

## **FRONTIER ARROW-JET NEWS JANUARY 1970**

### **NEW MAINTENANCE CONTROL SYSTEM IS ON TARGET**

#### **WHAT IS THE NEW MAINTENANCE CONTROL SYSTEM AND WHAT IS ITS TARGET?**

Pinpointing a mechanical problem via radio/telephone communications, personal observation and readiness make up the system. The target — an effectivity factor of a 2.0 or 98% on- time departure record.

How is it done? This new maintenance system as implemented by Ray Beall, General Manager-Line Maintenance, Frontier, provides for a general foreman, in this case Jack Vaughn, to monitor all inbound Denver Frontier flights via radio communications. Any mechanical problems encountered by the crew are relayed directly to Vaughn, who is on duty within the company's control tower on concourse A at Stapleton Field. Vaughn or any general foreman on duty — both day and swing shifts are covered — troubleshoots the probable cause with the captain in charge. Between the two, it is then determined what corrective measures are needed. As the flight parks at the ramp, aircraft technicians are standing by with necessary tools and replaceable parts, ready to immediately change or repair the mechanical, thus averting loss of costly ground time through a delay.

From his vantage point in the control tower, the general foreman in charge can personally observe this and other maintenance situations along the entire ramp. This direct observation has proven to save additional time by allowing the general foreman to better direct maintenance repairs as required.

The result to date since mid-October when the program was first begun is that the overall mechanical on-time record has been raised to the target factor of 2.0, which means that 98% of all flights departed without mechanical delays for the majority of days during this period.



**General Foreman Jack Vaughn analyzes problem — will have maintenance crew standing by.**

In addition to this direct communication program which is still bettering the mechanical delay factor, preventive maintenance is also helping to cut down on would-be mechanicals. "For instance," said Beall, "during December, the company had 13,898 Convair 580 departures system-wide resulting in 27,796 engine starts. Only 1.4% of the delays during that month were attributed to mechanicals.

This is a minute percentage when one takes into consideration the numerous gear operations an aircraft goes through during a day's run as well as the numerous engine starts. The Maintenance Department will keep striving for this 2.0 or 98% target factor in an effort to maintain it on a daily basis or as close as possible to that."