BY ORDER OF THE COMMANDER
WHITEMAN AIR FORCE BASE
(AFGSC)

AIR FORCE GLOBAL STRIKE COMMAND INSTRUCTION 21-105

WHITEMAN AIR FORCE BASE Supplement

14 APRIL 2021

Maintenance

CORROSION PREVENTION AND CONTROL PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and Forms are available on the e-publishing website at **www.e-Publishing.af.mil** for downloading or ordering

RELEASABILITY: There are no releasability restrictions on this publication

---

OPR: 509 MXS/MXML

Certified by: 509 MXG/CC
(Col Jeffrey G. Holland)

Pages: 13

This publication implements AFGSCI21-105, *CORROSION PREVENTION AND CONTROL PROGRAM*. This supplement establishes policy and assigns responsibility to establish and support the Corrosion Prevention and Control Program for Whiteman, AFB (AFGSC) In accordance with (IAW) AFGSCI 21-105, and AFI 21-101_AFGSCSUP, *Aircraft and Equipment Maintenance Management.* This supplement does not apply to Air Force Reserve Command (AFRC) or to the Air National Guard (ANG); however procedures in this supplement will be followed by AFRC/ANG Classic Associate units associated with 509th Bomb Wing (509 BW) and 131st Bomb Wing (131 BW). Refer recommended changes regarding this publication to the Office of Primary Responsibility (OPR), 509 Maintenance Squadron Low Observable (509 MXS/MXML), using AF Form 847, R*ecommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program,* and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

1.5.2. **(Added)** The wash crew supervisor will be trained utilizing Whiteman AFB Form 21-105, *B-2 Aircraft Wash Crew Supervisor Training Checklist*.

1.6.4. **(Added)** Ensure application of all aircraft markings. Aircraft returning from Programmed Depot Maintenance (PDM) will have required markings applied within 60 days of return to home station. The point of contact for scheduling aircraft markings will be the 509th Maintenance Squadron Production Supervisor ("Viper Super") office.

1.8.5.1. **(Added)** The Wash Crew Supervisor will promptly notify 509 MXS/MXMLS (509th Maintenance Squadron Low Observable Support Section) of any broken/unserviceable; Consolidated Tool Kit (CTK) wash equipment, facility equipment and/or personal protective equipment (PPE.)

1.8.6.1. **(Added)** After wash completion, the wash crew supervisor and 509 MXS/MXMLS will conduct a joint housekeeping and CTK acceptance inspection prior to Hangar 27 facility keys turn-in.

2.3. **(Added)** Lettering on all B-2 Main Landing Gear (MLG) doors will be HELVT.MED.ACCT.A.K.REV.R in font. All door markings on MLG doors shall be painted with MIL-PRF-85285, Polyurethane Paint, Federal Standard Color # 37200. For B-2 Standard MLG Door Flash Measurement illustrations see **Attachment 9.**

2.3.2.1. **(Added)** For B-2 AFGSC patch illustration see **Attachment 2.**

2.3.3.1. **(Added)** For B-2 ANG and BW patch illustration see **Attachment 2.**

2.3.5.1. **(Added)** For B-2 Distinctive Unit Aircraft Identification Marking illustrations see Attachments **2**-**8**.

2.3.9. **(Added)** The 509 BW, 131 BW, 509th Operations Group (509 OG), 110th Bomb Squadron (110 BS), 13th Bomb Squadron (13 BS) and 393rd Bomb Squadron (393 BS) B-2 aircraft will have unique tail flashes, see Attachments **3**-**8.** All other assigned aircraft shall be uniform in design and size. The horizontal center of all tail flashes shall be centered on the most forward point of the door.

2.3.9.4. **(Added)** B-2 aircraft designated as 509 BW, 131 BW, 509 OG, 13 BS or 393 BS commander's aircraft will have the addition of operational unit marking (e.g. "393 BS") centered 2 inches directly below the unit designator in 8 inch high matching letters. The ***unit designator*** and ***operational unit*** markings must be moved up and centered off, "Spirit of State" to accommodate the addition of the operational markings as shown in Attachments **3**-**8**.

2.3.9.5. **(Added)** The 509 BW, 131 BW, and 509 OG B-2 aircraft shall have the **unit designator and the operational unit** shadowed using MIL-PRF-85285 polyurethane paint with a contrasting light gray color closely matching Federal Standard Color #36231. (**Note**: A 50/50 mixture of color #37200 and #36099 may be used to produce Federal Standard Color #36231). The ***unit designator markings*** shall be shadowed using the Gerber Omega System as follows: Right MLG Door; Type: Shade; **Depth: 2"**; Angle: -145°; Left MLG door; Type: Shade; Depth: 2"; Angle: -60°. The ***operational unit markings*** shall be shadowed using the Gerber Omega System as follows: Right MLG door; Type: Shade; **Depth: 1"**; Angle: -145°; Left MLG door; Type: Shade; Depth: 1"; Angle: -60°. For the BW's and OG commander's B-2 aircraft MLG door flash measurement illustrations see Attachments **3**-**5**.

