

**BY ORDER OF THE COMMANDER
MACDILL AIR FORCE BASE**

**MACDILL AIR FORCE BASE
INSTRUCTION 21-104**



18 OCTOBER 2011

Maintenance

**CRASHED, DAMAGED, OR DISABLED
AIRCRAFT RECOVERY (CDDAR)
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This Instruction implements Air Force Instruction (AFI) 21-101, *Aircraft and Equipment Maintenance Management*, and establishes procedures for notification for recovery of crashed, damaged, or disabled aircraft. This instruction can be implemented in conjunction with the MacDill Comprehensive Emergency Management Plan (MACDILL CEMP) 10-2, Annex A, *Major Accidents*, and 6th Air Mobility Wing Operations Plan (6 AMW OPLAN) 91-1, *Mishap Response Plan*. This instruction is applicable to all organizations that may be tasked to support an aircraft recovery operation. These organizations must be prepared to rapidly deploy crash recovery equipment and personnel for C-135 mission design series as deemed necessary by the 618th Tanker Airlift Control Center, Logistics Readiness Division (618 TACC/XOCL). Air Mobility Command Instruction (AMCI) 21-108, *Logistics Support Operations*, and 618 TACC/XOCL direct recovery operation of AMC assets. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at https://www.my.af.mil/afrims/afrims/afrims/rds/rds_series.cfm. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include updating procedures for contacting Air Traffic Control Tower via frequency modulation (FM) net (paragraph 1.1.4.); deletion of the 6th Aircraft Maintenance Squadron (6 AMXS) assuming crashed, damaged, or disabled aircraft recovery (CDDAR) team chief duties (paragraph 1.2.2.); changes location of Aerospace Repair (AR) Section (paragraphs 1.3.1. and 1.6.1.); changes terminology from CDDAR team supervisor to CDDAR team chief (paragraphs 1.2.2., 1.2.4., 1.4.2., 1.5.1., 1.5.3., 1.6., 1.6.2., 1.6.3., 1.6.4., 1.6.5., and Attachment 2); and clarifies CDDAR team chief responsibilities (paragraph 1.6.1., 1.6.3., and 1.6.5.). Updated environmental contact phone number (paragraph 1.6.5.).

1. Responsibilities.

1.1. The Maintenance Operations Center (MOC) will:

1.1.1. Verify the Command Post (6 AMW/CP) has notified the Wing Commander (6 AMW/CC) of the incident. Ensure 6 AMW/CPs is informed throughout the incident. The 6 AMW/CC designates the incident commander (IC). The IC will direct the Emergency Operations Center (EOC) Director (see Attachment 2) to meet at the designated EOC assembly point.

1.1.2. When notified of a CDDAR, the senior controller will notify the Commander, 6th Maintenance Group (6 MXG/CC), the 6 AMXS Production Supervisor (6 AMXS/MXAA), as well as the 6th Maintenance Squadron, Production Supervisor (6 MXS/MXM). Notification will include type of aircraft, location, amount of fuel and/or explosives on board, and known extent of aircraft damage.

1.1.3. Lock out aircraft forms in the aircraft maintenance data collection automated system (G081).

1.1.4. Obtain necessary clearance from Air Traffic Control Tower, 6th Operations Support Squadron (6 OSS/ OSAT) via FM net for maintenance vehicles to enter the controlled movement area (CMA) to reach the recovery site if required.

1.1.5. Notify 6 AMXS and 6 MXS Maintenance Operations that a crash recovery operation is underway and to prepare for the possible need for assistance. Direct all personnel to stay clear of the recovery site unless requested by the incident commander.

1.1.6. Contact the 6th Logistics Readiness Squadron, Fuels Management Flight (6 LRS/LGRF), to impound any fuel trucks used during ground refueling operations if mishap aircraft's last ground refuel took place at MacDill Air Force Base (AFB).

1.1.7. Request 6 LRS de-fuel equipment be placed in standby status for possible use in recovery operation (i.e., aircraft gear collapse).

1.1.8. Notify 6th Aerospace Medicine Squadron, Bioenvironmental Engineering (6 AMDS/SGPB), Commercial 813-827-9570, DSN 967-9570.

