BY ORDER OF THE COMMANDER
MOODY AIR FORCE BASE

COMBAT AIR FORCE INSTRUCTION 21-105

MOODY AIR FORCE BASE
Supplement

12 NOVEMBER 2015

Maintenance

FABRICATION PROGRAM

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CAFI21-105, *Fabrication Program*, is supplemented as follows: This supplement establishes guidance for aircraft/equipment corrosion prevention and application of local unit markings. This supplement applies to the 23d Maintenance Group. This supplement does apply to the Air National Guard and Air Force Reserve Command organizations. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommend for Change of Publication*. Route the AF Forms 847 through the appropriate chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Information Management System Records Disposition Schedule. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, Publications and Forms Management, Table 1.1., for a description of the authorities associated with the Tier numbers. Submit request for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. This publication may/may not be further implemented/extended. This publication may be supplemented at any level but all direct supplements must be routed through the OPR before certification/approval.

SUMMARY OF CHANGES

This publication is new and needs to be reviewed completely.

3.5.7.3 (Added) Wash training for wash crew supervisors will include (but not limited to):

3.5.7.3.1. (Added) Aircraft wash video

3.5.7.3.2. (Added) General technical order review.

3.5.7.3. 3. (Added) Aircraft cleaner information.

3.5.7.3.4. (Added) Safety.

3.5.7.3.5. (Added) Aircraft wash preparation.

3.5.7.3.6. (Added) Corrosion prevention.

3.5.7.3.7. (Added) Corrosion prone areas.

3.5.7.4. (Added) Wash crew supervisor training will be offered by the Wing Corrosion Program Manager quarterly and may be coordinated or scheduled at any time through the Wing Corrosion Manger to meet demand.

3.5.7.5. **(Added)** The trainee will be provided an AF Form 2426, *Training Request and Completion*, as proof of training and he/she will provide that to his/her supervision to document IMDS course code 500 and TBA.

3.5.9. **(Added)** Ensures post-wash corrosion inspections and paint scores are performed on the wash rack by ASM when required. Note: If the aircraft is washed for Isochronal/Phased Inspection, the post-wash corrosion inspection and paint score can be accomplished during the Isochronal/Phased Inspection.

3.5.10. **(Added)** Ensures only approved cleaning supplies are used at wash facilities. Unapproved cleaning items (e.g., Green Scrubbies, Windex, NeverDull, Simple Green, etc.) will not be used on aircraft, parts, or support equipment unless specifically called for in the item's T.O.

3.6.9. (Added) Ensures non-critical corrosion taskings (painting FOD cans, desks, tool boxes, plaques, signs, etc.) are kept to an absolute minimum.

3.6.10. (Added) Updates weekly shared resource schedule to accommodate required corrosion work.

3.7.1.1. (Added) Coordinates aircraft that need to be taxied into the Bird Bath (if authorized) after low level over salt water flights and/or for clear water rinses.

3.7.2.2. **(Added)** Ensures an adequate Wash Rack Safety Briefing is developed. Briefings shall be approved by Quality Assurance, Wing Corrosion Manager, and kept on file once approved.

3.7.3.1. (Added) Ensures PPE items are approved by Bio-Environmental Engineering.

3.7.4. (Added) Ensures all parts/components dropped off for in-shop maintenance are cleaned prior to drop-off to ensure adequate bench-checking, corrosion detection, and repair. Maintenance shops will have final determination concerning acceptable part cleanliness for maintenance.

3.7. 5 (Added) Schedules aircraft for full paint or touch up utilizing most current paint scores ("worst-is-first"). ASM will provide guidance when needed. Booth availability will be scheduled during weekly Shared Resources meetings.

3.7.6. (Added) Ensures aircraft requiring either full paint or maintenance painting will be thoroughly washed no sooner than 24 hours prior to paint operations. Aircraft are not to be flown between the paint preparation wash and the start of painting operations

3.8.7. **(Added)** Notifies P&S of facility and equipment deficiencies that impact the aircraft wash schedule.

3.8.8. (Added) Reviews the QPL for aircraft washing materials at a minimum every 6 months. Ensures only approved cleaning supplies are used on aircraft coatings.

3.9.9. (Added) Accomplishes a joint inventory of Wash Rack Facilities and CTKs with a Wash Rack Facility Manager, Aircraft Structural Maintenance (ASM) personnel, or the Wing Corrosion Manager before the start of and completion of Wash Rack operations and document accordingly.

3.9.10. (Added) Ensures cleanliness, post wash corrosion, and QA post wash KTL inspections of aircraft are accomplished prior to towing aircraft off the wash rack.

3.10.3. (Added) Periodically evaluate Phase, Isochronal and Home Station Check corrosion inspections for quality.

3.11.2.1. (Added) Equipment will be evaluated and scored every 6 months.

3.11.5.1. (Added) Ensures AGE is scheduled on a 180-day wash cycle. Every attempt will be made to schedule within 30 days of due date.

3.11. 9 (Added) Appoints qualified personnel for paint touch-up/maintenance painting using only qualified and approved paint products (Sempens, Touch-up kits, etc.) IAW T.O. 1-1-8 and 1-1-691. Qualified products may be ordered and stored at the AGE Flight Chief's discretion.

3.11.10. **(Added)** Ensure equipment to be painted is washed and all stencils/markings removed before admittance to the corrosion facility.

3.14.2.1. (Added) Paint score results will be tracked in a database and used to schedule aircraft paints. Paper copies of completed score sheets are not required to be filed, but may be kept for reference. Attachments 2, 3 and 4 will be used with the following criteria.

3.14.2.1.1. (Added) Category 1 - Minor touch-up of screws/nicks/fasteners. Paint repair can be accomplished in less than 1 hour on the flightline. Aircraft in this condition are considered to be of "Static Quality".

3.14.2.1.2. (Added) Category 2 - Maintenance painting touch up of small areas (i.e. leading edges, component replacement, structural repairs, etc.). Paint repair can be accomplished in 1 day by corrosion control personnel. Aircraft in this condition are considered to be of "Good Quality".

3.14.2.1.3. (Added) Category 3 - Areas which are peeling, fading, scuffed, and large structural repairs. These areas require 3 days at Corrosion Control. Aircraft in this condition are considered "Moderate", require significant effort and should be scheduled quickly.

3.14.2.1.4. (Added) Category 4 - Areas with extensive peeling, blistering, fading, or flaking. These areas require at least 5 days at Corrosion Control facilities. Aircraft in this condition are considered "Major", require intense rework and should be scheduled as soon as possible.

