



*Maintenance*

**AIRCRAFT DEBRIEFING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 919 MXS/LGM (SMSgt Philip Bahm )  
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This instruction establishes procedures and assigns responsibilities for aircraft debriefing. It implements AFD 21-1, *Managing Aerospace Equipment Maintenance*, AFI 21-101, *Maintenance Management of Aircraft*, and AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*. It applies to all 919th Logistics Group (919 LG), 919th Operations Group (919 OG), 711th Special Operations Squadron (711 SOS), and 8th Special Operations Squadron (8 SOS).

**SUMMARY OF REVISIONS**

Changes to this instruction define debrief responsibilities for both off station and home station sorties. Directs who is responsible for discrepancy input into core automated maintenance system (CAMS) and who clears the discrepancies. Gives guidance to crew members when their mission ends after normal duty hours.

**1. RESPONSIBILITIES:**

1.1. When landing during normal duty hours (0715-2345), the Aircraft Commander will ensure the aircraft maintenance status and systems with discrepancies are reported to the Command Post prior to landing so appropriate personnel will be available for debriefing. The Command Post will inform 919 MXS Debrief/Dispatch of landing time, landing code and status, and systems requiring debrief. Debrief/Dispatch will notify available specialists to report to debriefing.

1.2. Aircraft commanders will ensure crewmembers enter all discrepancies in aircraft forms. The AFTO Form 781A, **Maintenance Discrepancy and Work Document**, discrepancy block should include enough details to be clearly understood by maintenance personnel.

1.3. Maintenance debriefing is conducted immediately upon crew arrival at the debriefing area and prior to mission debriefing. All maintenance debriefings at home station will be conducted in building 3076, room 10. When an aircraft returns after normal duty hours and maintenance is not available to debrief, the debrief will be conducted at the beginning of the next duty day. The aircraft forms binder will be placed in the box located on the outside of room 10. When maintenance is not available for debrief the flight crew may be contacted to clarify any discrepancies. When landing after duty hours with engine discrepancies, request the aircraft commander park on power engine run spot. Power run spots are located on Baker 7 (primary), Alpha 12 and Baker 12.

1.4. Aircraft commanders will ensure aircraft forms are delivered to debriefing area (room 10). Debrief/dispatch will normally conduct and maintain control of the debriefing. When debrief/dispatch is not available, the shift Production Supervisor will complete a manual debrief using AFSOC Form 25, **Debriefing and Recovery Data**. Debrief/Dispatch will input all debrief discrepancies into the core automated maintenance system (CAMS) the next duty day or when available.

## **2. Debriefing Discrepancies while Cross Country or Deployed.**

2.1. Debriefing is a review of applicable AFTO Form 781, **AFORM Aircrew/Mission Flight Data Document**, series forms and documentation of applicable debriefing forms. The senior deployed maintenance person is responsible for the debrief actions on all deployed aircraft.

2.2. Prior to deploying the senior maintenance person will report to debrief/dispatch section and sign out a debrief kit. The debrief kit will consist of AFSOC Form 25, AFTO Form 349, **Maintenance Data Collection Record**, T.O. 1C-130A-06, T.O. 1C-130(ME)-06 and any other equipment necessary to complete the debrief action. The senior maintenance person must receive debrief training and a briefing from the debrief/ dispatch section.

2.3. The senior maintenance person will debrief every flight using AFSOC Form 25. Each discrepancy will be assigned a manual Job Control Number (JCN) see attachment 2 for assigned numbers. When a discrepancy is complete the technician will fill out an AFTO Form 349 against that job. The senior maintenance person will place a note on the AFSOC Form 25 next to the discrepancy, "write up completed cross country". The shop completing the discrepancy cross-country is responsible for completing the job in CAMS upon return to home station.

