

INCH-POUND
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MILITARY SPECIFICATION

IDENTIFICATION AND MODIFICATION PLATES (FOR AIRCRAFT) INSTALLATION OF

This specification is approved for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 Scope. This specification covers the installation of identification and modification plates on major structural aircraft assemblies.

2. APPLICABLE DOCUMENTS

2.1 Government documents.

* 2.1.1 Specification, standards, and handbooks. The following specifications, standards, and handbooks form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and supplement thereto, cited in the solicitation (see 6 2b).

STANDARD

MILITARY

MS27253 Plate, Identification

(Unless otherwise indicated, copies of federal and military specifications, standards, and handbooks are available from the Standardization Documents Order Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094)

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Commanding Officer, Naval Air Warfare Center Aircraft Division Lakehurst, Systems Requirements Department, Code SR3, Lakehurst, NJ 08733-5100, by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

AMSC N/A

FSC 9905

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* 2.2 Order of precedence. In the event of a conflict between the text of this document and the references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

3. REQUIREMENTS

3.1 Application. Identification and modification plates shall be applied to all major structural aircraft assemblies, either installed on the complete aircraft or procured spares. This requirement does not apply to useful load items, engines, propellers, or other equipment items, but does apply to helicopter major drive system components including transmissions, gear boxes, rotor blades, rotor heads, and clutches.

3.2 Identification and modification plates. Identification and modification plates shall be in accordance with MS27253.

3.3 Categories of changes to be recorded. Only those changes in the following categories shall be recorded on the plates:

- a "Hidden" changes (changes not readily identified by visual inspection).
- b Changes affecting interchangeability.
- c. Changes required for safety of flight.

* 3.4 Marking details. Marking of the plates shall be as specified herein. It is mandatory that the information recorded be accurate in every detail. The following information shall be provided by the prime contractor and subcontractor(s):

Aircraft model: Record the military service model designation of the aircraft.

Part number. Record the part number of the assembly.

Serial number: Record the assembly unit serial number (see 3.4.1).

Contract number: Applicable to U.S. Air Force only.

Company inspector Record the designation of the contractor's inspector

Aircraft service changes : Stamp the heading "A.S C " on the line directly below "Modification Incorporated," and record the "numbers" of the military aircraft service changes incorporated in the assembly by the contractor prior to delivery

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3.4.1 Serial numbers. In order that identification of changes may be accomplished to the fullest extent, a code system shall be established for identification of all major aircraft structural assemblies (including spares) by the serial number of the assembly rather than by the aircraft serial number. This shall be accomplished as follows.

3.4.1.1 Letter designation. The prime contractor and each subcontractor involved in the manufacture of major structural assemblies for a particular model aircraft shall each have a separate and distinct "letter" designation; e.g., "A" for the prime contractor, "B" for the subcontractor, and "C" for another subcontractor. These designations shall be assigned by the prime contractor. The "letter" designation of the prime contractor shall always be the letter "A."

3.4.1.2 Number designation. Each type of major structural assembly (see 3.1.1) shall have a separate and distinct "number" designation; e.g., "1" may be assigned for outboard wing panels "2" for center panel, "3" for ailerons and "4" for flaps. These designations also shall be assigned by the prime contractor.

3.4.1.3 Consecutive numbering. All structural assemblies of the same type manufactured by each contractor shall be numbered consecutively, starting with number 1, to indicate the numerically manufactured unit by the prime contractor and the respective subcontractors. The numerical sequence shall continue as long as a given part numbered assembly is manufactured. If the part number of an assembly is changed, the units manufactured under the new part number shall be consecutively numbered starting with number 1. If the part number of an assembly is changed as a result of a modification, serialization of the new parts shall begin with number 1. However, if rework of the superseded parts is contemplated, serialization of the new parts shall be consecutive with the superseded part. Alternatively, a letter may be incorporated in the new part serial number, to preclude duplication of serial numbers if superseded parts are worked to the new part configuration. Symmetrically opposite assemblies of a set shall be assigned the same serial number, as these assemblies will be further identified by the part numbers on the identification and modification plates

3.4.1.4 Typical example. A typical example of the above would be an outer wing panel assembly part number 83204-1 bearing the serial number B1-87, wherein the dash number "1" after the part number signifies a left (or right) assembly and the serial number is formed as follows:

B - The "letter" designation of the subcontractor who had manufactured the particular outer panel.

1 - The "number" designation for all outer wing panels manufactured for the particular model aircraft, regardless of whether the item was manufactured by the prime contractor or subcontractor(s).

87 - The 87th left-hand outer wing panel manufactured by the subcontractor whose designation letter is "B "

3 4.1.4 1 Denotation. In the same manner, an aileron assembly bearing the serial number C3-614 would denote that it was the 614th aileron assembly manufactured for a particular model aircraft by the subcontractor whose designation letter is "C."

