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Maintenance

**CRASH/DISABLED AIRCRAFT RECOVERY
PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(MSgt William A. Muth)
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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. It assigns responsibilities and outlines procedures for implementing an effective crash/disabled aircraft recovery program. It establishes procedures to follow in the event of disabled 442d Fighter Wing (442 FW) owned aircraft. These procedures apply to all maintenance personnel assigned to the 442 FW. Superintendents, flight chiefs, and supervisors are responsible for ensuring compliance with this instruction.

SUMMARY OF REVISIONS

This revision changes logistics group (LG) commander to maintenance group (MG) commander in paragraph **1.**; debrief dispatch section (DDS) to maintenance operations center (MOC) in paragraphs **1.1.**, **1.3.1.**, **2.1.**, **2.3.2.**, and **2.4.3.**; fighter squadron maintenance (FSM) to aircraft maintenance squadron (AMXS) in paragraphs **2.1.3.** and **2.2.**; and updates AFPD 21-1 and Air Force Manual (AFMAN) 32-4005, *Personnel Protection and Attach Actions* in **Attachment 1**. Adds paragraphs **3.**, **3.1.**, and **3.2**. A bar (|) indicates a revision from the previous edition.

1. Responsibilities. The 442 MG Commander or designated representative, maintenance squadron commander, maintenance squadron superintendent, wing operations supervisor, and maintenance flight chief will ensure immediate compliance with this instruction upon notification of a crash/disabled aircraft. When requested, the repair and reclamation (R&R) shop has the responsibility to provide for the recovery and reclamation of equipment and damaged or crashed aircraft within their capability. Prime consideration would be to reopen the runway for operational use, prevention of secondary damage, and preservation of evidence for accident investigation.

1.1. MOC will provide the following:

1.1.1. A recall roster of all crash/disabled aircraft recovery team members with their home phone numbers.

- 1.1.2. Coordination between the 442 FW Maintenance Squadron and other base crash rescue agencies; i.e., 509th Bomb Wing (509 BW).
- 1.1.3. Provide direction within the maintenance squadron for the implementation of this instruction.
- 1.2. The maintenance squadron commander or designated representative will be the on-scene maintenance representative.
- 1.3. Maintenance flight chief will:
 - 1.3.1. Establish crash/disabled aircraft recovery team rosters, which will be on file in the MOC, and published in the Weekly Flying Schedule.
 - 1.3.2. Provide a non-tactical radio for the crash/disabled aircraft recovery team.
 - 1.3.3. Be designated as the recovery team leader. The team will consist primarily of personnel from the R&R shop. Personnel from other maintenance activities will augment this team as required.
 - 1.3.4. Establish and maintain crash/disabled aircraft recovery procedures.
 - 1.3.5. Be the certifying official for crash/disabled aircraft recovery team and maintain documentation of all training in the Core Automated Maintenance System (CAMS) database. Required training will be accomplished semi-annually.
 - 1.3.6. Determine the equipment needed for crash/disabled aircraft recovery operations for A-10 aircraft.
 - 1.3.7. Insure that equipment is maintained in a constant state of readiness and inspected in accordance with applicable directives for serviceability before and after each exercise. Additionally, equipment inspections will be accomplished at least quarterly. All discrepancies will be documented and repaired immediately.
- 1.4. The 509th BW transportation section will provide the following vehicles/equipment:
 - 1.4.1. Truck (general purpose) for recovery crew transportation.
 - 1.4.2. Truck (tractor) for towing of semi-trailer.
 - 1.4.3. Semi-trailer for recovery of damaged equipment/aircraft as needed.
 - 1.4.4. Forklift (minimum 10-ton) to handle moving air bags, etc.
 - 1.4.5. Ensure coordination through the crash recovery officer to have the 509 BW provide a 50-ton lifting crane for removal of an A-10 aircraft.

2. Procedures:

- 2.1. The senior MOC representative will:
 - 2.1.1. Maintain a written log of all-significant facts and occurrences that take place during each crash/disabled aircraft recovery operation.
 - 2.1.2. Notify the maintenance squadron commander (MXS) or designated representative to act as the on-scene maintenance representative.