2.4.7. **(Added)** Corrosion Control section will coordinate the painting of AGE assets with the AGE scheduler due to manning, mission requirements, mechanical difficulty or equipment size. Aircraft parts will always take priority unless AGE falls below MEL for corrosion issues. At this time the information needs to be up-channeled to MXS leadership so the appropriate priority can be determined.

2.4.8. **(Added)** The AGE Flight will:

2.4.8.1. **(Added)** Prepare support equipment by washing, cleaning as required. Some AGE units may require doors, panels, or other specific parts removed prior to paint restoration process.

2.4.8.2. **(Added)** Ensure the AGE scheduler provides a list of units to be scheduled for paint each month by the 5th day of that month.

2.4.8.3. **(Added)** Ensure the AGE scheduler verifies/updates the weekly schedule on the first duty day of each week. **Note:** If AGE and/or Corrosion Control personnel determine a unit cannot be painted due to unit/booth availability, the AGE scheduler will update the paint schedule by rescheduling to the next available corrosion slot.

2.4.8.4. **(Added)** Ensure the AGE scheduler loads corrosion discrepancies into Integrated Maintenance Data System (IMDS) before the unit is delivered for paint.

JEFFREY T. SCHREINER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

(Added) AFI 21-101_ AFGSCSUP, *Aircraft And Equipment Maintenance Management*, 26 October 2015

(Added) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, 19 March 2020

(Added) AFGSCI 21-105, *Corrosion Prevention And Control Program*, 20 October 2015