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3.5 Installation. Plates shall be mounted on the right-hand side of the fuselage or hull and on the inboard end of the right and left-hand major structural assemblies, located so as to be visible after final assembly. On closed assemblies, the plate shall be so located as to be accessible from hand holes or accessible covers and the outside of access covers shall be stenciled to identify the location of the plate.

3.5.1 Permanently attached plates. Permanently attached plates shall be readily accessible with the assembly installed in place on the aircraft. The plates shall be installed on rigid structural members so that the recording of additional information, by service activities using metal stamping dies, will not cause any damage or deformation of any kind to the structure to which the plate is attached.

3.5.2 Removable plates. Plates not meeting the installation requirements of 3.5.1, or not readily accessible, shall be removable. Removable plates shall be installed with screws, bolts, clamps, or other means so that the plates shall be removed for recording additional information by service activities and be reinstalled. Removable plates shall be readily accessible with the assembly installed in place on the aircraft.

* 4. QUALITY ASSURANCE PROVISIONS

* 4.1 Responsibility for inspection. Unless otherwise specified in the contract or purchase order, the contractor is responsible for the performance of all inspection requirements (examinations and tests) as specified herein. Except as otherwise specified in the contract or purchase order, the contractor may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in this specification where such inspections are deemed necessary to ensure supplies and services conform to prescribed requirements

* 4.1.1 Responsibility for compliance. All items shall meet all requirements of section 3. The inspection set forth in this specification shall become a part of the contractor's overall inspection system or quality program. The absence of any inspection requirements in the specification shall not relieve the contractor of the responsibility of ensuring that all products or supplies submitted to the Government for acceptance comply with all requirements of the contract. Sampling inspection, as part of manufacturing operations, is an acceptable practice to ascertain conformance to requirements, however, this does not authorize submission of known defective material, either indicated or actual, nor does it commit the Government to accept defective material

* 4.2 Classification of inspections. The inspection requirements specified herein are classified as follows:

a Quality conformance inspection (see 4.3).

* 4.3 Quality conformance inspection. The installation of identification and modification plates for aircraft shall be inspected to ascertain conformance with respect to all requirements in this specification.

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* 5. PACKAGING

This section is not applicable to this specification.

* 6. NOTES

(This section contains information of a general or explanatory nature that may be helpful, but is not mandatory.)

* 6.1 Intended use. Identification and modification plates for major structural assemblies are intended for identification of the assembly and for the determination of changes that have been incorporated in the assembly.

* 6.2 Acquisition requirements. Acquisition documents should specify the following:

a. Title, number and date of the specification.

b. Issue of DODISS to be cited in the solicitation, and if required, the specific issue of individual documents referenced (see 2.1 1)

* 6.3 Subject term (key word) listing.

Drive system
Model
Part number
Serial number
Structural assemblies
Wing panel

* 6.4 Changes from previous issue The margins of this specification are marked with asterisks to indicate where changes (additions, modifications, corrections, deletions) from the previous issue were made. This was done as a convenience only and the Government assumes no liability whatsoever for any inaccuracies in these notations. Bidders and contractors are cautioned to evaluate the requirements of this document based on the entire content irrespective of the marginal notations and relationship to the last previous issue

Custodians.
Army - AV
Navy - AS
Air Force - 99

Preparing activity.
Navy - AS
Project No. 9905-0311

Review activities:
Air Force - 84

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I RECOMMEND A CHANGE:
1. DOCUMENT NUMBER

MIL-I-8651C

2. DOCUMENT DATE (YYMMDD)

92/08/10

3. DOCUMENT TITLE

IDENTIFICATION AND MODIFICATION PLATES (FOR AIRCRAFT), INSTALLATION OF

4. NATURE OF CHANGE (*Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.*)

5. REASON FOR RECOMMENDATION
6. SUBMITTER
a. NAME (*Last, First, Middle Initial*)

b. ORGANIZATION
c. ADDRESS (*Include Zip Code*)

d. TELEPHONE (*Include Area Code*)
(1) Commercial
(2) AUTOVON
(*if applicable*)

7. DATE SUBMITTED
(YYMMDD)

8. PREPARING ACTIVITY
a. NAME COMMANDING OFFICER, NAVAL AIR
WARFARE CENTER AIRCRAFT DIVISION LAKEHURST
SYSTEMS REQUIREMENTS DEPARTMENT

b. TELEPHONE (*Include Area Code*)
(1) Commercial
(908) 323-7488

(2) AUTOVON
624-7488

c. ADDRESS (*Include Zip Code*)

CODE SR3
LAKEHURST, NJ 08733-5100

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Defense Quality and Standardization Office
5203 Leesburg Pike, Suite 1403, Falls Church, VA 22041-3466
Telephone (703) 756-2340 AUTOVON 289-2340