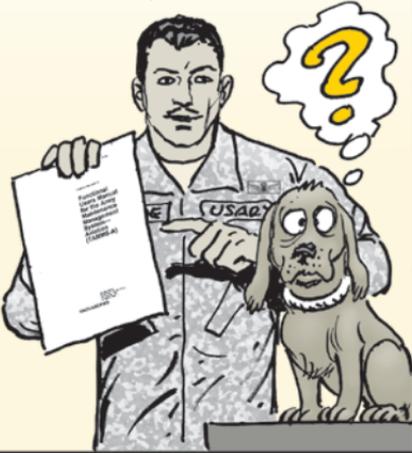


# MAINTAINING MAINTENANCE RECORDS

MECHANICS, WE'D LIKE TO INTRODUCE YOU TO THE NEW MAN'S BEST FRIEND!



# APROOOOOOOOOOO

OK!  
OK!

IT'S MAN'S SECOND BEST FRIEND!



**M**echanics, DA Pam 738-751, *Functional Users Manual for the Army Maintenance Management System (TAMMS-A)* should rank up there with a man's best friend when it comes to learning how to fill out aviation paperwork.

Sometimes, that is not the case because DA Form 2410, *Component Removal and Repair/Overhaul Record* is being filled out partially or not at all when a TB 1-1500-341-01 tracked component is removed.

No matter what else you do after a component is removed, you must record all maintenance information on the 2410 detailing what was done before you send it off to support. Now that the 2410 is online, it's important to make sure every tracked component is accurately updated on the maintenance consolidated database system (MCDS) before you step foot out of the hangar and head off to support for equipment turn-in and repair. Remember, the 2410 feeds the MCDS database.

Knowing what components are tracked is important. Not knowing is bad for you and your aircraft.

Some parts are tracked by time while others are tracked by flight hours. Failure to document any tracked component, part or circuit card when it's removed from an aircraft could lead to over-flying them by time or flight hours. If there is incomplete or partial 2410 tracking, that leads to needless and premature replacement of parts and components. You could also face extended aircraft on ground (AOG) time, and waste lots of money changing out good parts that have not reached their limits.

Flying an aircraft with expired components or parts puts you and your aircraft in harm's way. So eyeball that 2410 and make sure you annotate every maintenance detail so a complete history can be maintained on tracked items.