

21 NOVEMBER 1996



Maintenance

HUSH HOUSE OPERATING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Supersedes 51 FWI 21-107, 21 Nov 95 Pages: 2
Distribution: F

This instruction establishes procedures and responsibilities to be followed whenever the Hush House (noise sound suppresser) is used for installed engine runs and applies to all maintenance personnel under the control of 51 OG and 51 LG commanders. It implements AFD 21-1, Managing Aerospace Equipment Maintenance.

SUMMARY OF REVISIONS

This revision incorporates all requirements, information, and procedures formerly in 51 FWI 21-107.

1. Responsibility. The 51 MXS/Propulsion Flight (LGMP) will maintain, control, and operate the Hush House. The Hush House operator will ensure personnel receive a mandatory briefing on emergency evacuation procedures and the fire suppression system before aircraft operation. It is the responsibility of all individuals and supervisors to ensure that these procedures are followed. A safety log will be kept in the control room, individuals will enter their name and employee number, Hush House operator will sign, date and time safety briefing was completed.

2. Procedures:

- 2.1. Individuals requiring use of the Hush House will call the Maintenance Operations Center (MOC) who will in turn call the 51 MXS/LGMP.
- 2.2. Individuals requesting to use the Hush House will review the aircraft forms prior to aircraft delivery to ensure that an unsafe condition does not exist.
- 2.3. Prior to towing an aircraft to the Hush House, 51 OG personnel will ensure the aircraft is configured as follows; proper fuselage fuel load to complete required maintenance, all munitions/explosives removed (except for target practice ammunition, providing the gun is safed), and practice AIM-9 mis-

siles will have umbilical cables disconnected. Additionally, the hangar entry checklist will be completed; not including egress components.

2.4. In the event the aircraft requires refueling, a qualified crew chief will refuel the aircraft. The 51 MXS/LGMP Hush House operator will prepare the Hush House IAW T.O. 33D4-6-645-1 prior to refueling.

2.5. Upon delivery of an aircraft to the Hush House, the tow crew will position the tires on the appropriate guidelines or as directed by the 51 MXS/LGMP Hush House operator.

2.6. A minimum of four people will be required on all installed engine operations. Installed engine runs will be accomplished by 51 OG personnel and they will furnish ground restraint, an engine operator, a ground supervisor, and a fireguard. 51 MXS/LGMP will furnish a Hush House operator.

2.7. It is the ground supervisor's responsibility to ensure all required aircraft run checklists, T.O. and local directives are complied with.

2.8. Repair of engine-related discrepancies discovered in conjunction with engine operation is permissible in the Hush House. To preclude tying up the facility and the people who man it, jacking an aircraft and other extensive aircraft maintenance will not be performed unless approved by 51 MXS/CC. Open fuel cell maintenance is not permitted inside of the Hush House.

2.9. In order for the aircraft to be removed from the test bay in case of an emergency, vehicles and equipment will not be parked directly in front of the two main Hush House doors. The ground supervisor will ensure the tug and tow bar are left at the Hush House. In case of an emergency, the ground supervisor will supervise the removal of the aircraft from the Hush House.

2.10. In case of fire, the 51 MS/LGMP Hush House operator will initiate the Halon Fire System, notify MOC and the fire department, and implement emergency evacuation of personnel and equipment.

2.11. Upon completion of aircraft functional checks, 51 OG personnel will remove the aircraft from the Hush House as soon as possible to allow 51 MXS/LGMP Hush House personnel to perform a post-run inspection of the Hush House.

2.12. After completion of an aircraft maintenance run, the user will assist 51 MXS/LGMP Hush House personnel in the inspection of the test bay area for Foreign Object Damage.

2.13. The user will ensure the area is clean from fuel/oil spillage prior to leaving the facility.

A. B. DECKER, Colonel, USAF
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