

BY ORDER OF THE *AFI 11-2C-141V3 CL-10*
SECRETARY OF THE AIR FORCE *1 JUNE 2000*



Flying Operations

**C-141 SOLL II HOT REFUELING ABBREVIATED
CHECKLISTS--GROUND CREW**

This checklist establishes procedures for the operation of C-141 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-141V3, *C-141 Operations Procedures*, and is printed on standard 8 ½” x 11” bond paper then trimmed to a unique size 4 ½ “ x 6 ½” that will fit the standard plastic C-141 aircrew checklist binders. Units may request copies of this checklist printed on a water proof-based media (in the size outlined) from the OPR. This product reduces weight and eliminates the need for plastic inserts. Limit water proof copies to aircrew only for use in-flight and training purposes.

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FACE TO FACE BRIEFING

1. Attendance - RECEIVERS, HRS, PLM, A/C, SPRM, HDPs.
2. Parking Locations
3. Marshalling Procedures
4. Communication
 - a. Do Not Transmit on HF Radio
 - b. Frequencies
 - c. Call Signs
5. FARP - Hot or Cold
6. Escape Routes
 - a. Tanker
 - b. Receivers
 - c. Personnel
7. Fuel Offload
 - a. Per Receiver
 - b. Total Offload
8. FARP Points
 - a. How Many
 - b. How Numbered
 - c. How Marked
9. Open and Roll-Up Times
10. Required Extra Equipment

WARNING

DO NOT REFUEL OR DISCONTINUE REFUELING IF ANY OF THE FOLLOWING CONDITIONS EXIST:

1. An Electrical Storm is Within 5 Miles
2. Winds Reach a Velocity Hazardous to Servicing Operations
3. Hot Brakes
4. Fire Within the Vicinity is Generating Hot Ashes
5. Aircraft Crash, Crash Warning, or Fire Occurs on the Same Airfield

NOTE: Any aircrew member observing an emergency will notify the pilot. The previous list is by no means complete. Remember there is no substitute for common sense.

HOT REFUELING SUPERVISORS BRIEFING

LEFT SEAT PILOT

1. Brief Crew on all Information Available
2. Initiate Pre-Hot Refueling Checklist
3. Guard Throttles in Reverse
4. Inform CCT of any Lengthy Delays or Emergencies
5. Be Ready to Taxi in Case of Emergency -
COORDINATE SPECIFIC TERMINOLGY

RIGHT SEAT PILOT

1. Monitor Radios
2. Guard Throttles in Reverse
3. Be Ready to Taxi in Case of Emergency

JUMPSEAT PILOT

1. May be Required as a Fire Guard

NAVIGATORS

1. May be Required as Fire Guard (MN)
2. Monitor Radios (RN)

FLIGHT ENGINEER

1. Read Checklist
2. Operate Fuel Panel
3. Check Brake Cooling Times
4. Be prepared to shut off fuel and taxi in the event of emergency.
5. Open Strobe Light Circuit Breakers (2)

LOADMASTER

1. Offload FAM Cart
2. Raise Ramp Approx. 12 Inches

NOTE: Depending on the type of intercom reel, comply with either 3 or 3.1 below

3. Put SPR Monitor interphone cord outside by routing it aft of the left ramp actuator
 - a. Put SPR Monitor interphone cord outside by routing it aft of the left ramp actuator. Then secure scanners cord reel to the floor.
4. Monitor Reel During Deployment
5. Pass 50 GPM Electric Pump to SPR Monitor
6. Monitor Interphone, Cargo Compartment, and Area Behind Aircraft
7. Tell Pilot When it is Clear to Taxi in Case of Emergency
8. Retrieve All Interphone Cords at Completion of FARP
9. Lower Ramp and Onload Cart

SPR MONITOR

1. Bond Then Hook Up Fuel Hoses to Aircraft
2. Open Dry Brake, Then Do Lock Check
3. Establish Interphone Contact
4. Leak Check From SPR to End of Interphone Cord
5. Monitor SPR and Right Fuel Vent for Leaks
6. Install 50 GPM Electric Pump (If Required to Defuel)
7. Be Prepared To Disconnect in Case of Emergency
8. Assist in Rollup

SCANNER (HRS)

