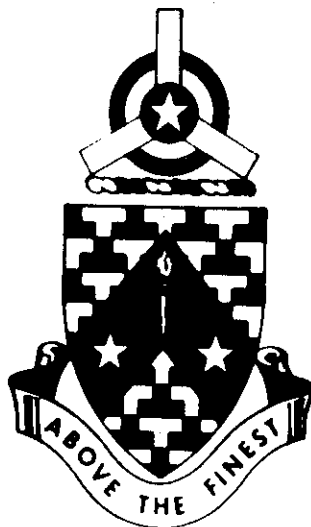


# **PROGRAMED TEXT**

**AIRCRAFT FORMS AND RECORDS**

**AM-28**



**OCTOBER 1968**

**UNITED STATES ARMY  
PRIMARY HELICOPTER SCHOOL  
FORT WOLTERS, TEXAS**

# PROGRAMED TEXT

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## PROGRAM TEXT

### FILE NO:

AM-28

### PROGRAM TITLE

AIRCRAFT FORMS AND RECORDS

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**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.

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### INSTRUCTOR REFERENCES:

TM 38-750 Chapter 4

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### PREPARED BY:

Systems Division

### DATE:

September 1967

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### REVISED BY:

CWO Greene

### DATE:

October 1968

---

### APPROVED BY:

*Donald J. Lewis*  
DONALD J. LEWIS

*for* LTC, SigC  
Chief, OCD

### DATE:

November 1968

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**PROGRAMED TEXT**

**FILE NO:** AM-28

**PROGRAM TITLE:**

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 aircraft, symbols will be recorded in red.)	FOR ARMY AIRCRAFT ONLY		
STATUS SYMBOLS	DUTY SYMBOLS	FLYING MISSIONS	FLIGHT CONDITIONS AND SYMBOLS
<p>"X" - Indicates a deficiency in the equipment that places it in an inoperable status.</p> <p>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.</p> <p>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.</p> <p>DIAGONAL "/" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.</p> <p>LAST NAME INITIAL IN BLACK, BLUE, BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.</p>	<p>P - First Pilot</p> <p>IP - Instructor Pilot</p> <p>CP - Copilot</p> <p>SP - Student Pilot</p> <p>O - Aircraft Observer</p> <p>TO - Technical Observer</p> <p>CE - Flight Engineer, Crew Chief, or Aircraft Mechanic</p> <p>M - Flight Surgeon</p> <p>MC - Corpsman</p> <p>F - Aerial Photographer</p>	<p>T - TRAINING - Missions flown for the purpose of training the crew.</p> <p>T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums.</p> <p>T-2 TACTICAL - Tactical flight training to meet recommended annual minimums.</p> <p>C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft.</p> <p>S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.</p>	<p>CONTACT (VFR) FLIGHT - No symbol required.</p> <p>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.</p> <p>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.</p> <p>NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.</p> <p>N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.</p>

*the reference for aircraft forms and records is TM 38-750*

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

FRAME 7

01:00

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

2

FRAME 2

1. DATE	2. MODEL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION
5 OCT 67	ON-23D	672999	USAPHS	FT. WOLTERS, TEX.
LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER			6. ENTER DUTY SYMBOL IN UPPER LEFT BOX 7. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX 8. ENTER HOURS FLOWN ONLINE THEREUNDER	
			9. MISSIONS TIME	
BOWLES E CPT 054321			TO	
KNOWLES R WOC 15795816			FROM LOCAL 14:30	
			MISSION SYMBOL T LANDINGS 20 01:00	
RANKIN J LT 05413276			TO CWO 16:30	
JACKSON R LT 06384296			TO SEP 15:45	
			FROM CWO 15:00	
			MISSION SYMBOL T LANDINGS 2 01:30	
RANKIN			TO	
JACKSON			TO LOCAL 20:00	
			FROM 18:30	
			MISSION SYMBOL T LANDINGS 25 01:30	
13. OTHER			SUBTOTAL (Enter on Reverse Side)	

DA FORM 2406-12 1 JAN 64

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

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



ANSWER:

1. DATE <b>8 NOV 67</b>	2. MODEL <b>OH-23D</b>	3. SERIAL NUMBER <b>582755</b>	4. ORGANIZATION <b>USAPHS</b>	5. STATION <b>FT. WOLTERS, TEX.</b>
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER			7. 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	
			T 8 9 10 11	
<b>YORK, K. CPT 04513985</b>			TO <b>OFS</b> <b>14 25</b>	
<b>BACCA, T WDC RA15798561</b>			TO <b>SEP</b> <b>14 10</b>	
			FROM <b>CWO</b> <b>13 25</b>	
			MISSION SYMBOL <b>T</b> LANDINGS <b>2</b> <b>01 00</b>	
			TO	
			TO	
			FROM	
			MISSION SYMBOL LANDINGS	
			TO	
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			FROM	
			MISSION SYMBOL LANDINGS	
13. OTHER			SUBTOTAL (Enter on Reverse Side)	

DA FORM 2400-12, 1 JAN 64

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

NOTE: Did you enter the day's date?



