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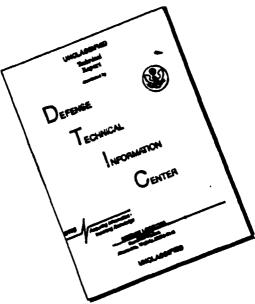
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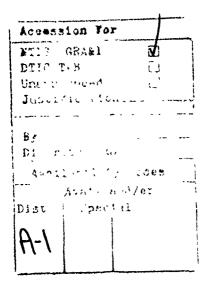
#### DATABASE DOCUMENTATION BOOK

**WR-ALC** 

MANPSD

CONTRACT SUMMARY REPORT 14 AUGUST 1989

CONTRACT NO. F33600-88-D-0567 CDRL SEQUENCE NO. B008





#### MCDONNELL DOUGLAS

McDonnell Douglas Missile Systems Company St. Louis, Missouri 63166-0516 (314) 232-0232



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#### 2.0 General Information

MANPSD, Plastic and Sheet Metal Unit, is an RCC, with MANPS section of the Industrial Products Division (MAN) at WR-ALC.

MANPSD is located in Buildings 603 and 670. The primary workload in MANPSD consists of MISTR work consisting of F-15A and F-15B Canopies, F-15 Radome, C-141 Engine Exhaust Nozzle, C-141 Wing Leading Edges, C-130E Radome, and the C-130A Radome Assembly.

MANPSD will be discussed in more detail in the following Section 2.1 through 2.8.

#### 2.1 Facility Layout Drawing

The facility layout drawings of Buildings 603 and 670 represent the existing As-Is condition.

The "Women" toilet facilities for Building 603 are grossly inadequate comprising of only one commode in a very small space. The "Men" toilet facilities have three spaces.

The "Break Area" for Building 603 is not enclosed so to preclude dirt, dust, noise, etc. from interfering with a comfortable break period.

Several C-130 Wing Leading Edge jigs are currently being stored in Building 603. Additional work space for C-141 nozzles could be realized if these unused jigs were stored elsewhere.

Building 603 is not adequately cooled.

The drawings entitled Master Shop Layout File, Buildings 603 and 670 were updated as of April, 1989 and are of good quality, but do not show the latest floor layout including the installation of two drying ovens.

#### 2.2 Equipment

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MANPSD is comprised mainly of conventional sheet metal and certain specialized composite material fabrication equipment in Buildings 603 and 670. MANPSD has large assembly and check fixtures, rivet installation holding fixtures, fixed tables

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and dollies, a mobile lifting crane, transport dollies, drying ovens, and other ordinary fiberglass, (composite), support equipment.

MANPSD has the necessary hand tools and process equipment to manufacture and repair composite sandwich structure normally used in Radome and Canopy repair.

MANPSD also has the normal sheet metal equipment to support MISTR workload such as hand brakes, hand formers, drill press, band saw, hole punch, bench grinder, as well as all the rivet driving and upsetting tools necessary to support the numerous types of fasteners used in repair/overhaul work for sheet metal and fiberglass sandwich structure.

MANPSD has the necessary test equipment and test facilities to conduct tests or sending/receiving capabilities of repaired radomes. This testing procedure also confirms repairs and splice effects on the critical "window" areas of the radomes.

The equipment within MANPSD varies in age between ten and twenty years old. The majority of the equipment is in good working and usable condition.

New, replacement pieces of equipment are being planned for purchase.

A listing of major equipment for MANPSD can be found in the equipment profile list in Section 5.0.

#### 2.3 Workforce

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MANPSD has an adequate workforce. The workforce is well trained and well supervised. Personal interviews have indicated a sense of professionalism and pride among the workforce.

The workforce is comprised mainly of aircraft sheet metal mechanics, the general plastic fabricators and workers, two foreman classifications, one leader-in-training, a secretary, a tool and parts attendant, and worker trainees.

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Skill Level	Quantity	<u>Experience</u>
WS-14	2	20 yrs.
WS-10	2	15 yrs.
WS-11	3	10 yrs.
WS-09	5	10 yrs.
WS-07	5	8 yrs.
WS-10	40	8 yrs.
WS-05	7	2 yrs.
WS-09	30	6 yrs.
	WS-14 WS-10 WS-11 WS-09 WS-07 WS-10 WS-05	WS-14       2         WS-10       2         WS-11       3         WS-09       5         WS-07       5         WS-10       40         WS-05       7

The following constitutes a listing of the available manpower within MANPSD.

#### 2.4 Repair Process Technologies

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The repair process technologies within MANPSD consist of major unit manufacturing and conventional sheet metal/fiberglass, honeycomb bonded and composite repairs on HIGH-VALUE C-130, C-141, and F-15 major aircraft assemblies. These assemblies are critical to flight safety and the performance of the aircraft in their assigned mission.

All of the aircraft assemblies to be inspected and repaired are received in Buildings 603 and 670, and are disassembled as required per the applicable Technical Order for inspection/repair/modification. They are reworked to incorporate all the aircraft modifications and Technical Order changes to meet the required configuration for the aircraft.

The sheet metal and composite components are repaired to a serviceable condition or otherwise replaced with new parts. The repairs may consist of removing local corrosion, crazed or delaminated fiberglass sections, installing new transparencies, replacing damaged metal sections and those sections with major corrosion, replacing angles, brackets, rivets, fabricating special repair plates, etc. to repair damaged members of the minor or major component of the unit.

#### 2.5 Workload Volume and Mix

The workload within MANPSD consists mostly of Management of Item Subject To Repair (MISTR) items.

#### 2.6 Material Handling

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Material handling in MANPSD involves the use of a mobile crane, slings, manpower, holding, transport dollies, and work carts.

All the large and heavy items such as the F-15 Canopies and C-130 Radomes are loaded into and out of the holding fixtures and dollies by the use of cranes and slings. Some of these assemblies are rotated/turned by "manpower" requiring several workers to accomplish the task.

#### 2.7 Storage

The only dedicated storage in the MANPSD area is several parts handling and storage bins. Large assemblies are occasionally stored within the work area making it difficult to work. The large items not being used should be returned to outside storage and not in Buildings 603 and 670. The large bulky items are normally received and stored in wooden crates outside the MANPSD area.

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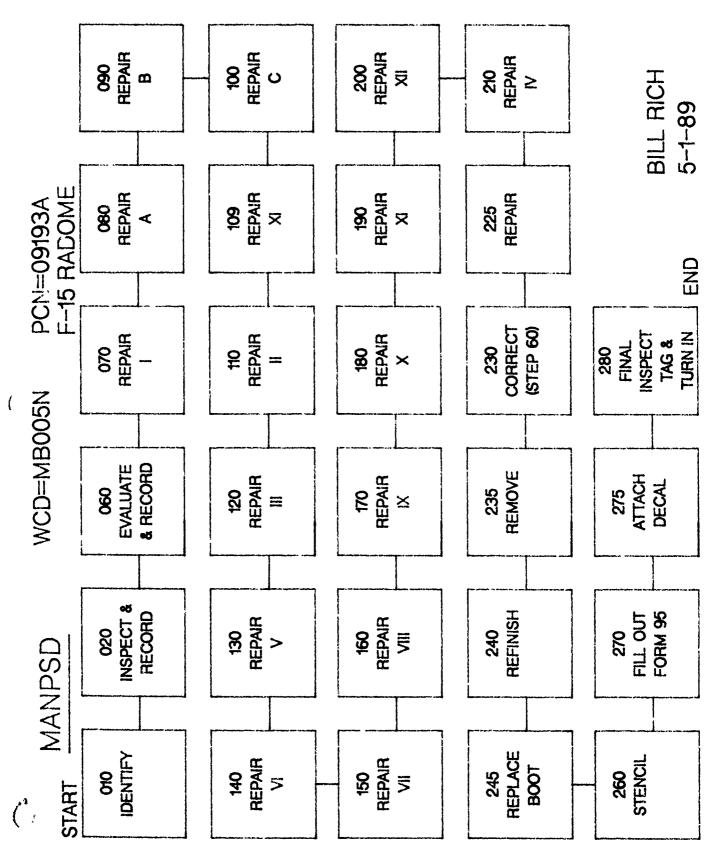
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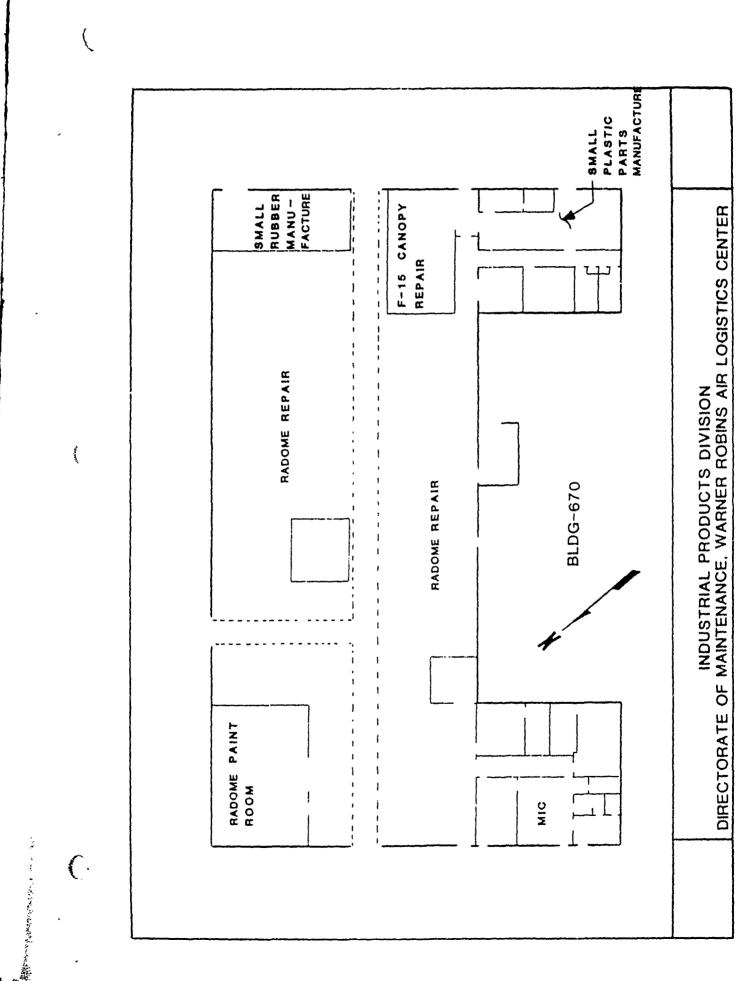
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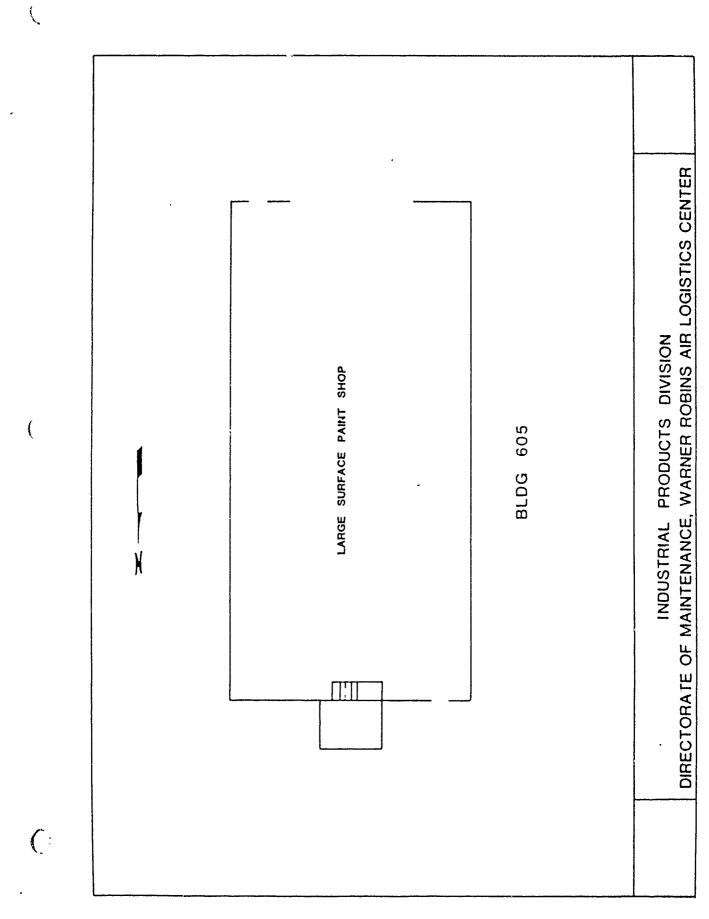






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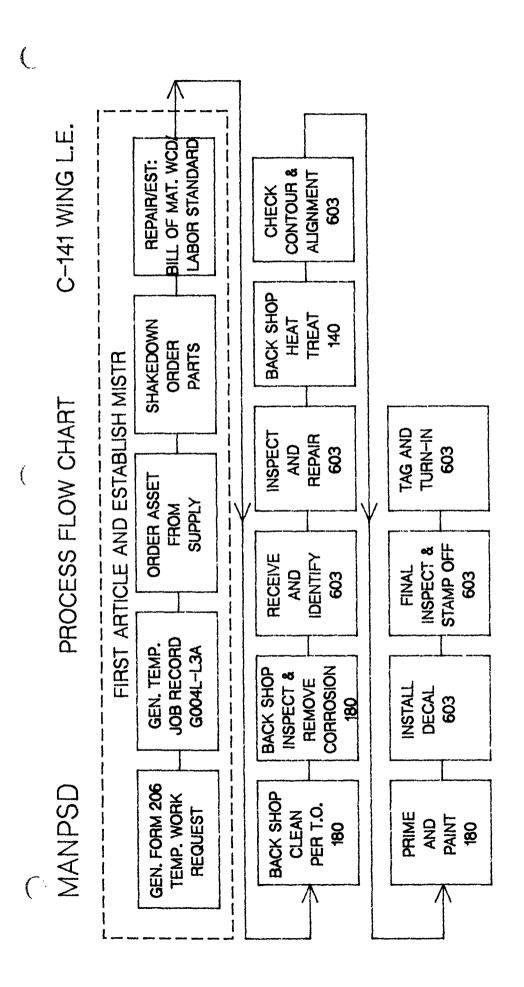
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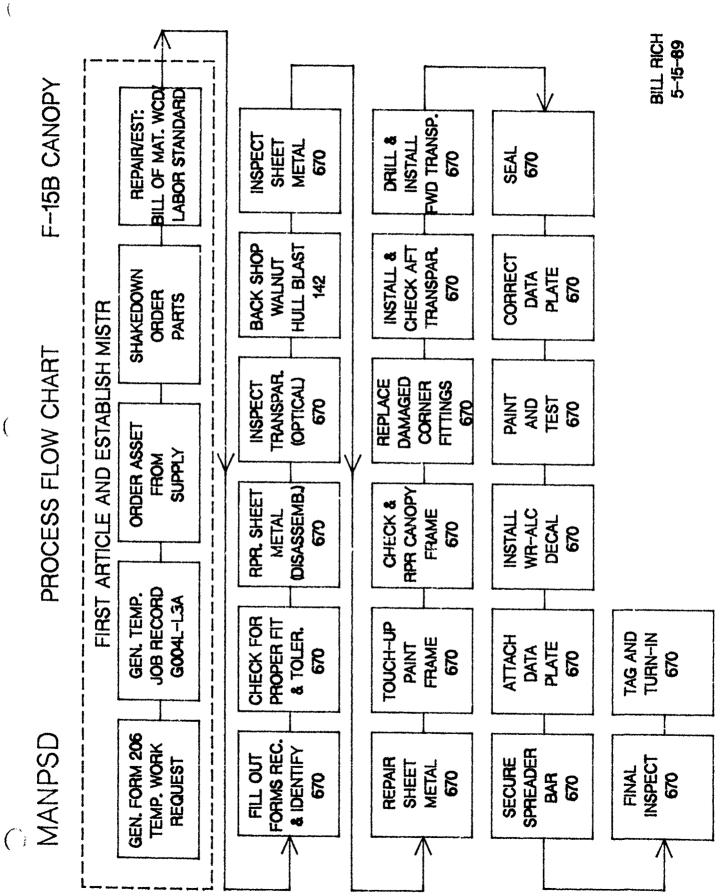
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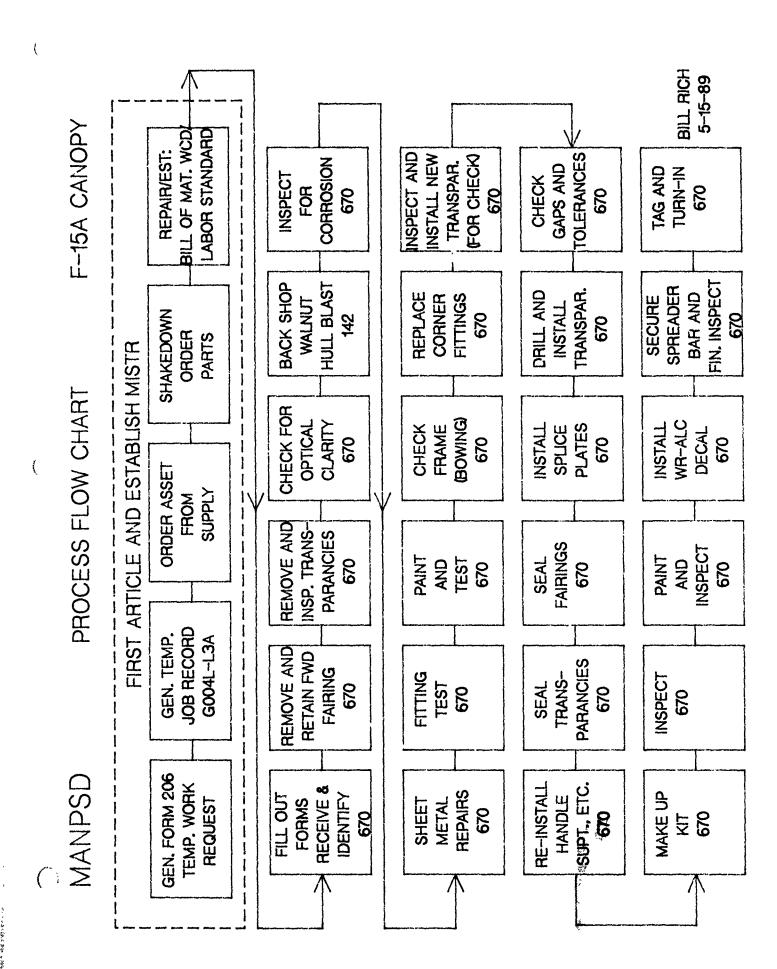




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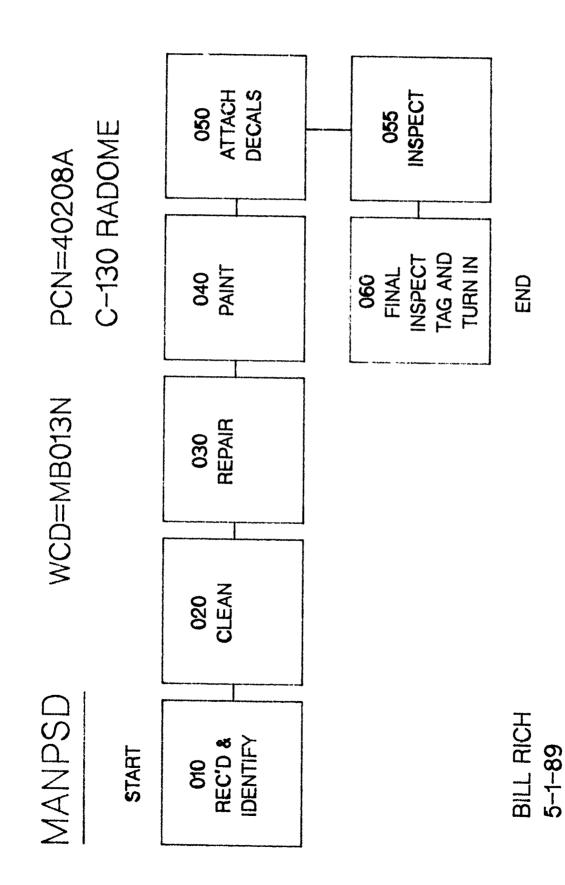
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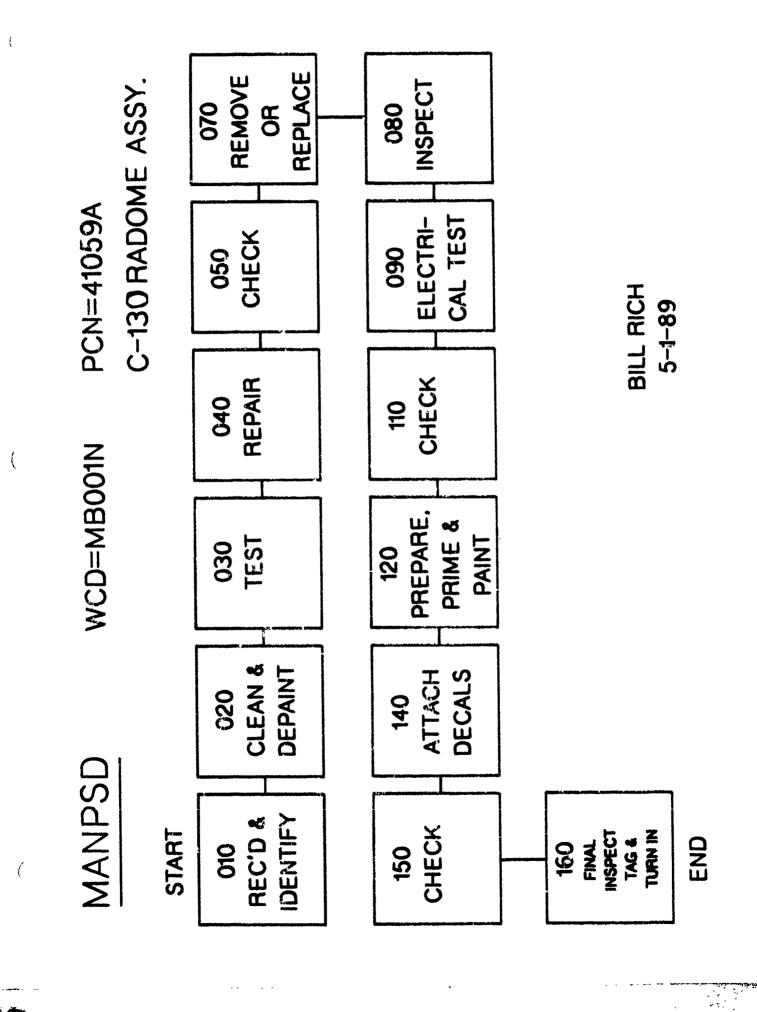
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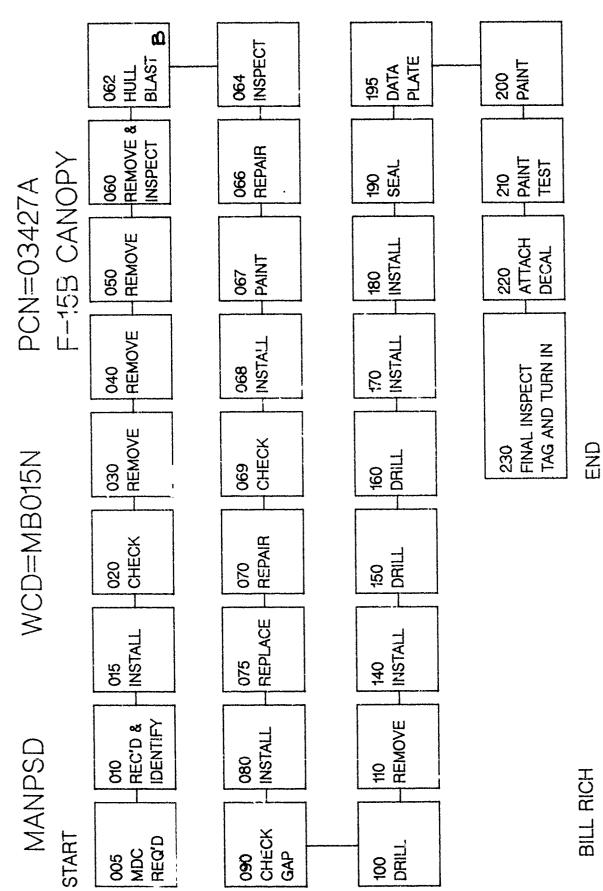
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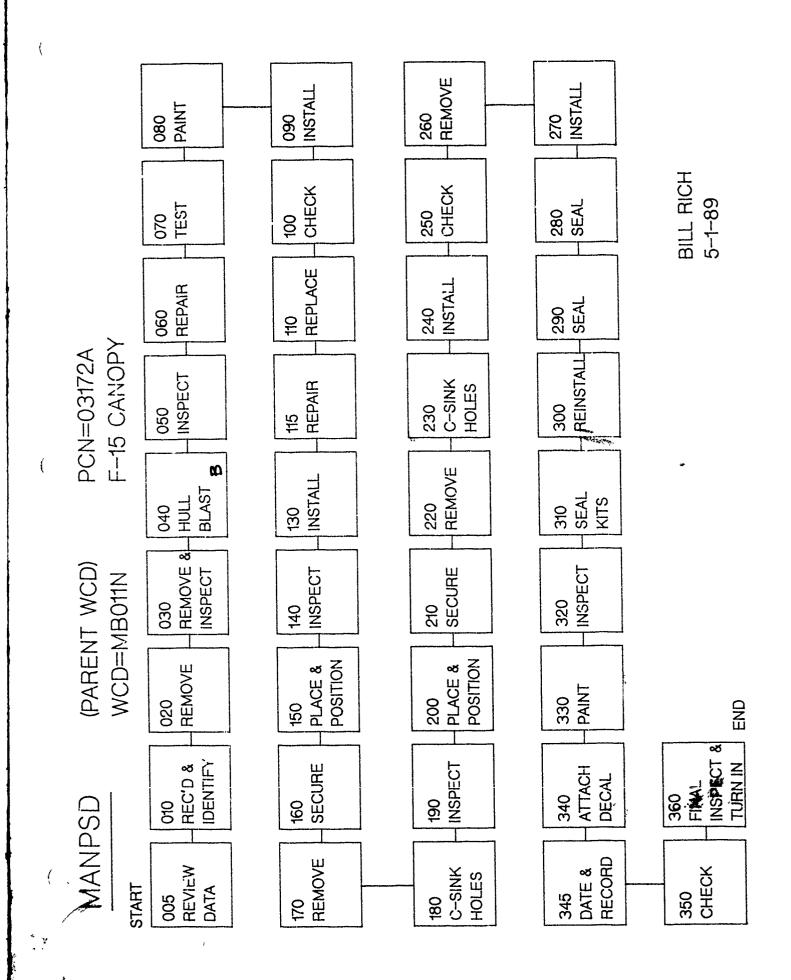
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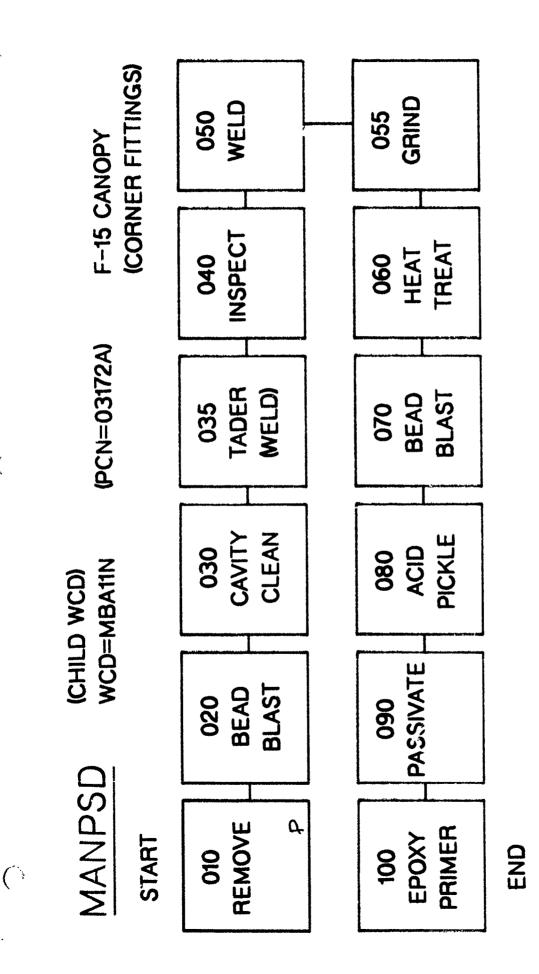
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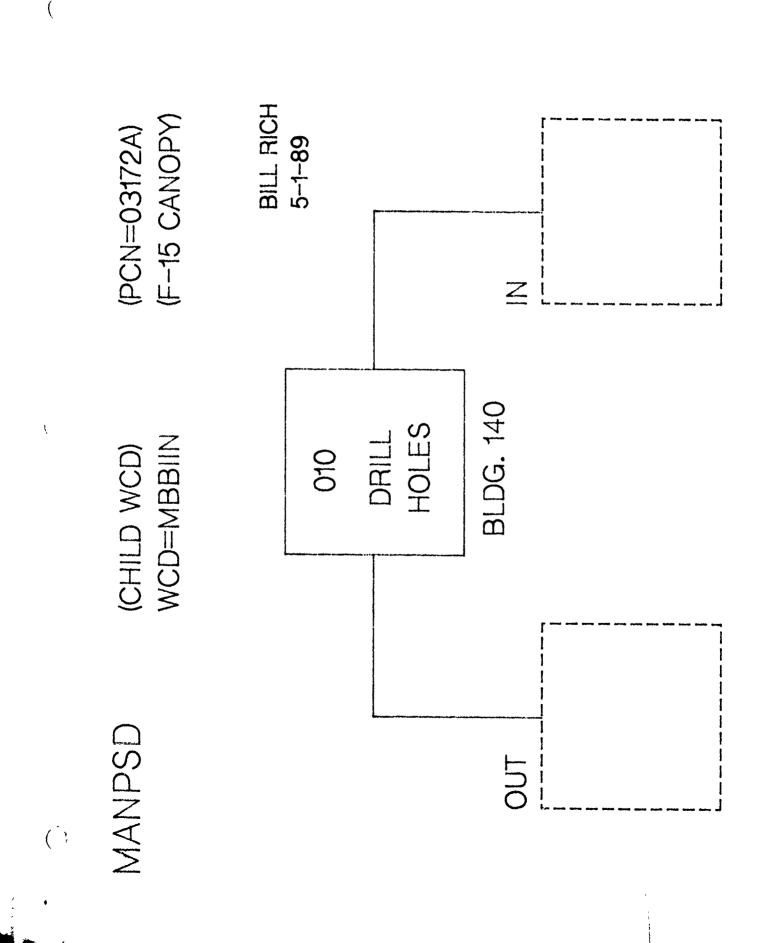
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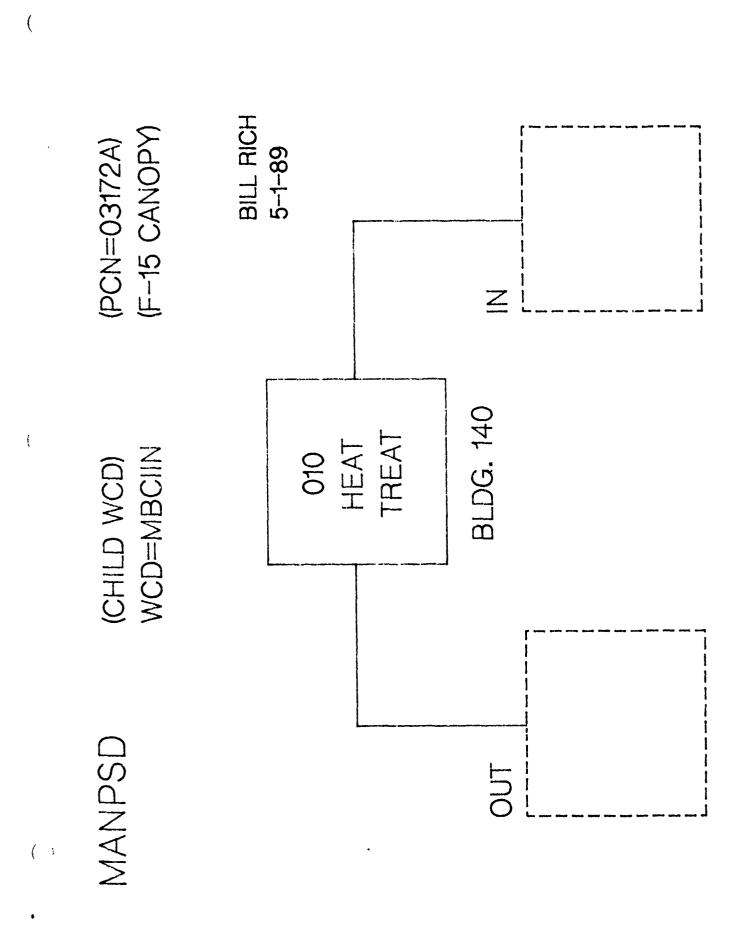


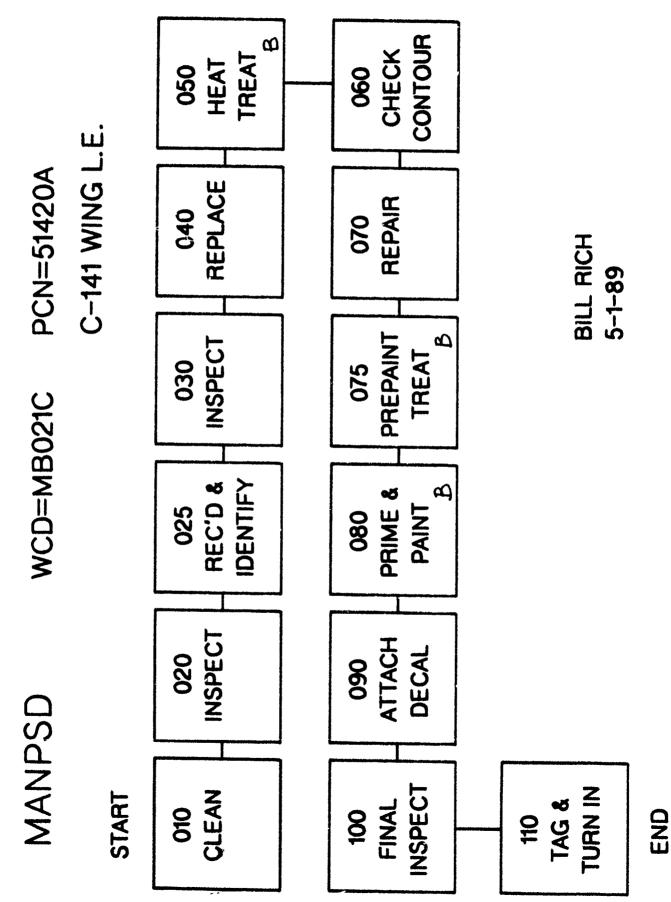
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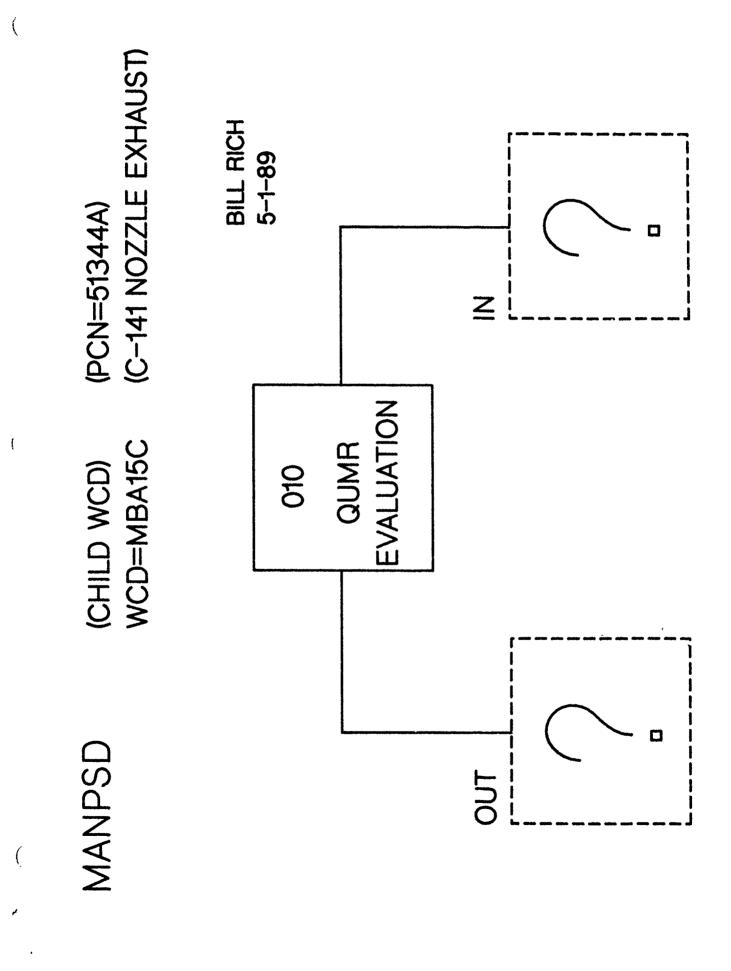
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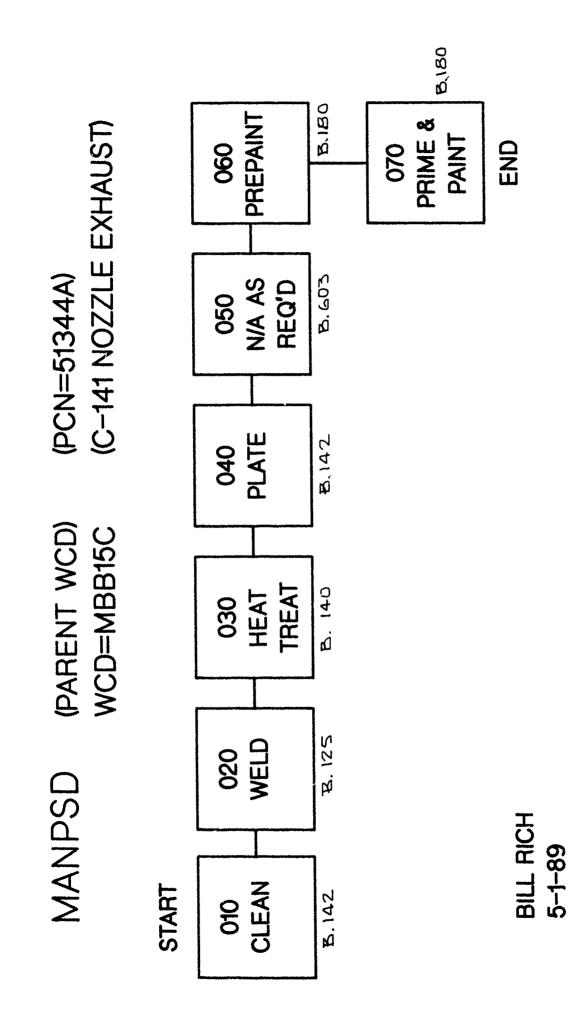


