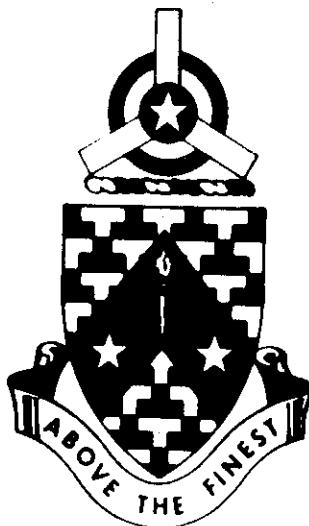


# PROGRAMED TEXT

AIRCRAFT FORMS AND RECORDS

AM-28



OCTOBER 1968

UNITED STATES ARMY  
PRIMARY HELICOPTER SCHOOL  
FORT WOLTERS, TEXAS

# PROGRAMMED TEXT

## PROGRAM TEXT

FILE NO.:

AM-28

## PROGRAM TITLE

AIRCRAFT FORMS AND RECORDS

**POI SCOPE:** Purpose, responsibility, location and correct entry procedures on DA Forms 2408, 2408-12, 2408-13, and 2408-14. Determine data available on DA Form 2408, interpret information found on DA Form 2408-14, and make correct entries on DA Form 2408-12; -13.

## INSTRUCTOR REFERENCES:

TM 38-750 Chapter 4

## PREPARED BY:

Systems Division

## DATE:

September 1967

## REVISED BY:

CWO Greene

## DATE:

October 1968

## APPROVED BY:

*Martin J. Lewis Jr. C.E.*  
DONALD J. LEWIS  
LTC, SigC  
Chief, OCD

## DATE:

November 1968

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AIRCRAFT FORMS AND RECORDS

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## PREFACE

This two part program is designed to teach you the correct procedures for completing DA Form 2408-12, ARMY AVIATOR'S FLIGHT RECORD; and to determine through interpretation of DA Form 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD and DA Form 2408-14, UNCORRECTED FAULT RECORD, if the helicopter is unsafe to fly.

Read and analyze the written information and follow instructions on the various forms, then select or determine your answers. The correct response will be shown at the top of the next page.

# **PERFORMANCE OBJECTIVES**

(Two Part Program)

Part I. Given data, and using only DA Form 2408, the student will complete an ARMY AVIATOR'S RECORD, DA Form 2408-12, as prescribed by TM 38-750.

Part II. Given data, and using DA Form 2408, the student will determine if an aircraft is not flyable through interpretation of DA Form 2408-13 and 2408-14 and complete the 2408-13 after post flight inspection as prescribed by TM 38-750.

PART I

FRAME 1

Below is an example of DA Form 2408, the Equipment Log Assembly (Records), commonly called the log book assembly cover sheet.

This should be the first form in an aircraft log book. This form will tell you what symbols will be used on the 2408-12, 2408-13, and 2408-14.

SYMBOLS TO BE USED ON DA FORMS 2404, 2408-1, 2408-12, 2408-13, AND 2408-14

FOR ALL EQUIPMENT (For records, symbols will be recorded in red.)	FOR ARMY AIRCRAFT ONLY		
STATUS SYMBOLS	DUTY SYMBOLS	FLYING MISSIONS	FLIGHT CONDITIONS AND SYMBOLS
"X" - Indicates a deficiency in the equipment that places it in an inoperable status.	P - First Pilot IP - Instructor Pilot CP - Copilot SP - Student Pilot O - Aircraft Observer TO - Technical Observer CE - Flight Engineer, Crew Chief, or Aircraft Mechanic M - Flight Surgeon MC - Corpseman F - Aerial Photographer	T - TRAINING - Missions flown for the purpose of training the crew. T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums. T-2 TACTICAL - Tactical flight training to meet recommended annual minimums. C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft. S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.	CONTACT (VFR) FLIGHT - No symbol required.
CIRCLED "X" - Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.			W - WEATHER INSTRUMENT FLIGHT (IFR) - Instrument flight conducted in weather conditions that do not permit flight with visual reference to the horizon, ground, clouds, or water.
HORIZONTAL DASH "(-)" - Indicates that a required inspection, component replacement, maintenance operational check, or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.			H - HOODED INSTRUMENT FLIGHT - Instrument flight in which the pilot's vision is limited by a hood or other artificial means to the interior of the aircraft.
DIAGONAL "(/)" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.			NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.
LAST NAME INITIAL IN BLACK, BLUE-BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.			N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.

*the reference for aircraft forms an records  
is TM 38-550*

Circle the four types of symbols listed on the 2408.

- Status symbol
- Airworthiness symbol
- Duty symbol
- Aircraft symbol
- Flying mission
- Maintenance symbol
- Flight conditions and symbols

TURN TO FRAME 2 PAGE 3

ANSWERS: a. 1825 hrs, b. 1900 hrs, c. 0700 hrs, d. 0910 hrs,  
e. 01:40 f. 01:20

FRAME 7

Complete blocks 1 and 12 on the 2408-12 below using the following information.

Date: 8 Nov 67

Mission: Cross country training

Instructor: York

Student: Bacca

Take-off from:

Ft. Wolters (CWO) 1325 hrs

Landed and took off:

Stephenville (SEP) 1410 hrs

Landed:

Dublin (OF5) 1424 hrs

Total Flight Time:

01:00

FOR ARMY AIRCRAFT ONLY

FLYING MISSIONS

T - TRAINING - Missions flown for the purpose of training the crew.

T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimum.

T-2 TACTICAL - Tactical flight training to meet recommended annual minimum.

C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft.

S - SERVICE - Missions with purposes other than training or combat, such as administrative or counter surveillance.

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d>733</td><td>734</td><td>735</td><td>736</td></tr><tr><td>737</td><td>738</td><td>739</td><td>740</td><td>741</td></tr><tr><td>742</td><td>743</td><td>744</td><td>745</td><td>746</td></tr><tr><td>747</td><td>748</td><td>749</td><td>750</td><td>751</td></tr><tr><td>752</td><td>753</td><td>754</td><td>755</td><td>756</td></tr><tr><td>757</td><td>758</td><td>759</td><td>760</td><td>761</td></tr><tr><td>762</td><td>763</td><td>764</td><td>765</td><td>766</td></tr><tr><td>767</td><td>768</td><td>769</td><td>770</td><td>771</td></tr><tr><td>772</td><td>773</td><td>774</td><td>775</td><td>776</td></tr><tr><td>777</td><td>778</td><td>779</td><td>780</td><td>781</td></tr><tr><td>782</td><td>783</td><td>784</td><td>785</td><td>786</td></tr><tr><td>787</td><td>788</td><td>789</td><td>790</td><td>791</td></tr><tr><td>792</td><td>793</td><td>794</td><td>795</td><td>796</td></tr><tr><td>797</td><td>798</td><td>799</td><td>800</td><td>801</td></tr><tr><td>802</td><td>803</td><td>804</td><td>805</td><td>806</td></tr><tr><td>807</td><td>808</td><td>809</td><td>810</td><td>811</td></tr><tr><td>812</td><td>813</td><td>814</td><td>815</td><td>816</td></tr><tr><td>817</td><td>818</td><td>819</td><td>820</td><td>821</td></tr><tr><td>822</td><td>823</td><td>824</td><td>825</td><td>826</td></tr><tr><td>827</td><td>828</td><td>829</td><td>830</td><td>831</td></tr><tr><td>832</td><td>833</td><td>834</td><td>835</td><td>836</td></tr><tr><td>837</td><td>838</td><td>839</td><td>840</td><td>841</td></tr><tr><td>842</td><td>843</td><td>844</td><td>845</td><td>846</td></tr><tr><td>847</td><td>848</td><td>849</td><td>850</td><td>851</td></tr><tr><td>852</td><td>853</td><td>854</td><td>855</td><td>856</td></tr><tr><td>857</td><td>858</td><td>859</td><td>860</td><td>861</td></tr><tr><td>862</td><td>863</td><td>864</td><td>865</td><td>866</td></tr><tr><td>867</td><td>868</td><td>869</td><td>870</td><td>871</td></tr><tr><td>872</td><td>873</td><td>874</td><td>875</td><td>876</td></tr><tr><td>877</td><td>878</td><td>879</td><td>880</td><td>881</td></tr><tr><td>882</td><td>883</td><td>884</td><td>885</td><td>886</td></tr><tr><td>887</td><td>888</td><td>889</td><td>890</td><td>891</td></tr><tr><td>892</td><td>893</td><td>894</td><td>895</td><td>896</td></tr><tr><td>897</td><td>898</td><td>899</td><td>900</td><td>901</td></tr><tr><td>902</td><td>903</td><td>904</td><td>905</td><td>906</td></tr><tr><td>907</td><td>908</td><td>909</td><td>910</td><td>911</td></tr><tr><td>912</td><td>913</td><td>914</td><td>915</td><td>916</td></tr><tr><td>917</td><td>918</td><td>919</td><td>920</td><td>921</td></tr><tr><td>922</td><td>923</td><td>924</td><td>925</td><td>926</td></tr><tr><td>927</td><td>928</td><td>929</td><td>930</td><td>931</td></tr><tr><td>932</td><td>933</td><td>934</td><td>935</td><td>936</td></tr><tr><td>937</td><td>938</td><td>939</td><td>940</td><td>941</td></tr><tr><td>942</td><td>943</td><td>944</td><td>945</td><td>946</td></tr><tr><td>947</td><td>948</td><td>949</td><td>950</td><td>951</td></tr><tr><td>952</td><td>953</td><td>954</td><td>955</td><td>956</td></tr><tr><td>957</td><td>958</td><td>959</td><td>960</td><td>961</td></tr><tr><td>962</td><td>963</td><td>964</td><td>965</td><td>966</td></tr><tr><td>967</td><td>968</td><td>969</td><td>970</td><td>971</td></tr><tr><td>972</td><td>973</td><td>974</td><td>975</td><td>976</td></tr><tr><td>977</td><td>978</td><td>979</td><td>980</td><td>981</td></tr><tr><td>982</td><td>983</td><td>984</td><td>985</td><td>986</td></tr><tr><td>987</td><td>988</td><td>989</td><td>990</td><td>991</td></tr><tr><td>992</td><td>993</td><td>994</td><td>995</td><td>996</td></tr><tr><td>997</td><td>998</td><td>999</td><td>1000</td><td>1001</td></tr></table>	7	8	9	10	11	8	9	10	11	12	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	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The 2408 lists the flying mission symbols to be logged according to TM 38-750. Fort Wolters local policy requires that students will use those mission symbols found on page X-1 in your orange HELICOPTER PRIMARY FLIGHT TRAINING MANUAL.

