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 RESPONSIBIITIES**

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

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

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*