

EO 00-50-3

ROYAL CANADIAN AIR FORCE



STATION INSPECTION SERVICES

(This EO replaces EO 00-50-3 dated 24 Oct 62, Revised 25 Jan 63)

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

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LIST OF RCAF REVISIONS

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PAGE NO

DATE

PAGE NO

TABLE OF CONTENTS

PART	TITLE	PAGE
1	STATION INSPECTION SERVICES	1
	PURPOSE	1
	INSPECTION ORGANIZATION	1
	DUTIES - SENIOR INSPECTOR	1
	DUTIES - SPECIALIST INSPECTORS	1
	CONDITIONING MATERIEL	2
	GUIDE FOR FURNITURE CONDITIONING	2
2	IDENTITY AND CONDITION TAG - RCAF FORM E33	5
	PURPOSE	5
	INSTRUCTIONS FOR USE	5
	NOTES ON USE	5
3	UNSCHEDULED REMOVAL TAG RCAF FORM L54	7
	PURPOSE	7
	INSTRUCTIONS FOR USE	7

PART 1

STATION INSPECTION SERVICES

PURPOSE

1 The purpose of this EO is to outline the inspection organization and to detail the duties of inspectors responsible for the conditioning of materiel at RCAF stations.

INSPECTION ORGANIZATION

2 Past experience indicates that the volume of work involved in the conditioning of materiel at RCAF stations can only be efficiently carried out by specialist personnel under the direct supervision of a senior inspector.

3 Commanding Officers therefore are to detail through the medium of DROs, a Group 4 technician and as many specialist inspectors of Group 3 status as required. Where it is not practical to use service personnel, civilians of equivalent status may be used to condition equipment. Inspectors are not to condition materiel on inventories for which they are responsible. All conditioning of materiel is to be carried out in the supply section.

DUTIES - SENIOR INSPECTOR

4 The Senior Inspector is to be responsible to the Chief Technical Officer for:-

(a) Ensuring that specialist inspectors are familiar with the procedure and forms used in the conditioning of materiel, (e. g. RCAF E52, E56, E83, E98, E100, E159, E200, E330, L14-8 and L54.

(b) The supervision of specialist inspectors to ensure adequate inspection and complete identification of parts.

(c) Attendance in the supply section of the station for specified periods of the day to inspect and condition materiel as required. Particular care must be taken in the conditioning of materiel to ensure that: (a) Shelf Life Expired (SLE) items have exceeded their allotted shelf life as laid down in EO 00-35-1, Part 1, and are actioned in accordance with CAP 16, Vol. 1, Chap. 6, 16. (b) Time Expired (TX) items have achieved their allotted Overhaul Life in EO 00-10-1, Part 2.

Where specialist knowledge is necessary, he is to call upon the designated specialist inspector.

(c)(c) The item is complete: If there are deficiencies that cannot be corrected by the unit, then an "E330 Deficiency Tag" must be raised and attached to the component.

(d) Checking a percentage of the materiel that has been conditioned by the specialist inspectors.

NOTE

Where the inspector is not satisfied that the cause or nature of the defect is as stated on the tag(s), he may subject the item/equipment to further conditioning or testing at a specialist shop, as required.

(e) Ensuring that all aircraft components/accessories received or held in the Unit Technical Stores and Technical Sub Stores (excluding instruments, electrical components and telecommunication equipment) which are subject to modification and/or special inspections has an L14-8 Component History Form attached, in accordance with EO 00-15-1. The inspector is to ensure that the equipment is fully modified and all special inspections applicable to the equipment have been carried out and recorded in the L14-8. When the equipment is found not up to the latest mod. or S1 the inspector is to initiate action accordingly.

(f) Ensuring that "Unscheduled Removal Tags" (L54) are properly filled out and firmly attached to the failed item. In the case of engines, he is to ensure that sufficient details are provided to assist the contractor in the strip investigation. If the L54 tag does not include sufficient details, the NCO is to refer the incompleting L54 to the SAEO so that corrective action can be taken expeditiously.

DUTIES - SPECIALIST INSPECTORS

5 The specialist inspectors are responsible to the senior inspector for:

(a) Conditioning of all equipment within his specialist field that has been returned to the supply section.

(b) Ensuring the equipment returned has been properly identified.

(c) Ensuring that the nature of the defect is clearly outlined on the appropriate tag(s) i.e., E33 "Identity and Condition Tag" see Part 2 of this EO for instructions; W11 "Calibration Tag", see EO 20-1-2H for instructions and use and L54 "Unscheduled Removal Tag" see EO 00-10-1, Part 3 and EO 00-50-3, Part 3 for instructions and use L14-8 "Component History Form", see EO 00-15-1, Part 1, for instructions.