1.2. Upon notification, 6 AMXS/MXAA will:

- 1.2.1. Ensure impoundment procedures are implemented through Quality Assurance.
- 1.2.2. Preposition personnel and equipment as required by the 6 MXS CDDAR team chief, or Aerospace Repair (AR) Section Chief.
- 1.2.3. Direct ground movement of any home station or transient aircraft the incident commander requests to be moved to facilitate CDDAR operations.
- 1.2.4. If required, provide a tow vehicle with tow bar, tow vehicle operator, tow supervisor, and tow team to stand by during recovery operations. Tow team personnel will take directions from the CDDAR team chief. The team will remain available to the CDDAR team for any assistance necessary to aid in the recovery operation.

1.3. Upon notification, Vehicle Operations (6 LRS/LGRDDO) will:

- 1.3.1. Provide a tractor, trailer, and driver for the CDDAR team, all-terrain forklift, and qualified operators within one hour of notification to the AR Section, Hangar 2.
- 1.3.2. AR will assist the driver with loading/securing equipment on trailer if necessary.
- 1.3.3. Provide qualified personnel for determining/arranging means of transportation, parking, and loading requirements for aircraft parts as deemed necessary by the incident commander.
- 1.3.4. If required, provide a 30-40' flat bed trailer to facilitate removal of aircraft from runway.
- 1.3.5. Transportation of the CDDAR trailer off-base in support of military crash recovery operation will be by authority of the incident commander.

1.4. Upon notification, 6 MXS will:

- 1.4.1. Provide adequate number of qualified CDDAR team personnel. CDDAR qualified personnel will be tracked by G081 course code ACFT 000100, Crash Recovery Procedures. Ensure the CDDAR equipment (Attachment 6) is prepared to respond.
- 1.4.2. The CDDAR team chief will ensure that a tabletop exercise is conducted or participate in a Major Accident Response Exercise (MARE) annually to assess readiness. MARE exercises will be coordinated through the Quality Assurance Office.
- 1.4.3. AR will:
- 1.4.4. Assist 6 AMXS with any incident on assigned aircraft involving blown or flat tires to ensure the aircraft is removed from the runway in a timely manner. If the aircraft is transient, AR will assist Transient Alert.
- 1.4.5. Respond to any incident involving aircraft departing the prepared surface, assess damage to the aircraft, and accomplish recovery of aircraft if possible.

1.5. Upon notification, 6 MXS Production Supervisor will:

- 1.5.1. Activate the major accident response checklist (Attachment 3) and determine preliminary CDDAR capability by applying known aircraft MDS, damage, and condition against CDDAR Capability Matrix (Attachment 5). The 6 MXS production supervisor

and/or CDDAR team chief will provide MOC, incident commander, and others the CDDAR team capability as requested.

1.5.2. Ensure CDDAR team (Attachment 3) is assembled and available to respond to the recovery site when directed by the incident commander.

1.5.3. Be the point of contact for aerospace ground equipment (AGE) support. Attachment 7 lists AGE assigned to MacDill for the CDDAR team chief to choose the required equipment for that particular recovery operation.

1.6. Upon notification, the CDDAR team chief will:

1.6.1. Assemble CDDAR team in the AR Section, Hangar 2, north side, downstairs (Commercial 813-828-1183; DSN 968-1183). Ensure the CDDAR team and equipment are prepared for response.

1.6.2. Review and start the CDDAR Team Chief Checklist (Attachment 2). Notify 6 LRS for transportation requirements.

1.6.3. Immediately contact the appropriate 6 AMXS production supervisor for a situation update. Once turnover has been accomplished, notify the MOC that the 6 MXS CDDAR team chief has assumed recovery responsibilities under the direction of the incident commander.

1.6.4. Be responsible for directing and coordinating CDDAR operations as directed by the incident commander. CDDAR team chief will be designated by 6 MXG/CC.