3.14.2.1.5. (Added) Category 5 - Areas with severe chipping, peeling, blistering, fading, flaking, and large structural repairs. Aircraft in this condition are considered as "Total Paint Failure" and must be scheduled immediately.

3.14.2.2. (Added) Maintenance painting will be kept to a minimum. It will only be used to repair deteriorated or missing paint finishes and will not be used for the sole purpose of "beautification". Single-component aerosol spray paint will not be used unless specifically authorized in applicable technical data.

3.14.2.3. (Added) In an effort to extend coating life, assigned crew chiefs will perform the following:

3.14.2.3.1. (Added) Spot clean aircraft on a daily basis. Clean corrosive materials (gun blast residue, oils, grease, biological contaminants, etc.) as soon as possible. Spot cleaning shall be accomplished IAW T.O. 1-1-691 using approved cleaners on the QPL

3.14.2.3.2. (Added) Ensure no standing water exists on the aircraft (entrapment) after flights, washes, and inclement weather.

3.14.2.3.3. (Added) Ensure all drain holes are free of obstructions, FO, dirt, etc.

3.14.2.3.4. (Added) Ensure landing gear, wheels, and wheel wells are clean of grime and oils.

3.14.2.3.5. (Added) Ensure removed panels are handled and stored safely and securely.

3.14.2.3.6. (Added) Ensure personnel working on aircraft clean the area after maintenance is performed.

3.14.2.3.7. (Added) Ensure proper aircraft protection is used during maintenance (booties, padding, tool bags, etc.).

3.14.2.4. (Added) Airpark aircraft:

3.14.2.4.1. (Added) Paint finishes will be scored by Corrosion Control personnel annually. Scores will be given to the Air Park Custodian (APC). The APC will inspect and schedule corrosion maintenance as needed.

3.14.2.4.2. (Added) Aircraft will be clear water rinsed with low pressure every six months at a minimum.

3.14.2.4.3. (Added) Ground Instructional Trainer Aircraft will be maintained in the same manner as Air Park aircraft and spot cleaned after maintenance.

3.14.3.5.1. **(Added)** The 74 FS tail flash consists of an 8-inch, blue (*Federal Standard 595B* color 35095) stripe with a white (*Federal Standard 595B* color 37925) lightning bolt. "74th" is centered in the lightning bolt on both sides of each vertical stabilizer. (Attachment 9)

3.14.3.5.2. **(Added)** The 75 FS tail flash consists of a 2-inch alternating black (*Federal Standard 595B* color 35038) and white (*Federal Standard 595B* color 37925) checkerboard pattern. The overall height is 8 inches. "75th" is centered in the second to last and second from bottom square on both sides of each vertical stabilizer. (Attachment 10)

3.14.3.5.3. **(Added)** The 76 FS tail flash consists of a 8-inch, red (*Federal Standard 595B* color 31136) stripe with four white (*Federal Standard 595B* color 37925) stars. The "76th" is centered between the second and third stars. The 4-inch stars and 5-inch "76th" are applied to the outboard surface of both vertical stabilizers. (Attachment 11)

3.14.3.6.1. **(Added)** Aircrew and Crew Chief Names will be applied in vinyl, Helvetica font; capitalized and 1 ½ inch in height. All effort should be made to change names within 1 week of personnel change. Corrosion Control will cut the names upon creation of a JCN in IMDS and crew chiefs will apply.

3.14.3.7.5. (Added) The 23d Wing Commander's aircraft will have all tail markings shadowed. Tail flashes will not be applied. The aircraft will have all WG assigned squadron patches applied to the left fuselage. (Attachment 12)

3.14.3.7.6. (Added) The 23d Fighter Group Commander's aircraft will represent all tail flashes. All assigned A-10 squadron patches will be applied to the left Fuselage. A 12-inch "23 FG" will be added below the unit designator and above the aircraft serial number. All tail markings will be shadowed. (Attachment 13)

3.14.3.7.7. (Added) The 74th Commander's aircraft will be designated by a 4-inch "74 FS" below the unit designator and above the aircraft serial number. All tail markings will be shadowed. (Attachment 14)

3.14.3.7.8. (Added) The 75th Commander's aircraft will be designated by a 4-inch "75 FS" below the unit designator and above the aircraft serial number. All tail markings will be shadowed. (Attachment 15)

3.14.3.7.9. (Added) The 76th Commander's aircraft will be designated by a 4-inch "76 FS" below the unit designator and above the aircraft serial number. All tail markings will be shadowed. (Attachment 16)

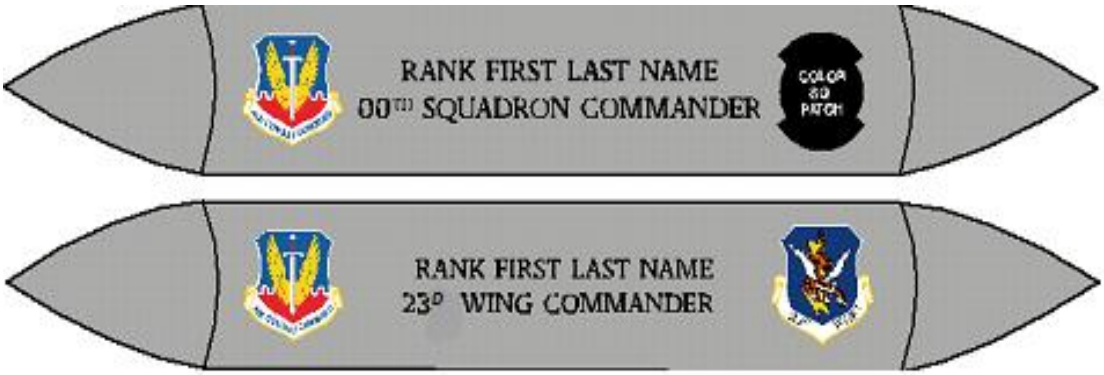
3.14.3.7.10. (Added) The 476th Group Commander's aircraft will be designated by a 4-inch "476 FG" below the unit designator and above the aircraft serial number. All tail markings will be shadowed. (Attachment 17)

3.14.3.8.1. **(Added)** Commander's travel pods will have:

3.14.3.8.1.1. **(Added)** Commander's name and duty title applied in vinyl on the outboard surface.

3.14.3.8.1.2. **(Added)** Color Squadron patch aft of the Commander's name. (Figure 3.1)

Figure 3.1. (Added) Commander's Travel Pod Markings (Example).



