

STUDENT HANDOUT NUMBER 1 PAGE 1	443d TECHNICAL TRAINING SQUADRON 443d MILITARY AIRLIFT WING, TNG (MAC) ALTUS AIR FORCE BASE, OKLAHOMA	OPERATIONAL CHARACTERISTICS C-141 Pilot
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Incident Reports Required By AFR 127-4

1. Damage less than minor that occurs when engine(s) is running which must be repaired prior to next flight.
2. Damage to an engine requiring its replacement. (This does not include internal failure unless accompanied by other aircraft damage.)
3. Loss through material failure, malfunction, or inadvertent operation of doors, hatches, panels, etc., from aircraft.
4. Actual flame-out landing or forced landing for any reason.
5. Engine shutdown or flameout except:
 - a Engine shutdown for training purposes.
 - b Precautionary shutdowns of one or more engines on aircraft with four or more engines where no failure of the engine or its accessories actually occurred.
6. Malfunction of flight controls, auto-pilot, trim systems which causes difficulty in maintaining positive attitude control.
7. Physiological incident explained as a physiological reaction, near accident, or a hazard inflight due to medical or physiological reasons such as hypoxia, hyperventilation, spatial disorientation, etc.
8. Unintentional explosive/rapid decompression or other circumstances which expose personnel to cabin altitudes above FL 250.
9. Bird Strikes when aircraft damage occurs.

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FOR INSTRUCTIONAL PURPOSES ONLY

Incident Reports Required by MAC Sup 1 to AFR 127-4

1. Complete loss of reliable pitot static instrumentation or failure of all Central Air Data Computers (CADCs).
2. Complete electrical failure.
3. Complete loss of both attitude director indicators (ADIs).
4. Unintentional pressurization loss resulting in a cabin altitude of 8000 feet or more.
5. Pressure door or ramp malfunction while airborne.
6. Failure of fire/overheat warning system to indicate a fire/overheat.
7. Unwanted thrust reversal when aircraft is airborne.
8. Malfunction of landing gear emergency system where difficulty is experienced in lowering the landing gear using emergency system/procedures.
9. Inadvertent operation or malfunction of aerial delivery system that causes an aerial delivery load to land off the drop zone only if the load lands on private property, or if the aircraft, ground damage provisions of AFR 127-4 apply.
10. Suspected flammables, toxic fumes emitting from cargo or aircraft.
11. Corrosives spills/leakage. (Report by message as soon as possible but not later than twenty-four hours after the event.)
12. Flight Control Malfunctions. Flight control malfunctions are defined as those instances where an unwanted input to any flight control system is observed or when a desired control input does not result in the proper reaction. (Malfunctions that cannot be definitely attributed to the autopilot system will be reported, by message, within twenty-four hours of this aircraft landing time.)