1.6.5. Prior to any recovery actions, coordinate with Wing Safety (6 AMW/SE), 6th Civil Engineer Squadron, Fire Protection Flight (6 CES/CEF), 6 AMDS/SGPB, Explosive Ordnance Disposal (EOD) (6 CES/CED) (if applicable), and incident commander about aircraft condition and removal procedures to ensure all hazards including toxic materials, munitions, and radioactive materials are eliminated, and the aircraft is made safe for recovery activities and investigation team members. Major fuel spills will be reported to MacDill Fire Department and the 6 CES Environmental Office at Commercial 813-828-0465 or 813-610-4383. **Note:** Always notify the Fire Department (911) immediately if the spill is beyond your capability to safely contain and clean the site, or if medical assistance is needed. **CAUTION:** The area will be maintained in an undisturbed state until the aircraft is released to maintenance by the appropriate authority. The crash site will only be disturbed to the extent necessary to eliminate a situation that is detrimental to the aircraft, support equipment, or personnel. Once recovery actions begin, only personnel designated by the CDDAR team chief will enter the recovery area.

1.6.6. Evaluate the aircraft damage and prepare for recovery operations. If more recovery personnel are required, a recall of additional qualified personnel will be initiated. Provide updated CDDAR capability (Attachment 5) to MOC, incident commander, and others as necessary.

1.6.7. Request additional expertise or equipment through the MOC. If the items or personnel are not under the jurisdiction of the 6 MXG/CC, they will be requested through the incident commander. If recovery of aircraft requires a crane, refer to Crane Company

Information (Attachment 4). If extra shoring is required, it will be acquired through local purchase.

1.6.8. Maintain continuous communications with the MOC and keep them informed on the progress of the recovery operation to include CDDAR team limitations.

1.6.9. Ensure complete safety briefings are given at shift change, detailing hazards to personnel and equipment.

1.7. 6 LRS/LGRF will:

1.7.1. As directed, impound any fuel trucks used during ground refueling operations if mishap aircraft received last ground fuel servicing at MacDill AFB.

1.7.2. Ensure de-fuel equipment will be placed in standby status for possible use in recovery operation (i.e., aircraft gear collapse).

1.7.3. Remove from service any issue tank/separator/pit/outlet that was used to fill incident aircraft or to fill refueler that filled incident aircraft.

1.7.4. Fuels laboratory technician will be notified immediately in the event of CDDAR. Lab personnel will pull all fuel samples with aircraft incidents and send to the Area Lab for analysis.

1.8. Quality Assurance will complete Aircraft Mishap Response Checklist extracted from 6 AMW OPLAN 91-1, *Mishap Response Plan*.

1.9. 6 CES/CEF responsibilities are outlined in 6 AMW OPLAN 91-1 and MACDILL CEMP 10-2.

1.10. 6th Security Forces Squadron (6 SFS) responsibilities are outlined in 6 AMW OPLAN 91-1 and MACDILL CEMP 10-2.

2. CDDAR Point of Contact List

Table 1. CDDAR Point of Contact List

618 TACC/XOCL	DSN 779-0363
618 TACC/KC-135 Weapons Systems Manager	DSN 576-4043
KC-135 Structural Engineer, Tinker AFB	DSN 336-5620/3832
6th Operations Group Commander	8-9550
6th Maintenance Group Commander	8-2025
6 AMW Flight Safety	8-2480
6 MXG Quality Assurance	8-8997/2311
6 AMXS Commander	8-4410
6 MXS Commander	8-9221
6 MXS Maintenance Superintendent	8-9210
6 MXS Maintenance Flight Chief	8-5794/9078