(d) Assisting the senior inspector on inspection duties as required.

NOTE

Inspectors are to bear in mind when indicating the nature of defects that this information is the basis for the ultimate repair or disposal of the equipment by AMCHQ. In each instance an approximate estimate of the percentage of unserviceability is to be indicated.

CONDITIONING MATERIEL

6 In determining the condition of the materiel, the following terms are to be used:

SERVICEABLE

(a) Materiel that is fit for its designed use. Materiel in this category is to be clean and complete. The category is not to be lowered because materiel has lost its new look.

REPAIRABLE

(b) Repairable materiel is materiel which is not serviceable but which can be economically repaired:

(1) Locally through station facilities.

(2) Through local contractor by local procurement within the station financial authorities.

(3) By reporting to AMCHQ for repair category.

NOTE

For further information on equipment in this category inspectors are referred to CAP 16, Vol.1, Chapter 12.

SCRAP

(c) Materiel which is unserviceable and for which there is no possibility of sale in its whole state.

GUIDE FOR FURNITURE CONDITIONING

PURPOSE

7 The following guide is provided for all MIS and Station Inspection Services Inspectors personnel engaged in the conditioning of wooden, metal and upholstered furniture either surplus to a units requirement or prior to the issue by a supply depot.

APPLICABILITY

8 This information applies to all RCAF formations and Units, but is not to be interpreted as meaning that furniture should not be used if it does not conform to these standards. It applies only to furniture being transferred from a unit or issued from a supply depot.

FURNITURE CONDITIONING STANDARDS

9 For issue or transfer purposes serviceable furniture is to be of the following standards:

(a) Wooden Furniture.

(1) Solid to the touch with all glued or screwed joints tight.

(2) Colour finish to be in accordance with the applicable specification or Tri-Service Standard.

(3) Uniform finish which is free from noticeable blemishes, burns, scratches and surface bubbling.

(4) Free from loose, cracked or warped veneer.

(b) Metal Furniture.

(1) Solid to the touch with all welded joints intact.

(2) Free from noticeable scratches, chipping or denting.

(3) All drawers, glides and drawer suspension units operating smoothly.

(4) Colour finish to be in accordance with the applicable specification or Tri-Service Standard.

(c) Upholstered Furniture.

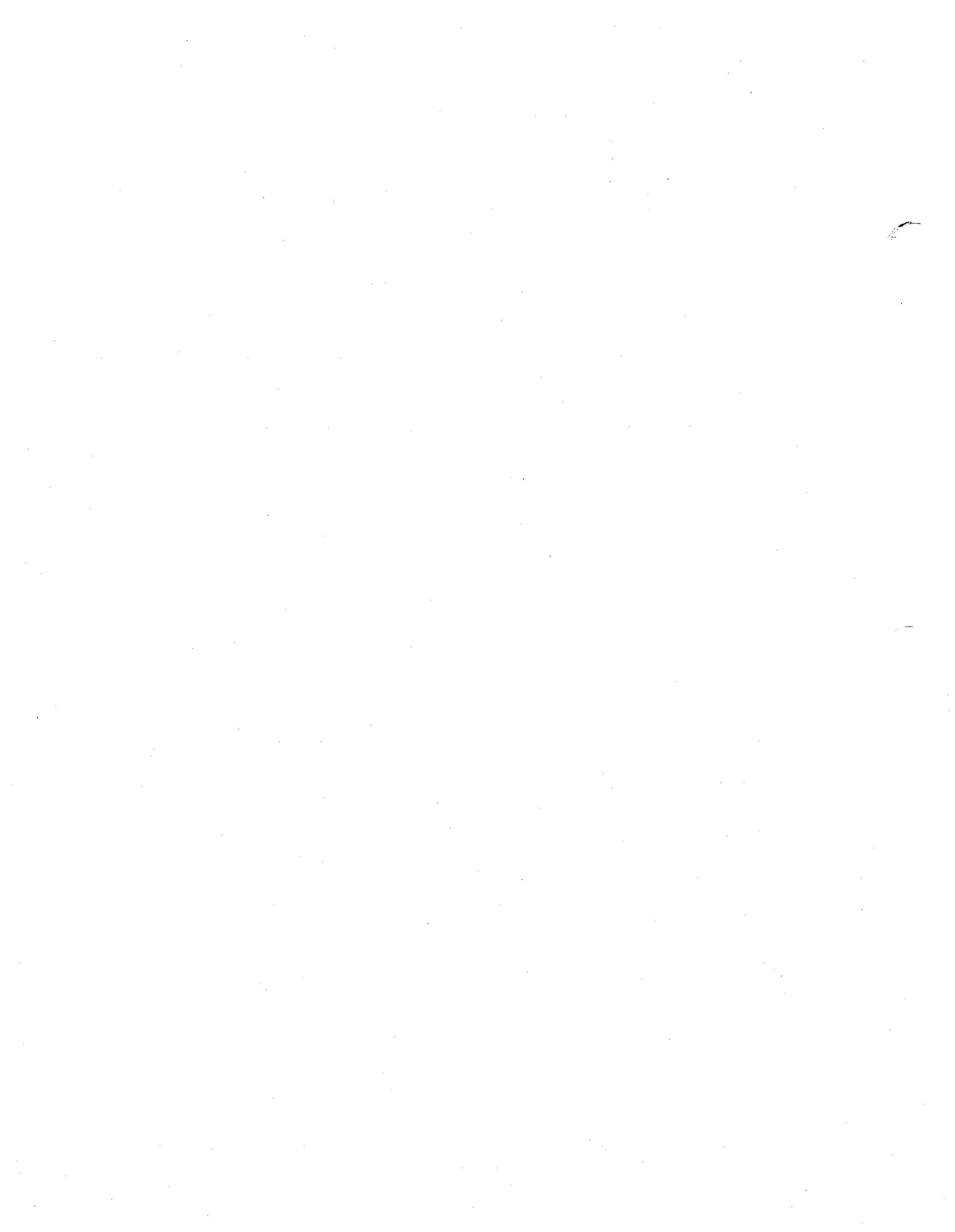
(1) Solid structure with all glued or screwed joints tight.