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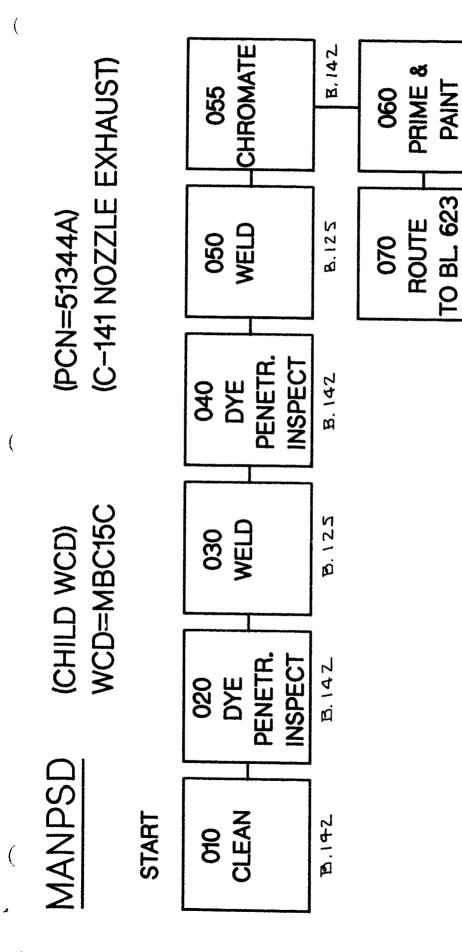
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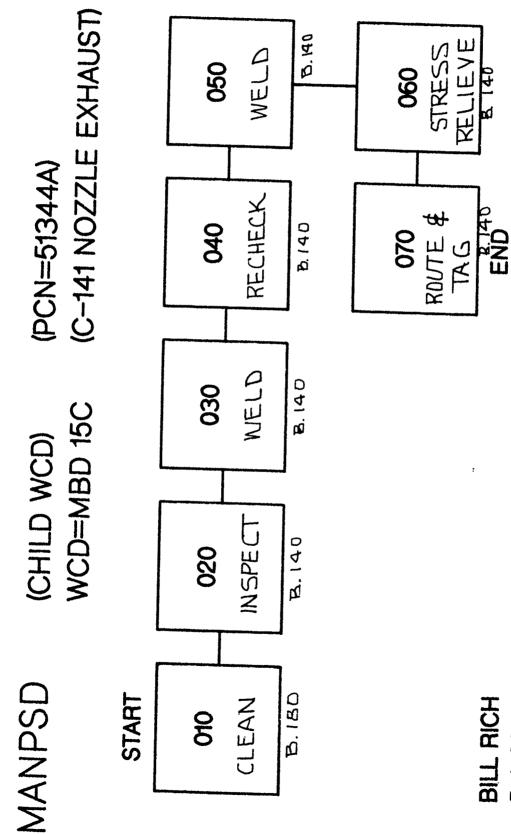


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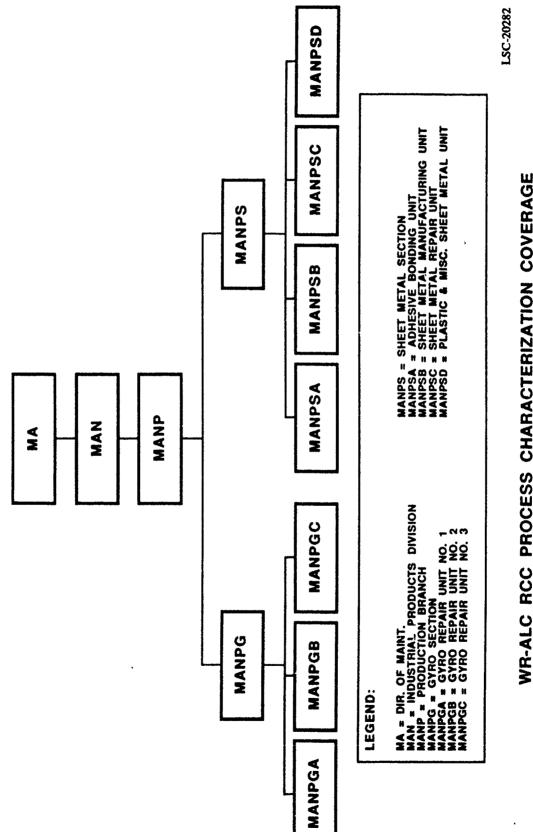
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# WR-ALC RCC PROCESS CHARACTERIZATION COVERAGE FIGURE 9.0-1

#### WR-ALC (MANPSD)

#### 1.0 Identification of RCC

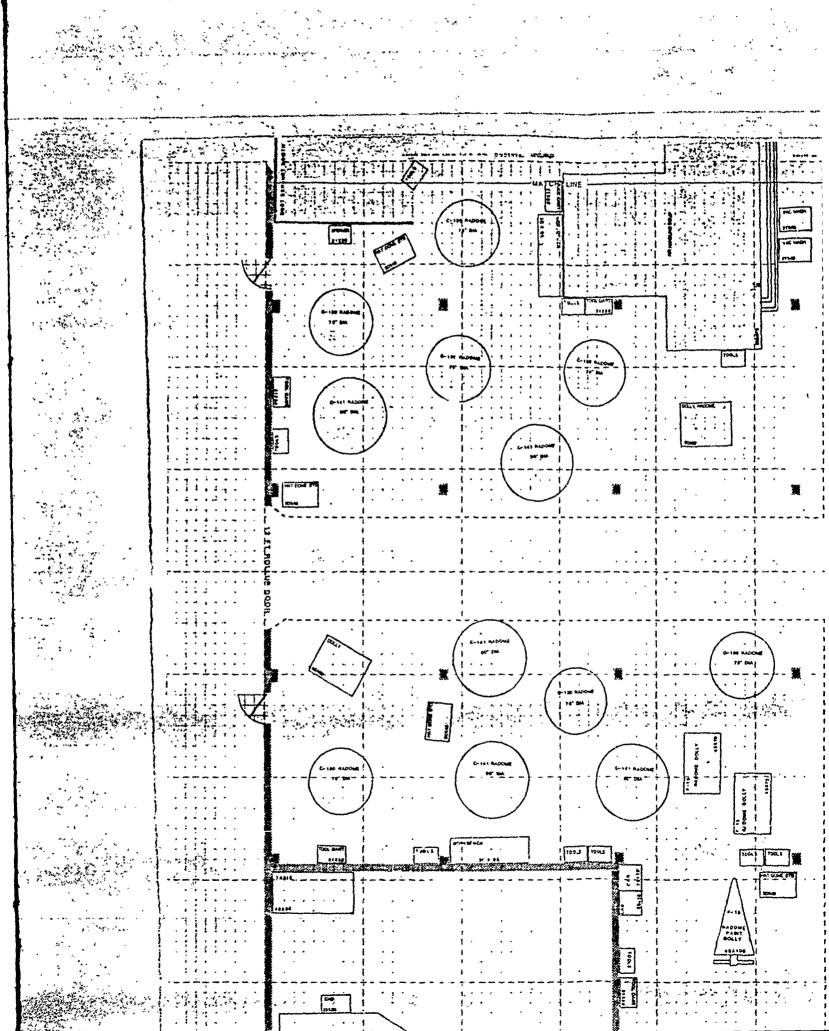
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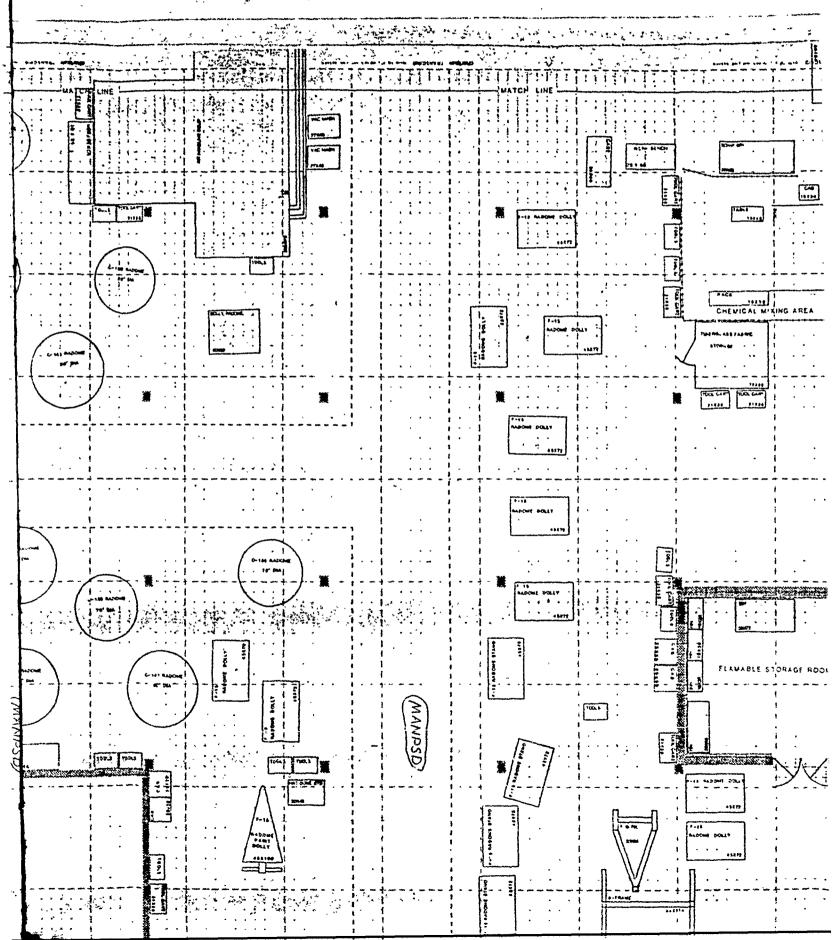
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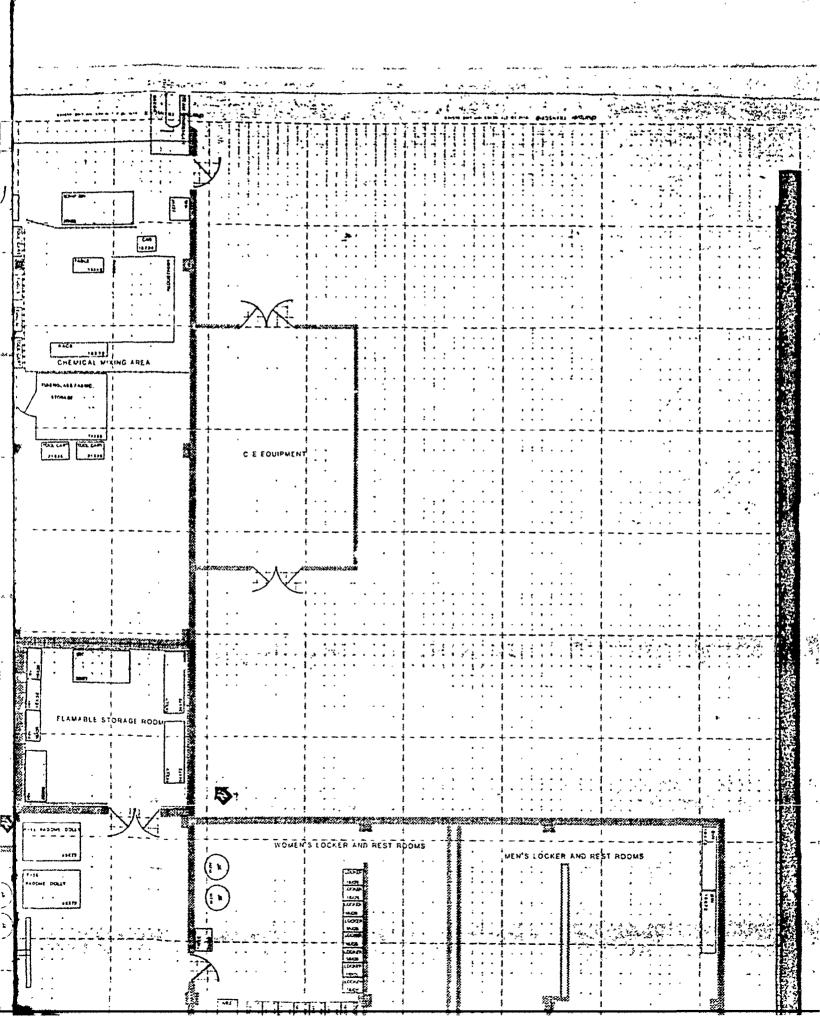
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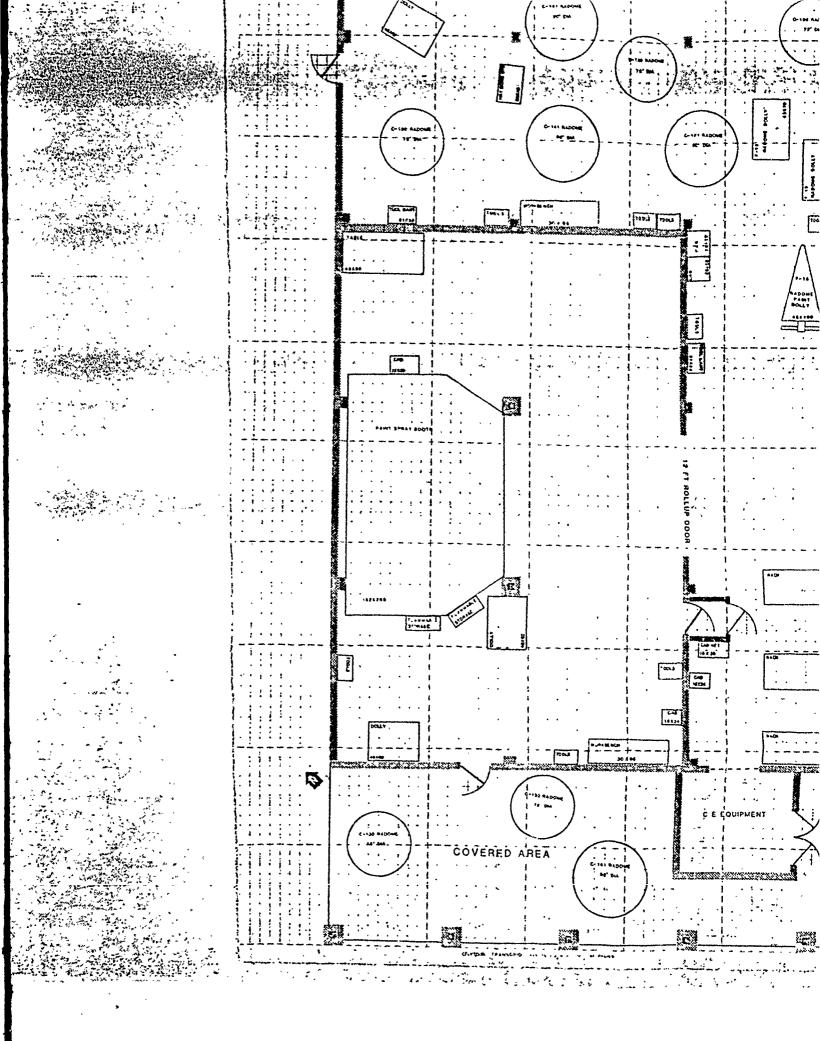
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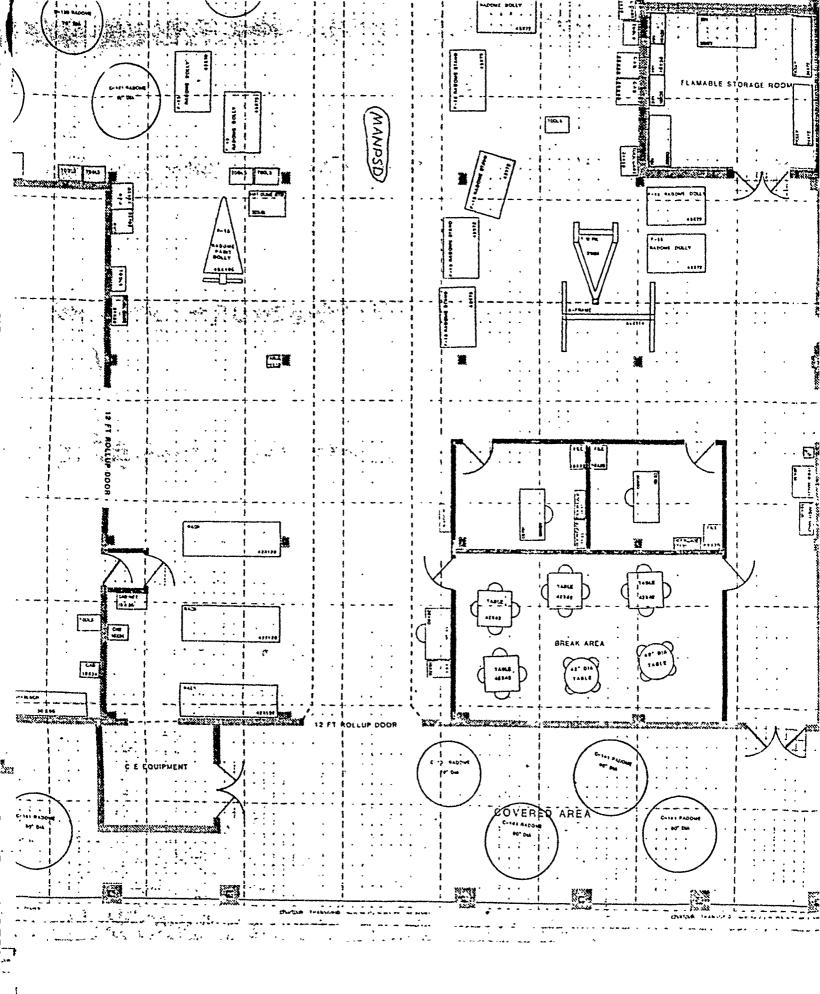




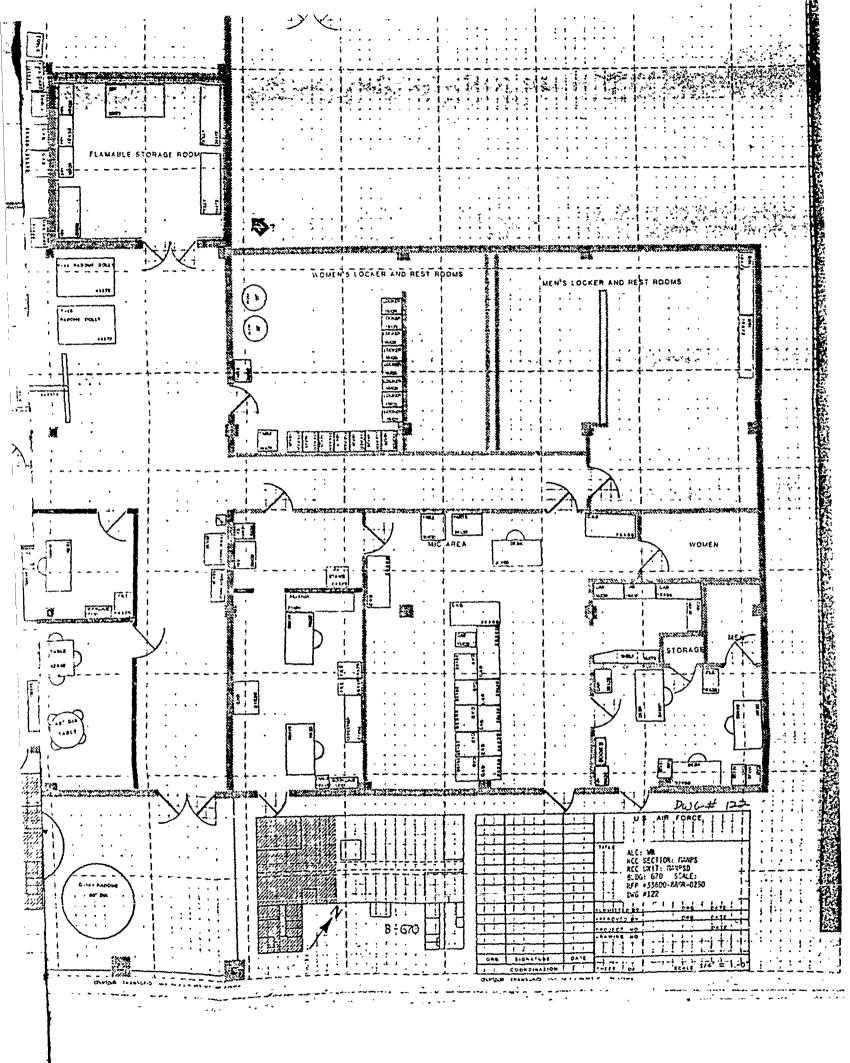


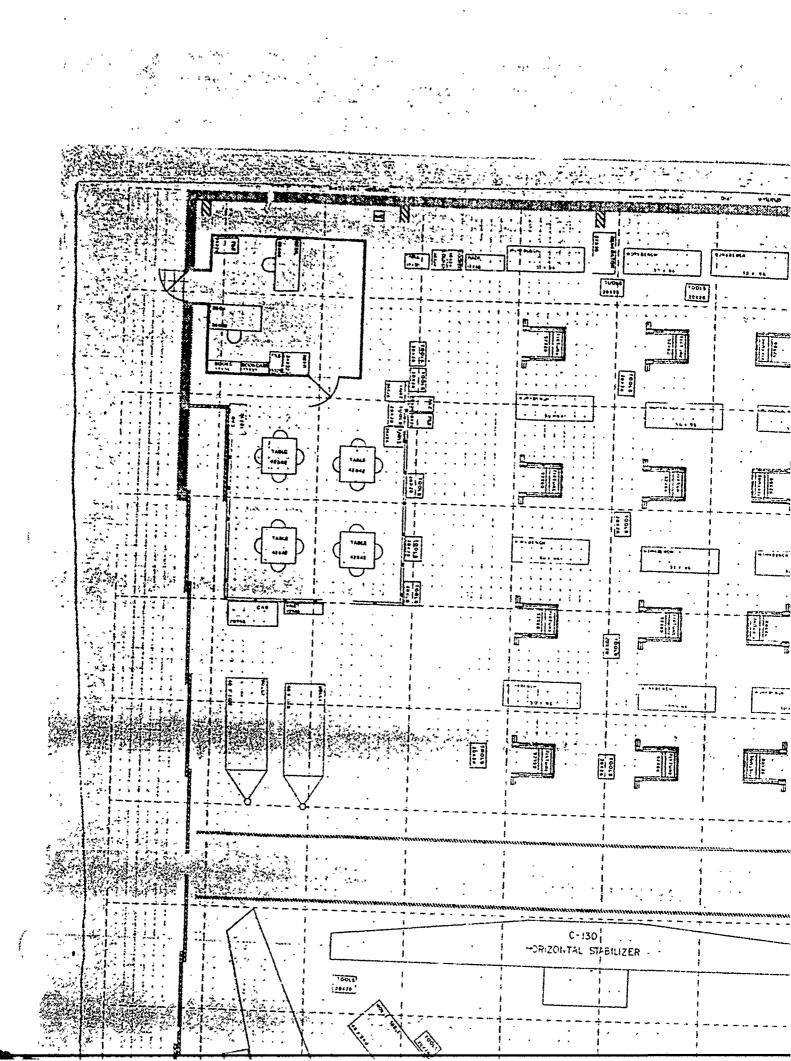
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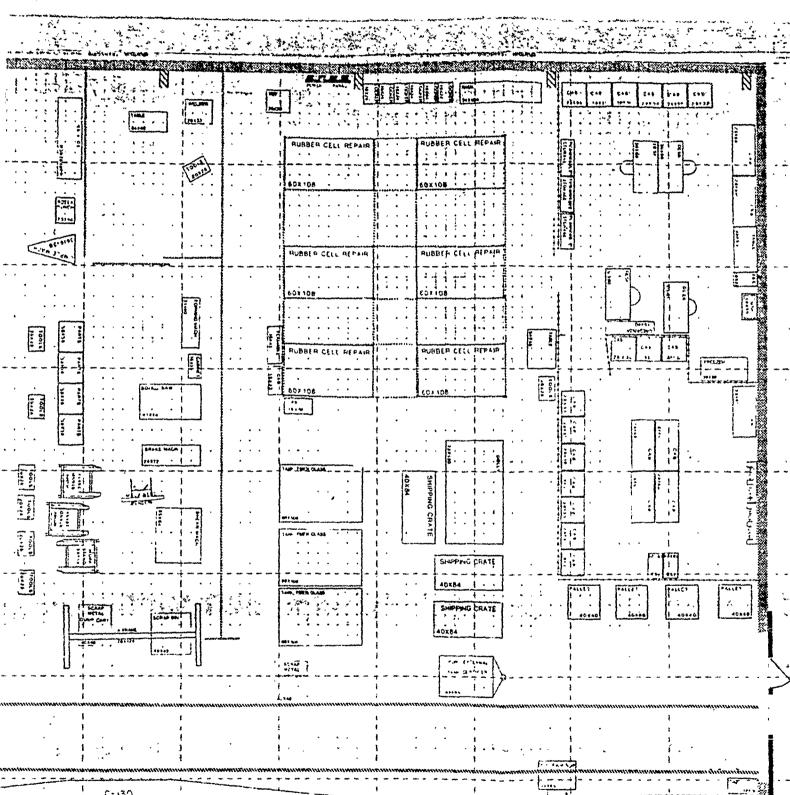


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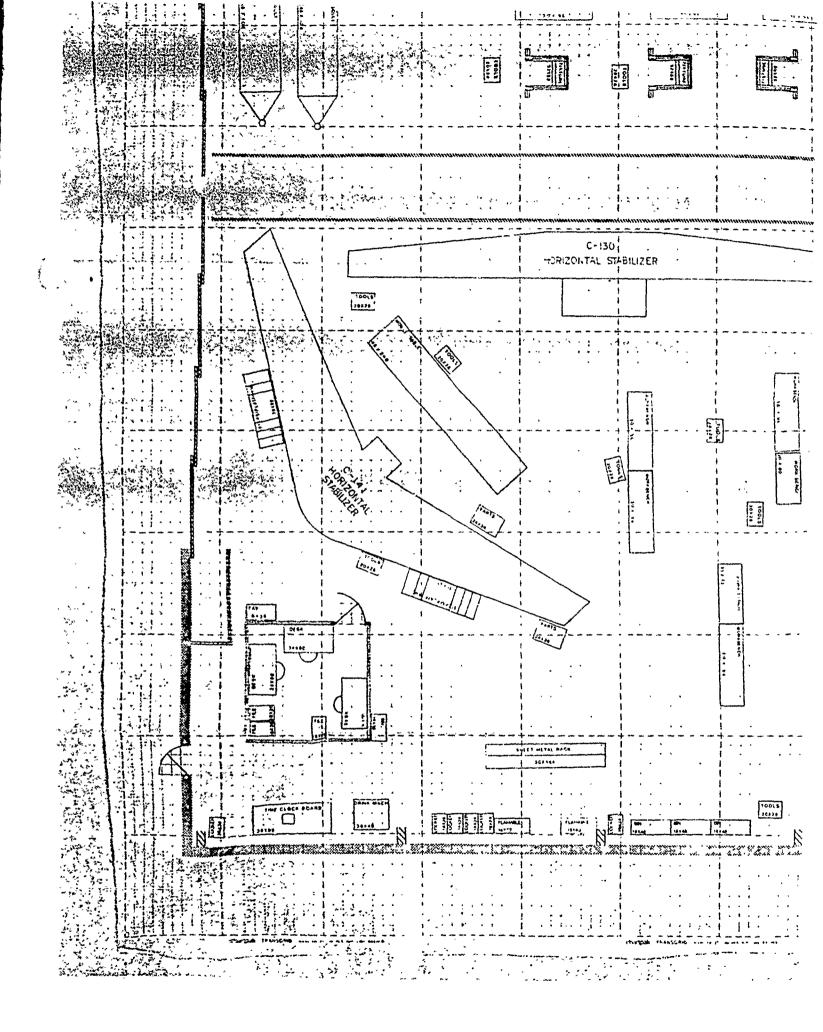
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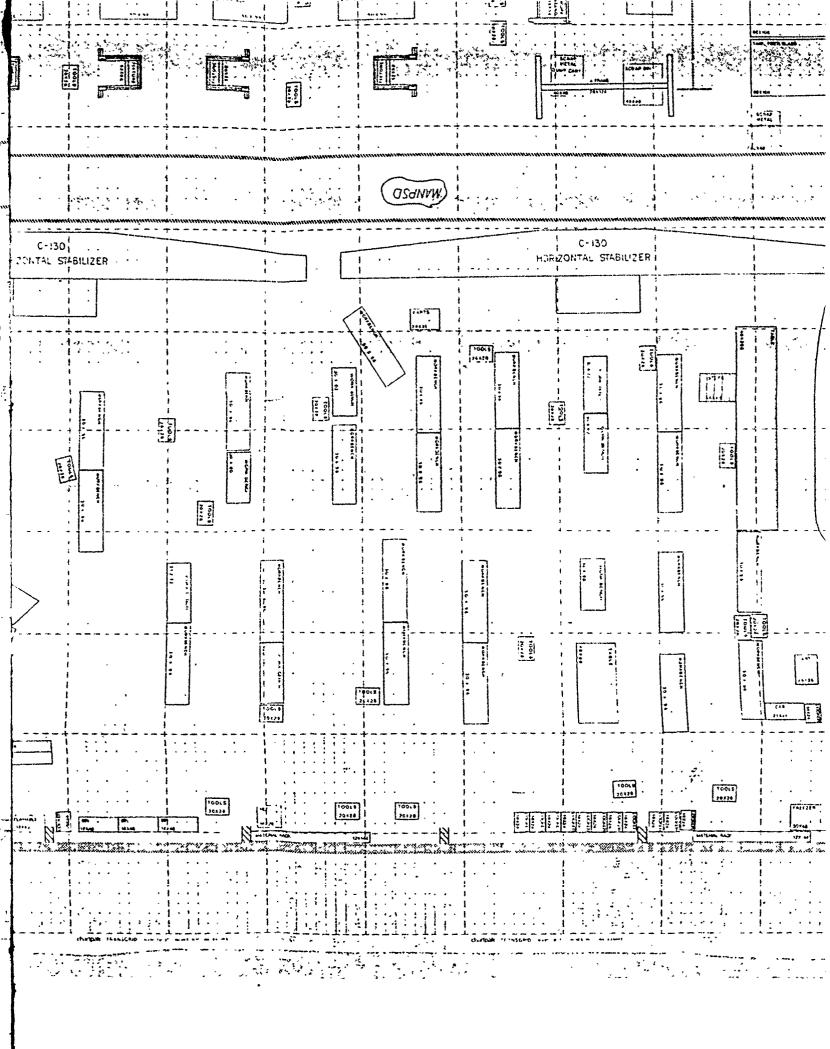
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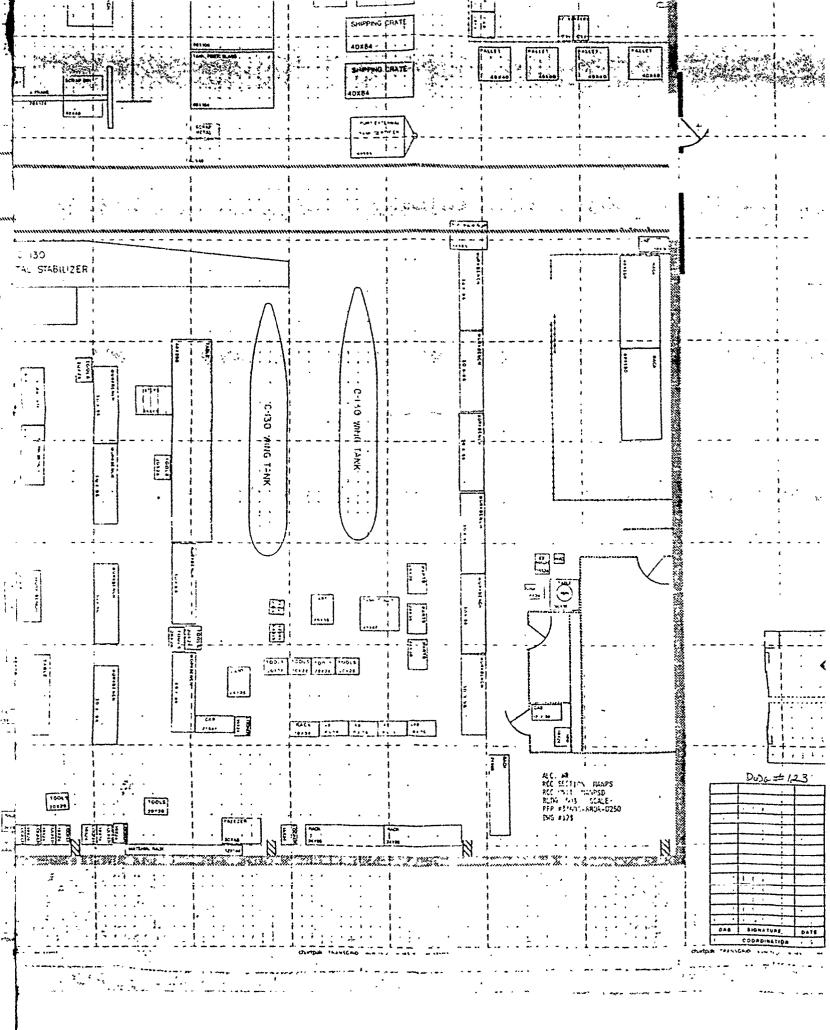
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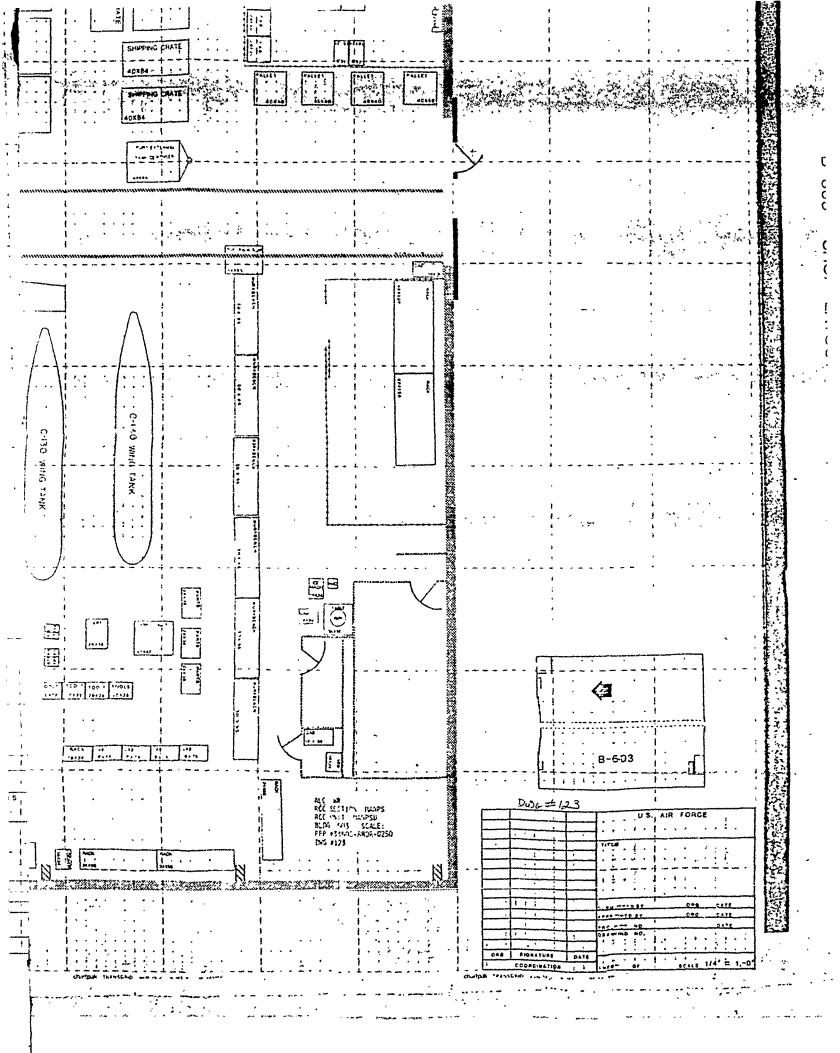
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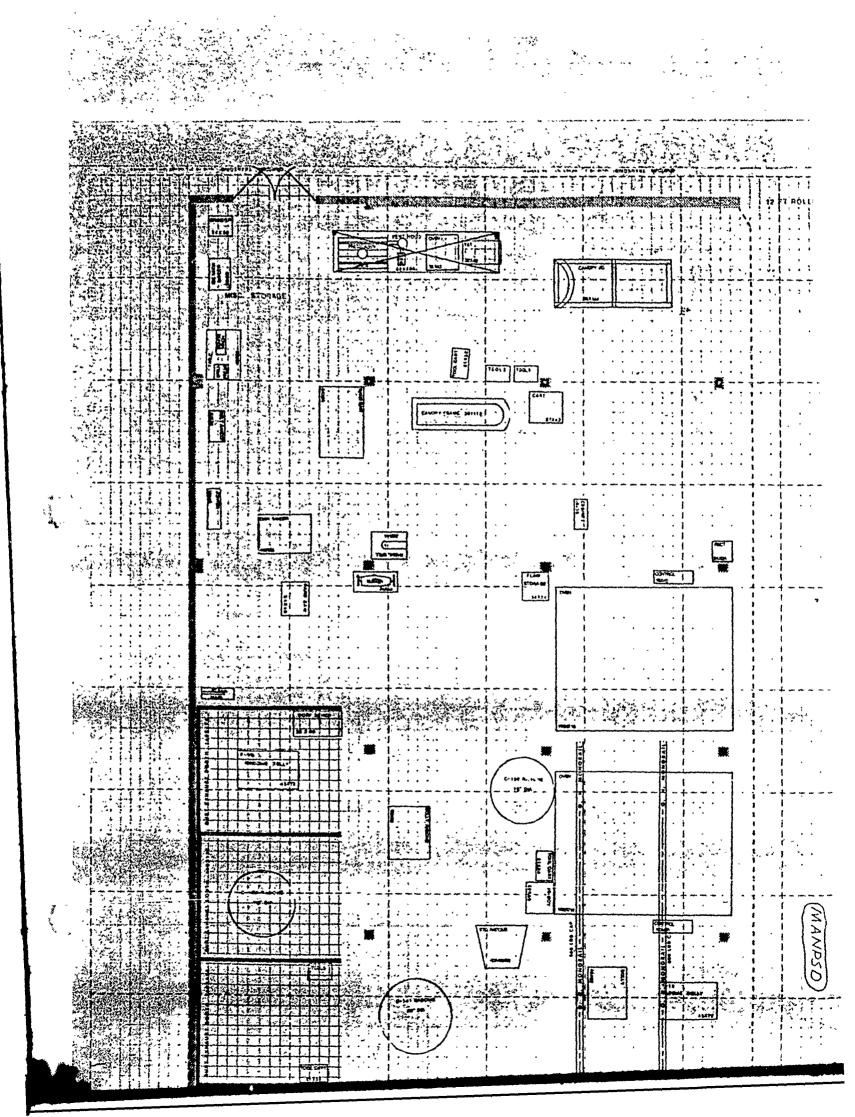