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	
CONTACT (VFR) FLIGHT - No symbol required.			P - First Pilot	
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.			IP - Instructor Pilot	
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.			CP - Copilot	
NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.			SP - Student Pilot	
N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.			O - Aircraft Observer	
			TO - Technical Observer	
			CE - Flight Engineer, Crew Chief, or Aircraft Mechanic	
			M - Flight Surgeon	
			MC - Corpsman	
			F - Aerial Photographer	

DA Form 2408

1. DATE	2. MODE	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION
NOV 67	04-23D	582755	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					12. FLIGHT DATA	
		T	8	9	10	11	MISSIONS	TIME
YORK, K CPT 04613985							TO	
BACCA, T WO1RA15798561							TO	
							FROM	16:30
							MISSION SYMBOL	15:30
							T	20 01:00
							FROM	
							MISSION SYMBOL	LANDINGS
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ANSWERS: Blocks 1, 2, 3, 4, and 5.

FRAME 4

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

1. DATE <b>AUG 67</b>		2. MODEL <b>OH-23 D</b>		3. SERIAL NUMBER <b>68280</b>		4. ORGANIZATION <b>USA PH S</b>		5. STATION <b>FT. WALTERS, TEX.</b>			
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						7. MISSIONS				8. TIME	
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ANSWER:

1. DATE <b>8 NOV 67</b>	2. MODEL <b>OH-23D</b>	3. SERIAL NUMBER <b>582755</b>	4. ORGANIZATION <b>USAPH5</b>	5. STATION <b>FT. WOLTERS, TEX.</b>
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER <b>YORK, K. CPT 04513985</b> <b>BACCA, T WDC RA15798561</b>			7. A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER	
			8. MISSIONS TO TO FROM <b>1000</b> MISSION SYMBOL <b>T</b> LANDINGS <b>20</b> TO TO FROM MISSION SYMBOL LANDINGS TO TO FROM MISSION SYMBOL LANDINGS SUBTOTAL (Enter on Reverse Side)	
			9. TIME 16:30 15:30 01:00	
FOR TRAINING PURPOSES ONLY				
13. OTHER				

DA FORM 2408-12 1 JAN 64

ARMY AVIATOR'S FLIGHT RECORD  
(TM 38-758)

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.

FRAME 5

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

[illegible]

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.

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

DA Form  
2408

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

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

1. DATE	2. MODEL	3. SERIAL NUMBER	4. ORGANIZATION	5. STATION
NOV 67	OH-230	571755	USAPHS	FT. WOLTERS, TEX
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER				7. FLIGHT DATA
SLADE, C. CPT 05316638				8. MISSIONS
PIXTON, C. LT 05717834				9. TIME
SLADE				10. LOCAL
PIXTON				11. 18:00
				12. 16:30
				13. 01:30
				14. 19:00
				15. 18:10
				16. 00:50
				17. SUBTOTAL (Enter on Reverse Side)

FOR TRAINING PURPOSES ONLY

ANSWER:

1. DATE 16 AUG 67		2. MODEL OH-23D		3. SERIAL NUMBER 68280		4. ORGANIZATION USAPHS		5. STATION FT. WOLTERS, TEX.	
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER GUNN, J MAJ 071450						7. A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER			
YOUR NAME & REQUIRED INFORMATION						12. FLIGHT DATA			
GUNN						MISSIONS			
YOUR LAST NAME						TIME			
FOR TRAINING PURPOSES ONLY						1ST FLIGHT			
						2ND FLIGHT			
						3RD FLIGHT			
13. OTHER						SUBTOTAL (Enter on Reverse Side)			

DA FORM 2408-12 1 JAN 64

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

NOTE: Did you complete block 1?

# FRAME 6

All flight time is rounded off to the nearest five minutes.

Use four digits to denote all times on the 2408-12.  
Example: 01:10 not 1:10.

Round off the following times and flight times:

a. Official sunset	1823 hrs	1825
b. Take-off at	1901 hrs	1900
c. Official sunrise	0658 hrs	700
d. Landed at	0912 hrs	910
e. Flying time	01:08	110
f. Flying time	01:22	120

AIRCRAFT TIME IS ALWAYS LOGGED TO THE NEAREST FIVE MINUTES!