6 MXS Aero-Repair Element Chief
Bioenvironmental Engineering
Explosive Ordnance Disposal

8-8881/9079
827-9570
8-4406

LENNY J. RICHOUX, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 2010

AFI 23-201, *Fuels Management*, 1 December 2009

AFMAN 33-363, *Management of Records*, 1 March 2008

AMCI 21-108, *Logistics Support Operations*, 30 August 2007

MACDILL CEMP 10-2, Annex A, *Major Accidents*, 1 April 2008

6 AMW OPLAN 91-1, *Mishap Response Plan*, 1 April 2006

Forms Adopted

AF Form 847, *Recommendation for Change of Publication*, 22 October 2009

Abbreviations and Acronyms

6 AMDS/SGPB—6th Aerospace Medicine Squadron, Bioenvironmental Engineering

6 AMW—6th Air Mobility Wing

6 AMW/SE—Wing Safety

6 AMXS/MXAA—6th Aircraft Maintenance Squadron, Production Supervisor

6 CES/CED—Explosive Ordnance Disposal

6 CES/CEF—6th Civil Engineer Squadron, Fire Protection

6 LRS—6th Logistics Readiness Squadron

6 LRS/LGRF—Fuels Management Flight

6 LRS/LGRDDO—Vehicle Operations

6 MXG—6th Maintenance Group

6 MXS/MXGMS—6th Maintenance Squadron, Production Supervisor

6 OSS/OSAT—6th Operations Support Squadron, Air Traffic Control Tower

6 SFS—6th Security Forces Squadron

618 TACC/XOCL—618th Tanker Airlift Control Center, Logistics Readiness Division

AF—Air Force

AFB—Air Force Base

AFI—Air Force Instruction

AFMAN—Air Force Manual

AGE—Aerospace Ground Equipment

AMCI—Air Mobility Command Instruction

AR—Aerospace Repair

CC—Commander

CDDAR—Crashed, Damaged, or Disabled Aircraft Recovery

CEMP—Comprehensive Emergency Management Plan

CMA—Controlled Movement Area

CP—Command Post

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

FM—Frequency Modulation

IC—Incident Commander

MARE—Major Accident Response Exercise

MOC—Maintenance Operations Center

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

RDS—Records Disposition Schedule

Attachment 2**CRASHED, DAMAGED, OR DISABLED AIRCRAFT RECOVERY TEAM CHIEF CHECKLIST**

- Collect required data prior to leaving shop.
 - 1C-135(K)R-3-1
 - Crash Recovery Book (located in Aero-Repair Element Office)
 - Notify Vehicle Dispatch at 8-5281 and inform them that we need a truck, driver, and trailer as well as an all-terrain forklift
- Ensure required equipment is ready.
 - Jacks on jack trailer
 - Plywood sheets/shoring
 - Crash Recovery trailers prepared
- Notify element chief and flight chief of situation (if not present).
- Assemble team in Aero-Repair Element.
 - Brief team members of assigned duties
- Do not respond to crash site until notified by incident commander.
 - Notified by proper channels, i.e., MOC, Cobra Super, Tanker Super, etc.
- Debrief from incident commander.
- Assess situation carefully.
 - Use ORM (Operational Risk Management)
 - Do not take risks to further endanger personnel
 - Ask for inputs or ideas, if needed
- Contact depot and notify of situation.
 - DSN 336-5620, OC-ALC/LCRA for 135 series or, for another aircraft, coordinate through QA and the owning agency for depot instructions.
- Safety briefing for team members.
 - Ensure team members wear safety vests, reflective belts, hardhats, etc.
- Ensure aircraft is defueled and safe to proceed.
- Verify safe center of gravity (coordinate through Tanker Super).
- Obtain crane (if needed) from downtown through incident commander/MOC.
 - Companies listed in Crash Recovery book or MXGOI 21-104
- Lifting bag shoring, 6x6x8 dimension lumber on-hand.
 - Local purchase from downtown merchants (if needed)

Attachment 3

MAJOR PEACETIME ACCIDENT RESPONSE CHECKLIST (AEROSPACE REPAIR ELEMENT)

A3.1. Purpose. This checklist is established to comply with MACDILLAFBI 21-104, Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) Procedures.

A3.2. Responsibility. The 6th Maintenance Squadron Production Supervisor is responsible for providing qualified Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) personnel for response to major accidents.

Type Aircraft _____ Tail# _____ Runway: _____
EST Land Time _____ Wind Speed: _____ Hazardous Cargo (Y/N) _____
Map Coordinates # _____ ECP Coordinates _____
Time Notified _____

- Assemble required personnel (if required).
4 - 2A5X1 (AR Personnel/augmentees), 1 - 2A6X5 (Hyd.)
1 - 2A6X6 (E/E), 1 - 2A6X4 (Fuels)
Augmentees available from the PE section
Time Complete: _____
Ensure applicable Technical Orders are available.
1C-135(K)R3-1 Job Guides
Time Complete: _____
Vehicles and equipment are ready for dispatch (crash trailers, metro truck).
Call Vehicle Dispatch for truck (crash trailer). Call Transportation phone at
Commercial 813-828-5281, DSN 968-5281.
Time Called: _____ Time Arrived: _____
Notify Maintenance Flight Commander/Chief/OIC, Cobra Super, AMXS Super/Pro
Super and MOC upon full assembly of crash recovery team. MOC will notify the
incident-commander.
Time Complete: _____
Brief assembled team members on safety precautions, conditions, and situation.
Time Complete: _____
Stand-by for directions from incident-commander.