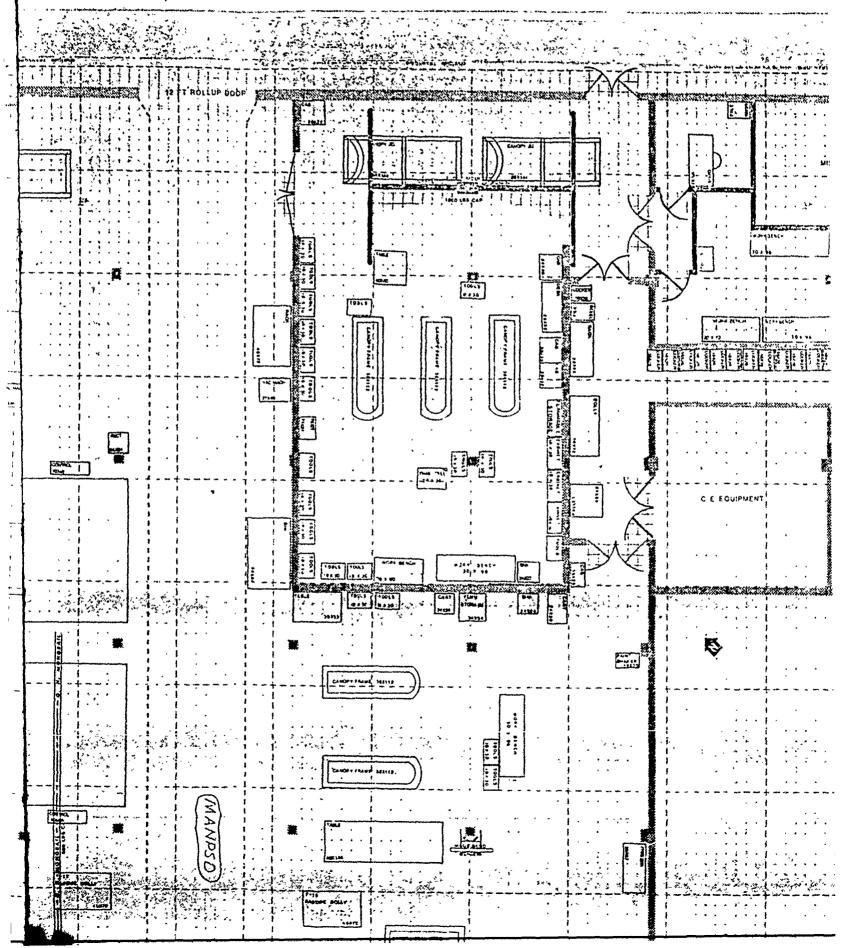
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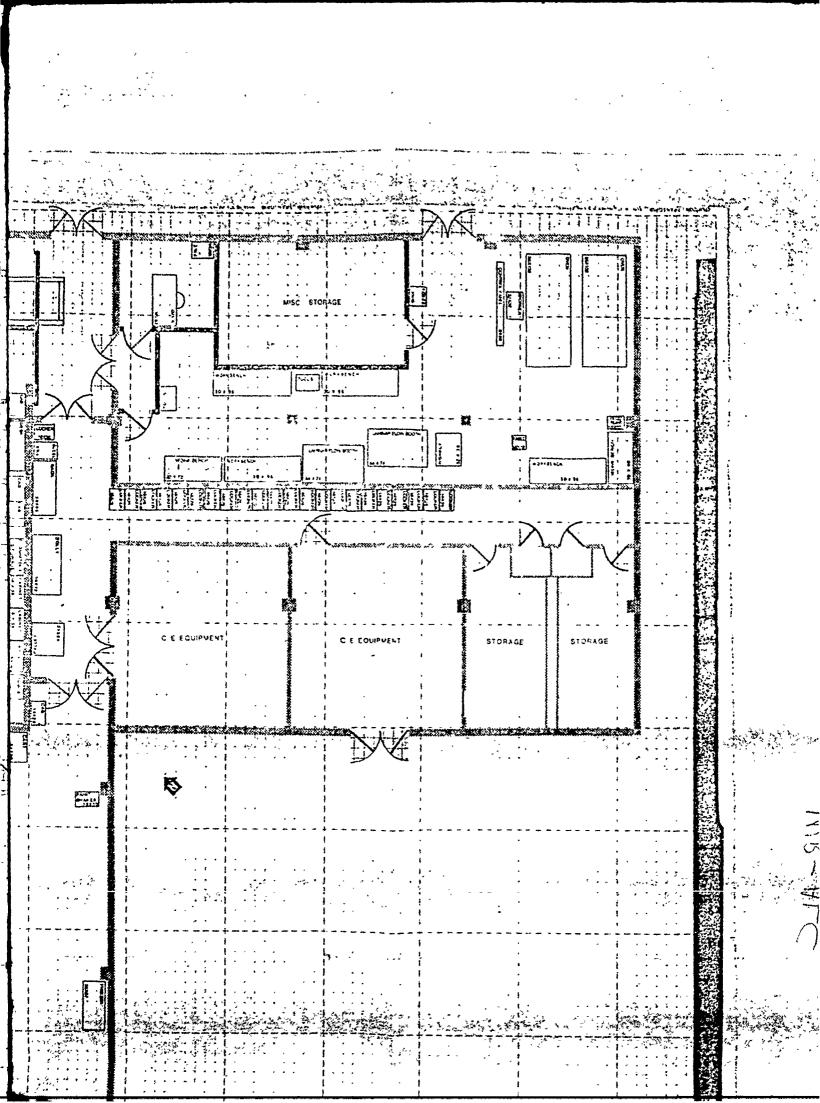




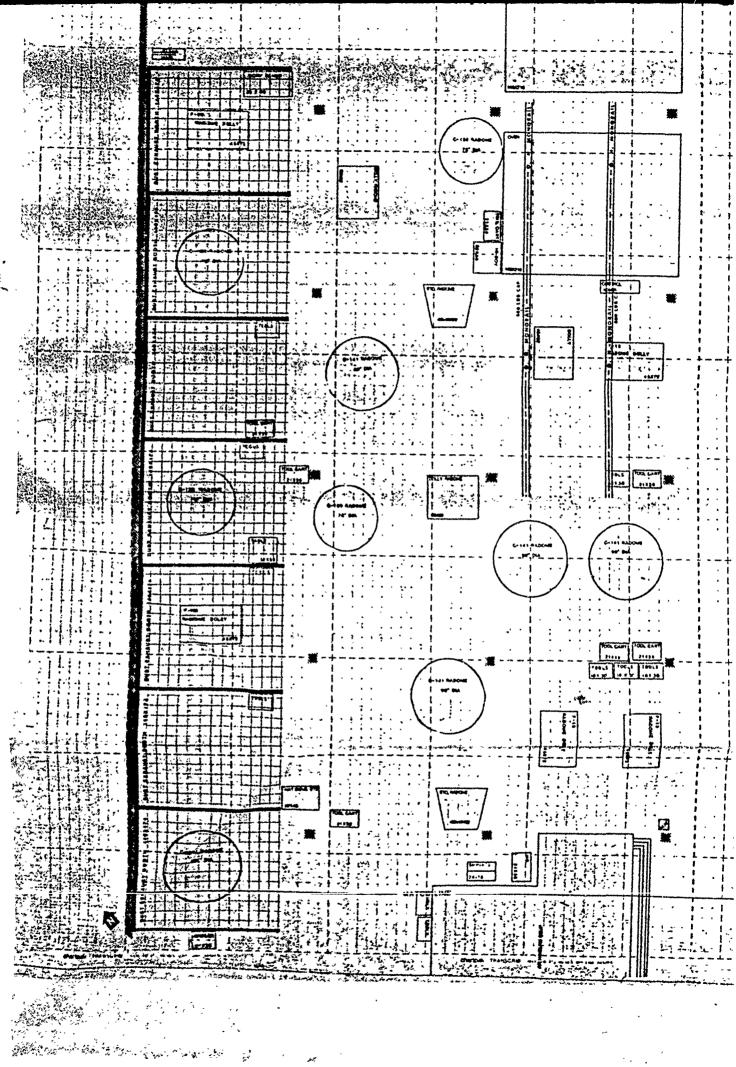


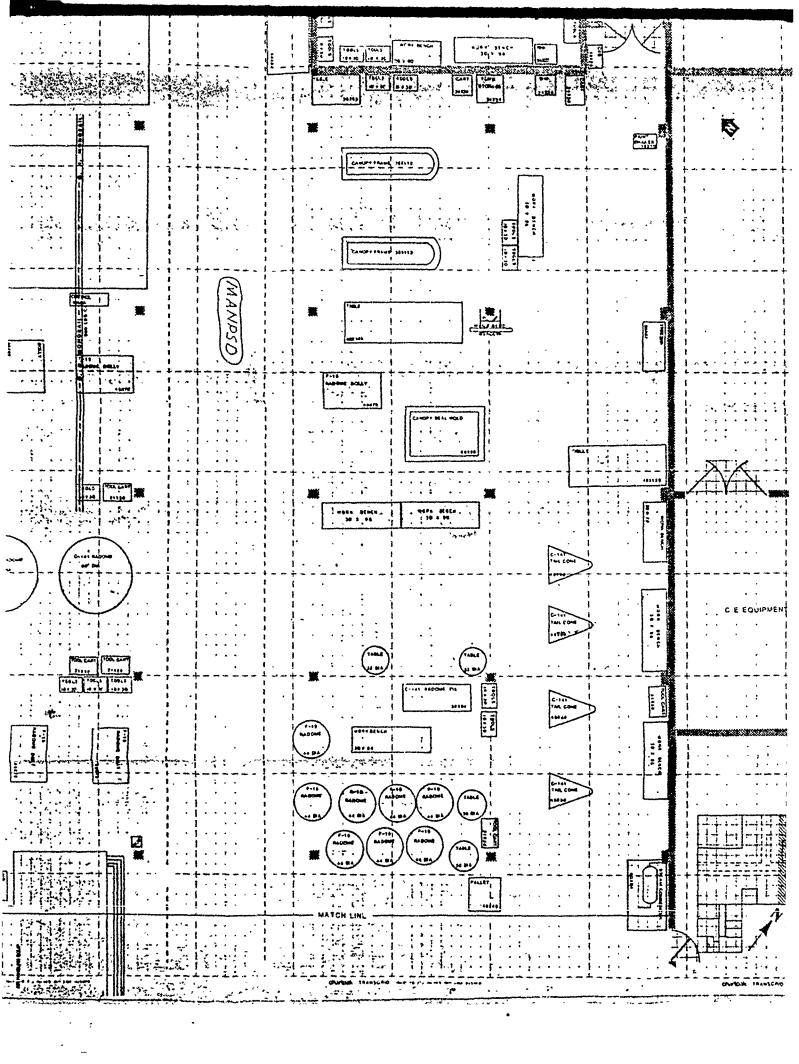




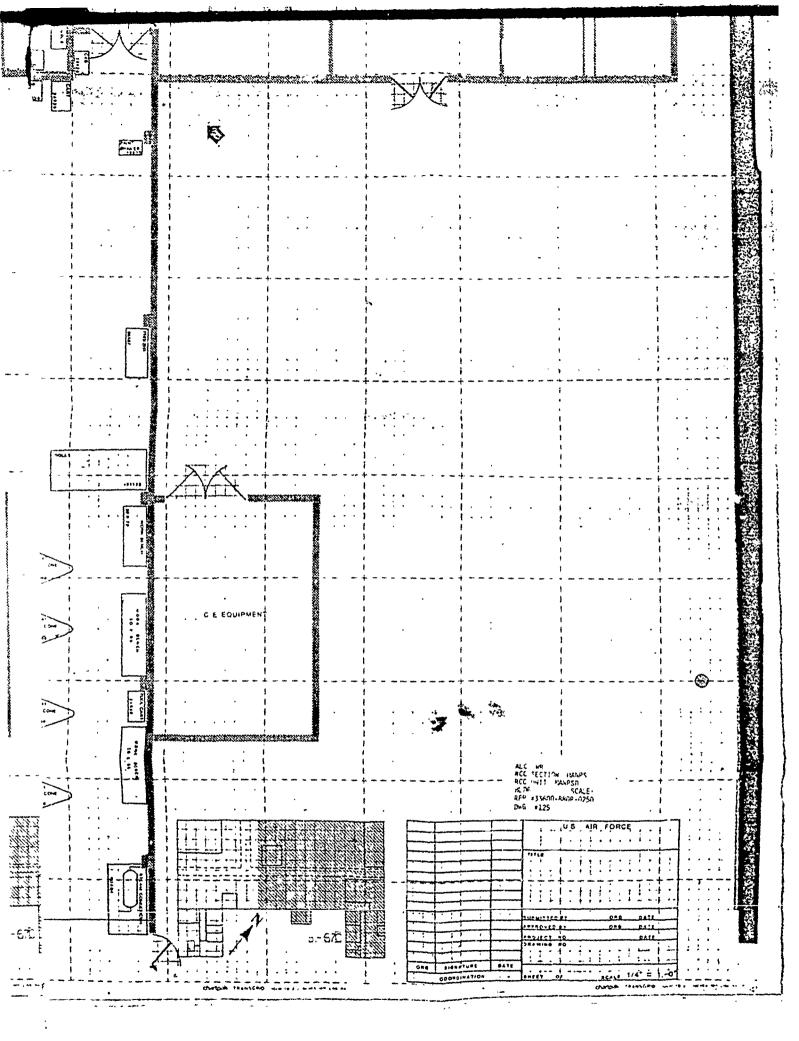


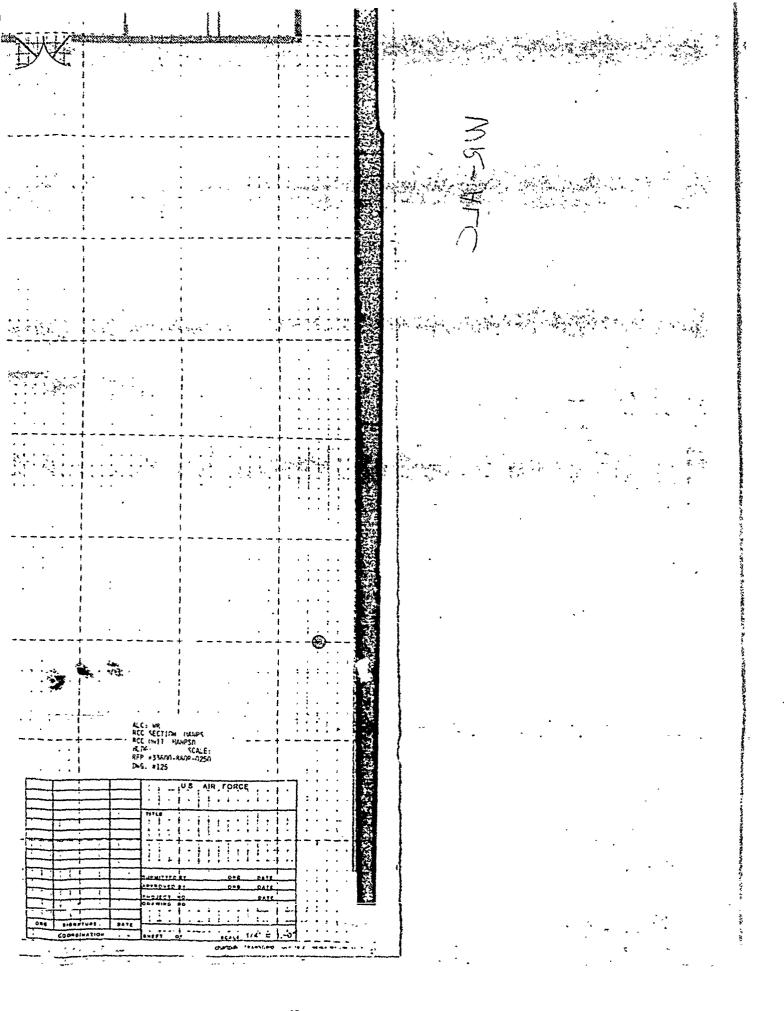
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MANPSD
09193A
40208A
41059A
03172A
51420A
51344A

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CONTROL NUMBERS BY RCC

<u></u>	RCC	<u>C/1</u>	<u>u</u>	NOUN	ORCHARS	11 100 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 10
	MNPSA	51454 A	51455A	PETAL DOOR	19105	
		OISCDA	877)	BRAKEAER	9171	
	((6))(4)	5/352A	51353A	DODR.	8342	
	ADD	51418A 05502A	51419A 05503A	LEADING AILERON	6480	43098
		51334A	01.020	HORZ. STABILIZ		
	MNPSC	06691A	06692A	COWLING RAL	97484	
		50164A	د 	SCOUP	4032	
<u></u>		51402A		DR THRUST	3110	
	5	50266A	<b></b>	ELEVATOR	2770	
<u></u>		50242A (50454A)	50244A	FLAP	3504	110900
(	MNPSD	03172A		CANOPY	497/9	
		5134.4A		NOZZEL	34626	
		09193A	F15	RADOME	21,107	
	(7) (6-	H) 41059A	C130	RADOME ASSY	9310	
	<u> </u>	03 <del>1</del> 27A		CANOPY	6900	
		40208.4	C141	RADOME	5495	127 /57
n/2	13 ADD	51420A		LEADING ED	bE :	781155
6	0	SHE	ET MI	ETAL SHOP		
(	SP/	RCC	CRE HRS	80%	NO. OF H SELECTED FI	rs r sidy
	10/14/68	MANPSA	53 450	42760	43098	
		man PSC	144209	115367	110900	(77%)
	•	MANPSD	156501	125200	127/57	(81%)
	CALCULATE			5 5F 223EP88 1		
)	AND MLDC		•	UNITS A, C to	$\mathcal{D}_{i}$ of	13

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23, 1989	···· OKEY	0P01 229		OKEY	0P01 132	0P01 133	0P01 134	OP01 135	OP01 136	OP01 137	OP01 138		OKEY	0P01 1	0P01 2	0P01 3	0P01 4	0P01 5	0P01 6	0P01 7	0P01 8	0P01 9	01 I040	0P01 11	0P01 12
RUARY	XAM			MAX	õ	5	ö	0	Ö	Ö	0	1 1 1 1 1	MAX	Q	Q	ЧО О	Ъ	Ъ	Q	g	Q	Q	g	g	đ
(, FEB	BTCH			ETCHMAX	-	-	1	-		T		8	<b>BTCHMAX</b>	~	1	-	н	-	H		•			-	-
13:21 THURSDAY, FEBRUARY 23,	BTCHMIN BTCHMAX	~	2 2 1 1 1 1 1	BTCHMIN	1	H	ч	1	щ	T	-	3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	BTCHMIN	Ħ	m	н	1	T	Ч	1		1	Ч	1	-
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RCC=MANPSD	EPA		ņ	EPA			٩						EPA												
	EQTY	•	P MBE9443	EQTY	•	•	Г	•	•	•	•	369154-1	EQTY	•	•				•						
PORT 1 CALC=WR RCC=MANP D 684315004-1005		10	88280 P M	S ECODE	0	0	0012	0	0	0		263 P 3	ECODE	0	-	_	~	_	_	_			_		
B, RE		0.25		MHRS	0.50	2.00	55.00	5.50	0.10	0.10	0.25	1N 88	MHRS	0.50	4.50	1.00	40.00	10.00	1.00	1.00	•	0.25	6,00	0.25	1 6 6
APPENDIX B, REPORT 1 Profile LIST For Alc=WR 02A MDOGEN 8116 D 684216	TY MFRACT	,	HEADR=40208A MB013N	Y MFRACT							•	HEADR=41059A MB001N 88263 P	MFRACT		•				٠	•	٠				
_			=402(	MQTY	T	-1	-	-1	ч	ч	ч	=4105	MQTY	٦	-	-	-1	4	H	1		٦	1	-	•
OPERATION UEADD-001		48900		MSKILL	48901	48901	48901	48901	48903	48901	48901		MSKILL	48900	48903	48903	48901	48900	48903	48903		48903	48903	48901	00001
Ö	RCCPB OPTYP MTLTYPE MSKILL	SYN	8 8 8 9 9 8	MTLTYPE	SYN	SYN	MAS	SYN	NAS	SYN	SYN		ΟΡΤΥΡ ΜΙLΤΥΡΕ	NVS	NYS	NYS	NYN	NVS	NYS	NVS		NVS	NYS		
	3 OPTYP	SNI	9 1 9 1 9	ΟΡΤΥΡ	PROC	PROC	REP	PROC	PROC	SNI	SNI		OPTYP I	SNI	PROC	PROC	PROC	SNI	PROC	SNI		SNI	PROC		0.77
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	RCC	<b>OSANAM</b>	, ; ; ; ; ; ; ; ;	RCC	MANPSD	MANPSD	MANPSD	MANPSD	MANPSD	MANPSD	MANPSD		RCC	MANPSD	MANPSD	MANPSD	MANPSU	MANPSD	CSUNAM	MANPSD	MANPSD	MANPSD	MANPSD	MANPSD	
	A WCD	280 MB005N MANPSD	5 7 9 9 9 9	WCD	MBOI3N MANPSD	MBOI3N	NETOBM	NETOBW	MELOAM	MB013N	MB013N MANPSD	)             	MCD	MBOOIN	MBOOLN MANPSD	MB001N	MB001N	MBOOIN	MBOOTN	MBOOTN	MBOOLN MANPSD	MBOOIN MANPSD	MBOOLN MANPSD	MB001N	N. 000M
	RTOPER	280	, , , , ,	RTOPER	10	20	30	40	50	55	60		RTOPER	10	20	30	40	50	70	80	90	110	120	140	0

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7:25 FRIDAY, FEBRUARY 24, 1989

PART OPERATION SUMMARY

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	80	1	×	ALPHA 1.00 1.00 1.00	
	EETMETAL WCD DATE: 88280	N	HOURS MIN MAX	VALUE 0.201 0.196 0.117 0.117 0.196	ES: 25
	SHEETMETAL, PLASTIC AND MISCELLANEOUS SHEETMETAL PCN: 40208A WCD; MB013N WCD DAT	OPERATION TYPE: INS MATERIAL TYPE: SYN ITEMS:	EQUIPMENT REQUIRED TIME CATEGORY QTY FRACTION HOURS	PARAMETERS 3.0 12.0380.0 154.2118.0 154.7	: OCCURRANCES: HOICE: NORMAL
TAK! UTERALLOU JOINT TOTAL	METAL, PLASTIC AN PCN: 40208A	ATION TYPE: INS	1 1 1	DISTRIBUTION UNIFORM TRIANGULAR NORMAL LOGNORMAL EXPONENTIAL	OCCURRANCE FACTOR: . OCC DISTRIBUTION OF CHOICE: NORMAL
	SHEET	ND ITEMS	CODE	90 IOO	δΔ
LAR4	RCC: MANPSD	FLOWTIMES: 2 END	TME	RELATIVE FREQUENCY 80 30 40 50 60 70 80	
	ALC: WARNER ROBBINS	WSSING FLOW	REQUIRED TI FRACTION		在 2 元 在 2 元 2 元 2 元 2 元 2 元 2 元 2 元 2 元 2 元 2 元
	ALC: WAR	PN: MBE9443 Operation: ZPRT Sample Size: 23	SKILL QTY	HISTORICAL DATA ACTUAL 0.10,20 FREQ 0.10,20 20 4 ** 80 4 **	မာရာဝစ္တ
				T (14000)	× 11200

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		1			<b>H</b>	- HEADR=091	193A	193A MB005N	8116 P 68	68A315004-1005	4-100	5				
RTOPER	WCD RCC	R C	RCCPB	OPTYP I	OPTYP MTLTYPE MSKILL	MSKILL	MQTY	MFRACT	MHRS	ECODE EC	EQTY EPA	A EFRACT	T EHOURS	S BTCHMIN	BTCHMAX	OKEY
10	MBOOSN MANPSD	ß	<b>م</b>	SNI	SYN	48903	H		0.10	•			•	T	F	OP01 202
20	MBODSN MANPSD	ß	٩	SNI	NVS	48900	-1		0.50 62	6294 ]	<b>a</b> .	•	0.5	ц.	-	OP01 203
60	MBOOSN MANPSD	ß	٩.		NYS	48903	-		1.00	•		•	٠	7	-	OP01 204
70	MB005N MANPSD	õ	٩.				•			·		•	•		•	OP01 205
80	MBOOSN MANPSD	ß	۵.	REP		48903	Г	•	0.50	-		•	•	Ţ	г	OP01 206
06	MBOOSN MANPSD	SD	٩	REP	SYN	48900	ч		1.00			•		1	F	<b>OP01 207</b>
100	MB005N MANPSD	ő	۵.	REP	NVS	48900	F		1.00	•		•	٠			OP01 208
109	MBOOSN MANPSD	ő	۵.				•	•		•		•	•		•	OP01 209
110	MB005N MANPSD	ő	۵.	REP		48900	-		1.00	·			•	ľ	-	<b>OP01</b> 210
120	MBOOSN MANPSD	ß	۵.	REP		48900	Ч	•	0.50			•	•	-1	ч	OP01 211
130	MB005N MANPSD	õ	٩.	REP	NYS	48900	-		5.00	·		٠	•	-1	1	0P01 212
140	MB005N MANPSD	ð	٩	REP	SYN	48900	П	•	2.00 00	0012 1	<b>e</b> .		1.0	-1	F	OP01 213
150	MB005N MANPSD	õ	₽	REP	SYN	48900	Г	•	10.00				•	1	T	OP01 214
160	MB005N MANPSD	Ő	٩	REP	SYN	48901	٦		3.00 00	0012 1	Δ.	•	1.0	Ħ	T	OP01 215
170	MB005N MANPSD	ő	۵.	REP	SYN	48900	ч	•	3.00 00	0012 1	۵.		1.0		1	OP01 216
180	MBOOSN MANPSD	ß	٩	REP	SYN	48901	-	•	3.00 00	0012 ]	۵.	•	1.0	T	-	OP01 217
190	MBOOSN MANPSD	ð	۵.	REP	SYN	48901	Ħ	•	50.00 00	0012 1	<u>م</u>	•	1.0	H	7	OP01 218
200	MB005N MANPSD	ß	٩.	REP	SYN	48900	-	•	10.00 00	0012 1	٩.	•	3.0	r <b>n</b>	T	OP01 219
210	MBOOSN MANPSD	ß	ፈ	REP	NYS	48901	H	•	10.00				•	1	1	OP01 220
225	MBOOSN MANPSD	ß	٥.	SNI		48901		•	0.10				٠	T	1	OP01 221
230	MBOOSN MANPSD	ß	۵.					•		·			•			OP01 222
235	MBOOSN MANPMA	Ą	ß							-			•		•	OP01 223
240	MBOOSN MANPSD	SD	۵.	PROC	SYN	48901	2		2.00 00	0012 1	<u>م</u>	•	1.5	T	-	OP01 224
245	MB005N MANPSD	SD	٩.										•	•	•	<b>OP01</b> 225
260	MB005N MANPSD	ß	٩	PROC	NYS	48900	T		0.25 00	0012 1	<b>a</b> .	•	1.5	Г	Ţ	0P01 226
270	MB005N MANPSD	SD	۵.	PROC	NYS	48901	-		0.50					T	ч	OP01 227
275	MB005N MANPSD	SD	٩	PROC	SYN	48903	н		0.20	•		•	•	н		OP01 228

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	KY 23,	ŎĶĔ	OPOI		OKEY	0P01	0P01	0 <b>P</b> 01	0P01	0P01	0P01	0P01	1	OKEY	0P01	0P01	1040	0P01	0P01	0P01	0P01	1040	1040	000	0 <b>P</b> 01	0P01	
	FEBRUARY	BTCHMAX		3 1 1 1	TCHMAX	-	П	1		ы	-1	7		TCHMAX	1	-4	-	Г	-	1	1			F	-	1	,
	13:21.THURSDAY,	BTCHMIN B	\- -	1 1 1 1 1 1 1 1 1	BTCHMIN BTCHMAX	T	H	1	T	-	1	1	0 8 9 9 9 9	BTCHMIN BTCHMAX	н	ч	T	Ħ	-	1	Ħ	•	T	T	H	1	
	21.THUI		) 5	1 1 1 1 1				ۍ د					1	EHOURS BTO		1											
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	۵	EFRACT			EFRACT	٠	•	٠	÷	•	•.	•		EFRACT		<i>.</i>	٠	•	•	•	•	•		•		•	
	MANPS				EPA			۵.						٩													
	RCC=	EQTY	· ·	BE944	EQTY	•		-	•	•	•	•	369154-1	EQTY			•	•	•	•	•	•				•	
	NRT 1 VLC=WR RCC=MANP B84315004-1005		`` /	88280 P MBE9443	ECODE			0012					3 P 3	ECODE													
	FOR A	MHRS	0.25	N 8828	MHRS	0.50	2.00	55.00	5.50	0.10	0.10	0.25	1059A MB001N 88263 P	MHRS	0.50	4.50	1.00	40.00	10.00	1.00	1.00	•	0.25	6.00	0.25	0.25	
	IDIX B LIST	FRACT	•	FLO BM	MFRACT					•	•		MB001	MFRACT				•				•		·		•	
	APPEN ROFILE	MQTY MFRACT	-	02084 MB013N	MQTY MF	-	1	Ŧ	-		-	П	1059A	MQTY MF		T	п	7	T	-	-			T	-4	T	
	APPENDIX B, REPORT I OPERATION PROFILE LIST FOR ALC=WR RCC=MANPSD HFADP=091934 MR005W 8116 D 684315004-1005 -	RCCPB OPTYP MTLTYPE MSKILL	48900	ALTON-4	WSKILL M	48901	48901	48901	48901	48903	48901	48901	HEADR=4	WSKILL M	48900	48903	48903	48901	48900	48903	48903		48903	48903	48901	48903	
	OPER HFA	LTYPE	NAS			SYN 4	SYN 4	SYM 4	SYN 4	SYN 4	SYN 4	SYN 4	1	2	SYN 4		SYN 4	SYN 4	4	SYN 4							
	9 9 1 1 1	ΥΡ MT			ΟΡΤΥΡ ΜΤLΤΥΡΕ			Ś			in	Ś	1	ΟΡΤΥΡ ΜΤLΤΥΡΕ	ŝ			ŝ	Ś	Ś	Ś		Ś	ίΩ.		Ś	
	8 8 1 1	B OPT	SNI		OPTY	PROC	PROC	REP	PROC	PROC	SNI	SNI			SNI	PROC	PROC	PROC	SNI	PROC	SNI		SNI	PROC		SNI	
	4 1 1 1		٩		RCCFB	۵.	۹.	۵.	۵.	٩.	٩	۹.		RCCPB	ፈ	٩	۵	۵.	۵.	۵.	۵.	ß	٩	۵.	۵.	۵.	
	9 9 9 1 1	RCC	MANPSD		RCC	IANPSD	MANPSD	MANPSD	IANPSD	IANPSD	IANPSD	IANPSD		RCC	IANPSD	<b>IÁNPSD</b>	<b>ANPSD</b>	IANPSD	<b>IANPSD</b>								
	1	WCD	MBOOSN MANPSD		WCD	MBOI3N MANPSD	MBOT3N N	MB013N N	MBOI3N MANPSD	MBOI3N MANPSD	MBOI3N MANPSD	MBOI3N MANPSD		WCD	MBOOIN MANPSD	MBOOIN MÄNPSD	MBOOIN MANPSD	MBOOLN MANPSD	MBOOIN MANPSD	MBOOLN MANPSD							
	5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	RTOPER	280	1 1 1 1	R TOPER	10 M	20 M	30 M	40 M	50 M	55 M	60 M	1 1 1 1 1 1 1 1 1 1 1 1 1	RTOPER	10 M	20 M	30 M	40 M	50 M	70 M	80 M	W 06	110 M	120 M	140 M	150 M	

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13:21 THURSDAY, FEBRUARY 23, 1989 7 APPENDIX B, REPORT 1 OPERATION PROFILE LIST FOR ALC=WR RCC=MANPSD