TURN TO FRAME 7 PAGE 2



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			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. OTHER	
SLADE, C. CPT 05316638			14. MISSIONS TO FROM LOCAL MISSION SYMBOL T LANDINGS 20 TIME 18 00 16 30 01 30	
PIXTON, C. LT 05717834			15. SUBTOTAL (Enter on Reverse Side)	
SLADE,			16. OTHER	
PIXTON,			17. OTHER	
			18. OTHER	
			19. OTHER	
			20. OTHER	
			21. OTHER	
			22. OTHER	
			23. OTHER	
			24. OTHER	
			25. OTHER	
			26. OTHER	
			27. OTHER	
			28. OTHER	
			29. OTHER	
			30. OTHER	
			31. OTHER	
			32. OTHER	
			33. OTHER	
			34. OTHER	
			35. OTHER	
			36. OTHER	
			37. OTHER	
			38. OTHER	
			39. OTHER	
			40. OTHER	
			41. OTHER	
			42. OTHER	
			43. OTHER	
			44. OTHER	
			45. OTHER	
			46. OTHER	
			47. OTHER	
			48. OTHER	
			49. OTHER	
			50. OTHER	
			51. OTHER	
			52. OTHER	
			53. OTHER	
			54. OTHER	
			55. OTHER	
			56. OTHER	
			57. OTHER	
			58. OTHER	
			59. OTHER	
			60. OTHER	
			61. OTHER	
			62. OTHER	
			63. OTHER	
			64. OTHER	
			65. OTHER	
			66. OTHER	
			67. OTHER	
			68. OTHER	
			69. OTHER	
			70. OTHER	
			71. OTHER	
			72. OTHER	
			73. OTHER	
			74. OTHER	
			75. OTHER	
			76. OTHER	
			77. OTHER	
			78. OTHER	
			79. OTHER	
			80. OTHER	
			81. OTHER	
			82. OTHER	
			83. OTHER	
			84. OTHER	
			85. OTHER	
			86. OTHER	
			87. OTHER	
			88. OTHER	
			89. OTHER	
			90. OTHER	
			91. OTHER	
			92. OTHER	
			93. OTHER	
			94. OTHER	
			95. OTHER	
			96. OTHER	
			97. OTHER	
			98. OTHER	
			99. OTHER	
			100. OTHER	

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 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.

1. DATE 20 SEP 67	2. MODEL OH-23D	3. SERIAL NUMBER 572953	4. ORGANIZATION USAPHS	5. STATION FT. WOLTERS, TEX
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER Grant Jackson			7. 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			8. MISSIONS C. C. TR. TO ABI 21:00 GRW 19:30 FROM CWO 19:00	
9. SUB TOTAL			10. LANDING	

**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 2408-14 or 2408-13) d	ENTRY APPROVED (Signature)	DATE (To DA Form 2408-14 or 2408-13) 1
/	(2 Aug 66) Doors Removed	storage	2 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) NWO-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-751-262

UNCORRECTED FAULT RECORD  
(7-18-7-60)

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 <b>Sep 67</b>		2. MODEL <b>OH-23D</b>		3. SERIAL NO. <b>572755</b>		4. NAME OF CREW CHIEF/MECHANIC <b>G.Gibb</b>		5. STATION <b>Ft. Wolters, Tex</b>		6. PAGE NO. <b>1</b>		7. NO. OF PAGES <b>1</b>			
8. STATUS TODAY				9. AIRCRAFT TIME		10. NEXT INSPECTION DUE		11. OTHER							
AIRCRAFT		ELECTRONIC		ARMAMENT		OTHER		TIME TO DATE		ENTER NO.		TIME			
1		4						765:15		3		775:20			
2		5						TIME TODAY		P.E. NO.		8 200:20			
3		6						TOTAL TIME		OTHER					
12. FUEL (Gals or Lbs)				13. OIL (Quarts)				14. OXYGEN (PSI)		15. ANTIFREEZING FLUID (Gals)		16. SERVICED			
SERV. NO.		GRADE		ADDED		TOTAL IN TANKS		GRADE		ADDED NO. 1 ENG		TOTAL IN TANKS			
1		80/1		46		Type II		8							
2															
3															
4															
5															
6															
7															
TOTAL															
17. FAULTS AND/OR REMARKS				18. ACTION TAKEN				19. SIGNATURE							
* Daily Inspection				J. Gibb				Comp. 5 Sep 67				J. Gibb			
Clock Inoperative				J. Gibb											

DA FORM 2408-13, 1 JAN 64

(7M 38-50) 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

1. NOMENCLATURE		2. MOD.	3. SERIAL NUMBER		
HELICOPTER		OH-23D	592751		
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2404 or 2408-13) d	ENTRY APPROVED (Signature) e	DATE (To DA Form 2408-13 or 2408-14) f
/	(7 May 67) Radio Mount Worn	NIS 67-5896	7 May 67	Q Wells	
/	(5 Jun 67) Compass Light Inop	NIS 67-6842	7 Jun 67	Q Wells	
	(3 Aug 67) Map Light Broken	REQ 68-1194	5 Aug 67	Q Wells	
EXAMPLE					

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.