(2) No evidence of loose or torn webbing material or of sagging springs.

(3) Covering material clean and intact with no visible patches or tears.

(4) Pleasing to the eye with no mismatched cushions or evidence of patching.

10 Furniture not conforming to these standards and surplus to unit requirements is to be reported to AMC on Form E4 in accordance with CAP 16, Vol. 1, Chap. 12.2.



PART 2

IDENTITY AND CONDITION TAG

RCAF FORM E33

PURPOSE

1 The RCAF Form E33, Identity and Condition Tag shall be used to identify and to reflect the status of materiel that has been inspected and conditioned by an RCAF technical inspector. It shall remain with the materiel until a change in the condition occurs or until the materiel is put into use.

INSTRUCTIONS FOR USE

2 The E33 tag shall be prepared in one copy and normally attached directly to the subject materiel.

3 The information blocks to be filled out on each tag are self-explanatory. The percentage repair cost block is provided to assist responsible personnel in deciding whether to repair or dispose of unserviceable materiel.

4 All information written on the tag shall be legibly written and each tag legibly signed by an authorized RCAF inspector.

5 Blank tags may be pre-stamped for use in busy repairing or receiving sections, however such tags shall not be attached to the materiel until the proper condition has first been verified.

NOTES ON USE

6 When a serviceable component has

previous hours in service since last overhaul and for which a Form L14-8, L61, W11, or E133 has not been authorized, the previous hours since last overhaul shall be recorded, in the nature of unserviceability block of Form E33.

7 When used by RCAF units for airborne spares, the tag shall clearly state "functional test carried out per EO ----". If no EO exists or if the unit lacks necessary facilities, the tag shall state that the equipment is considered REPAIRABLE pending a functional test. When the functional test is later completed, a new tag shall be raised.

8 Items found unserviceable on, or prior to initial installation, or items found unserviceable during initial test flight shall be classed "Pre-Installation Failures" and the nature of unserviceability block of the tag so annotated.

9 If an item is to be reported on STATS 318 for remedial action, the applicable STATS 318 serial number shall be shown in the "Nature of Unserviceability" block of the tag.

10 Tags covering aircraft cylinder kits being returned as repairable shall be annotated in the "Nature of Unserviceability" block with the number of flying hours completed, EO 10A-1-3Q, para. 6 refers.



PART 3
UNSCHEDULED REMOVAL TAG RCAF FORM L54

PURPOSE

1 An "Unscheduled Removal Tag" (Form L54) is to be completed in full on all items which have an established replacement life and are removed as "Technical Failures" before that life is reached.

INSTRUCTIONS FOR USE

2 The L54 tag, will be made out in a single copy, see EO 00-10-1, Part 3, and attached to the failed item. It is not removed until the equipment reaches the Overhaul Contractor or Repair Depot.

