

Paperwork

ARE YOU IN THE DARK ABOUT MAINTENANCE MANAGEMENT AND FORMS?

THE INFO FROM DA PAM 738-751 WILL SHED SOME LIGHT.



The word “paperwork” can bring up all sorts of dreadful feelings because it calls to mind mounds of complicated forms.

When you buy, sell or repair a big ticket item like a car or a home, it’s your responsibility to fill out the paperwork.

So why should aircraft maintenance and repairs be any different? Paperwork is inevitable there, too. If maintenance records are left undone or not filled out correctly, fleets of helicopters could be grounded. That’s not good.

When it comes to learning how to maintain a paper trail on your bird, DA Pam 738-751 is your best friend. It tells you how to fill out any kind of maintenance record before you turn any piece of equipment in to AVIM or the depot shop.

DA Pam 738-751 is the bible on DA forms and records. If you need to place a blue, yellow or green tag on your equipment for testing, serviceability or unserviceability, always consult 738-751 first for instructions and save yourself some headaches.

Incomplete forms and tags cause maintenance delays. Sometimes your equipment gets returned to the unit because of incomplete paperwork.

SO FILL OUT EVERYTHING COMPLETELY...

...BEFORE YOU TURN IN EQUIPMENT.

