	X	799
LUBRICATED PILOTS SEAT RAILS		A83FL	12AA0	X	799
RECYCLE SYSTEM POWER. OPS CHK GOOD. NO LAG		A83GC	5131G	L	181

C/A	MDS	PWC	WUC	AT	HMAL
FAN COWL CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20.3 PARA 20 -4		A83JE	118D0	X	799
FAN COWL CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20.3 PARA 20 -4		A83JE	118D0	X	799
FAN COWL CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20.3 PARA 20 -4		A83JE	118D0	X	799
FAN COWL CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20.3 PARA 20 -4		A83JE	118D0	X	799
#1 ENGINE CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 202 PARA 79-00-00		A83JE	27A4D	S	800
#2 ENG CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 202 PAR 79-00-00		A83JE	27A4D	S	800
#3 ENG CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 202 PAR 79-00-00		A83JE	27A4D	S	800
#4 ENG CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 PG 202 PAR 79-00-00		A83JE	27A4D	S	800
ALL RUB BUTTONS ARE IN PLACE AND DOING THEIR JOB. NORMAL WEA R ON PAINT WHERE RUB BUTTON MAKES CONTA(		ASTMA	14EHA	F	20
THE PLASTIC RUB BUTTONS ARE IN PLACE AND DOING THERE JOB. NO RMAL WEAR ON PAINT WHERE RUB BUTTON MAKE		ASTMA	14EHA	F	20
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP /CW IAW IC-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW IC-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
WARNING TAGS REMOVED AND C/B'S RESET IAW 2J-F108-2-1 PG 202 PAR 79-00-00		A83JE	04199		(Null)
ALL 4 ENGINE TGB INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
ALL 4 ENGINE CHIP DETECTORS INSP C/W		A83JE	04199		(Null)
OIL LEVELS ON 1,2, AND 4 IDG'S INSP NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
PRE RUN I'S AND E'S INSP C/W IAW 1C-135-2-4CL-1-1 PG 4.11 PAR X-AF		A83JE	0413C		(Null)
POST RUN I'S AND E'S INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7.1 7-1		A83JE	0413C		(Null)
INSP C/W NDN		A83JE	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
MODE IV/MODE C CHK C/W NDN		A83CN	04MD4		(Null)
HOT GAS PURGE C/W NDN		A83EE	01000		(Null)
SERVICED LOX C/W IAW 1C-135-2-2-2 PARA 10.56		A83FL	01000		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
PITOT-STATIC SYS OPS CHK GOOD AND LEAK CHK GOOD.		A83GC	0418A		(Null)
ADC OPS CHK GOOD		A83GC	04199		(Null)
TAPE REMOVED FROM PILOT'S PITOT TUBE IAW ETM-RC135-2-11 PG 5-321 PARA5.42.2.1		A83GC	0418A		(Null)
TAPE REMOVED FRO COPILOT'S PITOT TUBE IAW ETM-RC135-2-11 PG 5-321 PARA5.42.2.1		A83GC	0418A		(Null)
TAPE REMOVED FROM PILOT'S STATIC BOOM IAW ETM-RC135-2-11 PG 5-321 PARA5.42.2.1		A83GC	0418A		(Null)
TAPE REMOVED FROM COPILOT'S STATIC BOOM IAW ETM-RC135-2-11PG 5-321 PARA5.42.2.1		A83GC	0418A		(Null)
TTU-205 DISCONNECTED FROM A/C IAW ETM-RC135-2-11 PG 5-321 PARA5.42.2.1		A83GC	0418A		(Null)
900 HOUR INSP - C/W IAW 1C-135-6WC-7 ALL APPLICABLE CARDS		A83JE	0341F		(Null)
SERVICED ALL 3 LOX CONVERTERS AFTER HOT GAS PURGE IAW 1C-135 -2-2-2 PG 15-451 PARA 15.56		A83EE	47110	X	799
ADJUSTED LONG-WIRE ONTO CHUCK ASSEMBLY		A83JE	61DK0	L	127
WITHIN LIMITS IAW TAR 645AESS/15A-0009		A83JE	61DK0	X	799
REEVALUATED, GOOD		A83JE	61DK0	X	799
TEST STAND DISCONNECTED IAW 1C-135-2-2-2 PG 14-159 PARA 14.3 8.2		A83JE	45110	S	800
REPLACED AND GLUED NEW SLEEVE		A83JE	61DK0	G	105
C/W		A83EE	41799	X	799
CLOSED PANEL IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 STEP M . NDN		A83EE	11PAD	S	800
R2 SEALS		A83FL	13AJ0	R	20
R2 SEALS		A83FL	13AJ0	R	20
WRITE UP ENTERED IN ERROR IAW 00-20-1 PARA 4.6.6.1		A83FL	41415	X	799
LEFT KEEL BEAM BAY DOOR CLOSED IAW 1C-135-2-2-2 PAGE 15-611 STEP 4		A83FL	41415	X	799
RIGHT KEEL BEAM BAY DOOR CLOSED IAW 1C-135-2-2-2 PAGE 15-611 STEP 4		A83FL	41415	X	799
LEFT AND RIGHT ACM DRAINED AND SERVICED IAW 1C-135-2-2-2 PG 15-610 PARA 15.96.2		A83FL	41415	X	799
SHEET MEAL INSPECTED AREA. WILL FIX NEXT DOWNTIME		A83FL	14EHL	G	20
SHEET METAL EVALED. WILL REPAIR NEXT DOWNTIME		A83FL	14EHL	Z	212
PREVIOUSLY C/W BOLT RETAINER ALREADY INSTALLED		A83JE	27A99	X	799
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG. 20-4 20.3		A83JE	118D0	S	800
REMOVED AND REPLACED CTW CAVITY DRAIN LINE IAW 1C-135-2-5-3 PG.20-8 PARA.20.8		A83JE	465AG	R	780
LT OB AIL TAB MIDDLE HINGE RESEATED		A83JE	14AHE	L	127
LONG-WIRE TENSION WITHIN TOLERANCE IAW TAR 645AESS/15A-0009		A83JE	61DK0	X	799
MAINT. C/W AROUND L/E FLAPS IAW 1C135 6WC-2 I CARDS		A83JE	14E00	X	799
L/E FLAP NOT REMOVED FOR FAN DUCT OPENING IAW 1C-135-2-2-2 P ARA 20.7.2 STEP 2 PG 20-19		A83JE	14EM0	X	799
L/E FLAP NOT REMOVED FOR FAN DUCT OPENING IAW 1C-135-2-2-2 P ARA 20.7.2 STEP 2 PG 20-19		A83JE	14EM0	X	799

C/A	MDS	PWC	WUC	AT	HMAL
REMOVED, INSPECTED, CLEANED AND REINSTALLED BLEED ORIFICE IA W 1C-135-2-13-1 PG 3-94 PAR 3.11.6 STEP 9		A83JE	45199	S	804
LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-125 PARA 3.16.3		A83JE	45199	X	799
REMOVED, CLEANED, INSP, REINSTALLED ORIFICE IAW 1C-135-2-13- 1 PARA 3-11-6 PG 3-94		A83JE	45199	S	804
LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-125 PARA 3.16.3		A83JE	45199	X	799
REMOVED AND REPLACED HYDRAULIC RETURN FILTER IAW 1C-135-2-13 -1 PG 3-210 PAR 3.3.39.3 AND PG 3-214 PAR 3.40		A83JE	45154	R	878
LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-218 PARA 3.40.5		A83JE	45199	X	799
REMOVED AND REPLACED FILTER IAW 1C-135-2-13-1 PARA 3.39.3 PG 3-210 AND PARA 3.40.3 PG 3-214		A83JE	45154	R	878
LEAK CHECK GOOD IAW 1C-135-2-13-1 PG 3-218 PARA 3.40.5		A83JE	45154	X	799
2 EA WARNING TAGS REMOVED AFTER TCTO 566 IAW LPS 55MXG 00-20 -1 PFC3 PG 2 PARA 5.7.3.16.5.1.3.10. WUC SHOUL		A83JE	27000	X	799
L/E FLAP NOT REMOVED FOR FAN DUCT OPENING IAW 1C-135-2-2-2 P ARA 20.7.2 STEP 2 PG 20-19		A83JE	14EM0	X	799
L/E FLAP NOT REMOVED FOR FAN DUCT OPENING IAW 1C-135-2-2-2 P ARA 20.7.2 STEP 2 PG 20-19		A83JE	14EM0	X	799
RESET T-HANDLES IAW IC-135-2-4-1-1 PG 6-32 PARA 6.13		A83JE	27HA0	X	799
REMOVED AND REPLACED #1 FUEL PUMP IAW 2J-F108-2-1 WP 73-21-1 0 PG 201 IPI C/W IAW 2J-F108-2-1 WP 73-11-10 PG		A83JE	27HAA	R	799
VSV RIG CHECK COMPLIED WITH.		A83JE	27HA0	X	799
VBV RIG CHECK COMPLIED WITH.		A83JE	27A20	X	799
PLA GAIN NOT REQ IAW IC-135-2-4-1-1 PG 6-80 PARA 6.31		A83JE	27HA0	X	799
WET MOTOR C/W		A83JE	27HA0	X	799
LEAK CHECK GOOD.		A83JE	27A99	X	799
REMOVED AND REPLACED #1 FUEL PUMP IAW 2J-F108-2-1 WP 73-21-1 0 PG 201 IPI C/W IAW 2J-F108-2-1 WP 73-11-10 PG		A83JE	27HAA	R	799
#2 VSV RIG CK GOOD NO DEFECT NOTED		A83JE	27HA0	X	799
VBV RIG CK GOOD NO DEFECT NOTED		A83JE	27A20	X	799
PLA GAIN NOT REQ IAW IC-135-2-4-1-1 PG 6-80 PARA 6.31		A83JE	27HA0	X	799
WET MOTOR C/W		A83JE	27HA0	X	799
#2 ENGINE LEAK CHECK C/W.		A83JE	27A99	X	799
REMOVED AND REPLACED #3 FUEL PUMP IAW 2J-F108-2-1 WP 73-21-1		A83JE	27HAA	R	799
#3 ENGINE VSV STATIC RIG CHECK C/W		A83JE	27HA0	X	799
#3 ENGINE VBV STATIC RIG CHECK C/W		A83JE	27A20	X	799
PLA GAIN NOT REQ IAW IC-135-2-4-1-1 PG 6-80 PARA 6.31		A83JE	27HA0	X	799
WET MOTOR C/W.		A83JE	27HA0	X	799
#3 ENGINE LEAK CHECK C/W.		A83JE	27A99	X	799
REMOVED AND REPLACED #4 FUEL PUMP IAW 2J-F108-2-1 SECTION 73 -21-10 PG 201. IPI C/W IAW 2JF108-2-1 WP 73-21-		A83JE	27HAA	R	799
#4 ENGINE VSV STATIC RIG CHECK C/W		A83JE	27HA0	X	799

C/A	MDS	PWC	WUC	AT	HMAL
#4 VBV STATIC RIG CHECK C/W		A83JE	27A20	X	799
PLA GAIN NOT REQ IAW IC-135-2-4-1-1 PG 6-80 PARA 6.31		A83JE	27HA0	X	799
WET MOTOR C/W.		A83JE	27HA0	X	799
#4 ENGINE LEAK CHECK C/W.		A83JE	27A99	X	799
REM'D & REPLACED MEC IAW 2J-F108-2-1 WP 73-11-10-401 IPI REQ 'D PARA B STP 3 C/W BY WG-10 , \		A83JE	27HAC	R	70
REINSTALLED MEC THROTTLE CONTROL ASSY IAW IC-135-2-4-1-1 PG 6-43 PARA 6.14		A83JE	27NAC	S	800
FDR DOWNLOAD C/W		A83GC	04199		(Null)
SYMBOL ENTERED IN ERROR, DISCREPANCY AND CORRECT SYM BOLENTERED ON PAGE 31 ITEM 1. IAW 00-20-1 PG 4-4 S		A83JE	03999		(Null)
PANEL SHEET C/W IAW 00-20-1 PG 5-7 PARA 5.7.3.16.3.3.1		A83JE	01000		(Null)
REMOVED 3EA WARNING TAGS IAW LPS-55MXG-00-20-1-OFC3 PG2 PA5.7.3.16.5.1.3.10		A83JE	01490		(Null)
REMOVED 8 EA SPOILER LOCKS IAW 1C135 2-2-2 PG 14-14 PA 14.4.4		A83JE	06000		(Null)
REMOVED 1EA WARNING TAG IAW LPS-55MXG-00-20-1-OFC3 PG2 PA 5.7.3.16.5.1.3.10		A83JE	01490		(Null)
REMOVED LEADING EDGE F;AP LOCKS IAW 1C-135-2-2-2 PARA 14.4.6 PG 14-17		A83JE	06000		(Null)
2 WARNING TAGS REMOVED IAW 1C-135-2-2-2 PG 14-18 PARA 14.4.8		A83JE	01490		(Null)
STAB LOCK AND 3 C/B SAFETY LOCKS REMOVED IAW 1C-135-2-2-2 PG 14-18 PARA 14.4.8		A83JE	06000		(Null)
ANTENNA COVERS REMOVED IAW 1C-135-2-2-2 PG 2-41 PARA 2-4		A83JE	06000		(Null)
3 WARNING TAGS REMOVED IAW LPS-55MXG- 00-20-1- OFC3 PG2 PARA 5.7.3.16.5.1.3.10		A83JE	01490		(Null)
2 WARNING TAGS REMOVED IAW 1C-135-2-2-2 PG 14-18 PARA14.4.8		A83JE	01490		(Null)
SERVICED HYD RESERVOIR 1C-135-2-2-2 PG 15-415 PARA15.45.2		A83JE	01000		(Null)
SERVICED RT HYD RESERVOIR IAW 1C-135-2-2-2 PG 15-415PARA14.45.2		A83JE	01000		(Null)
REMOVED C/B LOCKS IAW IC-135-2-4-1-1 PG 6-32 PARA 6.13		A83JE	06000		(Null)
REMOVED C/B LOCKS IAW IC-135-2-4-1-1 PG 6-32 PARA 6.13		A83JE	06000		(Null)
REMOVED 4 TAGS IAW IC-135-2-4-1-1 PG 6-32 PARA 6.13		A83JE	01490		(Null)
THROTTLE RIG CW IAW IC-135-2-4-1-1 PG 6-78 PARA 6.31		A83JE	06000		(Null)
#1 ENG TRIM TOOL REMOVED IAW 1C-135-2-4-1 PARA 3.17.8 PG 3-290		A83JE	01000		(Null)
#1 ENGINE TRIM RUN C/W.		A83JE	04139		(Null)
THROTTLE RIG CW IAW IC-135-2-4-1-1 PG 6-78 PARA 6.31		A83JE	06000		(Null)
#2 ENG TRIM TOOL REMOVED IAW 1C-135-2-4-1 PARA 3.17.8 PG 3-290		A83JE	01000		(Null)
#2 ENGINE TRIM RUN C/W.		A83JE	04139		(Null)
THROTTLE RIG CW IAW IC-135-2-4-1-1 PG 6-78 PARA 6.31		A83JE	06000		(Null)
#3 ENG TRIM TOOL REMOVED IAW 1C-135-2-4-1 PARA 3.17.8 PG 3-290		A83JE	01000		(Null)
#3 ENGINE TRIM RUN C/W.		A83JE	04139		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
THROTTLE RIG CW IAW IC-135-2-4-1-1 PG 6-78 PARA 6.31		A83JE	06000		(Null)
#4 ENG TRIM TOOL REMOVED IAW 1C-135-2-4-1 PARA 3.17.8 PG 3-290		A83JE	01000		(Null)
#4 ENGINE TRIM RUN C/W.		A83JE	04139		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 3-4 PARA 3.1.1 STEPS AB-AI		A83JE	0413C		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1 STEPS A-F		A83JE	0413C		(Null)
REPLACED COMM CORD OPS CHECK GOOD		A83CN	6416W	G	693
INSP C/W		A83FL	07000		(Null)
28 DAY FMS UPDATE C/W		A83CN	727AB	L	944
RADIO ALT OPERATING RANGE IS -20 TO 2500FT AND BEING USED OU TSIDE OF SYSTEM PARAMETERS IAW ETM-RC135-2		A83GC	51QAA	X	799
TAWS UPDATE C/W		A83GC	51Q00	L	944
R2 OIL PRESS WARNING SWITCH LEAK AND OPS CHECK GOOD IAW 1C-1 35-2-4-1-1 PG 13-132 PARA 13.43		A83JE	27A4J	S	800
COWLING CLOSED AND SECURE NDN IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83JE	118D0	S	800
LEAK AND OPS CHECK GOOD		A83JE	27000	X	799
R2 R/T O/C/G		HLGNJ	81JD0	R	956
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP /CW IAW IC-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD CW		A83GC	04199		(Null)
POST FLIGHT COMPLIED WITH		HLGNJ	04199		(Null)
R2 POWER DIVIDER IAW ETM-RC135-2-11 PAGE 5-158 PARA 5.13.11 SYS OP CHK GOOD		A83CN	727BE	R	254
R2 SIRU IAW ET-RC135-2-11 PG 5-106 PARA 5.7.1.4 SYS OPS CHK BAD FOR BUS A. SEE THIS JCN WCE 002 FOR NEW WRIT		A83CN	72XN0	R	255
2 EA MED KITS R2		A83FL	91211	R	20
LEFT WING LANDING LIGHT PANEL INSTALLED IAW 1C-135-2-10-1 PG .19-8 PARA 19.11.4 STEP 9		A83FL	44263	S	800
WOUND CLOCK.		A83GC	51214	X	948
RADIO ALTIMETER ON OUTSIDE OF OPERATING LIMITS		A83GC	51Q00	X	799
O/C/G WITH MX LOAD		HLGNJ	823AC	X	799
RESEAT CONNECTIONS ON ESW117 O/C/G		HLGNJ	82AFD	L	6
R2 KEYBOARD O/C/G		HLGNJ	82GA0	R	901
O/C/G WITH MX LOAD		HLGNJ	82ACE	X	799

C/A	MDS	PWC	WUC	AT	HMAL
R2 CONQPMC-2 CABLE ASSEMBLY. SEE JCN 150340142004 FOR OPS CH ECK.		HLGNJ	72XN0	G	6
O/C/G PER AIRCREW IAW ETM-RC135V/W-2 VOL 2 PARA 40.1.4		HLGNJ	82EAM	H	799
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PAGE 3-108 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
C/W NDN		A83EE	41799	X	799
CLOSED PANEL IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 STEP M		A83EE	11PAD	S	800
MAIN ACFT BATTERY REMOVED IAW 1C-135-2-10-1 PG 15-34 PARA 15 .27.2		A83FL	42143	P	255
MAIN ACFT BATTERY REINSTALLED IAW 1C-135-2-10-1 PG 15-34 PAR A 15.27.2 NDN OPS CHECK GOOD		A83FL	42143	Q	799
CURE CK C/W. CURE CK BAD. REQUIRES MORE TIME. SEE THIS JCN W CE 002.		A83CN	727AE	H	799
CURE CK C/W. CURE CK GOOD.		A83CN	727AE	H	799
REMOVED SECRW		ASTMA	727BC	G	70
RE-SEATED TX LINE ON R/T O/C/G		HLGNJ	82LD0	L	254
O/C/G WITH MX LOAD		HLGNJ	82SC0	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 P.3-175 PARA 3.9.12		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 4-2/4-3 STEP X-AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
NO LK NOTED RESIDUAL FLUID DUE TO COMPONENT CHANGE SEE JCN 1 50584848		A83HY	46711	X	799
INSTALLED FWD FWD AND FWD AFT A/R PUMP ACCESS PANELS IAW 1C- 135-2-6-1 PG 22-39 PARA 22.13.4		A83HY	11BBD	S	800
O/C/G WITH MX LOAD		HLGNJ	82QE0	X	799
O/C/G PER AIRCREW		HLGNJ	82AFB	X	799

