



THE EXCEPTIONAL RELEASE



The **Maintenance Officer Association (MOA)** is committed to enhancing the USAF mission by improving the maintenance world. Although comprised primarily of USAF maintenance officers, MOA is not associated with the United States Air Force or any other organization.

ISSUE NO. 34

SEPTEMBER/OCTOBER 1988

**14-16 October 1988
San Antonio, Texas**

MAINTENANCE
OFFICER
ASSOCIATION



1988 Convention

**“BITING THE
BULLET — 1990’s
OUTLOOK”**

**La Mansión
Del Norte Hotel**

◆
SEE PAGES 5,6, and 7
FOR DETAILS ON THE CONVENTION

Now It's My Turn

by Colonel Luke J. Gill
SA-ALC/MA, Kelly AFB, TX

Reference Col Muir's Letter to the Editor in the March-April 1988 *ER*, it has taken me several months to cool off and write an objective response. Without attempting to be too critical, I think his letter was way off the mark.

Let me address each issue in order. It took three paragraphs to get to the core of the matter: “. . . woe is us, 'cause maintenance is tough and no one cares.” Wrong, wrong, wrong! I can't speak for the Military Airlift Command because I've never been in it, but I do know something about the TAF. Over-regulation in maintenance has been decreased significantly since the advent of AFR 66-5 which not only brought about de-centralization but also gave much more flexibility to each Majcom.

The second major point in Col Muir's letter was that most of the senior leadership in the maintenance business wears wings. Again, maybe true for MAC, but completely false in the TAC, AFLC, and the Air Staff. When I left TAC a year ago, a conservative guess is that half the DCMs were non-rated, career maintenance officers. An equivalent number of AMAs were also. Col Ron Wertz, the former TAC LGM, and Col Bill Worthington, the TAC Assistant DCS Logistics, are also non-rated, along with, by the way, the MAC Assistant LG (Eugene Corbett) and LGM (Bob Polk), as well as Jack Elle, Johnny Duckworth, and Denny Haines in PACAF. In AFLC, the only badge worn by the Commander's of San Antonio (MG Curtis) and Ogden (MG McCoy) Air Logistics Centers is the Maintenance Badge.

The MA at AFLC Headquarters (B/G Nowak) is a non-rated officer as are all of the MAs at the five ALCs. Furthermore, three of the MMs wear the maintenance badge as well. The officer in charge of maintenance at HQ USAF is B/G Barrett, and like his predecessor, B/G Metzler, now the USAFE LG, is a maintenance officer without wings.

I apologize for belaboring the point, but Col Muir is dead wrong in everything in his letter, and the *Exceptional Release* doesn't have enough room for me to rebut each point. Instead, I invite him to the MOA Convention in October and challenge him to debate the issues with me. Much of our membership is made up of young officers who may get a completely erroneous view of the maintenance world based on Col Muir's letter. We have been doing great things for our people — officers, enlisted, and civilian — and we need to let all the membership know this. So I look forward to meeting Col Muir in San Antonio in October, and welcome the chance to present a positive image to the MOA members.

President's Comments

— Lt Col Raymond Reed, II

I was hoping to be able to announce the election results in this issue of the *ER*, as I had indicated in your election notice. However, we have a couple of close contests, and with less than 50% responding, we have extended the voting period until 1 October 1988. I felt we could not delay publishing the *ER* beyond the first of September, because we needed to get you the information concerning the convention. For those of you who have not voted, PLEASE TAKE THE TIME NOW TO VOTE, then mail your ballot immediately. If you have misplaced or lost your ballot, fear not, for we have included in this *ER* the nominees for each office as well as a short assignment summary of each one (see page 3 for summaries).

Even though publishing the election results has been delayed until the next issue of the *ER*, an announcement will be made at this year's convention. Speaking of the 1988 MOA Convention, it is to be held the 14 through 16 October at the La Mansión Del Norte Hotel in San Antonio, Texas. And, as usual, the SAMOA Chapter has done a superb job. Even though the accolades are sure to be bestowed on them for their hard work, I hate to see this expenditure of effort only be seen by a few members. So get off your duff and come to San Antonio to join us for enlightening presentations by the Air Force's senior logisticians. This is a rare opportunity you cannot afford to miss.

For those of you who have ordered a personalized coffee cup — we appreciate your patience. However, we have finally slain the anti-cup monsters and submitted the order. You should receive your cup(s) by October. If not, please call Lt Col Greg Stanley at 202/697-1906.

One final comment about the convention: The price is right, the weather should be ideal, free transportation from the East and West Coasts and a gracious host, the La Mansión staff. So please make every effort to attend, you will never forgive yourself if you don't. Bring your spouse and join Nancy and me for a vacation in beautiful San Antonio. See you there.

Editor's Comments

— Lt Col Raymond Reed, II

Please take the time to review the Advisors and Regional Directors lists under the section entitled MOA STATS. As you can see we have purged the list and added several new names. Those whose name is followed by a "(T)", have been nominated to fill the position but are only tentatively assigned. We will assume that these "(T)" individuals agree to accept the assigned position unless notified by 1 November 1988. Also, we need to know that the phone number listed is correct and for those not listed, an update would be appreciated. As for those positions that are unfilled, we would appreciate someone volunteering or nominating another member to fulfill these positions.

This issue of your *ER* is jammed packed with information. Besides the lay out concerning the San Antonio convention, we have four articles for your enjoyment. We are very appreciative of each article submitted and extend our thanks to the authors for taking the time from their busy schedules to write them.