1. NOMENCLATURE		2. MOD.	3. SERIAL NUMBER		
HELICOPTER		OH-23D	592773		
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2404 or 2408-13) d	ENTRY APPROVED (Signature) e	DATE (To DA Form 2408-13 or 2408-14) f
/	(2 Apr 67) Doors Removed	Storage	2 Apr 67	Q Wells	
/	(5 Aug 67) MWO-55-1680- 200-20/1N/C/W	Awaiting Kit			
		REQ 67-1572	7 Aug 67	Q Wells	

From the 2408-14 example above answer the following:

- The write-up, doors removed, was entered on the 2408-13 on \_\_\_\_\_ (date) and transcribed to the 2408-14 on \_\_\_\_\_.
- The MWO-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 Sep 67		2. MODEL OH-23D		3. SERIAL NO. 572755		4. NAME OF CREW CHIEF/MECHANIC G. Hill		5. STATION Ft. Walters, Tex		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.		TIME TO DATE	
1		4						765:15		3		775:20	
2		5						TIME TODAY		P.E. NO.		800:20	
3		6						TOTAL TIME		OTHER			
12. FUEL (Gals or Lbs)				13. OIL (Quarts)				14. OXYGEN (PSI)		15. ANTICLING FLUID (Gals)		16. SERVICED	
SERV. NO.		GRADE		ADDED		TOTAL IN TANKS		GRADE		ADDED NO. 1 ENG		TOTAL IN TANKS	
1		80/87		46		Type II		8					
2													
3													
4													
5													
6													
7													
TOTAL													
17. STATUS		18. FAULTS AND/OR REMARKS						19. ACTION TAKEN				20. SIGNATURE	
X		Daily Inspection (2 Sep 67) RPM High in Autocotation						Comp 5 Sep 67				G. Hill	

DA FORM 2408-13, 1 JAN 64

(TM 38-750) 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

1. NOMENCLATURE		2. MOD.	3. SERIAL NUMBER		
Helicopter		OH 23D	59 2789		
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2408 or 2408-13) d	ENTRY APPROVED (Signature) e	DATE (To DA Form 2408-13 or 2408-13) f
/	(3 Dec 66) Wheel Removed	Storage	3 Dec 66	J. Jones	
6	(7 Jan 67) Cyclic F/W Link Worn	NIS-67-9042	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.

1. NOMENCLATURE		2. MOD.	3. SERIAL NUMBER		
Helicopter		OH-23D	292788		
STATUS SYMBOL	FAULT	REASON FOR DELAY	DATE (From DA Form 2408 or 2408-13) d	ENTRY APPROVED (Signature) e	DATE (To DA Form 2408-13 or 2408-13) f
R	(8 Feb. 67) MW0-55-1680	NIS 67-5896	8 Feb. 67	J. Jones	2 Aug 67
/	200-30/1 N/C/W	Awaiting Kit			
/	(8 Mar. 67) Fuel Gauge Inop.	NIS 67-6842	8 Mar 67	J. Jones	
R	(2 Apr. 67) Map Light Inop.	NIS 67-6982	2 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

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TURN TO FRAME 19 PAGE 22

ANSWER:

→

1. DATE <b>1 SEP 67</b>		2. MODEL <b>OH-23D</b>		3. SERIAL NO. <b>5727</b>		4. NAME	
5. STATUS TODAY							
AIRCRAFT		ELECTRONIC		ARMAMENT		OTHER	
1	4					TIME TO DATE	
2	5					TIME TODAY	
3	6					TOTAL TIME	
6. FUEL (Gals or Lbs)				7. ADDITIONAL			
SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADD. WT		
1	80/87		46				
2							
3							
4							
5							
6							
7							
TOTAL							
8. STATUS							

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 initialed 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 Sep. 67		2. MODEL OH-23D		3. SI	
4. STATUS TODAY					
AIRCRAFT		ELECT- RONIC	ARMA- MENT	OTHER	
1	-	⊗			
2	⊗				
3	X				
5. FUEL (Gals or Lbs)			6. OIL (Quarts)		
SERV- ICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED NO. 1 ENG
1	80/87		46	Type I	8
2					
3					
4					
5					
6					
7					
TOTAL					
17. FAULTS AND/OR REMARKS					
* Daily Inspection ⊗ (5 Sep. 67) Landing Light Inop. Day Light Only. * Vibration Damper Removed J. Jones * Clock Inop. J. Jones					