2.4. Discrepancies found between flights by the ground crew will be entered in the AFTO form 781A. The person finding the discrepancy enters it on an AFTO Form 349 and inputs into CAMS upon return to home station. If the discrepancy is carried forward to home station and the correcting shop is deployed with the aircraft, that shop will be responsible to input that discrepancy into CAMS. When the shop isn't deployed and the discrepancy is carried forward to home station, the Crew Chief is responsible for that discrepancy input into CAMS.

2.5. Upon return to home station the deployed senior maintenance person will accompany the flight crew to debrief and assist in debriefing that mission. After the flight crew is finished debrief, the senior maintenance person will review and turn in all the AFSOC Form 25's.

2.5.1. Debrief/dispatch will review all the AFSOC Form 25's for completeness. Debrief/dispatch and the deployed senior maintenance person will input every discrepancy on the AFSOC Form 25's into CAMS. When a discrepancy is completed cross-country, the debriefer will input the discrepancy into CAMS with a note stating "write-up completed cross country". After the discrepancy is inputted into CAMS, the shop will complete the job in CAMS. Flight Chiefs are responsible for the expedient completion of CAMS.

**3. Debriefing Functional Check Flights (FCF):** Quality Assurance (QA) is the focal point for all FCF missions. The QA representative will assist the FCF debrief. QA is responsible for the completeness of the FCF checklist and the documentation of the AFTO Form 781A for the FCF.

3.1. When deployed without QA, the senior maintenance person will act as the FCF focal point. The senior maintenance person will sign out a FCF package from QA when a FCF may be required ie; TF Radar component has been removed and replaced. Upon return to home station the senior maintenance person will brief QA on the FCF and QA will review all documentation for completeness of the FCF flown off station.

**4. Impoundments:** If aircrew is terminating a mission as a result of actual or potential mishap. Impoundment by debriefing crew for a safety investigation is mandatory as follows:

NOTE: A potential mishap is defined as any incident which caused damage to the aircraft, injury to personnel, or presents a significant hazard to the aircraft or crew.

4.1. Production Supervisor will enter a Red X in the next open symbol block and annotate "Impounded for investigation of (state reason)" in the discrepancy block of the AFTO 781A.

4.2. 919 LG/CC, 919 SOW/SE, and QA will be immediately notified by the Production Supervisor if available, or at the beginning of the next duty day.

4.3. The following are reasons for impoundment:

4.3.1. All in-flight fires.

4.3.2. Massive fuel leakage.

4.3.3. Unselected power reversal.

4.3.4. Flight control malfunction (including auto-pilot or trim) which results in a hazardous flight condition.

4.3.5. Spillage or leakage of radioactive, toxic, corrosive, or flammable materials from aircraft storage or cargo.

4.3.6. In-flight loss of all pitot-static system instruments or all gyro stabilized attitude or direction indicators.

- 4.3.7. In-flight shutdown or failure of two or more engines.
- 4.3.8. Off drop zone impact or airdrop malfunction.
- 4.3.9. Engine foreign object damage.
- 4.3.10. Intentional or suspected sabotage.
- 4.3.11. Any contact with an obstruction (i.e. wires, cables, power poles, other aircraft, etc.).
- 4.3.12. Engine case penetration, rupture, or burn through from internal engine component failure.
- 4.3.13. Loss of thrust sufficient to prevent maintaining level flight at a safe altitude. This includes all cases of four engine power loss or roll back.
- 4.3.14. Departure from intended takeoff landing surface.
- 4.3.15. Physiological incidents involving aircraft systems or cargo (crew members become ill during flight). (Ref. AFI 91-204, paragraph 7.4.9.)
- 4.3.16 Any other event which presents significant hazard to the aircraft or crew. (If so make an entry in AFTO Form 781A and CAMS.)

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Commander

**Attachment 1****919TH SOW DEBRIEFING CHECKLIST**

A.1. Are all required/available specialists and crew members with write-ups present for debrief?

A.2. Have discrepancies from all crew positions been documented in AFTO Form 781A?