1988 MOA Income Statement

Date Prepared:	01-Aug-88
<hr/>	
Revenues	
Membership Dues	\$ 18,145.00
Convention Fees	\$ 0.00
Misc	\$ 2,739.40
Advertising Revenue	\$ 0.00
Total Revenues	<u>\$20,884.40</u>
<hr/>	
Expenses	
Assoc Mgmt	\$ 890.00
Billings	\$ 1,158.09
Membership Update	\$ 3,866.56
New Member Proc	\$ 320.16
Finan Svc	\$ 0.00
Postage	\$ 889.07
Bulk Postal Fee	\$ 255.00
Newsletter Printing	\$ 2,891.00
Newsletter Set Up	\$ 1,124.80
Xerox Fees	\$ 0.00
Supplies	\$ 2,208.38
Exec Dec	\$ 3,530.85
Advertising	\$ 0.00
VA Sales Tax	\$ 46.86
Total Expenses	<u>\$17,180.77</u>
Beginning Balance	<u>\$ 9,728.77</u>
Net Total	<u>\$13,432.40</u>

On The Road

New Members

Capt Jean M. Anderson, Aircraft Maintenance Officer, Kelly AFB
 Capt Edgar A. Bartles, 15 AMU, OIC, Osan AB
 Capt Carl R. Behan, 96 BMW, Dyess AFB
 LTC Tom Belisle, 36 AGS, CC, Bitburg AB
 1Lt Harold Arthur Berens, Aircraft Maintenance Officer, Pease AFB
 Maj Paul M. Biernacki, HQ USAF/LEYM, Pentagon
 Capt Grace M. Blevins-Holman, OIC/Rhein Main AB
 2Lt Darrell R. Bredehoeft, 917 CAMS(AFRES)/MA, Barksdale AFB
 Capt Alan Brown, Chief, Armament Div, B-2 CTF, Edwards AFB
 1Lt Howard J. Brumm, 932 CAMS, Scott AFB
 Maj Larry D. Burke, 437 AMS, CC, Charleston AFB
 Maj John J. Casper, 175 CAMS/MA/MDANG, G.L. Martin State Airport
 2Lt Chris R. Collins, KC-135 Branch OIC, Dyess AFB
 Mr. Robert A. Curtis, HQ MAC/LGMP, Scott AFB
 Maj Darrell B. Davis, AGS Maintenance Supervisor, Cannon AFB
 Capt John R. Davis, MSET/MAC, Team Chief, Scott AFB
 Capt Jeffrey A. Deeds, 33 AMU, OIC, Shaw AFB
 Capt John A. Dorian, 405 TTW, OIC, Quality Assurance, Luke AFB

CONTINUED ON PAGE 10

Career Summaries of Nominees

For President:

Lieutenant Colonel Brian D. Grady is the Explosive Ordnance Disposal Program Manager in the Armament, Munitions and Missile Division, Directorate of Maintenance of Maintenance and Supply, DCS/L&E at HQ USAF. His previous assignments include: the 3 MMS, Clark AB, Phillippines; 20 TFW, RAF Upper Heyford, England; HQ TAC as NATO E-3A Systems Program Manager; 3098 Aviation Depot Squadron, Kirtland; 52 EMS commander at Spangdahlem; and 7393 Munitions Support Squadron commander, Murted, Turkey.

Lieutenant Colonel Jacob R. Epprecht, Jr. is the Chief of the Avionics Concepts and Ground Support Systems Branch, Weapon Systems Support Division, Directorate of Maintenance of Maintenance and Supply, DCS/L&E at HQ USAF. His previous assignments include: Chief of Maintenance in the Logistics Initiatives Control Center of the Combat Logistics Division at HQ USAF; 81 FMS, 92 TFS (maintenance officer) and 81 TFW Plans and Scheduling, RAF Bentwaters; 390 SMW, Davis-Monthan; 27 CRS, Cannon; Aircraft Maintenance Advisor to Royal Saudi Air Force, Dhahran, Saudi Arabia; HQ TAC IG Team; and Commander, 1 CRS, Langley.

For Vice President:

Lieutenant Colonel Arthur M. Packard is the Acquisition Logistics Policy and Procedures Officer in the Maintenance Policy and Procedures Division, Directorate of Maintenance and Supply, DCS/L&E at HQ USAF. His previous assignments include: Commander, 437 FMS, Charleston; 437 OMS, Charleston; 628 MASS, Incerlik, Turkey; Chief of the C-5 Aircraft Branch, HQ MAC, Scott; and Deputy Director of Maintenance Engineering, HQ ARRS, Scott.

Captain (Major sel) Ernest H. Plott, Jr. is the Chief of Maintenance, Det 1, 4950 Test Wing (Project Speckled Trout), Andrews AFB, MD. His previous assignments include: Flightline Maintenance Officer at Pope; 603 MASS, Kadena, Okinawa, Japan; and HQ MAC IG team.

For Treasurer:

Major T. Kevin Jones is the Logistics Program Manager for Airborne Communications Equipment in the Weapon Systems Support Division, Directorate of Maintenance of Maintenance and Supply, DCS/L&E at HQ USAF. His previous assignments include: Maintenance Officer in OMS and Job Control supporting the C-130 Aircraft at Little Rock; Maintenance Program Manager, HQ MAC, Scott; and Flightline/field maintenance supervision in NATO AWACS at Geilenkirchen, Germany.

