

ca June 1958

ROUGH DRAFT

**AIR FORCE ACCEPTANCE TEAM
PROCEDURES AND REQUIREMENTS
FOR WS 117L (Tentative)**

I. Functions of the Team:

- a. To decide whether the Air Force will accept, conditionally accept, or reject vehicles offered by LMSD for delivery to the Air Force.
- b. To advise the Contracting Officer of contractual action needed to execute the decisions of the team.
- c. In cases of conditional acceptance, the team will stipulate the work which must be accomplished by LMSD to bring the vehicle to full acceptability.
- d. If the vehicle is rejected, the team will determine what additional work, tests, and demonstrations will be required before it can be accepted.

II. Acceptance Team Structure:

A. Team Membership

The chairman will be a representative of the Directorate of WS 117L. The team will consist of authorized representatives of the following organisations:

- 1. AFEMD - Directorate of WS 117L.
- 2. AMC: AFPR, AFQR, BMO.

The chairman will issue a document designating each team member and alternate by name.

B. Central LMSD Point of Contact.

LMSD will be required to appoint a management level engineer to represent the corporation and work with the team.

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His main duties would be:

1. To be the main point of contact between the team and LMSD management.
2. To assure that LMSD provides the information and services needed by the team to accomplish its objectives.
3. To act as an advisor to the team on LMSD policy and technical matters.
4. To negotiate with the team to establish necessary acceptance agreements.
5. To monitor team activities for LMSD.

III Data Requirements:

The following data will be required for each vehicle:

- A. The first document required for team review is an approved Vehicle Specification.
- B. The acceptance test section of the vehicle specification must be submitted to AFBMD at least two weeks prior to delivery of vehicle to Modification and Checkout. It is anticipated that a firm submission schedule will be written into the Work Statement.
- C. The following data must be available for team review during final acceptance:
 1. Vehicle logbook referencing all applicable specifications, test reports, etc. All referenced data should be immediately available at the site of acceptance activity.
 2. The final analysis of data collected during acceptance tests and functional demonstrations should be available

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at the site of acceptance activity.

3. If the vehicle is to be accepted after hot firing, Quick-Look Reports should be available at the site of acceptance activity covering the hot firing, visual inspection, and operational checkout.

In the event a marginally acceptable condition is detected or the Quick-Look Reports contain insufficient information, the team may require a more complete analysis of the above operations.

4. A Deficiency Report must be published and made available at the site, the AFPR Office, AFBMD and BMO.

IV Procedures:

The procedure which will be used and the data required depend to some extent on whether the vehicle is accepted before or after hot firing. In addition, as experience is gained, changes will be made. In general, the following procedures will be used:

1. Each vehicle delivered during the development program will be subject to team acceptance.
2. At least two weeks prior to delivery of a vehicle to Modification and Checkout, LMSD will deliver the Acceptance Test Section of the appropriate vehicle specification to AFBMD for approval. It is anticipated that a firm submission schedule will be written into the Work Statement.
3. Additional copies of this specification will be furnished to the AFPR for distribution to the AMC team members.

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stated at LMSD.

4. AFEMD will immediately review this specification and coordinate the necessary changes with LMSD. To avoid time delays in acceptance it is essential that this specification be approved prior to delivery of the vehicle to Modification and Checkout.

5. LMSD will write the detailed test procedures for tests and demonstrations required by this specification.

6. LMSD will accomplish the testing required by this specification and effect a final functional demonstration of the vehicle and all subsystem elements contained therein.

7. All acceptance tests and final functional demonstrations will be witnessed and verified by the AFQCR. In addition, AFEMD may send representatives to witness specific tests. For this reason, LMSD must give the AFPR and AFEMD adequate advanced notice of the time and place of specific tests and final functional demonstrations.

8. To assist Air Force personnel witnessing specific tests, it is desired that the following be available for consultation or reference:

(a) Engineers or technicians familiar with the test requirement, test procedures, and equipment being tested.

(b) All data applicable to the configuration and condition of the item being tested.

9. LMSD will collect all data obtained from these tests and demonstrations, reduce, and analyze same for presenta-

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tion to the acceptance team.

10. When the vehicle is to be accepted after hot firing, all data collected during the firing, visual inspection, and subsequent operational checkouts will be reduced, analyzed, and presented to the acceptance team. For purposes of acceptance, the hot firing and subsequent operational checkout will be considered a portion of acceptance testing.

11. After evaluation of the data collected, LMSD will produce a Deficiency Report, outlining all vehicle conditions at the time of offering for acceptance that are not in exact accord with the requirements of the contract and applicable approved specifications. Shortages, incomplete tests, performance deficiencies, and critical reliability risks will be listed.

12. If the team recommends conditional acceptance, a CCN will be written authorizing said acceptance with a stipulation that LMSD will accomplish, prior to launching and at no increase in fee, that work required to bring the vehicle to full acceptability.

13. The Air Force Quality Control Representative will record the terms of the aforementioned stipulation and later, verify completion of the required work.

14. If the vehicle is rejected, the team will negotiate with LMSD to establish:

a. The future disposition of the vehicle.

b. The additional work, tests, and demonstrations

that will be required before the vehicle can be accepted.

[REDACTED] A new acceptance date.

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