



Maintenance

****FLIGHT CONTROL MAINTENANCE PROGRAM***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: 302 FS/MAS (SMSgt D. Thompson)
Supersedes 944 OG OI 21-101, 1 February 1998

Certified by: 944 OG/CC (Col R. Binder)
Pages: 5
Distribution: F

This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes methods and procedures for selecting, notifying, dispatching, and utilizing the Flight Control Maintenance Team (FCMT). This instruction applies to all maintenance activities within the 944th Fighter Wing (FW).

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. Responsibilities:

1.1. All maintenance branch and flight chiefs are responsible for ensuring compliance with this instruction.

1.2. The 302d Fighter Squadron Maintenance (FSM) will:

1.2.1. Designate personnel in the Air Force Specialty Codes (AFSC) listed in paragraph 3 (except 944th Logistics Group (LG) Quality Assurance (QA) who will be designated by the Superintendent of QA) to comprise FCMTs and provide for absences (i.e., leave, TDY, etc.).

1.2.2. Forward a list of personnel appointed to serve as members of FCMTs to the 302 FSM Officer/Superintendent for approval. This list will be updated as necessary.

2. FCMT Chief:

2.1. The FCMT Chief will be designated by the 302 FSM Officer/Superintendent.

2.2. Act as a working supervisor and is responsible for the overall supervision and utilization of the FCMT.

- 2.3. Coordinates extra 302 FSM activities through the Production Superintendent.
- 2.4. Informs Expediter/Production Superintendent of FCMT progress, findings and problems.
- 2.5. Coordinates all requirements for additional specialists, equipment or support through the Maintenance Control Center (MOC).
- 2.6. Ensures parts are ordered promptly and monitors their status.
- 2.7. Ensures that all maintenance checks, troubleshooting procedures and maintenance actions are properly documented in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**.
- 2.8. Briefs all corrective actions to the 302 FSM Officer/Superintendent before the aircraft is released from impoundment, when applicable.

3. FCMT Composition. A FCMT will consist of highly trained individuals at the 7- and 5-skill levels. Personnel with the most experience with flight control malfunctions will be chosen for the team. The team will consist of one AFSC 2A372 Avionics Technician, one AFSC 2A352 Avionics Technician, one 2A373B Crew Chief along with a 944 LG/QA representative.

4. Procedures:

- 4.1. The MOC will contact the applicable personnel within the 302 FSM and QA when advised of an in-flight emergency (IFE), chronic, repeat, recurring discrepancies, or uncommanded inputs, which are a reportable flight control malfunction, and provide a brief description of the problem.
- 4.2. The 302 FSM will advise the MOC of personnel to report to the debrief and if a FCMT Chief will be required.
- 4.3. If the flight control problem was caused by uncommanded inputs, both 302 FSM and 944 LG supervision will be notified for possible Technical Assistance Organization (TAO) activation by QA.
- 4.4. When contacted, the FCMT Chief and members will report to the maintenance debriefing area as soon as possible to assist in the debriefing process or will be convened on dayshift if the event occurs during night flying.
 - 4.4.1. A locally devised 944 FW Flight Control Maintenance Team Debrief Checklist (Attachment 1) will be utilized to ascertain more specific information from the flight crew during the debriefing process.

4.4.2. The completed checklist will remain with the aircraft forms until the flight control discrepancy is cleared and then filed along with the AFTO Form 781A in the aircraft historical jacket file.

4.5. The FCMT Chief will notify the 302 FSM Officer/Production Superintendent and MOC of a tentative plan for maintenance as soon as possible after the initial debriefing.

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

4.7. Personnel assigned to the FCMT, except the QA representative, will be utilized to complete maintenance actions, unless released by the FCMT Chief after coordination with 302 FSM Officer/Superintendent. Maintenance flights will notify the MOC of their change of availability when their technicians are performing FCMT duties.

4.8. The 944 OG/LG Commander may direct impoundment of aircraft for flight control problems.

CRAIG S. FERGUSON, Colonel, USAFR
Commander

Attachment 1

944 FW FLIGHT CONTROL TEAM DEBRIEFING CHECKLIST DATE: APR 01

NOTE: This checklist does not supersede or replace any technical order checks or procedures. Complete pages 1 and 2 for all malfunctions and additional pages for appropriate axis or malfunction.

A1.1. AIRCRAFT NO.: _____ AIRCRAFT TOTAL TIME: _____
DATE OF OCCURRENCE: _____ JOB CONTROL NO.: _____

A1.2. AIRCRAFT PILOT: _____ SQUADRON: _____

A1.3. FLIGHT CONTROL TEAM CHIEF: _____ DUTY PHONE: _____

A1.4. Flight conditions at the time the malfunction first occurred:

TIME INTO MISSION: _____ ALTITUDE: _____

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

WEATHER CONDITIONS: CLEAR _____ IN CLOUDS: _____

PITOT HEAT ON: _____ OFF: _____

FUEL SYSTEM: FR: _____ AL: _____ TOTALIZER: _____

REMARKS: _____

A1.5. Aircraft altitude at time of malfunction (LEVEL, CLIMB, DIVE, PATTERN, AIRCRAFT CONFIGURATION - GEAR AND FLAPS) _____

A1.6. Axis of malfunction: PITCH / ROLL / YAW

A1.7. Were any problems noted, during the before taxi flight control checks? YES____ NO____
REMARKS: _____

A1.8. Were "A" system - "B" system pressure within normal limits? YES____ NO____
REMARKS: _____