Prescribed Forms

None

Adopted Forms

(**Added**) AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

(Added) 13BS—13th Bomb Squadron

(Added) 110BS—110th Bomb Squadron

(Added) 131BW—131st Bomb Wing

(Added) 509BW—509th Bomb Wing

(Added) 509MXS/MXML—Low Observable Flight

(Added) 509MXS/MXMLS—Low Observable Support Section

(Added) 509/OG—Operations Group

(Added) A/C—Aircraft

(Added) AFI—Air Force Instruction

(Added) AFRC—Air Force Reserve Command

(Added) AFRIMS—Air Force Records Information Management System

(Added) AGE—All Aerospace Ground Equipment

(Added) ANG—Air National Guard

(Added) BS—Bomb Squadron

(Added) BW—Bomb Wing

(Added) CTK—Consolidated Tool Kit

(Added) IAW—In Accordance With

(Added) IMDS—Intergraded Maintenance Data System

(Added) IN—Inch

(Added) LOASM—Low Observable Aircraft Structural Maintenance

(Added) MLG—Main Landing Gear

(Added) NCOIC—Non Commissioned Office in Charge

(Added) PDM—Programmed Depot Maintenance

(Added) PPE—Personal Protective Equipment

(Added) RDS—Records Disposition Schedule

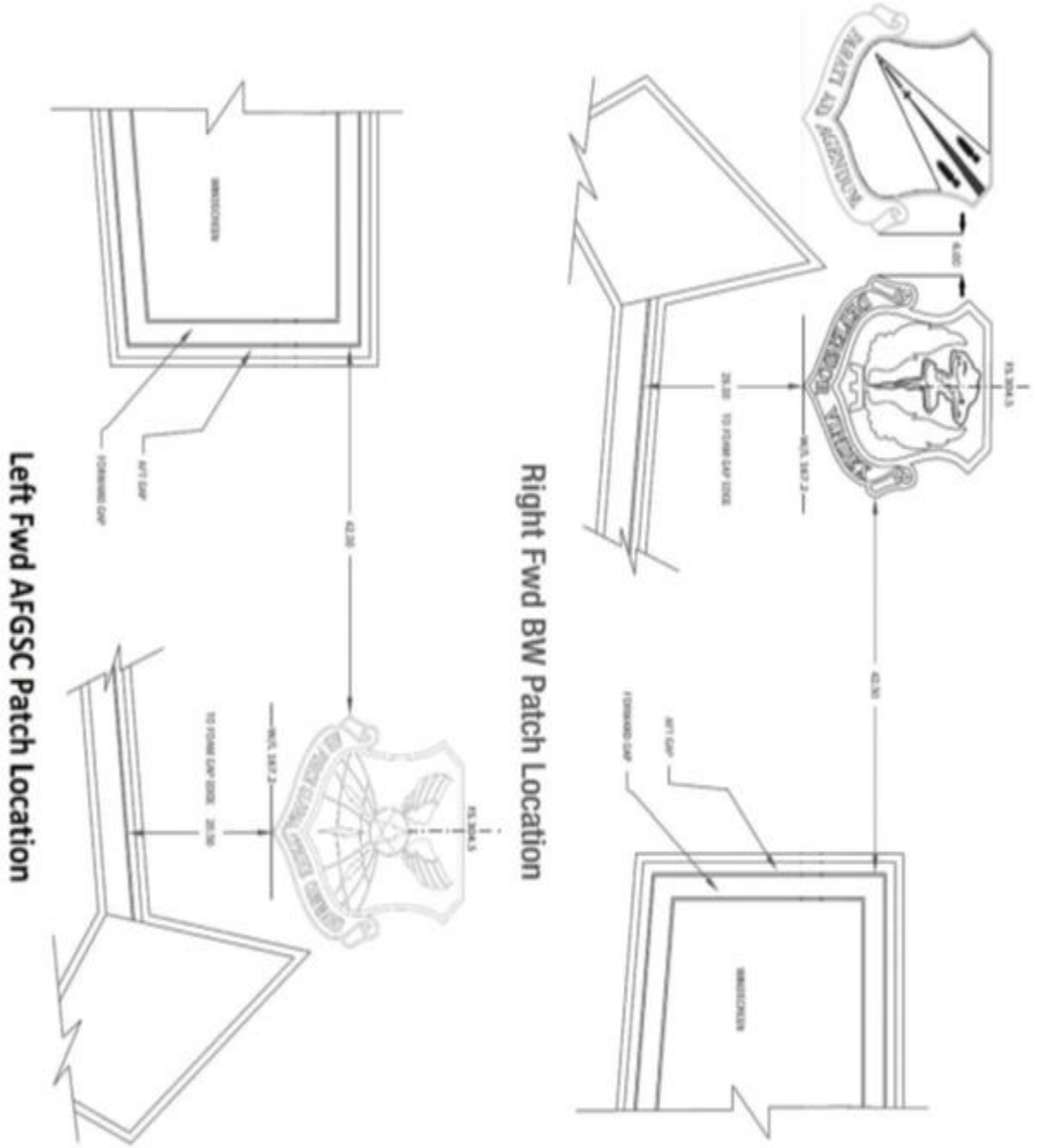
(Added) SDS—Safety Data Sheets

(Added) W/L—Width/Length

Attachment 2

LEFT/RIGHT FWD AFGSC PATCH LOCATIONS

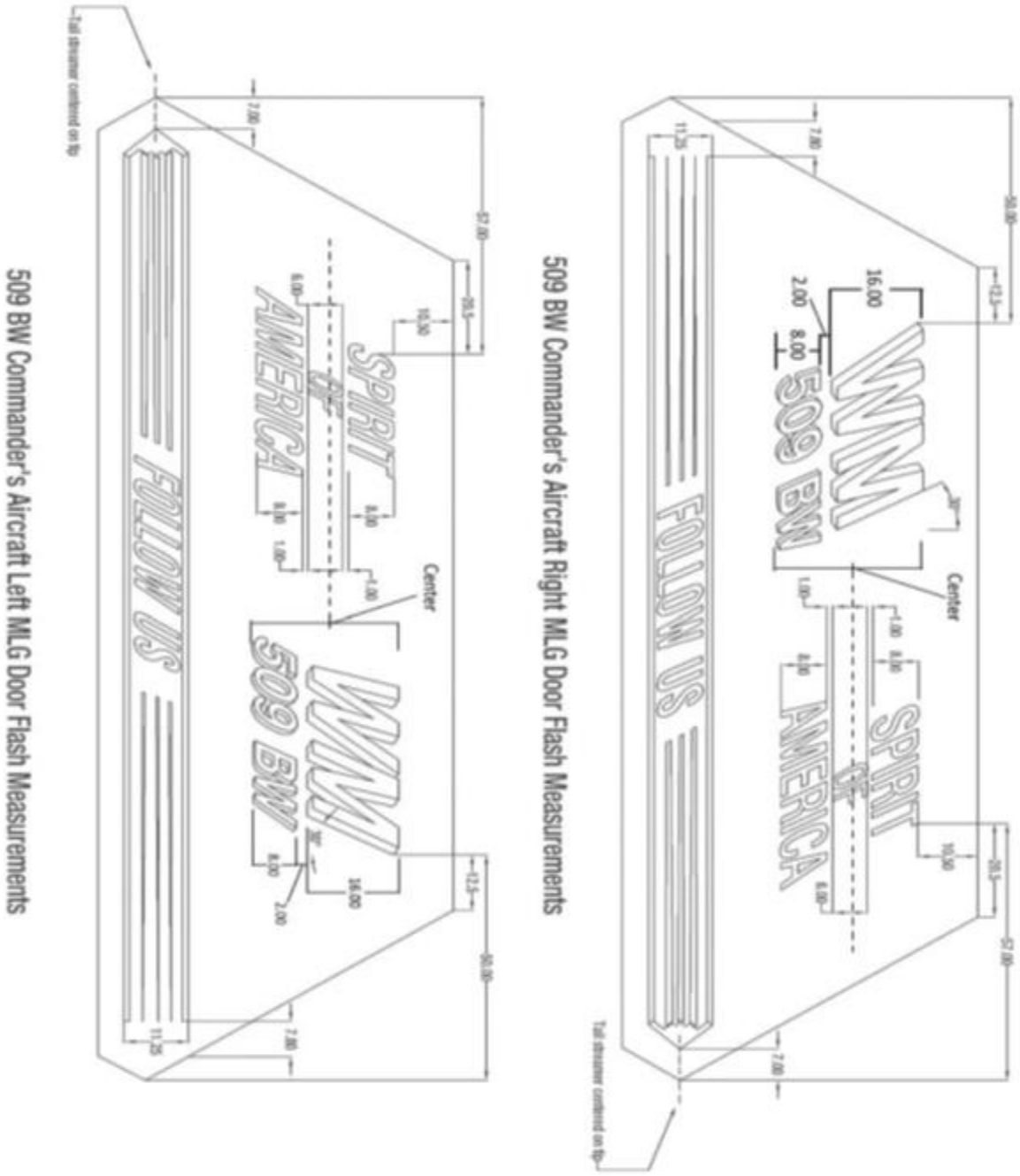
Figure A2.1. (Added) Left/Right FWD AFGSC Patch Locations.



