

**BY ORDER OF THE COMMANDER
58TH SPECIAL OPERATIONS WING**

**58TH SPECIAL OPERATIONS
INSTRUCTION 21-106**



10 JANUARY 2023

MAINTENANCE

CORROSION CONTROL

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes and assigns responsibilities for specific corrosion control related programs on assigned aircraft and support equipment. Maintenance Officers and supervisors will ensure compliance to this instruction. This instruction does not impact the Occupational Safety and Health (OSHA) program and applies to all 58 SOW and 150 MXG personnel (Ft. Rucker maintenance contractor exempt). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate functional's chain of command. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with DAFI 90-160, Publications and Forms Management, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. This Operating Instruction will be incorporated into DAFI21-101_AETCSUP_58SOWSUP on the next scheduled rewrite. This document has been substantially revised and must be completely reviewed.

Chapter 1

CORROSION PREVENTION CONTROL

1.1. General. This chapter expands on specific responsibilities and guidance for the 58th Special Operations Wing's Corrosion prevention program. This is to supplement the guidance already outlined in DAFI 21-101_AETCSUP.

1.1.1. Fabrication Flight CC/Chief will recommend a Wing Corrosion Program Manager to the MXG/CC for appointment and will appoint a Wash Rack Facility Manager. The Wing Corrosion Program Manager will be either a 2A773 or 2A790. The Wash Rack Facility Manager will either be a 2A753 or civilian equivalent.

1.1.2. Wing Corrosion Program Manager.

1.1.2.1. The Wing Corrosion Program Manager will read and understand their responsibilities outlined in DAFI 21-101_AETCSUP.

1.1.2.2. The Wing Corrosion Program Manager will coordinate with 58 MXG/MXOT to create supplemental training for Corrosion Prevention and Control for all 58th MXG personnel and Wash Supervisor training for all wash supervisors. This training will be conducted by the Wing Corrosion Manager or designated representative holding a primary AFSC of 2A773, 2A775, or 2A790 during block training and will be documented in MIS, per DAFI 21-101_AETCSUP.

1.1.2.3. Wash Rack Facility Managers will be trained on their responsibilities by the Wing Corrosion Program Manager.

1.1.2.4. The Wing Corrosion Program Manager will be appointed as the Wing's Historical Property Custodian. Duties are outlined in DAFI 84-103.

1.1.3. Wash Rack Facility Manager.

1.1.3.1. The Wash Rack Facility Manager will be responsible for the wash racks located in hangar 1002 and in hangar 1000 to provide oversight for the 58 MXG aircraft wash rack cages in addition responsibilities outlined in DAFI 21-101_AETCSUP.

1.1.3.2. Wash rack cage keys and access will be controlled by 58 MXS/MXMFS support section. The Wash Supervisor will assume custodial responsibility of keys and cage during washes and will be responsible for inventory and cleanliness prior to turn-in. Once turned in, the support section will inspect and notify the Wash Rack Facility Manager if items require restock or replacement. Note: If aircraft washes are contracted the contractor Wash Supervisor will be responsible for cleanliness post wash.

1.1.3.3. The 512th aircraft maintenance contractors will be responsible for all wash rack facility management in hangar 1001. The AMUs will be responsible for the cleanliness of their respective wash areas in hangars 1000 and 1002.

1.1.3.4. If wash is contracted, the Wash Rack Facility Manager will provide wash pads, wash buckets, wash wands, and other supplies. The contractor will provide everything else required to perform the wash per the PWS, according to all terms and conditions except for those items and services specifically stated as government furnished.

1.1.4. Maintenance Units.

1.1.4.1. Aircraft owning AMU and PS&D will coordinate with 58th MXS to schedule paint touch up during the monthly/weekly shared resource scheduling meeting.

1.1.4.2. Scheduled aircraft paint touch ups and aircraft washes will be printed in the weekly utilization and maintenance plan. Coordination of all changes to paint and wash schedule will go through 58 MXS Production Superintendent. Aircraft paint touch up and changes will be added to the long-range board.

1.1.4.3. All Pre-Letter Check (C-130) and Pre-Phase (CV-22) washes will be coordinated, performed, and manned by 58 MXS/MFM personnel. Note: If aircraft washes are contracted this portion will no longer apply.

1.1.4.4. All other washes will be coordinated, performed, and manned by owning AMU's personnel. Note: If aircraft washes are contracted this portion will no longer apply.

1.1.4.5. Units will ensure aircraft wash crew team members will be trained via OJT and signed off in members training records.

1.1.4.6. If aircraft washes are contracted the 58 MXG Plans and Scheduling office will provide the Contractor with a monthly wash schedule 30 days in advance. The Contractor shall be able to accommodate schedule changes, provided they are notified no later than 10 calendar days prior to the scheduled wash.

1.1.4.7. For contracted aircraft washes, the units will perform all preparations for the wash

1.2. Corrosion Inspections and Paint Scoring.

1.2.1. Aircraft paint scoring procedures:

1.2.1.1. Aircraft paint scores are based on a 1 to 5 numerical system and documented on a local form. The forms are maintained in the 58 MXS Fabrication Flight, Aircraft Corrosion Control Facility (CCF). Aircraft scored with 1 are considered the best and 5 the worst.

1.2.1.2. Corrosion control work center must forward aircraft paint score sheets to the wing plans and scheduling work center at 58MOS.PSD@us.af.mil after completion of paint score. They will also provide quarterly paint score updates on the MAJCOM provided paint score tracker, refer to DAFI 21-101_AETCSUP.

1.2.1.3. Aircraft scored the worst have priority during aircraft paint touch-up scheduling.

1.2.1.4. Aircraft areas requiring paint will be washed prior to touch-up painting.

1.2.2. Support equipment paint scoring procedures:

1.2.2.1. Aerospace Ground Equipment (AGE) will be scored by 58 MXS AGE Flight personnel during their scheduled maintenance inspection process IAW TO 35-1-3 and AGE Flight policies.

1.2.2.2. AGE Flight personnel will establish corrosion control scheduling priorities based on their worst scored equipment.

1.2.2.3. AGE Flight will perform minor touch-ups during periodical inspections using Sempen Paint Pens.

1.2.3. Post wash inspections.

1.2.3.1. For contracted washes:

1.2.3.1.1. All post wash cleanliness inspections will be documented on 58 MXG Form 164 and in the AFTO 781A. They will still be performed and cleared by the owning unit maintenance supervisor or production supervisor after completion of the wash. Refer to DAFI 21-101_AETCSUP.

1.2.3.1.2. All post wash corrosion inspections will be documented on 58 MXG Form 165 and in the AFTO 781A. They will still be performed and cleared by 58 MXS/MXFM personnel after completion of wash.

1.2.3.1.3. Units will submit the completed 58 MXG Forms 164 and 165 to the wash contract's COR.

Chapter 2

HISTORICAL PROPERTY CUSTODIAN

2.1. General. The Historical Property Manager is the Wing POC for assigned Air Park assets. They will coordinate with wing maintenance activities or approved contracting sources to provide physical upkeep and repair as required.

2.2. Heritage Park Aircraft Wash.

2.2.1. Wash schedule for static aircraft will be forecasted at Wing's weekly scheduling meeting.

2.2.2. Below are the respective squadrons that are responsible for static aircraft washes, (Figure 1.1):

Figure 2.1. Static Aircraft Wash Schedule

Aircraft	Custodial Squadron	Wash Months
HH-3	415 SOS	Apr/Sep
UH-1	512 RQS	Apr/Sep
HH-34	58 MXS	May/Oct
MH-53	58 TRS	May/Oct
HU-16B	58 AMXS	Jun/Nov
C-47	58 OSS/SOW Staff	Jun/Nov

2.2.3. 58 MXS/MXMFS will provide all wash equipment and necessary personal protective equipment (PPE) for static washes.

2.2.4. Refer to DAFI 84-103 for Heritage Program maintenance and funding request.

JOHNATHAN W. GRAHAM, Col, USAF
Commander, 58th Special Operations Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

- DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 Jan 2020
- DAFI 21-101, *AETC Sup, Aircraft and Equipment Maintenance Management*, 02 Oct 2020
- DAFI 21-101, *AETC Sup 58 SOW Sup, Aircraft and Equipment Maintenance Management*, 27 Apr 2022
- DAFI 84-103, *Department of the Air Force Heritage Program*, 12 May 2021
- T.O. 1-1-691, *Cleaning and Corrosion Prevention and Control, Aerospace and Non- Aerospace Equipment*, 22 Feb 2021
- T.O. 1C-130J-23, *Corrosion Prevention and Control Manual USAF Series C130J Series Aircraft*, 01 Jan 2022
- T.O. 1C-130(A/H/M)J-23CL-1, *Corrosion Prevention and Control Manual Washing and Cleaning USAF Series HC/MC-130J Aircraft*, 31 May 2022
- T.O. 1V-22(C)B-2-DB-1, *CV-22 Technical Manual*, 10 Jun 2022
- T.O. 35-1-3, *Corrosion Prevention and Control, Cleaning, Painting, and Parking of USAF Support Equipment (SE)*, 26 Jan 2022

Prescribed Forms

- 58 MXG Form 164, *Aircraft Corrosion Inspection Checklist*,
- 58 MXG Form 165, *Aircraft Wash Inspection Checklist*,

Adopted Forms

- AFTO Form 781A, *Maintenance Discrepancy and Work Document*, 27 Jun 2017

Abbreviations and Acronyms

- AMU**—Aircraft Maintenance Unit
- MFM**—Maintenance Flight
- MIS**—Maintenance Information System
- MXG**—Maintenance Group
- MXMFS**—Fabrication Flight
- MXOT**—Maintenance Training Flight
- MXS**—Maintenance Squadron
- OJT**—On-the-job Training
- PS&D**—Plans, Scheduling and Documentation
- SOW**—Special Operations Wing