C/A	MDS	PWC	WUC	AT	HMAL
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
C/W		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
I'S AND E'S INSP C/W NDN IAW 1C-135-2-4CL-1-1 PARA 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
I'S AND E'S INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
R2 GPS 1 ANTENNA IAW ETM-RC135-2-11 PG 6-100A PARA 6.6.15 SE E THIS JCN WCE 002 FOR OPS CHK. SEE JCN 1503064		A83CN	727AE	R	255
FMS 1 OPS CK GOOD.		A83CN	727AE	X	799
FWD BDY FWD A/R PUMP PRESS LINE FITTING R2 IAW 1C-135-2-6-1 PG 22-26 PARA 22.11.4 LEAK AND OPS CHECK DUE		A83HY	4511T	R	305
FWD BDY FUEL CELL ACCESS PANEL INSTALLED IAW 1C-135-2-6-1 PG 22-26 PARA 22.11.9.		A83HY	11BBC	S	800
LEAK AND OPS CHECK GOOD.		A83HY	4511T	X	799
FORWARD BODY FORWARD ACCESS PANEL INSTALLED IAW 1C-135-2-6-1 PG 22-26 PARA 22.11.9		A83HY	4511T	S	800
#2 ENGINE FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	S	800
HYDRAULIC TEST STAND HT08 DISCONNECTED IAW 1C-135-2-2-2 PG 1 4-58P ARA 14.38.		A83HY	4511J	S	800
1 OF 1 WARNING TAGS REMOVED IAW LPS-55MXG-00-20-1-OFC3 PARA 5.7.3.16.5.1.3.10 PG 4		A83HY	4516A	S	800
O/C/G WITH MX LOAD		HLGNJ	82SC0	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1 PARA 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
INSP C/W IAW 1C-135-2-4CL-1 PARA 7.1 PG 7-1		A83JE	0413C		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
REINSTALLED S-DYCT IAW 1C-135-2-3-2 PG 13-70 PARA 13.14.54 L EAK CHECK GOOD		A83EE	411DA	S	800
REINSTALLED T-DUCT OPS AND LEAK CHECK GOOD		A83EE	4111H	S	800
CLOSED ACCESS PANEL IAW 1C-135-2-3-2 PARA 13.3.2.2 STEP Q		A83EE	11PAD	S	800
BATTERY CAP CHK C/W. BATTERY REQUIRES REPLACEMENT SEE JCN 150265410 WCE 001		A83CN	04117		(Null)
W/C 7-001 C/W NDN		A83EE	03300		(Null)
REMOVED 5 EACH WARNING TAGS IAW LPS-55MXG-00-20-1-OFC3 PG 2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
INSP C/W		A83FL	03300		(Null)
CARDS C/W.		ARCEC	03300		(Null)
HPO C/W		HLGNJ	03300		(Null)
R2 BATTERY IAW ETM-RC135-2-11 PG. 5-108A PARA 5.7.1.8. SYS O PS CK GOOD.		A83CN	72XD0	R	25
INSPECTION C/W NDN		A83EE	41799	X	799
CLOSED PANEL IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 STEP M NDN		A83EE	11PAD	S	800
RH KEEL BEAM BAY CLOSED IAW 1C-135-2-2-2 PARA 15.96.2 STEP C -4		A83EE	11430	S	800
LH KEEL BEAM BAY CLOSED IAW 1C-135-2-2-2 PARA 15.96.2 STEP C -4		A83EE	11430	S	800
FRONT URINAL UNCLOGGED		A83FL	12GB0	V	70
10 EA COVE LIP DOORS RAISED IAW 1C-135-2-8-1 PG 14-118 PARA 14.30.2 STEP 12		A83FL	14EL0	X	799
STAB TRIM ACCESS PANEL REINSTALLED IAW 1C-135-2-8-1 PG 15-7 PARA 15.4.14 STEP 2		A83FL	11EAE	X	799
#4 ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83GC	118D0	S	800
#3 ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83GC	118D0	S	800
#2 ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83GC	118D0	S	800
#1 ENG FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83GC	118D0	S	800
#1 ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
#2 ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
#3 ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
#4 ENG DUCT COWL CLOSED IAW 1C-135-2-2-2 PG 20-21 PARA 20.8		A83GC	118D0	S	800
REMOVED 1 EA WARNING TAG AND RESET ALL C/B'S IAW LPS-55MXG-0 0-20-1-OFC3 PARA 5.7.3.16.5.1.3.10		A83JE	27A99	X	799
O/C/G WITH MX LOAD		HLGNJ	823AC	L	940
O/C/G WITH MX LOAD		HLGNJ	823AC	L	940
RESEATED CABLES ON R/T O/C/G		HLGNJ	82LDA	L	956
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
WORKCARD C/W. NDN. SEE JCN 150260124 WCE 28 AND 29		A83EE	03999		(Null)
RH ACM SERVICED IAW 1C-135-2-2-2 PARA 15.96.2 STEP C		A83EE	01000		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
LH ACM SERVICED IAW 1C-135-2-2-2 PARA 15.96.2 STEP C		A83EE	01000		(Null)
WORKCARD C/W NDN		A83EE	03999		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
ACFT LAV DRAINED		A83FL	01000		(Null)
PANEL INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
ENG INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
8 EA SPOILER LOCKS REMOVED IAW 1C-135-2-2-2 PG 14-14 PARA 14.4.4		A83FL	06000		(Null)
8 EA L/E FLAP LOCKS REMOVED IAW 1C-135-2-2-2 PG 14-17 PARA 14.4.6		A83FL	06000		(Null)
5 EA WARNING TAGS REMOVED IAW LPS 55MXG 00-20-1-5.7.3.16.5.1.10		A83FL	01490		(Null)
CARDS C/W		A83FL	03999		(Null)
IPI C/W IAW LPS MXG-1C-135-6WC-OFCI CARD 4022 ITEM 1		A83FL	04199		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSPECTION C/W		A83GC	03999		(Null)
REMOVED AR DOOR LOCK IAW T.O. 1C-135-2-6-1 PARA 23.34.2 STEP 12		A83HY	06000		(Null)
C/W 1C-135-6WC-1 CARD 4-019 ITEMS 2 THRU 4		A83HY	03999		(Null)
4 EA WARNING TAGS REMOVED ALL C/B'S RESET IAW 1C-135-2-4-1-1 PG 9-7 PARA 9.3		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED ALL T-HANDLES RESET IAW 1C-135-2-4-1-1 PG 9-7 PARA 9.3		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED ALL C/B'S RESET IAW 1C-135-2-4-1-1 PG 9-7 PARA 9.3		A83JE	06000		(Null)
INSP C/W NDN		A83JE	03999		(Null)
AUDIBLE IGNITION CHK C/W NDN		A83JE	04136		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
R2 CONTACTOR IAW ETM-RC135-2-12 DIA 12281-28004K SHT 2 OPS C K GOOD		A83EE	42128	R	255
COLD STARTED FMS #1 GPS, SYS OPS CHECK GOOD		A83CN	727AB	L	255
R2 KEYBOARD O/C/G		HLGNJ	82GAJ	R	956
FIRST DMCA 1 UP WE HAD RECEIVERS 1 AND 6 COMPLETELY DEAD. RE CEIVER 7 HAD 1 PPS ERROR SPORATICALLY. DOW		HLGNJ	81NV0	Y	956
DMCA 1 WOULD NOT RESET AT ALL. SCROLLED ERRORS FOR G3, STAT ING THAT IT WAS FAILING CBIT. ALL MORPH AND		HLGNJ	82EA0	Y	956
R2 QUAD PC BOARD O/C/G		HLGNJ	823AC	R	254
O/C/G W/ MX LOAD		HLGNJ	82ADG	L	956
30 DAY WASTE SYS C/W		A83FL	04199		(Null)
INSP C/W		A83FL	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 4-2 THRU 4-3 STEPS X THRU AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
INSP C/W		A83JE	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG. 20-5 PARA 20 .3.2		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG. 20-5 PARA 20 .3.2		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG. 20-5 PARA 20 .3.2		A83JE	118D0	S	800
COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG. 20-5 PARA 20 .3.2		A83JE	118D0	S	800

C/A	MDS	PWC	WUC	AT	HMAL
CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 SECT 79-00-00 PG 201		A83JE	27A4D	S	800
CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 SECT 79-00-00 PG 201		A83JE	27A4D	S	800
CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 SECT 79-00-00 PG 201		A83JE	27A4D	S	800
CHIP DETECTORS REINSTALLED IAW 2J-F108-2-1 SECT 79-00-00 PG 201		A83JE	27A4D	S	800
FUEL STRAINER REINSTALLED IAW 2J-F108-2-1 SECT 73-11-10 PG 2 01		A83JE	27H99	S	800
FUEL STRAINER REINSTALLED IAW 2J-F108-2-1 SECT 73-11-10 PG 2 01		A83JE	27H99	S	800
FUEL STRAINER REINSTALLED IAW 2J-F108-2-1 SECT 73-11-10 PG 2 01		A83JE	27H99	S	800
FUEL STRAINER REINSTALLED IAW 2J-F108-2-1 SECT 73-11-10 PG 2 01		A83JE	27H99	S	800
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-175 STEPS 1-5		A83FL	0413C		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
ALL C/BS RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG8-87 PARA 8.25		A83JE	06000		(Null)
ALL C/BS RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-87 PARA 8.25		A83JE	06000		(Null)
ALL C/BS RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-87 PARA 8.25		A83JE	06000		(Null)
ALL C/BS RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-87 PARA 8.25		A83JE	06000		(Null)
ALL C/BS RESET IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2 AND PG 8-87 PARA 8.25		A83JE	06000		(Null)
2 EA WARNING TAGS REMOVED IAW 1C-135-2-4-1-1 PG 6-18 PARA 6.9.2		A83JE	06000		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
LEAK CHECK C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W NDN		A83JE	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
R2 BULB OPS CHECK GOOD IAW 1C-135-2-10-1 PG 19-31 PARA 19.24 .4		A83FL	4422A	G	80
R2 LIGHT IAW 1C-135-2-10-1-WA-1 PARA 19.21.4 AND 19.21.5		A83FL	44200	R	80
R2 WIDEBAND PROCESSOR CARD O/C/G		HLGNJ	82SCD	R	956
O/C/G WITH MX LOAD		HLGNJ	82SC0	X	799
REBUILT SOFTWARE O/C/G		HLGNJ	82EAV	L	956
REBUILT SOFTWARE O/C/G		HLGNJ	82EAV	L	956
REMOVED A/R DOOR LOCK IAW 1C-135-2-10-1 PG 19-31 PARA 19.24.4 STEP 3		A83EE	06000		(Null)
DUPLICATE DISCREPANCY SEE JCN 150140129 WCE 001		A83CN	727BA	X	799
R2 OVERHEAD ANNUNCIATOR CONTROL UNIT IAW ETM-RC135V/W-2 VOL I PG 1-29 PARA 1.2.2.2 OPS CHK DUE SEE THIS		A83EE	44127	R	255
RECALIBRATED AUX HEAT PANEL IAW ETM-RC135-2-3 PG 4-44 PARA 4 .1.6.11 OPS CHK GOOD		A83EE	51899	L	127
OPS CHECK NOT REQUIRED		A83FL	44100	X	799
COULD NOT DUPLICATE, SYSTEM INTERFERENCE DUE TO HIGH ACTIVIT Y IN AREA.		ARCEC	81AX1	H	799
POOL UPPED CHANNEL B O/C/G		HLGNJ	81RNB	X	799
O/C/G W/ MX LOAD		HLGNJ	81AP6	X	799
O/C/G W/ MX LOAD		HLGNJ	81NZC	X	799
STAMPEDING SEROW QRC REMOVED		HLGNJ	82ZA0	P	799
TEAPARTY QRC REMOVED		HLGNJ	82ZA0	P	799
SUPPORTED A/C LAUNCH.		A83CN	01000		(Null)
C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
ACFT LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
INSPECTION C/W NDN		A83EE	41000	X	799
REINSTALLED PNL IAW ETM-RC135-6 P.7-141 PARA 7.1.6.12		A83EE	11PAD	S	800
INSP C/W IAW 1C-135-2-4-1-1 PG3-104 STEPS 31-38		A83FL	0413C		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-175 PARA 3.7.12		A83FL	0413C		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSTALLED WAVEGUIDE IAW ETM-RC135-2-11 PAGE 2-59 PARA 2.6.27 STEP H		A83EW	83C99	S	800
WX RADAR R2 IAW ETM-RC135-2-11 PAGE 2-48 PARA 2.6.2 SEE THIS JCN WCE 003 FOR OPS CHECK		A83CN	72BA0	R	649
NOSE RADOME REINSTALLED IAW ETM-RC135-2-11 PAGE 2-59 PARA 2. 6.27		A83CN	1111L	S	800
RADAR OP CHECK C/W. SYS OP CHECK GOOD.		A83CN	72BA0	X	799
INSPECTED CONNECTOR NO DEFECT NOTED		A83CN	727BA	X	799
RECYCLED SYSTEM POWER, OPS CHK GOOD		A83CN	727BA	L	255
R2 BULB OPS CHECK GOOD		A83EE	4412A	G	80
R2 #4 GCU IAW 1C-135-2-10-1 PARA 13.25.2 OPS CHK GOOD NDN		A83EE	42930	R	255
R2 OVERHEAD ANN CONTROL UNIN IAW ETM-RC135V/W-2 VOL 1 PARA 1 .2.2.1 OPS CHECK DUE SEE THIS JCN WCE 003		A83EE	42A3F	R	255
OPS CHK GOOD ON OVERHEAD ANN CONT UNIT BUT ORIGINAL DEC STIL L EXIST		A83EE	42900	X	799
#1 ENGINE COWLING CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83EE	118CG	S	800
#2 ENGINE COWLING CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83EE	118DA	S	800
#4 ENGINE COWLING CLOSED IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83EE	118DA	S	800
RESET IDG IAW 1C-135-2-10-1 PG 13-3 PARA 13.5.2 STEP 34 OPS CHECK GOOD NDN		A83EE	42910	L	127
RESET IDG IAW 1C-135-2-10-1 PG 13-3 PARA 13.5.2 STEP 34 OPS CHECK GOOD NDN		A83EE	42910	L	127
SERVICED #4 IDG NDN		A83EE	42910	X	799
R2 BULB. OPS CHK GOOD		A83EE	42910	G	80
RESET IDG IAW 1C-135-2-10-1 PG 13-3 PARA 13.5.2. STEP 34 OPS CHK GOOD NDN		A83EE	42910	L	127
RESET C/B'S RAN SYSTEMS WITH EXT PWR AND GENERATORS DURING E NGINE RUN. ALL SYSTEMS OPERATED NORMALL		A83EE	42199	L	127
CB'S POPPED AND SYSTEM FAILURE ASSOCIATED WITH #2 GEN DISTRI BUTION CB POPPING. RESET CB'S OPS CHK GOOD		A83EE	42199	L	127
RAN SYSTEM THROUGH MULTIPLE TIMES LIGHTS NEVER FLICKERED OP S CHECK GOOD		A83EE	44210	X	799
CABIN PRESSURE TEST GAUGE REMOVED IAW 1C-135-2-3-2 PG 11-17 PARA 11.1.2 STEP 57 REINSTALLED CAP ON SENSIN		A83EE	41120	P	799
REMOUNTED CABIN PRESSURE ALTIMETER IAW 1C-135-2-3-2 PG 11-18 PARA 11.1.2 STEP 61		A83EE	41120	S	800
NO EXCESSIVE WHISTLING 6 SOUND FOUND DURING MULTIPLE ENGINE RUNS AT VARIOUS SETTINGS AND PRESSURIZATI		A83FL	41123	X	799
DISCREPANCY ENTERED IN ERROR IAW 00-20-1 PG 4-4 PARA 4.6.6.2		A83GC	51WAA	X	799
R2 SCU#2 IAW ETM-RC135-2-11 PG 6-306 PARA 6.24.2 OPS CHECK G OOD		A83GC	51WAA	R	956
RESEALED #10 AND #11 SPOILER SWIVEL IAW 1C-135-2-8-1 PG 13-1 56 PARA 13.43 LK AND OP CK GOOD		A83HY	14APG	G	381
CLOSED #6 AND #7 COVE LIP DOORS IAW 1C-135-2-8-1 PG 13-151 P ARA 13.42.3 STEP 6(B)		A83HY	14ELS	S	800
COWLING CLOSED AND SECURE NDN IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83JE	118D0	S	800
COWLING CLOSED AND SECURE NDN IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83JE	118D0	S	800
COWLING CLOSED AND SECURE NDN IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83JE	118D0	S	800
RECONFIGURED CONTROLLER CARD O/C/G		HLGNJ	82CAA	L	721

C/A	MDS	PWC	WUC	AT	HMAL
RESEATED RAM O/C/G		HLGNJ	82EAG	L	956
O/C/G W/ MX LOAD		HLGNJ	82SC0	X	799
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
1EA PLUG REM IAW1C-135-2-3-2 PG11-18 PRA11.1.2 ST60 1EA WRNTAG REM IAW LPS-55MXG-00-20-1-OFC3 PRA 5.7.3.16.!		A83EE	01490		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
2 EA WARNING TAGS REMOVED IAW 1C-135-2-8-1 PG 13-157 PARA. 13.43.2 STEP(2)(A)		A83HY	01490		(Null)
SPOILER LOCK REMOVED IAW 1C-135-2-8-1 PG 13-157 PARA 13.43.2 STEP A(1)		A83HY	06000		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4-1-1 PG 3-102 PARA 3.9.2		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4-1-1 PG 3-175 PARA 3.9.12		A83JE	0413C		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
REMOVED STUCK SCREW		ASTMA	11AA0	G	135
REMOVED STUCK SCREW		ASTMA	11AA0	G	135
INSP. C/W IAW MB 1RC/TC135-1148		HLGNJ	04199		(Null)
RECYCLED SYS POWER. SYS OPS CHK GOOD		A83CN	727AB	L	255
C/W NDN		A83EE	41799	X	799
CLOSED PANEL IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 STEP M		A83EE	11PAD	S	800
R2 LH FLOW CONTROLLER IAW 1C-135-2-3-2 PG 13-39 PARA 13.14.4 LEAK ABND OPS CHECK GOOD		A83EE	41216	R	255
CLOSED CENTER WING ACCESS PANEL IAW 1C-135-2-3-2 PG 13-16 PA RA 13.3 STEP Q		A83EE	11PAD	S	800
R2 AIRFLOW CONTROLLER IAW 1C-135-2-3-2 PG 13-39 PARA 13.14.4 SEE JCN 150120129008 FOR LEAK AND OPS CHECK		A83EE	41216	R	255
REINSTALLED S-DUCT IAW 1C-135-2-3-2 PG 13-70 PARA 13.14.54 S EE JCN 150120129008 FOR LEAK CHECK		A83EE	411DA	S	800
"T" DUCT RE-INSTALLED IAW 1C-135-2-3-2		A83EE	411B0	S	800
R2 WATER SEPERATOR COALESCER LEAK AND OPS CHECK GOOD SEE THIS JCN WCE 002 FOR MX		A83EE	41210	R	230