For this program you will use the mission symbols found on the 2408.

ANSWERS: a. Status symbol  
 c. Duty symbol  
 e. Flying mission  
 g. Flight conditions and symbols

FRAME 2

Below is an example of a DA Form 2408-12 (ARMY AVIATOR'S FLIGHT RECORD). It should be the second form in an aircraft log book.

1. DATE <u>5 OCT 67</u>	2. MODEL <u>OH-23D</u>	3. SERIAL NUMBER <u>572999</u>	4. ORGANIZATION <u>USAPHS</u>	5. STATION <u>FT. WOLTERS, TEX.</u>
LAST NAME-FIRST INITIAL-GRADE-SERVICE NUMBER <u>BOWLES D CPT 054321</u> <u>KNOWLES R WOC 15795816</u> <u>RANKIN J LT 05413276</u> <u>JACKSON R LT 06384296</u> <u>RANKIN</u> <u>JACKSON</u>				6. FLIGHT DATA A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER  IP      SP 01:00    01:00  <u>FOR TRAINING PURPOSES ONLY</u>  IP      SP 01:30    01:30  <u>LOCAL</u>  IP      SP 00:30 01:00    00:30 01:00  <u>LOCAL</u>  IP      SP 01:30    01:30  <u>LOCAL</u>  IP      SP 01:30    01:30  <u>LOCAL</u>
				7. MISSIONS      8. TIME TO      : TO      : FROM    14:30  MISSION SYMBOL      LANDINGS T      20      01:00  TO      : TO      : FROM    13:30  MISSION SYMBOL      LANDINGS CWO      20      01:00  TO      : TO      : FROM    16:30  MISSION SYMBOL      LANDINGS SEP      20      01:00  TO      : TO      : FROM    15:45  MISSION SYMBOL      LANDINGS CWO      20      01:00  TO      : TO      : FROM    15:00  MISSION SYMBOL      LANDINGS T      2      01:30  TO      : TO      : FROM    20:00  MISSION SYMBOL      LANDINGS T      25      01:30  SUBTOTAL (Enter on Reverse Side)
				9. ARMY AVIATOR'S FLIGHT RECORD (TM 38-750)

The purpose of the 2408-12 (commonly referred to as the "Dash 12") is:

a Record required aircraft inspections.  
b Record daily flight time for crew and aircraft.

ANSWER:

1. DATE	2. MODEL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION
8 NOV 61	OH-23D	582755	USAPHS	FT. WOLTERS, TEX.
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER			7. FLIGHT DATA	
TORK, K. CPT 04513985			8. MISSIONS TIME	
BACCA, T WOC RA15798561			TO	OF5 14:25
			TO	SEP 14:10
			FROM	CNO 13:25
			MISSION SYMBOL	LANDINGS
			T	2 01:00
			TO	...
			TO	...
			FROM	...
			MISSION SYMBOL	LANDINGS
			SUBTOTAL (Enter on Reverse Side)	...
10. OTHER			ARMY AVIATOR'S FLIGHT RECORD (TM 38-750)	

DA FORM 2400-12, 1 JAN 64

NOTE: Did you enter the day's date?

ANSWER: b. Record daily flight time for crew and aircraft.

FRAME 3

The aviator in command of the aircraft is responsible for proper completion of the 2408-12; but the crewchief will fill in the month, year, model, aircraft serial number, organization, and station.

1. DATE	2. MODEL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION
6. LAST NAME-FIRST INITIAL-GRADE-SERVICE NUMBER				12. FLIGHT DATA
A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER				13. MISSIONS TIME
7. 8. 9. 10. 11.				TO
: : : : :				TO
: : : : :				FROM
: : : : :				MISSION SYMBOL LANDINGS
: : : : :				TO
: : : : :				FROM
: : : : :				MISSION SYMBOL LANDINGS
: : : : :				TO
: : : : :				FROM
: : : : :				MISSION SYMBOL LANDINGS
13. OTHER				SUBTOTAL (Enter on Reverse Side)

*FOR TRAINING PURPOSES ONLY*

DA FORM 2408-12, 1 JAN 64

ARMY AVIATOR'S FLIGHT RECORD  
(TM 38-730)

Circle the block numbers to be filled out by the crewchief.

⑤ 9 13  
⑥ 6 10  
⑦ 7 11  
⑧ 8 12

Flights in the local flying area may be logged as "LOCAL". See example below.

Fill in block 7 on the 2408-12 using instructions found on the form for both aviators. This is a day flight with VFR conditions existing during the entire flight. Symbols used in block 7 are found on the 2408.

Enter needed information in block 1.

Instructor Pilot: York  
Student Pilot: Bacca  
Date: 8 Nov 67

FLIGHT CONDITIONS AND SYMBOLS	DUTY SYMBOLS
<b>CONTACT (VFR) FLIGHT</b> - No symbol required.	
<b>W - WEATHER INSTRUMENT FLIGHT (IFR)</b> - Instrument flight conducted in weather conditions that do not permit flight with visual reference to the horizon, ground, clouds, or water.	P - First Pilot
<b>H - HOODED INSTRUMENT FLIGHT</b> - Instrument flight in which the pilot's vision is limited by a hood or other artificial means to the interior of the aircraft.	IP - Instructor Pilot
<b>NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR)</b> - Instrument weather flight conducted at night.	CP - Copilot
<b>N - NIGHT FLIGHT</b> - Flight conducted between the hours of sunset and sunrise.	SP - Student Pilot
	O - Aircraft Observer
	TO - Technical Observer
	CE - Flight Engineer, Crew Chief, or Aircraft Mechanic
	M - Flight Surgeon
	MC - Corpsman
	F - Aerial Photographer

ANSWERS: Blocks 1, 2, 3, 4, and 5.

**FRAME 4**

Checking 2408-12 is the first step in the pilot's preflight inspection.

What additional information must be entered by the pilot?

- a. Today's date
- b. Serial number
- c. Station

**ANSWER:**

NOTE: Did you remember to enter the date?  
Did you use four digits to denote flight time?

ANSWER: a. Today's date

NOTE: One of the most common errors an aviator makes on a 2408-12 is the omission of the day's date.

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**FRAME 5**

The 2408-12 has space for three flights on the front and three flights on the back.

Fort Wolters local policy requires that block 6 be filled out prior to the flight.

