

13 JUNE 2000



Maintenance

**F-15 RUDDER REMOVAL/
INSPECTION REQUIREMENTS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://afpubs.hq.af.mil>

OPR: 18 LG/LGMF (MSgt Len M. Evans)

Certified by: 18 LG/CC (Col Kenneth R. Emery II)

Pages: 3

Distribution: F

This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes responsibilities and procedures for routine time-compliance off-equipment maintenance, cannibalization from one aircraft to another, and issue of C-Deck F-15 Rudders from supply. It applies to 18th Wing and associate units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve.

1. Routine Off-Equipment Maintenance.

- 1.1. When rudders are removed to Facilitate Other Maintenance (FOM) - Reinstall rudder.
- 1.2. When rudders are removed for Routine Maintenance/Cannibalization - Start routing in accordance with (IAW) section **2**.
- 1.3. All Not Repairable This Station (NRTS) Authorities will be responsible for NRTS processing.

2. Operation Squadron (OS) Procedures:

- 2.1. If rudder is part # 9436066-10/-30, NRTS and replace IAW applicable technical orders (TOs).
- 2.2. Prior to routing rudder, ensure rudder is loaded into Core Automated Maintenance System (CAMS) with full manufacturer's serial number, attach a snapshot screen 122, an AFTO Form 350, **Reparable Item Processing Tag**, and a CAMS generated Form 95, **Automated History Records** (screen 393). The rudder will not be routed without these items.
- 2.3. During phase, determine if rudder collar is stenciled appropriately. If not, route rudder as off-equipment to Metals Technology (MT) to stencil serial number on collar. MT will route to Corrosion Control for new 4 digit serial number (last 4 digits of manufacturer's serial number) to be painted on rudder. OS will pick-up and re-install rudder as required.

2.4. If no data placard is installed on rudder, OS Plans, Scheduling & Documentation (PS&D) will generate a 4 digit serial number used for tracking.

3. MT Procedures:

3.1. Inspect all attach points IAW applicable TOs.

3.2. If any attach point exceeds TO limits:

3.2.1. MT will properly fill out a DD Form 1577-2, **Unserviceable (Repairable) Tag-Material**, (green tag) showing that it is NRTS. Under remark section on the tag, MT will put "Route to Support Center Pacific (DET 35) for repair."

3.2.2. Notify OS rudder has been NRTS and request DD Form 1348-1, **Issue Release/Receipt Document**, to sign for DIFM turn-in to supply. Notify Flight Service Center (FSC) for pick-up.

3.3. Remove old stamped "K" numbers from rudder drive fitting by X'ing out, as applicable (DO NOT sand or grind out old "K" number.) Ensure that all rudder drive fittings are stamped with the last four digits of the rudder manufacturer's serial number. Stamp serial number on lower inside web of rudder. Drive fitting and rudder must match serial number at all times, NO EXCEPTIONS.

3.4. Ensure all paperwork (CAMS screen 392 and AFTO 350 tag) has been annotated to reflect the completed inspections, to include current bolt size and any wear noted.

3.5. When inspections are complete, route rudder to Corrosion Control.

4. Corrosion Control Procedures:

4.1. Paint or touch up rudder as applicable.

4.2. Remove all old "K" numbers that have been stenciled and/or painted on rudder. Ensure that the new serial number (last 4 digits of manufacturer's serial number) is stenciled on rudder.

4.3. Paint color codes on rudder and bolt heads to indicate bolt size, approximately 2" from the bolt head.

4.4. Clean and remove all over-spray from manufacture's serial plate.

4.5. Ensure all paperwork (CAMS screen 392 and AFTO 350 tag) is properly annotated to reflect completed inspections and repairs.

4.6. Notify OS when repairs are complete, and parts are ready for pick-up.

5. OS Procedures:

5.1. Once notified of NRTS condition, each unit provides NRTS authority with a DD 1348-1 to sign and clear their DIFM. This will allow NRTS authority full control of assets to turn in to FSC for processing and routing to DET 35.

5.2. If serviceable, install rudder back on aircraft and ensure all paperwork is complete and turned in to OS PS&D.

6. 18th Supply Squadron Procedures:

- 6.1. Upon issue, ensure all rudders have DD 1348-1, AFTO 350 tag, and an AFTO Form 95 or CAMS generated Form 95 (screen 393) sheet attached.
- 6.2. All NRTS rudders will be picked up from the NRTS authority for processing and delivery to Support Center Pacific (DET 35) for repairs.

JAMES B. SMITH, Brigadier General, USAF
Commander, 18th Wing