



CAD/PAD International Logistics Meeting (ILM)

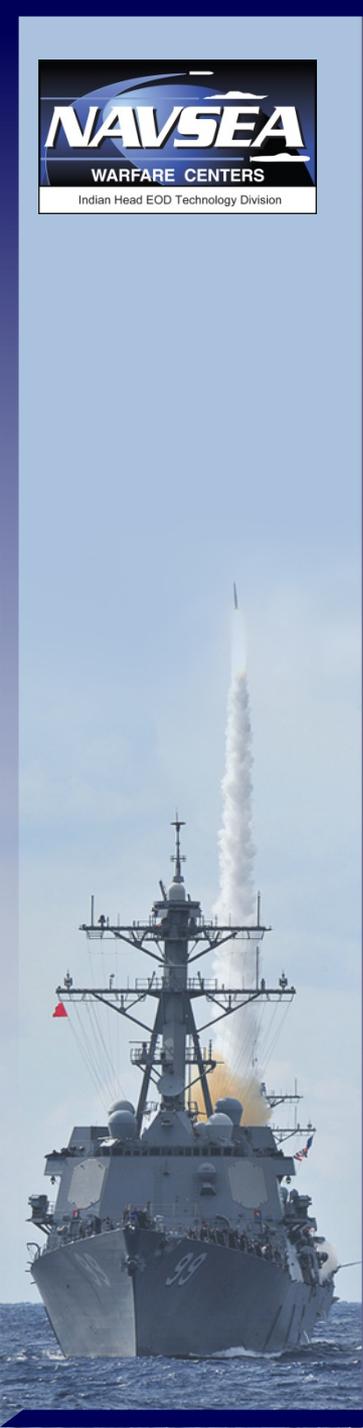
T-6 USN/MC Platform Status & Training

Capt. Scott H. Kraft, USN
Commanding Officer

Mr. Ashley G. Johnson, SES
Technical Director

- 11 June 2019 -

Distribution A (19-071): Approved for public release. Distribution is unlimited.





State of the Platform

- Bottom line up front: The T-6 Program continues to be plagued by production delays, shortages, obsolescence and shipping delays
- With production delays, lot failures, obsolescence issues of propellant ingredients, and documentation problems have caused the major slippage of producing these devices for the T-6 aircraft
- We are exploring second sources, like the time delays from Small Column Insulated Delay (SCID) to Digital Inline Timer (DIT)



Agenda

- T-6 Platform Department of Defense Identification Code (DODIC) Summary
- Interim Rapid Action Changes (IRACs)
- Service Life Extensions (SLEs)
- Conventional Ordnance Deficiency Reports (CODRs)
- DODIC Status
- DODIC Update
- Questions



T-6 CAD/PAD Summary



FY19	FY20	FY21	FY22	FY23	FY24
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JL56
Get well date: TBD

JL46 through JL48
Get well date: Aug. 2019

Aircraft Grounded	Operating at Serious Risk	Operating at Medium Risk	No additional CAD/PAD risk
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Critical DODICs	Issue	Potential or Current Impact
JL56/JL57 (SCID) .54 / .17 Delay	MBA sub Production <ul style="list-style-type: none"> JL56 LAT failures: Oct. 2017 and Dec. 2018 JL56 & JL57 Production Lines impacted and awaiting Contractor failure investigation results 	<ul style="list-style-type: none"> 83% USN A/C in SOLO mode, bypassing JL56 operation 2 A/C will have longest installed JL57 (75 mo.)
JL46, 47, and 48 Canopy FLSC, MDC	Contractor Production <ul style="list-style-type: none"> Resource constraints resulting from USAF B-1B SMDC incident resulted in delivery delays 	<ul style="list-style-type: none"> SLEs will be based on existing data due to lack of acceptable Ordnance Assessment (OA) sample return

Actions in process to get well

- Working with manufacturers to expedite deliveries
- DIT contracts awarded/awarding: deliveries July 2019
- DIT ECP routing; airworthiness approval est. July 2019
- Built-up canopies being sent to NSWC IHEODTD for FLSC/MDC OA testing (will generate limited data)

Help Needed

- Expedite OA sample shipment to NSWC IHEODTD for SLE/HRA
- PMA-273, CNATRA to investigate method of JL46 through JL48 cord removal and return to NSWC IHEODTD for OA samples



T-6 CAD/PAD Summary

FY19	FY20	FY21	FY22	FY23	FY24
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DWEX/DWEY/DWEZ and CFIS-B
Get well date: TBD

MW19
Get well date: May 2020

Aircraft Grounded	Operating at Serious Risk	Operating at Medium Risk	No additional CAD/PAD risk