The first flight will list required information in block 6. If another flight or flights is made by the same crew, only the last names need be entered.

Use 16 Aug 67 as the date and complete blocks 1 and 6 for you and your instructor, MAJ John A. Gunn 071450. Read instructions found in block 6.

After coffee, MAJ Gunn and you will make another flight in the same aircraft. Complete block 6 prior to the 2nd flight.

## FRAME 9

If the flight conditions change or an aviator's duty status changes during a flight, blocks 8 thru 11 are used as needed.

Totals of blocks 7 thru 11 must equal flying time total in block 12b. See example below.

Date: 10 Nov 67

Official sunset at 1830 hrs.

VFR conditions existed during entire flight

Instructor: Slade, C. CPT 05316638

Student: Pixton, C. LT 05717834

## FLIGHT CONDITIONS AND SYMBOLS

CONTACT (VFR) FLIGHT - No symbol required.

W - WEATHER INSTRUMENT FLIGHT (IFR) - Instrument flight conducted in weather conditions that do not permit flight with visual reference to the horizon, ground, clouds, or water.

H - HOODED INSTRUMENT FLIGHT - Instrument flight in which the pilot's vision is limited by a hood or other artificial means to the interior of the aircraft.

NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.

IN - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.

DA Form

2408

## DUTY SYMBOLS

P - First Pilot

IP - Instructor Pilot

CP - Copilot

SP - Student Pilot

O - Aircraft Observer

TO - Technical Observer

CE - Flight Engineer, Crew Chief, or Aircraft Mechanic

M - Flight Surgeon

MC - Corpsman

F - Aerial Photographer

Complete block 7 and any additional blocks necessary for the flight.

1. DATE	2. MOUL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION
NOV 67	04-230	571755	USAPHS	FT. WOLTERS, TEX
LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER				12. FLIGHT DATA
SLADE, C. CPT 05316638				A. MISSIONS
PIXTON, C. LT 05717834				B. TIME
				TO
				FROM
				MISSION SYMBOL
				LANDINGS
				18:00
				16:30
				19:00
				18:10
				00:50
				1. FOR TRAINING PURPOSES ONLY
				SUBTOTAL (Enter on Reverse Side)
13. OTHER				

ANSWER:

1. DATE	2. MODEL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION			
16AUG67	OH-23D	68280	USAPHS	FT. WOLTERS, TEX.			
LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER			A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER				
GUNN, J MAJ 071950			7	8	9	10	11
YOUR NAME & REQUIRED INFORMATION			1	2	3	4	5
GUNN			6	7	8	9	10
YOUR LAST NAME			11	12	13	14	15
FOR TRAINING PURPOSES ONLY			16	17	18	19	20
1st FLIGHT			21	22	23	24	25
2nd FLIGHT			26	27	28	29	30
3rd FLIGHT			31	32	33	34	35
4th FLIGHT			36	37	38	39	40
5th FLIGHT			41	42	43	44	45
6th FLIGHT			46	47	48	49	50
7th FLIGHT			51	52	53	54	55
8th FLIGHT			56	57	58	59	60
9th FLIGHT			61	62	63	64	65
10th FLIGHT			66	67	68	69	70
11th FLIGHT			71	72	73	74	75
12th FLIGHT			76	77	78	79	80
13th FLIGHT			81	82	83	84	85
14th FLIGHT			86	87	88	89	90
15th FLIGHT			91	92	93	94	95
16th FLIGHT			96	97	98	99	100
17th FLIGHT			101	102	103	104	105
18th FLIGHT			106	107	108	109	110
19th FLIGHT			111	112	113	114	115
20th FLIGHT			116	117	118	119	120
21st FLIGHT			121	122	123	124	125
22nd FLIGHT			126	127	128	129	130
23rd FLIGHT			131	132	133	134	135
24th FLIGHT			136	137	138	139	140
25th FLIGHT			141	142	143	144	145
26th FLIGHT			146	147	148	149	150
27th FLIGHT			151	152	153	154	155
28th FLIGHT			156	157	158	159	160
29th FLIGHT			161	162	163	164	165
30th FLIGHT			166	167	168	169	170
31st FLIGHT			171	172	173	174	175
32nd FLIGHT			176	177	178	179	180
33rd FLIGHT			181	182	183	184	185
34th FLIGHT			186	187	188	189	190
35th FLIGHT			191	192	193	194	195
36th FLIGHT			196	197	198	199	200
37th FLIGHT			201	202	203	204	205
38th FLIGHT			206	207	208	209	210
39th FLIGHT			211	212	213	214	215
40th FLIGHT			216	217	218	219	220
41st FLIGHT			221	222	223	224	225
42nd FLIGHT			226	227	228	229	230
43rd FLIGHT			231	232	233	234	235
44th FLIGHT			236	237	238	239	240
45th FLIGHT			241	242	243	244	245
46th FLIGHT			246	247	248	249	250
47th FLIGHT			251	252	253	254	255
48th FLIGHT			256	257	258	259	260
49th FLIGHT			261	262	263	264	265
50th FLIGHT			266	267	268	269	270
51st FLIGHT			271	272	273	274	275
52nd FLIGHT			276	277	278	279	280
53rd FLIGHT			281	282	283	284	285
54th FLIGHT			286	287	288	289	290
55th FLIGHT			291	292	293	294	295
56th FLIGHT			296	297	298	299	300
57th FLIGHT			301	302	303	304	305
58th FLIGHT			306	307	308	309	310
59th FLIGHT			311	312	313	314	315
60th FLIGHT			316	317	318	319	320
61st FLIGHT			321	322	323	324	325
62nd FLIGHT			326	327	328	329	330
63rd FLIGHT			331	332	333	334	335
64th FLIGHT			336	337	338	339	340
65th FLIGHT			341	342	343	344	345
66th FLIGHT			346	347	348	349	350
67th FLIGHT			351	352	353	354	355
68th FLIGHT			356	357	358	359	360
69th FLIGHT			361	362	363	364	365
70th FLIGHT			366	367	368	369	370
71st FLIGHT			371	372	373	374	375
72nd FLIGHT			376	377	378	379	380
73rd FLIGHT			381	382	383	384	385
74th FLIGHT			386	387	388	389	390
75th FLIGHT			391	392	393	394	395
76th FLIGHT			396	397	398	399	400
77th FLIGHT			401	402	403	404	405
78th FLIGHT			406	407	408	409	410
79th FLIGHT			411	412	413	414	415
80th FLIGHT			416	417	418	419	420
81st FLIGHT			421	422	423	424	425
82nd FLIGHT			426	427	428	429	430
83rd FLIGHT			431	432	433	434	435
84th FLIGHT			436	437	438	439	440
85th FLIGHT			441	442	443	444	445
86th FLIGHT			446	447	448	449	450
87th FLIGHT			451	452	453	454	455
88th FLIGHT			456	457	458	459	460
89th FLIGHT			461	462	463	464	465
90th FLIGHT			466	467	468	469	470
91st FLIGHT			471	472	473	474	475
92nd FLIGHT			476	477	478	479	480
93rd FLIGHT			481	482	483	484	485
94th FLIGHT			486	487	488	489	490
95th FLIGHT			491	492	493	494	495
96th FLIGHT			496	497	498	499	500
97th FLIGHT			501	502	503	504	505
98th FLIGHT			506	507	508	509	510
99th FLIGHT			511	512	513	514	515
100th FLIGHT			516	517	518	519	520
101st FLIGHT			521	522	523	524	525
102nd FLIGHT			526	527	528	529	530
103rd FLIGHT			531	532	533	534	535
104th FLIGHT			536	537	538	539	540
105th FLIGHT			541	542	543	544	545
106th FLIGHT			546	547	548	549	550
107th FLIGHT			551	552	553	554	555
108th FLIGHT			556	557	558	559	560
109th FLIGHT			561	562	563	564	565
110th FLIGHT			566	567	568	569	570
111th FLIGHT			571	572	573	574	575
112th FLIGHT			576	577	578	579	580
113th FLIGHT			581	582	583	584	585
114th FLIGHT			586	587	588	589	590
115th FLIGHT			591	592	593	594	595
116th FLIGHT			596	597	598	599	600
117th FLIGHT			601	602	603	604	605
118th FLIGHT			606	607	608	609	610
119th FLIGHT			611	612	613	614	615
120th FLIGHT			616	617	618	619	620
121st FLIGHT			621	622	623	624	625
122nd FLIGHT			626	627	628	629	630
123rd FLIGHT			631	632	633	634	635
124th FLIGHT			636	637	638	639	640
125th FLIGHT			641	642	643	644	645
126th FLIGHT			646	647	648	649	650
127th FLIGHT			651	652	653	654	655
128th FLIGHT			656	657	658	659	660
129th FLIGHT			661	662	663	664	665
130th FLIGHT			666	667	668	669	670
131st FLIGHT			671	672	673	674	675
132nd FLIGHT			676	677	678	679	680
133rd FLIGHT			681	682	683	684	685
134th FLIGHT			686	687	688	689	690
135th FLIGHT			691	692	693	694	695
136th FLIGHT			696	697	698	699	700
137th FLIGHT			701	702	703	704	705
138th FLIGHT			706	707	708	709	710
139th FLIGHT			711	712	713	714	715
140th FLIGHT			716	717	718	719	720
141st FLIGHT			721	722	723	724	725
142nd FLIGHT			726	727	728	729	730
143rd FLIGHT			731	732	733	734	735
144th FLIGHT			736	737	738	739	740
145th FLIGHT			741	742	743	744	745
146th FLIGHT			746	747	748	749	750
147th FLIGHT			751	752	753	754	755
148th FLIGHT			756	757	758	759	760
149th FLIGHT			761	762	763	764	765
150th FLIGHT			766	767	768	769	770
151st FLIGHT			771	772	773	774	775
152nd FLIGHT			776	777	778	779	780
153rd FLIGHT			781	782	783	784	785
154th FLIGHT			786	787	788	789	790
155th FLIGHT			791	792	793	794	795
156th FLIGHT			796	797	798	799	800
157th FLIGHT			801	802	803	804	805
158th FLIGHT			806	807	808	809	810
159th FLIGHT			811	812	813	814	815
160th FLIGHT			816	817	818	819	820
161st FLIGHT			821	822	823	824	825
162nd FLIGHT			826	827	828	829	830
163rd FLIGHT			831	832	833	834	835
164th FLIGHT			836	837	838	839	840
165th FLIGHT			841	842	843	844	845
166th FLIGHT			846	847	848	849	850
167th FLIGHT			851	852	853	854	855
168th FLIGHT			856	857	858	859	860
169th FLIGHT			861	862	863	864	865
170th FLIGHT			866	867	868	869	870
171st FLIGHT			871	872	873	874	875
172nd FLIGHT			876	877	878	879	880
173rd FLIGHT			881	882	883	884	885
174th FLIGHT			886	887	888	889	890
175th FLIGHT			891	892	893	894	895
176th FLIGHT			896	897	898	899	900
177th FLIGHT			901	902	903	904	905
178th FLIGHT			906	907	908	909	910
179th FLIGHT			911	912	913	914	915
180th FLIGHT			916	917	918	919	920
181st FLIGHT			921	922	923	924	925
182nd FLIGHT			926	927	928	929	930
183rd FLIGHT			931	932	933	934	935
184th FLIGHT			936	937	938	939	940
185th FLIGHT			941	942	943	944	945
186th FLIGHT			946	947	948	949	950
187th FLIGHT			951	952	953	954	955
188th FLIGHT			956	957	958	959	960
189th FLIGHT			961	962	963	964	965
190th FLIGHT			966	967	968	969	970
191st FLIGHT			971	972	973	974	975
192nd FLIGHT			976	977	978	979	980
193rd FLIGHT			981	982	983	984	985
194th FLIGHT			986	987	988	989	990
195th FLIGHT			991	992	993	994	995
196th FLIGHT			996	997	998	999	1000
197th FLIGHT			1001	1002	1003	1004	1005
198th FLIGHT			1006	1007	1008	1009	1010
199th FLIGHT			1011	1012	1013	1014	1015
200th FLIGHT			1016	1017	1018	1019	1020
201st FLIGHT			1021	1022	1023	1024	1025
202nd FLIGHT			1026	1027	1028	1029	1030
203rd FLIGHT			1031				

