



## **ATTACHMENT 43**

**AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT**

**LAX-02-GA-201**

7:00 PM 10:17 AM FROM WARRNER ENGINEERING



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS WARRNER ROBIN AIR LOGISTICS CENTER (AFMC)

FROM: WR-ALC/LB  
265 Ocmulgee Ct  
Robins AFB GA 30190-1647

20 MAY 1993

SUBJ: C-130A Aircraft Inspections to Assure Airworthiness

TO: Mr Thomas C. Accardi  
Director of Flight Standard Service  
Federal Aviation Administration  
800 Independence Ave SW  
Washington DC 20591

1. The USAF has developed, over the past 35 years of operation of the C-130A, an integrated maintenance plan to assure the continued airworthiness of the aircraft. These inspection tasks are shown in the table listed below:

<u>TASK</u>	<u>INTERVAL</u>
FIELD - PREFLIGHT	BEFORE FIRST FLIGHT OF THE DAY
FIELD - TRUFLIGHT PART I...	BETWEEN FLIGHTS
FIELD - TRUFLIGHT PART II	AFTER LAST FLIGHT OF FLYING PERIOD
FIELD - HOME STATION CHECK	NOT TO EXCEED 180 CALENDAR DAYS
FIELD - ISOCHRONAL	360 DAYS
FIELD - SPECIAL INSPECTIONS	BASED ON FLYING HRS AND SPECIFIC COND.
DEPOT - PDM	42 MONTHS

2. The above maintenance and inspection tasks provide a complete spectrum of inspections of critical areas. The C-130A is currently using the Isochronal for accomplishing the scheduled maintenance inspections, servicing systems, and small structural repairs. The Programmed Depot Maintenance (PDM) covers those areas that must be accomplished at depot due to equipment, skills, special tools/fixtures, and facilities. PDM interval on a C-130A is 42 months +/- 3 months.

3. The PDM inspection is the inspection that opens the aircraft up, the in-depth structural inspection for corrosion fatigue cracks, stress corrosion cracks, etc. Failure to accomplish the PDM part of the USAF maintenance plan for the C-130A will result in an unairworthy aircraft.

4. We strongly recommend that those C-130A aircraft that are operated in civilian use, under the rules and regulations of the FAA, be required to accomplish the entire C-130A maintenance plan, which includes PDM, to assure the continued airworthiness of the aircraft.

5. Point of contact is Jim Paris, WR-ALC/LBE, Commercial [REDACTED]

*Stanley T. Bishop*  
[REDACTED]  
STANLEY T. BISHOP  
Colonel, USAF