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			1 3 1 1	5 8 8 8 8 8 8 8	¥	HEADR=03427A MB015N 88054	27A MBI	OISN 8		P 68A350010-2085	-0100	2085	8 8 8 8 8 8 8	• • •				1
RTOPER	WCD	RCC	RCCPB	OPTYP	RCCPB OPTYP MTLTYPE MSKILL		MQTY MFRACT MHRS	FRACT		ECODE	EQTY	EPA E	FRACT	EHOURS	BTCHMIN	EPA EFRACT EHOURS BTCHMIN BTCHMAX	OKEY	7
IJ	MBOISN MANPSD	MANPSD	۵.	PROC		9 <b>4</b> 012	-		0.25		•		ı		H	H	0P01	14
10	MBOISN MANPSD	MANPSD	٩	PROC		9 <b>4</b> 012	T		0.10						T	7	OPOI	15
15	MBOISN MANPSD	MANPSD	٩	PROC		9 <b>a</b> 012	F		2,00	6295	ч	۵.	,	2.0	-1	<del>r</del> t	0 <b>P</b> 01	16
15	MBOISN MANPSD	MANPSD	۵.	PROC		94014	7	•	2.00				ŕ		•		0P01	17
20	MBOISN MANPSD	MANPSD	۵.	SNI	AL	94014	F		0.50	6295		<b>o</b> ,		0.5	T	-1	0001	80 51
20	MBOISN MANPSD	ANPSD	a	SNI		9 <b>4</b> 012	F		0.50		•				•		0P01	19
30	MBOISN MANPSD	MANPSD	٩	DIS	AL	9 <b>4</b> 012	T		2.00		•					Ħ	0P01	20
30	MBOISN MANPSD	MANPSD	٩	SIG	AL	94014	1		2.00					•	1	-1	0P01	21
40	MBOISN MANPSD	<b>MANPSD</b>	٩	PROC		9A012	H		2.00						T	T	0001	22
40	MBOISN MANPSD	AANPSD	۵.	PROC		94014	-	•	2.00						7	H	0001	23
50	MBOIEN MANPSD	MANPSD	۵.	DIS	AL	9A012	ŗ		2.00		•		•		1	7	1040	24
50	MBOISN MANPSD	<b>MANPSD</b>	٩	DIS		94014	1		2.00		•			•	T	H	1040	25
60	MBOISN MANPSD	MANPSD	م	SNI		94014	F		0.50						7	7	0 <b>0</b> 01	26
60	MBOISN MANPSD	MANPSD	٩	SNI	AL	9A012	-1	•	0.50		•				7	F	0 <b>P</b> 01	27
62	MBOIEN MANPSD	MANPSD	80	TAT							•			•		T	1040	28
64	MBOISN MANPSD	MANPSD	٩	SNI		9A012	Ч		4.50		•			۴	-	1	OP01	29
64	MBOISN MANPSD	MANPSD	٩	SNI		94014	-		4.50						1	T	0P01	30
66	MBOISN MANPSD	MANPSD	٥.	REP		94014	Г		16.00	6295		۵.		8.0	1	F	1040	31
66	MBOISN MANPSD	MANPSD	۵.	REP	AL	<b>9A</b> 012	H		16.00				•	•			1040	32
67	MBOISN MANPSD	MANPSD	٩	PROC	AL	48901	0		3.50						-	1	0001	33
68	MBOISN MANPSD	MANPSD	۵.	PROC		9 <b>A</b> 012	T		0.50	6295	-	۵.	•	0.5	T	7	000	34
68	MBOISN MANPSD	MANPSD	٩.	PROC	AL	94014	٦		0.50								0P01	35
63	MBOISN MANPSD	MANPSD	٩	SNI		9A012	T		1.00	6295	-	٩.		1.0	H	1	0P01	36
69	MBOISN MANPSD	MANPSD	٩.	SNI	AL	94014	-1	•	1.00					•	•		1040	37
70	MBOISN MANPSD	MANPSD	٩	REP		9 <b>A</b> 012	1		24.00	6295	-1	٥.		19.2	1	F	0001	38
70	MBOISN MANPSD	MANPSD	٥.	REP		94014	7		24.00								1040	39
75	MBOISN MANPSD	MANPSD	٩	REP	AL	94014	F		8.00	6295	7	۹.		8.0	н	н	0P01	40

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13:21 THURSDAY, FEBRUARY 23, 1989

APPENDIX B, REPORT 1 OPERATION PROFILE LIST FOR ALC=WR RCC=MANPSD

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13:21 THURSDAY, FEBRUARY 23	1	EHOURS BI	•	•		HOURS B1			EPA EFRACT EHOURS BTCHMIN BTCHMAX		EHOLIPS R1												1.00	•	
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DRT 1 NLC=WR	68A35	ECODE			68A350004-2105				_ <b>m</b>		68A35												5859		
FOR A	88250 S	NHKS	1.0	0.5	19055 S	ഗ	•	3 0360	ഗ		88271 P MHPC I	4 50	4.50	16.00	16.00	•	2.00	2.00	11.00	11.00	0.50	0.75	2.00	2.00	
APPENDIX B, REPORT 1 PROFILE LIST FOR ALC=WR	BALIN 8	MFRACI	•		BB11N 8	L MQTY MFRACT MHRS	•		L MQTY MFRACT MHRS		BOLLN 8 Medact				•										
APP PROFI	72Å M	Y LOW	-	2	72A M	МОТУ	•		MQTY		.72A M			-	Ļ	•	-	٦	Ţ	-		2	-	-	
OPERATION	HEADR=03172A MBAIIN	OPTYP MILTYPE MSKILL MQTY MFRACT MHRS	9A012	48901	HEADR=03172A MBB11N 89055	MSKILL		UEADD-00173A MDC111N 00050	MSKILL		***		94014	9 <b>A</b> 012	94014		9A014	9A012	9A012	9A014	9A014	48901	9A012	94014	
OPE	HE	MTLTYPE	AL	AL	9H	RCCPB OPTYP MTLTYPE MSKIL		1	RCCPB OPTYP MTLTYPE MSKIL		HEADR=03 PCCPB_ODTVD_MTITVDE_M6KT11	AL .		NAS	NAS		۹۲	AL	AL	AL	AL	AL	۹L	AL	
		OPTYP	PROC	PROC	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ΟΡΤΥΡ			ОРТҮР			DIS	DIS	INS	SNI		SNI	SNI	REP	REP	PROC	PROC	ASSY	ASSY	
		RCCPB	۵.	۵.	          	RCCPB	۵		RCCPB	α			٩	۵.	۵.	8	۵.	a.	٥.	۵.	٩	۵.	۵.	م	
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		MCD MCD	MBALLN MANPSD	MBAIIN MANPSD	8 8 9 9 9	WCD	MBBIIN MANPMA		MCD	MRC11N MANOSP		N	MB011N M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOLLN M	MBOIIN M	
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OPERATION PROFILE LIST FOR ALC-WR

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RTOPER	MCD	RCC	RCCPB	OPTYP	OPTYP MTLTYPE MSKILL	MSKILL	MQTY	MQTY MFRACT	MHRS	MHRS ECODE	EQTY	EPA	EFRACT	EHOURS	EPA EFRACT EHOURS BTCHMIN BTCHMAX	<b>BTCHMAX</b>	OKEY	•
100	MBOIIN	MANPSD	٩	SNI	AL	9A012			2.50					•		•	0 <b>P</b> 01	31
110	NTTOBW	MBOLLN MANPSD	a.	REP	AL	9A012	-1	•	11.00	5859	-	٩	•	9.60	1	T	Todo	82
110	MBOIIN	MANPSD	a.	REP	AL	94014	-1	•	11.00				•	•		•	0P01	83
115	MBOLLN MANPSD	MANPSD	٥.	REP	AL	9A012	4		7.50	5859	ч	٩	٠	4.00	щ	1	1040	3
115	NTTOBW	MBOLLN MANPSD	٥.	REP	AL	94014	-		7.50					•			0001	85
130	MBOIIN MANPSD	MANPSD	٩	ASSY	NAS	94014	H		1.50	5859	-	۵.	•	1.50	Ч	T	0001	86
130	MBOIIN	<b>WANP</b> SD	٩	ASSY	NYS	9A012	ч	•	1.50				•	•		•	0P01	87
140	MEIOBM	MANPSD	a.	SNI	NAS	9A012	-	•	1.00	5859	1	٩.	•	0.50	-1	П	0P01	80 80
140	MBOIIN	MANPSD	٩	SNI	NYS	94014	-		1.00					٠		•	0P01	89
150	MEDIIN	MANPSD	۹.	SNI	NYS	9A012	1		1.50	5859	4	۵.		1.50	1	1	0001	90
150	MBOIIN MANPSD	MANPSD	٩	SNI	NVS	94014	۲	•	1.50					•		•	IOOO	16
160	MBOLLN MANPSD	MANPSD	۵.	PROC	NYS	94012	-		7.00	5859	7	٥.	•	5.00	7	1	OPOI	92
160	MBOIIN MANPSD	MANPSD	٩	PROC	SYN	94014	-	•	7.00							•	0001	63
170	MBOIIN MANPSD	MANPSD	۵.	PROC	NAS	9 <b>A</b> 012	ч		3.00		•				H	7	0P01	94
180	MBOIIN MANPSD	MANPSD	۹.	PROC	NAS	94014	~		3.00					•	ы	7	0P01	95
190	MELLORM	MANPSD	٩	SNI	NAS	9A012	н		1.00					•	1	H	0P01	96
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200	MBOLLN MANPSD	MANPSD	م	SNI	MYS	9A014	-		1.00					•	н	H	5040	66
210	MBOLLN MANPSD	MANPSD	٩	PROC	NYS	9A014			7,00	5859	-1	۵		5.00	H	H	0P01	100
210	MBOLLN MANPSD	MANPSD	۵.	PROC	SYN	9A012	П		7.00					•	·		0P01	101
220	MBOIIN MANPSD	MANPSD	٩	PROC	SYN	9A012	~		3.00						F	1	OPOL	102
220	MBOILN	MANPSD	<b>0</b> .	PROC	NYS	9A014	-		3.00				٠		н	1	0001	103
230	MBOIIN	MBOIIN MANPSD	a.	PROC	SYN	94014			3.00						F	1	0P01	104
230	MBOLIN	MBOLIN MANPSD	٥.	PROC	SYN	9A012	П	•	3.00						T	1	OP01	105
240	MEDIIN	MBOLLN MANPSD	۵.	ASSY	SYN	9A012	-	•	20.00	5859	-	٩		12.00	7	1	0P01	106

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115 118 120 123 125 113 114 117 121 122 126 127 0P01 108 OP01 109 **OPOI 110** OP01 111 OP01 112 OP01 116 P01 119 124 OKEY TOdo 0P01 0P01 0P01 104C 0P01 1040 0001 1040 TOdO 0P01 1040 1040 MHRS ECODE EQTY EPA EFRACT EHOURS BTCHMIN BTCHMAX ---+ 0.50 0.25 , APPENDIX B, REPORT I OPERATION PROFILE LIST FOR ALC=WR ---- HEADR=03172A MB011N 88271 P 68A350004-2105 ٥. ۵ 1.50 5859 5859 0.25 4.50 1.50 0.25 1.00 1.00 6.25 6.25 4.50 10.00 10.00 6.00 0.25 1.50 0.25 1.50 2.00 2.00 OPTYP MTLTYPE MSKILL MQTY MFRACT 94014 9A012 9A014 9A012 9A012 PLOAP 9A012 9A012 **9A014** 9A012 9A014 9A014 9A012 9A014 48901 9A014 9A014 9A014 9A012 SYN SYN SYN SYN SYN SYN AL AL AL AL AL AL Å Å AL AL ¥ 2 ž PROC ASSY PROC PROC ASSY ASSY PROC PROC PROC ASSY PROC PROC INS INS INS INS INS ¥ RCCPE MANPSD RCC MBOIIN MBOILN MBOLLN MBOILN MBOLLN MBOILN MEDILIN MBOLLN MBOIIN MBOIIN MBOLLN MBOLIN MBOLLN **MBOLLN MBOIIN** MBOILN MEDIIN MBOILN **MBOLLN** MCD RTOPER 250 250 260 270 270 280 290 290 300 300 310 330 340 350 260 280 320 345 350

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FEBRUARY 23,	BTCHMAX	•	•		•	•		•			•		<b>STCHMAX</b>		H			-	H	-	F	H	-	
13:21 THURSDAY,	BTCHMIN BTCHMAX						•	•	VENUCTO VENUCTO		•		BTCHMIN BTCHMAX		1			-	F	п	н	T	1	
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APPENDIX B, REPORT 1 Profile List For Alc=Wr Rcc=ManPSD 344A MBD15C 88061 S 3P22591-197	ECODE								S 3922			P 3077501-107									1570	1570	1570	
B, REPC T FOR A \$8061		•	•						88061 T MUPS		•	88061			14.00			14.00	3.50	2.00	80,00	24.00	80.00	
NDIX E LIS BD15C	MQTY MFRACT	`		•	•	•			44A MBEISC			MR015C	MFRACT		•								•	
APPE ROFIL:	4017		•	•					IAA M		•	IM VY							_					
	RCCPB OPTVP MTLTVPE MSKILL I											HFADR=6131	VW TIL	•	9A012 1		•	9A014 1	94014 I	9A014 2	94014 I	9A012 1	94014 2	
OPERATION - HEADR=5	/PE M								HEA!			HFAI	E MSI		9 <b>A</b> (			9 <b>A</b> (	9 <b>A</b> (	9A(	9 <b>A</b> (	9 <b>A</b> (	9 <b>A</b> (	
	MTLT											1	RCCPB OPTYP MTLTYPE MSKILL		AL			AL	AL	AL	AL	AL	AL	
8	PTYP								DTVP			5 6 1 1	TYP N		s			PROC	s	PROC	ASSY	Ф.	۵.	
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5 7 8 8 8 8 8 8 8 8 8 8	MCD	MBD15C	MBD15C MANPDB	MBD15C	MBD15C	MBD15C	MBD15C	MBD 15C		<b>.</b>	MBEISC MANPDB		MCD	MB015C MANPDD	MB015C MANPSD	MB015C	MB015C	MB015C	MB015C	MB015C MANPSD	MB015C	MBOISC MANPSD	MB015C 1	
1 1 1 1 1 1 1 1 1	RTOFER	10	20	30	40	50	60	70	RTOPER	10	20	1 1 1 1 1	RTOPER	10	20	25	30	40	50 1	60	70	80	90	

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RTORE         READ         READ <t< th=""><th></th><th></th><th></th><th></th><th></th><th>OPE</th><th>APPENDIX B. REPORT 1 OPERATION PROFILE LIST FOR ALC=WR RCC=MANPSD</th><th>APPE</th><th>E LIST</th><th>FOR A</th><th>RT 1 LC=WR</th><th>RCC=M</th><th>UNPSD</th><th>-</th><th>3:21 T</th><th>13:21 THURSDAY, FEBRUARY 23,</th><th>, FEBRUA</th><th>RY 23,</th><th>1989</th></t<>						OPE	APPENDIX B. REPORT 1 OPERATION PROFILE LIST FOR ALC=WR RCC=MANPSD	APPE	E LIST	FOR A	RT 1 LC=WR	RCC=M	UNPSD	-	3:21 T	13:21 THURSDAY, FEBRUARY 23,	, FEBRUA	RY 23,	1989
MCDRCCRCCPROPTTYMTLTYPEMKTLLMTLMFTACTMHSECODEETYRTACTEHOMINRTACTRTACTMHSOPTMDD150IMMPS0PRTCPAL90.014112.015701P0.51110MDD150IMMPS0PRTCPAL90.0141112.0015701P0.51100MDD150IMMPS0PRTCPMM190.0121112.0015701P0.51100MDD150IMMPS0PRTPAL90.012112.6.0015701P000MD0150IMMPS0PRTPAL90.012112.6.001P0.51100MD1501IMMPS0PRTPAL90.012122.6.0015701P1000MD1501MMPS0PRTPAL90.012122.6.0015701P1000MD1501MMPS0PRTPAL90.014122.6.001P1000MD151MMPS0PRTPAL90.014122.0015701P1000MD151MMPS0P <th></th> <th>1 1 1 1 1 1 1</th> <th>3</th> <th></th> <th>1 5 7 8</th> <th>4</th> <th>HEADR=513</th> <th>344A H</th> <th></th> <th></th> <th>P 3P22</th> <th>591-1</th> <th> 76</th> <th>1 1 1 5 1</th> <th></th> <th></th> <th>2 5 5 5 5 5 5 5</th> <th></th> <th>1</th>		1 1 1 1 1 1 1	3		1 5 7 8	4	HEADR=513	344A H			P 3P22	591-1	76	1 1 1 5 1			2 5 5 5 5 5 5 5		1
HOLISC MNPSD         P         KL         ANDL         I         SOUL         SOUL         I         P         C         L         SOUL         SOUL         T         D <thd< th=""> <thd< <="" th=""><th>OPER</th><th>WCD</th><th>RCC</th><th>RCCPB</th><th>OPTYP</th><th>MTLTYPE</th><th>SKILL</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>HOURS</th><th>BTCHMIN</th><th><b>BTCHMAX</b></th><th>Э¥С</th><th>~</th></thd<></thd<>	OPER	WCD	RCC	RCCPB	OPTYP	MTLTYPE	SKILL								HOURS	BTCHMIN	<b>BTCHMAX</b>	Э¥С	~
HOULGE         HEF         AL         BAOLZ         I         <		MB015C	MANPSD	a.	REP	AL	9A014	-1		8.00	1570	ч	م		0.5	T	ы		151
HB015C         MMPS0         P         MCC         MG         A014         1         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         1         0         1 <th1< th="">         1         1       &lt;</th1<>	130	MB015C	MANPSD	۵.	REP	AL	9A012				1570	-	م		0.5	1	-1		152
HB015C         MMNPSD         P         ASSY         MAG         3A012         1         12.00         1         1         1         0           HB015C         MMNPSD         P         PCC         SYN         3A012         1         16.00         1         1         1         0         0           HB015C         MMNPSD         P         RCC         SYN         3A012         1         22.00         1570         1         1         1         0         0         0           HB015C         MMNPSD         P         RCP         XIL         3A013         1         24.00         1570         1         P         1         0	140	MB015C	MANPSD	٩	PROC	MAG	9A014			14.00		•	•			1	-		153
He01SC         MMPSD         P         Proc         SYN         BA01Z         I         IE         I         IE         I         IE		MB015C	MANPSD	a.	ASSY	MAG	9A012	7		12.00			•		•	ч	1		154
He015C         He015C<		MB015C	MANPSD	۵.	PROC	SYN	9 <b>A</b> 012	m		16.00			•		•		٦		155
HBOLISC         MAMPED         P         RE         AL         BAOLIZ         I         C <thc< th=""> <thc< th="">         C</thc<></thc<>		MB015C	MANPSD	۵	REP	AL	94014				1570	F	۰.		1.0	•4	-		156
HBOLISC MANPS         REP         AL         BAOLIA         I         Z4.00         IS70         I         P         I		MB015C	MANPSD	۵.	REP	AL	9 <b>A</b> 012	m		30.00		•	٠		•	Ţ	H		157
		MB015C	MANPSD	a.	REP	AL	94014	F			1570	H	م		0.5	ч	-		158
	200	MB015C	MANPSD	٩	REP	TITA	9 <b>A</b> 012	-1	•		1570	н	٩.		1.0	н	н		159
MBOISC         MAMPSD         P         ASSY         SYN         BAO14         1         2.00         5.01         1.0         1         1         0         0           MBOISC         MAMPSD         P         REP         AL         BAO12         1         2.00         1570         1         1         1         0         0           MBOISC         MAMPSD         P         ASSY         SY         AL         BA014         1         2.00         1570         1         1         0         1         0         0           MBOISC         MAMPSD         P         RSY         SS         BA014         2         1         0.00         1         P         1         0         1         0         0           MBOISC         MAMPSD         P         RSY         SS         BA014         2         1         0.00         1         P         1         0	210	MB015C	MANPSD	٩.	REP	TITA	9A014	8		16.00			•			H	-1		160
MB015C         MMPSD         P         REP         AL         9A012         1         22.00         1570         1         1         0         1         1         0         0           MB015C         MMPSD         P         ASSY         AL         9A014         1         20.00         1         1         1         0         0         0           MB015C         MMPSD         P         ASSY         SS         9A014         2         1         100         1         1         0 </td <td></td> <td>MB015C</td> <td>MANPSD</td> <td>۵.</td> <td>ASSY</td> <td>NAS</td> <td>9A014</td> <td></td> <td>•</td> <td>2.00</td> <td></td> <td>•</td> <td>•</td> <td></td> <td></td> <td>•</td> <td>-1</td> <td></td> <td>161</td>		MB015C	MANPSD	۵.	ASSY	NAS	9A014		•	2.00		•	•			•	-1		161
	230	MB015C	MANPSD	۵.	REP	AL	9A012	F	•		1570		۰. ۵		1.0	1	Ħ		162
		MB015C	MANPSD	۵.	ASSY	AL	94014	н	•	20.00		•	•			7	F		163
		MB015C	MANPSD	٩	ASSY	SS	94014	2	•	16.00			•			ч	H		164
		MB015C	MANPSD	٩	SNI	AL	9A014	8		1.00			•			Ţ	Ħ		165
MB015C         MANPFC         B           MB015C         MANPSC         B           MB015C         MANPSC         P         INS         ÁL         9A014         2         1         1         1         0P01           MB015C         MANPSD         P         INS         ÁL         9A014         2         0         1         1         0P01           MB015C         MANPSD         P         ASSY         AL         9A014         1         12.00         1         1         0P01           MB015C         MANPSD         P         PROC         SYN         9A014         1         8.00         1         1         0P01           MB015C         MANPC         B         PROC         SYN         9A014         1         1         1         0P01           MB015C         MANPC         B         A         1         0         1         1         0P01           MB015C         MANPC         B         A         1         0.25         1         1         0         1         1         0P01           MB015C         MANPS         P         ASSY         SYN         9A014         1         0.25		MB015C	MANPSD	٥.	PROC		9A012	Ŧ		1.00			•			ч	м		166
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F.15 RADAME SHEET / 0.5 HRS RCC MANPSD **α**ΤΥ EQUIP CODE DATE 5-/2-89 6294 0 þ 0 5.5 X HRS SAS **OPERATION PROFILE** WCDDATE 8116 QTY SKILL SKILL 48903 48900 48903 MCD. MB005N ALC WR MAND F HRS Ó 0 C Ò σ 0 Ó HIST MAND OPER OCCR OCCR TYPE 1,00<sup>s</sup> 1.00 s 0.0 1.00 00 1.00 1001 0.95 00:1 MANPSD REP 0.90 0.98 0.96 MANPSD EVAL D.96 BILL RICH ITEM CD PCN 09193A MANPSD EVAL OPER DESC MANPSD EVAL MANPSD REP MANPSD REP 70 MANPSD REP MANPSD INS MANPSD INS MANPSD INS 10 , MANPSD INS MANPSD INS MANPSD INS RCC NAME OPER NUMB 60 **8**0 20 20 09 70 70 60 10 20 20

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L TEM OPER NUMB	CD PCN UB193A OPER RCC DESC	OPER OPER DESC	HIST MAND OCCR OCCR	¶ Z	EWCD MB005N ER MAND PE F HRS		WCDDATE 811 L QTY	к 9	HRS	EQUIP CODE	qτγ	ж Н	HRS	NOTES
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ITEM C OPER NUMB 190	ITEM CD PCN 09193A OPER NUMB RCC DESC 190 MANPSD REP	B193A OPER DESC REP	HIST MAND OCCR OCCR	9 7 7	WCD MB005N ER MAND PE F HRS	SKILL CD/LV 48901	WCDDATE 8116 il qty	× ·	HRS 50.0	EQUIP CODE 0012	QTY 1	х · т	HRS 1.0	NOTES	
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ITEM C OPER NUMB	ITEM CO PCN 09193A Oper oper Numb RCC desc		HIST MAND OPER OCCR OCCR TYPE	MAND F HRS	SKILL C	QTY X	HRS	EQUIP CODE	qΤΥ	% HRS	S	NOTES	
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Sector Sector

W. GREATHOUSE SUPERVISOR (L) 0547 U. HAMBRICK J. PARHAM Bo. GREGORY (\* } MECHANIC (6) 05427 ALTERNATE (6) 36 15 DATA BOURCE COMMENTS (4) 0547 SHEET \_\_\_\_OF F- 15B CHUDDY TIME RECORDED Ē 1 1 х 88054 EQUIPMENT oty. 3-89 Rec MANPSD EQUIPMENT WCD DATE\_\_\_ 0 TIME RECORDED HRS. ŧ N' × **OPERATION** MANPOWER 017. 1.0 9AD14 .0 9 ANIH BKILL CODE/ LEVEL ALC WR-ALC DATE S-WCD MBOISA MANDATONY FLOW NOUNS HR3. .' ¥ OPERATION TYPE PROCESS **PROCESS PROCESS** PROCESS PROCESS TRANSIT TRANSIT TRANSIT **FRANSIT** TRANSIT SETUP SETUP SETUP SETUP 230, REVISED Serve i I 1 MANDATORY OCCURRENCE FACTOR 1.00 Bill Reu 5-13-89 ISTER FROM 005 1.00 NARKEN - UP ; SUNCTASED SEUL **OPERATION** DESCRIPTION RICH RE C 3427A D C H 6 200 E zard Sc C NAME BLLL بن المراجع المراجع المراجع 9999 0000 OPERATION NUMBER - Ma 

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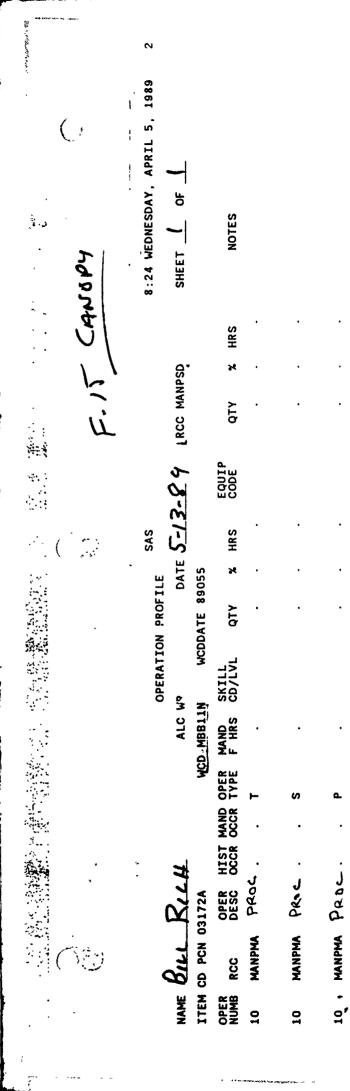
8:24 WEDNESDAY, APRIL 5, 1989 SHEET 10 OF NOTES HRS X RCC MANPSD QTΥ EQUIP DATE 5-13.69 2,0 Å. ري در 4.0 f. Ë 6.0 HRS SAS × WCDDATE 88271 OPERATION PROFILE QTΥ SKILL SKILL 9A014 48901 9A014 9A012 ALC WR WCD MBOIIN MAND F HRS O. Ø Ø , 0 Ö 0 Ó. O. 0 O Q 0 HIST MAND OPER OCCR OCCR TYPE 1,00s 1.10 5 ۵. ۵. S 1.00 1.00 1.00 MANPSD REC 1.00 88 -20 RICH 340 MANPSD PROC 340 <sup>2</sup> MANPSD PROC MANPSD RE.C PROC FIX PROC PROC 330 MANPSD PROC OPER DESC ITEM CD PCN 03172A SNI SNI 320 | MANPSD INS Bur 330 MANPSD MANPSD MANPSD MANPSD 330 · MANPSD MANPSD RCC 340 NAME 345 OPER NUMB 320 320 310

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6 5 8:24 WEDNESDAY, APRIL 5, 1989 ( this the this NOTES <u>, .</u>... HRS × DATE S-11-89 IRCC MANPSD qτγ EQUIP CODE 1) \$ 0.5 X HRS SAS QPERATION PROFILE WCDDATE 88061 qτγ HIST MAND OPER MAND SKILL OCCR OCCR TYPE F HRS CD/LVL 9A014 9A014 WCD MB021C1 ALC WR Ó. Ø. 0 0 1.00 00" 110 MANPSD PROC 0.54 110 MANPSD - PROC **DESC** 110 | MANPSD PROC MANPSD INS ITEM CD PCN 51420A RCC OPER NUMB 100 NAME

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•			PART OP	PART OPERATION SUMMARY	IMMARY	7:25	7:25 FRIDAY, FEBRUARY 24, 1989	UARY 24
	ALC: WARN	ALC: WARNER ROBBINS RCC:	RCC: MANPSD	SHEETMETA	L, PLASTIC AN	SHEETMETAL, PLASTIC AND MISCELLANEOUS SHEETMETAL	SHEETMETAL	
SEME : No	PN: 3W32002-128	: NSN		PCN	PCN: 51420A	WCD 3 MB021C	WCD DATE: 88061	88061
PERATI(	OPERATION: ZPRT Sample Size: 5	MISSING FLOWTIMES:		OPERATIO ITEMS: .	N TYPE: PROC	PRIMARY OPERATION TYPE: PROC MATERIAL TYPE: 0 END ITEMS: . OUTLIERS DELETED: 1		
SKILL	MANPOWER REQUIRED	REQUIRED TIME FRACTION HOURS	1	CODE	EQUIF CATEGORY	EQUIPMENT REQUIRED TIME MY QTY FRACTION	HOURS	BATCH MIN MAX
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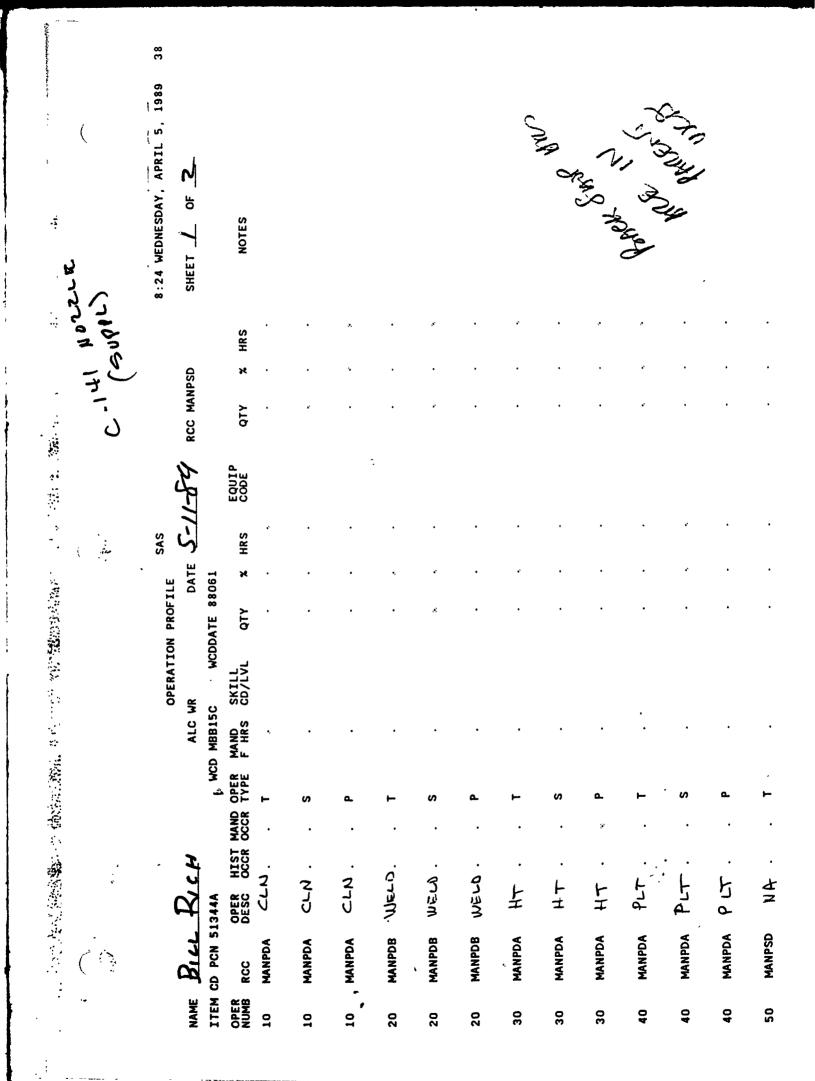
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8:24 WEDNESDAY, APRIL 5, 1989 41

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**LRCC MANPSD** 

DATE 5-11-89

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SHEET 4 OF 20 0.5 0 ک HRS RCC MANPSD × QTΥ EQUIP 1570 1570 DATE 5-11-89 0.6 12.0 12.0 SAS X HRS WCDDATE 88061 **DPERATION PROFILE** qτγ SKILL SKILL 9A012 9A014 9A012 9A014 WCD MB015C 🔅 ALC WR MAND F HRS Ċ, Ö Ö Ò Ò 0 C) Q  $\bigcirc$ 0 HIST MAND OPER OCCR OCCR TYPE 1,04 1,00 S 1,00 S s o c' ٩ 1.00 0,1 1,00 0.94 0.84 8.0 <u>~</u> BILL R.C.N **\*.** , MANPSD PROC MANPSD ASSY MANPSD PROC OPER DESC MANPSD ASSY PROC MANPSD PROC MANPSD ASSY MANPSD PROC ITEM CD PCN 51344A REP MANPSD REP MANPSD REP MÁNPSD REP MANPSD MANPSD RCC 130 NAME OPER NUMB 160 130 150 130 150 150 160 140 120 140 140

8:24 WEDNESDAY, APRIL 5, 1989

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1.0 0.5 HRS RCC MANPSD QTΥ EQUIP CODE 24.0 1570 24.0 1570 28.0 1570 DATE 5-11-89 30.0 16.9 HRS OPERATION PROFILE WCDDATE 88061 QTY SKILL SKILL 9A012 - 9A014 9A012 9A012 9A014 ALC WR WCD MB015C MAND F HRS  $O^{\cdot}$  $\bigcirc$ 0 C) ୦ 9 0 HIST MAND OPER OCCR OCCR TYPE 00'' 00 <u>م</u> 0. **3**4 2.0 **N**.0 0.2 NAME BILL RICH OPER DESC MANPSD REP PROC MANPSD REP 190 MANPSD REP 200 MANPSD REP ITEM CD PCN 51344A 190 MANPSD REP MANPSD REP 190 MANPSD REP MANPSD REP 180 MANPSD REP 180 ' MANPSD REP 170 , MANPSD REP MANPSD REP MANPSD RCC 200 200 180 170 OPER NUMB 170 160

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,	8:24 WEDNESDAY, APRIL 5. SHEET 6 OF 20	s NOTES	·		·		·	ų		ζ.	1.0		. •	
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•	<ul> <li>6. OPERATION PROFILE</li> <li>WR</li> <li>DA</li> <li>5C</li> <li>WCDDATE 8806</li> </ul>	qTY		•	5	÷		T	•	•	Т	,e* •	•	
	OPERATI VR > WC	CD/LVL SKILL			9A014			9A014		», • • •	9A012			9A014
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NAME	e	BILL RICH	O ALC WR	OPERA	PROFILE DAT	le sas date <u>5-2</u> 2	6.7-1	RCC MANPSD	PSD		8:24 WEDNESDAY, APRIL 5, 1989 53 SHEET 9 OF 20
A LER OPER NUMB 330	RCC MANPDC	HIST OCCR	F HRS	CD/LVL QT	АТЕ 88061 QTY %	HKS	EQUIP CODE	QTY .	HRS HRS	S	NOTES
330	MANPDC PUT	JT . 1,00	J.0.0		•			•		•	
340	MANPDC TEST 0.61	ST 0.84 . T	O.		•	•				•	
340	MANPDC TEST	1.00 5T :1.00 5	p.		•		•		¢	•	
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370	MANPSD PROC	00 0.9% T	Q.		•			Ŷ			
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8:24 WEDNESDAY, APRIL 5, 1989 54 SHEET 20 OF 20 NOTES		
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RCC MANPS		
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QPERATION PROFILE WR DA C WCDDATE 8806 SKILL CD/LVL QTV	9A014	• • • •
ALC WR WCD MB015C	©	•
MAND OPER	<b>e.</b>	•
LCH HIST MAND		
NAME <b>BILL RUCH</b> ALC WR ALC WR DATION PROFILE TTEM CD PCN 51344A WWCD MB015C WCDDATE 88061 OPER HIST MAND OPER MAND SKILL QTV X	MANPSD	• •
NAME ITEM CD NUMBR	330 7	

8:23 WEDNESDAY, APRIL 5, 1989 D SHEET <u>L</u> OF <u>2</u> WCD DT INSTALL SAME NOTES		·		·	·			· ·		·		·	
RCC MANPSD WCD				•	•					·••• ·	٠		×
L LC		88061 20 170 PCN 3P22502-181	88061 20 240 PCH 8222049-118	88061 20 240 PCN 3P22048-101	88061 20 230 PCN 3P22502-073	88061 20 230 PCN 3P22502-087	88061 20 230 PCN 3P22502-055	88061 20 230 PCN 3P22502-057	88061 20 210 PCN 3P22502-191	88061 20 300 PCN 3P22580-113	88061 20 300 PCN 3P22581-113	88061 20 300 PCN 3P22602-101	88061 20 300 PCN 3P22601-101
NAME BILL RICH ITEN CODE WCD	PON 03172A	PCH 51344A	PCH SIBAAA	PCN 51344A	PCN 51344A	PCN SI344A	PCN 51344A	PCN SIJA4A	DCN 51344A				

Alexandra Son - -2 8:23 WEDNESDAY, APRIL 5, 1989 :: NOTES • こ INSTALL SAME SHEET 2 OF ÷ :.. WCD DT RCC MANPSD MCD VASSEMBLY/DISASSEMBLY PROFILE WR DATE S-9-69 -150 PCN 3P22505-105 PCN 3P22518-105 Ben 3P22502-493 PCN 3P22553-196 WCD DT DSOP ASOP REMOV ITEM CODE PCN 3P22553-195 88881 28 380 PCN 3P22601-102 PCN 3P22519-101 PCN 3P22590-101 :. . ( 150 300 300 300 300 70 88061 -- 20-20 88061 20 20 20 88061 20 ğ ALC WR 88061 88061 88061 88061 ACD Kich NAME BLCC PCN SI344A PCN 51344A PCN 51344A PCN 51344A CN-51344A PCN S1344A PCN 51344A PCN-SI344A ITEM CODE