DA Form 2408

Block 7

Block 17

FOR ALL EQUIPMENT (For aircraft, symbols will be recorded in red.)
STATUS SYMBOLS
"X" - Indicates a deficiency in the equip- ment that places it in an inoperable status.
CIRCLED "⊗" - Indicates a deficiency, however, the equipment may be operat- ed under specific limitations as direct- ed 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 effi- ciency or to make the item completely serviceable.
LAST NAME INITIAL IN BLACK, BLUE, BLACK INK, OR PENCIL - Indicates that a completely satisfactory condi- tion 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 <b>Sep 67</b>		2. MODEL <b>OH-23 D</b>	
3. STATUS TODAY			
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER
1. <b>X</b>	4.		
2. <b>X</b>	5.		
3. <b>X</b>	6.		
11. FUEL (Gals or Lbs)		12. OIL	
SERV. NO.	GRADE	ADDED	TOTAL IN TANKS
1	<b>80%</b>		<b>46 Type II</b>
2			
3			
4			
5			
6			
7			
TOTAL			
13. FAULTS AND/OR REMARKS			
<b>FOR TRAINING</b>			
<b>Daily Inspection</b>			
<b>(3 Sep 67) 1 to 1 Vertical</b>			
<b>(5 Sep 67) Landing Light Inop.</b>			
<b>(5 Sep 67) Vibration Damper Cracked</b>			

Blocks 7 and 16 on the 2408-13 will contain one or more of four RED symbols.

1. X
2. **X**
3. -
4. /

When no faults exist, the first initial of the crewchiefs/mechanics last name will be entered in black: i.e., "G".

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
<p>"X" - Indicates a deficiency in the equipment that places it in an inoperable status.</p> <p>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.</p> <p>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 MWC has not been accomplished.</p> <p>DIAGONAL "/" - Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.</p> <p>LAST NAME INITIAL IN BLACK, BLUE, BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.</p>	<p>P - First Pilot</p> <p>IP - Instructor Pilot</p> <p>CP - Copilot</p> <p>SP - Student Pilot</p> <p>O - Aircraft Observer</p> <p>TO - Technical Observer</p> <p>CE - Flight Engineer, Crew Chief, or Aircraft Mechanic</p> <p>M - Flight Surgeon</p> <p>MC - Corpman</p> <p>F - Aerial Photographer</p>	<p>T - TRAINING - Missions flown for the purpose of training the crew.</p> <p>T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums.</p> <p>T-2 TACTICAL - Tactical flight training to meet recommended annual minimums.</p> <p>C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft.</p> <p>S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.</p>	<p>CONTACT (VFR) FLIGHT - No symbol required.</p> <p>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.</p> <p>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.</p> <p>NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.</p> <p>N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.</p>

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

- a. Status symbols
- b. Duty symbols
- c. Flying missions
- d. 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-230		3. SERIAL NO. 572755		4. NAME OF CREW CHIEF/MECHANIC G. G. 166		5. STATION FT. WOLTERS, TEX.		6. PAGE NO. 1		6A. NO. OF PAGE 1			
7. STATUS TODAY				8. AIRCRAFT TIME		9. NEXT INSPECTION DUE		10. OTHER							
AIRCRAFT		ELECTRONIC		ARMAMENT		OTHER		TIME TO DATE		ENTER NO.		TIME			
1. 4				X				765:15		3		775:20			
2. 5								TIME TODAY		P.E. NO.		800:20			
3. 6								TOTAL TIME		OTHER					
11. FUEL (Gals or Lbs)				12. OIL (Quarts)				13. OXYGEN (PSI)		14. ANTI-ICING FLUID (Gals)		15. SERVICED			
SERV. NO.		GRADE		ADDED		TOTAL IN TANKS		GRADE		ADDED NO. 1 ENG		TOTAL IN TANKS			
1. 80/67						46		Type B				8			
2.															
3.															
4.															
5.															
6.															
7.															
TOTAL															
16. FAULTS AND/OR REMARKS				17. ACTION TAKEN				18. SIGNATURE							
X Daily Inspection				G. G. 166				Comp. 6 SEP 67				G. G. 166			
X (1 Sep. 67) Rotor RPM High in Autorotation															
X Machine Gun Charger Bottles Empty 99mm															

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.

