

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 SAFSO w/in 24 hrs. Use with Offutt assigned aircraft only.

I. General Information

1. Aircraft Commander / Squadron (b)(6) 763 ERS		2. Date 14 MAR 2017
3. Call Sign Python 72	4. Full Tail Number 641846	5. Aircraft Type: E4B / RC / OC / TC / WC C / S / U / V / W.
6. T/O Time (Local & Zulu) 0500L 0200Z	7. Departure Base OTBH	8. T/O Weight
9. T/O Fuel 102,000 lbs.	10. Fuel Dump Amount None	11. Landing Fuel 43,000 lbs.
12. Landing Weight 219,000 lbs.	13. Landing Base OTBH	14. Landing Time (Local & Zulu) 0938L 0638Z
15. Total Flight Time 4.6 hours	16. Time of Incident 0340Z	17. Phase of Flight Air Refueling
18. Altitude FL250	19. Aircraft Speed / Power Setting 275 KIAS 76% N1	20. Location or Lat / Lon
21. Weather Vis: 2 Mile / Clouds	22. Abort / IFE Electrical Malfunction	23. Damage / Malfunction / Injuries Loss of Comms
24. Major Systems Affected	Fuselage / Engines / Hydraulics / Landing Gear / Brakes / Electrical / Pneumatic / Fuel Oxygen / Flight Controls / Flight Displays / Autopilot / Anti-Ice-Rain Protection / Air Refueling	

II. BASH Information

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

III. Inflight Engine Shutdown

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

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

- During air refueling, switch DC Bus (SDCB) failed with light illuminated...Backed away from the tanker after taking approximately 10,000 pounds
- Immediately went to the Battery Power Switch EMER...Light stayed on
- All Transformer Rectifiers & electrics checked normal
- Lost: All communications, powered rudder, autopilot, N1, N2, EGT gauge, pilots primary flight display, multi-function display, aircraft performance computer, fuel valve controls, fire controls, etc. (systems associated with the SDCB)
- Followed tanker for approximately 10 min while trouble shooting
- Found & reset open DC power distribution circuit breaker
- Light went out. Moved Battery Power Switch back to NORMAL
- All systems worked normal for approximately 5 minutes & established pre-contact position to continue refueling
- When closing from pre-contact to contact, the SDCB failed again with same indications. Went to Battery Power EMER & reset CB. System came back up.
- All electrical indications were normal
- SDCB Failed a 3rd time decided to RTB w/Tanker after approximately 5 minutes on station SEE REVERSE SIDE

A/C Signature	Phone Number
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IV. Narrative *Continued*

- With SDCB failed and circuit breaker popped, crew stayed in formation and followed the tanker back to OTBH
- Mission crew began system shutdown to decrease the electrical load
- Began using center wing fuel to conserve main wing tank fuel and after approximately 20 minute realized an imbalance due to the tank to engine manifold valve switches being stuck in position caused by the electrical issues
- The crew decided to reset the CB one final time in order to position fuel valves for the remainder of the flight
- The SDCB and CB stayed on and closed for the remaining 2hrs of flight
- Stayed in formation with tanker until final approach so that we had communication with controlling agencies in the event of another reoccurrence of the previous issue
- Tanker leveled off on the approach @ 1800 MSL and continued on missed approach as we continued the approach and proceed for the full stop
- Taxied clear of runway to the chocks and fire chief 2 terminated IFE once in chocks

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

IV. ROUTING INFORMATION

42. Supervision (Copy)	43. MOC (FAX)	44. QA (MOC Notify)
45. Wing 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: _____