3.14.3.8.1.3. **(Added)** Color ACC patch forward of the Commander's name. (Figure 3.1)

3.14.3.8.2. **(Added)** The owning unit will ensure all travel pods are stored indoors.

3.14.3.8.3. **(Added)** The owning unit will ensure travel pods are cleaned annually and within 30 days of returning from a deployed location.

3.14.3.8.4. **(Added)** Ensure pods requiring paint are scheduled on a "worst is first" basis.

3.14.3.10.1. **(Added)** Paint identification placard will be a 6-inch state outline located on right side, aft fuselage. (Figure 3.2)

Figure 3.2. (Added) Paint Identification Placard.

3.14.3.17. 3 (Added) A-10 Tiger Teeth will be applied by Corrosion Control. Other approved nose art (as defined in CAFI 21-105 para 3.14.3.17) will be applied by the AMU/HMU and will be maintained by the AMU/HMU.

3.14.3.17.4. **(Added)** In addition to all assigned A-10 aircraft, the 23d Fighter Group's Flying Tiger Shark Teeth will be applied to one HH-60G. (Attachment 8)

3.14.3.20.5. **(Added)** A copy of each approved waiver for an aircraft will be maintained in the aircraft Jacket File. The Wing Corrosion Program Manager will also maintain a copy of all approved aircraft waivers. Any aircraft with unapproved markings will have the markings removed immediately by the AMU or HMU.

3.15. Tone Down.

3.15.4. 1 (Added) Munitions and Weapons Sections Responsibilities:

3.15.4.1. 1 (Added) Ensures items requiring paint are scheduled on a "worst is first" basis. Equipment will be evaluated and scored annually.

3.15.4.1. 2 (Added) Schedules paint touch-ups, equipment/trailer repaints, etc., with the NCOIC, Corrosion Control.

3.15.4.1. 3 (Added) Adheres to wash requirements established in T.O.s and AFIs.

3.15.4.1. 4 (Added) Ensures only approved chemicals are used on munitions, AME, and support equipment

CHAD P. FRANKS, Col, USAF
Commander

ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 21-101 CAFSUP, *Aircaft and Equipment Maintenance Management, 11 July 2012*

T.O. 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment*

T.O. 1-1-690, *General Advance Composite Repair Manual*

T.O. 1-1-691, *Aircraft Weapon Systems Cleaning and Corrosion Control*

T.O. 1C-130A-23, *C-130 Corrosion Control*

T.O. 1A-10A-23, *A-10A/OA-10A Corrosion Control*

T.O. 1A-10C-23, *A-10C/OA10C Corrosion Control*

T.O. 1H-60(H)G-23, *HH-60 Corrosion Control*

T.O. 31-1-75, *General Maintenance Practices*

T.O. 32-1-101, *Use and Care of Hand Tools and Measuring Tools*

T.O. 35-1-12, *Cleaning of Air Force Support Equipment*

T.O. 35-1-3, *Corrosion Prevention, Painting And Marking Of USAF Support Equipment*

Adopted Forms

AF Form 2426, Training Request and Completion

Abbreviations and Acronyms

AFSC—Air Force Specialty Code

AGE—Aerospace Ground Equipment

AMU—Aircraft Maintenance Unit

AMXS—Aircraft Maintenance Squadron

ASM—Aircraft Structural Maintenance

FOD—Foreign Object Debris

HMU—Helicopter Maintenance Unit

HSC—Home Station Check

IAW—In Accordance With

IMDS—Integrated Maintenance Delivery System

ISO—Isochronal Inspection

JCN—Job Control Number

MSEP—Maintenance Standardization Evaluation Program

PPE—Personal Protection Equipment

PS&D—Plans, Scheduling, and Documentation

QAP—Quality Assurance Program

QA—Quality Assurance

QPL—Qualified Product List

T.O.— Technical Order

ATTACHMENT 2 (Added)

A-10 PAINT SCORE SHEET (SEPTEMBER 2009)

Table A2.1. Score Sheet

A-10 FIELD SCORING WORKSHEET

Each section will be rated on a scale from 0 to 5, with 0 being the best

Tail # | Squadron | Date:

Paint Date | Location | APC Paint

Acc. Package	Right Vertical	Lt Wing	Rt Wing	Lt Stab
Tanks	I/B	Top	Top	Top
Pylon	O/B	Bottom	Bottom	Bottom
	L/E	L/E	L/E	L/E
Rt Stab	**Left Vertical**	**Fuselage**	**Engines**	**Nose**
Top	I/B	Top	#1	
Bottom	O/B	Bottom	#2	**Shark Teeth**
L/E	L/E	Left	**Tail Flash**	
L/E Tape		Right		

REASON	
6 MONTH/WASH	
SPECIAL	
PHASE	
PRE-DEPLOYMENT	
POST-DEPLOYMENT	

Rating criteria is broken up into five sections ranging from 0-60, 0 being the best and 60 being the worst. All scores are based upon date of last painting, amount of fading, peeling/chipped paint, contrasting color scheme, and markings and overall appearance.

CAT #1	CAT # 2	CAT # 3	CAT # 4	CAT # 5
*0-5	*6-22	*23-35	*36-45	*46-60
No/Slight Defects. Minor touch up required of fasteners/nicks. Considered to be of Static Quality	Maintenance spray painting of small areas required. Considered to be of Good Quality	Areas of peeling, fading, scuffed or large repairs required. Considered to be Moderate	Extensive areas of peeling, blistering, fading, or flaking. Consider Major touch up.	Total Paint Failure. Requires full paint

 # 1 New Paint Job: Sound paint, no defects: All patches and markings legible

 # 2 Minor defects: Small chips less than 1-inch in diameter, slight fading, less than 5 mismatched panels (7 or less for fuselage section), stencils slightly fading or minor peeling. Minor scratches on surface, but not penetrating primer coat. Overall still sound.

#3 Moderate defects: Chipped paint larger than 1-inch diameter, noticeable fading. 5 or more mismatched panels (7 or more for fuselage section), stencils noticeably faded or moderate peeling occurring. Moderate scratches with noticeable penetration of primer coating.

#4 Severe defects: Areas having no more than 6 large chips (1-inch or more in diameter) within a 1-foot radius. Noticeable primer areas less than 40% of total piece showing due to paint wear. Stencils severe fading or partially removed due to wear

#5 Total paint Failure: Areas having more than 6 large chips (1-inch or more in diameter) within a 1-foot radius. Primer areas showing on more than 40% of total piece. Stencils no longer legible or missing due to wear.