For Assistant Treasurer:

Lieutenant Colonel Paul M. Schonenberg is the Logistics Program Manager for Training Aircraft in the Weapon Systems Support Division, Directorate of Maintenance of Maintenance and Supply, DCS/L&E at HQ USAF. His previous assignments include: Commander of FTDs at Shaw and Mountain Home; commander of Mobile Training Team in Thailand; Maintenance Supervisor of 366 FMS and the AMU chief in 366 AGS; Flightline/Maintenance Control Officer in 57 FIS; HQ ATC IG team; and Commander of 14 OMS, Columbus.

Captain (Major sel) Michael J. Close is the Logistics Program Manager for A-7, A-10, and E-3A Aircraft in the Weapon Systems Support Division, Directorate of Maintenance of Maintenance and Supply, DCS/L&E at HQ USAF. His previous assignments include: Maintenance Branch Chief in the 354 EMS, Myrtle Beach; Maintenance Supervisor in the 52 EMS, Spandahlem; Chief, Maintenance Plans and Deployments Section, HQ USAFE, Ramstein; and Assistant Executive Officer, DCS/Logistics, HQ USAFE, Ramstein.

CAMS

*By Capt Richard Kolenda
32TFS/MAS, Soesterberg AB, NL*

Most old timers probably remember "CAMS" as Consolidated Aircraft Maintenance Squadron. Well, the new CAMS is here and it has nothing to do with engine parts. The Core Automated Maintenance System (CAMS) is a large, base-level maintenance management computer system. It was designed to replace the more complicated Maintenance Management Information and Control System (MMICS), as well as eliminate several manual accounting procedures.

It gets rid of AFTO Form 349's which were used for Maintenance Data Collection (MDC). Now, each work center will have a computer terminal and will input MDC data directly into CAMS. In addition, Comprehensive Engine Management System (CEMS), training, analysis inquiries, inspection and time changes, will all be processed/retrieved through CAMS. Eventually every maintenance technician, who works on aircraft or in support shop, will be required to work with CAMS. In USAFE and at selected TAC and SAC bases the system is already in place. It provides several advantages not offered by MMICS. First, the terminal user can access all information directly. This includes course completions, maintenance records, analysis data etc. However, the user cannot change this data. Changes to data base can only be made by analysis branch. Second, the system is clear text and does not require extensive codes in order to operate it. Third, it is available 24 hours per day. Fourth, it will eventually be linked to higher headquarters and will eliminate many recurring reports, messages and telephone calls. Finally, the gray covered binders, full of computer pages we are so used to, will be rarely seen. Like any new system, however, there are some problems which must be resolved. CAMS is still in development and teaching users will take time. It also appears that resistance to change is in effect. Telling a crew chief with 20 years in maintenance to get rid of grease pencils and plastic boards will take some time. However, the system has potential and with a positive outlook, we can make it work for us.

Mentorship: When and Where Does It Begin?

by Thomas M. Suglio, NAEW-FCL

Recently, I had an opportunity (with approval of my equally ranked commander) to send a letter to the Commander of the Air Force Inspection and Safety Center. The subject was about the age-old phenomenon of F-4 tail hook skip. My objective was to alert the F-4 world that for the most part, hook skip on F-4's is preventable.

While writing that letter, it kept running through my mind that as a mentor, I must have failed. Twelve years ago I discovered quite by accident that maintainers (myself included) were unknowingly causing this phenomenon. The solution was so simple that the only thing left to do was show wing safety, stan eval and the DCM what was causing the problem and what would correct it. Because the problem and solution were a theory that could not be proven with tech data, engineering drawings and the likes, wing safety allowed two F-4's to make barrier engagements upon return from functional check flights. We set up the movie cameras and watched one F-4 experience hook skip, as caused to do, and the other F-4 make a normal engagement. All agreed that there was definitely a tail hook skip in the scenario I had suggested. The only action left was to initiate an 847 change to the dash one. This was the point where it all came to a full stop. "Because the problem was caused by maintainers and the operators could correct it with two wrist actions, the DCM (also an F-4 driver) would not allow operators to correct maintenance errors." Being unfamiliar with available avenues that an individual can take to get the word out and not sticking to my guns, knowing that I was correct in this theory, I took no further action and just let it die. My attitude was that if this DCM as an operator wants to strap on 58,000 lbs. of fire breathing monster and hurdle himself down a runway with a possibility of plowing up the cotton patch on the end of the runway, then so be it. Definitely a bad attitude.

Over the years since that experience, I have read accident/incident reports and Air Force periodicals that affirm that F-4 tail hook skip is still with us. And over those same years I have made further attempts at trying to get it corrected with no results.

This is where frustration was born. I have never been able to break the code on how you teach the people of all the other outfits out there how to correct a known problem on a like weapon system and stay within the chain of command. Remember the proper paperwork (AFTO 22, etc.) may pass through "that same DCM." Yes, I was the "wise loyal advisor" in my immediate work area, and I taught my guys how to not induce this problem into the F-5. But what about all the others? In retrospect, this is where I failed as a mentor.