SANE MENOYED FIEM DISTALLED MEO ASST. YM LSC-20095A ()? A REPLACEMENT OF THUS DE HARDINARE CAMPONENT CHILD WCD DATE HILLY BE RCC MANPSD RCC MAN PSD SHEET \_ OF ] AICH 5-13-89 6 CHED WCB URABBENK Y BLL THIS 2 T AGALICABLE PIHEETS) K Q Far DISASSEMBLY/ASSEMF PROFILE PORTS F IS SHUMPER REQU REFS ASSEMBLEY PATE\_5-5-2-27 • PCN PSH PSH PCN NBN Pin PCH MSH MSH MSH PCN MSH MSH NSN NSN ら METALLATION OPLINATION NUMBER Ş ATTACHED 67 250 PCM Var REMOVAL OPERATION NUMBER MB015C A REPLACEMENT RICH NIG ULP-ALC FOLDWING "DIASSEMBLY Ś APPROXIMATELY WCD DATE (SEE THERE EDG E WCD TOP ASSEMBLY THE PARTS EDR Bur ITEN NUMBER Ĵ, NAME ĨĮ ₽₹₹ 2 Z Z Z NANE NCH NSH NSH NSK NSK N N N N 2 2 2 ŽE SEE N N N N

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	As of 26 AFRIL 8	7	PAGE
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PART NUMBER	Stock Number	LOCATION	Nour
C-12	3110 00 278 7245	2F12	BEARI
L 7325-101	1560 00 780 3795 JH	2450	Duct.
152942-4	9390 00 805 10275H	137	SCAL
15 30090-1	939000938 9349514	1A32	Seal
L5 30091 -3	9390 00 938 9350 JH	1 A 31	SCAL
MIL-P-6906	990501 045 7793	16.26	I.D.F
SL 1907-103	5360 00 912 0906	10.15	SpRI
JL 1907-524	5310 00 949 3859	IF4A	SPRIM
343570-3R	1560 P343 570 -3R	2 A I	RIB
344324 R	5340 00 570 9147	566	HING.
345391	1560 00 651 0006 LG	2611	Space
245446	1560 00 098 799969	201	DOOR
351787-3	1560 00 513 9926	411	EJECTOR
356808-1	1560 00 652 4093 LG	2G13	SPACE
371351-987	4710 00 039 0768 LG	4 M I	TUBIN
372633-12	1560 00 613 6549 LG	2840	Acces Cover
372643-3	1560 00 670 2157 LG	2445	BRUSH
373473-11	1560 00199 3924 6	6E2	CAMLO PAN
3870146-103	1560 P159 348 F	2040	CONDO
3P21863-137	1560 01 021 1179JH .	A18	BRACK
3P22024 -227	1560 01269 3606JH	602 .	SKIN
3822025-173	1560 00 916 0106 JH	6C3	FAIRIN
3122048-105	1560 P172346F	60IA .	LONG
22048-106	1560 P172 483F	IGI	LONGE
3822048-117	1560 00 916 0107 JH	2040	FAIRIN
3P22049-101	1560 00 916 0106 JH	603	FAIRIN

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3P22050-101	1560 01 293 8885 JH	1 E11	BRACKET
3P22051 -101	156001278 1698 JH	1=4	ANGLE
3822502 -001	1560 P170 800 F	6.B1	NIEB
3P22502-003	1560 P170 802 F	1 A 10	ANGLE
3P22502-005	1560 P165 115F	1E30	WEB
3P22502 -007	1560 PI72 4271=	IGIA	ANGLE
3P22502 -009	1560 01262 6403 JH	1A7	BRACKET
3P22502 - 011	1560012677672 JH	1A15	BRACKET
122502 -013	1560 01263 3313 JH	IAII	BRACKET
3P22502-015	1560 01268 8507.TH	1A13	BRACKet
RP22502-017	1560 P083579 F	1E5	RETAINCE
3P22502 -018	1560 P083 580 F	1010	RETAINCR
3P22502 - 019	1360012976543JH	105.	RETAINER
8122502 -020	1560 P.083.582 F	108	RETAINER
122502 - 021	1560012976542 JH	1036	RETAINER
18P22502 - 022	1560 012976541 JH.	101	RETAINER
3P22502 - 023	1560 P083 584F	1613	BRACKET
3P22502-024	1560 P083 585F	166	RETAINE
3P22502-033	1560 P172595 F	1416	DOUBLER
3P22502 - 035	1560 PIT3 351F	1F40	CLIP
3P22502 -047	156001075 3560 JH.	1620	FILLER
3P22502 -055	1560 P141 380F	5D1.	WEB
3P22502 -057	1560 00 484 7357 JH	SAI	WEB
P22502 - 059	1560 P164213F	301	TEE
3P22502 - 061	1560 P164 215F	482	TEE
3122502-073	1560012976535JH	362	WEB

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l. 1			
3122502-087	1560 01 297 6539 JH	301	WEE
3P22502-093	1560 P160 971F	1E15	MEB
3P22502-097	1560 P164 248F	1E16	ANGLE
3122502-098	156001279 4005 JH	1B20	ANGL
3P22502 -099	1560012626403JH	184	ANGL
3P22502-100	1560 P164250 F	IE18	ANGL
3P22502 - 111	1560012975404 JH	1H2	SKIN
3422502 - 112	1560012976588 JH	1 H:1	SKIN
3P22502 - 137	1560012626382JH	1A25	DOUBL.
3P22502-139	156001260 2950 JH	1A26	Doubl.
3P22502-173	1560 NCC 228198 JH	3EI	SKIN
3P22502 - 181	1560 01 297 6587 JH	241	SKIN
3P22502-191	1560 012976538JH	6A2	PAN
3122502 - 199	1560 012677676JH	10:29	CHANN
3P22502-201	1560 01 222 3070	104	CHANN
3822502-203	1560 01 267 7675JH	102	CHANN
3122502-211	1560 01297 6555 JH	1039	SUPPO
3122502 -221	1560 P164 278 F	1 F.8	Buikt
3122502 - 223	1560 P164 246 F	IF1	BUIKH
3822502-225	1560 01 268 4619 JH	IA 17	END CA
3822502-226	1560012684621JH	105	END CI
3P22502 -227	1560 01 268 2809 JH	1F5	END CI
3P22502-228	1560 P164 280 F	IA12	ANGLE
3122502-229	-1560.012605408574	1E20	ANGLE
3822502 -230	1560 P164 222 F	109	ANGL
3P22502-231	1560 P164212F	IA8	ANGLA

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3P22502 - 241	1560 01268 2807 JH	2E40	CHAN
3P22502-243	1560 P163 545F	3A1	CHAN
3 P22502 -249	1560 012688486JH	1627	CHA
3P22502-325	1560 P164 268F	1021	ANG
3P22502-327	1560 P140 419F	1014	CHA
3822502-328	1560 01297 6554 JH	1E6	CHAI
3P22502 - 335	1560 P163 100F	1023	CHAN
3P22502 - 336	1560012976553 JH	IBI9	CHAN
3122502 -341	1560 P079 241F	1821	SKI
3822502-347	1560P163022F	IA9	CHAI
-022502 - 348	1560012682808JH	1E26	CHAN
3 822502 - 349	1560 01 2976552 JH	1038	TE
3122502 -351	1560 P083 591 F	1 <i>G</i> 11	SPI
3P22502-357	1560 P083 592 F	1B22	DOU
3P22502-358	1560 01 263 2374 J.H	1624	DOU
3P22502-365	1560 P083 594F	IF3A	SKI
<u> 3822502 - 369</u>	1560012976551 JH	1037	Dou
3122502-370	156001263 0450JH	1A29	CHA
3P22502-381	1560 P172 579F	16313	SPLI
3P22502-383	1560P172 454F.	IF4B	TE
3P22502 - 385	1560 ND 140 766 L J H	IG14	TE
3P22502-387	1560 01 297 6550 JH	1018	CHH
3P22502 -388	1560 P173 356F	IF4E	CLI
22502 - 389	1560 NCC 233015 JH	1823	ANG
3P22502-391	1560 P085209F	IFI	ANG
3P22502-419	1560012630438JH	6A3	FRAM

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3P22502-421	1560 01 268 84 87 JH	1E23	DOUBLER
3P22502-423	156000534 3928JH	1617	DOUBLER
3P22502 - 425	1560 01268 8485 JH	1E12	DOUBLER
3822502-427	1560 01 243 8558 JH	1E31	DOUBLER
3P22502-433	1560000765281	102	COVER
3P22502-449	156000 535 7897JH	1E9	ANGLE
3P22502-451	1560 01 268 8480 JH	IG17	ANGLE
3922502-452	1560 P171 822F	IC 2.8	ANGLE
3P22502-453	1560 00 535 7900 JH	1022	CHANNEL
3P22502-455	1560 00 535 7901 JH	103	CHANNEL
P22502-459	1560012976565JH	1817	FORMER
3P22502 - 461	1560 00 534 3929	1815	FORMER
3,722,502 - 463	156000 535 7899	4E.2	ANGLE
3P22502-479	1560 P165110 F	1G3A	ANGLE
3822502 - 480	1560 P165109F .	1415	ANGLE
3P22502 - 483	1560 P124 866F .	1011	INTERCOAST!
3P22502 -485	1560 01 297 6537JH	582	DOUBLER
3P22502 -487	1560012976536JH	501	DOUBLER
3P22502 - 489	1560 01 088 8111 J.H	1B14	DOUBLER
3P22502 -503	1560012630458JH	106	ZEE
3P22502 - 511	1560 P127 113F	1023	ANGLE
3P22502 - 513	1560 P164255F	1C 19	ANGLE
3P22502 -515	1560010671614 JH	IAZZ	FORMER
<u> 222502 - 519</u>	1560012679540JH	1A19 .	ANGLE
3P22502 - 537	1560 012679539JH	1A16	FLANGE
3P22502-539	1560012689246LG	:E14	FLANGE

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			PAGE 6
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3P22502 -541	1560 DI 267 9540JH	132	FLANGE
3P22502 - 563	1560 00 535 7896 JH	462	ANGLE
3P22502 -569	15600 2682814 TH	<i>165</i>	ANGLE
3P22502 - 577	1560012682815JH	1912	ANGLE
3P22519-101	.1560010612724JH	2A10	FLANG
3P22538-101	1560 AD 103 1383 JH.	1A27	DOOR STO
3P22539-101	156001268 2050 JH	1C16	FITTING
3P22539-102	1560 01 268 8553 JH	1614	FITTING
<u> 3P22540-101</u>	1560 P164 283 F	1C10	SUPPOR
3P22540 - 102	156001268 8506 JH	1012	SUPPOR;
1022550-101	1560 P172 578 F	1G3C	FITTING AS
3P22553-155	1560 NCC 225 845JH	601	DOUBLE
3P22553 - 157	1560 P166 422 F	662	DOOR
3P22553 - 173	1560012682051JH	492	CHANNEL
3P22553 - 195	1560 01 2 630435 JH	1.812	DOOR ASS,
3P22553-196	1560 PO70 556 F.	1B10	DOOR
3P22555-103	1560 P172 488 F.	1G7	ANGLE
3P22555-104	1560 P172 480 F	<u> G8</u>	ANGLE
3P22555 - 104	1560 PI11 398 F	1041	CHANNE
3P22555 - 106	1560 P171371 F	104	CHANNE
3P22555 - 107	1560 01 293 2711 JH	1015	BRACKET
3P22555 - 109	1560 P131 694 F.	1E2	COVER
3P22555 - 111	156001293 2710 JH	1E4	COVER
3P22555-113	1560 P131696F	1G30	BRACKET
3P22555 - 129	1560 P167378F	1A24	WEB
3P22560 - 103 AF MAY 33 3126 PREVIOUS EDITION	"1560 01 276 5298 JH GENERAL PURPOSE (81/ x 11")	1G4	WEB

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			PAGE 1
3P22562 -117	1560P167645 F	412	FRAN
3P22562 - 119	1560ND132973L.T.H	442	AINGL
3P22562-121	1560012693575JH	1E22 .	WEB/S
3P22562-123	1560012693576JH	IBI	SPLIC
3P22562-143	1560 N12688479 JH	1G2	WEB
3P22562-149	1560 P160 964F	1E3	PAN
3P22562-150	5340 P137868 F	1E24	PAN
3P22562 - 157	1560P172317F	IA:28	SUPPO
3P22562 - 163	1560012630453JH	IEIO	BRAC
3P22562-164	1560012908546.TH	1E22A	BRAC
P22562-165	1560 P140070F	185	CLIP
3P22562 - 169	1560012886834 JH	IEI	ANG
3P22562 - 171	1560012602960JH	1E21	BRACK
3P22562 - 183	1560 P172 318 F	1B16	ANG.
3P22562 - 189	1560 NC 228201 JH	1031	ANG
3P22562 - 190	1560 01 294 6231 54	1633	ANG
3P22562 - 191	156001269 3574 J.H	183	DOUB
3P22562-193	1560 P156 923 F	1625	Dour
3P22562-199	1560012766361	1E13	SHI
3P12562 - 200	1560 01276 6360 JH	1034	SHIL
3122562 - 203	1560 NCC 232088.TH	1011	FIRE
3P22.562-205	1560 NCC 232083 JH	IE8	SHIL
3122562-209	1560 P156 924F	1F9 .	WE
SP22562-213	1560 P.172 605 F	1G3	FRAI
3P22562-263	-1560 NCC 232084JH	1035	RETE
3P22562-265	1560 01 2938915 JH	109	RETAI

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			PHGES
3P22562-267	1560 NCC 232 086 JH	685	RETAINER
3P22562-281	1.5600/2946227JH	1A14	RETAINER
3P22562 - 282	1560 P127 111 F	1C 13	RETAINER
3P22568-103	1560 P166423F	IA2	ANGLE
3P22570-103	1560012602955.TH	146	ANGLE
3P22570-105	1560012699829JH	IE7	BRACKET
3P22571-101	1.560 01 268 8476JH	168	PLATE
3022572-101	1560 00 295 8586JH	1E27	SEAL
3P22573-101	5330002046751	1E25	SEAL
3P22574-101	1560 P172430F	167	BRACKET
~ <u>~22575-103</u>	15160P164259F	6EI	SKIN
3P22575-104	1560012688554JH	6E3	SKIN
3P22576-103	1560 P172504 F	4A1	CHANNEL
3P22576 - 105	1560 P172 481 F	632	STIFFENCE
3P22576-107	1560P172 577F.	4A2	STIFFENER
3P22576-109	1560 P172 431.=:	601	ANGLE
3P22577-103	1560 012688477JH	1A5	SPLICE
3P22577-105	1560012688478JH	1032	SPLICE
3P22577-107	1560 P164261 F	1B18	SPLICE
3P22580 -113	156000739 9139JH	6A1	DOOR
3P22581 - 113	1560007.39 9140 JH	603	DOOR
3P22583-103	156001268164254	4E1	ANGLE
3.022583-104	1560 P163543 F	4F1	ANGLE
·P22583-105	1560 P163 542 F	411	ANGLE
3P22583-106	1560012694098JH	4H1	ANGLE
3P22583-111	1560012681634JH	<u>3B2</u>	VANE
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1560012699820F	1E17	FAIRING
1560 P127 826 F	1021	ANGLE
1560 P127 803F	107	ANGLE
1560012233332JH	1020	ANGLE
156001276 5307JH	1018	ANGLE
1560P152623F	4B1	ANGLE
1560P152624F	441	ANGLE
1560 01268 2035 JH	3BI	WEB
5365P163555F	1A20	SPACER
5365 P163 556 F	1622	SPACER
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	1017	ANGLE
1560012684626JH	502	WEB
1560012438619JH	401	RIB
1560 DI 260 5407 JH	401	ANGLE
	1019	ANGLE
	188	ANGLE
1560 00 739 9150 JH	101	DOOR
	<i>1B13</i>	DOUBLE
1560P173.321F	IFSA	ANGLE
1560 P173 322 F	IFGA	ANGLE
	1E19	ANGLE
	1A21	DOUBLER
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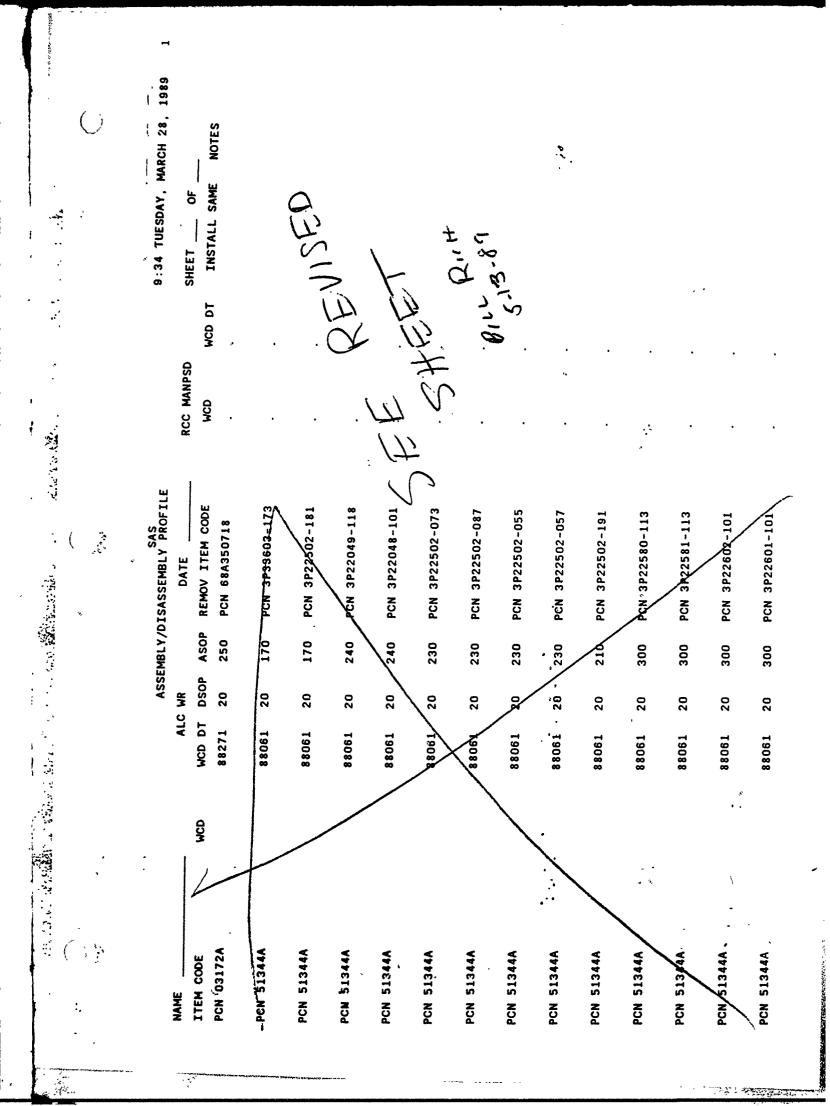
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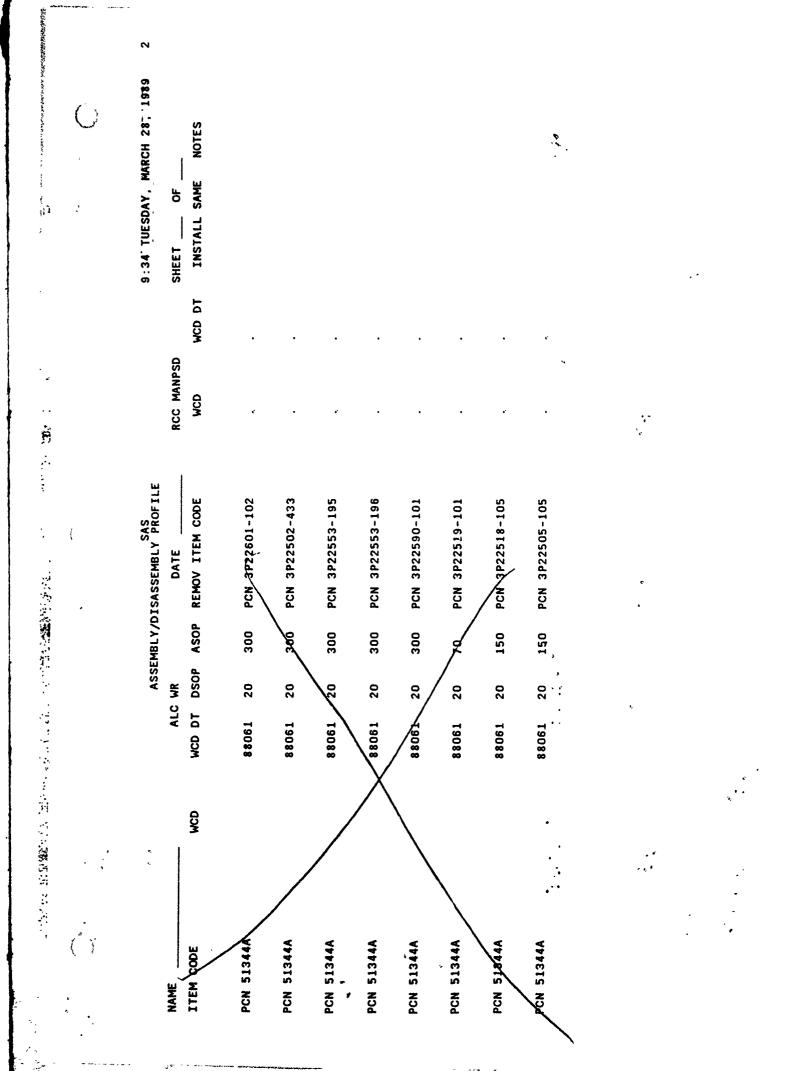
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## 5.1 PROFILE DATA FILES

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The profile data files for RCC MANPSD were previously submitted under memo number NKE-E016-7603, dated July 6, 1989.

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# 5.2 MODEL INPUT FILES

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The model input files for RCC MANPSD were previously submitted under memo number NKE-E016-7603, dated July 6, 1989.

## 6.0 VALIDATION OF INPUT DATA

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All profile data was validated in accordance with paragraph 7.2 and 7.3 of the Simulation Model Definition Document (SMDD). The profile data files included in this document were validated and accurately represent this RCC.

MINUTES OF

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MODEL VALIDATION MEETING

June 19 thru June 23, 1989

WR-ALC/MDMSC

6-29-89

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## WR-ALC HODEL VALIDATION MEETING MINUTES

19 June 89:

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- . Jim Gillis started the meeting by introducing team members:
  - . Jim Gillis
  - . Gerald Peavy
  - . Doug Keene
  - . Lott Singletary

AFLC Representative:

. Trixie Brown

MDMSC Representatives:

- . Bob Bashyam
- . Bill Rich
- . Roger VanderVoord
- . Scott Vroman
- . Jim pointed out that AFLC instructed them not to sign off the Model Validation Form.
- . Reviewed model output for RCC MANPSA. Evaluated throughput, historical flow hours vs. simulated flow hours, expected hours vs. standard hours.
- . This evaluation was performed for each item number. During this process list of major assumptions, action items and concerns were noted.

PCN 01900A: F-15 Speed Brake

. Historical flow hours 933.5 vs. 466.70 of simulated flow hours.

Assumption:

Method of induction may be a problem. History does reflect 500 hours to complete first operation which is inspection.

Historical backshop hours were greater than simulated hours. We decided to input backshop hours back into the model.

WR-ALC Hodel Validation Meeting Minutes Page Two

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PCN\_01900A: F-15 Speed Brake (continued)

. Action items:

Doug to verify the manpower utilization. Bill to review expected and standard hours.

PCN 05502A: C-141 Alleron

. Simulated throughput 13.2% difference. The difference was due to sporadic induction method.

<u>PCN 51334A</u>: C-141 Leading Edge Horizontal Stabilizer

- . Bill to review expected hours.
- . Increase backshop hours by 180 hours based on historical report.

PCN 51352A: C-141 Access Door

- . Bill to review expected hours.
- . Increase backshop hours based on historical report.

PCN 51418A: C-141 Leading Edge Wing

. Bill to verify expected hours.

PCN 51454A: C-141 Petal Door

- . Bill to review the subassembly process hours.
- . History had one sample of 698 days adjusted for this odd occurence and made hours from 2288 to 1334.
- This completes the evaluation of model output for RCC MANPSA. At the end of this evaluation, Bob summarized the action items and assumptions. Jim commented that the model

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WR-ALC Hodel Validation Heeting Minutes Page Three

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seems to be doing what it is suppose to and asked MDMSC team to complete the action item and re-run the output. Jim also stated that either expected or standard hours can be used in establishing baseline of model based on IE's judgment. AFLC's representative, Trixie Brown, disagreed with Jim's comment. Validation team decided that during evaluation of difference between historical vs. simulation, 10% should be used only as a guideline not as a measurement.

#### Evaluation of RCC MANPGC:

- . Evaluated the model output for the following PCNs: 06121A, 74061A, 74063A, 74146A, 74148A and 74149A.
- . Review of throughput, historical vs. simulated flow hours and expected vs. standard hours revealed the following:
  - . Expected vs. standard hours were within acceptable range.
  - . Throughput was good.
  - . Flow hours showed lot of difference between simulation and history. Review of historical report revealed that an unique pattern of process is being followed in Gyro Shop. Gyros after inspection were stored/held for long period of time before the start of repair operation.
  - . Discussed about this problem. Doug and Jim wanted to have some methodology to show the unique holding process.

20 June 89:

- . Bruce Kirk of HDHSC joined us to facilitate our brainstorming effort.
- , Conducted brainstorming effort at Building 169. Morning session for Sheet Metal RCC's MANPSA, MANPSB, MANPSC, and MANPSD and afternoon for Gyro RCC's MANPGA, MANPGB, and MANPGC.

WR-ALC Model Validation Meeting Minutes Page Four

- . Due to the nature of process and similarity we decided to have one brainstorming effort for Sheet Metal (4 RCCs) and one for Gyro (3 RCCs).
- . Doug arranged both the sessions by bringing in representatives from manufacturing, scheduling, planning and quality.
- . Both the sessions went out very good with a lot of participation. Developed fish bone details of fish bone and brainstorming activities are covered in minutes of model validation/brainstorming.

21 June 89:

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- . Evaluated the model output for all the RCCs MANPSA, MANPSB, MANPSC, MANPSD, MANPGA, MANPGB, and MANPGC.
- . Redlined the backshop hours and added buffer operations as requested by ALC for Gyro RCCs.
- . Input all the changes and re-run the model.
- . Dick Donnelly and Lou Mavros joined us to support our model validation effort.
- . Dick, Lou, Bob and Gerald had an opportunity to meet Mr. Clinton Lewis. Discussed about the validity of model and about future task orders.
- . Jim Gillis will be on vacation for the rest of the week.

22 June 89:

. Evaluated the re-run of model ouput after inputting the redlined corrections.

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WR-ALC Hodel Validation Heeting Hinutes Page Five

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### MANPSA

01900A: F-15 Speed Brake

- . Expected vs. standard hours is acceptable.
- Historical vs. simulated flow hours still have a problem. History shows operation 10 takes about 500 hours to complete. This is due to induction and priority problem. Operation 40 shows 68 hours to complete (waiting for engineer) whereas model shows 1 hour. One hours represents process hour whereas 68 hours includes waiting time also.

05502A: C-141 Alleron

- This a PDM item. No historical data available. Evaluated the output and verified with mechanics and planners to validate the model output.
- 051334A: C-141 Leading Edge Horizontal Stabilizer
- . Standard vs. expected hours is within acceptable range.
- . Backshop hours were off. Redlined the output.

51454A: C-141 Petal Door

. Hodel output does seem to represent as-is condition.

51352A: C-141 Access Door

. Redlined backshop hours to represent historical data.

## MANPSD

#### 09193A: F-15 Radone

. Expected vs. standard hours is within acceptable range.

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WR-ALC Hod 1 Validation Meeting Minutes Page Six

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- . Simulated flow hours are almost double the historical. Review showed us operation 190 takes about 550 hours to complete.
- . Operation 190 is repair operation performed by one mechanic for about 50 hours. Hodel shows the manpower availability as a problem.
- . Doug pointed out that the model exaggerates the problem.

41059A: C-130 Radome Assembly

- . Hodel output does seem to represent the as-is condition.
- . Needed to verify the historical data of 500 hours for operation 10.

51420A: C-141 Wing Leading Edge

. Evaluated the output and redlined backshop hours.

40208A: C-130 Radome

- . Ouput does seem to represent the as-is condition except the historical hours for Operation 30.
- . History shows that it takes over 4000 hours to complete Operation 30.
- . Bob to check the historical input data at St. Louis, if availabe and respond to WR-ALC.

### 03172A: F-15A Canopy

- . Evaluated model output. History shows that it takes approximately 1150 hours to complete Operation 10.
- . Operation 10 is to inspect and determine what parts are required to perform the repair. It does 'ait for a long time in getting those required parts.

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WR-ALC Hodel Validation Heeting Hinutes Page Seven

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### MANPSB

- . This is a manufacturing RCC.
- . No historical data for analysis. Reviewed only the throughput.
- . Model output was validated based on it's performance on the other 6 RCCs.

### MANPG

- . Evaluated the re-run of model out for RCCs MANPGA, MANPGB and MANPGC.
- . Output for these RCCs were reviewed earlier. Buffer operation were added where necessary to represent historical data.
- Output for PCNs 74010A, 74074A, 74163A, 74126A, 74051A, 20012A, 06121A, 74061A, 74063A, 74146A, 74148A, and 74149A from all the three RCCs were individually evaluated.
- . Flow hours, process hours and throughput were within acceptable range. Model does represent the as-is condition.
- . Doug and Lott questioned the validity of historical data for PCNs 74074A and 20012A. Wanted to verify with manufacturing personnel.

23 June 89:

- . Doug and Lott verified and confirmed the flow hour information.
- . Reviewed the re-runs of model output.
- . Bob compiled the meeting of minutes and reviewed with team members.

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WR-ALC Model Validation Meeting Minutes Page Eight

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. WR-ALC/AFLC/MDNSC validation team agrees that the model seems to represent the approximation of as-is condition of RCCs MANPSA, MANPSB, MANPSC MANPSD, MANPGA, MANPGB and MANPGC; therefore, the model can be used as a baseline for experimentation.

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Doug Keene, WR-ALC/MANEE

Lott Singletary, WR-ALC/MANEE

Jim Gillis, WR-ALC/MAWE

Gerald Peavy, WR-ALC/MAWE

TLAXIE BROWN, AFLC/MAQE
Tell Voman
Scott Vroman, HDMSC
24. V. "Bill" Rich
Bill Rich, MDMSC
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Bob Bashyam, MDMSC

6-29-89 / Rev-1 BB/fej

# 7.0 COMPUTER SIMULATION ANALYSIS OF RCC

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The computer simulation analysis for RCC MANPSD was previously submitted under memo number NKE-E016-7603, dated July 6, 1989.

## 8.0 VALIDATION OF SIMULATION ANALYSIS

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The validation of simulation analysis for RCC MANPSD was previously submitted under memo number NKE-E016-7603, dated July 6, 1989.

## 9.0 BRAINSTORMING

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The minutes for RCC MANPSD brainstorming were previously submitted under memo number NKE-E016-7603, dated July 6, 1989.

MINUTES OF BRAINSTORMING SESSIONS June 20, 1989

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WR-ALC/MDMSC

## MINUTES OF BRAINSTORMING SESSION FOR FOUR SHEET METAL RCCs - June 20, 1989 Morning Session -

Jim Gillis started the brainstorming session by introducing the facilitator Bruce Kirk of MDMSC. The following were in attendance for this session:

Bashyam, Bob	MDMSC
Gillis, Jim	WR-ALC/MAWF
Jackson, John	WR-ALC/MANERS
Keene, Doug	WR-ALC/MANEE
Kirk, Bruce	MDMSC
Kittrell, Don	WR-ALC/MANSCA
Morrison, Hichael	WR-ALC/MANERS
Nicholson, Richard	WR-ALC/MANERS
Powell, David	WR-ALC/MANPSA
Rich, Bill	MDMSC
Singletary, Lott	WR-ALC/MANEE
VanderVoord, Roger	MDHSC
Warnock, Kevin	WR-ALC/MANEE
Williams, Sam	WR-ALC/MANPSA

Bruce Kirk being the facilitator briefed to participant the process of brainstorming. Bruce emphasized flow time is the quality characteristic that we are trying to improve or minimize. With that round robin solution presentation process started. Following are the suggestions:

- 1. Time in Wet Clean (Back Shop).
- 2. Prioritize of workload (F-15 first).
  - a. May stop in middle of repair to respond.
  - b. Demand system.
- 3. Manpower.

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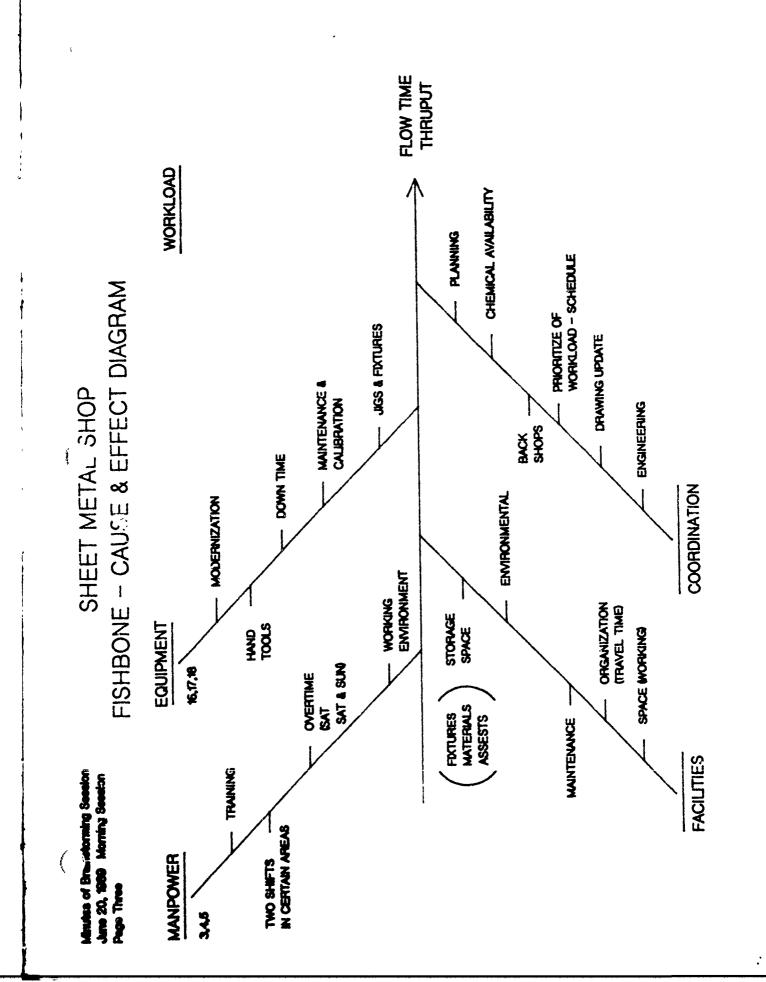
4. Training shop - mechanics get transferred to E-15 Shop.

Hinutes of Brainstorming Session June 20, 1989 Horning Session Page Two

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- 5. Two shifts in certain shops.
- 6. Lack of space and environmental control.
- 7. No storage space for fixtures etc.
- 8. Chemical availability anodize, etc.
- 9. Hand tools proper matching to job. Prompt replacement of broken tools. Resizing the tool box may improve space.
- 10. Workload need better forecasting.
- 11. RCC MANPSE completes then ships to storage delay 10 to 15 days to get the same part back in finishing the repair.
- 12. Major repair coordination with Engineering delays.
- 13. Update drawings requires 60 days.
- 14. Expedite travel of priorite parts.
- 15. Space organization.
- 16. Equipment modernization.
- 17. Equipment preventive maintenance and calibration.
- 18. Jigs and fixtures modify to ease use without removal. Work stand - better accessibility.

DEVELOPED FISHBONE (CAUSE AND EFFECT) DIAGRAM.



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## RCC: MAN PSD SUMMARY OF RE-EVALUATION

No.

- Reformatted the results of L9 taguchi orthogonal array table.
- Evaluated throughput of each run for average throughput of RCC.
- Analyzed and tabulated results of best and worst PCN for each run including surge.

• This approach gives us a better understanding of the RCC's capability, process, and bottlenecks.