ANSWER:

1. DATE	2. MODEL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION			
10 NOV 67	OH-23D	571755	USAPHS	FT. WOLTERS, TEX			
LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER			A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER				
			7	8	9	10	11
SLADE, C. CPT 05316638			IP				
			01:30				
PIXTON, C. LT 05717834			SP				
			01:30				
SLADE			IP	IP N			
			00:20	00:30			
PIXTON			SP	SP N			
			00:20	00:30			
FOR TRAINING PURPOSES ONLY							
13. OTHERS							
IA FORM 200-12 1 JAN 64							
ARMY AVIATOR'S FLIGHT RECORD (TM 38-750)							

NOTE: Did you complete block 1?

FLIGHT TIME ends when the aircraft remains stationary on the ground for over 5 minutes, when the engines are stopped, or when the crew list changes. Ref. AR 95-4 para 7E(1)

CONTINUE TO SELF EVALUATION EXERCISE I

### **SELF EVALUATION EXERCISE I**

**The next frame will test your knowledge of the 2408-12. Read the information carefully and follow instructions found on the form.**

### SELF EVALUATION EXERCISE I

Complete the 2408-12 below.

Instructor: Grant, Robert N. Cpt 05416638  
Student: Jackson, Thomas R. Lt 05537648  
Date: 20 Sept 67  
Mission: Cross-country training  
Official sunset: 1928 hrs.

<u>1st Flight</u>	Take-off	Ft. Wolters	CWO	1900 hrs
	Landing and take-off	Graham	GRM	1930 hrs
	Landed	Abilene	ABI	2100 hrs
<u>2nd Flight</u>	Refuel and departed	Abilene	ABI	2130 hrs
	Landed	Ft. Wolters	CWO	2315 hrs

FOR ARMY AIRCRAFT ONLY		
DUTY SYMBOLS	FLYING MISSIONS	FLIGHT CONDITIONS AND SYMBOLS
P - First Pilot	T - TRAINING - Missions flown for the purpose of training the crew.	CONTACT (VFR) FLIGHT - No symbol required.
IP - Instructor Pilot		
CP - Copilot	T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums.	W - WEATHER INSTRUMENT FLIGHT (IFR) - Instrument flight conducted in weather conditions that do not permit flight with visual reference to the horizon, ground, clouds, or water.
SP - Student Pilot		
O - Aircraft Observer	T-2 TACTICAL - Tactical flight training to meet recommended annual minimums.	H - HOODED INSTRUMENT FLIGHT - Instrument flight in which the pilot's vision is limited by a hood or other artificial means to the interior of the aircraft.
TO - Technical Observer		
CE - Flight Engineer, Crew Chief, or Aircraft Mechanic	C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft.	NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.
M - Flight Surgeon		
MC - Corpsman	S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.	N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.
F - Aerial Photographer		

Answer on page 39

**PART II**  
**PERFORMANCE OBJECTIVES**

Given data, and using DA Form 2408, the student will determine if an aircraft is flyable through interpretation of DA Form 2408-13 and 2408-14 and complete the 2408-13 after post flight inspection, as prescribed by TM 38-750.

TURN TO FRAME 10 PAGE 17

ANSWERS: a.  Landing light inoperative  
 b.  Engine oil sample overdue  
 c.  1 to 1 vertical vibration

FRAME 16

DA FORM 2408-14

UNCORRECTED FAULT RECORD

1. NOMENCLATURE		2. MOD	3. SERIAL NUMBER		
HELICOPTER		OH-23D	59 2751		
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2404 or 2408-13)	ENTRY APPROVED (Signature)	DATE (To DA Form 2404 or 2408-13)
/	(2 Aug 66) Doors Removed	storage	1 Aug 66	J. Lane	
R	(7 Jun 67) Fuel Gauge Inop.	REQ 67-1572	3 Aug 67	J. Lane	9 Aug 67
/	(3 Aug 67) NWD-55-1680 - 200 - 30/1 N/C/W	REQ 67-1584	3 Aug 67	J. Lane	
/	(5 Aug 67) Map Light Inop	REQ 67-1596	9 Aug 67	J. Lane	
FOR TRAINING PURPOSES ONLY					

DA FORM 2408-14, 1 JAN 64

GPO 1964 O-751-362

UNCORRECTED FAULT RECORD

(TM 38-740)

The purpose of the 2408-14 is to:

a. Reflect inspection due  
 b. Record uncorrected faults

TURN TO FRAME 17 PAGE 18

## FRAME 10

The purpose of the DA Form 2408-13 (AIRCRAFT INSPECTION AND MAINTENANCE RECORD) is to record maintenance and service performed on Army aircraft. The crewchief is responsible for maintaining the 2408-13, but the aviator is required to make entries in blocks 1 and 17. At the end of the day the 2408-13 is turned in to maintenance.