C/A	MDS	PWC	WUC	AT	HMAL
R2 LH WATER SEPARATOR SOCK IAW 1C-135-2-3-2 PG 12-37 PARA 12 .3.16 IPI C/W BY IAW 1C-135-2-3		A83EE	41214	R	230
2 EA C/B COLLARS REMOVED AND BREAKERS RESET IAW 1C-135-2-3-2 PG 13-62 PARA 13.14.36 STEP 20		A83EE	41214	L	127
REINSTALLED LH WATER SEPARATOR IAW 1C-135-2-3-2 PG 13-62 PAR A 13.14.36 LEAK AND OPS CHK DUE SEE WCE 006		A83EE	41214	S	800
LH KEEL BEAM BAY CLOSED IAW 1C-135-2-3-2 PG 13-16 PARA 13.3 STEP R		A83EE	11400	S	800
LEAK CHK GOOD/OPS CHK BAD. GROUND AIR EJECTOR VALVE REQ'S R2 SEE THIS JCN WCE 007		A83EE	41000	X	799
R2 GROUND EJECTOR VALVE IAW 1C-135-2-3-2 PG 13-63 PARA 13.14 .40 LEAK AND OPS CHECK GOOD		A83EE	41221	R	255
LEAK AND OPS CHECK C/W		A83EE	41000	X	799
R2 LH PRESSURE REGULATION FOR MX ACTION SEE THIS JCN WCE 007		A83EE	411CE	R	255
R2 PRESSURE TRANSDUCER IAW 1C-135-2-3-2 PG 13-41 PARA 13.14. 6 LEAK AND OPS CHK GOOD ORIGINAL DISCREPANC		A83EE	413BH	R	255
DISCREPANCY ENTERED IN ERROR IAW 00-20-1 PARA 4.6.6.2		A83EE	411CD	X	799
CLOSED CENTER WING PANEL IAW 1C-135-2-3-2 PG 13-13 PARA 13.3		A83EE	118DM	S	800
LH S-DUCT REINSTALLED IAW 1C-135-2-3-2 PG 13-70 PARA 13.14.5 4 LEAK CHECK DUE SEE THIS JCN WCE 008		A83EE	411DA	S	800
REINSTALLED T-DUCT		A83EE	411B0	S	800
R2 LH PRESSURE REGULATOR IAW 1C-135-2-3-2 PG 13-43 PARA 13.1 4.8 OPS CHECK DUE SEE THIS JCN WCE 009		A83EE	411CE	R	377
LEAK CHECK GOOD		A83EE	41000	X	799
OPS CHK GOOD NDN		A83EE	411CE	X	799
SYSTEM OPS CHECK GOOD, MISSION SOFTWARE HAD BAD RCS LOAD.		ARCEC	81AX1	H	799
WE R2 THE HDP WITH NO CHANGE. FURTHER TROUBLESHOOTING REQUIR ED		HLGNJ	82EA0	Y	956
R2 HDP		HLGNJ	82EA3	R	721
O/C/G W/MX LOAD		HLGNJ	82CA0	X	799
R2 CCA O/C/G		HLGNJ	823AC	R	721
R2 HLP OCG		HLGNJ	82AFL	R	254
R2 HLP OCG		HLGNJ	82EAP	R	254
SUPPORTED A/C LAUNCH.		A83CN	01000		(Null)
REMOVED 4 EACH WARNING TAGS REMOVED IAW LPS-55MXG-00-20-1-OFC3 PG 2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
2 EA WARNING TAGS REMOVED IAW LPS-55 MXG-00-20-1-OFC3 PG 2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
INSP C/W IAW:21-100 PARA.7.2.1		A83FL	04199		(Null)
INSP. C/W IAW: 1C-135-2-4-1-1 PARA.3-104 STEPS.31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POSTFLIGHT C/W		HLGNJ	04199		(Null)
POST FLIGHT COMPLIED WITH		HLGNJ	04199		(Null)
CURE CHECK GOOD		A83FL	11140	X	799
PILOTS #3 WINDOW R2 IAW 1C-135-2-2-2 PARA 19.41 PG 19-155 OP S CHECK GOOD		A83FL	11140	R	846
INSP C/W IAW 1C-135-2-4CL-1-1 PGS 4-2 THRU 4-3 STEPS X-AF		A83FL	0413C		(Null)
INSP C/W IAW 1C-135-2-4CL-1-1 PG 7-1 PARA 7.1		A83FL	0413C		(Null)
28 DAY FMS UPDATE C/W		A83CN	727AB	L	944
RADOME REMOVED BY DEPOT TEAM AND TAKEN TO FAB SHOP FOR PAINT ING		A83FL	1111J	P	425
ANTENNA RADOME INSTALLED AND SEALED WITH B&1/2		A83FL	1111J	Q	799
C/W NDN		A83EE	41799	X	799
CLOSED PANEL IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 STEP M		A83EE	11PAD	S	800
JOB ENTERED IN ERROR SEE JCN 150070072		A83FL	04199		(Null)
SHARKBYTE II ANTENNA INSTALLATION C/W I.A.W MB 1RC/TC135-11 75		ADD01	04199		(Null)
W/B C/W IAW 1-1B-50 PG 4-1 PARA 4-5.1.3		AMXQI	04199		(Null)
INSPEC C/W NDN		A83JE	04199		(Null)
INSPEC C/W NDN IAW 1C-135-2-4-1-1		A83JE	04199		(Null)
INSPEC C/W NDN IAW 1C-135-2-4-1-1 PARA 3.2.4		A83JE	0413C		(Null)
INSPEC C/W NDN IAW 1C-135-2-4-1-1 PARA 3.9.12 PG 3-175		A83JE	0413C		(Null)
ROUTINE INSP ON LEFT AND RIGHT MLG ACTUATUORS IAW TCTO 1C-1 35-WA-1-1892 NO CRACKS FOUND		A83HY	04199		(Null)
INSP C/W NDN		A83EE	41799	X	799
REINSTALLED PANEL IAW 1-1A-8 PARA 10.2		A83EE	11PAD	S	800
TAPE REMOVED IAW ETM-RC135-2-11 PG 5-386 PARA 5.48.4		A83GC	51132	L	753
TTU 205 DISCONNECTED IAW ETM-RC135-2-11 PG 5-386 PARA 5.48.4		A83GC	51132	L	870
120 GPS INTERNAL BATTERY REPLACEMENT C/W		A83CN	04199		(Null)
NEW GPS LABEL INSTALLATION C/W		A83CN	04199		(Null)
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
R2 C/B OPS CHECK GOOD		A83CN	42299	R	255
RESEATED CONNECTOR OCG		HLGNJ	82CAA	L	730
RESEATED ACFT LAN CABLE O/C/G		HLGNJ	82CAB	L	721
INSP. C/W IAW:21-100 PARA.7.2.1		A83FL	04199		(Null)
INSP. C/W IAW: 1C-135-2-4-1-1 PARA.3-104 STEPS.31-38		A83FL	0413C		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
C/W		A83FL	01000		(Null)
INSP. C/W IAW:21-100 PARA.7.2.1		A83FL	04199		(Null)
INSP. C/W IAW: 1C-135-2-4-1-1 PARA.3-104 STEPS.31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
C/W NDN		A83EE	41799	X	799
CLOSED PANEL IAW 1-1A-8 CH 10 PARA 10.2		A83EE	11PAD	S	800
EVIDENCE OF RESIDUAL FUEL UNDER #4 CTW CAVITY FLOOR BOARDS/F UEL REMOVED ZERO SIGNS OF INTEGRAL AND B		AFUEL	46440	X	799
REMOVED AND REINSTALLED ACCESS DOOR IAW 1C-135-2-5-3 PARA 14 .11 PG 14-16		AFUEL	46453	S	800
REMOVED AND REINSTALLED ACCESS DOOR IAW 1C-135-2-5-3 PARA 14 .9 PG 14-15		AFUEL	46336	S	800
REMOVED AND REINSTALLED ACCESS DOOR IAW 1C-135-2-5-3 PARA 14 .9 PG 14-15		AFUEL	46347	S	800
INSPECTED AREA LEAK CHECK GOOD		AFUEL	46440	X	799
INSPECTED AREA LEAK CHECK GOOD		AFUEL	46440	X	799
REMOVED AND REINSTALLED CTW#4 FLOOR BOARD IAW 1C-135-2-5-3 PARA 23.13 PG 23-35		AFUEL	46440	S	800
REMOVED AND INSTALLED CTW #4 IAW 1C-135-2-5-3 PARA 23.13 PG 23-34		AFUEL	46440	R	381
INSPECTED AREA LEAK CHECK GOOD		AFUEL	46440	X	799
INSP C/W		A83FL	04199		(Null)
FUEL CELL MAINT. C/W 5 EA WARNING TAGS REMOVED IAW 1C-135-2-5-3 PARA 14.44 PG 14-47		AFUEL	01490		(Null)
FUEL CELL MAINT. C/W LN-120 COLLAR REMOVED IAW 1C-135-2-5-3PARA 14.44 PG 14-47		AFUEL	01000		(Null)
FUEL CELL MAINT. C/W 8 EA C/B'S RESET IAW 1C-135-2-5-3 PARA 14.44 PG 14-47		AFUEL	01000		(Null)
IPI C/W PRIOR TO TANK CLOSURE IAW 1C-135-2-5-3 PARA 1.3.45 PG 1-47 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W PRIOR TO TANK CLOSURE		AFUEL	04199		(Null)
IPI C/W PRIOR TO TANK CLOSURE IAW 1C-135-2-5-3 PARA 1.3.45 PG 1-47 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W PRIOR TO TANK CLOSURE		AFUEL	04199		(Null)
IPI C/W PRIOR TO TANK CLOSURE IAW 1C-135-2-5-3 PARA 1.3.45 PG 1-47 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W PRIOR TO TANK CLOSURE		AFUEL	04199		(Null)
IPI C/W PRIOR TO CELL BE INSTALLED FOR CAVITY PREP IAW1C-135-2-5-3 PARA 1.3.45 PG 1-47 AND PG 23-35 PARA 23.1		AFUEL	04199		(Null)
WEATHER DOOR REINSTALLED IAW 1C-135-2-2-2 PG 18-238 PARA 18.		A83FL	11370	S	800
WRITE UP ENTERED IN ERROR IAW 00-20-1 PG 4-4 PARA 4.6.5		A83FL	42143	X	799
ACCOMPLISH NAVIGATOR ALTIMETER REPLACEMENT		A83GC	04199		(Null)
LEFT STATIC BOOM TAPED TO FOM		A83GC	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
TTU 205 CONNECTED TO FOM		A83GC	04199		(Null)
C/W NDN		A83EE	41799	X	799
CLOSED FUEL CELL 0 IAW 1-1A-8 CHAPTER 10 PARA 10.2		A83EE	11PAD	S	800
REMOVED ACTUATOR ROLLER. IAW 1C-135-2-2-2, PARA. 1.12		A83EE	1134W	T	875
INSTALLED NEW CARGO DOOR ACTUATOR; OPS CK GOOD IAW 1C-135-2- 2-2 PARA 18.7		A83EE	1134W	U	875
MAIN BATT RECONNECTED IAW 1C-135-6WC-3 CARD 5-001		A83FL	42143	X	799
JFS BATT RECONNECTED IAW 1C-135-6WC-3 CARD 5-001		A83FL	42143	X	799
PWR RUDDER S/O VALVE OPENED IAW 1C-135-2-2-2 PG 14-21 PARA 1 4-4-10		A83FL	14BJM	S	800
10 EA C/L/D CLOSED IAW 1C-135-2-8-1 PG 14-69 PARA 14.13.4		A83FL	14EL0	X	799
FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-5 PARA 20.3.2		A83FL	118D0	X	799
FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-5 PARA 20.3.2		A83FL	118D0	X	799
FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-5 PARA 20.3.2		A83FL	118D0	X	799
FAN COWL CLOSED IAW 1C-135-2-2-2 PG 20-5 PARA 20.3.2		A83FL	118D0	X	799
FAN DUCT CLOSED IAW 1C-135-2-2-2 PG 20-22 PARA 20.8.2		A83FL	118D0	X	799
FAN DUCT CLOSED IAW 1C-135-2-2-2 PG 20-22 PARA 20.8.2		A83FL	118D0	X	799
FAN DUCT CLOSED IAW 1C-135-2-2-2 PG 20-22 PARA 20.8.2		A83FL	118D0	X	799
FAN DUCT CLOSED IAW 1C-135-2-2-2 PG 20-22 PARA 20.8.2		A83FL	118D0	X	799
RT KEEL BEAM BAY DOOR RAISED IAW 1C-135-2-2-2 PG 18-246 PARA 18.98 STEP 8		A83FL	11430	L	127
LT KEEL BEAM BAY DOOR RAISED IAW 1C-135-2-2-2 PG 18-246 PARA 18.98 STEP 8		A83FL	11430	L	127
STAB TRIM PANEL INSTALLED IAW 1C-135-2-8-1 PG 15-1 PARA 15.4 .2		A83FL	11EAE	L	127
REINSTALLED KICK PLATES IAW 1C-135-2-2-2 PG 1-61 PARA 1.12		A83FL	12B99	S	800
KICK PLATES REINSTALLED IAW 1C-135-2-2-2 PG 1-61 PARA 1.12		A83FL	12B99	S	800
HORSESHOE PANEL REINSTALLED IAW 1C-135-2-7-1 PG 7-119 PARA 8 .23.2		A83FL	13FBV	S	800
LOX PANELS REINSTALLED IAW 1C-135-2-2-2 PG 1-61 PARA 1.12		A83FL	12B99	S	800
CARGO DOOR FLOOR BOARDS REINSTALLED IAW 1C-135-2-2-2 PG 1-61 PARA 1.12		A83FL	11114	S	800
WEATHERDOOR REINSTALLED IAW 1C-135-2-2-2 PG 18-238 PARA 18.9 4		A83FL	11370	S	800
LAV SHROUD REINSTALLED IAW 1C-135-2-2-2 PG 17-146 PARA 17.67 .2 STEP 14		A83FL	12J99	S	800
4EA WARNING TAGS REMOVED IAW LPS-55-MXG-00-20-1 OFC 3 PARA 5.7.3.16.5.1.3.10		A83FL	01490		(Null)
8EALOCKS REMOVEDIAW 1C-135-2-2-2PG14-14 PARA14.14.4 3EAWARNINGTAGSREMOVED IAWLPS55MXG-00-20-1 OFC3PA		A83FL	06000		(Null)
RUDDER LOCK REMOVED IAW 1C-135-2-2-2 PG 14-17 PARA 14.4.10		A83FL	06000		(Null)
8EALOCKSREMOVED IAW 1C-135-2-2-2PG14-17 PARA 14.4.6 1EAWARNIGNTAG REMOVEDIAW LPS-55-MXG00-20-1OFC3PAR		A83FL	06000		(Null)
STABTRIM LOCKREMOVEDIAW1C-135-2-2-2PG 16-18 PARA16.5ST18 5EAWARNINGTAGS REMOVEDIAWLPS55MXG-00-20-1 C		A83FL	06000		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
ACFT PROTECTIVE COVERS REMOVED IAW 1C-135-6WC-3 PG 5-001 STEP 3		A83FL	01000		(Null)
ACFT LUBED IAW 1C-135-6WC-3 CARDS 5-001 THRU 5-049		A83FL	02110		(Null)
FOIL REMOVED IAW 1C-135-6WC-3 CARD 5-001		A83FL	02100		(Null)
IPI C/W SCH100 GREASE APP TO MLG BRAKE COLLAR IAW 1C-135-6WC-3 CRD 5-044 IPI BY		A83FL	02100		(Null)
MAIN/JFS BATTS RECONNECTED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24		A83FL	02110		(Null)
INSTALLED 2EA JACK PAD ACCESS PANELS IAW 1C-135-2-2CL-3 PG 6 -2 PARA 6.2		AINAR	11310	S	800
REMOVED STUCK SCREW.		ASTMA	11310	G	135
ACFT WASHED		A83FL	02100		(Null)
ACFT LUBED		A83FL	02110		(Null)
C/W MINOR CCI AS REQUIRED		ACOCO	04221		(Null)
DOWN JACKED ACFT IAW 1C-135-2-2CL-3 PG 6-2 PARA 6.2		AINAR	01000		(Null)
REMOVED 1EA JACK PAD IAW 1C-135-2-2CL-3 PG 6-2 PARA 6.2		AINAR	01000		(Null)
ENSURED LANDING GEAR HANDLE WAS IN DOWN AND LOCKED DETENTIAW 1C-135-2-2-2 PG 1-60 PRAR 1.10 STEP K		AINAR	04199		(Null)
C/W 28D FMS UPDATE		A83CN	727AB	L	944
RT OVER WING HATCH SEAL REPLACED IAW 1C-135-2-2-2 PG 18-203 PARA 18.81		A83FL	11360	R	20
CURE CHECK GOOD		A83FL	11360	X	799
UNSEATED JACKS IAW 1C-135-2-2-2 PG 8-2 PARA 8.2		AINAR	01000		(Null)
2EA PADS REMOVED IAW 1C-135-2-2-2 PG 8-2 PARA 8.2		AINAR	01000		(Null)
ACCOMPLISHED ANTENNA LEADING EDGE TAPE REPLACEMENT		HLGNJ	04199		(Null)
LK AND OPS CK ON NLG LOCK RETENTION ACT GOOD IAW TO 1C-135-2 -7-1 PG 7-87 PARA 7.15.4		A83HY	13GAG	X	799
CLOSED #2 COWLING IAW TO 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	S	800
HYD MULE HT08 DISCONNECTED IAW TO 1C-135-2-2-2 PG 14-154 PAR A 14.38		A83HY	01000		(Null)
IPI TO ENSURE LANDING GEAR LEVER IS RETURNED TO DOWN ANDLOCKED C/W IAW TO 1C-135-2-7-1 PG 7-87 PARA 7.15		A83HY	04199		(Null)
MODE IV/ MODE C CHECK C/W		A83CN	04MD4		(Null)
RECORDS CHECK C/W		A83FL	07000		(Null)
RECONNECTED LN-120 BATTERY IAW ETM-RC135-2-11 PG 5-108A PARA 5.7.1.8 SYS OP CK GOOD		A83CN	72XD0	S	800
REMOVED WARNING TAGS IAW LPS-55MXG-00-20-1-OFC3 PARA 5.7.3.1 6.5.1.3.10		A83CN	72XD0	X	799
REINSTALLED PUZZLE BRACKET IAW 1C-135-2-3-2 PG 13-65 PARA 13 .42 LEAK CHK DUE SEE THIS JCN WCE 042		A83EE	4123G	S	800
REINSTALLED RH ACM LIMIT VLV IAW 1C-135-2-3-2 PG 13-49 PARA 13.14.26 LEAK AND OPS CHK DUE SEE THIS JCN WCE (		A83EE	4123G	S	800
REINSTALLED SENSING LINES IAW 1C-135-2-3-2 PG 13-49 PARA 13. 14.26 LEAK CHK DUE SEE THIS JCN WEC 042		A83EE	4123G	S	800
REINSTALLED DUCTING IAW 1C-135-2-3-2 PG 13-65 PARA 13.14.42 LEAK CHK DUE SEE THIS JCN WCE 042		A83EE	411DA	S	800
LEAK AND OPS CHK BAD. DUCTS REQ REALIGNMENT DUE TO LEAKING P ACK. SEE THIS JCN WCE 043		A83EE	41000	X	799