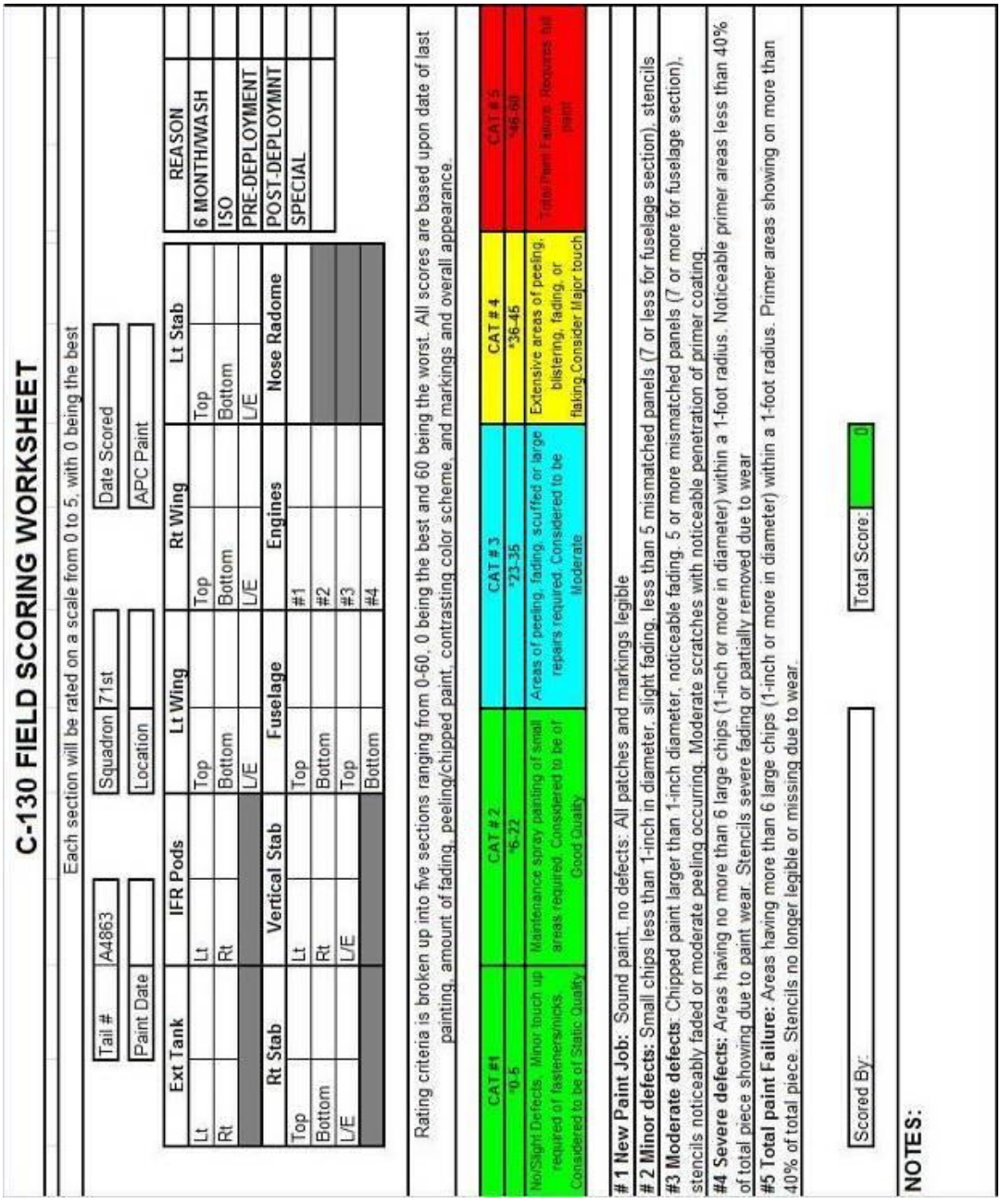
Scored By | Total Score: 0

NOTES:

ATTACHMENT 3 (Added)

C-130 PAINT SCORE SHEET (SEPTEMBER 2009)

Table A3.1. Score Sheet



C-130 FIELD SCORING WORKSHEET

Each section will be rated on a scale from 0 to 5, with 0 being the best

Tail # A4863 Squadron 71st Date Scored

Paint Date Location APC Paint

Ext Tank		IFR Pods		Lt Wing		Rt Wing		Lt Stab	
Lt		Lt		Top		Top		Top	
Rt		Rt		Bottom		Bottom		Bottom	
				L/E		L/E		L/E	
Rt Stab		Vertical Stab		Fuselage		Engines		Nose Radome	
Top		Lt		Top		#1			
Bottom		Rt		Bottom		#2			
L/E		L/E		Top		#3			
				Bottom		#4			

REASON	
6 MONTH/WASH	
ISO	
PRE-DEPLOYMENT	
POST-DEPLOYMNT	
SPECIAL	

Rating criteria is broken up into five sections ranging from 0-60, 0 being the best and 60 being the worst. All scores are based upon date of last painting, amount of fading, peeling/chipped paint, contrasting color scheme, and markings and overall appearance.

CAT #1	CAT #2	CAT # 3	CAT # 4	CAT # 5
*0-5	*6-22	*23-35	*36-45	*46-60
No/Slight Defects. Minor touch up required of fasteners/nicks. Considered to be of Static Quality.	Maintenance spray painting of small areas required. Considered to be of Good Quality.	Areas of peeling, fading, scuffed or large repairs required. Considered to be Moderate.	Extensive areas of peeling, blistering, fading, or flaking.Consider Major touch	Total Paint Failure. Resources for paint

 # 1 New Paint Job: Sound paint, no defects: All patches and markings legible

 # 2 Minor defects: Small chips less than 1-inch in diameter, slight fading, less than 5 mismatched panels (7 or less for fuselage section), stencils

#3 Moderate defects: Chipped paint larger than 1-inch diameter, noticeable fading, 5 or more mismatched panels (7 or more for fuselage section), stencils noticeably faded or moderate peeling occurring. Moderate scratches with noticeable penetration of primer coating.

#4 Severe defects: Areas having no more than 6 large chips (1-inch or more in diameter) within a 1-foot radius. Noticeable primer areas less than 40% of total piece showing due to paint wear. Stencils severe fading or partially removed due to wear

#5 Total paint Failure: Areas having more than 6 large chips (1-inch or more in diameter) within a 1-foot radius. Primer areas showing on more than 40% of total piece. Stencils no longer legible or missing due to wear.