DATE		MODEL																																																																													
Sep 67		OH-23D																																																																													
STATUS TODAY																																																																															
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER																																																																												
1 - 4																																																																															
2 - 5																																																																															
3 - 6																																																																															
<div style="display: flex; justify-content: space-between;"> <div> <p>11. FUEL (Gals or Lbs)</p> <table border="1"> <thead> <tr> <th>SERVICE NO.</th> <th>GRADE</th> <th>ADDED</th> <th>TOTAL IN TANKS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>80/87</td> <td></td> <td>46 Type II</td> </tr> <tr> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> <td></td> </tr> <tr> <td>7</td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> </div> <div> <p>12. OIL (G)</p> <table border="1"> <thead> <tr> <th>GRADE</th> <th>ADDED NO. 1 ENG</th> <th>TOTAL IN TANKS</th> <th>AN</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>8</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> </div> </div>				SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS	1	80/87		46 Type II	2				3				4				5				6				7				TOTAL				GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	AN			8																																	
SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS																																																																												
1	80/87		46 Type II																																																																												
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GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	AN																																																																												
		8																																																																													
16. STATUS																																																																															
<div style="display: flex; justify-content: space-between;"> <div> <p>17. FAULTS AND/OR REMARKS</p> <p>Daily Inspection</p> <p>(3 Sep 67) 1 to 1 Vertical</p> <p>(5 Sep 67) Landing Light Inop</p> <p>(6 Sep 67) V.b. Damper Cracked</p> </div> <div> <p>18. LAST NAME INITIAL</p> <p>B. B. B.</p> </div> </div>																																																																															

DA FORM 2408

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 MTO 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.

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

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

with the exception of last name initial

ANSWER: a. yes

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

FRAME 21

1. DATE 5 Sep 67		2. MODEL OH-23D		3. SERIAL NO. 572755		4. NAME OF CREW CHIEF/MECHANIC G. Gibb		5. STATION FT WOLTERS, TEX		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																	
1. 4				TIME TO DATE 765 : 15		ENTER NO. 3		775 : 20																	
2. 5				TIME TODAY 02 : 00		P.E. NO. 8		800 : 20																	
3. 6				TOTAL TIME 767 : 15		OTHER																			
12. FUEL (Gals or Lbs)				13. OIL (Quarts)				14. OXYGEN (PSI)		15. ANTI-ICING FLUID (Gals)		16. SERVICED													
SERV. 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														S. Gibb		Ft. Wolters, Tex.	
2		80/87		14		46		Type II		8												M. Poe		" " "	
3		80/87		16		46		Type II		1		8										J. Thornton		" " "	
4																									
5																									
6																									
7																									
TOTAL																									
17. STATUS		18. FAULTS AND/OR REMARKS										19. ACTION TAKEN		20. SIGNATURE											
Daily Inspection		S. Gibb										Comp. 5 Sep 67		S. Gibb											
(4 Sep 67) Eng Oil Sample		Overdue																							
FLT 1 OK		J. Smith																							
FLT 2 OK		J. Smith																							

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 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:

[illegible]

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  
Intermediate (INTER)  
Periodic (PE)

Prior to first flight of the day  
Every 25 flying hours  
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	1	2	3
			100				200				300				400 hrs

1. DATE <b>Sep 67</b>		2. MODEL <b>OH-23D</b>		3. SERIAL NO. <b>572755</b>		4. NAME OF CREW CHIEF/MECHANIC <b>G. Dill</b>		5. STATION <b>Ft. Walters, Tex</b>		6. PAGE NO. <b>1</b>		7. NO. OF PAGES <b>1</b>																																									
8. STATUS TODAY				9. AIRCRAFT TIME		10. NEXT INSPECTION DUE		11. OTHER																																													
<table border="1"> <tr> <th>AIRCRAFT</th> <th>ELECTRONIC</th> <th>ARMAMENT</th> <th>OTHER</th> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> <td></td> </tr> </table>				AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	1				2				3				<table border="1"> <tr> <th>TIME TO DATE</th> <th>INTER NO.</th> </tr> <tr> <td><b>767:15</b></td> <td><b>3</b></td> </tr> <tr> <th>TIME TODAY</th> <th>P.E. NO.</th> </tr> <tr> <td></td> <td><b>8</b></td> </tr> <tr> <th>TOTAL TIME</th> <th>OTHER</th> </tr> <tr> <td></td> <td></td> </tr> </table>		TIME TO DATE	INTER NO.	<b>767:15</b>	<b>3</b>	TIME TODAY	P.E. NO.		<b>8</b>	TOTAL TIME	OTHER			<table border="1"> <tr> <th>TIME TO DATE</th> <th>INTER NO.</th> </tr> <tr> <td><b>115:20</b></td> <td></td> </tr> <tr> <th>TIME TODAY</th> <th>P.E. NO.</th> </tr> <tr> <td></td> <td><b>800:20</b></td> </tr> <tr> <th>TOTAL TIME</th> <th>OTHER</th> </tr> <tr> <td></td> <td></td> </tr> </table>		TIME TO DATE	INTER NO.	<b>115:20</b>		TIME TODAY	P.E. NO.		<b>800:20</b>	TOTAL TIME	OTHER								
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SERV. 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	<b>80/81</b>		<b>46</b>	<b>Type II</b>		<b>8</b>						<b>G. Dill</b>	<b>Ft. Walters, Tex</b>																																								
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7																																																					
TOTAL																																																					
17. FAULTS AND/OR REMARKS				18. ACTION TAKEN				19. SIGNATURE																																													
<b>Daily Inspection</b> <b>(2 Sep 67) FM Radio Inop.</b>				<b>Comp. 5 Sep. 67</b>				<b>G. Dill</b>																																													

