

55SEF-16011

55th Wing Aircraft Incident Worksheet

Information required IAW AFI 91-204 for all incidents including IFE's, Aborts, Engine & Flight Control Events, Dropped Objects & Bird Strikes. Submit to 55 WG/SEF (DSN FAX 272-4973) & MOC (DSN FAX 271-9978) through SAF50 w/in 24 hrs. Use with Offutt assigned aircraft only.

I. General Information

1. IFE/ABORT / ENGINE SHUT DOWN / DOP / BASH / FLIGHT CONTROL (Circle)	2. Aircraft Commander / Squadron (b)(6) 343RS	3. Date 10/18/15
4. Call Sign Blow 71	5. Full Tail Number 62-4131	6. Aircraft Type: EAB / AC / OC / TC / WC C/S / U / V / W
7. T/O Time (Local & Zulu) 1034 10634	8. Departure Base LGSA	9. T/O Weight 219K
10. T/O Fuel 1060	11. Fuel Dump Amount 23K	12. Landing Fuel 40
13. Landing Weight 216	14. Landing Base LGSA	15. Landing Time (Local & Zulu) 1330 1030
16. Total Flight Time 39	17. Time of Incident 1700L/1000Z	18. Phase of Flight DRBIT
19. Altitude 30500	20. Aircraft Speed / Power Setting 230 177% N1	21. Location or Lat / Lon OR AREA 4
22. Weather VFR	23. Abort / IFE ELECTRICAL FAIL	24. Damage / Malfunction / Injuries GCU #1
25. Major Systems Affected ELECTRICAL SYSTEM / GCU Fuselage / Engines / Hydraulics / Landing Gear / Brakes / Electrical / Pneumatic / Fuel Oxygen / Flight Controls / Flight Displays / Autopilot / Anti-Ice-Rain Protection / Air Refueling		

II. BASH Information

26. Time of Day Day Night	27. Reported Bird Watch Condition Low Moderate Severe	28. # Birds Seen 0 1 2-10 11-100 >100
29. # Birds Struck 1 2-10 11-100 >100	30. Bird Size Small Medium Large	31. BAM / AHAS Condition Low Moderate Severe
32. Aware of strike during flight YES NO	33. Impact Points on Aircraft	34. Were Remains Found? YES NO
35. Runway	36. Other (Explain)	

III. Inflight Engine Shutdown

37. Engine Position #	38. Engine Serial #	39. Engine Hours Since Installation
40. Engine Cycles Since Installation	41. Total Engine Hours	42. Total Engine Cycles

IV. Narrative: Complete this section for all incidents. Use reverse if necessary.

While in orbit, electrical power cycled off and back on about 2.5 hours into flight. The #1 GCB and #2 Bus tie breakers had popped. At the same time ASE #2 reported that power had cycled in back. The NAV went to the AUX seat and noticed that the lights on the generator panel had come on and that the GCU #1 was starting to smoke. I told ASE #1 that we had smoke up front and also called the co-pilot back up who had taken a moment to put her lunch in the microwave. RTB was initiated.

A/C Signature (b)(6)	Phone Number
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AFSAS # 822076

IV. Narrative Continued

The crew went on oxygen and the ASE #1 proceeded to remove the GCU #1 box and put it in the metal container that normally holds mx equipment & gear down locks. The GCU continued to smoke while in that box for approx 10 mins. The smoke/fumes cleared from the aircraft after the smoking stopped. Crew declared an emergency after exiting orbit area and landed, cleared runway at L65A.

*** THIS SECTION FOR AIRCRAFT MAINTENANCE ONLY ***

IV. ROUTING INFORMATION

42. Supervision (Copy)	43. MOC (FAX)	44. QA (MOC Notify)
45. Wjng Safety (FAX / e-Mail)	46. Debrief (MOC FAX)	Other

V. IMPOUNDMENT INFORMATION

47. Official	48. QA (MOC Notify)	49. Flight Control team Req'd
50. A/R Shop Notified	Other	

VI. REMARKS (for multiple part replacement or repairs include all part and cost info for each repair)

Part Name:

Part Numbers:

NSN:

Cost:

Man Hours: