

To: Merchant, Kenneth D Brig Gen AMC/A4
Cc: Blevins-Holman, Grace M Col USAF AMC AMC/A4; Douglas, John W Col USAF AMC AMC/A4M; Wesslund, James J Col USAF AMC AMC/A4MAD; Hoffman, Jeffrey N Maj USAF AMC AMC/A4MJ; Schmitt, Dave F CTR USAF AMC AMC/A4MA
Subject: FW: SLIP Update– Preliminary Response to A4 Questions
Attachments: Senior Leader Intransit Pallet (SLIP) Update



Senior Leader
Intransit Pallet...

Sir,

These are initial answers to your questions. We are waiting for the formal input from AFRL/RYA for the \$113K for the modification cost. When we receive that we'll be poised to question the charges they submit for the Mods to all the SLIPs. We included the 31 Jan 08 (atch'd) update to CC that hits on the major things we asked to be changed. The total for these charges goes across all four SLIPs, but goes beyond the issue of leather and carpet. Your point is correct to challenge the overall spending stream by AFRL to see what funds are really left to handle these type contingencies.

BACKGROUND: AMC/A5 established the original acquisition effort with AFRL for the SLICC (\$2.8M) and SLIP (\$1.1.7M) in Dec 06, with A4 as program manager. In Mar 07, Gen McMahon requested A4 take over the acquisition effort when he could not get support from A5 for updates and cooperation on making the equipment "world class" which was one of his goals.

Most of the main hardware/components were purchased after Gen McNabb made the leather and carpet color choices and we were being pressed to deliver the SLIPS ASAP. In June 07 Gen McMahon viewed the first SLIP seat here at Scott and requested AFRL hold on assemble of the remaining SLIPS until GO review of the first SLIP as a prototype.

For this current modification effort, the KC-10 carpet comes from the same vendor and should be a reasonable restocking fee, but the leather was more extensive due to adding the leather pockets to both sides of the seats and reupholstering the original SLIP to match the rest, plus the prototype seat Gen McMahon did not like had to be recovered too. Other modifications added up e.g. longer flaps for the tables vs redesigning the table base to get the seats closer to the table. Contractor would not swap out the brown seat belts for replacement blue seat belts. We are requesting a breakdown of the \$1.17M from AFRL to reach a solution for the DER and modification cost.

R

Rich

-----Original Message-----

From: Merchant, Kenneth D BrigGen USAF AMC AMC/A4

Sent: Monday, March 10, 2008 10:42 PM

To: AMC/A4E

Cc: Gallentine, Anita R BrigGen USAF AMC AMC/A4-MA; Blevins-Holman, Grace M Col USAF AMC AMC/A4; Marks, Richard S Col USAF AMC AMC/A4MA; Douglas, John W Col USAF AMC AMC/A4M; Wesslund, James J Col USAF AMC AMC/A4MAD; Hoffman, Jeffrey N Maj USAF AMC AMC/A4MJ; Schmitt, Dave F CTR USAF AMC AMC/A4MA; AMC/A4M Aircraft Maintenance

Subject: RE: SLIP Update

Rich

I thought they got the leather supplier to take exchange the material with a minor restocking fee and I thought we went with the KC-10 carpet. How'd we get to \$113K for 4 pallets? Pls tell me this is for all 4 pallets... I could carpet and upholster a couple of houses for \$113K...

Can I also see an accounting of what we've spent for this beauty so far? I'm not sure I ever saw a complete funding stream. I have a paper from Dec that says we got \$1.17M for 4 pallets. I'd like to know how much of this has been spent and what's left for the changes?

Thx

Merch

-----Original Message-----

From: Williams, Robin S Capt USAF AMC AMC/A4E On Behalf Of AMC/A4E

Sent: Monday, March 10, 2008 8:29 AM

To: Merchant, Kenneth D BrigGen USAF AMC AMC/A4

Cc: Gallentine, Anita R BrigGen USAF AMC AMC/A4-MA; Blevins-Holman, Grace M Col USAF AMC AMC/A4;

Marks, Richard S Col USAF AMC AMC/A4MA; Douglas, John W Col USAF AMC AMC/A4M; Wesslund,

James J Col USAF AMC AMC/A4MAD; Hoffman, Jeffrey N Maj USAF AMC AMC/A4MJ; Schmitt, Dave F CTR

USAF AMC AMC/A4MA; AMC/A4M Aircraft Maintenance

Subject: SLIP Update

General Merchant,

Colonel Marks sends the following update on the SLIP FYSA.