Attachment 3

509BW COMMANDER'S AIRCRAFT LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

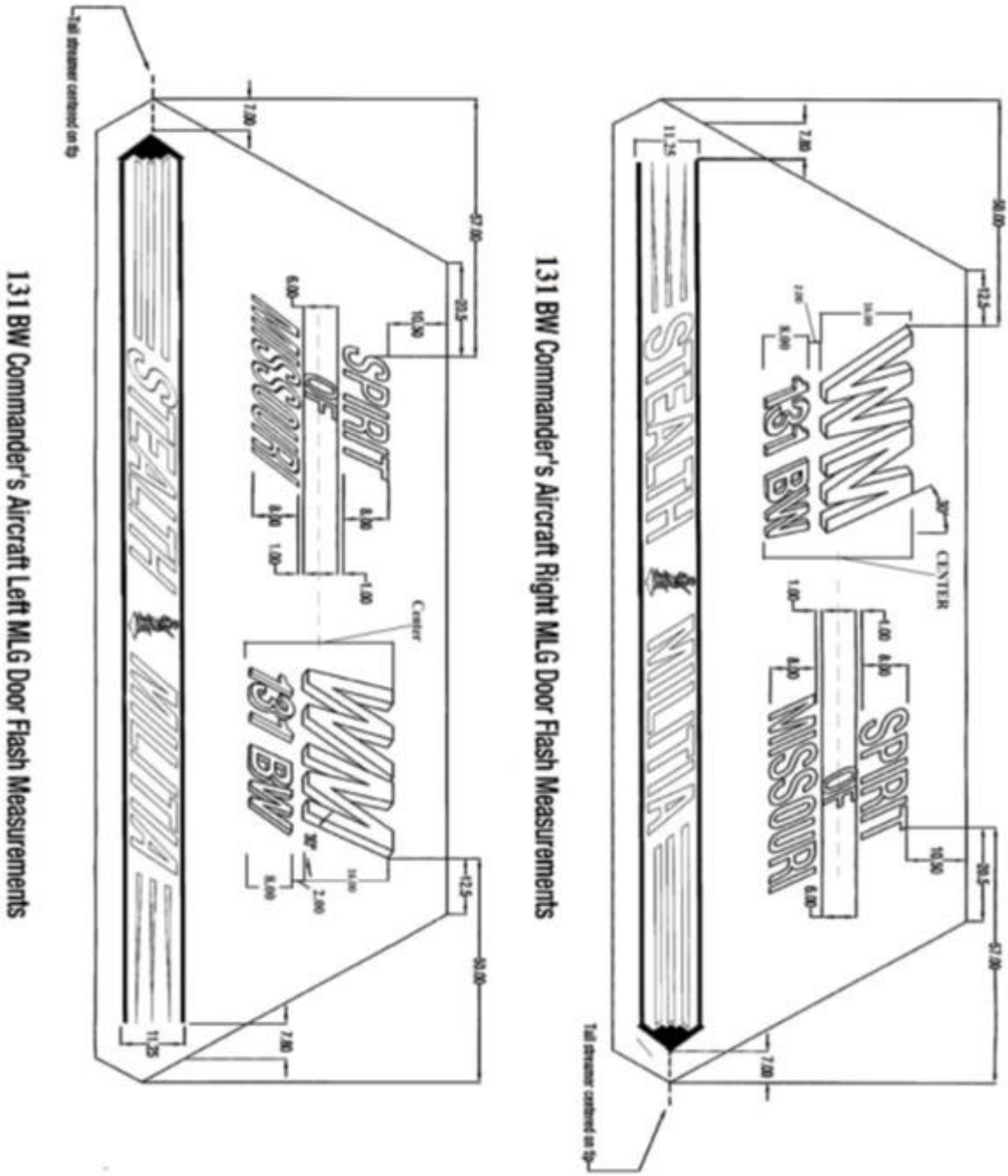
Figure A3.1. (Added) 509BW Commander's Aircraft Left/Right MLG Door Flash Measurements.



Attachment 4

131BW COMMANDER'S AIRCRAFT LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

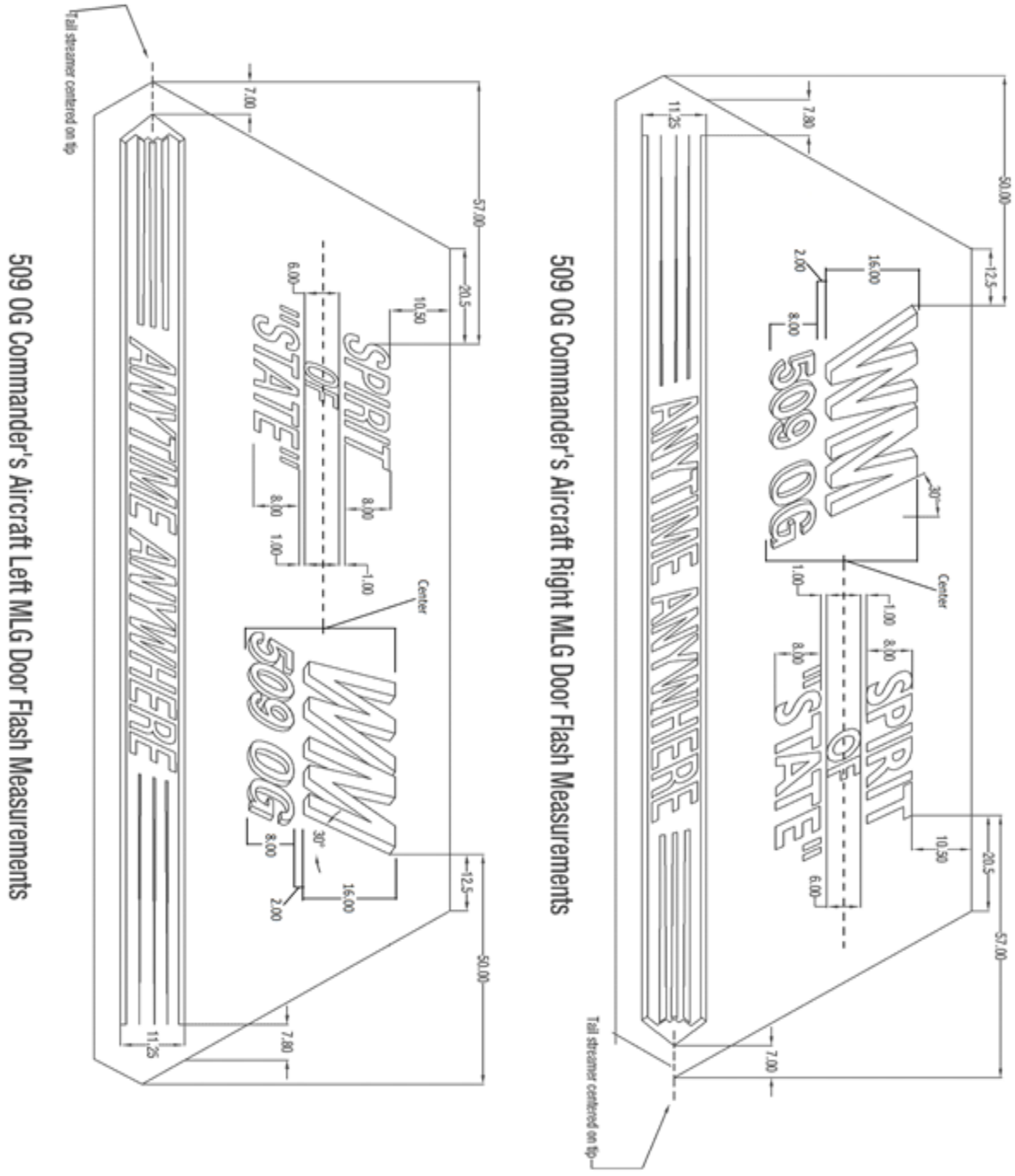
Figure A4.1. (Added) 131BW Commander's Aircraft Left/Right MLG Door Flash Measurements.



Attachment 5 (Added)

509OG COMMANDER'S AIRCRAFT LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

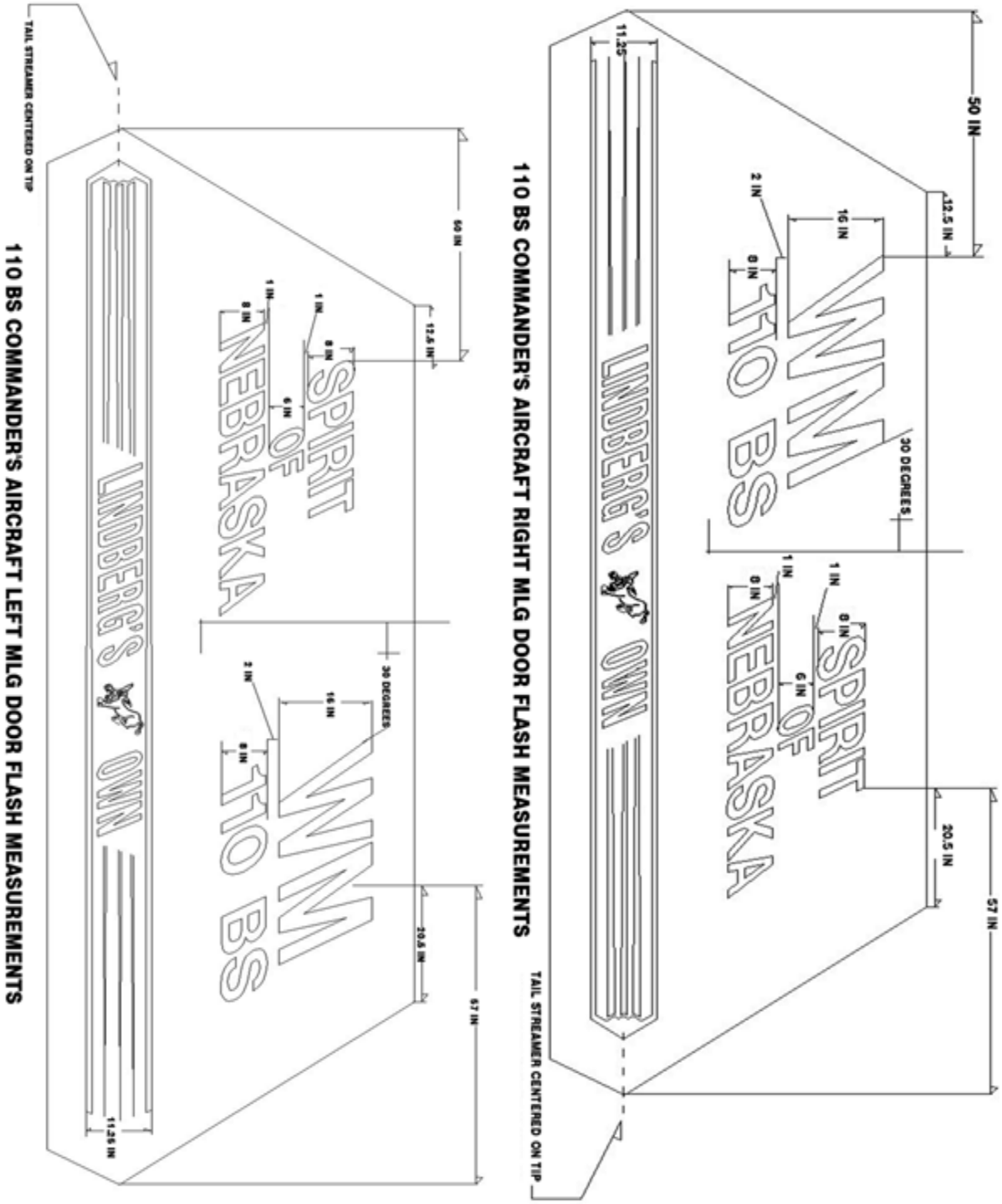
Figure A5.1. (Added) 509OG Commander's Aircraft Left/Right MLG Door Flash Measurements.