C/A	MDS	PWC	WUC	AT	HMAL
REALIGNED PUZZLE BRACKET DUCTS IAW 1C-135-2-3-2 PG 13-65 PAR A 13.42 LEAK CHK DUE SEE THIS JCN WCE 044		A83EE	41000	L	127
LEAK AND OPS CK GOOD ON RH PACK IAW 1C-135-2-3-2 PARA 13.3.2 .2		A83EE	4123G	X	799
REINSTALLED RH PUZZLE BRACKET IAW 1C-135-2-3-2 PARA 13.14.42 LK AND OPS CK DUE SEE THIS JCN WCE 044		A83EE	411DA	S	800
REINSTALLED RH ACM LIMIT VALVE IAW 1C-135-2-3-2 PARA 13.14.2 5 LK AND OPS CK DUE SEE THIS JCN WCE 044		A83EE	4123G	S	800
REINSTALLED RH ACM LIMIT VALVE SENSING LINES IAW 1C-135-2-3- 2 PARA 13.14.42 STEPS 29-31 LK AND OPS CK DUE S		A83EE	4123G	S	800
REINSTALLED RH PRIMARY HEAT EXCHANGER IAW 1C-135-2-3-2 PARA 13.14.42 LEAK AND OPS CK DUE SEE THIS JCN WCE		A83EE	411DA	S	800
INSTALLED CAP NDN		A83EE	41499	R	70
MAIN BATT RECONNECTED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24. 1		A83FL	42149	X	799
JFS BATT RECONNECTED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24.1		A83FL	42149	X	799
PANEL REINSTALLED IAW TO 1-1A-8 PG 2-1 PARA 2.1		A83FL	11300	X	799
CONNECTED MAIN BATT IAW 1C-135-2-10-1 PG 15-32 PARA 15.24.1		A83FL	42143	S	800
JFS BATT RECONNECTED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24.1		A83FL	42143	S	800
DISCREPANCY ENTERED IN ERROR IAW LPS 55 MXG 00-20-1 OFC3 P5- 7 PAR 5.7.3.16.5.1.3.9 (SEE JCN 143386500002)		A83HY	13GAG	X	799
NLG LOCK RET ACT REM IAW 1C-135-2-7-1 P 7-84 PARA 7.14 INSTA LL REQD (SEE P 28 I 1) (SEE THIS JCN WCE 002) FOR		A83HY	13GAG	T	875
INSTALLED NLG LOCK RETENTION ACT IAW 1C-135-2-7-1 PG 7-87 PA RA 7-15 LK AND OPS CK DUE SEE JCN 133436405		A83HY	13GAG	U	875
LEAK CHECK BAD REQUIRES FURTHER TROUBLESHOOTING		AFUEL	46440	X	799
REMOVED AND REINSTALLED CAVITY DRAIN LINES IAW 1C-135-2-5-3 PAGE 20-8 PARA 20.8		AFUEL	46440	S	800
LEAK CHECK BAD REQUIRES FURTHER TROUBLE SHOOTING		AFUEL	46440	X	799
REPAIRED FAULTY SEALANT IAW TO 1-1-3 PAGE 6-10 PARA 6.7.2.2		AFUEL	46440	G	381
REMOVED AND REINSTALLED ACCESS DOOR IAW 1C-135-2-5-3 PAGE 14 -5 PARA 14.9		AFUEL	46453	S	800
REMOVED AND REINSTALLED ACCESS DOOR IAW 1C-135-2-5-3 PAGE 14 -15 PARA 14.9		AFUEL	46453	S	800
REMOVED AND REINSTALLED ACCESS DOOR IAW 1C-135-2-5-3 PAGE 14 -16 PARA 14.11		AFUEL	46453	S	800
8 EA INTERCONNECTS IN #4 CTW BOLTS REINSTALLED IAW 1C-135-2- 5-3 PG 13-253 PARA 13.6.40		AFUEL	46400	S	800
8EA INTERCONNECTS REINSTALLED IAW 1C-135-2-5-3 PG 13-253 PAR A 13.6.42		AFUEL	46400	S	800
ALL PLUMBING AND ASSOCIATED HARDWARE REMOVED AND REINSTALLED IAW 1C-135-2-5-3 PAGE 23-53 PARA 23.17		AFUEL	46400	S	800
REMOVED AND REINSTALLED #6 CTW CELL IAW 1C-135-2-5-3 PAGE 23 -53 PARA 23.17		AFUEL	46400	S	800
INSPECTED AREA REMOVED 8 EA PRESSURE PLATES IAW 1C-135-2-5-3 PG 13-255 PARA 13.6.42		AFUEL	46400	X	799
INSPECTED AREA REMOVED 8 EA PRESSURE PLATES IAW 1C-135-2-5- 3 PG 13-255 PARA 13.6.42		AFUEL	46400	X	799
INSPECTED AREA REMOVED 10 EA PRESSURE PLATES IAW 1C-135-2-5 -3 PG 13-255 PARA 13.6.42		AFUEL	46400	X	799
PRESSURE EQUIPMENT REMOVED IAW TO 1C-135-2-5-3 PG 13-255 PAR A 13.6.42		AFUEL	46400	X	799
INSPECTED DRAIN LINES LEAK CHECK BAD ON #4 CTW CELL SEE NEW JCN 143530020.		AFUEL	46400	X	799
LK CK C/W NO LEAK NOTED		AFUEL	46453	X	799

C/A	MDS	PWC	WUC	AT	HMAL
RE-LACE AND SECURED #5 CENTER WING CELL IAW 1C-135-2-5-3 PAR A 23.15.13 PG 23-44		AFUEL	46440	S	800
CAVITY PREP C/W IAW 1C-135-2-5-3 PAGE 24-3 PARA 24.8		AFUEL	46440	X	799
REMOVED AND REINSTALLED FLOOR BOARDS IAW 1C-135-2-5-3 PARA 2 4.8 PAGE 24-3		AFUEL	46440	S	800
SAFETY WIRE INSTALLED IAW TO 1C-135-2-5-3 PARA 13.6.42 PG 13 .255		AFUEL	46440	G	20
INSTALLED SLIMSERT AS REQ		AMETE	46000	G	105
INSERT INSTALLED AS REQUIRED		AMETE	46440	F	20
REPLACED NUTPLATE		ASTMA	46000	G	105
CLOSED RT KEEL BEAM BAR DOOR IAW 1C-135-2-3-2PARA13.14.42STEP 33		A83EE	01000		(Null)
2EA WARNING TAGS REMOVED IAW LPS-55MXG-00-20-1OFC3 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
FUEL RECONFIGURED FOR FLIGHT IAW 1C-135-5-1 CHART C APPENDIX J-5		A83FL	01000		(Null)
4EA WARNING TAGS REMOVED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24.1		A83FL	01490		(Null)
WARNING TAGS REMOVED IAW 1C-135-2-10-1 PF 15-32 PARA 15.24.1 STEPS 3,6,7		A83FL	01490		(Null)
1 EA WARNING TAG REMOVED IAW LPS-55MXG-00-20-1-OFC3 PARA 5.7.3.16.5.1.3.10 PG 4		A83HY	01490		(Null)
IPI C/W NO DEFECTS NOTED IAW 1C-135-2-5-3 PAGE 1-54 PARA 1.3.45 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W NO DEFECTS NOTED		AFUEL	04199		(Null)
IPI C/W NO DEFECTS NOTED IAW 1C-135-2-5-3 PAGE 1-54 PARA 1.3.45 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W NO DEFECTS NOTED		AFUEL	04199		(Null)
IPI C/W NO DEFECTS NOTED IAW 1C-135-2-5-3 PAGE 1-54 PARA1.3.45 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W NO DEFECTS NOTED		AFUEL	04199		(Null)
POSITION 23 FOOR SWITCH SCREW REPLACED		A83CN	647M0	G	105
R2 LH FLOW CONTROLLER SEE THIS JCN WCE 007 FOR MX ACTION. O PS CK GOOD IAW 1C-135-2-3-2 PARA 13.3.2.1		A83EE	41216	R	255
CLOSED CENTER WING ACCESS PANEL IAW 1C-135-2-3-2 PARA 13.14. 64 STEP 7		A83EE	11AT0	S	800
REINSTALLED T DUCT		A83EE	411B0	S	800
REINSTALLED S DUCT IAW 1C-135-2-3-2 PG 13-70 PARA 13.14.54 L EAK AND OPS CHECK DUE SEE THIS JCN WCE 008		A83EE	411DA	S	800
R2 AIRFLOW CONTROLLER IAW 1C-135-2-3-2 PG 13-39 PARA 13.14.4 LEAK AND OPS CHECK DUE SEE THIS JCN WCE 008		A83EE	41216	R	255
LEAK AND OPS CHK BAD. DUCTS REQ REALIGNMENT DUE TO LEAKING. SEE THIS JCN WCE 009		A83EE	41000	X	799
REALIGNED DUCTS IAW 1C-135-2-3-2 PG 13-70 PARA 13.14.54 LEAK CHECK DUE SEE THIS JCN WCE 010		A83EE	41216	L	127
LK AND OPS CK GOOD ON LH PACK IAW 1C-135-2-3-2 PARA 13.3.2.1 NDN		A83EE	41216	X	799
R2 CLAMP OPS CHECK GOOD		A83EE	411DC	R	70
R2 BULB		A83EE	44131	G	80
PANEL REINSTALLED IAW TO 1-1A-8 PG 2-1 PARA 2.1		A83FL	11310	X	799
PANEL REINSTALLED IAW TO 1-1A-8 PG 2-1 PARA 2.1		A83FL	11310	X	799

C/A	MDS	PWC	WUC	AT	HMAL
R2 #2APC IAW ETM-RC135-2-11 PAGE 6-207 PARA 6.12.6 OPS CHK G OOD		A83GC	51S00	R	956
INSTALLED HYDRO LINES IAW 1C-135-2-6-1 PG 22-26 PARA 22.11.4 LK AND OPS CK DUE SEE PG 25 BLK 3		A83HY	4511T	S	800
LEAK CHECK GOOD		A83HY	46736	X	799
LK CK GOOD		A83HY	4511T	X	799
CLOSED AND SECUERED COWLING IAW 1C-135-2-2-2 PAG 20-4 PAR 20 .3		A83HY	118D0	S	800
FWD BODY A/R PUMP CHECK BAD REQUIRES R2		AFUEL	46410	F	8
REMOVED AND REPLACED FWD BODY FWD AR PUMP IAW 1C-135-2-6-1 P AGE 22-21 PARA 22.11		AFUEL	46711	R	70
REMOVED AND REINSTALLED FWD BODY #3 ACCESS DOOR IAW 1C-135-2 -6-1 PAGE 22-28 PARA 22.11.5 STEP 4 ACTUAL (		AFUEL	46410	S	800
LK AND OPS CK C/W NO DEFECT NOTED		AFUEL	46410	X	799
REPLACED RIVNUT		ASTMA	46410	G	105
TEA PARTY REMOVED		HLGNJ	81GQ0	P	799
STAMPEDING SEROW REMOVED		HLGNJ	81GQ0	P	799
R2 SCREWS		HLGNJ	81ZJ0	G	105
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-48		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
1 EA WARNING TAG REMOVED IAW LPS-55MXG-00-20-1-OFC3 PARA5.7.3.16.5.1.3.10 PG 4		A83HY	01490		(Null)
MULE DISCONNECTED IAW 1C-135-2-2-2 PAG 14-158 PAR 14.38		A83HY	06000		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 4-3 STEPS X-AF		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PA 7.1		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 4-3 STEPS X-AF		A83JE	0413C		(Null)
INSP C/W NDN IAW 1C-135-2-4CL-1-1 PG 7-1 PA 7.1		A83JE	0413C		(Null)
5 EA WARNING TAGS REMOVED IAW 1C-135-2-5-3 PAGE 14-47 PARA 14.44		AFUEL	01490		(Null)
RESET CB IAW 1C-135-2-5-3 PAGE 14-47 PARA 14.44		AFUEL	01000		(Null)
9 EA CBS RESET IAW 1C-135-2-5-3 PAGE 14-47 PARA 14.44 STEP 8		AFUEL	01000		(Null)
IPI C/W NO DEFECTS NOTED IAW 1C-135-2-5-3 PARA 1.3.45 STEPS A-C		AFUEL	04199		(Null)
-6 INSPECTION C/W NO DEFECTS NOTED		AFUEL	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
LK CK C/W NO LEAK NOTED		AFUEL	04199		(Null)
POST FLIGHT NOT REQ'D		HLGNJ	04199		(Null)
CTW FUEL LEAK EVALUATION C/W NO DEFECTS NOTED		AFUEL	46440	X	799
8HR LEAK CHECK ON CTW AFTER REFUEL C/W NO DEFECTS NOTED		AFUEL	46440	X	799
CTR WING CAVITY DRAIN LINES 4, 5, 6 AND COMMON RECONNECTED IAW 1C-135-2-5-3 PARA 20.8.1 PAGE 20-8		AFUEL	46440	S	800
RAISED ALL COVE LIP DOORS IAW IC-135-6WC-1 CARD 4-002		AISOD	14EL0	Q	800
RAISED ALL COVE LIP DOORS IAW IC-135-6WC-1 CARD 4-002		AISOD	14EL0	Q	799
ACCESS PANEL INSTALLED IAW 1C-135-2-8 PG 15-7 PARA 15.14.14		AISOD	1151E	S	800
LT ACM DRAINED AND SERVICED IAW TO 1C-135-2-2-2 PAGE 15-602 PARA 15.95		AISOD	4123P	X	799
CLOSED DOOR IAW 1C-2-2-2 PG 15-611 STEP 4		AISOD	11430	X	799
RT ACM DRAINED AND SERVICED IAW TO 1C-135-2-2-2 PAGE 15-602 PARA 15.95		AISOD	4123P	X	799
CLOSED DOOR IAW 1C-2-2-2 PG 15-611 STEP 4		AISOD	11430	X	799
DRAINED AND RESERVICED JFS STARTER IAW 1C-135-2-4-1-1, PG. 8 -72 - 8-73 PARA. 8-27		AISOD	27CBF	X	799
AUDIBLE IGNITION C/W SEE JCN 143350197001		AISOD	27CA0	X	553
CLOSED #1 ENG FAN COWL IAW 1C-135-2-2-2, PG 20-4, PARA. 20.3		AISOD	118D0	S	800
CLOSED #1 ENG. FAN DUCT IAW 1C-135-2-2-2, PG. 20-21, PARA. 2 0.8		AISOD	118D0	S	800
CLOSED #2 ENG FAN COWL IAW 1C-135-2-2-2, PG 20-4, PARA. 20.3		AISOD	118D0	S	800
CLOSED #2 ENG. FAN DUCT IAW 1C-135-2-2-2, PG. 20-21, PARA. 20.8		AISOD	118D0	S	800
CLOSED #3 ENG FAN COWL IAW 1C-135-2-2-2, PG 20-4, PARA. 20.3		AISOD	118D0	S	800
CLOSED #3 ENG. FAN DUCT IAW 1C-135-2-2-2, PG. 20-21, PARA. 20.8		AISOD	118D0	S	800
CLOSED #4 ENG FAN COWL IAW 1C-135-2-2-2, PG 20-4, PARA. 20.3		AISOD	118D0	S	800
CLOSED #4 ENG. FAN DUCT IAW 1C-135-2-2-2, PG. 20-21, PARA. 20.8		AISOD	118D0	S	800
LT MLG STRUT INFLATED IAW 1C-135-2-2-2 PG 15-535 PARA 15-77		AISOD	13AB0	X	799
RT MLG STRUT INFLATED IAW 1C-135-2-2-2 PG 15-535 PARA 15-77		AISOD	13AB0	X	799
NLG STRUT SERVICED IAW 1C-135-2-2-2 PG15-567 PAR 15.85		AISOD	13FC0	X	799
60 DAY HPO CW IAW IC-135-6WC-1		AISOD	03300		(Null)
60 DAY HPO CW IAW ETM-RC135-6WC-1		AISOD	03300		(Null)
REMOVED LEADING EDGE FLAP LOCKS AND REMOVED 1 EA WARING TAG FROM FLAP HANDLE IAW IC-135-2-2-2 PARA 14.4		AISOD	01490		(Null)
REMOVED SPOILER LOCKS AND REMOVED 3 EA WARNING TAGS FROM I/B AND O/B CUTOUT AND SPOILER HANDLE IAW I(		AISOD	01490		(Null)
REMOVED 8 EA LEADING EDGE FLAP LOCKS IAW IC-135-2-2-2 PARA 14.4.6 PAGE 14-17		AISOD	06000		(Null)
REMOVED ALL SPOILER LOCKS IAW IC-135-2-2-2 PARA 14.4.4 PAGE 14-14		AISOD	06000		(Null)
ARR DOOR LOCK RMVD IAW 1C-135-2-2-2 PG 14-18 PAR 14.4.8		AISOD	06000		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
REMOVED 3 CIRCUIT BREAKER COLLARS IAW 1C-135-2-2-2 PG 14-18 PARA 14.4.8 STEP 2		AISOD	06000		(Null)
2 WARNING TAGS REMOVED IAW 1C-135-2-2-2 PG 14-18 PARA 14.4.8		AISOD	01490		(Null)
STAB TRIM LOCK REMOVED IAW 2 1C-135-2-2-2 PG 14-18 PARA 14.4.8		AISOD	06000		(Null)
REMOVED 1 EA. C/B SAFETY LOCK IAW 1C-135-2-4-1-1, PG. 8-73, PARA. 8-27, STEP Q		AISOD	01490		(Null)
4 EA C/B SAFTY LOCKS REMOVED C/B RESET IAW 1C-135-2-4-1-1 PARA 9.3 PG 9-1		AISOD	06000		(Null)
WRITE UP ENTER IN ERROR IAW 00-20-1 PAGE 4-4 PARA 4.6.6.2		AISOD	01490		(Null)
4 EA C/B SAFTY LOCKS REMOVED C/B RESET IAW 1C-135-2-4-1-1 PARA 9.3 PG 9-1		AISOD	06000		(Null)
60 DAY HPO INSP C/W IAW ETM=RC135-6WC-1 CARD 6-001		ARCEC	03300		(Null)
POST FLIGHT C/W		HLGNJ	03300		(Null)
HPO C/W		HLGNJ	03300		(Null)
TIGHTENED LOOSE SCREW ON PILOTS YOKE MIC SWITCH. SYS OP CHK GOOD		A83CN	647N0	L	693
R2 LN100 INU IAW ET-RC135-2-11 PG 5-154 PARA 5.13.4 SYS OP C K GOOD		A83CN	727BA	R	652
RECYCLED SYS POWER OPS CHK GOOD.		A83CN	72XA0	L	255
REMOVED AND REPLACED IGNITION LEAD IAW 2J-F108-2-1 WP 74-71- 20 PG 201 PARA 2 C(2) & EXCITER BOX IAW 2J-F10		AISOD	27CAB	R	70
AUDIBLE IGNITION SYSTEM CHECKOUT C/W		AISOD	27CAB	X	799
INSTALLED BUSHINGS		AISOD	27CAB	G	105
INSPECTED AND NO REPAIR REQ		ASTMA	14CE0	G	780
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
INSP CW IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 31-38		A83FL	0413C		(Null)
LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-108 STEPS 35-38		A83FL	0413C		(Null)
LAV SERVICED		A83FL	01000		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
REMOVED 4 EA SAFETY LOCKS IAW 1C-135-2-4-1 PG 9-5 PARA 9.3.3 STP 15		AISOD	06000		(Null)
REMOVED 4 EA SAFETY LOCKS IAW 1C-135-2-4-1 PG 9-5 PARA 9.3.3 STP 13		AISOD	06000		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
RESEATED ACFT LAN CABLE O/C/G		HLGNJ	82CAB	L	721
INSPECTION C/W NDN		A83EE	41799	X	799
REINSTALLED PANEL IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 S TEP M		A83EE	11PAD	S	800
REINSTALLED PUZZLE BRACKET IAW 1C-135-2-3-2 PG 13-65 PARA 13 .14.42		A83EE	41499	S	800