If I may indulge your patience a little longer, I would like to tell a short "war story" about optimum mentorship. Imagine being a newly assigned navy enlistee in your first week aboard a USS flattop and one of your petty officers (NCO type to all you land lubbers) tells you to get a bucket of salt

water. Easy task right? Just check out a one hundred foot length of rope, a shiny new bucket and you're in business. A small detail at this point is that the ship has just recovered its last aircraft and is still slicing through the water at thirty knots. Pressing on with pride and not considering such a minor detail, you tie the rope to the handle of the bucket, sit down on the edge of the flight deck and start lowering away. Simple enough so far. At this point you feel a tap on your shoulder, and you turn around to see your big chief mentor. He asks one simple question: "Sailor, do you know what is going to happen when that bucket hits the water?" Sailor: "No." "Well, it's like this. That bucket is going to become your new ship. When it hits the water with the ship traveling at this speed, it's going to rip your a-- off of this flight deck in a blinding flash of light." He went on to say that if salt water is required, why not use the salt water faucets located all over the ship? Good point. What does a young landlubber (Arizona type) know of salt water faucets and portable sea anchors? Quite a bit now. Even though that happened twenty-nine years ago, I never forgot that lesson because I had the opportunity to learn it without first having to become not only the youngest captain in the navy, but also the captain of the smallest vessel ever commanded.

The point with this example, is when you are confident that you may know something that can be helpful to others don't let it be "twelve years" before you start working aggressively to "get the word out." Mentorship begins when you realize that you have the ability to recognize within yourself a piece of information that will help the person next to you. Where it begins is in your heart. Don't be satisfied to let your ideas lay dormant or you may fall within a group of people whose motto is "they said it couldn't be done, so we didn't even try." We should all strive to be the "wise, loyal advisor" every day of our lives, be it either our peers, subordinates or our families, such as that wise, old chief watching my every move knowing that timing was of the essence. He left no doubt in my mind that he had saved at least one life that day.

I, for one, will volunteer to pass on knowledge of aircraft maintenance that I have. Perhaps the *ER* might be the vehicle for questions and answers.

So, for my first answer to any F-4 types out there. If the tail hook is manually lifted up into the uplatch, it will bounce down the runway the next time it is used. If the aircrew will cycle the tail hook upon completion of engine start, this will guarantee that the hook dampner is not cavitated and that proper snubbing action is there. Before you let anyone drive it away make sure that when the hook is cycled, that it falls to the concrete slowly the last half of its travel downwards. If it crashes to the concrete with a loud ring, it's cavitated.

Now for the second and last answer for today. If you want salt water, look for the faucets with a SW stenciled on them. Cheers.

Convention Tidbits

◆ Free Transportation Info — East & West Coasts

Washington: Lt Col Anderson, 202/697-9231

San Antonio: Capt Brozena, 512/925-4007

◆ TDY Authorized-Permissive/Official

(see pages 8 and 9 for examples of each)

◆ Commercial Exhibitor Info:

Washington: Lt Col Reed, 202/697-9231

San Antonio: Capt Gunton, 512/925-4236

◆ Convention Registration Information

(Hotel Registration — refer to Hotel Information page)

Washington: Lt Col Reed, 202/697-9231

San Antonio: Capt Arrington, 512/925-4637

YES, I AM PLANNING TO ATTEND. My spouse will will not attend.

(Name) (Title)

Arrival Date:

(Mailing Address) (State) (Zip)

Departure Date:

(Unit/Company) (Position)

(Phone Number Autovon/Commercial)

Convention Fees:

Member Registration	\$95.00
Non-Member Registration	\$115.00
Saturday & Sunday Only	\$81.00
Commercial Exhibitor	\$1500.00

Enclosed will pay at registration will forward fee prior to 1 Oct 88

Make checks payable to: MOA

Example: Attendance via Permissive TDY (AFR 35-26)

LEAVE REQUEST/AUTHORIZATION (See Privacy Act Statement and General Instructions below)				SECTION I	
TO: ACFP		1. DATE OF REQUEST 1 Oct 88	2. TYPE OF TRANSACTION (1-5) (AFO Use Only)		
3. CURRENT LV BALANCE 55	4. GRADE 1Lt	5. SSN(6-14) 666-66-2222	6. NAME (Last, first, MI) (15-19) Doe, John E		
7. TYPE OF LEAVE (Check one) Permissive TDY <input checked="" type="checkbox"/> Ordinary (A) <input type="checkbox"/> Emergency (D) <input type="checkbox"/> Reenlistment (E) AFR 35-26 <input type="checkbox"/> Convalescent (F) <input type="checkbox"/> Special (H) <input type="checkbox"/> Graduation (J) Para 14 <input type="checkbox"/> Terminal (P) <input type="checkbox"/> Appellate Review (R) <input checked="" type="checkbox"/> Other (Specify)					
8. NO. DAYS REQUESTED (33-35) 3	9. LEAVE AUTH NO. (37-43) XXXXXX	10. FIRST DAY/TIME OF LV STATUS	11. FIRST DAY OF CHARGEABLE LV (47-52) 14 Oct 88	12. LAST DAY OF CHARGEABLE LV (53-58) 16 Oct 88	
13. LEAVE AREA (36) <input checked="" type="checkbox"/> CONUS <input type="checkbox"/> OS <input type="checkbox"/> OS TO CONUS		14. EMERGENCY PHONE (512)341-3535	15. LEAVE ADDRESS (STREET, CITY, STATE, ZIP CODE & PHONE) Maintenance Officer Association Convention LaMansion Del Norte Hotel, SA, Texas 78216		
16. LEAVE IN CARE OF: Self					
17. DUTY PHONE 695-1955	18. UNIT 1st Wing	19. DUTY SECTION MAXX	20. DUTY LOCATION Anywhere		
LEAVE REQUEST CERTIFICATION: I acknowledge that the leave requested by me will be charged against my leave account unless otherwise cancelled or corrected through Part III of this form. In addition, if I cannot earn enough leave before separation to cover this request, I agree to withholding pay and allowances from my pay before discharge for the unearned leave taken. I have read the instructions on Part II.					
21. MEMBER'S SIGNATURE			22. SUPERVISOR'S TYPED/PRINTED NAME AND GRADE		
23. SUPERVISOR'S SIGNATURE			24. SUPERVISOR'S DUTY PHONE	25. DATE OF APPROVAL	
SECTION II (To be completed by supervisor : unit commander to authorize advance or excess leave)					
26. LEAVE AVAILABLE TO ETS (From LES)	27. ADVANCE LEAVE REQUESTED (Block 8 minus 3)	28. EXCESS LEAVE REQUESTED (44-48) (Block 8 minus 26)	29. TOTAL LEAVE APPROVED		
30. UNIT HEADQUARTERS		31. COMMANDER'S SIGNATURE/GRADE		32. DATE OF AUTHORIZATION	