Critical DODICs	Issue	Potential or Current Impact
DWEX/DWEY/DWEZ Canopy Fracture Initiation System (CFIS) Laser Initiators	Obsolescence <ul style="list-style-type: none"> Replacing with CFIS-B ballistic system (JN43-JN52 TLX kit delivery delays from contractor are pacing items) Laser risk closely tied to CFIS-B timeline 	<ul style="list-style-type: none"> CFIS-B retrofits are delayed SLEs based on existing data and potential DWEZ SSRA Suspect DWEX may need to be replaced
MW19 SEAWARS	Contractor Production <ul style="list-style-type: none"> Sole-source supplier moved production line from California to Arizona LAT failure delayed deliveries 4 platforms competing for assets 	<ul style="list-style-type: none"> SLEs to mitigate shortages Decreased RIK availability

Actions in process to get well

- Working with contractors to expedite delivery
- T-6 SPO investigating use of UWARS as potential replacement/alternative for SEAWARS

Help Needed

- Expedite DWEZ (ICL) SSRA being worked by JPATS SPO & PMA-273 with NSWC IHEODTD support
- Provide CFIS-B aircraft retrofit schedule



IRAC

- IRAC issued this fiscal year -1
- IRAC #147 April 2019
 - Permanently changed the service life of DODIC JL58/JL59 Underseat Rocket Motor
 - Service Life from 96 to 108 months



SLE

The Navy had 1,545 SLE requests for fiscal year 2019

DODIC	Approved	Approved Beyond	Limited Approval	Denied	Total
DWEV	8	1	0	0	9
DWEX	51	8	149	11	219
DWEY	34	4	10	2	50
DWEZ	35	15	14	0	64
DWFF	0	0	0	0	0
DWFH	35	0	5	1	41
DWFI	4	0	2	1	7
JL46	23	3	21	0	47
JL47	92	3	5	11	111
JL48	80	3	2	5	90
JL49	0	0	0	0	0
JL50	0	0	0	0	0
JL51	0	0	0	0	0
JL52	0	0	0	0	0
Totals	362	37	208	31	638

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SLE

DODIC	Approved	Approved Beyond	Limited Approval	Denied	Total
JL53	27	0	4	1	32
JL54	16	1	5	3	25
JL55	9	0	1	0	10
JL56	11	0	2	4	17
JL57	161	1	20	2	184
JL58	19	1	1	1	22
JL59	21	0	1	1	23
JL60	11	1	0	3	15
JL61	6	0	0	2	8
JL62	42	2	28	1	73
JL63	15	0	1	1	17
JL64	75	23	92	1	191
JL65	33	9	1	1	44
JN26	26	0	5	13	44
JN28	32	0	15	23	70
MW19	108	6	7	11	132
Totals	612	44	183	68	907
Grand Totals	974	81	391	99	1545

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CODRs

Platform has had 36 CODRs since last ILM (June 2018)

DODIC	Qty.	Issue
DWEX	2	Inadvertent Actuation
DWEY	2	Drop/Inadvertent Actuation
DWEZ	2	Inadvertent Actuation
DWFG	1	Inadvertent Actuation
DWFH	1	Inadvertent Actuation
JL46	3	Damage
JL47	2	Damage
JL50	18	Seized/Corroded
JL51	3	Bent beyond Limits
JL52	2	Booster Tip Damaged
Total Assets	36	

Replacement cost approximately: \$126.1K



DODIC Status



DODIC	IHEODTD Inventory	World-Wide Inventory	Awaiting Change Outs	Mitigation
DWEX	Low	Low	Total of 27 TLX Kits have been issued to CNATRA Wings and Test Pilot School (TPS) for Retro-fit	Issue SLEs, No Replacement stock due in November 2019
JL46	Low	Low	April: 6, May: 2, June: 7 = 15 Due	Issue SLEs – Delivery Status: April 2019
JL47	Low	Low	March: 13, April: 9, May: 5 = 27 Due	Issue SLEs – Delivery Status: April 2019
JL48	Low	Low	March: 2, April: 7, May: 2 = 11 Due	Issue SLEs – Delivery Status: April 2019
JL56	Low	Low	42 for CTW-4	Issue SLEs – Delivery Status: Depending on Investigation Results
JL57	Low	Low	March: 36, April: 51, May: 9 = 96 Due	Issue SLEs – Delivery Status: April 2019