C/A	MDS	PWC	WUC	AT	HMAL
REINSTALLED DUCTS IAW 1C-135-2-3-2 PG 13-65 PARA 13.14.42 LE AK CHK DUE SEE THIS JCN WCE 006		A83EE	411DA	S	800
REINSTALLED ACM LIMIT VALVE IAW 1C-135-2-3-2 PG 13-49 PARA 1 3.14.26 LEAK CHK DUE SEE THIS JCN WCE 006		A83EE	4123G	S	800
REINSTALLED ACM LIMIT VALVE SENSING LINES IAW 1C-135-2-3-2 P G 13-49 PARA 13.14.26 STPS 5 AND 6		A83EE	4123G	S	800
LEAK AND OPS CHK GOOD NDN		A83EE	4123G	X	799
CLOSED KEEL BEAM BAY IAW 1C-135-2-3-2 PG 13-16 PARA 13.3.2.2 STEP R		A83EE	11430	S	800
R2 SCREWS		HLGNJ	81BFC	G	105
REMOVED 2EA WARNING TAGS IAW LPS-55MXG-00-20-1-OFC3 PG 2 PARA 5.7.3.16.5.1.3.10		A83EE	01490		(Null)
RESET DISTRO C/B PULLED BY AIRCREW AND ASSOCIATED C/B'S IAW 1-1A-14 SECTION 028 00 PARA 46 OPS CHK GOOD		A83EE	42122	L	127
RESET DISTRO C/B PULLED BY AIRCREW AND ASSOCIATED C/B'S IAW 1-1A-14 SECTION 028 00 PARA 46 OPS CHK GOOD		A83EE	46218	L	127
RESET C/B OPS CHK GOOD		A83EE	14BKA	L	127
REINSTALLED KNOB		A83EE	42199	S	800
2 EACH PANELS REINSTALLED IAW 1C-135-2-2-2 PG 1-61 PARA 1.12		A83FL	46972	S	800
2 EACH PANELS REINSTALLED IAW 1C-135-2-2-2 PG 1-61 PARA 1.12		A83FL	46972	S	800
RT KEEL BEAM BAY DOOR IAW 1C-135-2-2-2 PG 15-600 PARA 15.94. 2 STEP 8		A83FL	11430	L	127
BATTERIES RECONNECTED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24. 1		A83FL	42143	S	800
RESET FCAS COMPUTER. MBIT OPS CHK GOOD		A83GC	52200	L	644
CLOSED ENG COWL IAW 1C-135-2-2-2 PG 20-4 PARA 20.3		A83HY	118D0	S	800
#1 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P ARA 20.3		A83JE	118D0	S	800
#2 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P		A83JE	118D0	S	800
#3 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P ARA 20.3		A83JE	118D0	S	800
#4 ENG COWLING CLOSED AND SECURED IAW 1C-135-2-2-2 PG 20-4 P ARA 20.3		A83JE	118D0	S	800
#1 ENG CHIP DETECTORS (4EA) INSTALLED IAW 2J-F108-2-1 SEC 79 -00-00 PG 201		A83JE	27A4D	S	800
#2 ENG CHIP DETECTORS (4EA) INSTALLED IAW 2J-F108-2-1 SEC 79 -00-00 PG 201		A83JE	27A4D	S	800
#3 ENG CHIP DETECTORS (4EA) INSTALLED IAW 2J-F108-2-1 SEC 79 -00-00 PG 201		A83JE	27A4D	S	800
#4 ENG CHIP DETECTORS (4EA) INSTALLED IAW 2J-F108-2-1 SEC 79 -00-00 PG 201		A83JE	27A4D	S	800
#1 ENG FUEL STRAINER INSTALLED IAW 2J-F107-2-1 SEC 73-11-10 PG 301		A83JE	27H99	S	800
#2 ENG FUEL STRAINER INSTALLED IAW 2J-F107-2-1 SEC 73-11-10 PG 301		A83JE	27H99	S	800
#3 ENG FUEL STRAINER INSTALLED IAW 2J-F107-2-1 SEC 73-11-10 PG 301		A83JE	27H99	S	800
#4 ENG FUEL STRAINER INSTALLED IAW 2J-F107-2-1 SEC 73-11-10 PG 301		A83JE	27H99	S	800
INSPECTED AREA, LK CK BAD SEE JCN 1432802060		AFUEL	46882	X	799
LK CK BAD #6 CTW CELL LEAKING SEE JCN: 143280206001		AFUEL	46400	X	799
RECONNECTED CTW CAVITY DRAIN LINES IAW 1C-135-2-5-3 PG 20-8 PARA 20.8.1		AFUEL	46429	S	800

C/A	MDS	PWC	WUC	AT	HMAL
REMOVED AND REPLACED #6 CTW CELL IAW IC-135-2-5-3 PG 23-53 P ARA 23.17		AFUEL	46400	R	381
CTR WNG #4 CELL DOOR REINSTALLED IAW TO 1C-135-2-5-3 PG 14-1 6 PARA 14.11		AFUEL	46453	S	800
DOOR REINSTALLED IAW TO IC-135-2-5-3 PG 14-15 PARA 14.9		AFUEL	46336	S	800
DOOR REINSTALLED IAW TO 1C-135-2-5-3 PG 14-15 PARA 14.9		AFUEL	46347	S	800
CELL INSTALLED IAW TO 1C-135-2-5-3 PG 23-53 PARA 23.17		AFUEL	46450	R	381
LK CHECK GOOD, NO LEAK NOTED		AFUEL	46456	X	799
INSPECTED AREA, #6 CTW CELL CAVITY PREP C/W IAW 1C-135-2-5-3 PG 23-1 PARA 23.5		AFUEL	46456	X	799
PLUMBING AND ASSOCIATED HARDWARE INSTALLED IAW TO 1C-135-2-5 -3 PG 23-60 PARA 23.17.20		AFUEL	46450	S	800
LK CK C/W NO LEAKS NOTED		AFUEL	46440	X	799
INSTALLED AWG HARD DRIVE CHASSIS RIGHT SIDE UP		HLGNJ	82SDB	L	127
GOOD PER AIRCREW		HLGNJ	81FAJ	X	799
INSPECTION C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSPECTION C/W IAW 1C-135-2-4-1-1 PG 3-175 PARA 3.9.12		A83FL	0413C		(Null)
ACFT LAV DRAINED		A83FL	01000		(Null)
INSP C/W IAW OAFBI 21-100 PARA 7.2.1		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 STEPS 31-38		A83FL	0413C		(Null)
ACFT LAV SERVICED		A83FL	01000		(Null)
FUEL CONFIGURED FOR FLIGHT IAW 1C-135-5-1 APPENDIX K-5		A83FL	01000		(Null)
TAGS REMOVED IAW 1C-135-2-10-1 PG 15-32 PARA 15.24.1 STEP 6		A83FL	01490		(Null)
FDR DOWNLOAD C/W		A83GC	04199		(Null)
DISCONNECTED MULE HT03 IAW 1C-135-2-2-2 PG 14-154 PARA 14.38		A83HY	01000		(Null)
INSPC/W NDN		A83JE	04199		(Null)
ENG'S 1,2,3,4 T HANDLES, START C/BS, FIRE SPRSN C/BS, FIRE SHUTOFF C/B RESET IAW 1C-135-2-4-1-1 PG 6-176 PARA 6		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED FROM #1 STARTER, T HANDLE, FIRE SPRSN, AND FIRE SHUTOFF IAW 1C-135-2-4-1-1 PG 6		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED FROM #2 STARTER, T HANDLE, FIRE SPRSN, AND FIRE SHUTOFF IAW 1C-135-2-4-1-1 PG 6		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED FROM #3 STARTER, T HANDLE, FIRE SPRSN, AND FIRE SHUTOFF IAW 1C-135-2-4-1-1 PG 6		A83JE	06000		(Null)
4 EA WARNING TAGS REMOVED FROM #4 STARTER, T HANDLE, FIRE SPRSN, AND FIRE SHUTOFF IAW 1C-135-2-4-1-1 PG 6		A83JE	06000		(Null)
2 EA WARNING TAGS REMOVED FROM ACFT BATT SWITCH AND POWER RECEPTACLE IAW LPS55MXG-00-20-1OFC3 PARA 5		A83JE	06000		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)

C/A	MDS	PWC	WUC	AT	HMAL
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
I'S AND E;S C/W IAW 1C-135-2-4CL-1-1 PARA 4.1.1 STEPS X-AF		A83JE	0413C		(Null)
I'S AND E;S C/W IAW 1C-135-2-4CL-1-1 PARA 7.1 PG 7-1		A83JE	0413C		(Null)
INSP C/W NDN		A83JE	04199		(Null)
INSP C/W NDN		A83JE	04199		(Null)
WARNING TAGS REMOVED IAW TO 1C-135-2-5-3 PG 14-47 PARA 14.44		AFUEL	01490		(Null)
8 EA CIRCUIT BREAKERS RESET ON PANEL P140 IAW TO 1C-135-2-5-3 PG 14-47 PARA 14.44 STEP 8		AFUEL	01000		(Null)
1 EA CIRCUIT BREAKER RESET IAW 1C-135-2-5-3 PG14-47PARA14.44 STEP 8		AFUEL	01000		(Null)
INSPECTED AREA NO DEFECT NOTED		AFUEL	04199		(Null)
INSPECTED AREA NO DEFECTS NOTED IAW TO 1C-135-2-5-3 PG 1-54 PARA 1.3.45		AFUEL	04199		(Null)
INSPECTED AREA NO DEFECTS NOTED IAW TO IC-135-2-5-3 PG 1-54PARA 1.3.45		AFUEL	04199		(Null)
INSPECTED AREA NO DEFECTS NOTED		AFUEL	04199		(Null)
INSPECTED AREA NO DEFECTS NOTED IAW TO 1C-135-2-5-3 PG 1-54 PARA 1.3.45 STEPS A-C		AFUEL	04199		(Null)
INSPECTED AREA NO DEFECTS NOTED		AFUEL	04199		(Null)
JOB ENTERED IN ERROR IAW 00-20-1 PARA 4.6.6.1		AFUEL	04199		(Null)
POST FLIGHT C/W		HLGNJ	04199		(Null)
28 DAY FMS UPDATE C/W		A83CN	727AB	L	944
MICROWAVE R2'D BY AIRCREW OPS CHK GOOD NDN		A83EE	12EBG	R	255
SUPPORTED A/C LAUNCH		A83CN	01000		(Null)
NABRE CONFIGURED FOR NORMAL OPERATIONS PER AIRCREW		HLGNJ	82ZJ0	L	956
RESCRIPTED SECONDARY LAN CONTROLLER. O/C/G.		HLGNJ	82QBF	L	940
R2 HSDC CHASSIS, O/C/G		HLGNJ	82QAC	R	956
**** NO DDR NARRATIVE ****		A83FL	118D0	J	127
INSTALLED NEW LOW OIL PRESSURE SWITCH IAW 1C-135-2-4-1-1 PG 13-115 PARA 13-41.2		A83JE	27DAL	R	255
#2 ENG OIL PRESSURE SWITCH REMOVED IAW 1C-135-2-4-1-1 PG 3.1 14 PAR 3.41		A83JE	27DAL	T	875
INSTALLED NEW LOW OIL PRESSURE SWITCH IAW 1C-135-2-4-1-1 PG 13-115 PARA 13-41.2		A83JE	27DAL	U	875
REPAIRED FAULTY SEALANT		AFUEL	46720	G	377
INSPECTED AREA, EVALUATED POSSIBLE FUEL LEAK. SEE JCN 143220 065003		AFUEL	46720	X	799
REPAIRED FAULTY SEALANT		AFUEL	46720	G	377
REINSTALLED RT JACKPAD PANEL IAW TO 1C-135-2-2-2 P. 21-13 PA RA 21.7.3		AFUEL	46720	S	800
LK CK C/W NO LEAK NOTED		AFUEL	46720	X	799

C/A	MDS	PWC	WUC	AT	HMAL
BOLT CANNED TO A4132 IAW 1C-135-2-7-1 PG6-252 PARA 6.80.2		AINAR	13AED	T	875
INSTALLED LMLG SAFETY BOLT IAW 1C-135-2-7-1 PG 6-254 PAR 6.8 1		AINAR	13AED	U	875
SANITIZING C/W		A83FL	04199		(Null)
OPS CHECK GOOD NO LEAKS NOTED		A83FL	04199		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-104 PARA 3.9.2 STEPS 31-38		A83FL	0413C		(Null)
INSP C/W IAW 1C-135-2-4-1-1 PG 3-175 PARA 3.9.12		A83FL	0413C		(Null)
REMOVED 1 EA WARNING TAG AND RESET C/B IAW 1C-135-2-4-1-1PG 13-115 PARA 13-41.2		A83JE	01490		(Null)
SYS OPS CHK GOOD		A83CN	626A0	X	799
7 DAY LCS INSP C/W NDN		A83EE	41799	X	799
FUEL CELL ZERO PANEL CLOSED IAW ETM-RC135-2-3 PG 7-141 PARA 7.1.6.12 STEP M		A83EE	11PAD	S	800
REMOVED EMERGENCY LIGHT PANEL IAW 1-1A-14 SEC 020 00 PG10 PA RA 40		A83EE	44136	T	875
INSTALLED EMERGENCY LIGHT PANEL IAW 1-1A-14 SEC 020 00 PG 10 PARA 40 OPS CHK GOOD IAW ETM-RC135V/W-2 VOL		A83EE	44115	U	875
#5 C/L/D LATCH IAW 1C-135-2-8-1 PARA 14.66		A83FL	14EL0	P	800
DUPLICATE DISCREPANCY IAW 00-20-1 PARA 5.7.3.19.4.1		A83FL	14EL0	Q	799
COVE LIP DOOR INSTALLED IAW 1C-135-2-8-1 PG 14-284 PARA 14.6 3		A83FL	14ELR	R	20
COVE LIP DOOR RAISED IAW 1C-135-2-2-2 PG 14-148 PARA 14.37.2		A83FL	14EL0	S	800
#5 C/L/D REM TO SHEET METAL IAW 1C-135-2-8-1 PARA 14.62.3		A83FL	14ELR	P	20
COVE LIP DOOR INSTALLED IAW 1C-135-2-8-1 PAGE 14-284 PARA 14 .63		A83FL	14ELR	Q	799
#5 COVE LIP DOOR REMOVED FOR SHEET METAL IAW 1C-135-2-8-1 PA RA 14.62.3 PG 14-280		A83FL	14ELR	P	127
COVE LIP DOOR INSTALLED IAW 1C-135-2-8-1 PG 14 284 PARA 14.6 3		A83FL	14ELR	Q	799
R2 MOHAIR		A83FL	14ELR	G	20
SPOILER LOCKS REMOVED AND 2EA WARNING TAGS REMOVED IAW 1C-135-2-2-2 PARA 14.4.4 AND LPS 55 MXG 00-20-01		A83FL	06000		(Null)

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TAB V

WITNESS TESTIMONY AND STATEMENTS

V1. SUMMARIZED TESTIMONY OF [Mishap Co-Pilot] V-1.1

V2. SUMMARIZED TESTIMONY OF [MASE1] V-2.1

V3. SUMMARIZED TESTIMONY OF [Mishap Cryptological Operator] V-3.1

V4. SUMMARIZED TESTIMONY OF [Mishap Search Signals and Development] V-4.1

V5. SUMMARIZED TESTIMONY OF [Production Superintendent] V-5.1

V6. SUMMARIZED TESTIMONY OF [Director of Operations] V-6.1

V7. SUMMARIZED TESTIMONY OF [Mishap Firefighter 1] V-7.1

V8. SUMMARIZED TESTIMONY OF [Mishap Firefighter 2] V-8.1

V9. SUMMARIZED TESTIMONY OF [Crew Chief 3] V-9.1

V10. SUMMARIZED TESTIMONY OF [Quality Control Manager] V-10.1

V11. SUMMARIZED TESTIMONY OF [Materials and Processes Engineer] V-11.1

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SUMMARIZED STATEMENT OF

CAPTAIN [Mishap Co-Pilot]

[Mishap Co-Pilot] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Mishap Co-Pilot], of the 343rd Reconnaissance Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Co-Pilot. My duties generally entail running most of the flight checklists for the pilot, back up the pilot, fly aircraft, perform aircraft take off, landing and transitions. I was assigned as a Co-Pilot at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and I adopt the statement as part of my testimony today. I find nothing incorrect or inaccurate in my previous statement and I do not wish to make any additions, clarifications, or corrections to the statement. [*Statement located at Tab R-2.26*].

[Mishap Co-Pilot], Capt, USAF

Signed and sworn before me this 24 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

SENIOR AIRMAN [MASE1]

[MASE1] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [MASE1], of the 343rd Reconnaissance Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as an Airborne Systems Engineer. My duties generally entail maintaining and correcting faults found in electronic warfare systems, as well as manage and maintain cooling equipment throughout the jet. I was assigned as an Airborne Systems Engineer at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and the transcript of my oral statement, dated 11 May 15, and I adopt these statements as part of my testimony today. I find nothing incorrect or inaccurate in my previous statements and I do not wish to make any additions, clarifications, or corrections to these statements. [*Statement and transcript are located at Tab R-6.97*].

[MASE1] ~~SrA, USAF~~

Signed and sworn before me this 24 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

SENIOR AIRMAN [Mishap Cryptologic Operator]

[Mishap Cryptologic Operator] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Mishap Cryptologic Operator], of the 97th Intelligence Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as an Airborne Cryptologic Language Analyst. My duties generally entail managing collection of the reconnaissance compartment. I was assigned as a Cryptologic Operator at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and the transcript of my oral statement, dated 12 May 15, and I adopt these statements as part of my testimony today. I find nothing incorrect or inaccurate in my previous statements and I do not wish to make any additions, clarifications, or corrections to these statements. [*Statement and transcript are located at Tab R-8.126*].

[Mishap Cryptologic Operator] SrA, USAF
Airborne Cryptologic Language Analyst

Signed and sworn before me this 22 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

CHIEF MASTER SERGEANT [Mishap Signals Search & Development]

[Mishap Signals Search & Development] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Mishap Signals Search & Development], of the 97th Intelligence Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Squadron Superintendent. My duties generally entail managing the enlisted force of the squadron. I was assigned as Squadron Superintendent at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and the transcript of my oral statement, dated 11 May 15, and I adopt these statements as part of my testimony today. I find nothing incorrect or inaccurate in my previous statements and I do not wish to make any additions, clarifications, or corrections to these statements. [*Statement and transcript are located at Tab R12.221*].

[Mishap Signals Search & Development], ~~CMSgt~~, USAF

Signed and sworn before me this 24 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

MASTER SERGEANT [Production Superintendent]

[Production Superintendent] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Production Superintendent], a member of the 83rd Aircraft Maintenance Unit, 55th Aircraft Maintenance Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Production Superintendent. My duties generally entail overseeing all the maintenance on the flightline and ensuring the safety and service of aircraft. I was assigned as a Production Superintendent at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and I adopt the statement as part of my testimony today. I find nothing incorrect or inaccurate in my previous statement and I do not wish to make any additions, clarifications, or corrections to the statement. [*Statement is located at Tab R-13.241*].

[Production Superintendent], MSgt, USAF
Production Superintendent

Signed and sworn before me this 23 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

MAJOR [Director of Operations]

[Director of Operations] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Director of Operations], of the 343rd Reconnaissance Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Director of Operations. My duties generally entail training and equipping all the members of the squadron to ensure that they are ready to deploy. I was assigned as a Director of Operations at the time of the mishap. I have reviewed my written statement, dated 30 Apr 2015 and I adopt the statement as part of my testimony today. I find nothing incorrect or inaccurate in my previous statement and I do not wish to make any additions, clarifications, or corrections to the statement. [*Statement attached*].

[Director of Operations] Maj, USAF
Director of Operations

Signed and sworn before me this 24 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

FOR OFFICIAL USE ONLY

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 30 Apr 15. Crew position (as applicable) TC. Time you began duty 1415L.