Attachment 6 (Added)

110BS COMMANDER'S AIRCRAFT LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

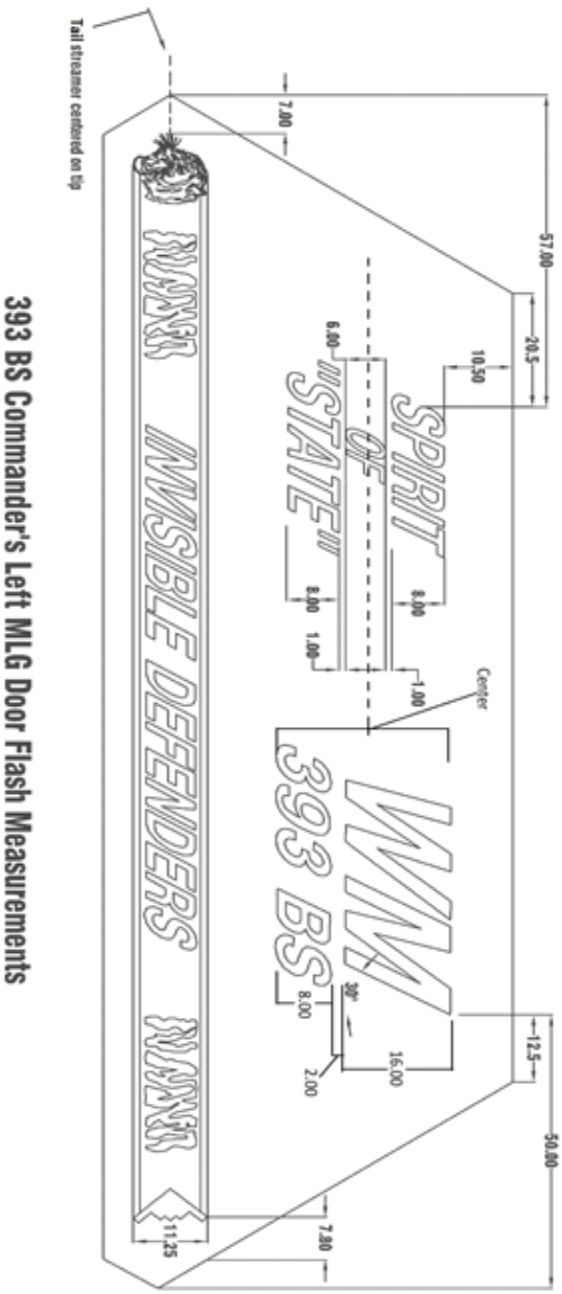
Figure A6.1. (Added) 110BS Commander's Aircraft Left/Right MLG Door Flash Measurements.

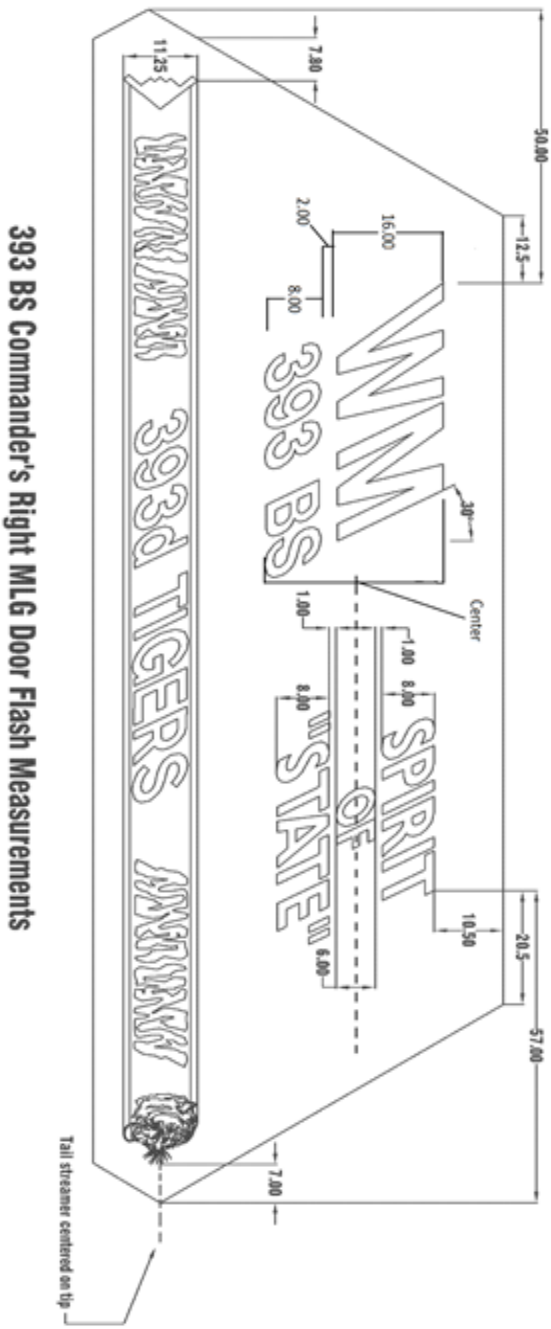


Attachment 7 (Added)

393BS COMMANDER'S LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

Figure A7.1. (Added) 393BS Commander's Left/Right MLG Door Flash Measurements.