1. DATE	2. MODEL	3. SERIAL NO.	4. NAME OF CREW CHIEF/MECHANIC	5. STATION	6. PAGE NO.	7. NO. OF PAGES							
Sep 67	OH-23D	573755	G. Gibb	Ft. Wolters, Tex	1	1							
STATUS TODAY		AIRCRAFT TIME		NEXT INSPECTION DUE	OTHER								
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	TIME TO DATE	INTER NO.								
1	4			765:15	3	775:20							
2	5			TIME TODAY	P.K. NO.								
3	6			TOTAL TIME	8	800:20							
11. FUEL (Gals or Ltrs)		12. OIL (Quarts)		13.	14.	15. SERVICED							
SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED	TOTAL IN TANKS	ADDED	TOTAL IN TANKS	APU	OXYGEN (PSI)	ANTI-ICING FLUID (Gals)	BY	STATION
1	2/21	46	Typett	8						20.88			Ft. Wolters, Tex.
2													
3													
4													
5													
6													
7													
8													
9													
10.	17.	FAULTS AND/OR REMARKS		18.	ACTION TAKEN		19.	SIGNATURE					
<input checked="" type="checkbox"/>	Daily Inspection	G. Gibb		<input checked="" type="checkbox"/>	Comp. 5 Sep 67		<input checked="" type="checkbox"/>	20.88					
<input checked="" type="checkbox"/>	Check Inoperative	Flamer											

DA FORM 2408-13, 1 JAN 64

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

Select the reason the 2408-13 is important to the aviator.

- a. Reflects if aircraft is flyable and ready for the mission
- b. Records flight time so one can receive flight pay

TURN TO FRAME 11 PAGE 19

ANSWER: b. Record uncorrected faults

FRAME 17

Date fault  
was entered  
on 2408-13

DA Form  
2408-14

Date fault was  
transcribed from  
2408-13 to 2408-14

NOMENCLATURE		2. MOD.	3. SERIAL NUMBER
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2408 or 2408-13) ENTRY APPROVED (Signature)
/	(7 May 67) Radio Mount Worn	NIS 67-5896	7 May 67 Q Wells
/	(5 Jun 67) Compass Light Inop.	NIS 67-6842	9 Jun 67 Q Wells
/	(3 Aug 67) Map Light Broken	REO 68-1194	5 Aug 67 Q Wells
<i>EXAMPLE</i>			

The 2408-14 is used to record uncorrected faults and overdue replacements of components.

Column "a" reflects the status symbol of the fault. However, faults bearing a RED "X" or a circle RED X will never be transcribed to the 2408-14.

NOMENCLATURE		2. MOD.	3. SERIAL NUMBER
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2408 or 2408-13) ENTRY APPROVED (Signature)
/	(2 Apr 67) Doors Removed	Storage	2 Apr 67 Q Wells
/	(5 Aug 67) MW0-55-1680-200-20/1	Awaiting Kit	
/		REO 67-1572	7 Aug 67 Q Wells

From the 2408-14 example above answer the following:

- a. The write-up, doors removed, was entered on the 2408-13 on \_\_\_\_\_ (date) and transcribed to the 2408-14 on \_\_\_\_\_.
- b. The MW0-55-1680-200-20/1 was entered on the 2408-13 on \_\_\_\_\_ (date) and transcribed to the 2408-14 on \_\_\_\_\_.

TURN TO FRAME 18 PAGE 20

ANSWER: a. Reflects if aircraft is flyable and ready for the mission

FRAME 11

The 2408-13 should be the third form in the log book, following the 2408-12. Inspecting the 2408-13 is an important step in preflight inspection, as it reflects the operational condition of the aircraft. It is the responsibility of the aviator to enter the day's date.

1. DATE <i>Sept 67</i>	2. MODEL <i>OH-23D</i>	3. SERIAL NO. <i>572755</i>	4. NAME OF CREW CHIEF/MECHANIC <i>G. Dibb</i>	5. STATION <i>Ft. Wolters, Tex</i>	6. PAGE NO. <i>1</i>	7. NO. OF PAGES <i>1</i>
8. STATUS TODAY		9. AIRCRAFT TIME		10. NEXT INSPECTION DUE		11. OTHER
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	TIME TO DATE	INTER NO.	
1 <input checked="" type="checkbox"/>	4			765:15	3	775:20
2 <input checked="" type="checkbox"/>	5			TIME TODAY	P.E. NO.	
3 <input checked="" type="checkbox"/>	6			TOTAL TIME	OTHER	
12. FUEL (Gals or Lbs)		13. OIL (Quarts)		14. SERVICED		15. OTHER
SERV. ICE NO.	GRADE	ADDED TOTAL IN TANKS	GRADE	ADDED TOTAL IN TANKS	ADDED TOTAL IN TANKS	OXYGEN (PSI)
1 <input checked="" type="checkbox"/>	<i>80/81</i>	<i>46</i>	<i>Type II</i>	<i>8</i>		<i>G. Dibb</i>
2						<i>Ft. Wolters, Tex</i>
3						
4						
5						
6						
7						
TOTAL						
16. STATUS <input checked="" type="checkbox"/>	17. FAULTS AND/OR REMARKS <i>Daily Inspection 12 Sep 67) RPM High in Autorotation</i>		18. ACTION TAKEN <i>Comp 5 Sep 67</i>		19. SIGNATURE <i>G. Dibb</i>	

DA FORM 2408-13, 1 JAN 64

(TM 38-50) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

Place an X to denote the missing information in the heading.

ANSWERS: a. 2 Apr 67; 2 Apr 67  
 b. 5 Aug 67; 7 Aug 67

FRAME 18

NOMENCLATURE		2. MODEL	3. SERIAL NUMBER	
Helicopter		OH-23D	59 2189	
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2408 or 2408-13) ENTRY APPROVED (Signature) DATE (To DA Form 2408-1 or 2408-13)	
/	(3 Dec 66) Wheels removed	Storage	3 Dec 66 J. Jones	
G	(7 Jan 67) Cyclic F/W Link Worn.	NIS-61-9042	1 Jan 67 J. Jones 15 Feb 67	
<u>EXAMPLE</u>				
FOR TRAINING PURPOSES ONLY				

The individual correcting the fault transcribed to the 2408-14 will enter his last name initial over the status symbol in column "a" and will enter in column "f" the date fault was transcribed back to the 2408-13. See example above.

NOMENCLATURE		2. MODEL	3. SERIAL NUMBER
Helicopter		OH-23D	292 788
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2408 or 2408-13) ENTRY APPROVED (Signature) DATE (To DA Form 2408-1 or 2408-13)
R	(8 Feb 67) MUQ-55-1680	NIS 61-5896	8 Feb 67 J. Jones 2 Aug 67
/	200-301 N/C I/W	Awaiting Kit	
/	(8 Mar 67) Fuel Gauge Inop.	NIS 61-6842	8 Mar 67 J. Jones
R	(2 Apr 67) Map Light Inop.	NIS 61-6982	1 Apr 67 J. Jones 3 Jun 67

From the 2408-14 above, list the faults that have been corrected and the dates they were transcribed to the 2408-13.

FAULT DATE CORRECTED

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TURN TO FRAME 19 PAGE 22

ANSWER:

→

1. DATE <b>X SEP 67</b>	2. MODEL <b>OH-23D</b>	3. SERIAL NO. <b>5727</b>	4. S. NAME
5. STATUS TODAY			
AIRCRAFT	SELECTED ARMAMENT	ARMAMENT	OTHER
1	4		
2	5		
3	6		
7. FUEL (Gals or Lbs)		8. AIRCRAFT TIME	
SERV- ICE NO.	GRADE	TOTAL IN TANKS	GRADE
1	<b>8% 82</b>	<b>96</b>	
2			
3			
4			
5			
6		<b>FF</b>	
7			
TOTAL			
10. STATUS			
11. COMMENTS			

Here again is the problem of aviators failing to enter the day's date.

ANSWERS :

FAULT  
MWO-55-1680-200-30/1 n/c/w  
Map Light Inoperative

DATE CORRECTED  
2 Aug 67  
3 Jun 67

FRAME 19

The most serious UNCORRECTED fault on the 2408-14 or block 17 on the 2408-13 determines the STATUS TODAY, AIRCRAFT in block 7.

A status symbol once entered by the crewchief will not be initialized over, erased, changed, or duplicated even if entered in error. If the status changes during the day, the new symbol will be recorded in the next open box under AIRCRAFT.