- 2.1.3. Notify AMXS officer in charge (OIC)/superintendent.
- 2.1.4. Notify quality assurance supervisor.
- 2.1.5. Notify MXS superintendent.
- 2.1.6. Notify accessory maintenance flight chief.
- 2.1.7. Notify AMXS expeditor.
- 2.1.8. Notify aerospace ground equipment flight chief.
- 2.1.9. Notify and assemble the crash/disabled aircraft recovery team and equipment from the R&R shop in building 1117.
- 2.1.10. Notify other work centers crash/disabled aircraft recovery augmentees when informed of a need for additional personnel by on-scene maintenance representatives.
- 2.1.11. Assemble emergency tow team with MB-4 tow tractor and tow bar.
- 2.1.12. Notify 509th Transportation section of probable need to expedite crash/disabled aircraft recovery vehicles and special equipment. A 10-ton tractor and trailer will be required to deliver equipment to crash/disabled aircraft site.
- 2.1.13. Notify 442 FW Safety.

2.2. Aircraft maintenance squadron will:

- 2.2.1. Obtain fuel, oil, hydraulic, and oxygen samples from the mishap aircraft. As well as, all aerospace ground equipment that last serviced the mishap aircraft, if necessary.
- 2.2.2. Obtain the military specifications and lot numbers of oil and hydraulic fluids from which aircraft was serviced.
- 2.2.3. Air Force Technical Order (AFTO) Information Management Tool (IMT) 95, **Significant Historical Data**, includes aircraft and engine records.
- 2.2.4. Time compliance technical order (TCTO) records aircraft and engine.
- 2.2.5. Functional check flight (FCF) forms.
- 2.2.6. CAMS repair history data for past 90 days.
- 2.2.7. Aircraft deficiency analysis report.
- 2.2.8. Debriefing forms.
- 2.2.9. Defense Department (DD) Form 2026, **Oil Analysis Request**.
- 2.2.10. Coordinate with operations where all records will be consolidated by the interim accident investigation board.

2.3. The on-scene maintenance representative will:

- 2.3.1. Report to the disaster response assemble point.
- 2.3.2. Request additional support from MOC regarding any shortages in crash/disabled aircraft recovery personnel or equipment.

2.3.3. Proceed to crash/disabled aircraft site. After base officials have released the site, coordinate crash/disabled aircraft recovery operations with the on-scene commander.

2.4. Crash/disabled aircraft recovery team will:

2.4.1. Assemble on flight line (east) side of building/hangar 1117.

2.4.2. Await permission of base officials to begin recovery operations.

2.4.3. Proceed to the site, when directed by MOC or on-scene maintenance representative.

2.4.4. Provide all possible assistance to the on-scene commander.

2.4.5. Follow directions of the crash/disabled aircraft recovery team leader, who has complete control of the recovery operations.

2.4.6. Ensure all fire, safety and explosive hazards have been eliminated before working on the damaged aircraft.

3. Forms or IMTs.

3.1. Adopted forms or IMTs. DD Form 365, **Record of Weight and Balance Personnel**; DD Form 2026, **Oil Analysis Request**; AFTO IMT 95, **Significant Historical Data**

3.2. Prescribed forms or IMTs. No forms or IMTs are prescribed by this instruction.

PATRICK A. CORD, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Air and Space Maintenance*

AFMAN 32-4005, *Personnel Protection and Attack Actions*

Abbreviations and Acronyms

AFPD—Air Force policy directive

AFTO—Air Force technical order

AFMAN—Air Force manual

AMXS—aircraft maintenance squadron

CAMS—Core Automated Maintenance System

DD—Defense Department

DDS—debrief dispatch section

FCF—functional check flight

FSM—fighter squadron maintenance

IMT—information management tool

LG—logistics group

MG—maintenance group

MOC—maintenance operations center

MXS—maintenance squadron

OIC—officer in charge

R&R—repair and reclamation

TCTO—time compliance technical order