

7 May 1997



Maintenance

**FLIGHT CONTROL
MAINTENANCE PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 457 FS/DOM (CMSgt Cunning)

Certified by: 301 LG/CC (Col David L. Patterson)

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This instruction establishes the methods and procedures for selecting, notifying, dispatching, and utilizing the Flight Control Maintenance Team (FCMT). It implements AFRPD 21-1, *Managing Aerospace Equipment Maintenance*. The 457 FS Fighter Squadron Maintenance (FSM) and 301 MXS Maintenance Superintendents will ensure compliance with this instruction. This instruction is applicable to all maintenance activities of the 301st Fighter Wing.

1. References:

- 1.1. AFI 21-101, *Maintenance Management of Aircraft*.
- 1.2. AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures, Chapter 5, Functions of the Operations Group Commander*.
- 1.3. 301FWI 21-118, *Repeat and Cannot Duplicate (CND) Discrepancies*.

2. Responsibilities:

- 2.1. All Squadron and Flight Chiefs are responsible for ensuring compliance with this instruction.
- 2.2. The Flying Squadron Maintenance (FSM) Will:
 - 2.2.1. Designate personnel in the specialties listed in paragraph 4. to comprise FCMTs and provide for absences such as leaves and TDYs.
 - 2.2.2. Forward a list of personnel appointed to the FCMT to the FSM Maintenance Officer/Superintendent for approval. Update the list when necessary.

3. Team Chief:

- 3.1. Designated by the FSM Maintenance Officer/Superintendent.

4. Team Composition:

4.1. A FCMT will consist of highly trained individuals to the 7-skill level. Personnel with the most experience with flight control malfunctions will be chosen for the team. The team will consist of two 2A373B aircraft maintenance, one 2A372 avionics technician, and one quality assurance advisor.

5. Procedures:

5.1. When advised of an In-Flight Emergency (IFE), Chronic, Repeat, Recurring Discrepancies, or Uncommanded Inputs, which are a reportable flight control malfunction, Maintenance Operations Center (MOC) will contact applicable personnel and QA with a brief description of the problem. The FSM will advise MOC as to what personnel will report to debrief and if a FCMT team chief will be required.

5.2. If the flight control problem is caused by uncommanded inputs, supervision is notified for possible Technical Assistance Organization (TAO) activation by Quality Assurance.

5.3. When contacted, the FCMT team chief and members will report to the maintenance debriefing area as soon as possible to assist in the debriefing process. If the event occurs during night flying, the FCMT will be convened on the next scheduled day shift.

5.3.1. The FCMT chief will conduct a meeting prior to beginning troubleshooting procedures to determine and plan a course of action. Members will be FCMT, pilot, (if available), and any other specialty determined to be necessary.

5.3.2. The FCMT team chief will notify the Maintenance Superintendent/Production Super and MOC of a tentative plan for maintenance as soon as possible after the initial debriefing.

5.3.3. Personnel assigned to the FCMT will normally be utilized only for that purpose, unless released by the FCMT team chief after coordination with FSM Maintenance Officer/Superintendent.

5.3.4. The FCMT team chief acts as a working supervisor and is responsible for the overall supervision and utilization of FCMT. The FCMT team chief coordinates extra FSM activities through the Production Super. Additional duties include keeping expediter/production supervisor informed of their progress and findings. Coordinates all requirements for additional specialists, requests equipment or support through MOC. The FCMT also ensures that all maintenance checks, troubleshooting procedures, and maintenance actions are properly documented in the AFTO Form 781A. All corrective actions are briefed to the FSM OIC/NCOIC for release from impoundment when applicable.

5.3.5. The FCMT will normally work aircraft on a single shift operation for the troubleshooting phase unless directed to do otherwise.

5.4. The OG/LG/CCs may direct impoundment of aircraft for flight control problems.

6. Forms Implemented. A locally devised flight control maintenance team worksheet will be utilized to ascertain more specific information from the flight crew during the debriefing process.

6.1. FCMT guide will remain with the aircraft forms until the flight control discrepancy is cleared and then filed along with AFTO Form 781A in the aircraft historical jacket file.

BOB L. EFFERSON, Col, USAFR
Commander

Attachment 1

FLIGHT CONTROL TEAM WORKSHEET AND DEBRIEFING GUIDE

A1.1. Flight Control Team Worksheet and Debriefing Guide

This worksheet is to be used as a guide only and is not intended to supersede or replace any Technical Order checks or procedures. Complete pages 1 and 2 on all malfunctions and additional pages for appropriate axis or malfunction.

1. AIRCRAFT NO: _____ AIRCRAFT TOTAL TIME: _____

DATE OF OCCURANCE: _____ JOB CONTROL NO: _____

2. AIRCRAFT PILOT: _____ SQUADRON: _____

3. FLIGHT CONTROL TEAM CHIEF: _____ DUTY PHONE: _____

TIME INTO MISSION: _____ ALTITUDE: _____

IND AIRSPEED/MACH: _____ "Gs" +: _____

WEATHER CONDITIONS - CLEAR _____ IN CLOUDS: _____

PITOT HEAT ON: _____ OFF: _____

FUEL SYSTEM - FR: _____ /AL _____ - TOTALIZER

REMARKS: _____

4. Aircraft altitude at time of malfunction (LEVEL, CLIMB, DIVE, PATTERN, AIRCRAFT CONFIGURATION - GEAR AND FLAPS). _____

5. Axis of malfunction - PITCH/ROLL/YAW

6. Were any problems noted, during the before taxi flight control checks? YES NO

REMARKS: _____

7. Were "A" system "B" system pressure within normal limits? YES NO

REMARKS: _____

8. Were there any generator EPU problems noted? YES NO

REMARKS: _____

9. Did the aircraft require abnormal/excessive trim inputs during/after takeoff? YES NO

REMARKS: _____

10. Was there an unequal fuel load/store? YES NO

11. Approximately pitch trim position at time of malfunction: _____

12. Altitude and heading reference - PRIMARY/STANDBY

13. 781A - Narrative description of malfunction: _____

14. Aircraft Impounded? YES NO

15. Maintenance corrective action as reported on 781A: _____

16. FCF entered in forms: _____

17. RED CROSS condition cleared by: _____

18. UR CONTROL NO for components replaced (if applicable): _____

(SIGNATURE-TEAM CHIEF)

(SIGNATURE-SQ MAINT OFFICER/NCOIC)

(SIGNATURE OF QA REVIEWER)