

18 APRIL 2000



Maintenance

OIL ANALYSIS PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally at 15 ABW Electronic Publications Web Site: <http://www.hickam.af.mil/Publications>. Contact 15 CS/SCSIP or publication's OPR if you lack access.

OPR: 15 OG/OGQ (MSgt Angie M. McElroy)
Supersedes Joint OI 21-4, 26 Jan 98

Certified by: 15 OG/CC (Colonel R. J. Settle)
Pages: 3
Distribution: F

This instruction assigns responsibilities and establishes procedures for the management and processing of the Oil Analysis Program (OAP) samples to the Naval Material Laboratory for analysis. It applies to personnel assigned to the 15th Operations Group and the 15th Logistics Group who maintain base assigned aircraft or transient aircraft deployed to Hickam AFB. This instruction does not apply to Air National Guard/Reserve units or members.

1. REFERENCES.

- 1.1. AFI 21-124, Oil Analysis Program
- 1.2. AFI 21-101, Maintenance Organizations and Procedures
- 1.3. PACAFI 21-101, Objective Wing Aircraft Maintenance
- 1.4. 00-20-5, Aerospace Vehicle Inspection and Documentation
- 1.5. 00-20-5-1-8, Instructions for Jet Engine Parts Tracking on TF33 Engines
- 1.6. 33-1-37-1, 33-1-37-2, 33-1-37-3, Joint Analysis Program Laboratory Manual
- 1.7. 1C-135A-6, Aircraft Scheduled Inspection and Maintenance Requirements

2. PROCEDURES.

- 2.1. Units will designate a primary and an alternate unit OAP monitor by letter and forward one copy to the OAP lab and one to the 15th Operations Group Quality Assurance (OGQ) Office. Letters will include name, rank or civilian pay grade, and duty phone of appointees and will be updated as needed.

Unit monitors will be the point of contact for OAP concerns and responsible for ensuring unit OAP procedural compliance.

2.2. All OAP monitors must have a security badge to enter Pearl Harbor's controlled industrial area. To get a badge, fill out OPNAV Form 5521/27 and take it to Pearl Harbor's Pass and ID section.

2.3. Ensure routine oil samples are delivered to the OAP lab in accordance with (IAW) PACAFI 21-101. Red Cap samples will be delivered immediately after sampling and a red dash entered in the AFTO Form 781A, Maintenance Discrepancy and Work Document. This red dash discrepancy will not be signed off until analysis results are obtained. Notify the Maintenance Operations Center (MOC) of all Red Cap samples.

2.4. Ensure a correctly completed DD Form 2026 accompanies each sample to the OAP lab.

2.4.1. A sample control number will be placed on samples and the lower left block of the DD Form 2026. The first digit of the sample number designates the month (Jan-1, Feb-2, etc.). Exceptions are for the months of Oct, Nov, and Dec which use the letter designators O, N, and D respectively. It is followed by a dash and a three digit number representing the number of samples taken that month. For example, if you received the 34th sample of Mar, then the sample number would then be 3-034. The 17th sample of Nov would be N-017.

2.5. Ensure all oil samples taken during non-duty hours are sent to the OAP lab within the first 2 hours (0700-0900) of the next duty day.

2.6. Schedule all non-duty hour oil sample processing requirements with the lab at least 1 day in advance.

2.7. The 65th Airlift Squadron (65 AS) will:

2.7.1. Ensure engine oil samples are taken In Accordance With (IAW) TO 1C-135A-6, page 2-A-009, paragraph 11, and also page 2-A-010, paragraph 20-B.

2.7.2. Ensure personnel taking samples have received documented training on oil sampling and documentation in accordance with TO 00-20-5-1-8.

2.7.3. Ensure all OAP records accompany aircraft transferring to another base or deploying TDY. These records are engine historical documents and must accompany the aircraft to each TDY or permanent duty station.

2.7.4. Send sufficient oil sampling kits on deployments and expeditiously deliver samples to nearest OAP lab when local support is unavailable. The deployment OAP monitor will keep accurate records of samples taken when no OAP support is available. All aircraft receiving no deployed OAP support will carry oil samples and have them analyzed at the first available OAP lab.

2.7.5. Ensure Plans and Scheduling schedules deployment engine oil samples prior to deployment as required.

2.7.6. Ensure scheduling personnel are aware of aircraft on OAP surveillance Code 'E' and do not schedule these aircraft for other than local sorties.

2.8. The Logistics Support Division Propulsion Flight (LSDMD) will:

2.8.1. Be the alternate transporters of OAP samples to the lab on weekdays if the 65 AS is unavailable.

- 2.8.2. Check the OAP box located in building 1055 (hangar 35), and remove samples daily.
- 2.8.3. Log the engine position. When there are two or more samples from the same aircraft, process the oldest date/time first to ensure the OAP record trend remains sequential.
- 2.8.4. Log all appropriate information into the OAP log and date/stamp the DD Form 2026 on the action taken line.
- 2.8.5. If overtime is required from OAP lab personnel, for transient aircraft, the 15 LG/LSDM section chief or appointed representative must be contacted for approval. After duty hours or on weekends, contact the MOC who will contact the 15 LG/LSDM Maintenance Duty Officer for authorization.
- 2.8.6. If overtime is required, after duty hours or on weekends, contact the MOC or Command Post and they will call the Pearl Harbor Watch Tower at 471-8910 or beeper 577-0339 and relay all pertinent information. The MOC will notify the 15 LG/LSDM Duty Supervisor of arrangements.
- 2.8.7. When overtime is required from the OAP lab personnel, ensure the OAP budget log is filled out in its entirety on the next duty day and brief the Airframe and Power plant section chief. This is required in order to account for all overtime dollars and to balance the OAP overtime budget.
- 2.9. The MOC will ensure aircraft requiring special or Red Cap samples are noted on the applicable control boards. Aircraft with special or Red Cap samples will not be released for flight until oil analysis results are obtained and forwarded to the affected unit.

STEVEN J. REDMANN, Colonel, USAF
Commander, 15th Air Base Wing