A glance at block 7 will determine if the aircraft is flyable according to the log book.

1. DATE	2. MODEL	3. ST						
3 Sep 67	OH-23D							
4. STATUS TODAY								
AIRCRAFT	ELECTRONIC	ARMAMENT						
1. -	(X)							
2. (X)	3.							
3. (X)	4.							
5. TIME TODAY								
6. FUEL (Gals or Lbs)								
SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED	TOTAL IN TANKS	ADDED	OIL (Quart)
1.	80/67	46	Topaz	8				
2.								
3.								
4.								
5.								
6.								
7.								
8. TOTAL								
9. STATUS			10. FAULTS AND/OR REMARKS					
11. Daily Inspection			12. D. Diff					
(X) (3 Sep 67) Landing Light Inop. Day			Light Only.					
13. Vibration Dampner Removed			14. J. Jones					
Clock Inop.			J. Jones					

**FOR TRAINING**

DA Form 2408

Block 7

Block 17

FOR ALL EQUIPMENT (For aircraft, symbol will be recorded in red.)	
STATUS SYMBOLS	
"X" - Indicates a deficiency in the equipment that places it in an inoperative status.	
CIRCLED "(X)" - Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.	
HORIZONTAL DASH "(-)" - Indicates that a required inspection, component replacement, maintenance operational check, or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.	
DIAGONAL "(/)" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.	
LAST NAME INITIAL IN BLACK, BLUE-BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.	

Which write-up in block 17 determines status in block 7?

- Engine oil sample overdue
- Landing light inoperative
- Clock inoperative
- Vibration dampner removed

Is the helicopter flyable?

- yes
- no

TURN TO FRAME 20 PAGE 24

FRAME 12

1. DATE	2. MODEL		
Sep 67	OH-23 D		
STATUS TODAY			
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER
1 - 4			
2 <del>X</del> 5			
3 <del>X</del> 6			
		T. TO.	
		TOTAL TIME	
11. FUEL (Gals or Lbs)		12. OIL	
SERV- ICE NO.	GRADE	ADDED	TOTAL IN TANKS
1 80% 81		46	Type II 8
2			
3			
4			
5			
6			
7			
TOTAL			
13. STATUS			
FAULTS AND/OR REMARKS			
<del>FOR TRAINING</del> Daily Inspection S. Dibb (13 Sep 67) 1 to 1 Vertical 60KNOT. (5 Sep 67) Landing Light Inop. (5 Sep 67) Vibration Damper Cracked			

SYMBOLS TO BE USED ON DA FORMS 2404, 2408-1, 2408-12, 2408-13, AND 2408-14

FOR ALL EQUIPMENT (For aircraft, symbols will be recorded in red.)		FOR ARMY AIRCRAFT ONLY		
STATUS SYMBOLS	DUTY SYMBOLS	FLYING MISSIONS	FLIGHT CONDITIONS AND SYMBOLS	
"X" - Indicates a deficiency in the equipment that places it in an inoperable status.	P - First Pilot IP - Instructor Pilot CP - Copilot SP - Student Pilot O - Aircraft Observer TO - Technical Observer CE - Flight Engineer, Crew Chief, or Aircraft Mechanic M - Flight Surgeon MC - Corpman F - Aerial Photographer	T - TRAINING - Missions flown for the purpose of training the crew. T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums. T-2 TACTICAL - Tactical flight training to meet recommended annual minimums. C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft. S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.	CONTACT (VFR) FLIGHT - No symbol required. W - WEATHER INSTRUMENT FLIGHT (IFR) - Instrument flight conducted in weather conditions that do not permit flight with visual reference to the horizon, ground, clouds, or water. H - HOODED INSTRUMENT FLIGHT - Instrument flight in which the pilot's vision is limited by a hood or other artificial means to the interior of the aircraft. NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night. N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.	
CIRCLED "(X)" - Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.				
HORIZONTAL DASH (" - ") - Indicates that a required inspection, component replacement, maintenance operational check, or test flight is due but has not been accomplished, or an overdue MWG has not been accomplished.				
DIAGONAL "(//)" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.				
LAST NAME INITIAL IN BLACK, BLUE, BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.				

From the 2408 above select the column that will explain the RED symbols found on the 2408-13.

- Status symbols
- Duty symbols
- Flying missions
- Flight conditions and symbols

ANSWERS: b. Landing light inoperative  
a. yes

FRAME 20

The status symbols under "ELECTRONIC", "ARMAMENT", and "OTHER" denote ONLY whether this equipment is ready. These symbols HAVE NO effect on AIRCRAFT STATUS.

Aircraft status is reflected ONLY in blocks 1 thru 6 under AIRCRAFT in the STATUS TODAY block.

1. DATE SEP 67	2. MODEL OH-23D	3. SERIAL NO. 572755	4. NAME OF CREW CHIEF MECHANIC G. G. Bitt	5. STATION FT. WOLTERS, TEX.	6. PAGE NO. 1	7. GS. NO. OF PAGES 1						
8. STATUS TODAY			8. AIRCRAFT TIME	9. NEXT INSPECTION DUE	10. OTHER							
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	TIME TO DATE	INTER NO. 3	775:20						
1 4		X		TIME TODAY	P.E. NO. 8	800:20						
2 5				TOTAL TIME	OTHER	:						
3 6												
11. FUEL (Gals or Lbs)			12. OIL (Quarts)			13.	14.	15.				
SER. NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED	TOTAL IN TANKS	ADDED	TOTAL IN TANKS	APU	OXYGEN (PSI)	ANTI-ICING FLUID (Gals)	SERVICED
1 80/67	16	Type II	8									B. Bitt
2												FT. WOLTERS, TEX.
3												
4												
5												
6												
7												
TOTAL												
16. STATUS	17. FAULTS AND/OR REMARKS					18.	19.	20.				
X Daily Inspection	S. Bitt					Comp. 6 SEP 67		SIGNATURE				
X (1 Sep. 67) Rotor RPM High in Autorotation												
X Machine Gun Charger Bottles Empty 99%												

DA FORM 2408-13, 1 JAN 64

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

Is helicopter 572755 flyable?

a. yes  
b. no

TURN TO FRAME 21 PAGE 26

ANSWER: a. Status symbols

FRAME 13

Block 17 will list all the faults found on the aircraft ~~by the crewchief or aviators~~

Block 16 will list the status symbol of the fault (commonly called write-ups). Aviators will not enter status symbols. This is the responsibility of maintenance personnel.

See example below.

1. DATE	2. MODEL					
SEP 67	04-23D					
3. STATUS TODAY						
AIRCRAFT	ELECTRONIC ARMAMENT	OTHER	4. TIME TODAY			
1. <input type="checkbox"/> 4						
2. <input checked="" type="checkbox"/> 5						
3. <input checked="" type="checkbox"/> 6			5. TOTAL TIME			
6. FUEL (Gals or Lbs)		7. OIL (G)				
SERVICE NO.	GRADE	ADDED IN TANKS	GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	8. A N E
1. <input checked="" type="checkbox"/> 80/21		46 Type II			8	
2.						
3.						
4.						
5.						
6.						
7.						
9. TOTAL						
10. FAULTS AND/OR REMARKS						
<input checked="" type="checkbox"/> Daily Inspection <input checked="" type="checkbox"/> 8.20.66						
<input checked="" type="checkbox"/> (3 Sep. 67) 1 to 1 Vertical						
<input checked="" type="checkbox"/> (5 Sep. 67) Landing Light Inop.						
<input checked="" type="checkbox"/> (6 Sep. 67) V.b. Damper Cracked						

*Block 16*  
*Block 17*

DA FORM 2408-12, 1 JAN 64

All aircraft status symbols are in RED pencil. Match the aircraft status symbol with its definition

1. <input type="checkbox"/> "X" (Red X)	(a) A fault, but not serious
2. <input type="checkbox"/> <input checked="" type="checkbox"/> (Circle Red X)	(b) Completely satisfactory condition
3. <input type="checkbox"/> "-" (Red Dash)	(c) Required inspection or test flight due
4. <input type="checkbox"/> "/" (Red Diagonal)	(d) Unsafe to operate
5. <input type="checkbox"/> Last Name Initial	(e) A deficiency, but the equipment may be operated under specific limitations as directed.

FOR ALL EQUIPMENT  
(For aircraft, symbols will be recorded in red.)

STATUS SYMBOLS

"X" - Indicates a deficiency in the equipment that places it in an inoperable status.