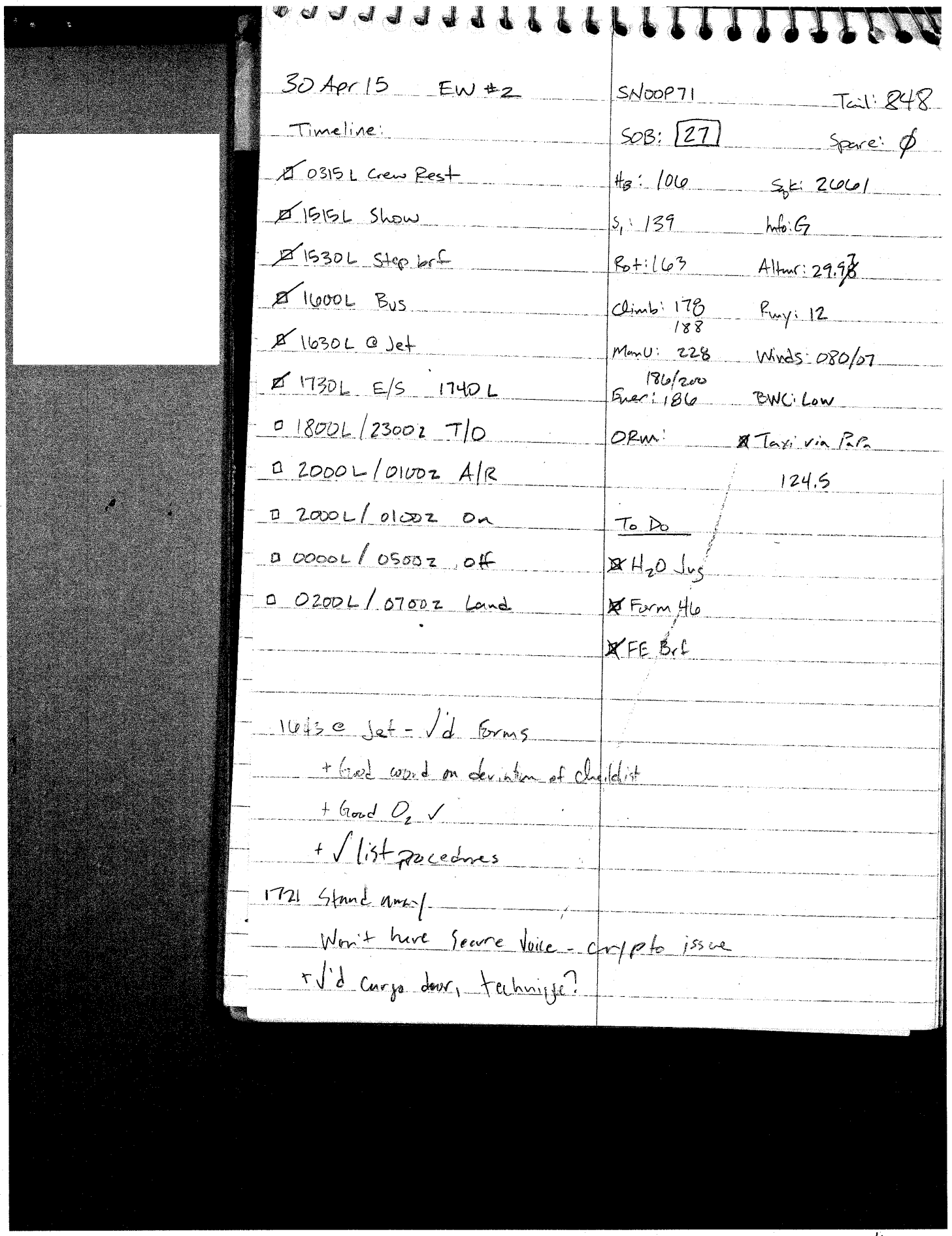
1. I, [Director of Operations] (Name), Major (Grade), _____ (SSAN), 343RS (Organization) have been advised by _____ (Name/Rank of Investigator) of the following:
   a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United 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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

I sat in the Flight deck for eng start, taxi and attempted T/O in the jump seat. At 1643L we arrived at the jet. Mx personnel (Crew Chief maybe) came on bus to pass forms and advise crew the lavatory was inop and the flush switch was deactivated. He informed us it would not work for the flight. During engine start the #2 eng would not start properly. Mx ground personnel did not observe fan-blade rotation and AC/Copilot did not get proper light indications in the flight deck. Eng start on #2 was aborted and pilots got into dash-1. AC had dav check circuit breakers and all appeared good. AC coordinated w/ Mx personnel and technicians came on board to trouble shoot. AC attempted 3 more eng starts for the #2 engine w/ Mx personnel on-board. They concured to do Manual starter switch ops ("Pin open") procedure. @ 1756L good start on #2 engine. @ 1810L Taxied to NW Hammerhead for Rwy 12 departure. At approx 1817L in NW Hammerhead awaited arrival aircraft, Snoop 44, did a missed approach. At approx 1822L T/O clearance given from tower. We proceeded to line up on Rwy. At 1825L, AC initiated T/O rdl. Approximately 10 sec later at about 45 knts Ground speed, "FIRE, FIRE, FIRE" came over interphone and CALL. I was unable to determine who was saying that for about 1 to 2 seconds until I realized it was the ASEs in the back of the aircraft. All 5 crewmembers in the Flt Deck spoke up immediately. I hit/tapped the AC and Copilot the shoulder to get their attention. [MR1] verbally said "There is a fire back there!" The AC and Copilot responded by getting on the brakes and stopping the aircraft in an expedious manner. The copilot contacted Tower and informed them we were egressing for an emergency, a fire on board

"The above statement is true to the best of my knowledge and belief." Signed _____ Date. 30 Apr 15

the aircraft. The Nav quickly opened the crew-entry chute, installed the ladder, dropped the chocks and climbed down. The rest of the crew followed. I was the 3rd person off the jet. I did not see any fire nor smoke from my position. We proceeded 45° off the left side of the aircraft nose into the grass and waited for Fire and emergency vehicles to respond. Once in the grass and away from the aircraft I noticed smoke coming from the fuselage, left side where the vertical stab and fusalage meet. Then fire started to come through. Fire Dept soaked the area but the flames came back several times (3-5) flare ups before it seemed the fire was out.



30 Apr 15 EW #2

Timeline:

- ☒ 0315L Crew Rest
- ☒ 1515L Show
- ☒ 1530L Step brf
- ☒ 1600L Bus
- ☒ 1630L @ Jet
- ☒ 1730L E/S 1740L
- ☐ 1800L / 2300z T/O
- ☐ 2000L / 0100z A/R
- ☐ 2000L / 0100z On
- ☐ 0000L / 0500z Off
- ☐ 0200L / 0700z Land

SNOOP71 Tail: 848

SOB: 27 Spare: ϕ

Hg: 1016 Sp: 20661

S1: 139 Info: G

Rot: 163 Altmr: 29.97

Climb: 178/188 Rwy: 12

MaxU: 228 Winds: 080/07

Encr: 186 (186/200) BWC: Low

ORM: ☒ Taxi via PAR 124.5

To Do

- ☒ H_2O Jug
- ☒ Form 46
- ☒ FE Brf

1643 @ Jet - √'d forms

+ Good word on deviation of checklist

+ Good O_2 ✓

+ √ list procedures

1721 Stand amx/

Won't have Secure Voice - crypto issue

+ √'d Cargo door, technique?

1734 CALL Rpt

FMS Reset itself

1744 #2 E/S - No light. Crew "hot mating"

Circuit Brkrs looks good

1746 Same - off x 3 Same - off

1751 2 x Jet Mx - tried ~ 3 more attempts w/same result

1752 Manual Starter switch Ops "pin open"

1756 Good start on #2

1810 Holding short - line up & wait

Clearance not in system

1817 P/U clearance back to KOFF in Air

2325 T/O (roll) "FIRE, FIRE, FIRE"

2326 ~ Egressed/Abandoned Crew entry chute, left side 45° into grass ~ 150-200 yds away.

1830 ~ Fire Dept on scene - entering jet

Still burning, burning through fusalage left side where vertical stab meets fusalage.

Per Crew: Fire shooting out above microwave/oven area

~2' out & 4' wide

All 27 mbrs made it outside/egressed safely

5

1835 Flt med / docs arrived on scene

mbrs checked out - 2 ([MASE3] , [MASE2] went to hospital for breathing precautions. Breathing fine, but trouble deep breathing

1910 17 mbrs back to 343

8 mbrs stayed @ jet to collect class. fed

2 mbrs to hospital (Bellevue medical)

Instructed mbrs ~~alot~~ to drink alchol and stay in Sq.

CAT assembled

1950 [MSSD] - feeling ill (headache) - called ambulance

2050 [MCO] feeling ill (headache)

↳ jumped on ambulance

2005 Recall for 0830 meeting tomorrow am in 343

2010 Safety investigating after going to jet to take possesion and take pictures.

2015 Ambulance showed up @ 343

SUMMARIZED STATEMENT OF

[Mishap Firefighter 1]

[Mishap Firefighter 1] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Mishap Firefighter 1], of the 55th Civil Engineer Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Firefighter. My duties generally entail fire attack, rescue, and medical. As a Fire Attack Team member I locate and put out fires. I was assigned as a Fire Attack Team member at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and the transcript of my oral statement, dated 13 May 15, and I adopt these statements as part of my testimony today. I find nothing incorrect or inaccurate in my previous statements and I do not wish to make any additions, clarifications, or corrections to these statements. [*Statement and transcript are located at Tab R-14.259*].

[Mishap Firefighter 1], GS-07, USAF
Firefighter

Signed and sworn before me this 22 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

[Mishap Firefighter 2]

[Mishap Firefighter 2] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Mishap Firefighter 2] of the 55th Civil Engineer Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Firefighter. My duties generally entail protection of life, safety and property. I was assigned as a Firefighter at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and the transcript of my oral statement, dated 13 May 15, and I adopt these statements as part of my testimony today. I find nothing incorrect or inaccurate in my previous statements and I do not wish to make any additions, clarifications, or corrections to these statements. [*Statement and transcript are located at Tab R-15.268*].

[Mishap Firefighter 2], GS-07, USAF
Firefighter

Signed and sworn before me this 22 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

SUMMARIZED STATEMENT OF

STAFF SERGEANT [Crew Chief 3]

[Crew Chief 3] appeared before the Accident Investigation Board, was sworn, and testified substantially as follows:

I, [Crew Chief 3] of the 83rd Aircraft Maintenance Unit, 55th Aircraft Maintenance Squadron at Offutt Air Force Base, Nebraska, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Crew Chief. My duties generally entail inspections on the aircraft located on the flightline before and after they fly, service airplanes with gas, liquid oxygen, hydraulic fluid, ensure aircraft is ready to fly, panels are installed, and engine inlets are cleared of foreign object debris and discrepancies. I was assigned as a Crew Chief at the time of the mishap. I have reviewed my written statement, dated 30 Apr 15 and I adopt the statement as part of my testimony today. I find nothing incorrect or inaccurate in my previous statement and I do not wish to make any additions, clarifications, or corrections to the statement. [*Statement attached*].

[Crew Chief 3] SSgt, USAF

Signed and sworn before me this 25 day of June 2015.

WILLIAM M. EVANS, Jr, Lt Col, USAF
President, Accident Investigation Board

FOR OFFICIAL USE ONLY

NON-PRIVILEGED WITNESS STATEMENT

Date of the mishap 20150430. Crew position (as applicable) Crew Chief. Time you began duty 0700.

1. I, [Crew Chief 3] (Name), E-5 (Grade), _____ (SSAN), 55 Amxs (Organization) have been advised by _____ (Name/Rank of Investigator) of the following:
   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 mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
   b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
   c. The chain of command will review the final mishap report.

Provide an account of first-hand observations of what happened, a description of prevailing conditions, circumstances, and associated events (use reverse for continuation).

I was Involved in the Sortie Generation Portion. The Acft was Caught after the first sortie of the day by myself & 4 other Individuals. I was the 7 level so I did my 7 level insp. also known as Panels & Inlets, also Eng. Inlets & Exhaust. I conducted the Insp. found no defects in the Plane & Signed off my portion.

"The above statement is true to the best of my knowledge and belief." Signed _____ Date. 20150430

SUMMARIZED STATEMENT OF

[Quality Control Manager]

[Quality Control Manager] appeared before the Accident Investigation Board telephonically, was sworn, and testified substantially as follows:

I, [Quality Control Manager] of the L3 Mission Integrated Systems in Greenville Texas, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Quality Control Manager. My duties generally entail management over all hangar dock and line quality control and oversee the health of the program, conduct surveillance audits, sampling audits of all process and procedures at the hangar dock and line area, and perform safety of flight requirements inspections. I was assigned as a Quality Control Manager at the time of the mishap. I have reviewed my transcript of my oral statement, dated 26 May 15, and I adopt the statement as part of my testimony today. I find nothing incorrect or inaccurate in my previous statement and I do not wish to make any additions, clarifications, or corrections to the statement. [*Transcript is located at Tab R-18.300*].

[Quality Control Manager]

Contractor

Signed and sworn before me this 24th day of June 2015.

[Witness]

SUMMARIZED STATEMENT OF

[Materials & Processes Engineer]

[Materials & Processes Engineer] appeared before the Accident Investigation Board telephonically, was sworn, and testified substantially as follows:

I, [Materials & Processes Engineer] of the L3 Communications, Mission Integrated Systems in Greenville Texas, after being placed under oath, hereby state that before my interview, the difference between the nature of an accident investigation board (AIB) under AFI 51-503 and a safety investigation board (SIB) under AFI 91-204 was explained to me. I understand the difference between an AIB and SIB. I acknowledge that the purpose of this AIB is to produce a publicly releasable report on the facts and circumstances surrounding this accident and to gather and preserve evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings, and for all other purposes. I understand that my AIB testimony may be used for any proper purpose and can be released to the public.

I am currently assigned as a Materials and Processes Engineer. My duties generally entail the handle of chemical processes, sealant adhesives, and oxygen systems for aircraft. I was assigned as a Chemical Engineer at the time of the mishap. I have reviewed my transcript of my oral statement, dated 26 May 15, and I adopt the statement as part of my testimony today. I find nothing incorrect or inaccurate in my previous statement and I do not wish to make any additions, clarifications, or corrections to the statement. [*Transcript is located at Tab R-19.313*].

[Materials & Processes Engineer]

Contractor

Signed and sworn before me this 25 day of June 2015.

[Witness]

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TAB W

WEATHER AND ENVIRONMENTAL RECORDS AND DATA NOT INCLUDED IN TAB F

NOT USED

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TAB X

STATEMENTS OF INJURY OR DEATH

NOT USED

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TAB Y

LEGAL BOARD APPOINTMENT DOCUMENTS

Y1. HOST INSTALLATION SUPPORT MEMORANDUM Y-3

Y2. CONVENING ORDER AMENDMENT Y-6

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

8 Jun 15

MEMORANDUM FOR 55 WG/CC

FROM: HQ ACC/JA

SUBJECT: Host Installation Support for Accident Investigation Board (AIB), Class A, RC-135 Mishap, 30 Apr 15, T/N 64-004848, 55 WG, Offutt AFB, NE

1. The attached memorandum convenes an AIB to investigate the subject mishap. Your installation has been designated as the host installation for the accident investigation. AFI 51-503, paragraph 4.10.1; details the logistical and administrative support required from the host installation. A list of support requirements can be found in AFI 51-503, Attachment 3, Figure A3.1.

2. It is your responsibility to appoint a host installation liaison and squadron POC before the AIB arrives at your installation.

3. The board president, Lt Col William Evans, or legal advisor, , has been directed to contact your office to make arrangements for the investigation and to obtain the above support. My POCs for this matter are and ACC/JAO, . I thank you in advance for your assistance.

, Colonel, USAF
Staff Judge Advocate

Attachment:
Convening Order Memo

cc:

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

8 Jun 15

MEMORANDUM FOR LIEUTENANT COLONEL WILLIAM M. EVANS, JR.

FROM: ACC/CV

SUBJECT: Convening Order of AFI 51-503 Accident Investigation Board (AIB); Class A, RC-135 Mishap, 30 Apr 15, T/N 64-004848, 55 WG, Offutt AFB, NE

1. An accident investigation board 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 1 of the Safety Investigation Board (SIB) Reporter, you and other detailed AIB members are relieved of all other duties until the report is submitted for approval. You may consider releasing any member when his/her responsibilities are complete. The following personnel are detailed to serve on the accident investigation board:

LT COL WILLIAM M. EVANS, JR.	President Legal Advisor Recorder

2. Your investigation will follow the guidelines and procedures in AFI 51-503. ACC/JAO, will advise you on preliminary administrative matters. 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. If a Statement of Opinion is authorized, your Statement of Opinion must be supported by a preponderance of 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 board members are not authorized to disclose board findings or opinions, except to members of my staff, without permission prior to the official public release of the AIB report.

4. Travel and billeting will be funded by ACC. ACC board members must utilize their local fund cite and the ESP code of "EM." Travel orders should be issued locally and authorize variations in travel for all members of the AIB. Board members not assigned to ACC must coordinate with , ACC/JAO, in advance regarding their travel and orders. All travel costs needed for witness interviews outside of the local area should be coordinated with ACC/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 by the installation commander to assist with billeting, vehicles (if available), facilities, administrative support, and reproduction services. Make contact with the host installation and liaison officer through the office of the installation commander at , or DSN Additionally, the mishap wing shall appoint a point of contact to assist the AIB with access to witnesses and evidence secured by the unit. Please make contact with the mishap wing at

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 Submit your final report to and she will forward it to me for approval.

7. My point of contact for any questions is or at

FOR THE VICE COMMANDER

Colonel, USAF
Staff Judge Advocate

cc:

55 WG/CC
ACC DO/FM/JA/PA/SE

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
JOINT BASE LANGLEY-EUSTIS VA

9 Jun 15

MEMORANDUM FOR LIEUTENANT COLONEL WILLIAM M. EVANS, JR.

FROM: ACC/CV

SUBJECT: Amendment 1, Convening Order of AFI 51-503 Accident Investigation Board; Class A, RC-135 Mishap, 30 Apr 15, T/N 64-004848, 55 WG, Offutt AFB, NE

The above referenced Convening Order, dated 8 June 2015, is hereby amended to detail the following personnel to serve on the accident investigation board in addition to the members detailed on 8 June 2015:

CAPT	338 CTS	Pilot Member
TSGT	55 MXS	Maintenance Member

My point of contact for any questions is or at

FOR THE VICE COMMANDER

Colonel, USAF
Staff Judge Advocate

cc:

55 WG/CC
ACC DO/FM/JA/PA/SE

TAB Z

PHOTOGRAPHS, VIDEOS, DIAGRAMS, NOT INCLUDED IN TAB S

Z1. ACCIDENT INVESTIGATION BOARD PHOTOS Z-3

Z1.1 UNDAMAGED GALLEY OXYGEN PLUMBING Z-3

Z1.2 UNDAMAGED GALLEY OXYGEN PLUMBING II Z-4

Z1.3 UNDAMAGED GALLEY OXYGEN PLUMBING III Z-5

Z1.4 POST-MISHAP FIRE DAMAGE.....Z-6

Z1.5 EXTERNAL FIRE DAMAGE POST-MISHAP.....Z-7

Z1.6 HOLE IN AIRCRAFT Z-8

Z1.7 HOLE IN AIRCRAFT FROM LEFT OF FUSELAGE Z-9

Z1.8 INTERAL STRUCTURAL DAMAGE Z-10

Z1.9 CLOSE-UP OF HOLE IN AIRCRAFT Z-11

Z1.10 UNDAMAGED RC-135 GALLEY Z-12

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Z1. ACCIDENT INVESTIGATION BOARD PHOTOS

Z1.1 UNDAMAGED GALLEY OXYGEN PLUMBING



Z1.2 UNDAMAGED GALLEY OXYGEN PLUMBING II



Z1.3 UNDAMAGED GALLEY OXYGEN PLUMBING III



Z1.4 POST-MISHAP FIRE DAMAGE



Z1.5 EXTERNAL FIRE DAMAGE POST-MISHAP



Z1.6 HOLE IN AIRCRAFT



Z1.7 HOLE IN AIRCRAFT FROM LEFT OF FUSELAGE



Z1.8 INTERAL STRUCTURAL DAMAGE



Z1.9 CLOSE-UP OF HOLE IN AIRCRAFT



Z1.10 UNDAMAGED RC-135 GALLEY



TAB AA

FLIGHT DOCUMENTS

AA1. 55 OG FORM 25 ..... AA-3

AA2. LOCAL GO/NO/GO CHECKLIST AA-4

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55 OG MISSION PLANNING / BRIEFING CERTIFICATE

55 OG Form 25

55 OPERATIONS GROUP MISSION PLANNING / BRIEFING CERTIFICATE	Flight Date	Call Sign	Aircraft Commander	Tail Number	Flight Order #
	29 APR 15	SNOOP 71	[Mishap Pilot]	4848	15-0155

Flight Duty Limitations / Regulatory:

- ☑ Roll Call
- ☑ Flight orders / Travel orders / Pax Manifest Go/No Go
- ☑ FCIF Part B_ Part C_____Read File_____
- ☑ Not Within 24 hrs of Compressed Gas Diving
- ☐ Not Within 12 hrs of Alt Chamber Flt > 25k ft.
- ☑ Not Within 72 hrs of Donating Blood
- ☑ Not Within 12 hrs of Consuming Alcohol
- ☑ Did not Self-medicate or not DNIF
- ☑ Special Interest Items (SIIs)
- ☑ Comm Kit, Pubs, Directives, Jugs, Lunches
- ☐ Training/Currency/Evaluation Priorities
- ☑ Flight Clothing (Summer) Winter
- ☑ Flight Prohibitions (Cell phones, laptops, etc)

Training / Priorities:

- ☑ Training Folder Review
- ☑ Individual Training Priorities / Sortie goals 11-202V
- Evaluation requirements / FE brief

2nd of Flight

Mission Overview:

- ☑ Type of Mission EMERALD WARRIOR/Exer/Local
- ☑ Show time 1515L Crewrest begins 0315L 30APR15
- ☑ Bustime/location 343RS @ 1600L
- ☑ Radio Configuration / Seat positions
- ☐ Engine Start Time 1730L
- ☑ Normal engine start procedures / Calls 34 pneum
  Engine / Hydraulic Warm-up / Ignition
- ☑ Ground abnormal procedures / Emergencies
  Start malfunctions / Engine fire
- ☑ Alarm Bell Signals / Egress / Souls on board 27 SOBS
- ☐ Takeoff Time 1800L KOFF
- ☑ Weather Forecast / Avoidance
- ☐ Normal takeoff procedures 30 MAX AC OFF
  Takeoff mode / Thrust setting
- ☑ Takeoff emergencies (**Briefed day of flight**)
  Abort / Uncommanded Rudder, Yaw, or Roll / Runaway trim / Engine fire/failure during flight / Ditching/Crash landing immediately after takeoff
- ☑ Crew duties during emergencies
- ☑ Departure procedures / Obstacles / Trouble T
- ☑ Emergency return considerations / Landing data
- ☑ Radar/visual search responsibilities *(ACC item)*
  Departure/Enroute/Recovery, High traffic areas
- ☐ Mid-Air Collision Avoidance *(ACC item)*
  Military & civilian traffic
- ☐ Mission Crew Cleared up 5000/10000
- ☑ Oxygen Requirements
- ☐ FMS setup / Control
- ☑ Navigator route of flight
- ☑ High terrain / Special Use Airspace / Emergency airfields
- ☑ A/R Track DESTIN-A Altitude FL210 Tanker Unknown
  Rendezvous type (*Enroute / Point parallel / Multiple tankers*) RV-D
  Alternate rendezvous / Training requirements / EMCON
- ☑ Overrun / Breakaway duties and procedures
- ☐ End AR request

- ☑ Mission crew duties during AR
- ☑ Mission crew commander briefing
- ☑ AMS briefing
- ☑ Additional mission crew briefing (IIO/SEO/ASE)
- ☒ Destination_____/ Type descent
  STAR / Penetration / Enroute
- ☑ Field restrictions (APL / IFR Supp / AFIs)
- ☐ ~~Cold weather procedures (FIH Altitude corrections)~~
- ☐ Ops stop time_____/ Location / Coordination
- ☑ VFR pattern / Altitude 2500
- ☑ Touch and Go procedures (Crew duties)
- ☐ Unplanned go-around / Lost comm. Procedures
- ☑ Simulated emergencies / Restrictions / Procedures
- ☑ Full stop considerations (*Wet runway / Brake energy*)
  Brake energy for Ops stop
- ☐ Land Time 0300L/0700Z

Miscellaneous:

- ☑ NOTAMS
- ☑ Alternate Mission Plan
- ☑ Safety of flight / Aircraft restrictions
- ☑ Degraded operations
- ☑ PAX/Cargo Requirements and Restrictions
- Pro-gear / Loose item storage
- ☑ EP/threat of the day (If not previously discussed)
- ☑ ORM review
- ☑ Form 46
- ☑ Alternate gear briefing

Aircraft Commander

Operations Supervisor

Local GO/NO/GO Checklist

MISSION #:	KOFF343X15120A	**FLT AUTH #:**	15-0155	**Call Sign:**	HOOVR 41
Departure date:	1-May-15	**FCIF Part B:**		**MDS:**	RC135V
Squadron:	343 RS	**FCIF Part C:**		**RTB:**	########

NO GO
N/A
X CLEARED

NAME LAST, FIRST MI.	CREW Position	Curr/Qual or Ins. By (Remarks)	Flying Hour MAX	CURRENT FCIF	RAP Probation Letter	ASC	AO Status	DNIF Status	Phy Status	Physio Status	GA02 BOLDFACE/CAPS	GA06 CRM	GS03 SEPT	GS78 RJ BL 10.3 CERT	LA25 GLOBAL LANG EVT	LL01 AFE FAM TRNG	LL03 EGRESS (NONEJ)	LL07 AFE FIT CHECK	SS01 LOCAL AREA SURV	SS05 WST	XB09Q RJ BL 9 CERT	XB11Q RJ BL 11 CERT			Need instructor
	IPAE		X	X	X	3A	X	X	X	X			X			X	X	X	X						
[Mishap Co-Pilot]	MCAE		X	X	X	1A	X	X	X	X		X	X			X	X	X	X	X					
[Mishap Navigator]	MNAE		X	X	X	1A	X	X	X	X		X	X			X	X	X	X	X					
[MASE2]	MKAE2		X	X	X	AA	X	X	X	X		X	X	X		X	X		X	X	X	X			
[MASE1]	MKAE3		X	X	X	AA	X	X	X	X		X		X		X	X		X	X	X	X			
	MKAN1		X	X	X	AA	X	X	X	X		X	X	X		X	X		X	X		X			
[MASE3]	MKAN4		X	X	X	BA	X	X	X	X		X	X	X		X	X		X			X			
[MR1]	EEAET		X	X	X	1A	X	X	X	X		X	X	X		X	X		X	X	X	X			
	MEANX		X	X	X	1A	X	X	X	X		X	X	X		X	X		X	X		X			
	UEINT	[MR1]	X	X	X	1A		X	X	X		X	X			X	X		X	X					
[MR2]	MEANX		X	X	X	1A	X	X	X	X		X	X	X		X	X		X	X		X			
	MQBNL		X	X	X	AA	X	X	X	X				X		X	X		X	X	X	X			
	EQAEA		X	X	X	AA	X	X	X	X		X	X	X		X	X		X	X	X	X			
	MQANL		X	X	X	AA	X	X	X	X		X		X	X	X	X		X	X	X	X			
	MQANL		X	X	X	AA	X	X	X	X		X		X		X	X		X	X		X			
[MAMS]	EQAEM		X	X	X	BA	X	X	X	X		X	X	X	X	X	X		X	X	X	X			
	MQINL		X	X	X	AA	X	X	X	X		X	X	X		X	X		X	X		X			
	MQANL		X	X	X	AA	X	X	X	X		X		X	X	X	X		X	X	X	X			
[MCO]	MQANL		X	X	X	AA	X	X	X	X		X		X		X	X		X	X	X	X			
	MQXEL		X	X		AA	X	X	X	X		X		X		X	X		X	X		X			
[MSSD]	EQBE1		X	X	X	CA	X	X	X	X		X		X		X	X		X	X	X	X			
	MAANL		X	X	X	9D	X		X	X		X				X	X		X	X					
	IQAEL		X	X	X	AA	X	X	X	X		X	X	X	X	X	X		X	X	X	X			
	MQANL		X	X	X	AA	X	X	X	X		X	X	X		X	X		X	X	X	X			
	IQAED		X	X	X	AA	X	X	X	X		X	X	X		X	X		X	X	X	X			
	IPAE		X	X	X	1A	X	X	X	X		X	X	X		X	X	X	X	X					
[MTC]						2A																			
[Director of Operations]						2A																			
[Mishap Pilot]	MPAN					1A																			
	EQBEL					AA																			
						1A																			
						90																			
	IAAEJ					90																			

(RAF) See attached letter

CAN GO please see letter of attachment

I have personally reviewed all Go-No-Go items and all crewmembers are cleared to fly.

SARM Signature and Date: 30 APR 15

Certifying Offical Signature and Date:

TAB BB

REGULATIONS, DIRECTIVES, GOVERNMENT DOCUMENTS

BB1. TECHNICAL ORDER 00-25-4 ..... BB-3

BB2. TECHNICAL ORDER 00-20-1 ..... BB-6

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TECHNICAL MANUAL

DEPOT MAINTENANCE OF AEROSPACE VEHICLES AND TRAINING EQUIPMENT

(ATOS)

FOR QUESTIONS CONCERNING TECHNICAL CONTENT OF THIS TECHNICAL MANUAL, CONTACT HQ AFMC/A4FC.

THIS MANUAL SUPERSEDES TO 00-25-4, DATED 15 AUGUST 2011.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited. PA Case Number 04-333. Submit recommended changes or problems with this Technical Order to HQ AFMC/A4F, Wright-Patterson AFB, OH 45433.

Published under authority of the Secretary of the Air Force

15 JANUARY 2012

RC-135V, T/N 64-14848, 30 April 2015

1.2.14 On Condition Maintenance (OCM). OCM is a program to schedule selected aircraft into a depot level facility to correct known specific defects. Selection is based on combinations of critical and multiple major defects. Critical defects are significant faults on primary structure. Major defects are significant faults to secondary structure. OCM is selected so that contracted corrective action can be tailored to known, specific aircraft needs as a result of the ACE program.

1.2.15 Product Group Manager (PGM). The single manager for a Product Group, who has the same responsibilities as a Program Manager or Materiel Group Manager for the assigned products.

1.2.16 Reliability-Centered Maintenance AFMCI 21-103. A maintenance concept that has the objective of achieving the inherent, or designed-in, reliability of a system. The concept is a derivative of the airline/manufacture maintenance planning document MSG published under the auspices of the Air Transport Association.

1.2.17 Reliability-Centered Maintenance Analysis AFMCI 21-103. A structured approach to the development of an RCM concept for a system or end item. It uses FMECA and integrity program outputs and MPPD logic to identify maintenance tasks which must be performed on a scheduled basis to ensure the attainment of inherent reliability.

1.2.18 Modification. A physical alteration of equipment that changes its capabilities or characteristics, i.e., form, fit or function.

1.2.19 Programmed Depot Maintenance (PDM). Inspection and correction of defects that require skills, equipment or facilities not normally possessed by operating locations.

1.2.20 Sectionalized Work Requirements Package. The depot work package developed to identify the maintenance and/or modification, sectionalized by categories of tasks, to be done on aircraft, missile or equipment being input to a source of repair.

1.2.21 Single Manager (SM). The PM or PGM in charge of a weapon/military system or program group.

1.2.22 Source of Repair (SOR). An industrial complex (organic, commercial contract, or inter-service facility) with required technical capabilities to accomplish depot repair, overhaul modification, or restoration of specific types of military hardware or software.

1.2.23 Speedline. The programming of a specific group of aircraft for the accomplishment of specific maintenance tasks or modifications that do not constitute a complete PDM package.

1.2.24 Program Manager (PM). The individual in an AFMC System Program Office (SPO) who is ultimately responsible and accountable for decisions and resources in overall program execution. The single face to the user who oversees the seamless process. PM is the designated title for the single manager of a program who reports to a Program Executive Officer (PEO) or Designated Acquisition Commander (DAC).

1.2.25 Technology Repair Center (TRC). A functional entity with an AFMC source of repair activity which accomplishes depot level maintenance on a specific group of items.

1.2.26 Training Equipment. Aircraft, missile and other training equipment in FSG 69; trainers that are part of a Mobile Training Set (MTS) or Resident Training Equipment (RTE). Training equipment includes all trainers reportable in accordance with AFI 21-103 (Equipment Inventory, Status, and Utilization Reporting).

1.2.27 Safety of Flight (SOF). A SOF write-up indicates that the weapon system or equipment unit is considered unsafe or unfit for flight or use and that the weapon system will not be flown or the equipment used until the unsatisfactory condition is corrected.

1.2.28 Unprogrammed Requirements. Involve those requirements which are generated unpredictably and have associated dollars based on historical usage. Unprogrammed requirements include unplanned (i.e. unforeseen maintenance actions) performed at either the organic or contract depot by depot personnel or on-site by organic or contract field teams. Includes Repair Group Categories (RGCs) B and D.

1.3 TABLES.

Table 1-1, Table 1-2, Table 1-3, and Table 1-4 indicate the basis upon which the various mission design series (MDS) aerospace vehicles will be scheduled for depot modification and maintenance. If technical or operational considerations warrant development of a program that deviates from the published tables or intervals specified in the following sub paragraphs, approval can be granted by the assigned PM. The PM has the technical expertise and authority to determine if a

Table 1-2. Programmed Depot Maintenance

Aircraft scheduled on a calendar time cycle (in months) for depot maintenance. The listing of a basic mission design, includes all series and prefixes, unless otherwise indicated.		
Designation		**Interval**
OC-ALC Aircraft:	B-1B	60
	B-2	84
	B-52	48
	RC-135	48
	KC-135 assigned to Hickam AFB or NASA	48
	KC-135 excluding a/c identified above	60*
	C-135, C-135E, NKC-135, OC-135, TC-135, WC-135	60*
	E-3	60
	JE-3C	72
OO-ALC Aircraft:		
WR-ALC Aircraft:		
	C-130E/H (PACAF)	54
	MC-130E, AC-130H	54
	NC-130A, MC-130H, WC-130H, MC-130P, AC-130U	60
	LC-130H, HC-130N/P	69**/***
	NC-130H, EC-130H, C-130E, C-130H	69***
	C-130J, CC-130J, EC-130J, HC-130J, MC-130-J, WC-130J	72***
	C-5A	96
	C-5B	96
	C-5C	96
	C-5M	96
	F-15****	72
	UH-1N	96
	TH-1H	96
	HH-60G	78
* Extension inspection at 44-51 months.		
** Thirty (30) month Mid-interval inspection on ACC and AFRC HC-130N/P aircraft (Command Option).		
*** Initial PDM not to exceed 144 months (12 Yrs) from aircraft acceptance date - (Aircraft Data Plate).		
**** F-15E models cum E210 and up should begin PDM not later than 8 years from delivery, and thereafter maintain a 6 year cycle.		

Table 1-3. Excepted Aircraft

Designation	Designation
C-17	MQ-1*
F-22	MQ-9*
MC-12*	T-38

* Indicates aircraft exempted from ACI

TECHNICAL MANUAL

AEROSPACE EQUIPMENT MAINTENANCE INSPECTION, DOCUMENTATION, POLICIES, AND PROCEDURES

(ATOS)

THIS MANUAL SUPERSEDES TO 00-20-1, DATED 1 APRIL 2013.

FOR QUESTIONS CONCERNING TECHNICAL CONTENT OF THIS TECHNICAL MANUAL, CONTACT THE APPLICABLE TECHNICAL CONTENT MANAGER (TCM) LISTED IN THE ENHANCED TECHNICAL INFORMATION MANAGEMENT SYSTEM. HQ AFMC/A4UE, WPAFB, OH IS THE APPROVAL AND WAIVER AUTHORITY FOR THIS TECHNICAL MANUAL.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is 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 IAW TO 00-5-1.

Published under authority of the Secretary of the Air Force

15 JUNE 2013

RC-135V, T/N 64-14848, 30 April 2015

CHAPTER 3
AEROSPACE EQUIPMENT FORMS DOCUMENTATION

3.1 GENERAL.

3.1.1 This chapter prescribes general requirements and procedures for aerospace equipment forms documentation. It specifies filing, disposition, and general documentation requirements. For the purposes of the 00-20-series TOs, the term "Documentation" may refer to hard copy forms, computer produced hard copy, or Air Force approved electronic databases.

3.1.1.1 AFTO FORM 46, PREPOSITIONED LIFE SUPPORT EQUIPMENT (ALERTS generated authorized).

3.1.1.2 AFTO FORM 95, SIGNIFICANT HISTORICAL DATA.

3.1.1.3 AFTO FORM 244/245, INDUSTRIAL SUPPORT EQUIPMENT RECORD.

3.1.1.4 AFTO FORM 427, AEROSPACE VEHICLE INTEGRAL FUEL TANK REPAIR HISTORICAL DATA.

3.1.1.5 AFTO FORM 428, B-1B AIRCRAFT INTEGRAL FUEL TANK REPAIR HISTORY RECORD.

3.1.1.6 AFTO FORM 781, ARMS AIRCREW MISSION FLIGHT DATA DOCUMENT.

3.1.1.7 AFTO FORM 781A, MAINTENANCE DISCREPANCY AND WORK DOCUMENT.

3.1.1.8 AFTO FORM 781C, AVIONICS CONFIGURATION AND LOAD STATUS DOCUMENT.

3.1.1.9 AFTO FORM 781F, AEROSPACE VEHICLE FLIGHT REPORT AND MAINTENANCE DOCUMENT.

3.1.1.10 AFTO FORM 781H, AEROSPACE VEHICLE STATUS AND MAINTENANCE DOCUMENT.

3.1.1.11 AFTO FORM 781J, AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT.

3.1.1.12 AFTO FORM 781K, AEROSPACE VEHICLE INSPECTION, ENGINE DATA, CALENDAR ITEM INSPECTION, AND DELAYED DISCREPANCY DOCUMENT.

3.1.1.13 AFTO FORM 781N, J-79 ENGINE RUNUP RECORD.

3.1.1.14 DD FORM 1896, DOD JET FUEL IDENTAPLATE.

3.1.1.15 DD FORM 2026, OIL ANALYSIS RECORD.

3.2 MAINTENANCE INFORMATION SYSTEMS (MIS).

MIS refers to the automated maintenance information systems including Integrated Maintenance Data Systems (IMDS), Reliability and Maintainability Information System (REMIS), G081, Comprehensive Engine Management System (CEMS), PMEL Automated Management System (PAMS), Automated Life-sustaining Equipment & Record Tracking System (ALERTS), Automated Life Support Management System (ALSMS), Defense Repair Information Logistics System (DRILS), and and Reliability, Availability, Maintainability Logistics Support System for Pods (RAMPOD). These systems must be developed and used meeting the intent of documentation requirements contained in this publication. Use of systems other than those listed above require Lead Command and HQ AF A4l approval. EXCEPTION F-22 IMIS and F-35 ALIS will utilize embedded electronic forms capabilities in accordance with applicable T.O.'s. F-22 IMIS is the MIS of entry, IMDS facilitates all scheduling functionality. F-22 IMIS users and managers will ensure IMDS accurately reflects documentation in F-22 IMIS. REMIS is the system of record for all maintenance data documentation.

3.3 AUTOMATED FORMS.

Use of automated forms is mandatory. As a minimum, AFTO Forms 781A, 781J, 781K, and 95's generated by the MIS will constitute fully automated forms. (EXCEPTION: F-22 IMIS and F-35 ALIS utilize embedded forms capabilities.) Manual forms produced by a computer program do not meet the intent of automated forms. Use of ALERTS generated AFTO form 46 is authorized. Other automated products may be used for process controls and/or AFTO Form 244/245 documentation

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MEMORANDA FOR RECORD

CC1. SECURITY CAMERA CC-3

CC2. COCKPIT VOICE RECORDER.....CC-4

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DEPARTMENT OF THE AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION BOARD
OFFUTT AIR FORCE BASE, NEBRASKA

24 June 2015

MEMORANDUM FOR RECORD

FROM: CAPTAIN [AIB Pilot Member]

SUBJECT: Tab S2.1 – Accident Investigation Board (AIB); Class A Mishap, 30 Apr 15, RC-135V – T/N 64-14848, 343 RS/55 WG, Offutt AFB, Nebraska

1. I am the Pilot Member for the RC-135V mishap convened at Offutt Air Force Base which occurred on 30 April 2015. I have reviewed the video footage contained in Tab S2.1: Hangar 2 West Security Camera in its entirety. This memorandum serves to document the factual timeline of the mishap, as observed in the footage.

2. Timeline in mm:ss from the start of the recording.

11:20 MA enters active runway from NW Hammerhead
13:16 MA begins takeoff roll.
13:42 MA comes to complete stop following abort.
14:38 First egressing crewmember clear of aircraft
17:18 First fire department response vehicle enters active runway
17:24 Last egressing crewmember clear of aircraft
17:37 First fire department response vehicle at aircraft

3. Please direct questions to me at DSN: or Commercial: .

, Capt
Pilot Member, Accident Investigation Board

25 June 2015

MEMORANDUM FOR RECORD

FROM: CAPTAIN [AIB Pilot Member]

SUBJECT: Tab L2.1 – Accident Investigation Board (AIB); Class A Mishap, 30 Apr 15, RC-135V – T/N 64-14848, 343 RS/55 WG, Offutt AFB, Nebraska

1. I am the Pilot Member for the RC-135V mishap convened at Offutt Air Force Base which occurred on 30 April 2015. I have reviewed the video footage contained in Tab L2.1: Cockpit Voice Recorder in its entirety. This memorandum serves to document the portion of the voice record that is relevant to the mishap sequence.