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. chapter 40; 37 U.S.C. chapter 9; and EO 9397.

PRINCIPAL PURPOSE(S): To authorize military leave, document the start and stop of such leave; record address and telephone number where you may be contacted in case of emergency during leave; and certify leave days chargeable to you.

ROUTINE USES: To update your military leave and pay records. Information furnished may be disclosed to DOD officials / employees who need this information to perform their duties; to federal, state, and local law enforcement authorities in appropriate cases; the American Red Cross; and your relatives. The social security number (SSN) is used for positive identification.

DISCLOSURE IS VOLUNTARY. Disclosure of SSN is voluntary. However, this form will not be processed without your SSN, since the Air Force identifies members by SSN for pay or leave purposes.

GENERAL INSTRUCTIONS

(For emergency, reenlistment, convalescent, terminal, and appellate review leaves, see variations in AFM 177-373, volume II, chapter 7.)


- THIS FORM MUST BE TYPED OR COMPLETED IN INK.**
- BEFORE SEPARATING PARTS I, II, AND III, COMPLETE THE FOLLOWING BLOCKS:**
 - Blocks 1 and 2, 4 thru 8, and 11 thru 25 are self-explanatory.
 - Block 3 - Current Leave Balance. Verify that the member has enough leave balance to cover the period of leave requested. This may be done by checking the member's LES or the orderly room's leave balance listing.
 - Block 9 - Leave Authorization Number. Supervisor or designee gets a leave authorization number from the unit orderly room immediately before forwarding Part I to the AFO. Do not get leave number earlier than 14 days before the leave effective date.
 - Block 10 - First Day of Leave Status. If member is using space available transportation, this block must reflect the date the member signs up for Space A. Otherwise, this block must reflect the day the member actually departs on leave. Please note that leave status is not necessarily chargeable leave. (Authority: AFR 35-9, table 1-1).
 - Blocks 26-32. Complete only to authorize advance or excess leave. Blocks are self-explanatory except for Blocks 27 and 28.
 - Advance Leave (Block 27). If the requested leave exceeds the current balance but does not exceed the balance to ETS, the leave is advance leave. Complete Blocks 26 -27 and forward the form (all parts) to the unit commander for approval. If a member requesting leave has a cumulative advance balance of 45 days, comply with AFR 35-9, paragraph 1-6.
 - Excess Leave (Block 28). If the requested leave exceeds the balance to ETS, the leave is excess leave. Complete Blocks 26 and 28 and forward the form (all parts) to the unit commander for approval.
- AFTER INITIALLY COMPLETING THIS FORM:**
 - Separate Part I immediately after signing and getting a leave authorization number. Forward to the AFO using normal distribution unless the leave is terminal/separation, or involves excess or advance leave. Forward these requests (all parts) to the unit for approval.
 - Separate Part II and give to member.
 - Hold Part III for completion after the member's return from leave. If member requests cancellation before any leave has been taken, complete section II of Part III and forward to your unit commander.
- INSTRUCTIONS FOR COMPLETING AND PROCESSING PART III ARE PRINTED ON PART III.**
- GUIDELINES FOR CHARGING LEAVE AND INSTRUCTIONS FOR LEAVE ADJUSTMENTS AND EXTENSIONS ARE PRINTED ON PART III.**

Hotel Information:

La Mansión Del Norte

37 N.E. Loop 410 at McCullough, San Antonio, TX 78216

Toll Free Reservations: 1-800-531-7208;

 Hotel Direct: 1-512-341-3535

Make all reservations directly with the hotel by 1 Oct 88.

NOTE: You must identify yourself as being associated with the MOA Convention to receive these special room rates:

Single: \$50.00 (regularly \$79-\$99);

Double: \$50.00 (regularly \$94-\$114).

Check in time: 4 p.m.