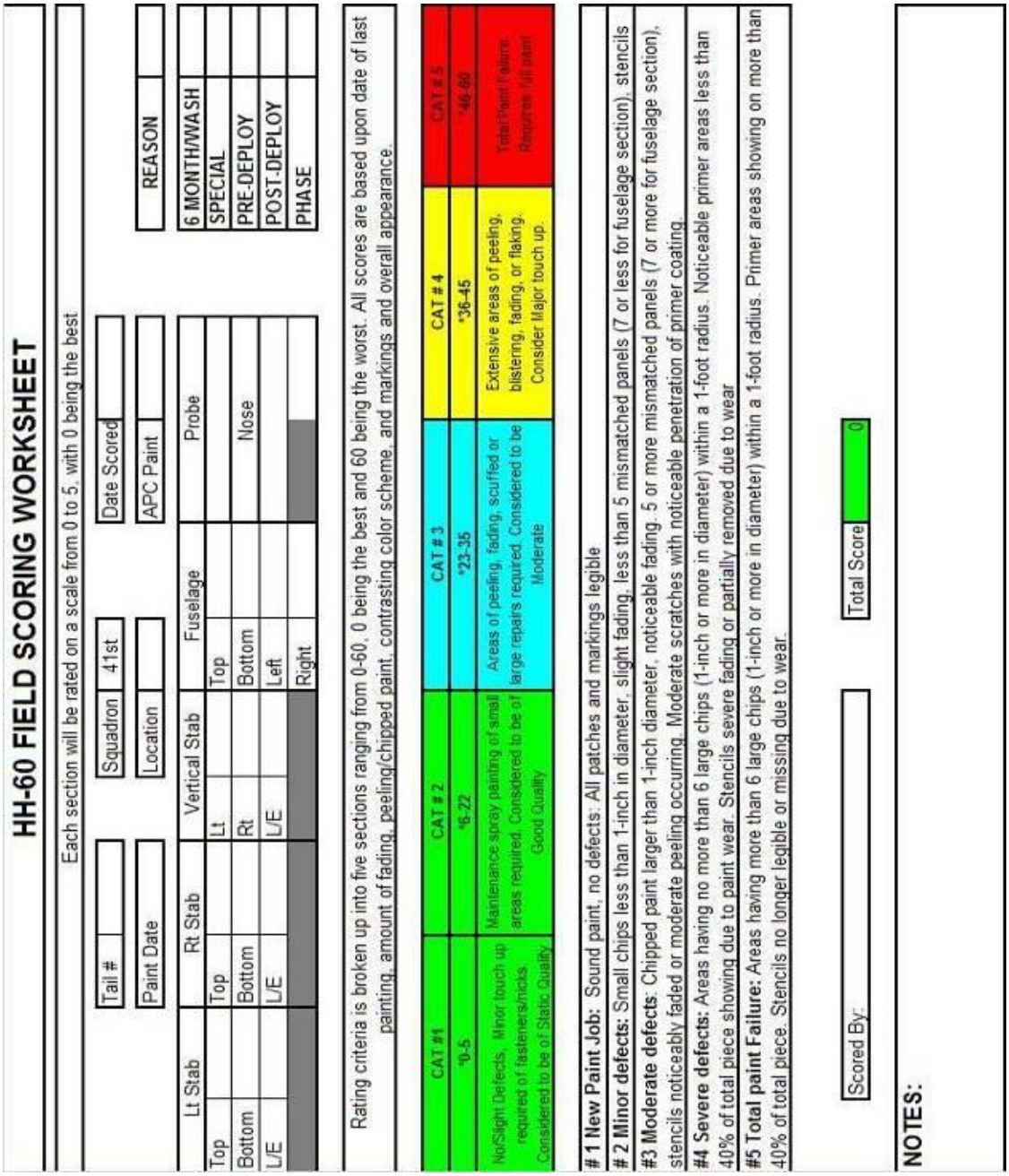
Scored By: Total Score: 0

NOTES:

ATTACHMENT 4 (Added)

HH-60 PAINT SCORE SHEET (SEPTEMBER2009)

Table A4.1. Score Sheet



HH-60 FIELD SCORING WORKSHEET

Each section will be rated on a scale from 0 to 5, with 0 being the best

Tail # | Squadron 41st | Date Scored

Paint Date | Location | APC Paint

REASON

	6 MONTH/WASH	
	SPECIAL	
	PRE-DEPLOY	
	POST-DEPLOY	
	PHASE	

Lt Stab		Rt Stab		Vertical Stab		Fuselage		Probe
Top	Top		Lt		Top			
Bottom	Bottom		Rt		Bottom		Nose	
L/E	L/E		L/E		Left			
					Right			

Rating criteria is broken up into five sections ranging from 0-60, 0 being the best and 60 being the worst. All scores are based upon date of last painting, amount of fading, peeling/chipped paint, contrasting color scheme, and markings and overall appearance.

CAT #1	CAT # 2	CAT # 3	CAT # 4	CAT # 5
0-5	6-22	*23-35	*36-45	46-60
No/Slight Defects. Minor touch up required of fasteners/nicks. Considered to be of Static Quality	Maintenance spray painting of small areas required. Considered to be of Good Quality	Areas of peeling, fading, scuffed or large repairs required. Considered to be Moderate	Extensive areas of peeling, blistering, fading, or flaking. Consider Major touch up.	Total Paint Failure. Requires Full paint

 # 1 New Paint Job: Sound paint, no defects: All patches and markings legible

 # 2 Minor defects: Small chips less than 1-inch in diameter, slight fading, less than 5 mismatched panels (7 or less for fuselage section), stencils

#3 Moderate defects: Chipped paint larger than 1-inch diameter, noticeable fading. 5 or more mismatched panels (7 or more for fuselage section), stencils noticeably faded or moderate peeling occurring. Moderate scratches with noticeable penetration of primer coating.

#4 Severe defects: Areas having no more than 6 large chips (1-inch or more in diameter) within a 1-foot radius. Noticeable primer areas less than 40% of total piece showing due to paint wear. Stencils severe fading or partially removed due to wear

#5 Total paint Failure: Areas having more than 6 large chips (1-inch or more in diameter) within a 1-foot radius. Primer areas showing on more than 40% of total piece. Stencils no longer legible or missing due to wear.

