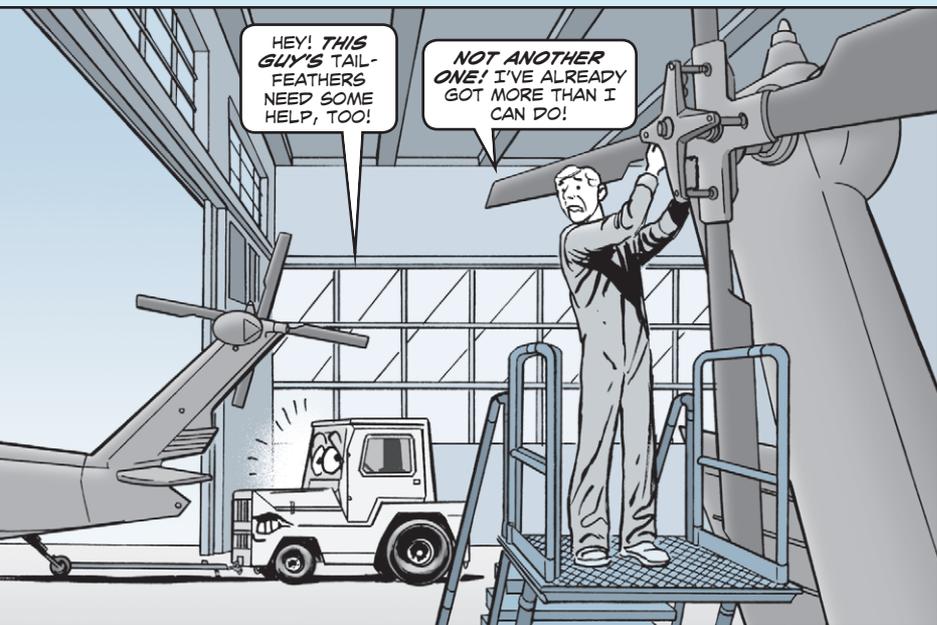
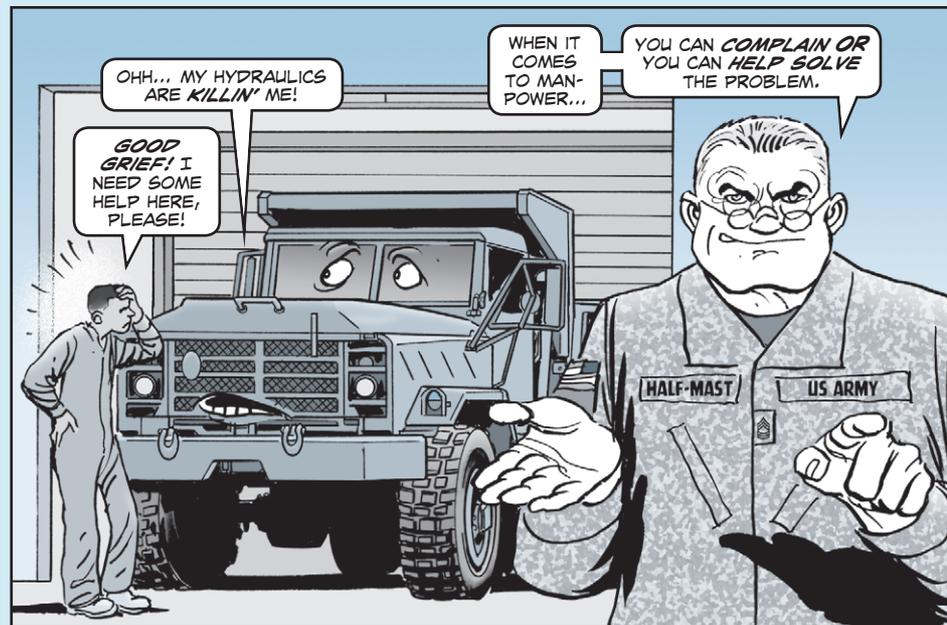


OVERWORKED?



RELIEF IS UP TO YOU!



Commanders, do you think your mechanics are overworked? If so, relief is up to you.

The Army determines maintenance manpower requirements for aviation and ground systems based on the maintenance man-hours reported in ULLS and SAMS STAMIS. The number of mechanics units will have in the future is dependent upon the accuracy of their reports.

Mechanics, getting some extra hands begins with you. Whenever you complete a maintenance action, take the time to enter the correct maintenance man-hours on your maintenance form. Ground system mechanics turn their maintenance forms into their TAMMS clerk who records the man-hours in the STAMIS computer. Aviation mechanics enter their man-hours into their maintenance laptops.

When the Army can't get good man-hour data, it must contract out special manpower studies such as on the Stryker and Army aircraft. Millions of dollars are spent to obtain accurate man-hour data. How big is the problem? Less than 15 percent of Army units submit accurate maintenance man-hours.

The Army is making efforts to change critical STAMIS reporting fields to improve maintenance man-hour reporting. But the action that will do the most toward getting accurate numbers of mechanics still resides at the unit level.

Company commanders and maintenance supervisors need to emphasize accurate man-hour reporting. The number of mechanics authorized on unit MTOEs can be changed once accurate man-hours begin to show up on maintenance reports.

By not accurately reporting maintenance man-hours, mechanics, maintenance supervisors and commanders miss their best shot at getting needed mechanics within their organizations.