CIRCLED "X" - Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.

HORIZONTAL DASH "(-)" - Indicates that a required inspection, component replacement, maintenance operational check, or test flight is due but has not been accomplished, or an overdue MFO has not been accomplished.

DIAGONAL "(/)" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.

LAST NAME INITIAL IN BLACK, BLUE, BLACK LINE, OR PENCIL - Indicates that a completely satisfactory condition exists.

*with the exception of last*

ANSWER: a. yes

NOTE: RED "X" is for the armament system not the helicopter.

FRAME 21

1. DATE <b>5 Sep 67</b>	2. MODEL <b>OH-23D</b>	3. SERIAL NO. <b>572755</b>	4. NAME OF CREW CHIEF/MECHANIC <b>G.G. b6</b>	5. STATION <b>FT WOLTERS, TEX</b>	6. PAGE NO. <b>1</b>	7. NO. OF PAGES <b>1</b>						
8. AIRCRAFT TIME				9. NEXT INSPECTION DUE	10. OTHER							
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	INTER NO.								
1 4				TIME TO DATE <b>765 : 15</b>	3	775 : 20						
2 5				TIME TODAY <b>02 : 00</b>	8	800 : 20						
3 6				TOTAL TIME <b>767 : 15</b>	OTHER							
11. FUEL (Gals or Lbs)		12. OIL (Quarts)				13.		14. SERVICED				
SERV- ICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	ADDED NO. 2 ENG	TOTAL IN TANKS	APU	OXYGEN (PSI)	ANTI- ICING FLUID (Gals)	15. BY STATION
1 80/81		46	Type II		8							<b>X. Bill</b>
2 80/81	14	46	Type II		8							<b>M. Doe</b>
3 80/81	16	46	Type II	1	8							<b>J. Thornton</b>
4												
5												
6												
7												
TOTAL												
16. STATUS <b>OK</b>	17. FAULTS AND/OR REMARKS <b>Daily Inspection (4 Sep 67) Eng Oil Sample Overdue FLT 1 OK FLT 2 OK</b>				18. ACTION TAKEN <b>Comp. 5 Sep 67</b>				19. SIGNATURE <b>X. Bill</b>			

DA FORM 2408-13, 1 JAN 64

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

At the end of the end of the flying day, the crewchief totals the flight time on the 2408-12 and enters it on the 2408-13 in block 8.

What is the total time on helicopter 572755?

How long did 572755 fly on 5 Sep 67?

What was the time to date on 572755 prior to the first flight on 5 Sep 67?

TURN TO FRAME 22 PAGE 28

ANSWERS: d 1. X A deficiency that makes the equipment unsafe to operate.  
e 2. (X) A deficiency; however, the equipment may be operated under specific limitations as directed.  
c 3. - Required inspection or test flight due.  
a 4. / A material defect which must be corrected to make the item completely serviceable.  
b 5. Last Name Initial - Completely satisfactory condition.

FRAME 14

All faults found on the aircraft during preflight inspection, actual flight, or post flight inspection will be recorded in block 17 by the aviator.

Block 17 is continued on the reverse side of the form; therefore, use as many lines as needed for the write-ups.

Begin another line for each additional write-up. The reason for this is explained in the next frame.

After your write-up(s) sign first initial and last name. Example:

DA FORM 2408-13, 1 DEC 66

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

Lt Jack Jones made the 3rd flight. His write-ups were:

1. Clock inoperative
2. Stiff cyclic
3. Binding tail rotor pedals

Enter these write-ups for Jack Jones on the 2408-13 above.

ANSWERS: 767:15  
02:00  
765:15

FRAME 22

ARMY AIRCRAFT MAINTENANCE INSPECTIONS

TYPE OF INSPECTION

WHEN PERFORMED

Daily	Prior to first flight of the day			
Intermediate (INTER)	Every 25 flying hours			
Periodic (PE)	Every 100 flying hours			
	1st PE	2nd PE	3rd PE	4th PE
INTER	1 2 3	1 2 3	1 2 3	1 2 3
	100	200	300	400 hrs

1. DATE	2. MODEL	3. SERIAL NO.	4. NAME OF CREW CHIEF/MECHANIC	5. STATION	6. PAGE NO.	7. NO. OF PAGES					
Sep 67	OH-23D	572755	G. Bibb	Ft. Wolters, Tex	1	1					
STATUS TODAY			8. AIRCRAFT TIME		9. NEXT INSPECTION DUE						
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	TIME TO DATE	INTER NO.	TIME					
1 4				767:15	3	775:20					
2 5				TIME TODAY	P.E. NO.						
3 6				TOTAL TIME	OTHER						
11. FUEL (Gals or Lbs)			12. OIL (Quarts)		13. OXYGEN (PSI)	14. ANTI-ICING FLUID (Gals)	15. SERVICED				
SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	ADDED NO. 2 ENG	TOTAL IN TANKS	APU	BY	STATION
1 80/87		46	Type II			8				G. Bibb	Ft. Wolters, Tex
2											
3											
4											
5											
6											
7											
TOTAL											
16. STATUS	17. FAULTS AND/OR REMARKS	18. ACTION TAKEN	19. SIGNATURE								
<del>1</del> Daily Inspection (3 Sep 67) FM Radio Inop.	<del>2</del> G. Bibb	<del>3</del> Comp. 5 Sep. 67	<del>4</del> G. Bibb								

DA FORM 2408-13, 1 JAN 64

(TM 38-50) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

Determine from block 8 and 9:

- Inter inspection #3 is due at \_\_\_\_\_ hrs on helicopter 572755.
- How much flying time until the 3rd Inter on helicopter 572755?
- How much flying time until the 8th PE on helicopter 572755?

TURN TO FRAME 23 PAGE 30

**ANSWER:**

16. STATUS SYMBOL	17. FAULTS AND/OR REMARKS	18. ACTION TAKEN
	<p>(5Sep 67) Maplight Inop</p> <p>FLT 1 OIC <i>J Adams</i></p> <p>FLT 2 1 to 1 vertical vibration at 40 KTS <i>R Smith</i></p> <p>FLT 3 CLOCK INOP</p> <p>STIFF CYCLIC</p> <p>BINDING TAIL ROTOR</p> <p>PEDALS <i>J Jones</i></p>	

DA FORM 2408-13, 1 DEC 66

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

TURN TO FRAME 15 PAGE 31

ANSWERS: a. 775:20  
b. 08:05

775:20 Inter #3 due  
767:15 Time to date  
8:05 Time remaining

c. 33:05 800:20 8th PE due  
767:15 Time to date  
33:05

FRAME 23

1. DATE 6 Sept 67	2. MODEL OH-23D	3. SERIAL NO. 572755	4. NAME OF CREW CHIEF/MECHANIC C. Gibb	5. STATION Fr. Wolters, Tex.	6. PAGE NO. 1	7. NO. OF PAGES 1					
8. STATUS TODAY			9. AIRCRAFT TIME			10. NEXT INSPECTION DUE					
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	TIME TO DATE	INTER NO.	11. OTHER					
1 4				767:15	3	775:20					
2 5				TIME TODAY	P.E. NO.						
3 6				02:15	8	800:20					
12. FUEL (Gals or Lbs)			13. OIL (Quarts)			14. OXYGEN (PSI)	15. SERVICED				
SER- ICE NO.	GRADE	ADDED IN TANKS	GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	ADDED NO. 2 ENG	TOTAL IN TANKS	APU	ANTI- ICING FLUID (Gals)	BY	STATION
1 80/81	46	Type II	8						8 Gibb	Fr. Wolters, Tex	
2 80/81	22	46	Type II	8					8 Simms	Fr. Wolters, Tex	
3 80/81	19	46	Type II	1	8				8 James	Fr. Wolters, Tex	
TOTAL	41										
16. STATUS Daily Inspection (6 Sept 67) Compass light Inop.	17. FAULTS AND/OR REMARKS FLT 1 OK R. Grant FLT 1 OK W. Lubbock	18. ACTION TAKEN Comp. 5 Sep 67	19. SIGNATURE 8 Gibb								

DA FORM 2408-13, 1 JAN 64

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

Fuel and oil records are found in blocks 11 and 12.

How much fuel was added by Simms?

What was total fuel consumption of 6 Sep 67?

Helicopter 572755 used \_\_\_\_ quart(s) of engine oil during \_\_\_\_ hours flight time?

