

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.



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SEPTEMBER/OCTOBER 1989

Aircraft Battle Damage Repair

— Lt Col Chuck Packard

ABDR refers to the maintenance actions taken during wartime to allow battle damaged aircraft to perform at least one more effective mission. The damage is assessed and then repaired by trained technicians using ABDR techniques that they learn formally through ATC ABDR courses and informally at their home station. In the past, the ultimate ability to perform ABDR repairs rested more heavily on the Combat Logistics Support Squadron. The goal is to make the unit that owns the deploying aircraft more able to support its own ABDR needs and to use the CLSS personnel as an augmenting capability. As more and more home station specialists graduate from the various ABDR training courses, this self-sufficiency comes closer to reality. The ATC trainers at Davis Monthan AFB and around the world are working extremely hard to train as many maintainers as possible in the required ABDR skills and the commands are supporting the program admirably, as the recent gathering of command ABDR teams at Davis Monthan AFB indicates.

In the heat of battle there will be no real safe place to perform full-scale maintenance as usual and there will

be fewer spares and supplies thus complicating the fix for "at least one more effective mission" philosophy. Add to this the likelihood of a chemical threat and continual pressure to launch aircraft at an increased rate and the ability of aircraft maintainers to launch aircraft is pressed to the limit.

The training mentioned above is at the heart of several ongoing efforts to overcome these obstacles and insure our ability to put as many aircraft into battle as possible. The Wright Research Development Center (WRDC) is currently working ABDR initiatives with the Four Power Air Senior National Representatives ABDR Technical Group to broaden the scope of our ABDR techniques and philosophies to include expertise from other countries. The effort to publish — 39 technical orders for our aircraft continues at a pace slowed only by availability of funds. Acquisition regulations are being amended and the whole acquisition process is being reviewed to insure that ABDR requirements are taken into account before the aircraft are built rather than after. This will greatly reduce the after-the-fact effort expended and insure a more reliable and survivable

weapon system. Regulations that govern exercises are also being amended to insure that ABDR involvement is written into the scenario up front. Realistic testing and evaluating of our capabilities is important to the accomplishment of the exercise as opposed to being an afterthought. WRDC is pursuing better ways of fixing aircraft and looking at new aircraft construction methods, such as the increasing use of composites, in its advanced development technology program. Great progress is being made.

Areas of concern for the future revolve around funding and technology. Obviously the funding issue impacts everything and the technology developments will allow for increased survivability and quicker and more lasting fixes when damage is incurred. While the current motto of ABDR is "at least one more effective mission," the goal is certainly more than that. Areas that require increased emphasis are: electronics assessment and repair, transparency repair, integral fuel tank repair, and propulsion repair. The ability of the MAJCOMS to react to a variety of scenarios that require ABDR capability

continued on next page

President's Comments

by Lt Col Brian D. Grady

In the only *Exceptional Release* printed since I became your President, I asked you, the members a number of questions concerning the future of MOA. I received little response. A number of questions remain unanswered concerning whether the MOA is a viable organization or one that has run its course. The question most asked is what is MOA doing for me. The answer is simple — MOA will do for you what you want it to do. Membership has increased steadily. New chapters have been formed, and others are seeking approval. The puzzle of all this is why should membership be increasing, chapters forming, yet we hear little about what is happening throughout the community.

At the unit level we form active chapters, but at the national level I receive little to share with fellow members. Some correspondence suggests the board of directors write the articles for the *Exceptional Release* and that [then] would generate comments from the members. I take exception to that because it's downward-focused, instead of a look at what is really happening out there in the real world. As such, only one *Exceptional Release* has been published. As president, I can only request articles — I can't make you write them. On the other hand, I know there are things happening out there which you want other members to know about. The *Exceptional Release* is an excellent medium to use for that purpose. I'll again ask — if you have something you want to have published, take the time to write to us.

On another subject — the national convention. The board of directors, in conjunction with the organizing committee, decided not to hold it this year. Our biggest concern was a lack of interest in having one. We will attempt to organize one in the spring, if sufficient interest is shown MOA-wide, but we need your help with ideas. What I need to know is whether holding an annual convention is worth the expense, or is having a biennial one a better idea. Your thoughts.

I have receive a number of letters from members saying they don't like the direction the MOA has taken. That doesn't really give us much to work with. If you don't like something, elaborate on it, so we can correct it or change the direction or explain why it is the way it is. Again, simple feedback from the community is a valuable tool for an organization like ours. There are some who think we have no other purpose other than providing a directory of where people are or have been. If that is our direction, I question whether MOA is a necessary professional organization. Our charter states we are an organization to better the cause of the maintenance professional. How we do that is through you — the members. I need to know what you think our direction should be in the coming years.