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
	(5 Sep 67) Maplight Inop	
	FLT 1 OK J Adams	
	FLT 2 1 to 1 vertical vibration	
	at 40 KTS R Smith	
	FLT 3 CLOCK INOP	
	STIFF CYCLIC	
	BINDING TAIL ROTOR	
	PEDALS J Jones	

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. G. Ibb		5. STATION Ft. Walters, Tex.		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.		TIME	
1		4						767:15		3		775:20	
2		5						02:15		8		800:20	
3		6						TOTAL TIME		OTHER			
								969:30					
12. FUEL (Gals or Lbs)				13. OIL (Quarts)				14. OXYGEN (PSI)		15. ANTI-ICING FLUID (Gals)		16. SERVICED	
SERV. NO.		GRADE		ADDED		TOTAL IN TANKS		GRADE		ADDED NO. 1 ENG		TOTAL IN TANKS	
1		30/87		46		Type II		8					
2		30/87		22		46		Type II		8			
3		30/87		19		46		Type II		1		8	
4													
5													
6													
7													
TOTAL				41				1					
17. FAULTS AND/OR REMARKS				18. ACTION TAKEN				19. SIGNATURE					
Daily Inspection				Comp. 5 Sep 67				D. Ibb					
(6 Sept 67) Compass light Inop.													
FLT 1 OK R. Mount													
FLT 2 OK W. Dubois													

FOR TRAINING PURPOSES ONLY

DA FORM 2408-13, 1 JAN 64

(TM 38-50) 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
⊗	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		
✗	Vibration Damper Removed	Replaced (Inspected O.K.)	M. Smith (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
⊗	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		
✗	Vibration Damper Removed	Replaced & Inspected	H. Davis

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

- 
- 
- 

TURN TO FRAME 16 PAGE 16

ANSWERS: 22 gal  
41 gal  
1; 02:15

---

### SELF EVALUATION EXERCISE II

Your name is John L. May. You have been assigned a mission flying helicopter ~~50208~~. 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.

COPIES ONLY

# 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.)	FOR ARMY AIRCRAFT ONLY		
STATUS SYMBOLS	DUTY SYMBOLS	FLYING MISSIONS	FLIGHT CONDITIONS AND SYMBOLS
<p>"X" - Indicates a deficiency in the equipment that places it in an inoperable status.</p>	<p>P - First Pilot IP - Instructor Pilot CP - Copilot</p>	<p>T - TRAINING - Missions flown for the purpose of training the crew.</p>	<p>CONTACT (VFR) FLIGHT - No symbol required.</p>
<p>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.</p>	<p>SP - Student Pilot O - Aircraft Observer TO - Technical Observer</p>	<p>T-1 FUNDAMENTALS - Review of fundamentals to meet recommended annual minimums. T-2 TACTICAL - Tactical flight training to meet recommended annual minimums.</p>	<p>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.</p>
<p>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.</p>	<p>CE - Flight Engineer, Crew Chief, or Aircraft Mechanic M - Flight Surgeon MC - Corpsman</p>	<p>C - COMBAT - Missions flown against the enemy within the range of his counter measures, such as ground fire and fighter aircraft.</p>	<p>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.</p>
<p>DIAGONAL "/" - Indicates a materiel defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.</p>	<p>F - Aerial Photographer</p>	<p>S - SERVICE - Missions with purposes other than training or combat, such as administrative or courier service.</p>	<p>NW - NIGHT WEATHER INSTRUMENT FLIGHT (IFR) - Instrument weather flight conducted at night.</p>
<p>LAST NAME INITIAL IN BLACK, BLUE, BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.</p>			<p>N - NIGHT FLIGHT - Flight conducted between the hours of sunset and sunrise.</p>

DA FORM 2408-12  
ARMY AVIATOR'S FLIGHT RECORD

1. DATE <b>10 SEP 67</b>	2. MODEL <b>OH-23D</b>	3. SERIAL NUMBER <b>508208</b>	4. ORGANIZATION <b>AIR CAV TRP 13AGR</b>		5. STATION <b>APD SF 96666</b>	
6. LAST NAME - FIRST INITIAL - GRADE - SERVICE NUMBER  <b>SMITH, R LT 0635938</b>			A. ENTER DUTY SYMBOL IN UPPER LEFT BOX B. ENTER FLIGHT SYMBOL IN UPPER RIGHT BOX C. ENTER HOURS FLOWN ON LINE THEREUNDER		12. FLIGHT DATA	
			7		MISSIONS	
			8		TIME	
			9		TO	
			10		FROM	
			11		MISSION SYMBOL	
					LANDINGS	
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					MISSION SYMBOL	