Attachment 4

CRANE COMPANY INFORMATION

CRASH AND RECOVERY OPERATIONS

PRIMARY

Sims Crane and Equipment (Accepts IMPAC card)

Commercial 813-626-8102

POC is Jerry Ashmore

Equipment available 24 hours a day, 7 days a week, 365 days.

Capabilities: various load ratings up to 150 tons.

Will provide equalizer spreader bar for vertical load lift.

Sunbelt Cranes and Rental (AF Form 9, *Request for Purchase*, required)

Commercial 813-623-1111

POC Lori Myers; Cell 813-376-2344

Equipment available 24 hours a day, 7 days a week, 365 days.

Capabilities: various load ratings up to 150 tons.

Will provide equalizer spreader bar for vertical load lift.

Attachment 5

CDDAR CAPABILITY MATRIX

Aircraft	Airbag	Jacks	Towing**	Wheel Dolly	Crane*	Crane A Time	availability	Main Gear Failure (Airfield R emoval Capabilities)	Nose Gear Failure (Airfield R emoval Capabilities)	All Tires Fail (Airfield Capabilities) Removal
707	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
727	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
A-10A	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
AV8	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
B-1B	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
B-52	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
BE-90	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	No	
C-12	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
C-130	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-140	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-141	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-17	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C182	No	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes	
C-206	No	No	Yes**	N/A	MacDill	30 min-1 hour	N/A	N/A	N/A	
C-208	No	No	Yes**	N/A	MacDill	30 min-1 hour	N/A	N/A	N/A	
C-21	Yes	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes	
C-22	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-23	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-26	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-33	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-5	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
C-9	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
CH-47	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
CH6	No	No	Yes**	N/A	Off Base*	1-2 hours	N/A	N/A	N/A	
CM170	No	No	Yes**	N/A	Off Base*	1-2 hours	N/A	N/A	N/A	
CT-114	Yes	No	Yes**	Unknown	MacDill	30 min-1 hour	No	No	Unknown	
E-3	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
E-4	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
E540	No	No	Yes**	No	Off Base*	1-2 hours	No	No	No	
EA6-B	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
EX300	No	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes	
F-111B	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
F-15	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
F-16	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
F-18	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes	
F-27	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown	

Aircraft	Airbag	Jacks	Towing**	Wheel Dolly	Crane*	Crane A availability Time	Main Gear Failure (Airfield R emoval Capabilities)	Nose Gear Failure (Airfield R emoval Capabilities)	Tire Failure (Airfield R emoval Capabilities)
F-4C	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-5	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-8	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
H124	No	No	Yes**	No	Off Base*	1-2 hours	No	No	No
H60	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
HH60	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
KC-10	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
KC-135	Yes	Yes	Yes	No	Off Base*	1-2 hours	Yes	Yes	Yes
M1617	No	No	Yes**	No	Off Base*	1-2 hours	No	No	No
P-3	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
SW-3	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
SW-4	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
T-1	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
T-33	No	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes
T-37	Yes	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes
T-38	Yes	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes
T-43	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
T-6	No	No	Yes**	Unknown	MacDill	30 min-1 hour	No	No	Unknown
T-67	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
YAK-55	No	No	Yes**	Yes	MacDill	30 min-1 hour	No	No	Yes