One other area needs addressing. The subject of elected officers. The topic has been bounced about before, but I feel it's time to look at it again. There are those of you who feel there is no reason why all the officers have to be assigned to the Washington, D.C. area. Others feel that having them all in the area allows continuity, resulting in better management of the organization. I solicited your comments on this subject or possible alternatives. One is that with a professional publishing agency for the *Exceptional Release*, the elected body could be assigned anywhere — possibly rotated between MAJCOMs or individual chapters. Again, your thoughts.

The final thing — I can assure you that MOA is still financially sound. Membership is on the rise, but what we need is what I will call mid-growth direction. What do we want to be as an organization in the future? Put together your thoughts, and we will discuss them in the *Exceptional Release* and at the national convention in the spring.

GO AHEAD AND
WRITE

Share your comments, reactions, and requests in Letters to the Editor.

It's fun, it's cheap, and you may get published.

Aircraft Battle Damage Repair

continued from front page

ity is being continually upgraded and exercises such as the one as Davis Monthan AFB will add greatly to the ability of the MAJCOMS to deploy and perform ABDR. There is a major role being planned for the ABDR community in the upcoming Constant Demo 91 exercise in air base operability at Bitburg AB, Germany and an enormous opportunity exists there to test advances and refinements made in ABDR philosophy and technology between then and now.

With all that's been done and is being done, there's a lot more to do. Keep up the crosstalk.



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Chapter Comments

This section will be included in each issue of the *ER*. It is our way of providing you the opportunity to let your fellow MOA members know what your Chapter is planning to do, the names of your elected officials, etc. Please send any news to the MOA Business Office, 6803 Whittier Avenue, Suite 200, McLean, VA 22101.

SAMOA Tours F-16 Birthplace

— Capt. Mike Leutze

Fifteen members of the San Antonio Maintenance Officer Association visited General Dynamics' Fort Worth Division on 14 Jul 89. Air Force Plant #4, one of General Dynamics' largest divisions, occupies 602 acres, 127 buildings, and 7.1 million square feet of manufacturing area. Since 1943, this facility has produced our B-24, B-32, B-58, RB-57, F-111, and F-16 aircraft.

The work force, composed of 28,000 craftsmen, produces 18 F-16s per month. Approximately 2,427 F-16 aircraft have been delivered to 17 different Air Forces around the globe. The Fort Worth Division is also prime on F-111 avionics modifications, the USAF Advanced Tactical Fighter prototype, National Aerospace Plane preliminary design, and replica radars and emitter systems.

Following an introductory briefing about the Fort Worth Division, we were briefed on General Dynamics logistics support for F-16s world-wide. We were then given a guided tour of their primary manufacturing facility. It was enlightening to see the raw materials at one end of the facility evolve into the F-16 at the opposite end ready to roll to flight prep.

The emphasis on quality is becoming ingrained at General Dynamics. General Alfred Hansen, Commander of AFLC, said, "America is on the crest of a quality revolution." General Dynamics is training supervisors with Dr. W. Edwards Deming's Total Quality Management techniques. In addition, General Dynamics is providing incentives to subcontractors for quality components. General Dynamics firmly believes they must jump on the quality bandwagon or "go out of business."

SAMOA's Vice President, Major Dave Nakayama, presented our General Dynamics' host with a Maintenance Officer Badge Plaque to show our appreciation. If your chapter is interested in making a similar visit to the Fort Worth Division, contact Major Tom Billig or Major Dave Makayama at AFMPC.

Letters to the Editor

Dear Sir:

I think I must have a bad attitude about safety. I don't wear neoprene gloves when mixing epoxy, I don't wear safety goggles when I nail two boards together, and (and you may not believe this one) I sometimes don't lower the tailgate before stepping into the back of my quarter ton pickup. There's probably even a metal-backed electrical plug in my garage somewhere. Of course when I go to work I put on my safety hat and lecture my airmen on the absolute necessity of following safety rules.

Now, what worries me is that people who routinely have ludicrous safety restrictions pounded into them may pick up bad attitudes about safety. So, please . . . if anybody out there has an input into such things, let's not publish five more pages of AFOSH standards the next time somebody pokes his eye with a popsicle stick while eating ice cream.

Safely Yours,
Scott M. Hoversten
Lt Col, USAF

If MOA is to be viable we've got to concentrate less on the convention, which few junior officers can attend, and more on nurturing those junior maintenance officers.

The future of the Air Force is largely in the hands of the men and women who are lieutenants and junior captains today.

I cite Col John Jacob's Maintenance Officer Training Program as a local step in the right direction. What can (and what is) MOA doing to make positive contributions to enhanced maintenance effectiveness?

If the answer is negative, we should make it positive or fold our tent.

— Lt Col Ronald L. Andrea

The Exceptional Release

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MOA STATS

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Capt Michael J. Close

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