V/R,

Rob

Gen Merchant,

Provided for your SA is an update on the current SLIP issues.

FAA Certification: DER funding and timeline are the biggest issues for KC-10 FAA certification. The DER has been elusive with AFRL on a timeline to complete his work for the Supplemental Type Certificate (STC). This will drive extending the waiver (expires 18 Apr) for the near term. The cost for the STC (starting figure \$94K) versus the KC-10 SPO providing some engineering approval for a low risk issue is debatable. The KC-135 and C-17 SPOs have give airworthiness letters for the SLIP. We expect the SLICC will be more complex and expensive.

SLIP Modifications: AFRL anticipates the mod costs to be ~\$113K. These mods are mostly the result of the feedback from the first AMC/CC trip exacerbated by the fact that many materials were bought in advance following Gen McNabb's decision on the leather, carpet and SLICC interior.

SLIP Front Lock Covers: As a result of OT&E and fit check with the KC-10, a cover plate for the front pallet locks is required. The design is based on the current KC-10 seat pallets cover plates but as removable vs. piano hinged. That cost is still being worked by AFRL with AAR Mobility for four SLIPs.

Intercom Capability: The AE community has a wireless system currently approved for the C-17 with KC-135 testing to occur in the next two months. KC-10 was not included in their mission/airworthiness plan. We are working with SG, the manufacturer (TruLink) and TE on how to implement ASAP.

Funding: We are working with FMA on funds identification and prioritization for the SLIP. There are cost increases as a result of three main areas. They consist of the KC-10 DER cost for the SLIP at \$94K; AMC requested modifications to the SLIP following the first AMC/CC trip at \$113K; and design and production of a cover plate for the front locks of the SLIP for the KC-10 (awaiting cost from AFRL).

Delivery Schedule: SLIP #2 scheduled to be delivered on 9 May 08.

Please let us know if you have any questions or would like to get on your calendar to discuss further.

v/r
Rich

From: Merchant, Kenneth D BrigGen USAF AMC AMC/A4
Sent: Thursday, January 31, 2008 6:50 AM
To: Lichte, Arthur Gen USAF AMC AMC/CC
Cc: Kelly, Chris LtGen USAF AMC AMC/CV; Blevins-Holman, Grace M Col USAF AMC AMC/A4; Gallentine, Anita R BrigGen USAF AMC AMC/A4-MA; Douglas, John W Col USAF AMC AMC/A4M; Marks, Richard S Col USAF AMC AMC/A4MA; Wesslund, James J Col USAF AMC AMC/A4MAD; Hoffman, Jeffrey N Maj USAF AMC AMC/A4MJ; Schmitt, Dave F CTR USAF AMC AMC/A4MA; AMC/CCE Executive Officer; AMC/CVE; AMC/A4M Aircraft Maintenance; AMC/A4M Aircraft Maintenance; AMC/A4E
Subject: Senior Leader Intransit Pallet (SLIP) Update

Attachments: SLIP OTE Feedback 29 Jan 08 short version Gen M (3).doc



SLIP OTE Feedback
29 Jan 08 sh...

Gen Lichte,

The following is intended to bring you up to speed on our SLIP production plan, while documenting combined feedback from the OT&E and your recent AOR trip.

BLUF: We're making progress and many of the easy fixes are in. The balance will show up on unit 2 and we'll refurb #1 once unit 3 is delivered and we have two units available. Next SLIP delivery has moved to the right by 2 months; EDD 9 May 08.

ORIGINAL PLAN:

- 1) Deliver SLIP #2, 1.5 months after OT&E; EDD 29 Feb 08
- 2) One SLIP delivered each following month for a total of four units

CURRENT PLAN:

- 1) Deliver SLIP #2, 3.5 months after OT&E; EDD 9 May 08
- 2) One SLIP delivered each following month for a total of four units
- 3) Return SLIP #1 to AFRL for retrofit after delivery of SLIPs #2 & #3; EDD Aug 08

SUPPORTING BACKGROUND: The attached document breaks down the OT&E feedback into short and long-term issues and way ahead. Short-term are mechanical issues, which have been fixed or should be prior to the Pacific trip; long-term issues are design in nature and will be incorporated in the production of SLIP #2 and subsequent units. These long-term fixes are the reason behind the 2-month delivery schedule move to the right, with the primary drivers being: table redesign, shipping and manufacturer installation of leather and carpet to match KC-10 interior, and the 2-3 weeks AFRL plotted for final assembly of SLIP #2.