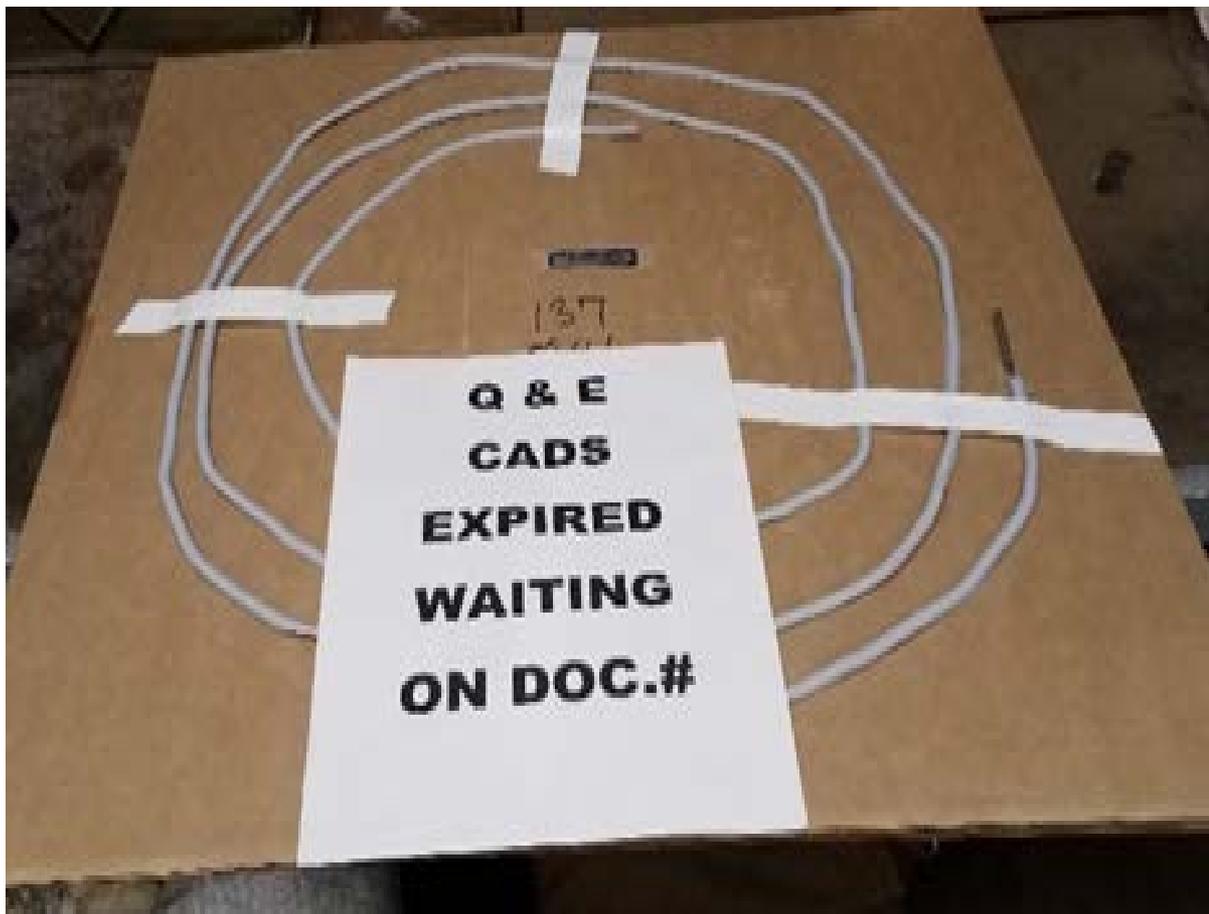


CFIS-B Status

- **Completed Retro-fitted aircraft:**
 - **CNATRA Wing** has Retro-fitted 35 T-6 aircraft to date
 - **CTW-4 (Corpus Christi)** has done 7 aircraft
 - **CTW-5 (Whiting Field)** has done 17 aircraft
 - **CTW-6 (Pensacola)** has done 11 aircraft
 - TPS has retro-fitted three T-6 aircrafts to date
- **Upcoming Retro-fitted Work:**
 - **CNATRA Wing** is scheduled to Retro-fitted 24 T-6 aircraft
 - **CTW-4 (Corpus Christi)** is scheduled for 8 aircraft
 - **CTW-5 (Whiting Field)** is scheduled for 8 aircraft
 - **CTW_6 (Pensacola)** is scheduled for 8 aircraft
 - **TPS** is scheduled for their three remaining aircrafts
 - New total aircrafts that will be retro-fitted: **65 aircrafts out of 294**

JL46, JL47 and JL48 Update

- Delivery of cords JL46, JL47 and JL48 were expected by April 2019
- Request all cords be returned for OA testing on cardboard as shown below



This is an example of how to package the cords for return



Questions?