*Cranes contracted through local companies

**Transient Alert provides tow bars/adapters

Attachment 6

CDDAR EQUIPMENT LIST

QUANTITY	NOUN
16 EA	BAGS LIFTING (PNEUMATIC)
1 EA (GAL)	TALC POWDER
6 EA	50' CHOKERS
2 EA	25' CHOKERS
6 EA	BLOWER HOSES
1 EA	EQUALIZING SLING
5 EA	BROOM HANDLES
3 EA	SPARE AXE HANDLES
2 EA	PITCH FORKS
2 EA	LARGE BOLT CUTTERS
1 EA	MEDIUM BOLT CUTTERS
1 EA	CHAIN CUTTER
1 EA	3 FT PIPE WRENCH
5 EA	BROOM HEADS
4 EA	5 GAL GAS CANS
1 EA	SPOOL 550 LB PARACHUTE CORD
1 EA	FUNNEL
1 ROLL	½ NYLON BRAID ROPE
1 ROLL	3/8 NYLON ROPE
5 EA	BROOM HEADS
4 EA	5 GAL GAS CANS
1 EA	SPOOL 550 LB PARACHUTE CORD
1 EA	FUNNEL
1 ROLL	½ NYLON BRAID ROPE
1 ROLL	3/8 NYLON ROPE
5 EA	BROOM HEADS
4 EA	5 GAL GAS CANS
5 EA	BROOM HEADS
5 EA	BROOM HEADS
3 EA	FACE SHIELDS
2 EA	SICKLES WITH SHEATHS
1 EA	STIHL CHAIN SAW (MODEL 026)
1 SET	CHAIN SAW TOOLS
1 SET	BOLT CUTTER REPLACEMENT JAWS
2 EA	M/L/G/LOCK ASSEMBLIES
1 EA	HORIZONTAL STAB SLING
1 EA	150' HOSE
10 EA	2-D CELL FLASHLIGHTS
9 EA	GOGGLES
8 EA	EAR DEFENDERS
5 EA	HEAD LANTERNS
2 EA	6-VOLT LANTERNS
2 EA	FIRST AID KITS
1 EA	HORIZONTAL STB JACK SUPPORT
1 EA	ELEVATOR SLING
1 EA	RUDDER SLING
6 EA	HARD HATS
12 PR	LEATHER GLOVES
12 PR	INSERTS
4 PR	WELDERS GLOVES
3 EA	APRONS

1 EA	FIN SLING
4 EA	100 FT EXTENSION CORDS
10 EA	CHAINS 10,000 lbs
9 EA	TIE DOWNS 10,000 lbs
10 EA	CHAINS 25,000 lbs
9 EA	TIE DOWNS 25,000 lbs
25 EA	CARGO STRAPS
1 EA	OUTBD WING SLING
10 EA	CHAIN BINDERS
2 EA	STAB JACK SUPPORT
1 EA	HACKSAW
1 EA	CHALKLINE & REEL
4 EA	AWLS
1 EA	½ in. CHISEL
1 EA	13/16 in. COMBO WRENCH
1 EA	7/8 in. COMBO WRENCH
1 EA	15/16 in. COMBO WRENCH
1 EA	1 in. COMBO WRENCH
1 EA	1 ¼ in. COMBO WRENCH
1 EA	7/8 X ¾ in. BOX END WRENCH
1 EA	15/16 X 1 in. BOX END WRENCH
1 Pr.	TIN SNIPS
1 EA	14 in. PIPEWRENCH
1 EA	15 in. CRESCENT WRENCH
2 EA	SMALL SLEDGE HAMMERS
2 EA	CROW BARS
1 EA	18 in. LEVEL
2 EA	5 ft. PRY BARS
2 EA	AXES
2 EA	CRASH AXES
2 EA	WOOD SAWS
1 EA	PICK AXE
1 EA	8ft. STEP LADDER
1 EA	GAS ELECTRICAL GENERATOR
4 EA	SHOVELS
1 EA	2ft CROWBAR
2 EA	FIRE EXTINGUISHERS
1 EA	50 FT RUBBER AIR HOSE
2 EA	HORIZONTAL STAB SLING
10 EA	CANVAS TARPS
4 EA	“C” CLAMPS
6 EA	WOOL BLANKETS
4 EA	FLOOD LIGHTS
2 EA	MOUNTING BARS
2 EA	TRIPODS
2 EA	MOUNTING BARS
2 EA	TRIPODS
12 EA	CARGO STRAPS
10 EA	COVERALLS
5 EA	YELLOW WORKS LIGHTS
12 EA	CARGO STRAPS
1 EA	TURNBARREL TENSION ADJUSTER

