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Maintenance

CRASH RECOVERY PROCEDURE

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This 926 Fighter Wing Instruction (FWI) implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It pertains to all affected maintenance work centers within the 926 Fighter Wing. It establishes procedures to follow in the event of a crash of 926th owned aircraft. This instruction establishes policies and procedures for recovery of crash damaged or disabled aircraft, training on personnel, and inspection of crash recovery equipment in accordance with AFRC 21-101, Tech Order 1A-10A-3-1, *Structural Repair*; AFI 32-4001, *Planning and Operations*; AFMAN 32-4004, *Emergency Response*; and 926 FW Plan 91, *Mishap Response Plan*. This instruction also complies with host tenant agreement between the 926 Fighter Wing and Navy New Orleans.

1. Recovery Policy:

1.1. The crash recovery program is designed to recover damaged and disabled aircraft in a minimum time period. Since the 926 FW is a tenant on NAS JRB, New Orleans, many of the initial response actions are taken by the Navy (i.e. fire fighting, crash rescue, security, and medical) as covered in the NAS JRB New Orleans Pre-mishap Planning Manual, Inter-service Support Agreement, and 926 FW Sup-plan 32-1. Action by the 926 FW personnel is in support of the Navy and to establish command and control of 926 FW assets. Notification of a damaged or disabled aircraft automatically activated this regulation.

2. Terms Explained:

2.1. On-Base Crash - includes all accidents occurring within the boundaries of NAS JRB New Orleans.

2.2. On-Base Emergency - includes all in-flight and ground emergencies.

2.3. Off-Base Crash - includes all accidents occurring outside the boundaries of NAS JRB New Orleans.

- 2.4. On Scene Commander (OSC), Fire Chief is OSC until 926 MXS/CC or designee arrives on scene.
- 2.5. Crash Recovery Team (CRT) - 926 MXS Repair and Reclamation Section (LGMCR).
- 2.6. Safety Investigation Board (SIB).
- 2.7. Maintenance Coordination Function (MCF).

3. Responsibilities: Squadron commanders and supervisors will be responsible for immediate compliance with this instruction upon notification of a mishap. When requested by the SIB the Repair and Reclamation (R&R) section has the responsibility to provide for the recovery and reclamation of damage or crashed aircraft that is within their capability.

- 3.1. All maintenance efforts during crash recovery operations are directed by the OSC.
- 3.2. MCF will maintain a listing of all recovery team certified personnel with their home phone numbers. The Maintenance Coordination Function (MCF) will coordinate/direct all maintenance activities during aircraft crash recovery/emergency recovery operations as directed by the OSC.
- 3.3. Towing and tire change crews for all assigned aircraft will be provided by Flightline or R&R personnel to ensure timely response to on-base emergencies.
- 3.4. Crash Recovery Team. The R&R supervisor is designated as the CRT chief. The team will consist of personnel from R&R. This team may be augmented by personnel from the Fighter Wing as required.
- 3.5. The R&R supervisor will establish and maintain crash recovery procedures along with the following:
 - 3.5.1. Be the certifying official for the crash recovery team and maintain a letter of certification for all recovery team personnel.
 - 3.5.2. Ensures training is documented as outlined in AFI 36-2201 and this instruction.
 - 3.5.3. Schedule a minimum of one simulated exercise of aircraft removal to maintain proficiency every 180 days.
 - 3.5.4. Ensure crash recovery equipment is inspected for serviceability before and after each exercise and periodically.
 - 3.5.5. Ensure a complete inventory of crash recovery equipment is accomplished annually.

4. Vehicle and Equipment Require:

- 4.1. The transportation section (LGT) will provide the following vehicles listed below as required to the designated area.
 - 4.1.1. Bus 28 passenger for recovery crew Augmentees.
 - 4.1.2. Truck tractor and semi trailer for recovery of damage aircraft (as required).
 - 4.1.3. Forklift (at least 10 ton) to handle aircraft wedges, etc.
 - 4.1.4. Ensure coordination through the Navy Public Works Officer to implement emergency contracting procedures to provide a 30-ton lifting crane for removal of A-10 aircraft if required.

4.1.5. Ton and half stake bed vehicle to transport crash recovery trailer in the event of an off-base mishap.

4.2. Fighter Squadron Maintenance and Aerospace Ground Equipment Section will provide the following items. These items will be available for 24-hour coverage.

4.2.1. Aircraft towing tractor with towbar.

4.2.2. Aircraft axle jacks.

4.2.3. Light carts.

4.2.4. A1 air blowers.

4.2.5. Tripod jacks.

5. Procedures:

5.1. When cleared by the fire department/rescue crew, the CRT if applicable will assess the situation and determine the most expeditious means of removing the aircraft/wreckage.

5.2. To preclude hampering the investigation effort, no removal actions will be taken until cleared by the 926th SIB.

5.3. The senior MCF representative will comply with the 926 Mishap Response Plan 91 to accomplish the below listed actions:

5.3.1. Notifies Senior Flying Squadron Maintenance (FSM) representative to ensure that fluid samples are obtained from all servicing vehicles and support equipment: i.e. fuel, oxygen, oil and hydraulic.

5.3.2. Notifies the Transportation Section to provide vehicles/equipment for crash recovery.

5.3.3. Notifies Plans and Scheduling to change the aircraft possession identifier to code (BJ) IAW AFI 21-103, Aerospace Vehicle and Equipment Inventory status; Awaits Air Force Material Command (AFMC) guidance.

5.3.4. Notifies Analysis and requests all pertinent maintenance data records from CAMS concerning the crash aircraft and forwards to Logistics Quality Assurance.

5.3.5. Plans and Scheduling upon notification by AFMC and/or the accident investigation board, terminates the aircraft.

5.3.5.1. Changes the aircraft status from crash to termination IAW AFI 21-103.

5.3.5.2. Sends termination message IAW AFI 21-103.

5.3.5.3. Prepares aerospace accountability termination documents IAW T.O. 1-1-638, Repair and Disposal of Aerospace Vehicles, and AFMAN 23-110 V2 CD, Supply Manual.

5.3.6. All section supervisors will compile all records and deliver them to LGQ as soon as possible.

5.3.7. Impounds the oxygen-servicing cart from which aircraft was serviced and requests. Supply to obtain and analyze samples.

- 5.3.8. Impounds oil and hydraulic carts and take samples. Obtains the military specifications and lot numbers of oil and hydraulic fluids from which aircraft was serviced.
- 5.3.9. Quality Assurance consolidates all maintenance records as listed and impounds them.
- 5.3.9.1. AFTO Form 95, Significant Historical Data, includes aircraft and engine records.
 - 5.3.9.2. Time Compliance Technical Order (TCTO) records aircraft and engine.
 - 5.3.9.3. Functional Check Flight (FCF) Forms.
 - 5.3.9.4. CAMS Repair History Data (screen # 123) for past 90 days.
 - 5.3.9.5. DD Form 365 series, Record of Weight and Balance Records.
 - 5.3.9.6. Aircraft Deficiency Analysis Report.
 - 5.3.9.7. Debriefing Forms.
 - 5.3.9.8. DD Form 2026, Oil Analysis Request.
 - 5.3.9.9. Inventories support equipment and compiles a list by noun and NSN of all equipment on the aircraft at the time of crash.
- 5.3.10. Coordinates with Operations where all records will be consolidated by the interim safety investigation board.

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