

DON'T Transfer Aircraft the **WRONG** Way...



THERE'S A **RIGHT WAY** AND A **WRONG WAY** TO TRANSFER AN AIRCRAFT FROM ONE UNIT TO ANOTHER.

THE **RIGHT WAY** IS WITH COMPLETE AND CORRECT DOCUMENTATION.

THE **WRONG WAY** IS WITH MISSING OR INCOMPLETE DOCUMENTATION OR DOCUMENTATION THAT HAS ERRORS. HERE'S THE GIST OF THE SITUATION...

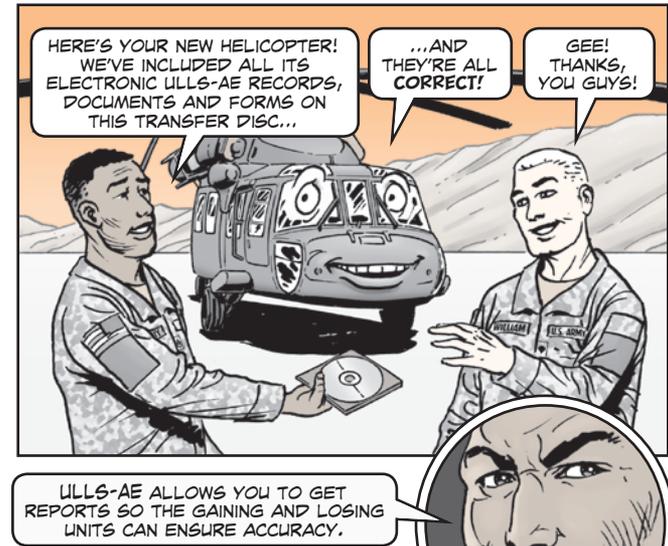


During an aircraft transfer from Unit A (the losing unit) to Unit B (the gaining unit), Unit A gets in a hurry and doesn't give historical records and documents the proper attention they need. Unit B may be overwhelmed with a new mission and all the details involved with that process. They don't usually discover the situation with the aircraft records until **after** the transfer takes place.

When Unit B finally examines the aircraft, they discover that its historical data is either missing or the forms were not filled out correctly. There may be problems with the DA Form 2408-16, *Aircraft Component Historical Record*; DA Form 2408-16-1, *Historical Recorder Component Module Record*; DA Form 2408-16-2, *Auxiliary Power Unit and Component Record*; DA Form 2408-17, *Aircraft Inventory Record*; and incorrect inspection data on the DA Form 2408-18, *Equipment Inspection List*.

The process that Unit B has to go through to correct errors in historical records and paperwork means a lot of work. It sometimes means contacting the AMCOM 2410 Hotline to fix the problems.

...When You Can Do it the **RIGHT** Way!



In a worse case scenario, Unit B may have to administratively ground the aircraft to research parts lacking historical data. That can affect their mission support capabilities and readiness.

It's very important when preparing an aircraft for transfer that you make sure both units are on the same ULLS-AE software version and all of the aircraft historical and legitimate code file (LCF) data in ULLS-A are up-to-snuff. Just imagine how you'd feel if you were the receiving unit.

Make a note that Change 67 to ULLS-AE included new LCF scrubber scripts to assist the gaining and losing units in identifying parts and inspections that may have been entered incorrectly. Gaining units should request a copy of the report to ensure the losing unit has made the corrections.

If you do need 2410 Hotline assistance, call DSN 897-2410, (256) 313-2410 or toll free (877) 511-8139. Leave your name, UIC and a complete phone number. You can also send an email to: usarmy.redstone.usamc.mbx.immc-data2410@mail.mil