A.3. Do discrepancies describe condition encountered in complete detail to facilitate troubleshooting?

*(Specialist and crew members should discuss any write-ups that aren't completely understood)*

A.4. Were in-flight operational checks completed?

*(If system did not ops check, reenter discrepancy in the next open block as a "Repeat".)*

A.5. Was aircraft flown at low level (below 3,000 feet) over salt water. Did it make two or more take-offs/landings requiring low level flight over salt water?

*(If so, make an AFTO Form 781A entry for a clear water rinse IAW TO 1-1-691)*

A.6. If mission was not effective due to a maintenance problem use the following guidelines:

A.6.1. If discrepancy occurred after crew show time and prior to becoming airborne, did crew enter "BEFORE FLIGHT ABORT" preceding the discrepancy causing the abort? *(Enter WDC "A" in 781A and CAMS)*

A.6.2. If problem occurred after initial takeoff, did crew enter "IN-FLIGHT ABORT" preceding the discrepancy that caused their return? *(Enter WDC "C" in 781A and CAMS)*

A.6.3. Will aircraft have to be impounded for further investigation? Reasons for impoundment:

A.6.3.1. All in-flight fires.

A.6.3.2. Massive fuel leakage.

A.6.3.3. Unselected power reversal.

A.6.3.4. Flight control malfunction (including auto-pilot or trim) which results in a hazardous flight condition.

A.6.3.5. Spillage or leakage of radioactive, toxic, corrosive, or flammable materials from aircraft storage or cargo.

A.6.3.6. In-flight loss of all pitot-static system instruments or all gyro stabilized attitude or direction indicators.

A.6.3.7. In-flight shutdown or failure of two or more engines.

A.6.3.8. Off drop zone impact or airdrop malfunction.

A.6.3.9. Foreign Object Damage

A.6.3.10. Intentional Damage or Tampering

A.6.3.11. Any contact with an obstruction (i.e. wires, cables, power poles, other aircraft, etc.).

A.6.3.12. Engine case penetration, rupture, or burn through from internal engine component failure.

A.6.3.13. Loss of thrust sufficient to prevent maintaining level flight at a safe altitude. This includes all cases of four engine power loss or roll back.

A.6.3.14. Departure from intended takeoff landing surface.

A.6.3.15. Physiological incidents involving aircraft systems or cargo (crew members become ill during flight). (Ref. AFI 91-204, paragraph 7.4.9.)

A.6.3.16. Any other event which presents significant hazard to the aircraft or crew. (If so make an entry in AFTO Form 781A and CAMS.)

A.7. Has pilot signed AFTO Form 781H and AFSOC Form 25 (Manual debrief only)?

A.8. Were any **Repeat** or **Recurring** discrepancies identified?

*(Review last five debriefings, **repeat** had to be on the last flight, recurring on any of the other four.)*

A.9. Was fuel purchased off station? (If so, remove completed AF Form 664, Aircraft Fuels Document Log, and hand to aircrew for delivery to their document control officer.)

**Attachment 2****AIRCRAFT MANUAL EVENT ID NUMBERS  
MDS TAIL NUMBER JULIAN DATE PLUS**

MC-130E 64-0523 7051 thru 7075  
MC-130E 64-0555 7076 thru 7100  
MC-130E 64-0559 7101 thru 7125  
MC-130E 64-0566 7126 thru 7150  
MC-130E 64-0567 7151 thru 7175  
MC-130E 62-1843 7176 thru 7200  
MC-130E 63-7785 7201 thru 7225  
MC-130E 64-0551 7226 thru 7250  
MC-130E 64-0561 7251 thru 7275  
MC-130E 64-0562 7276 thru 7300  
MC-130E 64-0565 7301 thru 7325  
MC-130E 64-0568 7326 thru 7350  
MC-130E 64-0571 7351 thru 7375  
MC-130E 64-0572 7376 thru 7400