Services/Amenities Offered:

- Free airport limousine service — **courtesy phone in baggage claim area**
- 24-hour room service
- Complimentary HBO, ESPN Sports, CNN
- Complimentary newspaper, coffee & breakfast breads
- Free parking
- Award-winning restaurant
- Mariachi band nightly in courtyard
- Health club membership—racquetball & tennis
- Lounge piano bar
- Poolside lounge
- Express check-in

Relaxing environment

Personal service

Classy

Example: Attendance Via Official TDY Orders (AFR 30-9)

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 AND IS TO BE CLASSIFIED AS UNCLASSIFIED)

REQUEST AND AUTHORIZATION FOR TDY TRAVEL OF DOD PERSONNEL <small>(Reference: Joint Travel Regulations)</small> Travel Authorized as Indicated in Items 2 through 21.		DATE OF REQUEST 8 Oct 87
1. NAME (Last, First, Middle Initial) AND SSAN Doe JANE P		
2. POSITION TITLE AND GRADE OR RATING MAJOR		
3. ORGANIZATIONAL ELEMENT 2nd Wing		
4. PHONE NO. 51955		
5. TYPE OF ORDERS ROUTINE		
6. SECURITY CLEARANCE TOP SECRET		
7. APPROX. NO. OF DAYS OF TDY (Including Inland Time) 5		
8. DATE OF TRAVEL 14 Oct 87		
9. VARIATION AUTHORIZED <input type="checkbox"/> VARIATION AUTHORIZED "MSN"		
FROM: La Mansion Del Norte 37 N.E. Loop 410 at McCullough, San Antonio, TX 78216 RETURN TO:		
10. MODE OF TRANSPORTATION AIR <input type="checkbox"/> BUS <input type="checkbox"/> SHIP <input type="checkbox"/> AIR <input type="checkbox"/> VEHICLE <input type="checkbox"/> SHIP <input type="checkbox"/>		
11. IS DETERMINED BY APPROPRIATE TRANSPORTATION OFFICER (Overseas Travel Only) <input type="checkbox"/> YES <input type="checkbox"/> NO		
12. PER DIEM AUTHORIZED IN ACCORDANCE WITH JTR. <input type="checkbox"/> OTHER RATE OF PER DIEM (Specify)		
13. ESTIMATED COST PER DIEM TRAVEL OTHER 174.00R/C TOTAL \$ 750.00 \$ 632.00 \$ 260.00 Reg. Fee \$ 1,816.00		
14. REMARKS (Use this space for special requirements, travel, superior of itinerary accommodations, excess baggage, registration fee, etc.) (Prior to travel overseas comply with the Foreign Clearance Guide for passport, immunization, and clearance requirements. Attach receipts showing cost of all lodgings used during the period of the claim. Submit Travel Voucher within 3 months of completion of travel.) Items 18, 2, 4, 11, 12, and 13 on reverse apply. RC/CC: 122200 JON: 998000 GOVERNMENT TRANSPORTATION IS DIRECTED. Approved 7 Oct 87, in accordance with AFR 30-4 for all necessary travel expenditures, including \$130.00 each person for registration and admission fees. The above stated fee includes five meals. Midway rental @ \$29.00/a day Edwards/LAX; Budget rental @ \$29.00/a day TDY location. Maj Willison will be the renter of the rental car.		
15. AUTHORIZING OFFICIAL (Title and Signature) OR AUTHENTICATING OFFICIAL AUTHORIZATION		
16. ORDER AUTHORIZING OFFICIAL (Title and Signature) OR AUTHENTICATING OFFICIAL 17. DATE ISSUED 13 OCT 18. TRAVEL ORDER NUMBER		

DD FORM 1 APR 84 674 PREVIOUS EDITIONS OF THIS FORM MAY BE USED. GPO: 1984-560-983/23449

INDIVIDUAL REQUEST FOR ATTENDANCE AT MEETINGS OF TECHNICAL, SCIENTIFIC, PROFESSIONAL AND OTHER SIMILAR ORGANIZATIONS	
1. REQUESTING INSTITUTION AND LOCATION DOD JANE P SELF EXPLANATORY	2. DATE 5 Oct 87
3. NAME OF PERSON FOR WHOM ATTENDANCE IS REQUESTED MAJOR OIC MINT UNIT	4. GRADE MAJOR
5. POSITION AND TITLE OIC MINT UNIT	
6. PERIOD OF TRIP (Use travel time) Oct Oct	
7. NAME OF ORGANIZATION (Technical, Scientific, etc.) Maintenance Officer Association	
8. LOCATION OF MEETING San Antonio, Texas	
9. PURPOSE OF MEETING Meeting is the third annual Maintenance Officer Association (MOA) convention. The MOA is committed to enhancing the USAF mission by improving the maintenance world. Theme is Maintenance in the 21st Century. Convention consists of 2 1/2 days of various technical/management sessions presented on a wide range of maintenance subjects by recognized experts. Examples of sessions are: Project Forecast II by HQ AFSC; Future Logistics Concepts; Workforce Issues; and Hardware Issues. Keynote and banquet speakers are Major General Lewis Curtis, SA-ACL/CC and Colonel Steven Nagel, astronaut who performed maintenance in space.	
10. RELIABILITY AND MAINTAINABILITY OF THE WEAPONS SYSTEMS IS BECOMING INCREASINGLY IMPORTANT FOR EXISTING AND FUTURE Air Force aircraft. The first opportunity for "Blue Suit" maintenance personnel to evaluate a new or improved aircraft weapons system is during flight testing at AFMTC. Attendee is senior AFSC maintenance officer fully employed in supporting an AFMTC classified test program. Attendance will provide the latest information and current maintenance trends in both government and industry. This information and education will prove invaluable in assuring the AFMTC continues to provide the best possible maintenance support to test programs, while insuring that systems tested will be supportable once turned over to operating commands.	
11. TRANSPORTATION \$316.00	12. TOTAL PER DIEM \$275.00
13. TYPED NAME, GRADE AND TITLE OF REQUESTING OFFICIAL	14. SIGNATURE OF REQUESTING OFFICIAL
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19. ESTIMATED COST \$721.00	20. TOTAL \$721.00