NEAR TERM GOAL: Finish the mechanical issues before the Pacific trip departs on 6 Feb 08.

Please let me know if you have any questions or need any additional information.

V/R
Merch

SLIP Production Issues

SHORT TERM (Mechanical/Configuration Issues)

1.) The up and down sliding friction for the headrest is too tight.

CORRECTIVE ACTION: Contractor corrected. **Completed** 24 Jan 08.

2.) The foot rest mechanism was inconsistent with several seats.

CORRECTIVE ACTION: Contractor installed stronger actuator. **Completed** 24 Jan 08.

3.) The seat belt shoulder strap is not accessible to the passenger.

CORRECTIVE ACTION: Working with A3V to eliminate use of strap in remaining production seats. Shoulder strap not required for passengers on other AMC commercial derivative aircraft. **ECD:** 5 Feb 08.

4.) The left seat belt is too short.

CORRECTIVE ACTION: Contractor exchanged lap belts. **Completed** 24 Jan 08.

5.) Swivel feature is inconsistent on the right side seats.

CORRECTIVE ACTION: Contractor made seat adjustments. **Completed** 24 Jan 08.

6) Remove KC-10 pallet seats, allowing SLIP seats full rotation/accessibility and a clear walkway.

CORRECTIVE ACTION: Resolved with 660 AMXS and AMC/A3V. **Completed** 24 Jan 08.

7.) Add to passenger instruction sheet that for reclining, swivel the seat to 45 degree angle giving maximum room for front and back seat passengers.

CORRECTIVE ACTION: Passenger Info sheet under change. **ECD:** 5 Feb 08.

LONG TERM (Design issues will be incorporated in SLIP #2; EDD 9 May 08, and subsequent production units. SLIP #1 will be retrofitted Aug 08)

1.) Change leather color to navy or gray matching the KC-10 seat pallet fabric and carpet.

CORRECTIVE ACTION: Samples of leather and carpet are available for review. *Requires AMC decision by 5 Feb 08.* **ECD:** 9 May 08.

2.) Make all lamps 8 inches longer and acquire brighter lamps.

CORRECTIVE ACTION: Lamps with longer arms and brighter fixture sourced. **ECD:** 9 May 08.

3.) Add a lip around the table.

CORRECTIVE ACTION: Leather bumper pad/lip in design for table edge. Design will be available for review mid Mar 08. *Requires AMC decision by 19 Feb 08.* **ECD:** 9 May 08.

4.) Design a protective slip-on cover for the ends of the table.

CORRECTIVE ACTION: Designing a cover for the table top for storage. **ECD:** 20 Feb 08.

5.) Change color of the wood on the table to darker color.

CORRECTIVE ACTION: Samples of wood to arrive AFRL 4 Feb 08. *Requires AMC decision by 19 Feb 08.* **ECD:** 9 May 08.

6.) Walkway ramp plate for 2-R emergency escape door design in-work.

CORRECTIVE ACTION: Contractor working with manufacture for solution. **ECD:** 9 May 08.

7.) Add pockets to each side of the seats

CORRECTIVE ACTION: Adding to next production SLIPs; retrofit current SLIP. **ECD:** 9 May 08.

8.) 110 outlet plugs were difficult to work with.

CORRECTIVE ACTION: Adding to next production SLIPs; retrofit current SLIP. **ECD:** 27 Feb 08.

9.) Slide front chairs closer to the table

CORRECTIVE ACTION: Requires redesign effecting current stress analysis. Redesigning folding table leaf to make them deeper to reach chair...reinstalling front seats closer to table would limit swivel and reclining envelop. **ECD:** 9 May 08

10.) Install cover plates on front and left side of SLIP to protect the pallet lock downs.

CORRECTIVE ACTION: AFRL is working with AAR for solution. **ECD:** 9 May 08.

11.) Install floor mounted lap top container (between the seats).

CORRECTIVE ACTION: Under review; must prevent interference with seat rotation and clear walkway. **ECD:** 9 May 08.