

**BY ORDER OF THE COMMANDER
56TH FIGHTER WING (AETC)**



LUKE AFB INSTRUCTION 21-106

**17 APRIL 2009
Certified Current, 10 July 2014
Maintenance**

**MAINTENANCE OF DISPLAY AIRCRAFT AT
LUKE AFB**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 56 MOS/MXOOP

Certified by: 56 MXG/CC
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Pages: 4

This instruction implements Air Force Policy Directive (AFPD) 84-1, *Historical Information, Property, and Art*. This instruction provides for the regular maintenance and upkeep of all display aircraft at Luke Air Force Base. It replaces 56 FW OI 21-10, Maintenance of Display Aircraft at Luke AFB. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located at https://afrims.amc.af.mil/rds_series.cfm.

1. Objectives. This instruction provides the guidance necessary to regularly inspect, clean, and paint all display aircraft. It also provides guidance to ensure that aircraft are painted in proper configuration to preserve the history of units assigned to Luke AFB, past and present, and to honor those individuals who made significant contributions to Air Force history.

2. Responsibilities:

2.1. Inspections will be accomplished according to AFI 84-103, *U.S. Air Force Heritage Program*. The Air Park Manager or designated representative will perform the quarterly inspections. Discrepancies will be annotated in the appropriate aircraft forms and corrective action scheduled through the appropriate 56th Equipment Maintenance Squadron (56 EMS) repair shop. In the event a discrepancy requires the expertise of a flightline maintenance technician, the AMU responsible for Transient Alert duty for that month will be tasked. The individual accomplishing the corrective action will sign off discrepancies.

2.2. The Air Park Manager will coordinate with 56th Contracting Squadron (56 CONS) to schedule quarterly washes with a contracted civilian agency. Bio-Environmental Engineers will ensure contractor utilizes soaps that are biodegradable and that no solvents, thinners, or hazardous chemicals will be used on the aircraft while they are positioned in the display area. Washes will be entered into and signed off in the aircraft forms. The aircraft wash inspections will be signed off by the Airpark Manager or designated representative

2.3. Manpower needed for out of cycle washing of static aircraft for special events will be coordinated through Maintenance Group supervision.

2.4. The aircraft forms will be signed out from and returned to 56th Maintenance Group Quality Assurance (56 MXG/MXQ) for inspections, washes, and annotation of discrepancies/corrective actions.

2.5. Static display aircraft will be painted by either Structural Maintenance Section or a contracted civilian company. If necessary, the Air Park manager will coordinate with 56 CONS to contract a civilian company to paint the aircraft. The Airpark Manager and a Structural Maintenance Technician will supervise and approve the work of the contractor. The Airpark Manager will ensure the CMI (Color, Markings, and Insignia) waiver has been approved by the AETC Command Historians office.

2.6. The 56th Civil Engineer Squadron (56 CES) is responsible for maintenance and upkeep of grounds, pedestals, signs, and cleaning of the copper tubing model of the SPAD XIII aircraft.

2.7. The forms for each aircraft will be maintained by 56 MXG/MXQ (Quality Assurance).

2.8. This program should be part of the unit's self-inspection program.

3. Lifting and Transporting Display Aircraft:

3.1. The 56 EMS (Transient Alert/Gold Coast Helicopter) will be responsible for the lifting and transporting of display aircraft. Artificial runway matting will be used on concrete to prevent cracking.

3.2. The following organizations will be given seven work days notice of lifting and transport requirements: 56 EMS (Transient Alert/Gold Coast Helicopter), 56th Fighter Wing Public Affairs (56 FW/PA), 56th Fighter Wing Safety (56 FW/SEG), 56th Security Forces (56 SFS/SFO), and 56 CES/CEO. In addition to notification of static aircraft movement, a CES Heavy Repair technician or superintendent will have to be on site at movement time to ensure cranes are not positioned improperly thus causing damage to sidewalks and pavement.

3.3. 56 SFS/SFO will arrange for traffic control.

3.4. 56 CES/CEO will ensure air park sprinkler system is off for two days prior to aircraft lift.

3.5. Natural obstructions, lack of proper equipment, and/or unsafe conditions could create problems when moving and lifting the aircraft from their pedestals. It is the responsibility of the Transient Alert Supervisor to determine if aircraft can be moved.

3.6. Transportation of aircraft will be done on low traffic days. Towing supervisor will ensure chock and wing walkers are used to ensure proper towing procedures are met.

KURT F. NEUBAUER
Brigadier General, USAF
Commander

Attachment:
Glossary of References and Supporting Information

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 84-1, *Historical Information, Property, and Art*

AFI 84-103, *U.S. Air Force Heritage Program*

AFMAN 33-363, *Management of Records*