AF FORM 674 PREVIOUS EDITIONS OF THIS FORM MAY BE USED. GPO: 1984-560-983/23449

Convention Agenda

Thursday, October 13

Pre-registration

Friday, October 14:

MORNING SESSION:

Registration

Welcoming Remarks

Budget Cuts on Logistics

Gen Bracken, Dir Plans & Programs, HQUSAF

Impacts on ATC

Col Benjamin, ATC/TTQ

Keynote Luncheon:

Gen McDonald, DCS for Logistics, HQ USAF

AFTERNOON SESSION:

Maintenance in China, Col Vitamvas,
SAC/LGM

Free Time

Cocktail Hour

with hors d'oeuvres,
hosted by MOA in Exhibitors Area

Saturday, October 15

MORNING SESSION:

Impacts on AFLC, Gen Curtis, SA-ALC/CC

Impacts on TAC

Impacts on SAC, Col Vitamvas, SAC/LGM

Impacts on MAC

Luncheon

AFTERNOON SESSION:

Panel of MAJCOM & Air Staff Reps

MOA Business Meeting

Free time (visit Exhibitors)

BANQUET:

Cocktail hour

hosted by MOA

Speaker: Col Hubbard, Ex-POW

Sunday, October 16

Buffet breakfast and closing comments

On The Road *CONTINUED FROM PAGE 2*

Maj Mark E. Douglas, 28 AMS, cc, Ellsworth AFB
Capt Sally P. Duggan, Nellis AFB
LTC Ben H. Fallis, HQ MAC/LGMW, Scott AFB
Capt John E. Farris, OIC, Maintenance Operations Center, Soesterberg AB
Capt Robert E. Fleming, 443 MAW/OMS, Altus AFB
Capt Keith D. Frede, C-5 Weapon System Section, CC, Scott AFB
Capt Earl Godby, Huber Heights, OH
Capt June Goodenough, Asst Dep Commander for Maintenance, Ellsworth
LTC (Ret) Stanley J. Goralski, Jr., Sr. Logistics Mgr, Info. Spectrum, Arlington, VA
Col (S) Robert F. Guy, 39 SOW, Eglin AFB
Capt James H. Hall, HQ SAC/LGMWB, Offutt AFB
Col Howard C. Ham, Jr., 96 BW, DC for Resources, Dyess AFB
LTC Robert D. Hays, 96 OMS/CC, Dyess AFB
1Lt Stephen C. Hill, 6515 MMS, OIC, Munitions Services, Edwards AFB
Col Spencer C. Hitt, DCM, MacDill AFB
Capt Alan James Hobbs, 3 AMU/MAAMB, Clark AB
Maj Marc A. Howard, HQ SAC, B-52, FB-111, B-1 Maint Sup Div, Offutt AFB
Capt Randall J. Hukka, Cannon AFB
1Lt Brian M. Ince, Asst AMU OIC, APO San Francisco
2Lt Thomas M. Jameson, Munitions Accountable Supply Officer, Blytheville
Capt Denise A. Jeffries, LGMP, Ramstein AB
Col Joseph P. Johnson, Jr., 314 TAW/DCM, Little Rock AFB
1Lt Russell J. Klein, FMS, Travis AFB
Maj Mike Krotchie, 3831 Student Sqad Comm/Sqad Officer School, Maxwell
Capt Donald J. Lacey, Jr., 96 AMS, Maintenance Supervisor, Dyess AFB
Col Clinton D. Magsamen, Jr., 175 TFG, DCM, Martin State Airport
Capt David B. Mansfield, 175 CAMS/MDANG, G.L. Martin State Airport
Capt Chris A. Matson, 42 AMS, Loring AFB
Capt Gail M. McCarty, AFHRL/LR, Research MO, Wright Patterson AFB
LTC Gerald Meyer, 301 ARRS, Homestead AFB
Capt Joanna C. Moen, 32 TFS, Det. 9/CC, Soesterberg AB
Capt Lloyd K. Moody, 374 OMS, Maintenance Supervisor, Clark AB
Maj Pete Moon, 56 EMS, CC, MacDill AFB
Maj Raymond Morin, 306 SW, RAF Mildenhall
Capt Joseph B.B. Nettleton, Grad Student AFIT/Wright Patterson AFB
Maj John D. Norsworthy, HQ TAC/LGQT (TAC Maintenance Trng), Langley AFB
Capt Rebecca A. Oroukin, 914 TAF, Niagara Falls IAP
Maj Garland J. Pannell, 28 FMS, Ellsworth AFB
1Lt Ian R. Pelletier, Weapons Flight OIC, Cornis AS
LTC Ronald J. Peterson, 438 MAW/Avionics MX Sq., CC, McGuire AFB
Capt Mark A. Price, 60 FMS, Travis AFB
Capt Cathy M. Pugh, Maintenance Officer, Soesterberg AB
LTC Loren M. Reno, 463 AMS/CC, Dyess AFB
1Lt John L. Ross, Jr., 493 AMU, Asst. OIC, RAF Lakenheath
LTC (Ret) Vernon L. Rudolph, Lockheed-Georgia Field Service Rep. Scott AFB
Col Larry G. Ryan, HQ AFLC/Asst. to DCM, Wright Patterson AFB
Capt Timothy P. Ryan, 405 AGS, Luke AFB
Maj Walter W. Saeger, Jr., 48 EMS/CC, RAF Lakenheath
1Lt Timothy J. Skinner, APO New York
Capt Mark Smith, 431 TES/MAA, McClellan AFB
Capt Scott G. Smith, 32 TFS/32 AMU, Soesterberg AB
Capt Jon S. Sparks, 24 CAMS/24 AMU, OIC, Howard AFB
LTC Robert A. Stier, HQ SAC/Avionics Div., Dep. Div. Chief, Offutt AFB
Capt Carl L. Stoner-Iyoki, 416 FMS, Griffiss AFB
1Lt Leslie Stoute, OIC Maintenance Operations Div., Davis Monthan AFB
1Lt Gerald E. Streff, 62 FMS/MAFP, McChord AFB
Capt Betsy Strines, 51 TFW/19 AMU, OIC, Osan AB
2Lt Mark A. Ward, Aircraft Maintenance Officer, Dyess AFB
Capt Michael D. Westwood, Peace Bonito Pgm Mgr, SA-ALC/MM, Kelly AFB
Capt Sheri L. Wetekam, CRS Maintenance Supervisor, MacDill AFB