Scored By: | Total Score 0

NOTES:

ATTACHMENT 5 (Added)

WING PATCHES

Figure A5.1. Wing Patches

10" 41st Patch – Left Cargo Door
Centered under FWD window

30" 71st Patch – Left Fuselage
Above Scanner's window

18" 74th Sq – Left Upper Fuselage
Centered on Panel

18" 75th Sq – Left Upper Fuselage
Centered on Panel

ATTACHMENT 6 (Added)

WING PATCHES

Figure A6.1. Wing Patches

23d Wing Patch – Right Side Fuselage Aircraft (All Aircraft)

55th Sq – Wing Commander's Left Fuselage

66th Sq – Wing Commander's Aircraft Aircraft Left Fuselage

79th Sq – Wing Commander's Left Fuselage

ATTACHMENT 7 (Added)

WING PATCHES

Figure A7.1. Wing Patches

476th FG Patch—AFRC Aircraft
Right Fuselage

76th Fighter Sq—AFRC Aircraft
Left Fuselage

ATTACHMENT 8 (Added)

HH-60G APPROVED TEETH LAYOUT

Figure A8.1. HH-60G Approved Teeth Layout

ATTACHMENT 9 (Added) 74TH Tail Flash

FIGURE A9.1 74TH TAIL FLASH

ATTACHMENT 10 (Added) 75TH Tail Flash

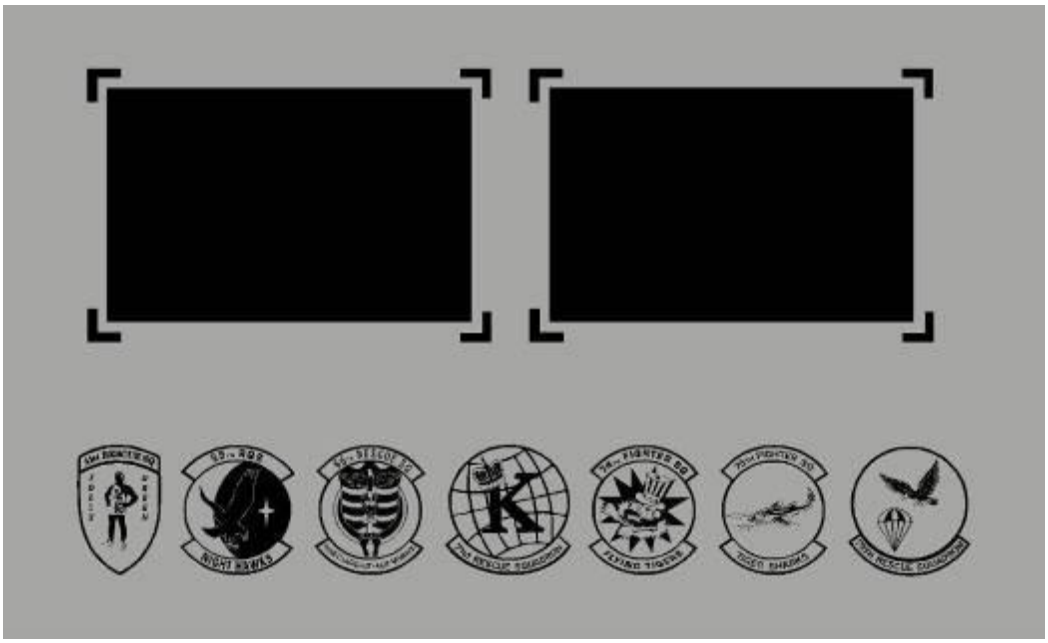
FIGURE A10.1 75TH TAIL FLASH

ATTACHMENT 11 (Added)

FIGURE A11.1. 76TH TAIL FLASH

ATTACHMENT 12 (Added)

