

T-37 FLAMEOUT CHECKSHEET

BASE	AIRCRAFT SERIAL NUMBER	ENGINE SERIAL NUMBER
ENGINE POSITION	ENGINE TOT/TSO/TSI	AIRCRAFT TIME

SECTION I QUALITY CONTROL AND FLYING SAFETY RESPONSIBILITIES

ENGINE RPM	FUEL FLOW	EGT	
AIRSPEED	AIRCRAFT FUEL LOAD	TYPE MISSION	
TROTTLE POSITION	STEADY	ADVANCING/RATE	RETARDING/RATE
WEATHER	ALTITUDE		
AIRCRAFT ATTITUDE/MANEUVER/INFORMATION	"G" LOAD		

UNUSUAL ENGINE NOISES PRIOR TO FLAMEOUT YES NO

PILOT'S WRITEUP

REMARKS

PRINTED NAME AND PHONE OF QUALITY CONTROL REPRESENTATIVE SIGNATURE AND DATE

PRINTED NAME AND PHONE OF FLYING STATUS REPRESENTATIVE SIGNATURE AND DATE

CHECKSHEET TERMINATED DUE TO OBVIOUS DEFECT (FOD, Bird Strike, etc.) ENTER DEFECTS IN REMARKS.

PRINTED NAME OF LGM (Chief of Maint) OR DESIGNATED REPRESENTATIVE SIGNATURE AND DATE

SECTION II CREW CHIEF RESPONSIBILITIES

FUEL/OIL SAMPLE	CHECK SYSTEMS AND BOOSTER PUMP SWITCHES FOR	FUEL FILTER CHECK	PUMP PRESSURE AND BOOST
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PRINTED NAME OF FLIGHT CHIEF SIGNATURE AND DATE

SECTION III ELECTRIC SHOP RESPONSIBILITIES

COMPLETE ELECTRICAL SYSTEM CHECK OF AREAS CONNECTED WITH AFFECTED SIDE, FUEL VALVES, THE HANDLE, MICRO SWITCHES, TERMINAL STRIPS, ETC.

PRINTED NAME OF ELECTRIC SHOP SUPERVISOR SIGNATURE AND DATE

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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).

SECTION IV ENGINE FLIGHT LINE SUPPORT RESPONSIBILITIES	
CHECK ENGINE AIRCRAFT HISTORY (flameout related)	FLAMEOUT DATES INITIAL _____ REPEAT _____
COMPLETE ENGINE INSPECTION (Visually)	ENGINE MOUNTS FOR SECURITY
COMPRESSOR FOR DAMAGE/TIP CLEARANCE	TURBINE FOR DAMAGE/TIP CLEARANCE
TURBINE HOUSING FOR CRACKS/PCD PORT FOR OBSTRUCTIONS	FLUID CARRYING LINES FOR LEAKAGE AND DAMAGE
FUEL SYSTEM CHECKS/ENGINE	PCI PORT FOR OBSTRUCTION/LEAKAGE
ENGINE DRIVEN FUEL PUMP PRESSURE	FUEL SUPPLY QUICK DISCONNECT
FUEL CONTROL AND PCD FILTERS	DELTACATOR FOR EXTENSION
AIRCRAFT AND ENGINE RIGGING CHECK WITH ASSISTANCE OF REPAIR AND RECLAMATION	
INDICATE WHAT AREAS WERE OUT AND HOW MUCH	
RUN AIRCRAFT ON TRIM PAD TO ATTEMPT DUPLICATION OF MALFUNCTION (Prior to aircraft refueling if possible). COMPLETE AFTO FORM 417 AND ATTACH COPY.	
TAKE CORRECTIVE ACTION ON MALFUNCTIONS NOTED	
FUNCTIONAL CHECK FLIGHT AS APPLICABLE (see note below)	
IF FLAMEOUT WAS REPEATED AND A LOGICAL CORRECTIVE ACTION COULD NOT BE DETERMINED, ROUTE THE ENGINE THROUGH COMPLETE PRODUCTION LINE MAINTENANCE REPORT MATERIEL DEFICIENCIES BY UMR. IF RELEASED FOR FLIGHT, MONITOR FOR 30 DAYS.	
PRINTED NAME OF FLSS SUPERVISOR	SIGNATURE AND DATE
FINDING AND ENGINE DISPOSITION (forward copy of checksheet to San Antonio ALC/MMSR, thru Command Headquarters)	
NOTE: AFTER COMPLETION OF ALL PRECEDING STEPS, IF FLAMEOUT CAUSE CANNOT BE DETERMINED, A FUNCTIONAL CHECK FLIGHT (FCF) FOR FURTHER BASE LEVEL INVESTIGATION MAY BE CONSIDERED DESIRABLE FOR PROPER PROBLEM IDENTIFICATION. SHOULD FCF BE PERFORMED,	
PRINTED NAME OF CHIEF OF MAINTENANCE	SIGNATURE AND DATE