MANPSD SHEET METAL SHOP TAGUCHI ORTHOGONAL ARRAY TABLE 10.7.2-2

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AN AN

			FA	CTORS	FACTORS & LEVELS	LS LS	łow	WORKLOAD (THROUGHPUT)	IPUT)
BUN #	MAR	MANPOW	VER	OVER	OVERTIME	EQUIPMENT	INDUC	INDUCTIONS: 531: 130% OF FY 88	IF FY 88
	-	2	3	SAT	SUN		AVG.	BEST	WORST
F	ALL					BASE	79.4 %	03427A 113.0 %	03172A 28.0 %
2	ALI-			YES	YES	BASE +	95.8 %	03427A 120.0 %	03172A 85.0 %
3	ALI-			YES	YES	BASE ++	95.8 %	03427A 120.0 %	03172A 85.0 %
4	50%	50%				BASE ++	80.0 %	03427A 106.0 %	03172A 21.0 %
5	50% 50%	50%		YES	YES	BASE	100.0 %	03427A 108.0 %	51420A 66.7 %
9	50%	50% 50%		YES	YES	BASE +	100.0 %	03427A 106.0 %	51420A 66.7 %
7	1/3	1/3	1/3			BASE +	76.0 %	03427A 106.0 %	03172A 18.0 %
8	1/3	1/3	1/3	YES	YES	BASE ++	102.0 %	03427A 106.0 %	51420A 72.0 %
ດ	1/3	1/3	1/3	YES	YES	BASE	102.0 %	03427A 106.0 %	51420A 72.0 %
SURGE*	50%**		50%**			BASE	100.7 %	03427A 106.0 %	51420A 72.0 %
MNI *	INDUCTIONS =	" SNC		502 (4 QTRS)	3)				LSC-20617

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NOTES:

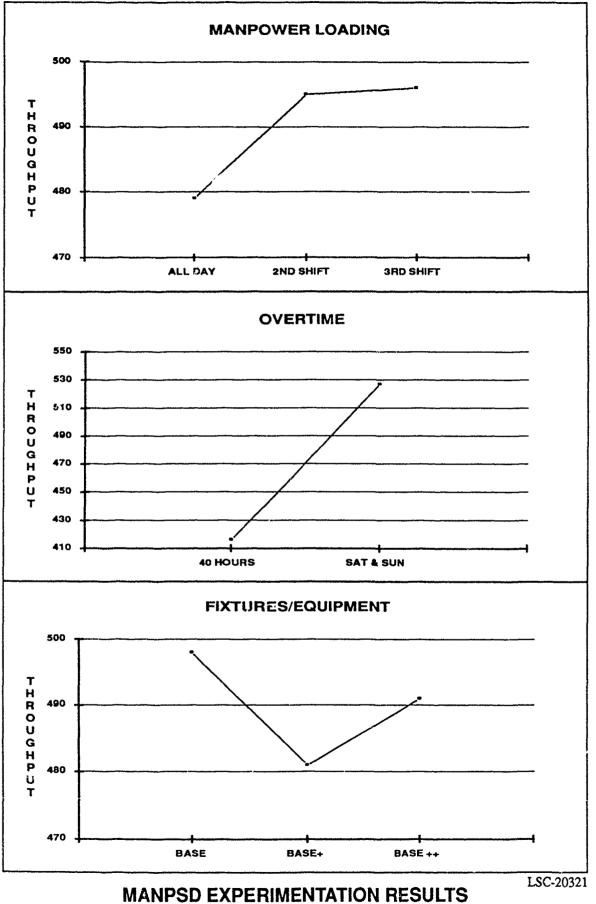
TWO 12 HOUR SHIFTS. \*

MANPSD SHEET METAL TAGUCHI ORTHOGONAL ARRAY	TABLE 30
MANPSD SHEE	

(

			FAC	FACTORS & LEV	& LEVE	/ELS		WORKLOAD (THROUGHPUT)	HROUGHPUT)	
BLIN #	MA	MANPOWER	VER	OVERTIME	TIME	EQUIPMENT	130% OF FY 88	F FY 88	SURGE	GE
	-	2	e	SAT	SUN		ατν	%	ατν	%
-	ALL					BASE	420	29	506	100
8	ALL			YES	YES	BASE +	509	96	506	100
S	ALL			YES	YES	BASE ++	509	96	506	100
4	50%	50% 50%				BASE ++	423	80		
5	50%	50% 50%		YES	YES	BASE	531	100		
9	50%	50% 50%		YES	YES	BASE +	531	100		
7	/3	1/3	1/3			BASE +	404	76		
8	1/3	1/3	1/3	YES	YES	BASE ++	542	100		
6	1/3	1/3	1/3	YES	YES	BASE	543	100		

LSC-20320



MANPS& - WRALC

MANPOW					
I)	420+	<u>509+509</u> = 3	479	2	90%
2)	423+	$\frac{531+531}{3} =$	495	11	93 %.
3)	404 -	+ 541 +543 = 3	496	t	931.
OVERTIM	£				
,)	SAT + JUN !	509+509+53	6 6	641+54	<u>3-527-</u> 99
	40 HRS ?	<u> 420 + 423 +</u> 3	404 =	416	- 78%

FIXTURE/	EQUIPMENT

BASE :	$\frac{420+531+543}{3} =$	498	= 941.
Base + :	<u>509+531+404</u> = 3	481	= 917.
BASE++:	$\frac{509+423+541}{3}$ =	491	= 92%

.

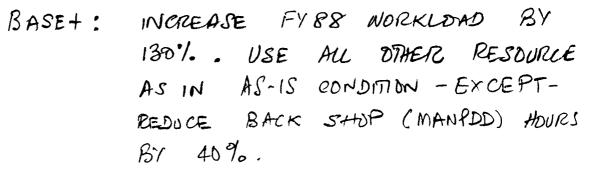
MANPSD - WRALC -

FACTORS / ASSUMPTIONS.



ł,

BASE: INCREASE FY 88 WORKLOAD BY 130 %. USE ALL STATES 130 %. USE ALL OTHER RESOURCE



POASE++: INCREASE FY88 WORKLOAD BY 180%. NSE ALL DIFFER RESOURCE AS IN AS-15 CONDITION ,

SURGE: INCREASE FY 88 WORKLOAD BY SURGE F15: 61% C141: 2461, C130: 159%. MANYOWER - 5 DAYS A WEEK (2) 12HRS SHIFT.

# MANPSD - WRALC

SUMMARY!

RUL MANRED OF WR IS A PLASTIC AND SHEET METAL PHOP. PLAJTIC WORK IS AFREDIMED IN BUDG. 670 AND SHEET METAL JOB IN BLOG. 603. BOTH THESE BLAGS. ME FURTHER ANA' FROM SHEET METAL REC'S MANPSA, MANPSB & MANPSC. THE SUPPORT OR BACK SHORS ARE LOCATED CLOSER TO HETE THREE RCC'S NOT FOR MANIRSO. TRAVEL AND WAIT TIME HISTORICALLY A AROBLE: FOR THIS MAILING RIC. SIMULATED RUNS TO ANALYSIS THE SENSITIVITY OF BACHSHOP TIME (MANPOD Rec) BY REDUCING BY 40%. BECAUSE OF DUR RUC ANALYSIS WE WERE NOT ABLE TO SEE ANY CHANGE. IN FUTURE THEK'S WE JHOULD BE ABLE TO ANALYSIS BY PEN WHICH WILL BE OF MORE NAEFOL.

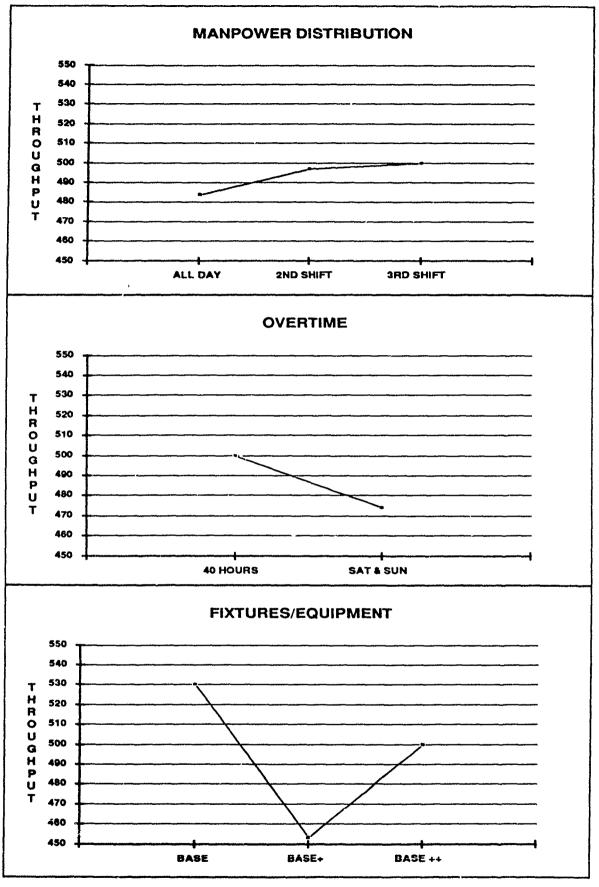
SIMULATION RUNS SHOWS THAT THE THROUGHPUT IS MORE ABOUT ROUT ROUT. WHEN THE WORK IS ALSO PERFORMED DUNING WEEK-END. THREE RUNS WERE SIMULATED WITH SURGE REQUIREMENT AND THE ANALYSIS SHOWS NO MOBLEM IN MEETING. THE REQUIREMENT

			FAC	CTORS	FACTORS & LEVELS	LS LS		WORKLOAD (1	WORKLOAD (THROUGHPUT)	
RUN #	MA	MANPOWER	VER	OVERTIME	TIME	EQUIPMENT	130% OF FY 88	F FY 88	SUF	SURGE
	1	8	e	SAT	SUN		ατν	%	QTY	*
-	ALL					BASE	528	100	723	60
7	ALL					BASE +	446	87		
3	ALL			YES	YES	BASE ++	480	93	1040	86
4	50%	50% 50%				BASE ++	496	96		
5	50%	50% 50%				BASE	530	100		
9	50%	50% 50%		YES	YES	BASE +	467	91		
7	1/3	1/3	1/3			BASE +	446	87		
8	1/3	1/3	1/3			BASE ++	523	100		
9	1/3	1/3	1/3			BASE	531	100		

# MANPSA SHEET METAL TAGUCHI ORTHOGONAL ARRAY TABLE 10.....

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LSC-20312



## **MANPSA EXPERIMENTATION RESULTS**

{

# MANPSA - WRALC

FACTORS / ASSUMPTIONS

- BASE : INCREASE FY88 WOTEKLOAD BY 130"/. AND USE ALL OTHER RESOURCE AS IN "AS-15" CONDIT
- BASET: . INCREASE FYES WORKLOAD BY
  - . PROLESS PSEUDO WED FOR PEN 05502A - CI41 AILERON.
  - MODIFY THE EXISTING I SET OF FIX (PM 9450) - CODE NEWFX.
  - . DESIGN AND BUILD CHECK BAR. CODE: CHBAR.
- BASE++: INCREASE FYRS WORKLOAD BY 130%. PROCESS PSEUDO WCD FOR PCN 055 CI41 ALLERON.
  - · MODIFY THE EXISTING ISET OF FIXING (PM 9450) - CODE :NEWFX.
  - · BUILD 2 MORE SET OF FIVTURE CODE : NEWFX.
  - · DESIGN AND BUILD CHECK BAR

PAGE 1

# WRALC - MANPSA

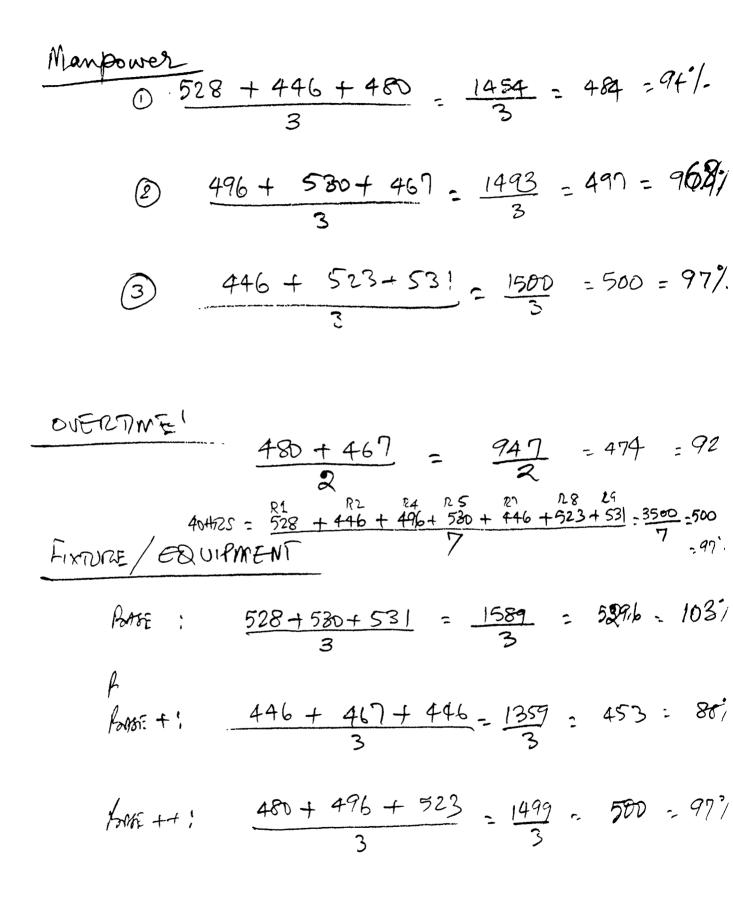
# SURBE .

WORKLOAD - INCREASE EXPERIMENTATION WORKLOAD, WHICH IS 180%. DF FY88, BY NHE %. SF FY90 SURGE REQ. WEAPON SYSTEM JURGE %. CI41 246 CI30 159 F15 61

EXECUTE RUN #1 & RUN #3 FOR THE SENSITIVITY ANJALYSIS WITH MANDMER SPREAD BETWEEN (2) SHIFTS 12HRS PER MIFT AND 5 DAYS A WEEK.

Ppieln=3

WR-ALC MANPSA



A. 2053

# MANPSA - WRALC

SUMMARY:

(

REVIEWED THE RESULTS OF THE OUTPUT ANNALYSIS OF THIS EXPENIMENTAL DESIGN FOR RCC MANPSA. THE RESULT DUES IDENTIFY THE AREA OF POTENTIAL IMPROVEMENT AND PROVILEM.

SIMULATION OUTPUTS INDICATES THAT THE 130% OF FY88 THROUGHPUT CAN BE ACCOMPLISITED WITTH PRESENT MANDWER AND FIXTURES. SPREADING OF MANDWER SEEMS TO BE MODE EFFICIENT.

ANALYSIS OF BUTPOT DOES ALSO INDICATE THAT THE MODIFICATION OF FINTURE ALDNE WILL NOT IMPROVE THE THROUGHPOT OR PLOW TIME. BETTER. ALLOCATION OF MANPOWER AND FINETUNNIN OF PROCESS IS ALSO NECESSARY.

RUN #1 OF PORRE DOES NOT CONSIDERED FOR THROUGPUT OF RUE ANMYSIS. BUT, BY ANALYSING THE THROUGPUT BY PUN REVEAUS THAT ON AN. AVERAGE ONLY 56%. CAN BE ACCOMPLISHED AT AS-15 CONDITION.

WORK	LUNIKUL	DOCUMENT MBOITY + 1.DATE 88141	FAGE 1	OF 4	PAGE
2.755D	RCC IT.M	ATERIAL (4.MIC (5.ERRC (6.QTY (7.	SCHED DT	:8.00	IMF DI
NPS				: 	
9.MODEL	_/DESIGN/	SERIES 110. NOUN AILERON	11.IT	EM SER	IAL {
12.BCN	12A. SE				
		1-1-2, 10-			
		1C-141B-30	6, 12 - 14	+1B-2	:3
14.PART	NUMBER	15.STOCK NR. 16.PDN 17.BCN		, SN3	102
8130	0281-10	1560011287501 JH 05502A- 8064	145		
8130	0281-20	1560011287502JH 05503A 806	446		
18.DISF	-19.PDN/	الت کند. کک میک ایک بالد کار کی کی کری کری کری کری کری کری کی کی کری کر			
			21.MECH	122'P'	23'C
169	010	TAB. ROUTE ALLERON & COMPONENTS	т — — — — — — — — — — — — — — — — — — —		(   B /
. – 1		TAB. ROUTE ALLERON & COMPONENTS TO MNPDD7 (BLDG, 180)	i 		i ¦
180	020	: DEPATNT/CLEAN/TREAT CORROSION : IAW T.O. 1-1-2, SECTION VI	2 5 1		; ;
	1011 2007		۱ ــــــــــــــــــــــــــــــــــــ		<u> </u>
169	030	DISASSMBLE DAMAGED LEADING	• • •		; ;
	i 1	EDGES, INSPECT AND REPAIR PER	•		1 1 1
		SUPPLEMENTAL WCD MBA 17Y			i ;
169	040	INSPECT/REPAIR DAMAGED: LEADING EDGE SHROUDS,			( 
	MNPSA				
169	050	REMOVE INSPECT (REPAIR AILERON			1 ) 
	8	TAB PER SUPPLEMENTAL WOD			; [
	MNPSA	MBAITY.			
169	060	POSITION AILERON ON 3 WORK			•
		TABLES AND MAKE HINGE ALIGNMENT			-  -  -
		CHECK USING BAR CHECK FIXTURE.			•
	MNESA				,-
169	070	RENIOVE CHECK FIXTURE.		1	
•• .:			1	1	
	MNPSA	REMOVE AND ROUTE BEARINGS	لــــ ـــــ ــــــــــــــــــــــــــ		
169	1080 -	WITH SUPPLEMENTAL WOD MECITY	•	;	
			· ,	,	

*****	******	DOCUMENT MEDITY + 1. DATE 2011					
	P-19.PDN/ N¦OP NO.		21.ME	сн:	223	'P'	
169	090 MNPSA	PRICE TO REGIMNING EXTENDED REFATE INVENTORY KIT FOR COMPLETENTS PER PACKING LIST/BILL OF MATERIAL.	; ; ;	   			   
169	100 .71.V.PS.A	INSTALL AILERON INWORK FIXTURE RENOVE BOTTOM SKIN, P/N 3W3400 8-124 (RIH) OR 3W34005.22 (LIH). NOTE: OLD SKIN WILL BE USED AS A DRILL TEMPLATE. SALVAGE DODL OUT OUT DOUBLES, P/N 3W34980.					
169	110 MNFSA	INSTALL NEW FITTINGS AND RIB CAPS IAW DRAWING JW39022. (REPAIR/ REPLACE RIB WEBS IF NEEDED).		- ,       		- , - ; ; ;	B
169		REMOVE LOWER BEAM CAP (SPAR) AND SFLICE ANGLES/DOUBLERS.	· · ·	- ; ; ;			B
169		CONDUCT EDDY CURRENT SURFACE SCAN OF SALVAGED LOWER BEAM CAP SPLICE AREA PER DETAIL #31 OF DRAWING 3W3922. RECORD FINDINGS		-         		- : : : :	к
169	IMQCPCF I	CONDUCT BOLT HOLE EDDY CURRENT INSPECTION OF INDICATED HINGE FITTING ATTACH HOLES THRU WEB AND UPPER BEAM CAP PER DETAIL		- ; -===       			к
	IMNPSA I	VISUAL INSPECT AILERON MAIN BEAM WEB FOR DAMAGE AND CORROSION. REPAIR/REPLACE AS NEEDED.	<u>میں</u> اللہ وہے ہیں <sub>کی</sub> بالہ ا	·; ; ; ;		- ;     	B
		INSTALL NEW LOWER BEAM CAP AND SPLICE ANGLES/DOUBLERS.	ملت کلت کی جارم نتیہ کہ	   		- ;     	B
	IMNF'SA I	DRILL NEW SKIN USING OLD SKIN AS PATTERN. MAKE ALL CUT OUTS PER DRAWING 3W39022.		; ; ; ;			
		BOND SHIM TO HINGE PLATE ATTACH POINT.		; ; ;		- ;   	
	190 MNPSA	PRIOR TO CLOSURE, INSPECT AREA FOR FOD.		;     		-     _] 	B
		INSTALL NEW SKIN, DOUBLERS, AND DOORS.		;   		- : : 1 :	B
	210 MNFSA	INSTALL BEARINGS.		   		•; ; ;	
-		1		ſ		1	

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\* WORK CONTROL DOCUMENT MEDITY \* 1.DATE T FAGE 3 OF 4 PAGES ATIONIOP NO. 120.WORK TO BE ACCOMPLISHED 1 240 I VISUAL INSPECT/REPAIR UPPER BEAM I B IMNESA | ASSY. ----!-169 | 250 | VISIUAL INSPECT/REPAIR STRUCTURAL | | | B IMNESA : DAMAGE IAW T.O. 10-1418-3, SECTION II : : 1 : 260 : INSPECT/REPAIR FIBERGLASS TRAILING 1 169 I B IMNFSDF : EDGE IAW T.D. 1-1-14 AND | T.O. 1C-141B-3. : 270 : ROUTE MISC PARTS TO MNPDAD FOR HEAT : 169 IMNPSA | TREAT., IAW SUPPLEMENT SHEET MBD17Y | : 280 ; ROUTE MISC PARTS TO MNPDAJ FOR 169 IMNESA I FLATING. IAW SUFFLEMENT SHEET MED17Y. 1 290 | RENOVE STATIC DISCHARGES. CHECK FOR | I B 169 IMNESA | CORROSION. REPAIR OR REPLACE IAW : T.O. 1C-1418-3 AND + T.O. 1C-141B-2-2JG-3-2. NOTE: USE ADHESIVE 8030011186251 (PROSEAL 872). CURE AS REQUIRED. SEAL STATIC DISCHARGES WITH MIL-S81700 SEALANT. : CHECK HYDRAULIC HOSES AND REPLACE ! R : 300 169 IMNESA | IF NECESSARY IAW T.O. 42E 1-1-1. | 310 | PERFORM ELECTRICAL RESISTANCE CHECK | 1 R 169 MNPPCD : ON EACH STATIC DISCHARGER RETAINER. : REF. T.O. 1C-141B-2-2JG-3-2 AND LAC : PROCESS SPEC. 2058. : INSPECT/REPAIR/REPLACE DAMAGED UPPER : : 320 169 IMNPSA I SPAR SHROUDS. INSPECT AILERON IN FIXTURE 169 : 330 PRIOR TO FINAL ALIGNMENT CHECK MNPSA 169 1 340 | MILL SHIM. 1 B IMNPSA 350 ÷., INSPECT TAB HINGES PRIOR TO 169 TAB INSTALLATION USING BAR AZGUMI CHECK FIXTURE. : 360 : INSPECT/REPAIR TAB BOOT. INSTALL ; B 169 1 I MNF'SA I TAB ON AILERON. 11 169 : PRIOR TO INSTALLING LEADING EDGES, 1 1 370 ! R 1 IMNESA : INSPECT AILERON INTERIOR FOR FOD. !

183 #

******	********	**************************************	FAGE 4	of 4	FAGE
%770W ******	XXXXXXXXXXXX	*************			
	. 10 DDN/-		21.MECH	22'F' 	123'0
169	-1	ASSEMBLE AND INSTALL LEADING EDGES USING MIL-S-8784 SEALANT.			B 
169		INSFECT/REPAIR/REPLACE LEADING EDGE FAIRINGS.			: B : !
167	I MNF'SA	SEAL ALL SEAMS, UPPER AND LOWER SURFACES IAW T.D. 10-1418-23. INSPECT BEFORE PREPAINT. REMOVE ALLERON FROM FIXTURE.			: B : : 
160	405	POSITION AILERON ON 3 WORK			i
107	ALLOS A	TABLES AND MAKE FINAL HINGE	1	1	1
	Inner	ALIANMIENT CHECK USING BAR	1	1	: :
		CHECK FIXTURE.		3	1
		RECORD FINDINGS=			-+
180	410 MNFDD7	PREFAINT TREAT IAW T.O. 1-1-2 AND T.O. 1-1-8. NOTE: ITEM MUST BE FAINTED WITHIN 49 HOURS. RECORD TIME:DATE		; ; ; ; ; ; ;	
180 180	:	AFFLY FINISH TO AILERON RECORD TIMEDATE	   -	: 	B   
180	!	FORTY-EIGHT HOURS AFTER FAINT. FERFORM WET TAFE TEST IAW T.O. 1-1-8 NOTE: N/A IF NOT REQUIRED.		; ; ;	: E
1	1	WET TAPE TEST STARTED: TIMEDATE	-!		
180		PERFORM WEIGHT AND BALANCE.	   	   -	B  . -
169	   450   MNPSA 	: INSTALL WR-ALC DECAL IAW MADI 66-40. WORK UNIT CODE 14AAO. COMPLETE FORM 349.	   	     -	   
   169 		FINAL VISUAL INSPECT.		   	B 
169		TAG AND TURN IN.		- ]	B
;		- MANE/88141 ; MANS/88141 ; MANF/88141 ; MAQN/88141		с 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 1 2 1 2 1

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ł	TECHNOLOGY INSERTION PROGRAM WR-ALC	
• •	MANPS - SHEET METAL SHOP	Bob Bashyam Bill Rich
•	· · ·	BILL RICH
•	Possible Focus Study List	
.•		· .
•	Description	RCC
. 1.	Study to Improve Facilities Layout for Building 169	Hanpsc Hanpsa
2.	Study to Improve Facilities Layout for Building 603	MANPSD
3.	Study to Improve Facilities Layout for Building 670	MANPSD
4.	Redesign/Hodify Existing Jigs/Fixtures Such As Aileron Jig (Hake Working Jig in lieu of Solely a Check Fixture)	MANPSA Manpsc
5.	Redesign/Hodify Existing Holding Fixtures so as to Rotate/Lock Part Being Repaired for Better Access and Less Worker Strain	A11
6.	Study to Design Holding Fixtures (Customized Shape/Size to be Used in lieu of Flat-Top Tables)	A11
7.	Study to Make a Fully Computerized "Work Book" (WCD) System in lieu of Current Unreadable "Paper-Mill"	A11
8.	Study for CADAM Data Storage and Retrieval MASTER Demension Control System for General Tool Demensional Control as well as for Part/Assembly Data Source	A11
9.	Study to Complement LIFT Plan and to Determine/Assign Priorities for New, More Modern/Diverse Sheet Metal Machinery, Facilities, and Equipment	<b>711</b>
10.	Feasibility Study for WR-ALC to Manufacture C-141 Petal Door Outer/Inner Skin Assemblies In-House	<b>A</b> 11
		1
	•	
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: #	TECHNOLOGY INSERTION PROGRAM	
	MANPS - SHEET HETAL SHOP	Bob Bashyam
-  -		Bill Rich
•		
::	Possible Quick Fix List	
• • • .	•	
••	Description	RCC
•••••••	Develop a Mechanic's "Hand Book" for Each Repaired Assembly	A11
2.	Implement Hechanic "Buy-Maintain" (Buying Only Necessary Tools:) Tool-Set Program	A11
З.	Provide Heavy-Cardboard Shipping Boxes for Small/Hedium Size Parts	A11
4.	Move Bond Mechanics Closer to the Autoclaves	MANPSA MANPSC
5.	Províde Level Aileron Support Tables Until a Better Holding Fixture Can Be Provided	MANPSA
6,	Provide Better Quality Drill Bits in lieu of the Current Re-Sharpened Ones	A11
7.	Provide Certain Mechanics with a Needed 45- Degree Angle Drill Attachment and an Approxi- mate "3X" Rivet Gun (For 1/8"/5/32" Rivets)	All
8.	Provide Pictorial - Drawings with the Existing "Work Books" (WCD'3)	A11
9.	Review and Allocate Sufficient and Dedicated Work Space for Each Work Station	A11
10.	In Conjunction with 2 Above, Reduce Size of Hechanics Tool Box to Approximately 1/2 the Current Size (Thereby Saving Much Valuable Space)	A11
11	•	A11
	Put More Emphasis on QP4!	, , , , , , , , , , , , , , , , , , ,
•••		•
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Poss	aible Quick Fix List (continued)	MANPS Bob Bashyam Bill Rich
:	Description	RCC
12.	Include the Hanufacturing Supervisor in <u>ALL</u> Task Force Formations When Quality/Production Would Be Discussed or/and Decisions Made to Affect Same	<b>A</b> 11
13.	Design/Build Aileron Tab Hinge Locator	MANPSA
14.	Design/Build a "Newspaper Clipping Cutter" to Cut the Thin Skins on the C-141 Horizontal Stabilizer Leading Edges	Manpsa
15.	Evaluate Cleanliness Condition in Work/Staging Area Near the Autoclaves in Building 169	Manpsa
16.	Methel-Ethel-Ketone (MEK), Depleted Uranium Counter-Balance Weights and Asbestos Clamps Used in Building 603 on the C-141 Wing Leading Edge	A11
17.	Senior Mechanics/Supervisors/Alternates should Outline the Repair Processes for the Repaired Assemblies (to be Used in Conjunction with 1 Above)	<b>A1</b> 1
18.	Implement Methodology to Eliminate Missing Petal Door Strake Parts	MANPSA
19.	Use "T" Material (Form in "W" Temper) in lieu of "O"	<b>A</b> 11
20.	Use Lockhead "Status" to Determine Latest Drawing/Effectivity	A11
21.	Certify Mechanic Doing Repair Work on the Horizontal Stabilizer Leading Edges for "Ohmmeter" and "Brazing" Use	Manpsa
22.	Need "Window Area" Plot for F-15 Radome Repair Use	MANPSD
	<b>`</b>	
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MAY 19 '89 15:39 FROM WRAB ELECTRO MAIL

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Pos I	<u>sible Quick Fix List</u> (c	ontinued)'		MANPS Bob Bashyam Bill Rich
•	•.*			
	Description		1	RCC
23.	Need Holding/Support Radomes	Fixtures for	ALL	HANPSD
24.	Move F-15 Canopy Repa Building 670	ir Effort Out	of I	MANPSD
25.	Provide Capability to Building 603	Brush Alodin	e for	MANPSD
26.	Remove C-130 Leading From Building 603	Edge (Vnused)	Jigs	MANPSD
, 27.	Need Better/Larger/Cl for the Women Mechanic			MANPSD
28,	Need More Space for t Building 603	he C-141 Noz2	les in	MANPSD
29.	Need Hore Space for the Building 670	he Radomes in	1	MANPSD
30.	Combine Repair Operat Cowl Door to Use One the Present Two (2)			
31.	Make Available to <u>ALL</u> "Patch-Puller-Ring" fo			MANPSD
32.	Encourage Suggestions Investigation and Pers gation of Missing Pete	sistence in H	is Investi-	Manpsa
33.	Make Use of and Assign Responsibility to the <u>ALL</u> Manufacturing/Engi	Planning Sec	tion for	•
34.	Make Available Cobalt- Equipment, for Mechani Fasteners			", ",",",",",",",",",",",",",",",",",",
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1997 STAL SIN 1

Following are the Potential Improvements for Quick Fix.

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- 10.0 WARNER ROBINS AIR LOGISTIC CENTER (WR-ALC)
- 10.1 QUICK FIX OPPORTUNITY TO DEVELOP A MECHANIC'S "HAND BOOK" FOR EACH REPAIRED ASSEMBLY. THE MECHANICS WOULD OUTLINE THE REPAIR PROCESSES FOR THE ASSEMBLIES BEING REPAIRED (MANPS).

## 10.1.1 <u>Description of Current Operations</u>

Most of the mechanic's training is received by actual "onthe-job" experience working with someone more experienced on the particular unit being repaired. Most experienced mechanics have made written notes to help guide them in the repair effort.

#### 10.1.2 Description of Current Process Problems

The mechanic's sequence of tear-down, inspection and repair may vary compared with the WCD operation numbering. Certain peculiarities in the rework process may require a knowledge far in excess of the T.O. and the WCD instructions.

#### 10.1.3 Description of New Process

Compile and publish a mechanic's training handbook written for each assembly being repaired in MANPS. The manual would compliment and supplement the Technical Orders and be compiled by training specialists using the experiences and input of the top mechanics currently doing the repair work as a guide. The training manual would be initiated to recognize the subtles of the repair process and would document all major steps and techniques of each repaired assembly unit. The Manual would be coordinated through the Training Monitor and the cognizent Process Engineer, Manufacturing Engineer, Planner, Production Supervisor and Quality People.

#### 10.1.4 Rationale Leading to Change

The "Hand-Books" would help train new people in a rapid build-up such as a "Surge" or "War-Time" situation or in any crisis such as the present mechanics "turn-around" due to the F-15 wing effort or where a production rate increase would be necessary. Additional training and motivational courses would also be beneficial in conjunction with the "Hand-Books".

#### 10.1.5 Estimated Cost Savings

Observations and interviews have indicated a potential average increase in efficiency for each new/old mechanic of 20% for the first 30 day period and a 10% increase therafter.

## 10.1.6 Implementation Cost/Schedule

Cost of an existing training specialist to coordinate the inputs is estimated to be \$10,000 per anum (pro-rated).

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Cost of preparing and reproducing each manual is estimated to \$10 per copy.

Implementation could be realized in about 60 days from "Go-Ahead".

10.2 QUICK FIX OPPORTUNITY TO IMPLEMENT MECHANIC "BUY -MAINTAIN" TGOL-SET PROGRAM (BUYING ONLY NECESSARY TOOLS, THEREBY REDUCING THE SIZE OF THE TOOL BOX) (MANPS).

### 10.2.1 Description of Current Operations

All sheet metal mechanics are issued a standard set of tools, a tool box and a tool stand with drawers. Some of the tools have an everyday use, some have a limited use and some of the tools issued are never used: For example, the rivet guns issued have limited use while the most widely used gun, (3X type for 1/8" and 5/32" ad rivets) is not included - neither has a 45 degree pheumatic angle drill attachment been included. There are other instances.

## 10.2.2 Description of Current Process Problems

In some instances the replacement of a broken tool takes up to several weeks for replacement. In the interim, the mechanic either uses a "loaner" from the tool crib or borrows/shares a tool with a team member. These large tool box/tool stand occupy much valuable space and to reduce the number of tools would save much space, by requiring much smaller box/tool stands.

#### 10.2.3 Description of New Process

Other repair facilities require the mechanics to buy and maintain their own set of necessary tools. These companies establish the requirements for the tool set and assist the mechanics in selecting the manufacturers of the tools. Inferior quality items that do not hold up and which constantly require replacement are eliminated. The tool manufacturers most often offer a life-time guarantee and a substantial discount to the mechanic because of the volume purchases. This has proven to be cost effective in many instances, for maintenance facilities such as Eastern, Delta, Hayes and Lockheed Air Service, etc.

One or two sets of "Limited-Use Tools" could be issued to a RCC repair area for general use.

#### 10.2.4 Rationale Leading to Change

- The reduction of the number of tools/tool box/tool box stand by 50% would save much space.
- . Eliminate/reduce tool crib manpower and storage area.
- . Eliminate/reduce buying activity and expense.
- Provide the mechanic with the necessary tools to work with!
- Provide the mechanic with an expeditious way to replace broken tools.
- Make the mechanic responsible for the tools that he uses to do his assigned tasks.

# 10.2.5 Estimated Cost Savings

Interviews have indicated a possible savings of 10 man hours per week for each mechanic if he/she had a proper "Tool Set".

Observations have shown that a reduction in size due to the mechanic having only necessary tools from 6.50 square feet to 3.25 square feet would also save approximately 3 square feet per mechanic. This would be a significant amount of space to be gained in Building 670, for example.

# 10.2.6 Implementation Cost/Schedule

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The schedule and implementation cost would require further study and selection of tool needs, which would vary with each RCC, and tool suppliers. 10.73 QUICK FIX OPPORTUNITY TO MOVE BOND MECHANICS CLOSER TO THE AUTOCLAVES OR ALLOW THE REPAIR GROUP CLOSE TO THE AUTOCLAVE TO DO THE BOND WORK (MANPSA).

#### 3 10.4.1 Description of Current Operations

In addition to other miscellaneous small bonded assembly units, there are approximately fourteen (14) frame and longeron assemblies for the C-141 Petal and seven (7) Leading Edge Sections for the C-141, Aileron which require the units to be rebonded when they undergo repair.

## 10.4.2 Description of Current Process Problems

The Aileron parts are rebuilt in W. Blackmon's area adjacent to the autoclave area and returned to S. Williams' control after completion, but the Petal Door parts are rebuilt in T. Cherry's area and then sent to rebond by the Petal Door mechanic and returned to him after completion. This is not an efficient flow of work effort.

# 10.43.3 Description of New Process

(Need to "certify" all mechanics in Bond Shop.)

Move those workers closer to the autoclave who work/repair small bonded a semblies such as the frame assemblies for the C-141 Petal Doors and the C-141 Aileron Leading Edges, thereby reducing time lost by going back and to. (Always make the transit worker responsible to the Supervisor who is responsible for the final inspection and buy-off of the unit being repaired).

An alternate way to eliminate to and fro travel by the mechanics would be to allow the repair group close to the autoclave to do <u>all</u> the bond work.

## 10.4.4 Rationale Leading to Change

Centralizing the bonding of small rebuilt assemblies would tend to:

- . Eliminate wasted time and steps.
- . Produce consistently better quality work.
- . Have the bonding operation in a cleaner and better controlled enbyironment.
- "Free" the "Home" mechanic to do more specialized work for which he is more qualified than others.

## 3 10.4.5 Estimated Cost Savings

It is estimated that a savings of 10 man hours per week could be realized.

# 10.4.6 Implementation Cost/Schedule

Cost of moving would be negligible and the schedule-to-move would be very flexible.

10.5 QUICK FIX OPPORTUNITY TO PROVIDE LEVEL AILERON SUPPORT TABLES UNTIL A BETTER HOLDING FIXTURE CAN BE PROVIDED (MANPSA).

## 10.5.1 Description of Current Operations

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The support tables for the C-141 Ailerons are not all the same height requiring time and effort to level, per WCD instructions, before the Aileron can be worked. The Aileron must be level while skin work, hinge work, tab removal work or the leading edges are removed.

## 10.5.2 Description of Current Process Problems

(The effort to level the tables has been in the planning stage for about a year or so, according to some interviewees in the area.)

## 10.5.3 Description of New Process

Provide tables the same height to support the Ailerons (until customized cradle-type support holding fixtures are available).

## 10.5.4 Rationale Leading to Change

The customized cradles will support the Ailerons and eliminate the "Man-handling" and "Flip-flopping" from side to side and also allow both sides and the beam/tab area to be worked simultaneously.

## 10.5.5 Estimated Cost Savings

The level tables will save leveling time (usually 15-20 minutes) for 2 -3 mechanics and eliminate overhanging of the Aileron when tables are not available.

## 10.5.6 Implementation Cost/Schedule

The cost and schedule of leveling the existing tables should be available through Kevin Warnock (926-4446).