FIGURE A12.1 23D WING COMMANDER'S AIRCRAFT MARKINGS

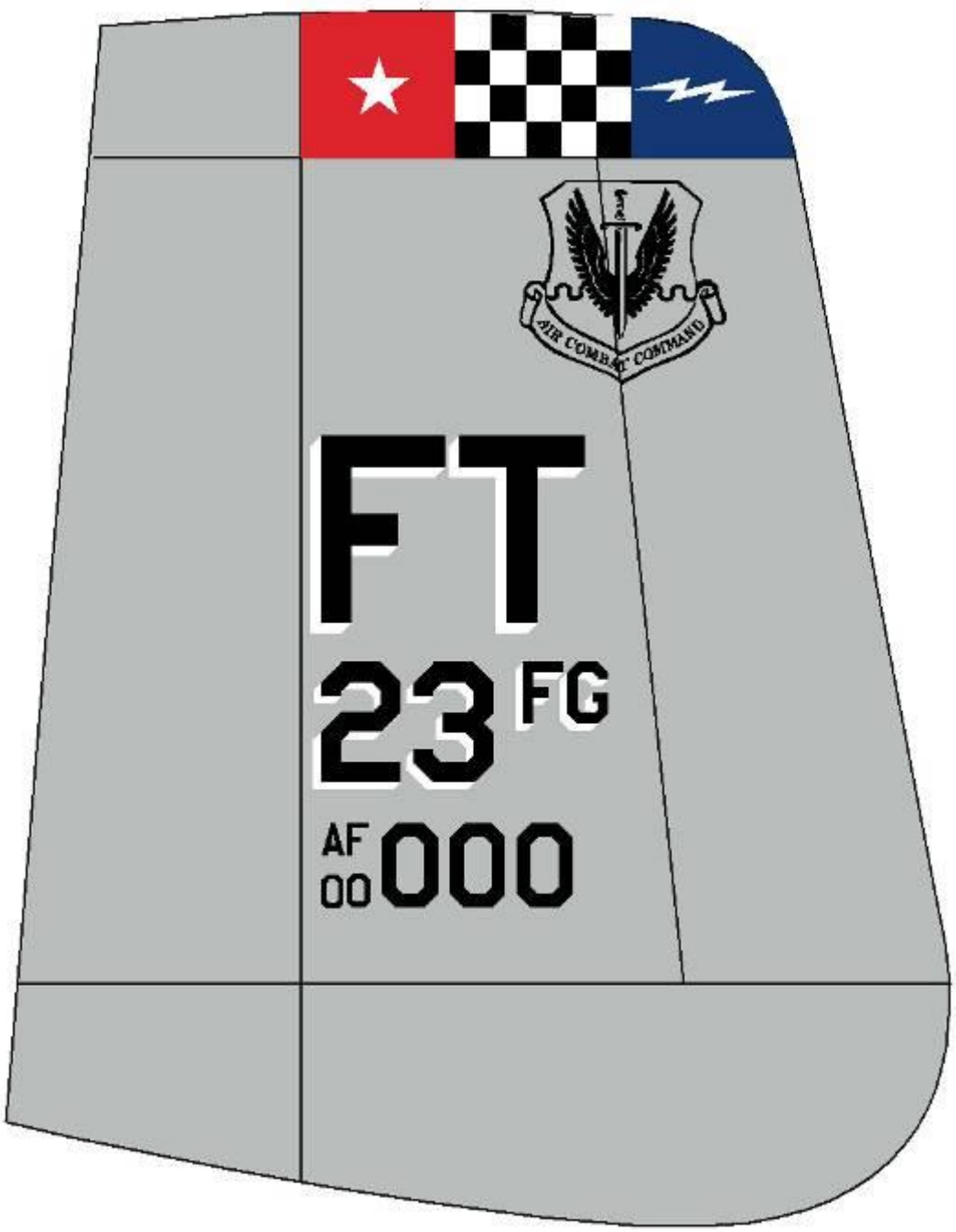


Left side HH-60 cargo door

Wing Commander's tail markings

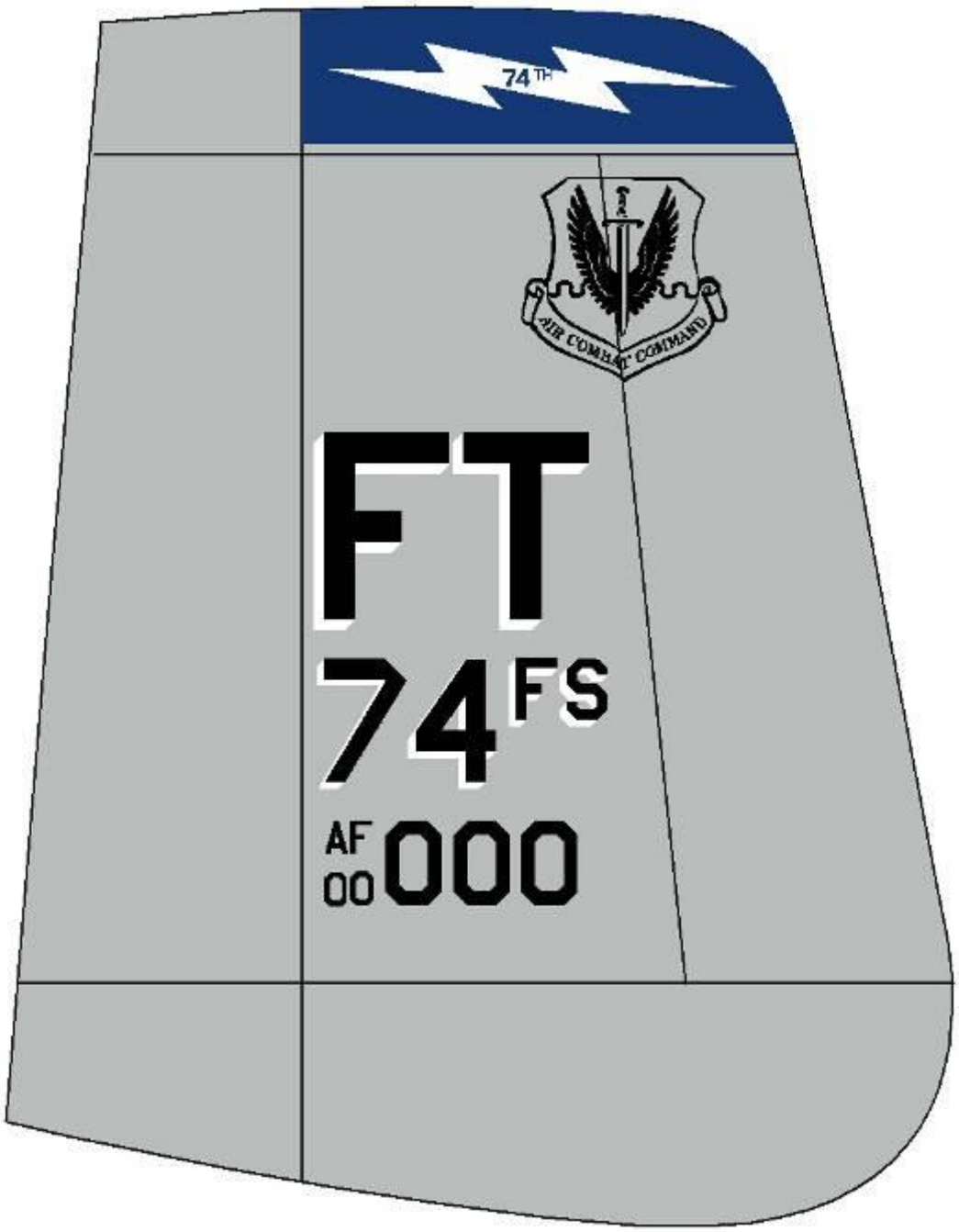
ATTACHMENT 13 (Added)