1. Open Doors and Lower Ramp
2. After Offload, Give Interphone Cord to Loadmaster
3. Check for Hot Brakes
4. Pick Up Interphone Cord at the Left Troop Door and Give to SPR Monitor
5. Give Visual and Verbal "BRAKE CHECK GOOD" or "BRAKES ARE HOT" to the Loadmaster
6. Get Long Interphone Cord and Walk to Fam Cart
7. Establish Interphone Contact "REFUELING EQUIPMENT POSITIONED"
8. Leak Check Hose From FAM Cart to SPR Monitor
9. Open Emergency Shutoff and Leak Check Cart
10. Open Refuel Valves and Standby for Ready Signal From HDPs.
11. When Refuel is Complete, Go to Defuel Mode
12. When All Points are Squeeged to the Cart, Shut Down Cart and Assist in Rollup.

HOSE DEPLOYMENT PERSONNEL (HDPs)

1. Offload Cart
2. Deploy Cart and Hoses
3. Deploy Water Cans and Fire Bottles
4. Leak Check From Cart to Points, Break IR Chem Light and Kneel Down When Ready
5. Rollup Hoses and Assist in Loading When FARP is Complete

HOT REFUELING CHECKLISTS - GROUND CREW**PRE-HOT REFUELING CHECKLIST**

1. Hot Brake Check - "COMPLETED" (HRS)
2. Ramp - "UP" (LM)
3. Refueling Equipment - "POSITIONED" (HRS)
4. Refueling Nozzle-"CONNECTED AND CHECKED" (SPM)
5. FAM Cart (If Used) - "SET" (HRS)
6. Leak Check - "COMPLETED" (HRS)
7. FAM Cart Engine (If Used) - STARTED (HRS)
8. Pre-Hot Refueling Checks - "COMPLETED" (HRS, E)

HOT REFUELING CHECKLIST

1. "HOT REFUELING CHECKLIST" (HRS);
"ACKNOWLEDGED (E)
2. FAM Cart Engine (If Used) - STARTED (HRS)
3. Receivers - "READY" (HRS)
4. Fuel Panel - "SET FOR REFUEL" (E)
5. FAM Cart (if used) - SET
6. Receiver Refuel Nozzle - DISCONNECTED
7. Hot Refueling Checklist - "COMPLETED" (HRS, E)

POST HOT REFUELING CHECKLIST

1. "POST-HOT REFUELING CHECKLIST" (P);
"ACKNOWLEDGED" (E)
2. 50 GPM Pump - "CONNECTED AND RUNNING" (SPM)
3. Fuel Panel - "SET FOR DEFUEL" (E)
4. FAM Cart (If Used) - SET
5. Refueling Hoses -
"DRAINED AND DISCONNECTED" (HRS)
6. Doors - "AS REQUIRED" (LM)
7. Post Hot Refueling Checks - "COMPLETED" (HRS, E)

HOT REFUELING EMERGENCY PROCEDURES

FUEL SPILL/LEAK

1. Shut down refueling operation (HRS, E)
2. Determine cause of leak (HRS)
3. Repair or replace hose or nozzle (HDP, SPM)
4. If unrepairable, terminate refueling operation (HRS, P)
5. Soak up any fuel spill (HRS, HDP, SPM)

SAFETY CLEARANCE COMPROMISED

1. Shutdown refueling operation (HRS,E)
2. Correct unsafe condition (HRS)

FIRST AID FOR PERSONNEL SPRAYED WITH FUEL

1. Immediately flood the affected area with large quantities of water and wash with soap if possible.
2. Remove all contaminated clothing.
3. Continue irrigation of the contaminated area with water as long as burning persists.

FAM CART FAILURE

1. Close emergency fuel valve by rotating the handle down (HRS)
2. Engine - Shutdown (HRS)
3. Close fuel control valves (HRS)
4. Close dry break coupling valves, disconnect hoses from FAM cart for FAM cart leak (HRS)

FIRE, SPARKS, or EXPLOSION

1. Shut down refueling operation (HRS, E)
2. Disconnect refueling nozzle and bonding wire from tanker and receiver aircraft (HDP, SPM)
3. Extinguish fire or determine cause of sparks (HRS, HDP, SPM)
4. Evacuate/egress aircraft from area if necessary (P)

AIRCRAFT EVACUATION

1. Shutdown refueling operation (HRS, E)
2. Disconnect refueling nozzles and bonding wires (HDP, SPM)
3. Clear aircraft to taxi to prebriefed holding areas (HRS)

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