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QUICK FIX OPPORTUNITY TO PROVIDE PICTORIAL - DRAWINGS WITH THE EXISTING "WORK BOOKS" (WCD'S) (MANPS).

## 5 10.\$.1 Description of Current Operations

The current copies of the WCD's (Work Books) are difficult to read and hard to understand. (This is true industry-wide.)

# 10.\$.2 Description of Current Process Problems

<u>Mechanic personnel do not adequately use the WCD's for</u> <u>repair instructions!</u> They do not make proper use of the T.O.'s <u>either!</u>

#### 5 10.6.3 Description of New Process

The Production Planner, with assistance from the Art Department, should provide a pictorial drawing, (exploded step-by-step drawing or otherwise), to accompany the "Work Book" (Work Control Document) to assist the worker to better understand the task and to help train others in a Surge or War-Time emergency situation.

#### 5 10.6.4 Rationale Leading to Change

New mechanics (and old mechanics, also) would be more productive and understand what they are doing if better work instructions were given them.

Most other repair facilities are using pictorial drawings to supplement the T.O.'s and the planning sheets, and quality has in most cases, improved considerably because the mechanic better understood what they were supposed to do.

## 10.5.5 Estimated Cost Savings

It is estimated that the mechanic's efficiency would increase from 10% to 20% (but would vary with the individual) if he/she had a more comprehensive and understandable set of repair instructions to follow.

## 5 10.ø.6 <u>Implementation Cost/Schedule</u>

A full time illustrator to make the drawings would cost approximately \$20,000 per year and could reduce the planning staff by a like number due to a reduction in contacts from manufacturing. An estimate of about 30 - 90 days to hire the necessary people and organize the effort would be required.

5 10.đ 10.10 OUICK FIX OPPORTUNITY TO DESIGN/BUILD AILERON TAB HINGE LOCATOR (MANPSA).

# 0 10.<del>10</del>.1 <u>Description of Current Operations</u>

The current method, when a tab hinge bracket has to be replaced, is to use the tab assembly as a tool and locate the bracket being replaced by using the tab. This is rather difficult to do because the tab leading edge is in the way which makes it hard to position and locate the required shims behind the new fittings.

#### 10.10.2 Description of Current Process Problems

A hinge locator and alignment tool is sorely needed to assist the replacement of an alleron tab hinge fitting on the C-141 Alleron rear beam.

# 10.10.3 Description of New Process

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A simple bar type locator tool would be sufficient and speed up the task.

#### V 10.10.4 Rationale Leading to Change

Observation and interviews with the supervisor and several mechanics indicated the hinges replacement was a problem.

# 10.10.5 Estimated Cost Savings

The hinge replacement requires an average of 10 man hours per Aileron to replace the bad tab hinge fittings. This time would be reduced to approximately 1/2 of this or about 5 man hours with a bar-type locator tool.

# 10.10.6 Implementation Cost/Schedule

The cost of a simple bar-type tool would be the primary cost involved:

- . Material Cost = \$500 (Steel tube and bar)
- Welding = 100 (4 man hours)
- Machining = 300 (10 man hours)
- Engineering = 500 (8 man hours)

# 10.11.7 QUICK FIX OPPORTUNITY TO DESIGN/BUILD A "NEWSPAPER CLIPPING CUTTER" TO CUT THE THIN SKINS ON THE C-141 HORIZONTAL STABILIZER LEADING EDGES (MANPSA).

# 10.11.1 Description of Current Operations

The thin .005 thick stainless steel cover skins for the C-141 Horizontal Stabilizer de-icer leading edge assemblies (8 per aircraft) must be removed in order to inspect and repair the embedded direct current wires and the heating elements.

# 10.11.2 Description of Current Process Problems

The current way of skin removal is to cut and peel the cover skins using a wood chisel, tin snips, pliars, etc. to remove the skin without damaging the wires or the heating elements.

#### 10.11.3 Description of New Process

Design and make a depth cutter similar to the type cutter used to cut out newspaper clippings. This type cutter may be set to cut at a predetermined depth so as to cut the (.005) stainless steel thin skin cover and not cut the wires.

#### 10.H.4 Rationale Leading to Change

(Observation led to believing that a better way should be found.)

This new method of skin removal would allow the old skins to be removed in an easier manner thereby saving time and producing a neater and a more professional repair job. 7

# 10.H.5 Estimated Cost Savings

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A possible savings of two (2) man hours per leading edge section should be realized; for a total of eight (8) sections times two (2) equals sixteen (16) man hours saved per A/C.

#### 10.11.6 Implementation Cost/Schedule

The only cost would be the "Clipping-Cutter" design and machine costs which should not exceed \$200. Machine time for the cutter should be under \$100.

G 10.15 QUICK FIX OPPORTUNITY TO USE "T" MATERIAL (FORM IN "W" TEMPER) IN LIEU OF "O" (MANPS).

# 10.15.1 Description of Current Operations

Most all forming of aluminum for aircraft requires that the material be in soft condition, either in "O" condition or in "W" temper condition. Both conditions, "O" and "W" are of the same softness.

Most engineering drawings and/or material specifications call for the two material conditions to be used interchangeably.

10.15.2 Description of Current Process Problems

It is hard to store "O" condition material, easy to damage, and handle because of it's softness therefore it is better to buy and store aluminum in the "T" condition. There is also the possibility of a part made out of the "O" material getting on the structural airframe of an air vehicle, inadvertantly.

# 4 10.15.3 Description of New Process

The "O" material requires a heat treat operation after forming to bring the part to a hardened state or "T" condition. The "W" condition is produced by a heat treat operation from the "T" condition, formed into the desired state, then the material returns to a hardened "T" condition at room temperature without any further heat treat.

In the event that "W" condition aluminum alloy sheet is used in lieu of "O", the material must be stored in cold storage while it is awaiting it's time to be worked. It has a shorter work time when it removed from the "ice-box" due to the materials ability to return to a hardened state at room temperature.

It is suggested that certain selected parts such as reinforcement doublers and formed parts be looked at and made from "W" condition rather than "O" condition thereby reducing the inventory of "O" material and conceivably reducing material costs, by eliminating excess scrappage.

# 4 10.15.4 <u>Rationale Leading to Change</u>

Other production and repair facilities do not use and stock aluminum sheet stock in the "O" Temper in the thickness of .064 or less because of it's softness. 10.15.5 Estimated Cost Savings

The cost svings would be indicated on the present scrappage cost which would be eliminated.

Scheduling is not available at this time.

10.15.6 Implementation Cost/Schedule

Implementation of this suggestion requires selection of procedure change. Estimated implementation time approximately 2 months. 10.12" QUICK FIX OPPORTUNITY TO CERTIFY MECHANIC DOING REPAIR WORK ON THE HORIZONTAL STABILIZER LEADING EDGES FOR "OHMMETER" AND "BRAZING" USE (MANPSA).

# 10.17.1 Description of Current Operations

The mechanic (Amanda Knight) has to use an Ohmmeter to check the continuity of the wiring on the C-141 Horizontal Stabilizer leading edge sections. These sections form an electrically de-iced section of the horizontal stabilizer. All sections are repaired either by repairing the wires and welding breaks in the mesh.

# 10.17.2 Description of Current Process Problems

The mechanic has to use the back shop on four (4) occasions for the use of the "Ohmmeter" or the "Welding Unit," usually making the trips herself, to verify the repair.

#### 10.17.3 Description of New Process

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In repairing the leading edge sections, the mechanic has to use an Ohmmeter to determine the repair so why not make it official by critifying the mechanic in it's use as well as the welding required to make the repairs to the mesh heating element.

# 10.17.4 Rationale Leading to Change

Discussed with Sonny Heard, Training, the possibility of training/certification of Amanda Knight and others, if necessary, to the use of the Ohmmeter and the Welding/Brazing unit which would eliminate the back shop work and the related expense of the mechanic hand carrying the parts to and from the electrical building.

# م 10.<del>17</del>.5 <u>Estimated Cost Savings</u>

The elimination of four (4) back shop operations would save 4 times 2 man hours = 8 manhours per part; 8 parts times 8 man hours equals 64 man hours saved per aircraft.

#### 10.17.6 Implementation Cost/Schedule

The mechanic has checked out an Ohmmeter for repair use. Kevin Warnock (926-4446) has moved a "welder" to Building 169 for the mechanic's use. 10.19 QUICK FIX OPPORTUNITY TO NEED HOLDING/SUPPORT FIXTURES FOR ALL RADOMES (MANPSD).

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#### 10.19.1 Description of Current Operations

The primary method of support for the radome repair in Building 670 is to place them directly on the floor. Some are elevated off the floor by the mechanics with 2 X 4's or other makeshift timbers.

Holding stands were made sometime back but are not being used and their whereabouts are now unknown.

10.19.2 Description of Current Process Problems

Some workers have expressed a desire to have the radomes elevated for better access and comfort.

# 10.19.3 Description of New Process

Holding stands/fixtures should be made to hold the radome on it's side and to allow the radome to be rotated. This method would be similar to the holding fixture currently being used with the C-141 nozzle repair effort.

#### 10.19.4 Rationale Leading to Change

- . The radome would be accessible from one side thereby making better use of space.
- . Less worker fatigue.
- . Work efficiency increased.
- Production rate increased.

# 10.19.5 Estimated Cost Savings

An increase of work efficiency from 10% to 15% is predicted which should increase throughput by a like amount for all radomes being worked in Building 670.

# 10.19.6 Implementation Cost/Schedule

The schedule and implementation costs will require further study based on an austere-type stand design.

11 10.21 QUICK FIX OPPORTUNITY TO PROVIDE CAPABILITY TO BRUSH ALODINE FOR BUILDING 603 (MANPSD).

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#### 10.21.1 Description of Current Operations

Parts requiring alodine treatment have to be taken to Building 180, which is about two (2) miles distance from 603.

10.21.2 Description of Current Process Problems

No alodine treatment is currently available because of the lack of waste treatment/disposal.

#### 10.21.3 Description of New Process

Either one of the following:

- (1)Step up the existing "Fast-Flow" pick-up and delivery system for the parts.
- (2)Temporarily provide five (5) collection drums with adequate exhaust/vent system at Building 603 and transfer the toxic waste to a tank truck for disposal.
- (3) Tie in to an existing waste disposal line at Building 645.

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10.21.4 Rationale Leading to Change

. Flow time will be reduced.

- Throughput will be increased.
- . Cost will be reduced.

10.21.5 Estimated Cost Savings

The estimated cost would be contingent on the decision as to the selection of (1), (2) or (3).

The (1) is estimated to be the <u>least</u> expensive and (3) the  $\underline{most}$  expensive with (2) somewhere in between but only as a temporary measure. Number (3) would be the ideal method to provide treatment.

10.21.6 Implementation Cost/Schedule

Implementation cost and schedule is contingent on the process selected:

- (1)Shortest time to implement.
- (2) Somewhere in between (1) and (3).

Longest time. (3)

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10.24. QUICK FIX OPPORTUNITY TO COMBINE REPAIR OPERATIONS FOR THE C-141 AFT COWL DOOR TO USE ONE (1) MECHANIC IN LIEU OF THE PRESENT TWO (2) (MANPSA).

12. 10.24.1 Description of Current Operations

The current way of reworking the C-141, AFT Cowl Door, is to have one mechanic to tear down the old assembly and salvage the salvagable hardware and miscellaneous parts and another mechanic in another area to repair/rebuild the bonded honeycomb section of the door. (A third mechanic is also involved by removing the door from the cowl - in another area.)

After the bonded section is completed, it is transported back to the "Tear-Down" area and reassembled by the first mechanic (who is not bond certified).

10.24.2 Description of Current Process Problems

The current way of repairing the doors has no obvious problems with the exception of completion responsibility, and the excessive amount of flow time required between workers.

10.24.3 Description of New Process

The entire operation for repairing the door should be done in one area and the part not moved back and forth from one area to another. The "Tear-Down" mechanic should be trained and certified for bond operations.

# 10.24.4 Rationale Leading to Change

- . Eliminate duplicity of effort.
- . Decrease "Flow-Time".
- . Provide more trained workers.
- . Provide more versatile worker.

12-10.24.5 Estimated Cost Savings

At least one (1) full time mechanic will be released for other work.

Flow time will be increased at least by the time required for the part to flow between the areas which is usually 4-6 hours per door.

By certifying ALL workers for bonding, a more versatile utilization of the worker is possible who in turn is more capable of training others.

# 10.24.6 Implementation Cost/Schedule

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This may be done immediately with a very little cost effect to implement.

10.26 QUICK FIX OPPORTUNITY TO MAKE AVAILABLE COBALT-TIPPED DRILL BITS, OR EQUIVALENT, FOR MECHANIC'S USE FOR DRILLING OUT FASTENERS (MANPS).

# 10.28.1 Description of Current Operations

The present lot of resharpened drill bits, especially the sizes normally used to drill out rivets and other type fasteners are not properly ground on center and the tips are softer than the normal quality of new drill bits.

# 10.28.2 Description of Current Process Problems

These off-center and soft bits wander off-center when the fastener is drilled out sometimes enlarging the hole and requiring a backing strip, or making necessary the next size larger salvage rivet in the enlarged hole.

These drill bits are soft and consequently do not last - only a few holes - and they are dull.

#### 10.28.3 Description of New Process

Provide the Sheet Metal Mechanic with a better quality drill bit such as a Cobalt tipped bit, or equivalent, to be used on High-Value assemblies when drilling out rivets, other type fasteners such as lock bolts or blind rivets and bolts.

# 10.28. Rationale Leading to Change

The current quality of resharpened drill bits is extremely poor, contributing to oversize and nonconforming holes, causing unnecessary work and much time lost.

Making available better quality drill bits for the mechanic's use, especially the sizes used to drill out fasteners will same time, money and provide a better quality product.

# 10.20.5 Estimated Cost Savings

It is estimated that around 20 man hours are lost per unit every week trying to make quality work with these inferior quality drill bits.

Observation and interviews have indicated that most mechanics are not using the resharpened bits but are obtaining better quality drill bits from other areas such as the F-15 wing effort which is supplied with better quality bits.

10.20.6 Implementation Cost/Schedule

Not available at this time.

Following are the Potential Improvements for Focus Studies.

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QUICK FIX OPPORTUNITY TO PROVIDE HEAVY CARDBOARD RE-USABLE SHIPPING BOXES FOR SMALL/MEDIUM SIZE PARTS (MANPS).

# 10.3.1 Description of Current Operations

Parts are currently being moved from one area to another by hand-carrying or by laying <u>loose</u> on a rolling hand cart while they are being transported.

# 10.3.2 Description of Current Process Problems

# 10.3.3 Description of New Process

Heavy cardboard, reusable boxes should be used to protect the smaller parts when they are transported from one area or backshop to another area. These are sometimes called "Banana Boxes" because they are about the same shape and construction as the boxes used to ship bananas. These boxes would be similar to the ones used in the tubing/cable shop to contain and transport parts.

# 10.3.4 Rationale Leading to Change

#### 10.3.5 Estimated Cost Savings

Using these boxes with styrofoam and/or "bubble wrap" will minimize damage to parts being transported.

#### 10.3.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO REVIEW AND ALLOCATE SUFFICIENT AND DEDICATED WORK SPACE FOR EACH WORK STATION (MANPS).

## 10.7.1 Description of Current Operations

Much confusion exists now in certain areas because of the lack of dedicated and sufficient space for the mechanic and the work he/she is required to do. Traffic cross-flow is bad and in some instances there is no assigned or dedicated work space for the mechanic to do his/her assigned task.

### 10.7.2 Description of Current Process Problems

The work space for a given repair task must be adequate to allow the work to be performed in the most timely and cost effective manner.

#### 10.7.3 Description of New Process

Each work station must be designed and space allotted to allow the mechanic to do his/her assigned task without interruption from people passing by, cross-flow traffic from fellow workers, insufficient space and confusion.

As a stop-gap measure, (before an in-depth facilities layout can be made), each work station must be identified and <u>permanently marked</u> so that the mechanic assigned to that work station may work with a minimum of interruptions. Rails or fences should be considered to outline the stations.

# 10.7.4 Rationale Leading to Change

Observation of several areas in Building 169, such as the areas for the petal doors and allerons for the C-141, led to this present condition.

# 10.7.5 Estimated Cost Savings

Time will be saved and/or work efficiency will be increased along with the production rate.

### 10.7.6 Implementation Cost/Schedule

Implementation cost would involve about 16 man hours to layout and mark that stations. Equipment needed such as rails are assumed to be available. The time to implement would approximate two (2) weeks for each area from go-ahead.



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QUICK FIX OPPORTUNITY TO PUT MORE EMPHASIS ON QP4! (MANPS).

# 10.8.1 Description of Current Operations

Some RCC repair units do not have an active QP4 team. Those that do are not allotted the necessary time to be effective - manpower seems to be the problem.

NOTE: QP4 is currently being revised and restructured. It is suggested that more recognition and prestige be given the group.

10.8.2 Description of Current Process Problems

#### 10.8.3 Description of New Process

More emphasis should be placed on the "QP 4" team effort and to use these groups with greater visibility and recognition as problem solvers.

Long standing complicated problems have a greater chance of being solved when a QP4 team is active in the area.

10.8.4 Rationale Leading to Change

### 10.8.5 Estimated Cost Savings

- . More employee awareness and concern.
- . Better quality realized.
- . Better worker recognition and efficiency.
- . Money saved.

### 10.8.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO INCLUDE THE MANUFACTURING SUPERVISOR IN ALL TASK FORMATIONS WHEN QUALITY/ PRODUCTION WOULD BE DISCUSSED OR/AND DECISIONS MADE TO AFFECT SAME (MANPS).

# 10.9.1 Description of Current Operations

Decisions are sometimes made that affect the production effort or the quality of a repair unit lithout the Supervisor being told or asked to participate in the decision making process.

# 10.9.2 Description of Current Process Problems

#### 10.9.3 Description of New Process

Better solutions to MANPS problems may be realized so that when a task force is formed, it is formed from individuals most knowledgable and intimately concerned with a solution to the problem, such as the Production Supervisor if the problem involves the production effort; or the Tooling expert if the problem involves a tool change; and the Planner if ANY change is contemplated in the work sequence or planning. The task force should always be headed up by the Production Supervisor if the problem involves production or quality.

# 10.9.4 Rationale Leading to Change

## 10.9.5 Estimated Cost Savings

- . Better utilization of the Supervisors.
- Better quality.
- . More Supervisor awareness.
- . More cooperation from all concerned.

### 10.9.6 <u>Implementation Cost/Schedule</u>



QUICK FIX OPPORTUNITY TO EVALUATE CLEANLINESS CONDITION IN WORK/STAGING AREA NEAR THE AUTOCLAVES IN BUILDING 169 (MANPSA).

# 10.12.1 Description of Current Operations

Most lay-up is done in the Lay-Up Room in Building 169 which is a controlled and compatible environment for the use of adhesives and bonding materials used in the manufacturing of MANPSA work.

Some small patches and repair work is done in the teardown areas and in the staging area of the autoclave. There is not as much concern or attention given to bonding conditions and cleanliness in this as there should be.

#### 10.12.2 Description of Current Process Problems

#### 10.12.3 Description of New Process

A study should be conducted to determine if the conditions are adverse and if a plastic curtain dropped from the ceiling would help the situation. The sanding, drilling and working of metals/composites should be moved further away from the area where adhesive bonding is being done.

#### 10.12.4 Rationale Leading to Change

#### 10.12.5 Estimated Cost Savings

The major benefit to isolating the bonding from the fabrication will be to create a somewhat controlled environment which a requirement to the use of structural adhesives.

#### 10.12.6 Implementation Cost/Schedule

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QUICK FIX OPPORTUNITY TO REVIEW SAFETY PRECAUTIONS IN THE USE OF METHEL-ETHEL-KETONE (MEK), DEPLETED URANIUM COUNTER-BALANCE WEIGHTS AND ASBESTOS CLAMPS USED IN BUILDING 603 ON THE C-141 WING LEADING EDGE (MANPS).

# 10.13.1 Description of Current Operations

Two safety situations are prevalent in the aileron repair and adjacent areas concerning: (1) The use of Methel-Ethel-Ketone, which should not be used. "Safety Solvents" are available and are not as toxic and just as effective as MEK; and (2) Inadequate marking and warning to the mechanics and handlers of the Depleted Uranium counterblance weight used as the balance material for the weight.

The planners have addressed the problem of the depleted uranium with a vinyl cover but it is not used effectively.

10.13.2 Description of Current Process Problems

# 10.13.3 Description of New Process

The applicable T.O. lists all the precautions that must be taken to prevent undue exposure to the radioactivity of the material and the mechanics are aware of this. There is no awareness of the "heavy-metal" effects of ingesting ground depleted uranium powder or the fact that grinding or drilling causes sparking which would cause ignition. The Base Safety Engineer should address this problem.

10.13.4 Rationale Leading to Change

10.13.5 Estimated Cost Savings

Employée safety.

10.13.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO IMPLEMENT METHODOLOGY TO ELIMINATE MISSING PETAL DOOR STRAKE PARTS (MANPSA).

#### 10.14.1 Description of Current Operations

The Petal Doors arrive at WR-ALC to be inspected and repaired consistently missing the Strake which should accompany the door. This is an expensive group of parts! This is an expensive operation for every C-141 Petal Door to come in for repairs a NEW Strake has to be manufactured and shipped back out to stores!

Where are the missing strake parts? Who removes them from the Petal Door Assembly? By what authority are they removed? Records show that some of these parts have a value of \$20 to \$30 each and in many cases as many as twenty (20) parts are missing!

10.14.2 Description of Current Process Problems

#### 10.14.3 Description of New Process

An investigation into this matter has been made and an employee was given a cash award for bringing this matter to the attention of his managers but no resolution to the problem has been effected as of this defer.

10.14.4 Rationale Leading to Change

10.14.5 Estimated Cost Savings

(See Attachments.)

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10.14.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO USE LOCKHEAD "STATUS" TO DETERMINE LATEST DRAWING/EFFECTIVITY (MANPS).

# 10.16.1 Description of Current Operations

There seems to be a bit of confusion at WR-ALC as to how to determine the effectivity of a part or of a drawing revision. This is especially pertinent to the drawings and parts for the Lockheed C-130 and C-141 aircraft. When the Air Force bought these airplanes from Lockheed, they also bought the drawings and the drawing submittal system, which would be in accordance with the applicable MIL Specification for the drawing requirements.

# 10.16.2 Description of Current Process Problems

#### 10.16.3 Description of New Process

It is possible that a phone call to "Status" at Lockheed each time could get an answer to a problem involving a part as to whether it is required on a particular Model or not.

"Status" could also be used to verify the latest drawing revision or Engineering Order (EO) change to a drawing.

10.16.4 Rationale Leading to Change

#### 10.16.5 Estimated Cost Savings

- . Time saved. -
- . Money saved.
- . More confidence in working with Lockheed drawings.

# 10.16.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO NEED "WINDOW AREA" PLOT FOR F-15 RADOME REPAIR USE (MANPSD).

# 10.18.1 Description of Current Operations

There are approximately 150 F-15 Radomes in an "X" condition (a condition of maximum damage) which will require a maximum effort to repair in the near future for MANPSD, (Building 670).

# 10.18.2 Description of Current Process Problems

The F-15 repair T.O.'s do not give a "stay-out" or "window" area for the Radome to help guide the repair. Other T.O.'s such as for the C-130 Radomes give this information to establish repair limitations and help guide the mechanic making the repair.

#### 10.18.3 Description of New Process

There is a need to establish the repair limitations for the F-15 Radomes. Hugh Darsey, (6)5374, MMFRB, Cognizent Engineer is working with the test range, (Building 675), people to derive information to define the repair limitations.

### 10.18.4 Rationale Leading to Change

In the event the repair limits are not defined it is probable that Radomes will be repaired and not be usable thereby wasting time, money, and effort.

#### 10.18.5 Estimated Cost Savings

Cost savings not determinable, at this time.

# 10.18.6 Implementation Cost/Schedule

Not determinable at this time.

QUICK FIX OPPORTUNITY TO MOVE F-15 CANOPY REPAIR EFFORT OUT OF BUILDING 670 (MANPSD).

# icanan k 10.20.1 Description of Current Operations

The F-15 Canopy repair effort occupies only a small portion of Building 670 and the repair effort does not have sufficient space.

### 10.20.2 Description of Current Process Problems

# 10.20.3 Description of New Process

Additional space is currently needed and by moving the canopy effort out of the building more space will be available for the radomes.

The F-15 Canopy should be moved to an area closer to the sheet metal repair, Building 169.

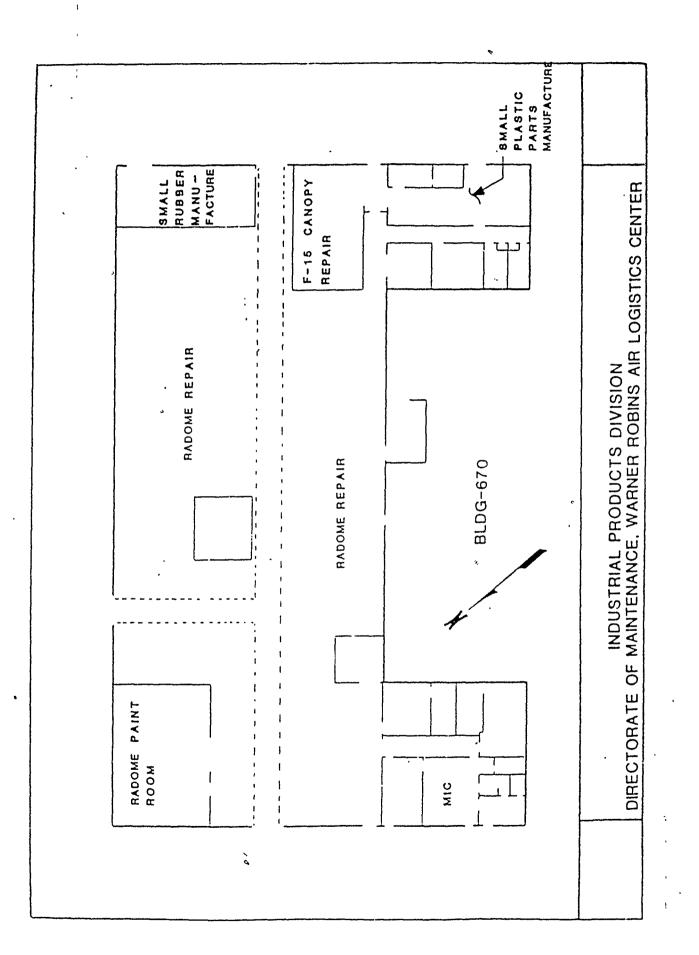
There is no GRID BOARD available to check the optical qualities of the transparancies when scratches are buffed out and the surface distorted.

# 10.20.4 Rationale Leading to Change

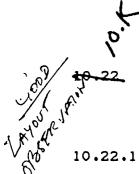
#### 10.20.5 Estimated Cost Savings

Time will be saved and/or work efficiency will be increased and consequently the production rate increased. (See attached sketch.)

10.20.6 Implementation Cost/Schedule



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QUICK FIX OPPORTUNITY TO REMOVE C-130 LEADING EDGE (UNUSED) JIGS FROM BUILDING 603 (MANPSD).

## 10.22.1 Description of Current Operations

There are several unused C-130 Leading Edge jigs stored in Building 603 that are occupying much needed space needed for 4 - 6 additional nozzle stations.

# 10.22.2 Description of Current Process Problems

# 10.22.3 Description of New Process

Remove these jigs from the building thereby allowing the C-141 Nozzle effort to be expanded, as planned.

## 10.22.4 Rationale Leading to Change

#### 10.22.5 Estimated Cost Savings

Space is at a premium in Building 603 and this space will be used to increase production rate for the C-141 Nozzle effort.

## 10.22.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO NEED BETTER/LARGER/CLEANER TOILET FACILITY FOR THE WOMEN MECHANICS IN BUILDING 603 (MANPSD).

# 10.23.1 Description of Current Operations

The women's toilet in Building 603 has only one (1) commode for 6-8 women to use. Water stands in the general area of the toilet when it rains. The women have to go to adjacent buildings or either wait!

# 10.23.2 Description of Current Process Problems

#### 10.23.3 Description of New Process

Provide better toilet facilities.

# 10.23.4 Rationale Leading to Change

#### 10.23.5 Estimated Cost Savings

Increased worker comfort station and sanitary conditions.

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#### 10.23.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO MAKE AVAILABLE TO ALL ALC'S PAUL C. BEVAN'S "PATCH-PULLER-RING" FOR FIBERGLASS REPAIR (MANPS).

10.25.1 Description of Current Operations

(See Attachment.)

- 10.25.2 Description of Current Process Problems
- 10.25.3 Description of New Process

(See Attachment.)

- 10.25.4 Rationale Leading to Change
- 10.25.5 Estimated Cost Savings

(See Attachment.)

10.25.6 Implementation Cost/Schedule

PAUL C. BEVAN'S COPY

NOTE\*\*\* THIS IS A CONFIRMATORY SUGGESTION.

On 11-17-88, I discussed and demonstrated this concept in the presence of Hambrick, David Turner, and Hugh Darsey. They were responding to an AFLC 103 submitted by myself on 11-15-88. The 103 number is MANERS-8-558. I l attached a copy.

Problem: Present vacuum bag patching techniques are costly, both in labo material. The government can reduce these costs.

Solution: I have prototyped and developed two systems that greatly reduc material costs and labor costs on the repair of fiberglass items. One sy was designed and developed to be used on the F-15 radome. It will work o aircraft that has a radome of the same configuration as the F-15 radome. implementation of the system, 98% of labor cost and 98% of material costs be saved in the patch set-up procedure. Approximately seven labor hours per F-15 radome will be saved. This system is also effective in spot patching on all types of fiberglass and on many fiberglass items DoD-wide Some examples are the C-130 radome, C-141 radome, C-141 tail cone, C-130 dome, and C-141 hat dome.

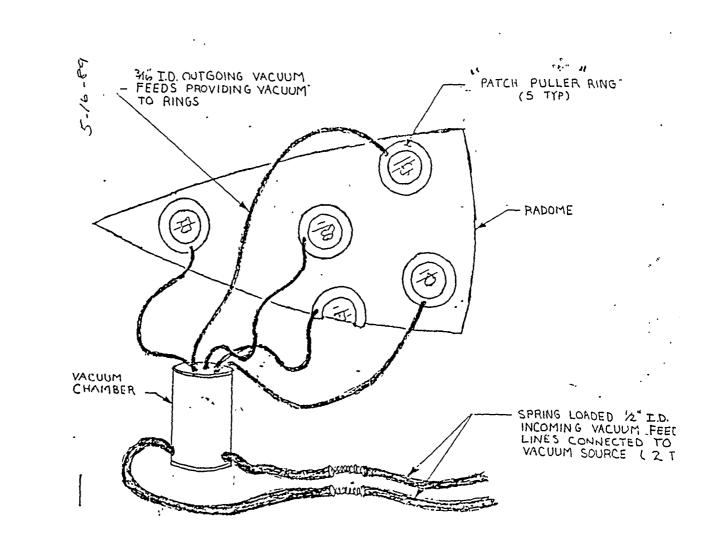
Some benefits of the F-15 patch puller follow:

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PAGE 1 OF J PAGES

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PAUL C BEVAN

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#### FIGEFELINES PATCHING TECHNIQUES PAGE

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1. Eliminates 98% of material used for patch set-up (tapes, spring, tacky t

2. Eliminates 98% of patch set-up material handling, application, and remov

3. Eliminates any possibility of pulling up circs by eliminating adhesive t presently used. \*

4. Functions effectively over grid wires, copper foil tape, radar balancing tape, and oil- or fluid-contaminated surfaces where adhesive tapes now used encounter problems. :

5. Works effectively on interior and exterior surfaces

6. I have prototyped and developed the part and mold: no additional tooling needed.

7. Would be effective for field use in the form of an inexpensive kit. The kit would consist of cloth, resin, Mylar film, and patch puller ring. The system could be operated by a portable vacuum pump.

8. The system could be used throughout the Air Force on any aircraft having radome with a similar configuration.

9. The system could be used DoD-wide (Navy, Army, ANG, etc).

10. The system is effective in spot patching

11. All components of the system are durable and reusable.

مید در . موجع رسیارید از معاصلات

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The second system I have developed operates off the same vacuum concept. I have developed a 2-inch-wide band of urethane that vacuums to the radome su face. The system incorporates the vacuum band, a dual vacuum feed, 1-inch masking tape, zinc chromate, and spring. One vacuum source will have a trabuilt into the line to allow for bleed-outs. Set up and operation is as follows:

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1. Vacuum band down to face of radome operating off a straight line vacuu source (no trap). The band will surround the repair area.

2. Once in place, apply the zinc chromate to the outside face of the band

NOTE: After the chromate has been applied to the vacuum band on the ba first use, the chromate will stay in place and require very little handlin the next several patches. Feriodic reapplication of the chromate may be r quired to insure effectiveness of the device. The zinc chromate serves as adhesive for alcohol sheet or Mylar film.

Next apply the spring with 2-inch pieces of 1-inch-wide masking tape j 3. outside the repair area and within the vacuumband.

Attach the vacuum feed with the trap to this spring. This will allow excess air resin to be bled from the patch. The system will now be ready use.

Apply patch material to repair area (per TO 1-1-24). 5.

6. Activate bleed-out vacuum and stretch Mylar sheet over the repair, adh the sheet to the chromate. The patch is complete.

This method will reduce tape use by 90%. Labor required for patch set up break down will be reduced by 70%. This will equate to an average of 6 la hours saved per dome on the C-130 and C-141. I am in the process of making different sizes and shapes to accommodate different size and shape repairs 1-1-24, pg 4-19, para 4-86 suggests that mechanics keep their repairs bet 144 sq in and 324 sq in for best results. THis is not always practical. have developed a vacuum band that will allow patches of 500.sq in to be pu Based on the prototypes and the success of the system, pulling patches wit areas of 1000 square inches and greater is realistic. The pullers are alr applicable to 90% of the interior and exterior of the C-130 and C-141 rade

Some benefits of the vacuumized band follow:

1. Eliminates 70% of material handling in patch set-up on C-130 and C-14: radomes (approximately 6 hours per radome will be saved).

2. Eliminates 90% of tape used during patch set-up.

3. Functions effectively over contaminated surfaces where tape may lose : adhesion. !

4. Works effectively on interior and exterior surfaces.

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5. Would be applable DoD-wide. The vacuumized band is reusable and very durable. 7. Can be applied to numerous fiberglass items. - - . .



QUICK FIX OPPORTUNITY TO ENCOURAGE SUGGESTIONS LIKE WENDELL PITTMAN'S INVESTIGATION AND PERSISTENCE IN HIS INVESTIGATION OF MISSING PETAL DOOR STRAKE PARTS. CONTINUE INVESTIGATION TO ELIMINATE MISSING PETAL DOOR STRAKE PARTS (MANPSA).

### 10.26.1 Description of Current Operations

The Petal Doors arrive at WR-ALC to be inspected and repaired consistently missing the strake which should accompany the door. This is an expensive group of parts! This is an expensive operation for every C-141 Petal Door to come in for repairs a. NEW strake has to be manufactured and shipped back out to stores!

Where are the missing strake parts? Who removes them from the Petal Door Assembly? By what authority are they removed? Records show that some of these parts have a value of \$20 to \$30 each and in many cases as many as twenty (20) parts are missing!

10.26.2 Description of Current Process Problems

#### 10.26.3 Description of New Process

An investigation into this matter has been made and an employee was given a cash award for bringing this matter to the attention of his managers but no resolution to the problem has been effected as of this date. (See Attachment.)

10.26.4 Rationale Leading to Change

## 10.26.5 Estimated Cost Savings

(See Attachment.)

# 10.26.6 Implementation Cost/Schedule

THIS IS A COPY FROM THE "ORIGINAL"

TO: ALC/DPF/Donna Layfield

FROM: Wendell T. Pittman (926-4812)

DATE:

REF.: Reopen and Reevaluate Suggestion #863055

Ms. Layfield:

I would like to have this suggestion re-opened and re-evaluated.

I have been trying to get someone to realize that the Government could have been saving money since 1984. Nothing has seemed to have any effect.

The latter part of 1987 I contacted the Fraud Waste and Abuse Division and they checked into the matter. After an inquiry and finding that on a lot that Petal Doors coming to Depot Maintainance are stored on over half the doors. Out of 22 doors, 12 were minus strakes. If I remember right they had the suggestion re-submitted and it was further implemented by on through the General.

Some time around the first of the year I was instructed that a \$250.00 settlement could be made on the suggestion or a \$100.00 awared would be paid and the suggestion would be further evaluated. After a period of time I was told that the implementation process had been completed and that the personnel in the field could not or would not comply with the directives so therefore my suggestion warranted no further compensation.

On the 11th of December, 1980, the doors were numbered and logged coming into the shop. From then until 17 August 1984 some of the doors were marked with or without strakes. I wasn't there all this period of time so I can't verify that everything was logged. But I can authenticate the validity of these facts. From Door #819 thru Door #1131 ther were 96 doors sent to Depot Maintainance minus strake assemblies. At approximately 3,000.00 per strake this was a loss of 288 thousand dollars. From 17 August 1984 through January 1, 1988 I have no accurate count as to missing strakes except for the fact that out of even 20 doors 12 were missing strakes. Since my suggestion was implemented, there has been a drastic change from January 1988. July 15, 1988 the Petal Door shop has been delivers 34 doors for repair. Page Two

Out of these 34 doors only 3 have been minus strake. So as you can see this has been a tremendous reduction in lost strakes since my suggestion was put in force. Since 1981 my guess would be that over one half million dollars have been lost due careless and unattention. From 12 out of 20 doors missing strakes in the latter part of 1987 to 3 out of 34 door missing strakes should warrant a monetary re-evaluation. If you would please look into this matter for me.