FIGURE A13.1 23 FG COMMANDER'S AIRCRAFT TAIL MARKINGS



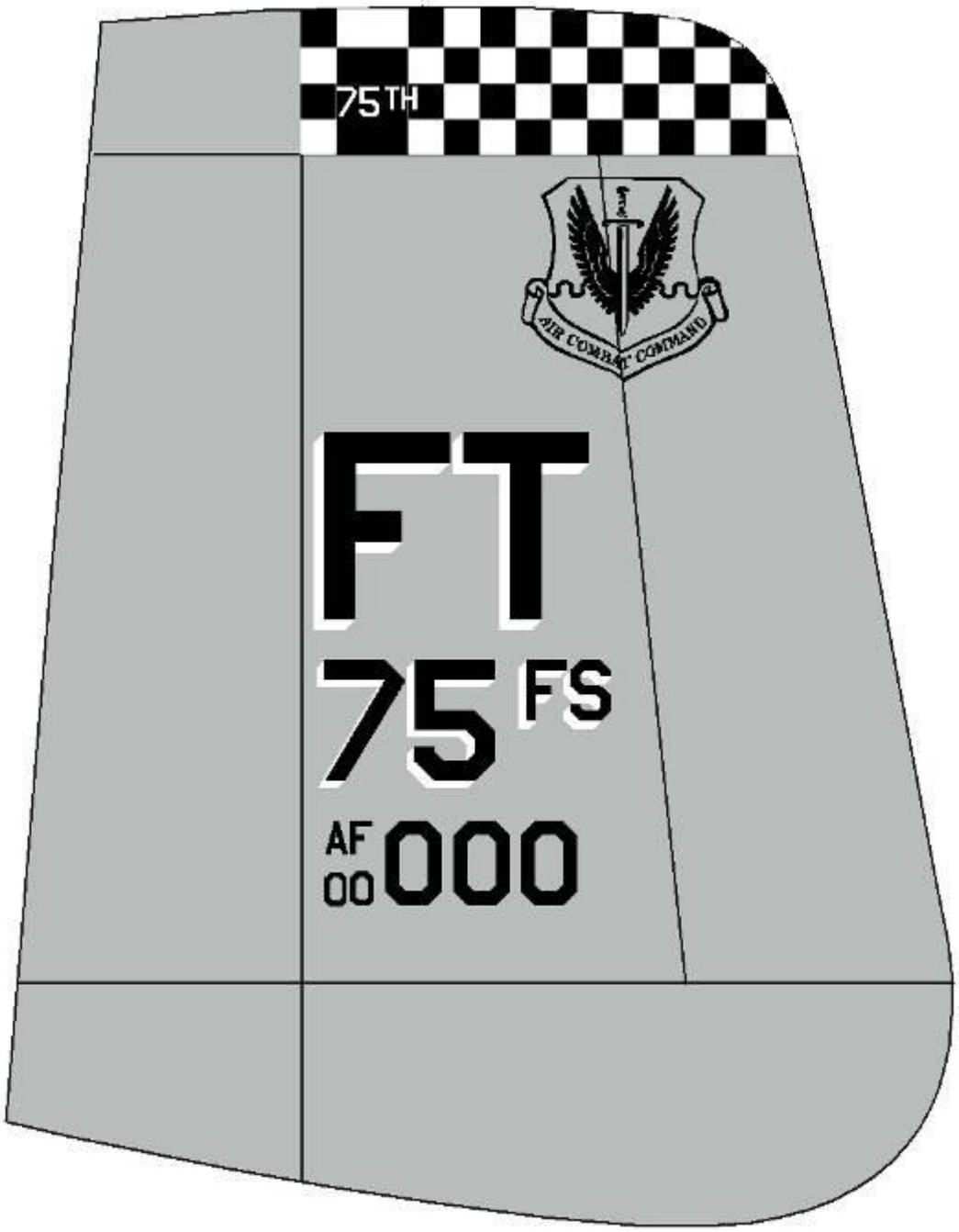
ATTACHMENT 14 (Added)

FIGURE A14.1. 74TH COMMANDER'S AIRCRAFT TAIL MARKINGS



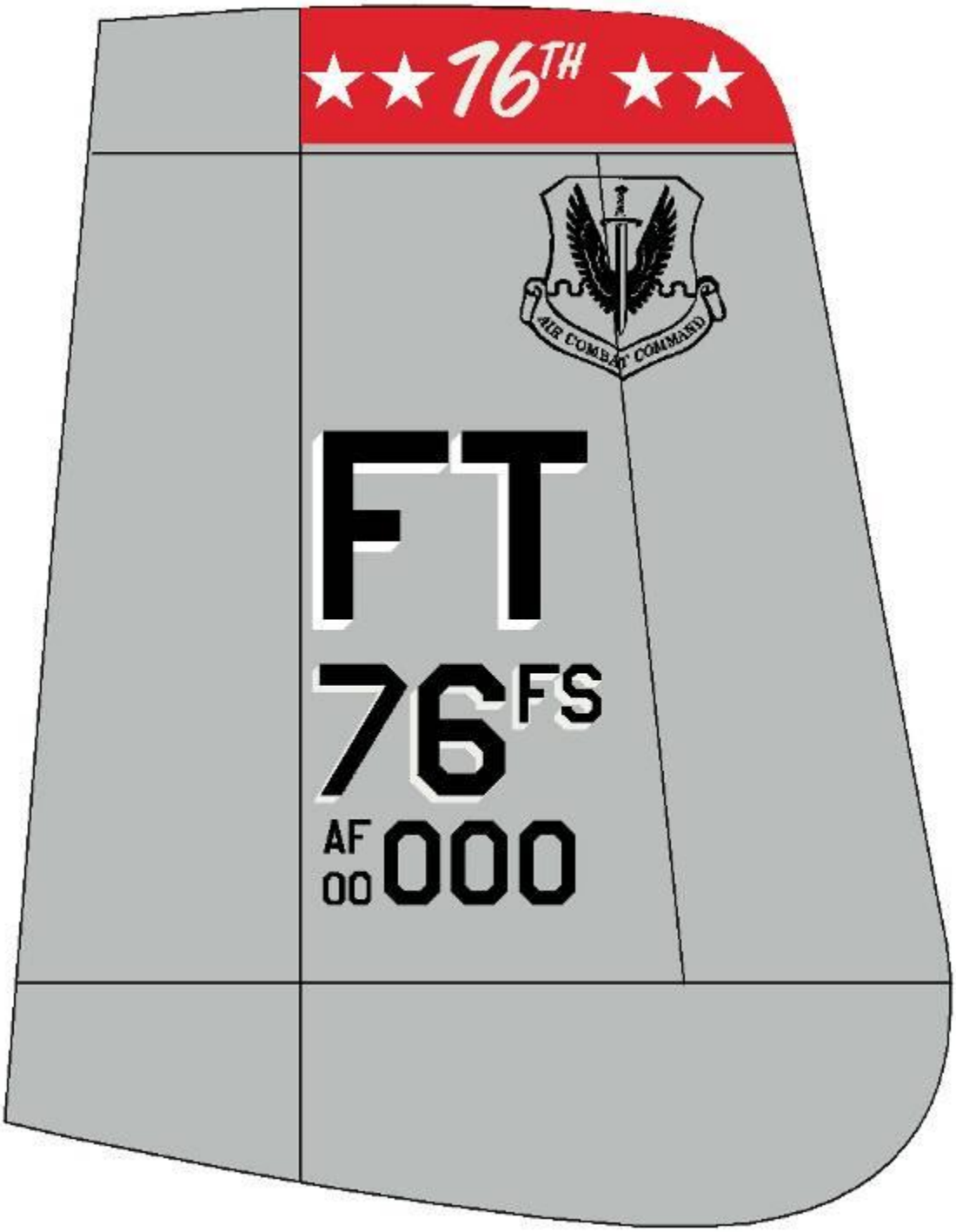
ATTACHMENT 15 (Added)

FIGURE A15.1. 75TH COMMANDER'S AIRCRAFT TAIL MARKINGS



ATTACHMENT 16 (Added)

FIGURE A16.1 76TH COMMANDER'S AIRCRAFT TAIL MARKINGS



ATTACHMENT 17 (Added)

FIGURE A17.1 476TH GROUP COMMANDER'S AIRCRAFT TAIL MARKINGS