TURN TO SELF EVALUATION EXERCISE PAGE 32

## FRAME 15

The crewchief places the status symbol in RED pencil in block 16. If the crewchief or someone else corrects a fault, he writes the corrected action in block 18, places his last initial over the RED status symbol in block 16, and signs his first initial and last name in block 19. See example.

16. STATUS SYMBOL	17. FAULTS AND OR REMARKS	18. ACTION TAKEN	19. SIGNATURE
(X)	Landing Light Inop. A/C restricted to day flights 5 SEP 67		
—	(5 Sep 67) Eng. oil sample over due		
/	(5 Sep 67) 1 to 1 Vertical vibration at 60 KNOTS		
X	Vibration Dampener Removed	Replaced (Inspected) J. Jones	J. Jones

A new line is used for each additional write-up. If there are two write-ups on the same line, one could not tell which had been signed off by the crewchief or other maintenance personnel.

If the crewchief is unable to correct a write-up on today's 2408-13, it is carried forward to the next day's form. The entry on the new form reflects the date the fault was first written up. The write-up is carried on the 2408-13 until it is corrected or transferred to DA Form 2408-14. (Explained in FRAME 17.)

16. STATUS SYMBOL	17. FAULTS AND OR REMARKS	18. ACTION TAKEN	19. SIGNATURE
(X)	Landing Light Inop. A/C Restricted to day flights 5 SEP 67		
—	(5 Sep 67) Eng. oil Sample Overdue		
/	(5 Sep 67) 1 to 1 Vertical vibration AT 60 KNOTS		
X	Vibration Dampener Removed	Replaced & Inspected	J. Jones

List the status symbol of the uncorrected write-up(s) in the 2408-13 example above.

- a.
- b.
- c.

TURN TO FRAME 16 PAGE 16

ANSWERS: 22 gal  
41 gal  
1; 02:15

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### SELF EVALUATION EXERCISE II

Your name is John L. May. You have been assigned a mission flying helicopter 521223. The DA Forms 2408, 2408-12, 2408-13, and 2408-14 are on the next pages. Study these forms as you would during a preflight inspection and answer the questions found on page 37.

## DA FORM 2408

## SYMBOLS TO BE USED ON DA FORMS 2404, 2408-1, 2408-12, 2408-13, AND 2408-14

FOR ALL EQUIPMENT (For aircraft, symbols will be recorded in red.)			
STATUS SYMBOLS	DUTY SYMBOLS	FLYING MISSIONS	FLIGHT CONDITIONS AND SYMBOLS
"X" - Indicates a deficiency in the equipment that places it in an inoperable status.	P - First Pilot IP - Instructor Pilot CP - Copilot SP - Student Pilot O - Aircraft Observer TO - Technical Observer CE - Flight Engineer, Crew Chief, or Aircraft Mechanic M - Flight Surgeon MC - Corpsman F - Aerial Photographer	T - TRAINING - Missions flown for the purpose of training the crew. T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums. T-2 TACTICAL - Tactical flight training to meet recommended annual minimums. C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft. S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.	CONTACT (VFR) FLIGHT - No symbol required. W - WEATHER INSTRUMENT FLIGHT (IFR) - Instrument flight conducted in weather conditions that do not permit flight with visual reference to the horizon, ground, clouds, or water. H - HOODED INSTRUMENT FLIGHT - Instrument flight in which the pilot's vision is limited by a hood or other artificial means to the interior of the aircraft. NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night. N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.
HORIZONTAL DASH "(-)" - Indicates that a required inspection, component replacement, maintenance operational check, or test flight is due but has not been accomplished, or an overdue MWOS has not been accomplished.			
DIAGONAL "(/)" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.			
LAST NAME INITIAL IN BLACK, BLUE-BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.			

DA FORM 2408-12  
ARMY AVIATOR'S FLIGHT RECORD

DA FORM 2408-12 1 JAN 64

**ARMY AVIATOR'S FLIGHT RECORD**  
**(TM 38-750)**

DA FORM 2408-13

1. DATE 10 Sep 67	2. MODEL OH-23D	3. SERIAL NO. 508208	4. NAME OF CREW CHIEF/MECHANIC R. Ramsey	5. STATION APO SF 96666	6. PAGE NO. 1	7. NO. OF PAGES 1							
8. STATUS TODAY		9. AIRCRAFT TIME		10. NEXT INSPECTION DUE		11. OTHER							
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	TIME TO DATE	INTER NO.								
1 4		X		995 : 30	3	983 : 30							
2 5				TIME TODAY	:	P.E. NO.							
3 6						10 1008 : 30							
12. FUEL (Gals or Lbs)		13. OIL (Quarts)		14. SERVICED									
SER- VICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	ADDED NO. 2 ENG	TOTAL IN TANKS	4PU	OXYGEN (PSI)	ANTI- ICING FLUID (Gals)	BY	STATION
1	NS 145		46	Type II		8						R. Ramsey	APO SF 96666
2	NS 145	40	46	Type II	2	8						R. Smith	" "
3													
4													
5													
6													
7													
TOTAL													
15. FOR TRAINING PURPOSES ONLY													
16. STATUS	17. FAULTS AND/OR REMARKS				18. ACTION TAKEN				19. SIGNATURE				
X Daily Inspection (9 Sep 67) Clock Inoperative.	R. Ramsey				Comp. 9 Sep. 67				R. Ramsey				
X (9 Sep. 67) VHF Radio Inop.													
X (9 Sep. 67) RT. Nav. Light Inop.													
X (9 Sep. 67) Machine Gun Charger Bottle Empty													

FOR TRAINING PURPOSES ONLY

# FOR TRAIN

(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD

DA FORM 2408-14  
UNCORRECTED FAULT RECORD

NOMENCLATURE		2. MOD	3. SERIAL NUMBER		
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2404 or 2408-13) d	ENTRY APPROVED (Signature)	DATE (To DA Form 2406-2 or 2408-13) f
/	(2 Aug. 66) Doors Removed	Storage	2 Aug 66	8 Augg	
X	(2 Aug. 67) Fuel Gauge Inop	REQ 67-1572	3 Aug 67	9 Same	9 Aug 67
—	(3 Aug. 67) MW0-55-1680- 200-30/x M/c/W	REQ 67-1584	3 Aug 67	9 Same	
/	(5 Aug 67) Map Light Inop	REQ 67-1596	9 Aug 67	9 Same	

UNCORRECTED FAULT RECORD

## SELF EVALUATION EXERCISE

The date is 10 Sep 67:

Using the preceding forms 2408, 2408-12, 2408-13, and 2408-14 answer the following questions.

1. Is the helicopter flyable?

a. yes  
b. no

2. Is the day's date correct?

a. yes  
b. no

3. How much time on the helicopter prior to the first flight?  $975:30$

4. How much time on the helicopter prior to your flight?  $977:30$

5. How many hours to Intermediate Inspection?  $8-2 = 6$  h.

6. How much fuel was used on the 1st flight?  $40$

7. How many uncorrected write-ups are on the aircraft and its systems?  $4+3 = 7$

8. You have a rather bad afternoon, returning with three bullet holes in the tail boom, a rough running engine, and an inoperative airspeed indicator. Enter these write-ups on the 2408-13 on page 35. Remember, your name is John L. May.

Answers on page 40.

## PERFORMANCE OBJECTIVES

AI-80AS has 13, 11-80AS, 11-80AS, 80AS (Two Part Program)

Part I. Given data, and using only DA Form 2408, will correlate an Army AVIATOR'S RECORD, DA Form 2408-1, with DA Form 2408-12, 13, 14 and DA Form 2408-14, prescribed by TM 38-750.

Part II. Given data, and using DA Form 2408, the student will determine if an aircraft is not flyable, using DA Form 2408-12 and 2408-14 and conducting the 2408-14 post flight inspection as prescribed by TM 38-750.

## ANSWERS TO SELF EVALUATION EXERCISE I

DA FORM 2408-12 1 JAN 64

## ANSWERS TO SELF EVALUATION EXERCISE 2

1. a. yes
2. a. yes
3. 975:30 (Block 8 page 35)
4. 977:30 975:30 Time to date  
02:00 Smith's flight  
977:30
5. 06:00 983:30 3rd Inter due  
977:30 Time to date  
06:00 Time remaining
6. 40 gal (Block 11 page 35)
7. 7 (4 on the -13 page 35, and

status symbol	facts and/or remarks				
	flt. 1 OK R 8 ninth			action taken	signature
	flt. 3 3 bullet hole in tail boom engine runs rough at all R PMS. unusual indications, unoperational.				

L1850 Army-Ft. Sill, Okla.