2 EA	SNOW SHOVELS
2 EA	PADDY SHOVELS
2 EA	SPADES
4 EA	RAKES
4 EA	U-BOLTS 41/4 (2 PIECES EA.)
1 EA	SUPPORT STRAPS 5" WIDTH
2 EA	SUPPORT STRAP 4" WIDTH
4 EA	BELLY BANDS PROTECTOR 6" WIDTH
6 EA	3'x1' BELLY BAND STRAPS
2 EA	BURLAP BAGS
32 EA	BURLAP BAGS
28 EA	BURLAP BAGS
2 EA	CROSBY HOIST HOOKS
1 ROLL	5/8" NYLON ROPE (YELLOW)
4 EA	50FT AIR HOSE WITH QD END
2 EA	100 FT AIR HOSE WITH QD END
2 EA	11 FT CHAIN
2 EA	50 FT CABLE STRAPS W/ENDS
2 EA	BELLY BANDS 1 FOOT WIDTH
2 EA	BRAIDED ROPES
6 EA	CABLE PROTECTORS
3 EA	"G" LINKS
2 EA	CABLE CUTTERS
1 EA	MASTER LINK
2 EA	WEDGE SOCKET (8 PIECES EACH)
4 EA	CONNECTION LINKS
30 EA	U-BOLT 31/2 (2 PIECES EACH)
2 EA	HAND CHAIN HOIST
1 EA	SPOOL 5/8" STEEL CABLE (500')
12 EA	STAKE PLATES
48 EA	STAKES
4 EA	LEVERS
4 EA	SNATCH CABLES
4 EA	LOOP CABLES

Attachment 7

AEROSPACE GROUND EQUIPMENT ASSIGNED TO MACDILL

NOMENCLATURE	MODEL	STOCK NUMBER	ASSIGNED
AIR CONDITIONER	A/M32C-5	4120-01-368-8257	3
AIR CONDITIONER	MA-3D	4120-01-442-3543	6
AIR CONDITIONER	C-10D	4120-01-227-0052	2
AXLE JACK 20T	20 TON	5120-00-540-1238	2
AXLE JACK 15T	15 TON	1730-01-084-8513	3
AXLE JACK 35T	35 TON	1730-00-571-1139	3
AXLE JACK 35T	35 TON	1730-00-913-7292	1
RHINO JACK 40T	40 TON	1730-00-965-5744	1
TRIPOD JACK 10T	10 TON	1730-00-516-2019	3
TRIPOD JACK 20T	20 TON	1730-00-781-2670	3
MAINTENANCE STAND	B-1	1730-00-390-5618	12
MAINTENANCE STAND	B-2	1730-00-390-5620	1
MAINTENANCE STAND	B-4	1730-00-294-8883	14
MAINTENANCE STAND	B-5	1730-00-294-8884	4
MAINTENANCE STAND	C-1	1730-00-395-2781	3
COWLING RACK	R MODEL	1740-01-216-2677	2
86 GENERATOR	A/M32A-86D	6115-01-155-2340	15
TR PACK		6130-01-222-0475	3
GAS TURBINE GEN.	A/M32A-60	6115-00-420-8486	6
ELECTRIC HEATER	HDU-13M	4520-01-066-2474	2
FUEL BOWSER	400 Gal	2330-01-373-0720	3
FUEL BOWSER	600 Gal	2330-01-300-4482	3
FLOOR JACK		4910-00-516-5806	2
FLOOD LIGHT CART	FL-1D	6230-01-439-3732	34
HYD SERVICING CART	HYDRO CART	4910-01-239-0022	4
PORTABLE HEATER	NGH	4520-01-476-1467	15
JACKING MANIFOLD		4320-01-399-1758	2
AIR COMPRESSOR	MC-2A	4310-01-192-0976	8
AIR COMPRESSOR	MC-7	4310-01-212-8930	4
MOTOR GENERATOR	MD-4	6125-01-029-5464	1
JACKING MANIFOLD		4320-01-399-1758	2
KC-135 TOWBAR	KC-135	1730-00-540-5933	4
MD1 TOWBAR	MD-1	1730-00-640-8080	4
T-38 TOWBAR	T-38	1730-00-017-8885	1
ELECTRIC HEATER	HDU-13M	4520-01-066-2474	2
BOMBLIFT	MJ-1B	1730-01-123-7269	3
BOMBLIFT	MHU	1730-01-123-7270	1
WHEEL DOLLY		1730-00-529-8231	2