1. DATE 10 Sep 67		2. MODEL OH-23 D		3. SERIAL NO. 508208		4. NAME OF CREW CHIEF/MECHANIC R. Ramsey		5. STATION APO SF 9666		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		ENTER NO.					
1 4				X				915:30		3 983:30					
2 5								TIME TODAY		P.E. NO.					
3 6								TAL TIME		OTHER					
12. FUEL (Gals or Lbs)				13. OIL (Quarts)				14. OXYGEN (PSI)		15. ANTIFREEZE FLUID (Gals)		16. SERVICED			
SERVICE NO.		GRADE		ADDED		TOTAL IN TANKS		GRADE		ADDED NO. 1 ENG		TOTAL IN TANKS			
1		46		Type II		8									
2		46		Type II		2 8									
3															
4															
5															
6															
7															
TOTAL															
17. FAULTS AND/OR REMARKS				18. ACTION TAKEN				19. SIGNATURE							
Daily Inspection				Comp. 9 Sep 67				R. Ramsey							
(9 Sep 67) Clock Inoperative															
(9 Sep 67) VHF Radio Inop.															
(9 Sep 67) Rt. Nav. Light Inop.															
(9 Sep 67) Machine Gun Changer Bottle Empty															
DA FORM 2408-13, 1 JAN 64												(TM 38-750) AIRCRAFT INSPECTION AND MAINTENANCE RECORD			
20. STATUS SYMBOL				21. FAULTS AND/OR REMARKS				22. ACTION TAKEN				23. SIGNATURE			
FLT 1 OK				Q. Smith											



DA FORM 2408-14  
UNCORRECTED FAULT RECORD

1. NOMENCLATURE		2. MODE	3. SERIAL NUMBER		
HELICOPTER		OH-23 D	508208		
STATUS SYMBOL a	FAULT b	REASON FOR DELAY c	DATE (From DA Form 2404 or 2408-13) d	ENTRY APPROVED (Signature) e	DATE (To DA Form 2408-13 or 2408-13) f
/	(2 Aug. 66) Doors Removed	Storage	2 Aug 66	J Shagg	
X	(2 Aug. 67) Fuel Gauge Inop	REQ 67-1572	3 Aug 67	J Lane	9 Aug 67
—	(3 Aug 67) MWO-55-1680- 200-301x M/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-721-MJ

UNCORRECTED FAULT RECORD  
(TM 18-560)

## 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

Step 67:

(Two Part Program)  
Following forms 2408, 2408-12, 2408-13, and 2408-14  
wing questions.

Part I. Given data, and using only DA Form 2408, the  
will complete an Aviator's Record, DA Form 2408-12  
scribed by TM 38-750.

Part II. Given data, and using DA Form 2408, the  
determine if an aircraft is flyable as if  
of DA Form 2408 and complete the  
post flight report as prescribed by TM 38-750.

me on the helicopter prior to the first flight?

me on the helicopter prior to your flight?

ors to Intermediate Inspection?

el was used on the last flight?

corrected write-ups are on the aircraft and its

rather had afternoon, returning with three bullet  
e call boom, a rough running engine, and an  
airspeed indicator. Enter these write-ups on the  
page 35. Remember, your name is John L. May.

# ANSWERS TO SELF EVALUATION EXERCISE I

1. DATE <b>20 SEP 67</b>	2. MODEL <b>OH-23D</b>	3. SERIAL NUMBER <b>572453</b>	4. ORGANIZATION <b>USAPHS</b>	5. STATION <b>FT. WOLTERS, TEX</b>
11. 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
				14. TIME
GRANT, R CPT 05916638				TO AB1 21 00
JACKSON, T LT 05537648				TO GRM 19 30
				FROM CWO 19 00
				MISSION SYMBOL T LANDINGS 2 02 00
GRANT				TO CWO 23 15
JACKSON				FROM AB1 21 30
				MISSION SYMBOL T LANDINGS 1 01 45
				TO
				FROM
				MISSION SYMBOL LANDINGS
15. OTHER				SUBTOTAL (Enter on Reverse Side)

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 3 on -14 page 36)

status by hand	facts and/or remarks	action taken	signature
	flt. 1 OK R. Smith		
	flt. 2 3 bullet hole in tail boom		
	engine runs rough at all R.P.M.'s.		
	airspeed indicator inoperative		
	J. May		

L1850 Army-Ft. Sill, Okla.