2. List of Individuals/Facilities: Mishap Pilot (MP), Mishap Copilot (MCP), Mishap Evaluator Tactical Coordinator (METC), Mishap Navigator (MN), Mishap Raven 1 (MR1), Mishap Tactical Coordinator (MTC), Offutt Tower Local Control (OFF TWR LC), Offutt Command Post (OFF CP), Cessna 4987R (CESSNA), Unknown (UNK)

3. Timeline in hh:mm:ss from the start of the recording.

1:31:30 OFF TWR LC: SNOOP 71 Heavy, runway 12, wind calm, cleared for takeoff. Caution wake turbulence, heavy c-135 departure

1:31:35 MCP: SNOOP 71 Heavy is cleared for takeoff on runway 12

1:31:39 MP: Cleared for takeoff crew

1:31:40 MCP: Alright, lights...alright, ignition. Lights are set, IFF is set, TAT heat is on, Before Takeoff Checklist complete. Cleared for takeoff.

1:32:01 MP: Engine and flight instruments are checked, Pilot

1:32:04 MCP: ok

1:32:07 MP: Brake release, set power

1:32:14 CESSNA: Offutt Tower, Cessna 4987R, is inbound to Offutt with Hotel

1:32:21 OFF TWR LC: Cessna 4987R, Offutt Tower…[covered by interphone]

1:32:23 MULTIPLE: Fire, Fire, Fire… We've got a fire

1:32:28 MN: Alright, better get on the EP items

1:32:31 UNK: Fire above the microwave

1:32:33 UNK: Fire above the galley. Fire above the galley.

1:32:34 MN: I'm gonna call for 311

1:32:36 METC: Tell tower, tell tower

1:32:38 MP: Tower Topcat, tower SNOOP 11 Heavy is, uh, egressing on the runway. Aborting the aircraft

1:32:44 OFF TWR LC: SNOOP 71 Heavy, Roger. Say nature of emergency, persons on board, fuel…[covered]

1:32:48 MP: Fire. SNOOP 11, SNOOP 11 Heavy has a fire. Roll the trucks at this time.

1:32:54 UNK: Get the chair.

1:32:54 OFF TWR LC: Roger

1:32:57 MP: Go ahead and…

1:32:57 MN: Alright

1:32:58 MP: Crew, Pilot. Ground Evacuation Checklist

1:33:00 MTC: Are you guys putting that out?

1:33:04 MN: Alright, are you gonna shut down the engines?

1:33:05 MP: Yup…flaps 30, speed brakes are down

1:33:13 MCP: Throttles idle…throttles

1:33:15 MP: Throttles idle

1:33:16 MCP: Starter switches as required, lights, TAT heat, depressurize, flaps 30

1:33:25 MP: Flaps are 30

1:33:28 MCP: Speed brakes zero

1:33:29 MP: Speed brakes are zero

1:33:30 MCP: Parking brake set

1:33:31 MP: Parking brake set

1:33:32 MCP: Battery power switch emer

1:33:32 MP: Emer

1:33:33 MCP: Throttles cut-off

1:33:34 MP: Throttles. Shutting down throttles crew

1:33:37 MCP: Starter switches off

1:33:38 MP: Starter switch…[covered]

1:33:39 MCP: Fire switches pull if required

1:33:41 MP: Not required

1:33:42 MCP: Evacuation initiate. We already did that. External power switch trip.

1:33:45 MP: Crew, Pilot. Evacuation initiate

1:33:47 MCP: Battery power switch off

1:33:48 MP: Battery power switch is off

1:33:50 MCP: ESIS…[end of recording]

4. I certify this to be a true and exact transcript of the original recording. Please direct questions to me at DSN: or Commercial:

, Capt
Pilot Member, Accident Investigation Board

DEPARTMENT OF THE AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION BOARD
OFFUTT AIR FORCE BASE, NEBRASKA

25 June 2015

MEMORANDUM FOR RECORD

FROM: Board President

SUBJECT: Medical Records – Accident Investigation Board (AIB); Class A Mishap, 30 Apr 15, RC-135V – T/N 64-14848, 343 RS/55 WG, Offutt AFB, Nebraska

1. I am the Board President for the AIB convened at Offutt Air Force Base for the mishap which occurred on 30 Apr 15. This memorandum documents the AIB's review of the medical records of the Mishap Crewmembers (MC).

2. After a thorough review by members of the AIB, nothing relevant to the cause of the mishap was discovered in the MC's medical records. All MC were in good health and had no performance-limiting illnesses prior to the mishap. All MC were current with their physical health assessments. No evidence of any unusual habits, behavior, or stress on the part of the MC were noted.

3. Subsequent to the mishap, four crewmembers were taken to the Bellevue Medical Center (BMC) complaining of headache and difficulty breathing due to smoke inhalation during the electrical fire. All four crewmembers were released from BMC the same day. There is no indication that any of the crewmembers suffered any injuries beyond minor smoke inhalation.

4. Please direct questions to me at DSN: or Commercial:

, USAF
President, Accident Investigation Board

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TAB DD

FACTSHEETS

DD1. 55TH WING FACT SHEET DD-3

DD2. 55TH OPERATIONS GROUP FACT SHEET DD-6

DD3. 343RD RECONNAISSANCE SQUADRON FACT SHEET DD-9

DD4. RC-135V/W RIVET JOINT FACT SHEET DD-11

DD5. L3 COMMUNICATIONS FACT SHEET DD-15

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FACT SHEET

U.S. Air Force Fact Sheet

55th WING

The 55th Wing, located at Offutt Air Force Base, Neb., is Air Combat Command's largest wing with a budget of more than $477 million annually, 49 aircraft, 32 squadrons and more than 7,000 employees. The wing conducts a global flying mission with worldwide reconnaissance and treaty verification tasked by our nation's highest levels as well as the National Airborne Operations Center. Additionally, it provides base support to more than 50 associate units, including U.S. Strategic Command, the Air Force Weather Agency and a military community of more than 57,000.

The wing is comprised of six groups, five located at Offutt AFB and one at Davis- Monthan AFB, Ariz.

55th Communications Group

The 55th CG provides superior command, control, communications, and computers and knowledge management services for the 55th Wing, U.S. Strategic Command, the Air Force Weather Agency and more than 50 associate units at Offutt as well as cyber operations support for numerous Air Force and Department of Defense installations and missions. The group is comprised of more than 450 military, DOD civilian and contractor personnel that operate and maintain the Air Force's most diverse array of cyber systems to include military satellite communications platforms, secure and non-secure voice, data and radio frequency networks, one-of-a-kind air traffic control and landing systems, hundreds of miles of fiber optic and copper cabling, as well as providing base-wide client systems, information assurance and knowledge operations services. The communications group also provides unprecedented Nuclear Command and Control and Alternate Missile Warning Center capabilities 24/7 for the Secretary of Defense and the President of the United States.

55th Electronics Combat Group

The 55th ECG, located at Davis-Monthan, provides combat-ready EC-130H Compass Call aircraft, crews, maintenance and operational support to combatant commanders. The group also plans and executes information operations, including information warfare and electronic attack, in support of theater campaign plans.

55th Maintenance Group
The 55th MXG's approximately 1,100 personnel are proud combat enablers, maintaining 29 combat ready C-135s and four Airborne Command and Control E-4B aircraft. The group executes an annual budget of $20 million and a 20,000-hour flying program to respond to Joint Chiefs of Staff-directed taskings providing critical reconnaissance worldwide; develop maintenance plans to support Airborne Command Post and National Airborne Operations Center missions; and support five geographically separated units.

55th Medical Group
The 55th MDG is a four-squadron medical group that operates a full-service outpatient clinic with more than 700 staff providing comprehensive primary and specialty medical/dental care to the almost 28,000 members of Team Offutt. It also services almost 45,000 TRICARE eligible beneficiaries in the greater Omaha area. The medical group is collectively responsible for providing comprehensive health services to maintain the highest degree of readiness in support of contingency war mobilization and homeland defense plans for Offutt and its partner units including U.S. Strategic Command and the Air Force Weather Agency.

55th Mission Support Group
The 55th MSG provides vital support to Offutt through engineering, security, mission support, services, supply, transportation, contracting and deployment readiness programs to more than 57,000 active duty, dependent and retiree personnel. This also includes more than 50 associated units, including U.S. Strategic Command, Air Force Weather Agency, the National Airborne Operations Center and presidential-tasked global reconnaissance missions.

55th Operations Group
With more than 3,000 Airmen, 12 squadrons and one detachment, the 55th OG is the largest and most diverse operations group in the Air Force, flying all variants of the RC-135, OC-135, WC-135 and E-4B aircraft. The group operates these aircraft around the clock in every geographic command in support of the 55th's global reconnaissance, contingency operations, treaty verification, National Command Authority support and command and control responsibilities. The group also supports the Federal Emergency Management Agency during times of natural disaster. Permanent overseas operating locations include RAF Mildenhall, England; Souda Bay Naval Support Activity, Crete and Kadena AB, Japan. The 55th OG also operates regularly from five temporary locations.

55th Wing Public Affairs
109 Washington Square, Suite 221
Offutt Air Force Base, NE
68113

Com'l: (402) 294-3663
DSN: 272-3663
E-mail: 55wg.paA@offutt.af.mil

FACT SHEET

U.S. Air Force Fact Sheet

55TH OPERATIONS GROUP

The 55th Operations Group, ACC's largest group, located at Offutt air Force Base, Nebraska, has operational control over 12 squadrons and two detachments worldwide. The group consists of approximately 3,200 personnel. It employs 46 aircraft, including 13 models of seven different types. Mission responsibility includes the Air Force's most diverse flying operations supporting worldwide reconnaissance, command and control, Presidential support, and nuclear treaty verification.

The 55th Operations Group traces it's lineage to the 55th Pursuit (Interceptor) Group constituted on 20 November 1940 and activated 15 January 1941 at Hamilton Field, California. During World War II, the 55th Pursuit Group garnered two Distinguished Unit Citations. The group fostered 16 aces who were credited with 90 air-to-air victories. Its last mission flew on 21 April 1945 and inactivation occurred on 20 August 1946.

On 24 February 1947, Strategic Air Command activated and redesignated the 55th Fighter Group as the 55th Reconnaissance group at MacDill Field, Florida, operating the RB-17. The newly activated group's mission consisted of aerial photography, mapping, charting, and photo reconnaissance missions, some of which flew around the globe. The group then converted to RB-29s and transferred to Topeka (later Forbes) AFB, Kansas, in 1948, but was again inactivated in October 1949. On 1 November 1950, the 55th Strategic reconnaissance group was activated as a "paper organization" with the tactical squadrons attached directly to the 55th Strategic Reconnaissance wing. The wing was bestowed with the awards and honors of the 55th Reconnaissance Group and moved to Ramey AFB, Puerto Rico. In 1952 the group was again inactivated on 16 June 1952 as the Air Force reorganized its wings into the tri-deputate system.

As the end of the Cold War dawned in the early 1990s, the Air Force again underwent dramatic changes and reorganizations. the decision was made to return to the group organizational structure. In line with this decision, the 55th Strategic Reconnaissance Group was redesignated as the 55th Operations Group on 29 august 1991 and activated on 1 September 1991. It was assigned to the 55th Wing, Offutt AFB, Nebraska, along with four other groups. The 55th Operations Group activated with one of the largest and most diverse missions in the USAF.

Since the end of the Cold War, the 55th Operations Group has maintained an unmatched operational tempo, supporting every US contingency worldwide. These missions have included but were not limited to reconnaissance, command and control, and airlift missions supporting Operations SOUTHERN WATCH, PROVIDE COMFORT, VIGILANT WARRIOR (Southwest Asia), PROVIDE PROMISE, DENY FLIGHT (Bosnia-Herzegovina), SUPPORT DEMOCRACY, UPHOLD DEMOCRACY (Haiti), and TIGER RESCUE (Yemen). Additionally, its squadrons have been called upon to support Distinguished Visitor airlift for the National Command Authorities, the Federal Emergency Management Agency, and numerous exercises.

Twenty-four hours a day, three hundred sixty-five days a year, there is a 55th Operations group aircraft airborne or airman deployed somewhere around the globe, thus earning its unofficial motto:

"The Sun Never Sets on the Fightin' Fifty-Fifth."

For more informantion, contact:
55th Wing Public Affairs
109 Washington Street, Suite 221
Offutt AFB, NE 68113
DSN 271-3663
(402) 294-3663

From:
To:
Subject: FW: 343rd fact sheet
Date: Thursday, June 25, 2015 5:54:48 PM
Attachments: 343 Fact Sheet.docx

-----Original Message-----
From:
Sent: Thursday, June 25, 2015 4:36 PM
To:
Subject: FW: 343rd fact sheet

AIB Pilot Member
DSN:

-----Original Message-----
From:
Sent: Thursday, June 25, 2015 4:27 PM
To:
Cc:
Subject: RE: 343rd fact sheet

,

Here is the fact sheet I compiled. Let me know if you need anything else.

, Major, USAF
Director of Operations, 343d RS

The 343d Reconnaissance Squadron is rooted in Air Force heritage dating back to World War II. The 343d continues its proud service by supporting Combatant Commands (COCOMs) on a global scale. The mission of the 343d Reconnaissance Squadron is to provide worldwide reconnaissance for national command authorities, COCOMs, the intelligence community, and war fighters.

Today, the 343d RS flies the RC-135V/W Rivet Joint reconnaissance aircraft supporting theater and national level consumers with near real-time on-scene intelligence collection, analysis and dissemination capabilities. The aircraft is an extensively modified C-135 and it's modifications allows the mission crew to detect, identify and geolocate signals throughout the electromagnetic spectrum.

Missions are normally tasked by the Joint Chiefs of Staff during peacetime operations and by the COCOM during wartime. The squadron supports the worldwide missions of the Department of Defense to keep the United States aware of potential adversaries.

The 343d Reconnaissance Squadron's history began on February 1, 1943 as the 343d Fighter Squadron at McChord Field, Washington. During the Second World War, the squadron flew the P-51 Mustang and P-38 Lightning fighter aircraft, providing escort to heavy bombers of Eighth Air Force in the strategic air campaign against Nazi Germany.

It became the 343d Strategic Reconnaissance Squadron in 1947, part of Strategic Air Command (SAC). During the early years of the Cold War, the 343d flew the RB-29, RB-50 and RB-47 reconnaissance, or "ferret", aircraft. These were variants of bombers outfitted with sophisticated electronic surveillance gear, some of which are on display at the SAC Museum. Their mission was to probe Soviet air defenses and stimulate their integrated air defense systems (IADS).

The new RC-135, which the squadron still flies, arrived in 1967. For 15 years, the squadron continued to fly its peacetime reconnaissance mission. However, in the early 1980's that peace time mission began to change. The rise of terrorist nations, the fall of the Soviet Union and the realization of the tremendous capabilities of the RC-135 brought new missions and new changes to the 343d.

Since then, the 343d has played a role in countless operations including the liberation of Grenada and Panama, the 1986 Libyan raids, the Persian Gulf War, combat air patrols in the no-fly zones over the northern and southern Iraq, the Bosnian conflicts, Operations Iraqi and Enduring Freedom,

RC-135V/W Rivet Joint

Published May 23, 2012

PRINT | E-MAIL

Mission
The RC-135V/W Rivet Joint reconnaissance aircraft supports theater and national level consumers with near real time on-scene intelligence collection, analysis and dissemination capabilities.

Features
The aircraft is an extensively modified C-135. The Rivet Joint's modifications are primarily related to its on-board sensor suite, which allows the mission crew to detect, identify and geolocate signals throughout the electromagnetic spectrum. The mission crew can then forward gathered information in a variety of formats to a wide range of consumers via Rivet Joint's extensive communications suite.

The interior seats more than 30 people, including the cockpit crew, electronic warfare officers, intelligence operators and in-flight maintenance technicians.

The Rivet Joint fleet was re-engined with CFM-56 engines with an upgraded flight deck instrumentation and navigational systems to FAA/ICAO standards. These standards include conversion from analog readouts to a digital "glass cockpit" configuration.

All Rivet Joint airframe and mission systems modifications are overseen by L-3 Communications (previously Raytheon), under the oversight of Air Force Materiel Command.

Background
The current RC-135 fleet is the latest iteration of modifications to this pool of -135 aircraft going back to 1962. Initially employed by Strategic Air Command to satisfy nationally tasked intelligence collection requirements, the RC-135 fleet has also participated in every sizable armed conflict involving U.S. assets during its tenure.

RC-135s were present supporting operations in Vietnam, the Mediterranean for Operation El Dorado Canyon, Grenada for Operation Urgent Fury, Panama for Operation Just Cause, and Southwest Asia for operations Desert Shield, Desert Storm, Enduring Freedom and Iraqi Freedom. RC-135s have maintained a constant presence in Southwest Asia since the early 1990s.

All RC-135s are assigned to Air Combat Command. The RC-135 is permanently based at Offutt Air Force Base, Neb., and operated by the 55th Wing, using various forward deployment locations worldwide. More recently, RC-135s have also supported Operation Allied Force in Kosovo, and Operation Odyssey Dawn/Unified Protector in Libya

General Characteristics
Primary Function: Reconnaissance
Contractor: L-3 Communications
Power Plant: Four CFM International F108-CF-201 high bypass turbofan engines
Thrust: 21,600 pounds each engine
Wingspan: 131 feet (39.9 meters)
Length: 135 feet (41.1 meters)
Height: 42 feet (12.8 meters)
Weight: 173,000 pounds (78,743 kilograms)
Maximum Takeoff Weight: 297,000 pounds (133,633 kilograms)
Fuel Capacity: 130,000 pounds (58,967 kilograms)
Speed: 500+ miles per hour (Mach.66)
Range: 3,900 miles (6,500 kilometers)
Ceiling: 50,000 feet (15,240 meters)
Crew: (flight crew) five (augmented) - three pilots, two navigators; (mission flight crew) 21-27, depending on mission requirements, minimum consisting of three electronic warfare officers, 14 intelligence operators and four inflight/airborne maintenance technicians
Unit Cost: unavailable
Initial operating capability: January 1964
Inventory: Active force, 17; Reserve, 0; Guard, 0



PHOTO DETAILS / DOWNLOAD HI-RES

The RC-135V/W Rivet Joint reconnaissance aircraft supports theater and national level consumers with near real time on-scene intelligence collection, analysis and dissemination capabilities.



PHOTO DETAILS / DOWNLOAD HI-RES

The RC-135V/W Rivet Joint reconnaissance aircraft supports theater and national level consumers with near real time on-scene intelligence collection, analysis and dissemination capabilities.

Company Profile

L-3 is a prime contractor in aerospace systems and national security solutions. L-3 is also a leading provider of a broad range of communication and electronic systems and products used on military and commercial platforms.

Headquarters

L-3 Communications
600 Third Avenue
New York, NY 10016
Phone: (212) 697-1111
Fax: (212) 490-0731
www.L-3com.com

Executive Management

Michael T. Strianese	Chairman, President and Chief Executive Officer
Curtis Brunson	Executive Vice President of Corporate Strategy and Development
Ralph G. D'Ambrosio	Senior Vice President and Chief Financial Officer
Steven M. Post	Senior Vice President, General Counsel and Corporate Secretary
Richard A. Cody	Senior Vice President of Washington Operations

Key Information

Stock Symbol	NYSE:LLL
Year Founded	1997
2014 Annual Sales	$12.1 billion
Employees	Approximately 45,000

Corporate Structure

L-3 is composed of four business segments:

Aerospace Systems

Aerospace Systems delivers integrated solutions for the global ISR market and provides modernization, upgrade, sustainment, and maintenance and logistics support for a wide variety of aircraft and ground systems.

Electronic Systems

Electronic Systems provides a broad range of components, products, subsystems, systems and related services for military and commercial customers.

Communication Systems

Communication Systems delivers products and services for the global communications market, specializing in strategic and tactical airborne, space, ground and sea-based communication systems.

National Security Solutions

National Security Solutions provides cybersecurity solutions, high-performance computing, enterprise IT services, analytics and intelligence analysis.

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SPYDR® Small Manned ISR

SPYDR® is a next-generation small manned Intelligence, Surveillance and Reconnaissance (ISR) platform. For more information, click here.

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The Power Of Engineering Excellence

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