Thanking you in advance,

Wendell T. Pittman MANPSA/WR-ALC WRAFB/926-4812

cc: Shirley L. Wade, Manager Air Force Management Engineering Agency Randolph AFB, Texas Honorable Sam Nunn U. S. Senate Washington, D.C. 51454A

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1560009466505	3F40353	279	\$132.49
1560009466503	"	281	78.92
1560009466501	11	283	148.21
1560004656499	••	285	204.99
1560004653971JH	**	141	34.51
1560001823974JH	"	143	24.07
1560004605362JH	"	145	37.07
1560004653418JH	"	147	46.16
1560004653969JH	n	243	23.71
1560004600716JH		149	91.00
1560004603420JH	"	151	98.68
1560004660743JH	11	153	90.10
1560004653977JH	"	269	49.18
156000 <b>49</b> 07654JH	"	199	92.53
1560004907656JH	88	201	92.61
1560004907657JH	"	203	49.75
1560004907667JH	11	257	60.77
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Right Hand Strake Assembly

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1560001825369JH	"	146	59.13
1560004653973JH	11	142	35.11
	**	148	51.91
1560002243239JH	48	144	29.81
1560004653975JH	11	244	25.68
1560004653968JH		258	57.78
1560P0775322065	u		77.39
1560004603419JH	it	150	
1560P0949672065	11	152	175.93
1560004603421JH	11	154	78.92
		270	32.69
1560004653981JH	11	200	25.77
1560004657655JH		204	46.40
1560004907658JH			57.36
1560004907669JH	11	258	82.09
1560004907671JH	0	272	
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QUICK FIX OPPORTUNITY TO MAKE USE OF AND ASSIGN MORE MANUFACTURING RESPONSIBILITY TO THE PLANNING SECTION FOR ALL MANUFACTURING/ENGINEERING COORDINATION (MANPS).

# 10.27.1 Description of Current Operations

When the manufacturing people (mechanics) have problems pertaining to the engineering and other data requirements for a particular unit being repaired they most often contact the technical support people, such as the manufacturing, tooling, facilities, or materials engineer in a <u>DIRECT</u> contact manner.

Usually the mechanics are not as well-versed as the planner as to the overall part requirement and design intent and consequently should take the problem through the planner for him to make the contact.

# 10.27.2 Description of Current Process Problems

#### 10.27.3 Description of New Process

Make better use of the Planning Section to help solve  $\underline{ALL}$  problems involving the technical implementation of the Work Control Document (WCD).

#### 10.27.4 Rationale Leading to Change

#### 10.27.5 Estimated Cost Savings

When the planner is contacted he will be in a better position to:

- . Assist the mechanic to prevent work stoppages.
- . Revise the WCD, when required.
- . Coordinate the production effort.
- . Influence the standard hour requirement.
- . Help solve tooling problems and requirements.
- . Etc.

# 10.27.6 Implementation Cost/Schedule

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QUICK FIX OPPORTUNITY TO STUDY TO OBTAIN BETTER QUALITY/DELIVERY FOR THE PETAL DOOR INNER/OUTER SKIN ASSEMBLIES FROM THE NEW SUBCONTRACTOR (MANPSA).

## 10.29.1 Description of Current Operations

The new inner skin and outer skin bonded assemblies for the Petal Door, which are made off-site at a Sub-Contractor, require inspection and repair work on the new assemblies before they are acceptable to be used. These new skins are sometime dented, scratched, have voids, have delaminations, etc. that require time and effort to fix before they can be used as acceptable parts. Also, the potted location for the attachment fasteners require re-potting in the honeycomb skin area due to not falling within the potted area. A cursory investigation shows that an increase in the potting area diameter from about one-half inch to about one inch could possibly eliminate the problem of re-potting. Most of the damage problems aforementioned are the fault of WR-ALC but the voids, delaminations, or core damage are most likely the fault of the Sub-Contractor.

### 10.29.2 Description of Current Process Problems

#### 10.29.3 Description of New Process

Redesign the Petal Door Assembly jig to allow a greater amount of work to be performed in the jig without having to remove the parts so often. At the present time the skin assemblies and the frame parts require removal and replacement approximately six (6) times for each door. This could be reduced by adding a "Box-Jig" adaptation that would allow the skins to be folded back out of the way rather than removing the skins and the frame from the jig each time. More jigs are required for the current workload of Petal Doors.

# 10.29.4 Rationale Leading to Change

#### 10.29.5 Estimated Cost Savings

An investigation team should be formed to ascertain how much time and money is being spent to rework these "New" Inner Skin and Outer Skin Assemblies and visit the new Subcontractor, if necessary.

A cursory investigation has also discovered that these skin assemblies frequently are not made to the correct contour! After reviewing the bonding capabilities and the autoclave facilities MDMSC has concluded that both of these skin assemblies should be made at WR-ALC!

10.29.6 Implementation Cost/Schedule



QUICK FIX OPPORTUNITY TO MAKE BETTER USE OF QUALITY PEOPLE TO HELP SOLVE PROBLEMS RELATED TO THE REPAIR EFFORTS (MANPS).

### 10.30.1 Description of Current Operations

The Supervisors and their Designees often do not call the Quality Assurance Specialist to help solve problems arising from the repair effort.

### 10.30.2 Description of Current Process Problems

# 10.30.3 Description of New Process

The Quality Assurance Specialist should be used by issuing a Request for Quality Assistance (RQA) (AFLC Form 354).

The Quality Assurance Specialist will use the skills and facilities available to develop valid solutions or recommendations on all RQAs. Examples include: Quality Engineering, Methods Improvement Laboratory, chemical or materials laboratories, and subject matter specialists from other divisions or directorates. All corrective actions will be thoroughly coordinated with all activities having a primary or collateral responsibility.

### 10.30.4 Rationale Leading to Change

### 10.30.5 Estimated Cost Savings

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Time will be reduced and/or work efficiency will be increased and as a result the production rate increased. (See attached copy of MAOI 74-2.)

10.30.6 Implementation Cost/Schedule

WARNER ROBINS AIR LOGISTICS CENTER Directorate of Maintenance Robins Air Force Base GA 31098 MA OPERATING INSTRUCTION 74-2

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23 June 1988

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### Quality and Reliability Assurance

### REQUEST FOR QUALITY ASSISTANCE (RQA)

This MAOI outlines procedures for submitting a Request for Quality Assistance (RQA). This instruction applies to all employees and organizations in the Directorate of Maintenance (MA).

1. GENERAL. The purpose of the RQA program is to provide all employees with a medium to seek solutions for a known or suspected problem on any product, process, system, or procedure that may adversely impact the quality of products or services produced by this activity.

\*2. REQUIREMENTS. AFLC Form 354, Request for Quality Assistance (RQA), is a means of initiating requests to the Product Quality and Reliability Division (MAQ) when initial investigative actions have failed to remedy the problem. Anyone who recognizes or suspects a problem may initiate an RQA. The RQA will not be used for resolution of personal grievances, subjects covered by the Master Labor Agreement, matters under the jurisdiction of 40-series regulations, or items covered by other programs (component failures-use QDR, tech data errors-use AFTO Form 22, etc).

### 3. PROCEDURES:

a. Individuals requesting Quality Assistance will:

(1) Prepare AFLC Form 354 when a suspected or known deficiency is compromising the quality of a product produced by MA.

(2) Complete all blanks of Part I of AFLC Form 354 and forward t the applicable Quality Branch (MAQ\_). Routing through section and/or oranch office is at the option of the applicable division. The form may be handscribed.

(3) State the deficient condition in sufficient detail to aid investigation; that is, include attachments, national stock numbers (NSNs), technical orders (TOs), etc.

(4) Assist Quality Assurance Specialist during problem review.

b. Applicable Quality Branch (MAQ ) will:

(1) Maintain an RQA log book reflecting the RQA control number, date request received, subject, initiator's name, office symbol, suspense date, and date project closed.

(a) The control number will be comprised of the Quality Branch symbol, the last two digits of the year, and the numerical sequence of the project (for example, MAQB-86-1).

(b) A suspense date of not more than 25 workdays will be established.

(2) Contact the originator of the RQA to obtain additional information as required.

(3) Perform a comprehensive evaluation concerning the problem identified through the RQA.

Supersedes MAOI 74-2, 18 Apr 86. OPR: MAQSS (Sue Pierce) Editor: Wanda B. Wood Distribution: F, X: AUDGN, MMIMF-Q, 2853 ABG/DAP.....1 ea (4) Coordinate all findings/recommendations with responsible pervisors.

(5) Provide the initiator a thorough report, with recommendations, if applicable, within established suspense date. Also, provide copies to other organizations with an interest in or collateral responsibility for the problem or for actions associated with the solutions or recommendations. If evaluation cannot be completed within required suspense date, provide initiator with an interim status report.

(6) Initiate requests to effect changes to technical orders, regulations, or other directives when needed.

(7) Provide all recipients of the initial report with copies of all follow-on correspondence.

(8) Maintain a file on completed RQA actions in accordance with MAQOI 74-1.

c. The Quality Assurance Specialist will use the skills and facilities available to develop valid solutions or recommendations on all RQAs. Examples include: Quality Engineering, Methods Improvement Laboratory, chemical or materials laboratories, and subject matter specialists from other divisions or directorates. All corrective actions will be thoroughly coordinated with all activities having a primary or collateral responsibility.

d. Applicable personnel shall assist the Quality Assurance Specialist during evaluation process and assure corrective actions are taken when a problem is identified to their particular area.

. JR THE DIRECTOR

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 WALTER R. PEACOCK, Jr., Col. USAF Chief, Resources Management Division
 Directorate of Maintenance

1 Attachment AFLC Form 354 (Sample)

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0 ,,	I FROM (Name, Organization, Extensio	TY ASSISTANCE (RQA)	DATE 4 Apr 86
MAQ N	Jane Doe/MANPM/3491		4 Apr 80
UB/ECT (System/It	em/Process)		
ROBLEMCONDITIONRECOM	MENDATION (if needed, continue on revers	e. Do not write below this block )	
(Define problem i attach all pertin	n sufficient detail, state went information - drawings	previous actions taken t	, etc.)
GNATURE (Signature of Init	tiator)		
(Dignacate et and		PORT	I DATE
0	FROM MAQ NM	CONTROL NUMBER MAQN-86-3	14 Apr 86
MANPM ENEFITS DERIVED/EXPECTED			
(Provide finding	s, recommendations, action	taken, and benefits deriv	/ed.)
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CORRECTIVE ACTION ON THIS	- -	, .	  MAQ MANHOURS

AFLC JORN 354

### REPAIR OF C-130 SECONDARY EXHAUST NOZZLE 1560-00-959-2302JH P/N 3P22519-197 MISTR C/N 51344A OPER: 00100

1. Nozzle is received in storage lot, building 163. The MIC personnel unbox the nozzle. The MIC personnel transport nozzle to Depaint area, building 180. The nozzle is depainted at building 180 and transported to storage lot, building 603.

2. The nozzle is transferred from storage lot to work table in Repair Shop, building 603.

3. The nozzle is disassembled, removing outer sheet metal components for access to steam clean all area of nozzle. The excess sealer and bulk material is scraped off nozzle for better cleaning. Nozzle and all removed parts are routed back to Depaint for steam cleaning.

4. The repair of nozzle is broken down into following categories:

- 01. Tear down for steam cleaning.
- 02. Remove nozzle flange/ring and dye-penetrant check.
- 03. Remove sealant and inspect for damage.
- 04. Remove and repair interior damage components (seal nozzle on inside)
- 05. Repair/Replace/Install outer sheet metal components.
- 06. Seal nozzle.

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No two nozzles will have the same amount of damage. The study was developed by using the listed categories and marking what the workers were doing at the time of observation. The workers follow a repair procedure of working all damage on the inside of nozzle, first repairing damage on outside of nozzle.

5. After the repair of the nozzle, it is electrical checked.

6. The technique used to establish this Labor Standard for repair of nozzle:

A. GTT was used for repair because a group of workers were working several nozzles close together. Each worker listed on AFLC Form 247 worked a nozzle through the complete repair except where an asterisk \* is marked during study.

B. GTT was used to cover the group of workers. Each nozzle was studied for repair only.

7. All walking distances are recorded on shop layout sheet.

### METHOD IMPROVEMENT STUDY

- 1. During the Method Improvement Study, the following conditions were found:
  - a. Nozzles were located all over the Repair Shop.
  - b. Hardware christmas trees were not complete.

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- c. Direct material was stored all over Repair Shop.
- d. Some repair tables were not tied together. (Safety hazard to workers)
- e. One worker was used to repair nozzle. This caused a delay in production.
- f. Sealant was removed by hand method which is a time-consuming operation.
- 2. The following actions have been taken to correct listed conditions:
  - a. Nozzles were located in one area of Repair Shop.

b. Hardware christmas trees were completed with complete line of hardware for nozzles.

c. A direct material storage area has been established for control of all direct material.

d. Repair tables connected for safety of personnel.

- e. A team of two workers are used to repair each nozzle to increase production. (A team of journeymen, WG-10, and a helper, WG-08)
- f. Change removal of all sealant to a water-pic operation.

3. Due to the increase of demand for nozzles, the two-man teams for nozzles has increased production.

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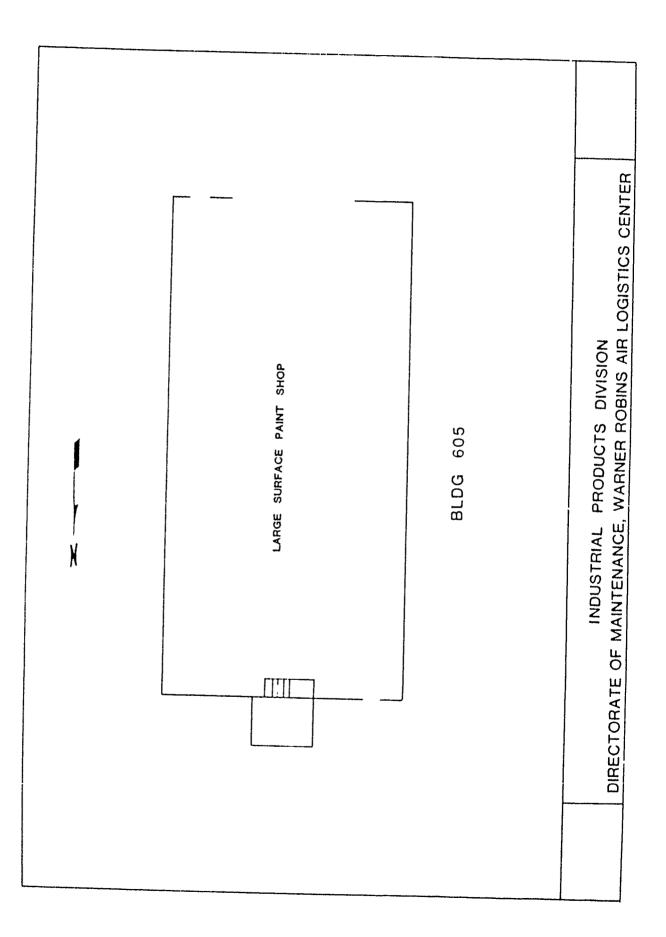
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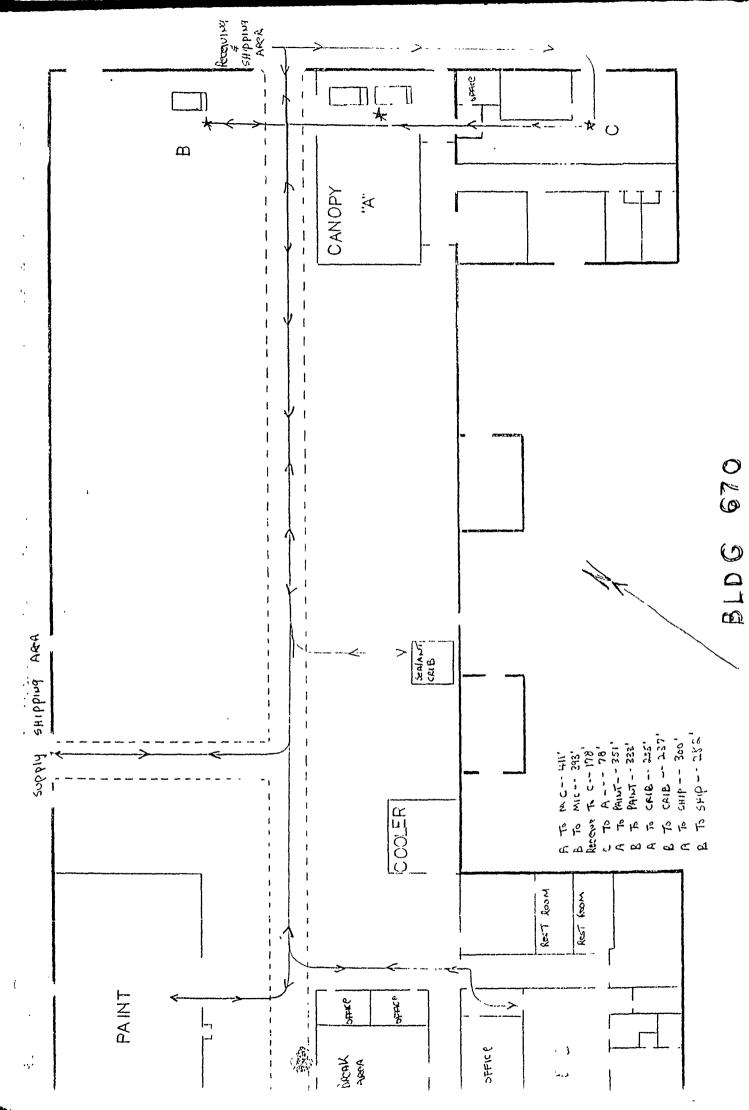
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AFLCR 66-11	SHOP FLOW DAY STANDARD MISTR C/N <u>で317ユーA</u> REVIEW D	ATE <u>/0 MAR 89</u>
	A(((B / C) + D + E) / F)	
A = CONVERSION FACTOR, CH	ANGING WORKDAYS IO	A = 1.46
CALENDAR DAYS C = ITEM STANDARD HOURS / TOTAL FOR ALL SHOPS	$\frac{A = 1.46}{\text{NUMBER OF WORKERS}}$ $\frac{73.35}{2} = B$	B = (2), (3
for duty codes (G Duty Code % Value 24 <u>0.2</u> 26 <u>2.5</u>	arly indirect time values 037G - EHl - Ml - MEH) Duty Code % Value 25 0.0 29 0.1 1.00 - 0.028 ficiency factor from the	(a) = 0.972
GUS7G - FUT - UZ	- MFD (1R69)	
JAN 92.2 FEB 93.7 MAR 96.2 APR 103.3	MAY105.4SEP96.4JUN95.5OCT87.2JUL81.2NOV95.4AUG75.9DEC95.6	
TOTAL <u>1118</u> Multiply (a) X	-12 = 93.166 (b) = 93.17 (b) = C	C = 90.56
D = Process Support 244 Card input/output Transportation time b Packing Unpacking Awaiting Maintenance Inspection Other		D = 23,50
E = Unique Process Suppor Plating Process Welding Process Heat Treat Process Paint Process Electrical		Ε = <b>β</b> ,φ
Wet Tape Test Wet Cleaning	<u> </u>	
Other	<u> </u>	
F = Shift Hours (8) X # (	of Shifts Working = 2	$F = /c_o$
	A(((B / C) + D + E) / F	)
×	Nûmber of Flow Days	17
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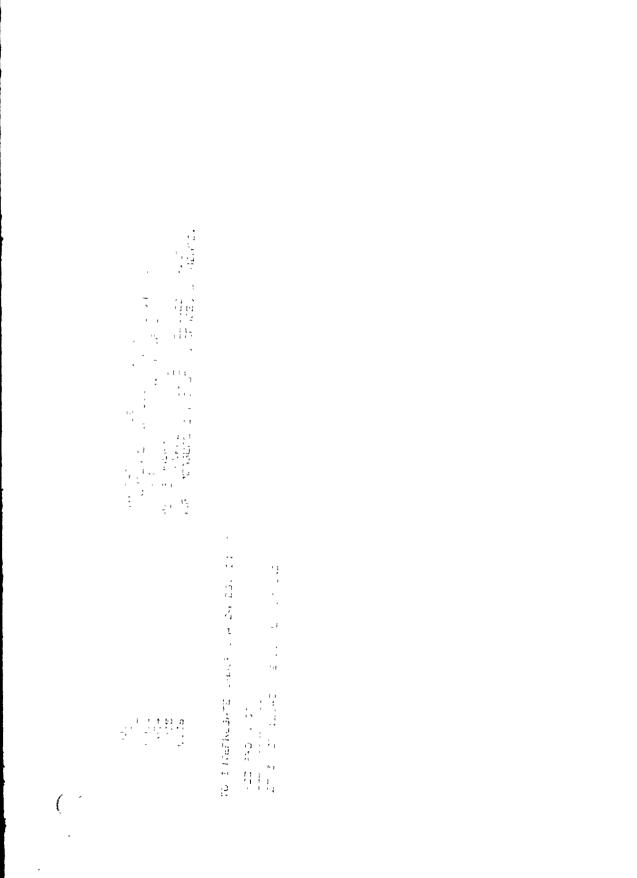
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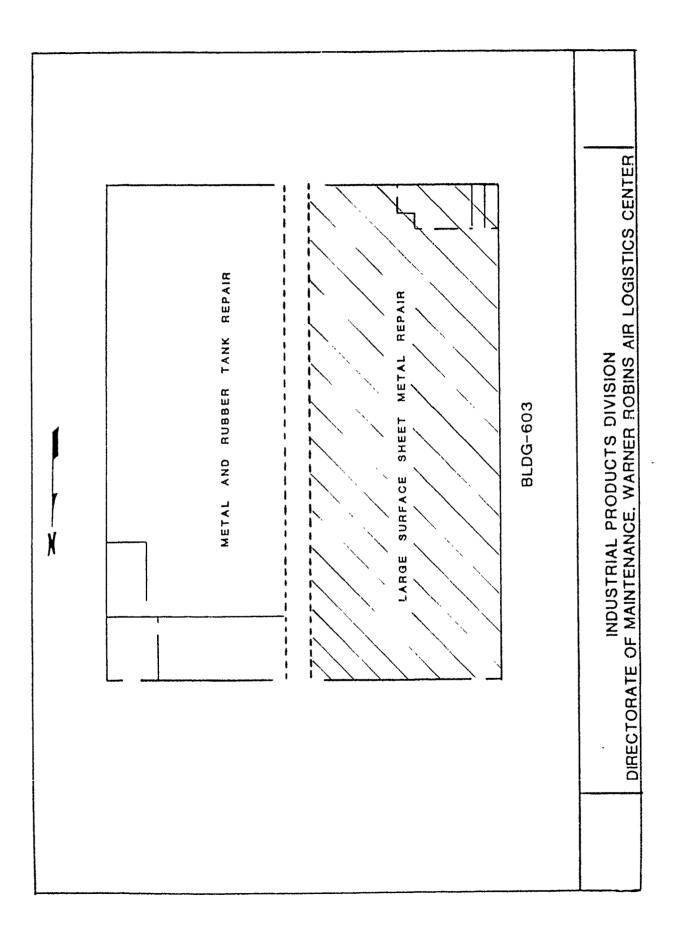
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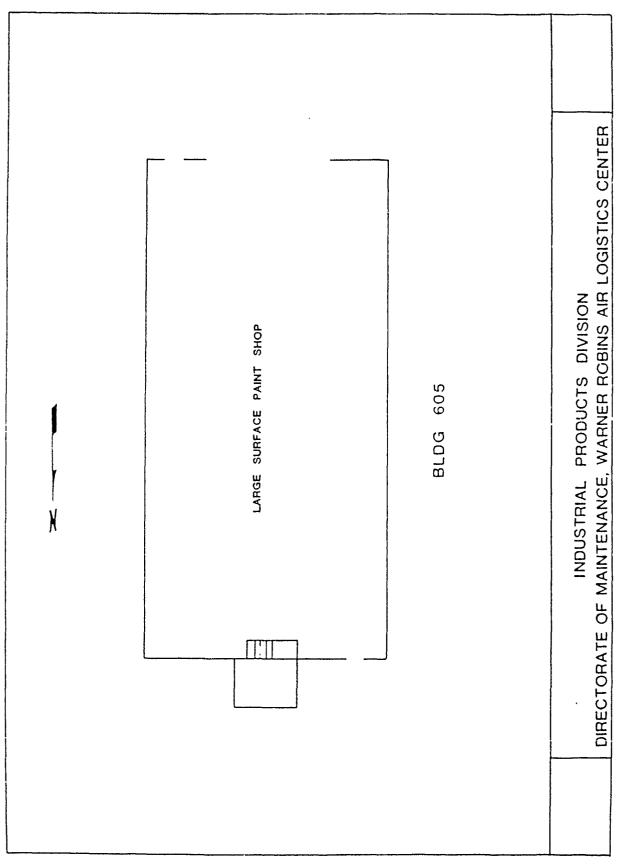
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SUMMARY	RCC: MANPDC	PCN: 51344A	TION TYPE	CATEGORY	DISTRIBUTION UNIFORM TRIANGULAR NORMAL LOGNORMAL EXPONENTIAL	OCCURRANCE FACTOR: DISTRIBUTION OF CHOICE
PART OPERATION SUMMARY	WARNER ROBBINS		BACKSHOP OPERATION TYPE END ITEMS.	CODE	80 90 100	DIS
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	AL	NSN	MISSING FLOWTIMES	MANPOWER REQUIRED TIME KILL QTY FRACTION HOUR	20 30 40 50 60 70	
		PN. 3P22591-197	OPERATION: ZPRT SAMPLE SIZE	MANPOWER QTY		
		PN. 3P2	OPERATI SAMPLE	SKILL	HISTORICAL DATA ACTUAL Freq 0 10 6 . 0 . 0 .	

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7.25 FRIDAY, FEBRUARY 24, 1989

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# PART OPERATION SUMMARY

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F-15 Canopy		QUA		A PIECES	TIME PER PIE
work measurement requirements: Production Supervisor Labo	r Standard R	leview	·····	I	
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CATEGORY	TIME	OCCR	MINUTES	PFD 13%	STD HOURS
Teardown Sheet Metal Repair Pressure Deck Replacement	751.79 2179.85	100% 100%	751.79 2197.85	97.73 285.72	14.159 41.393
Paint Frame	3794.94 66.28	20% 100%	758.99 66.28	98.67 8.62	14.294 1.248
Canopy Overhaul Paint Canopy	8699.65	100%	8699.65	1130.95	163.844
Paint Canopy Final Inspection & Turn-In	60.00 354.71	100% 100%	60.00 354.71	7.80 46.11	1.130 6.680
				SUB TOTAL	242.748
ESTIMATES OF REPAIR NOT OBSERVED DURING STUDY	HOURS	OCCR	HOURS	PFD 13%	STD HOURS
Replace Side Arms	60.00	20%	12.00	.00	12.00
Replace Full Aft Fairing Polish Damaged Transparency	20.00 7 8.00	20% 15%	4.00 1.20	.00 .00	4.00 1.20
Replace Arch	20.00	20%	4.00	.00	4.00
Replace Center Splice	12.00	20%	2.40	.00	2.40
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GENERAL PURPUSE (1015" X 8")

AF SEP 77 3136

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### METHOD IMPROVEMENT STUDY

An indepth improvement of the repair procedure on the F-15 canopy was accomplished prior to GTT study.

1. Due to excessive corrosion and oil canning in some of the frame pressure deck, a procedure was developed to replace the deck skin. This eliminated condemning of the canopy.

2. Approximately 15 canopies were returned that would not fit the aircraft. Engineer evaluation found that the workers were having to force the frame into the overhaul fixture. New rework procedures were developed to correct this problem. One method was to remove both corner fittings and reinstall them using liquid shims. This eliminated canopies being returned to depot for rework.

3. Due to the high cost of buying rubber seals already cut to fit, a change was made to allow the mechanics to cut the seals from sheet stock. This saves about \$300.00 per canopy.

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4. A study was made on polishing/reworking the transparencies, but an engineer decision was made stating that no transparencies would be reworked unless they had less than five years service. There is no required data available. We have started putting a data plate on each canopy with the serial number and data that each transparency was installed. This will be used for future history in reworking transparencies.

5. Several templates were developed to be used in drilling parts.

6. When the corner fittings are removed they were being replaced with new fittings because the holes would not mate when reinstalled with the liquid shim procedure. A procedure was developed to weld the holes and reuse the old fittings.

7. The tech data for overhaul of the canopy was not adequate so MANQ, MANE, MANP and MMFR rewrote the complete repair procedure.

8. Holding fixtures are being locally manufactured. This will improve the sheet metal repair process. But, due to higher priority workload, it will be an estimated 15 to 24 months before fixtures are in use.

### STUDY DESIGN

### F-15 CANOPY

The canopy repair is separated into seven elements with a narrative for each. The canopy was engineered using group timing technique (GTT) when two or more mechanics were working simultaneously on the same or different serial number item.

This time study was generated as the F-15 canopy workload generated the highest DPSH in the division.

The study is separated under the following steps. Each step narrative is covered on separate sheets.

1. Teardown

- 2. Sheet Metal Repair
- 3. Pressure Deck Replacement
- 4. Paint Canopy Frame
- 5. Canopy Overhaul

6. Paint Canopy

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7. Final Inspection and Turn-In

Note: Historical data not available for occurrence factors used in study. Occurrence factors are a coordinated estimate between Planner Technician, Jack Hambrick and Production Supervisor, Willie Greathouse.

### TEARDOWN

Walk to receiving area and check canopy to see if the identification is correct, the right work control document and AFLC Form 349 is attached. Unstrap canopy and move it to work area A. Assign a Warner Robins control serial number to canopy. Get tool box and move to canopy. Remove fwd fairing and retain shims and rain seal retainers. Remove handle support, cable guard, pressurized seals, rain seals, ID plate, shims, latches, hi-locks, center splice, bell come support, tubing assembly, warning plate, gromments, compass support, lock shoot brackets, handles, cable guide supports, spreader bar and pulley supports. Inspect all parts and fill out 244 cards to replace damaged parts. Carry 244 cards to MIC and pick up replacement parts. Place all parts in a box that is marked with WR serial number to match canopy. Remove fasteners and remove fwd and aft transparencies. Remove sealing compound and inspect transparencies for laminar cracks and optical clarity. If transparencies fail to meet specification, move to storage area for turn-in to supply. If transparencies meet all specifications, cover surface with protex 20 paper and masking tape. Mark identification on transparencies and place in a storage container. Stamp WCD and move canopy frame to shipping area, strap to trailer and return to work area. Pick up fasteners, hi-lok from floor and clean up area where canopy was worked. Replace tool in tool box and move tool box to storage area. This operation includes all work from removing from trailer until reloading on trailer to route to walnut hull cleaning.

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### SHEET METAL REPAIR

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Walk to receiving area, unstrap canopy frame and move frame to work area. Place frame in repair fixture, inspect and record data on check sheet. Remove canopy from frame fixture and place on padded work stand. Remove old sealant, visually inspect structure, corner fitting to determine material, hinge arm, jettison linkage support, support fittings, fairing support, oil can condition, seal track, and all other components for cracks, breaks, gouges. Remove items necessary to remove corrosion, remove corrosion and treat all bare metal. Remove and replace all damaged components using overhaul fixture and on work bench, hinge arms, jettison linkage support, support fittings, fairing support assembly, and seal track. Clean and seal canopy frame. Mask frame for paint. Move frame to paint area and return to work area. Includes getting sealant, adhesive, conversion treatment solution, cleaning up work area during process, placing trash in cans, getting and putting up tools and any work done on frame from removing from trailer until move to paint. Stamp WCD.

# PRESSURE DECK REPLACEMENT

Get tools and remove fasteners that attach web to frame. Kemove web from frame, remove old sealant from frame that mates with web, cut replacement web, locate holes from old web and frame, position web on frame, drill holes in web, trim web, deburr and treat metal, fay seal mating surfaces, install web, form doubler, drill fasteners holes, deburr and treat metal, fay seal mating surface, install all fasteners wet with sealant, and seal doubler and edges. Includes all operations to remove and install a new web on canopy frame. Includes get sealant, parts, forming web, get fasteners, put up tools, place trash in can and clean up work area during work. Stamp WCD.

# PAINT CANOPY FRAME

Move frame into spray paint area. Get paint, mix primer, get spray equipment and place primer in spray gun. Spray primer on frame. Clean primer from spray gun. Get and put-up protective equipment, mix paint and place in spray gun. Spray paint on frame. Clean up spray equipment, put up spray gun and allow paint to dry. Move frame into shop area. Stamp WCD and return to work area.

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### CANOPY OVERHAUL

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Move canopy frame from paint to overhaul fixture, install canopy frame into overhaul fixture, check side frame for twisted condition, inspect aft fairings, corner fittings, and arch. Rework arch location, remove and replace fairings, remove and replace corner fittings, arch stiffener, rework oversized fastener holes, rework bowed canopy, get and cut rubber strips, unpack and inspect fwd and aft transparencies and fit/place on canopy frame. Drill and inspect holes in transparencies. Trim transparencies and install. Inspect and replace fwd fairings, seal and install parts removed during teardown. Install tubing. Inspect and mask for paint, move to paint area. Includes get and put up tools, get sealant, clean up work area during work. Includes all work from getting from paint frame to return to paint canopy. Stamp WCD and return to work area.

# PAINT CANOPY

Move canopy into spray paint area. Get paint, mix primer, get spray equipment and place primer in spray gun. Spray primer on canopy. Clean spray gun. Mix paint and place in spray gun. Spray paint on canopy. Clean up spray equipment, put up spray gun. Includes getting and putting up spray protection equipment. Stamp WCD and move canopy to shop area and return to work area.

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# FINAL INSPECTION AND TURN-IN

Get canopy from paint area and move to work area. Retorque all fasteners. Check all rivets and replace if required. Install data plate, historical data plate and hazard warning decals. Check all attaching components, remove and replace if required. Prepare canopy kit, place in plastic bay, assemble latches, seal shipping container, identify transparencies on data plate, identify all parts to canopy serial number and place with canopy. Fill out turn-in cards, complete AFLC Form 349 and complete WCD. Load canopy on trailer and move trailer to shipping area. Turn in paperwork to supervisor.

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PART OPERATION SUMMARY

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7.25 FRIDAY, FEBRUARY 24, 1989 OUS SHEETMETAL 005N WCD DATE· 8116 YPE SYN	HOURS MIN	VALUE 0.411 0.310 0.200 0.205	21
7.25 FF VD MISCELLANEOUS SHE WCD MBDOSN MATERIAL TYPE SY JERS DELETED 0	EQUIPMENT REQUIRED TIME RY QTY FRACTION HO	PARAMETERS 7 0 24 5 83 0 31 3 20 4 31 8	· OCCURRANCES ICE EXPONENTIAL
RATION SUMMARY SHEETMETAL, PLAS PCN: 09193/ OPERATION TYPE	CODE CATEGORY	90 100 DISTRIBUTION UNIFORM TRIANGULAR NORMAL LOGNORMAL EXPONENTIAL	OCCURRANCE FACTOR DISTRIBUTION OF CHOICE
PAR <sup>T</sup> OPE MANPSD PRIMARY O END		0	
RCC N TIMES	SKILL QTY FRACTION HOURS	ACTUAL FREQ 0 10 20 30 40 50 60 70 0 24 ********* 20 29 ******** 30 19 *********	
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FEBRUARY 24, 1989 il				٩		÷	
RUARY 2	88263	BATCH MIN MAX		D ALPHA		0 13	
TDAY FEB ETMETAL	WCD DATE N	HOURS MIN		D VALUE	0 634 0 504 0 263		52
ω	)IN E SY 1	Y QTY FRACTION HOL		PARAMETERS	7 0 212 0 7 0 14 0212 0 35 2 41 4	5 6 0	OCCURRANCES OICE EXPONENTIAL
PART OPERATION SUMMARY NPSD SHEETMETAL, PLASTIC A	DPERATION TYPE	E CATEGOR		90 100 DISTRIBUTION	UNIFORM TRIANGULAR NORMAL	LUGNOKMAL EXPONENTIAL	OCCURRANCE FACTOR DISTRIBUTION OF CHOICE
PART OI MANPSD	PRIMARY 0 END 			80			
ALC: WARNER ROBBINS RCC M 4-1	wrimes	FRACTION HOURS		0 10 20 RELATIVE FREQUENCY ************************************	X X X X X X X X X X X X X X X X X X X		
ALC: WAR 369154-1	NN ZPRT SIZE 51 MANPOWER	QTY	L DATA	0 10 2	<pre>X X X X X X X X X X X X X X X X X X X</pre>	* *	××
169E Nd	OPERATION. ZPRT SAMPLE SIZE 51 MANPOWI	SKILL	HISTORICAL DATA	ACTUAL FREQ 0 39	200 000 000 000 000 000 000 000 000 000	0000	160 180 = 00 4

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