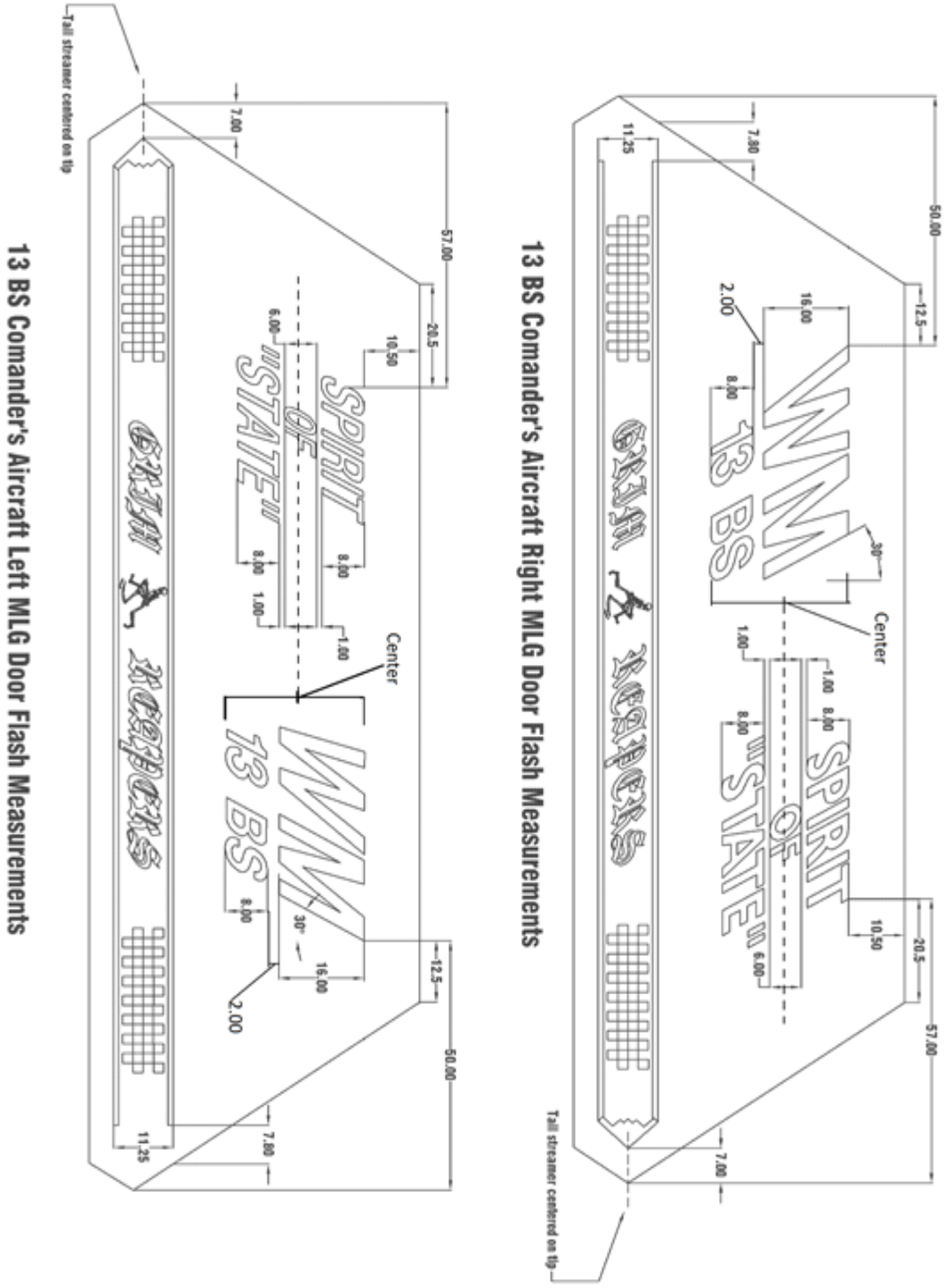




Attachment 8 (Added)

13BS COMMANDER'S LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

Figure A8.1. (Added) 13BS Commander's Left/Right MLG Door Flash Measurements.



Attachment 9 (Added)

393BS STANDARD LEFT/RIGHT MLG DOOR FLASH MEASUREMENTS

Figure A9.1. (Added) 393BS Standard Left/Right MLG Door Flash Measurements.