Figure 3–9. Example of a completed DA Form 2397–7, Part VIII, Maintenance and Materiel Data
3–10. DA Form 2397–7, Part VIII, Maintenance and Materiel Data

DA Form 2397–7 (see fig 3–9) will be completed for each technical report, as applicable, when any of the following had a role (definite or suspected) as to the cause of the accident.

a. An act of omission or commission at any maintenance level (to include manufacturing defects). State the specifics in block 6, “Remarks.”

b. The failure or malfunction of any system, major component, or part. A separate DA Form 2397–7 will be completed for each major component or part that failed or malfunctioned and contributed to the accident, or anytime an analysis is to be performed or requested on a part.

c. Only DA Form 2397–7 pertaining to components or parts that contributed to the accident, or anytime an analysis is to be performed or requested on a part.

d. When analysis of components/parts shows that there was no contribution to the accident, DA Form 2397–7 pertaining to these items will be retained as work copy documents, but will not be included in the completed Technical Report of U.S. Army Aircraft Accident.

e. If explanatory remarks are required, use block 6 and letter-size paper for continuation sheets.

a. Also see paragraph 3–10.

b. Complete instructions as follows:

(1) Block 1. Applies to the aircraft and not the component or part that failed. Enter data from aircraft records. If additional DA Forms 2397–7 are needed for multiple failed parts from the same aircraft, it is not necessary to duplicate this information.

(a) Block 1a. Enter the total time on the airframe until the time of the accident. Obtain data from DA Form 2408–13, Status Information.

(b) Block 1. Obtain data from DA Form 2408–15 (Historical Record for Aircraft).

(c) Block 1. Enter the date of the last phase inspection. Obtain data from DA Form 2408–15.

(d) Block 1. Enter the hours flown since the last phase inspection.

(e) Block 1. Enter the 6-digit UIC for the organization that performed the last phase inspection.

(2) Block 2. This block shows the causative role of materiel, maintenance, design, and manufacture as they pertain to the major component/part reported in block 3 of this form.

(a) Block 2a. Check the appropriate box to show whether or not materiel failure/malfunction of the component/part in block 3 had a causative role in the accident.

(b) Block 2b. Check the appropriate box to show whether or not a maintenance act of omission or commission had a causative role in the accident.

(c) Block 2c. Check the appropriate box to show whether or not design had a causative role in the accident. Design is a factor when the component/part failed to perform its specified function because of design inadequacies.

(d) Block 2d. Check the appropriate box to show whether or not manufacture had a causative role in the accident. Manufacture is a factor when the component/part was not manufactured to meet proper design specifications.

Note. If maintenance was checked as a cause factor in block 2, explain in block 6 or continuation sheet. Provide the TM or other directive requirement for the maintenance and how the error was committed or the omission of a requirement(s) related to the major component/part shown in block 3. Complete a DA Form 2397–8 for person(s) committing the error.

(3) Block 3. Fill out major component and part columns in complete detail for each item of materiel whose failure or malfunction contributed or is suspected of contributing to the cause of the accident. Blocks a through k applies to the component or part, not the aircraft.

(a) Blocks 3a and b. Obtain from appropriate parts manual. When the major component is an engine, transmission, or gearbox and the aircraft is equipped with more than one like item, identify which major component is listed. For example, No. 1 engine, forward transmission, 42-degree gearbox.

(b) Block 3c. The PN should be taken from the part or component if possible. The TM will be used as a source for the PN only if it cannot be determined from the part.

(c) Blocks 3d and e. Obtain from appropriate TM.

(d) Block 3f. Enter the serial number from the item of materiel. If the number differs from that contained in the DA Form 2408–16, state this fact in block 6 or on a continuation sheet.

(e) Block 3. Obtain from appropriate TM.

(f) Block 3h. Extract this information from DA Form 2408–16 and DA Form 2410 (Component Removal and Repair/Overhaul Record). Enter the type, date, and hours since the last special inspection on the listed item of materiel. For example, “overspeed,” “hard landing.” For components/parts installed during aircraft production, enter “N/A.”

(g) Blocks 3i and j. Enter the type and cause of failure codes from DA Pam 738–751, table 1–2.

(h) Block 3. Obtain from Standard Form 368, Deficiency Report.

(4) Block 4.

(a) Block 4a. Check the appropriate block to show status of aircraft warning system(s) for the failed part at time of
emergency. If inoperative is checked, explain in block 6 or on a continuation sheet.

(b) Block 4b. Check the appropriate box to indicate if the warning systems indication of the failure/malfunction provided to the crew was correct for the failed part. If incorrect, explain in block 6 or on a continuation sheet. (c) Block 4c. Check the appropriate block to indicate the initial indication of the failure. For example, a hydraulic warning light illuminates followed by stiffness in the controls. Check the “Warning System” block to indicate what first alerted the crew to a failure/malfunction.

(5) Block 5.
(a) Block 5 Specify the organization/laboratory that performed the TDA.
(b) Block 5 Enter the USACRC control number, if applicable.

(6) Block 6. Explain delays in shipment of failed part, fluid samples, or any other materiel related data deemed appropriate by the board president. If additional space is required, attach continuation sheet.

(7) Block 7. Enter the case number shown on the DA Form 2397–1.

(8) Block 8. Use only for aircraft other than “case aircraft” in accidents involving more than one aircraft. Make entry only on the form identifying the maintenance and materiel data for other aircraft.