Col William L. Whitaker, 463 TAW, DCM, Dyess AFB
Capt Anthony Ray Williams, 18 EMS/18 TFW/MAEMM, Kadena AB
Capt C. Faylene Wright, 301 ARRS, Homestead AFB
LTC Clifford L. Wurster, HQ USAFE/LG, Weapons Systems Div., CC, Ramstein AB
Maj Bradley C. Young, 434 AREFW, Grissom AFB

Automation of Maintenance Quality Assurance

by Capt Stephen M. Baysinger,
AFLMC/LGM, Gunter AFS, AL

In the January 1988 issue of *The Exceptional Release* I wrote of the Personnel Evaluation Analysis Program (PEAP), a micro-computer-aided production trend identification and analysis program developed for maintenance quality assurance by the Air Force Logistics Management Center. Since that time, PEAP has been formally fielded in TAC, AAC, and AFRES (14th Air Force) and is being field tested by AFLC, AFSC, USAFE, and NGB. AFRES 10th Air Force has plans to field the program this Fall.

At the invitation of HQ MAC/LGM, we tested PEAP in three MAC QA divisions (1st SOW/MAQ, Hurlburt Field, FL; 60th MAW/MAQ, Travis AFB, CA; and the 62nd MAW/MAQ, McChord AFB, WA). Beginning 1 Jan 88 and ending 31 May 88, the original distribution version of PEAP (Version 3.1) was scrutinized at the three test bases. At the conclusion of the field test, QA representatives from the test bases met with HQ MAC/LGM, MSET, and the AFLMC project team to discuss modifications needed to make PEAP conform to MACR 66-11, *Equipment Maintenance Standardization and Evaluation*. As a result of this conference, PEAP Version 3.1 has been modified to:

- a. Include Category III major and minor discrepancies.
- b. Delete Technical Data Violations (TDV's) from the program.
- c. Segregate Quality Verification Inspections into two categories: (1) QVI's charged against aircraft, and; (2) QVI's charged against support equipment, i.e., AGE, shop/test equipment, etc.
- d. Track Detected Safety Violations (DSV's) separately against both personnel and equipment.

These are just a few of the modifications made to Version 3.1. Others include changes to PEAP reports format and improved methods of accessing the PEAP data base.

In conjunction with our efforts, HQ MAC/LGMMC has elected to eliminate the AF Form 2419 as the QA data collection instrument in favor of the newly developed MAC Form 29. The MAC Form 29 is a three-part, pressure sensitive form about the size of an AF Form 349. MAC will implement the MAC version of PEAP (Version 4.0), together with the MAC Form 29, on 1 Oct 88. HQ MAC/LGM POC is Capt Gary Perry, Autovon 576-2523.

We are also in the process of developing an automated product improvement program to supplement PEAP. Working with HQ USAFE/LGM and the 20th TFW/MAQ, RAF Upper Heyford, we are in the initial stges of developing a computer-aided program to automatically track such items as AFTO Forms 22's, MDR's, AFTO Forms 135, AFTO Forms 1000, AMQP inspection data, et al. Estimated project completion date is August 1989.

Order Your Aircraft and Munitions Maintenance Badge

If you would like a 4³/₄" x 6³/₄" brass replica of the Maintenance Badge, simply fill out the form below. Mail your form and check, made payable to SAMOA, Lt Col Duane Whitfield, 7713 Benbrook, San Antonio, TX 78250, phone 512/925-4932.



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Help us out! If you know of any company which has job openings, runs seminars, publishes books, sells computer software, manufactures equipment, or does anything else of interest to maintenance officers, contact them for a possible ad. Or, if you prefer, tell our Business Manager, Armand B. Weiss, Associations International, Inc., 6803 Whittier Avenue, McLean, VA 22101, telephone (703) 442-8780, and he will follow up.

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* If we have to typeset the ad. If the ad is "camera ready," there is only the space charge.

A 10% discount is given for ads in four or more issues.

MOA STATS

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(MOA has been classified as a nonprofit organization by the Internal Revenue Service.)

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