URGENT

***TB 1–1520–238–30–18**

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

AH–64A/D AIRCRAFT DESERT OPERATIONS SPECIAL INSPECTION, CLEANING REQUIREMENT AND AUTOMATIC IDENTIFICATION TECHNOLOGY (AIT) INSTALLATIONS

Headquarters, Department of the Army, Washington, D. C.
9 April 2004

NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.

1. Priority Classification**. Urgent**

a. Aircraft in Use. Upon receipt of this Technical Bulletin (TB) the condition status symbol of the cited aircraft will be changed to a **red dash** The **red dash** may be cleared when the inspection of paragraph 7 and the Correction Procedures in paragraph 9 are complete. The affected aircraft shall be scheduled into maintenance at the earliest possible time, to complete this task: but no later than 18 months from the date of redeployment.

b. Aircraft in Depot Maintenance. Aircraft will not be issued until compliance with this TB has been completed, if aircraft was deployed to desert operational area.

c. Aircraft Undergoing Maintenance. Same as paragraph 1a.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Prior to first flight.

(2) Ferry Status. Inspect at final destination.

e. Maintenance Trainers (Category A, B). Not applicable.

f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others). Same as paragraph 1a if used in desert operational area.

2. Task/Inspection Suspense Date. Within 18 months from date of redeployment.

3. Reporting Compliance Suspense Date. Within 18 months from the date of redeployment.

*** This TB supersedes TB 1–1520–238–30–18 dated 15 January 2004.**

4. Summary of the Problem.

a. Summary. It has been discovered on inspection, that aircraft returning from Southwest Asia (SWA) have excessive deposits of salt laden sand in all exposed areas of the aircraft. These areas include the areas under fairings, access panels and the tailboom area. Caked sand was also found layered in wire harnesses. Some amount was also discovered in flight control bearings, under cockpit floors and all available voids including main and tail rotor heads.

b. Purpose.

(1) To provide an expeditious inspecting and cleaning requirement to remove salt/sand laden and other corrosive contaminates from aircraft involved in desert operations

(2) To provide the instructions and requirement to install Automatic Identification Technology (AIT) on selected aircraft components

(a) The Aviation Maintenance Automatic Tracking System (AMATS) uses Contact Memory Buttons (CMB's) as the AIT medium for automatic completion of required historical forms and past life history of AH–64 selected aircraft components

(b) Detailed installation and initiation instructions are contained in AMATS–TM13–001

5. End Items to be inspected.

a. All AH–64A and AH–64D aircraft redeployed from Southwest Asia.

b. Maintenance trainers (Category A and B). Not applicable.

6. Assembly Components to be Inspected.

a. All flight control bearings.

b. All wire harnesses including those in void and exposed areas.

c. Mating surfaces of stringers, formers, and aircraft skin for sand intrusion.

7. Inspection Procedures.

NOTE

Identification of components replaced on aircraft since their return from SWA will decrease aircraft downtime and expedite completion of requirements established by this TB, inspection of these components is not required.

Do not replace component, assemblies and parts until aircraft has been cleaned and washed.

Identify previously repaired battle damage, ensure repairs are IAW appropriate technical manuals. Inspect all areas for possible undetected battle damage. If previously undetected battle damage is located, attempt to follow all visible projectile damage pathways to ensure all repairs are completed.

a. Clean aircraft IAW TB 1–1500–200–20–31.

NOTE

This is a secure website and password will be required for access.

b. Conduct phase inspection (DP listed items), IAW the Desert Phase checklist: see Logistic POC listed in para. 16c. for AH–64A and AH–64D checklists. Additional items and information are provided at reference publications at HTTP://WWW.Apache.Redstone.Army.Mil.

c. TADS/PNVS

(1) Unit inducted RESET

(a) Contact the local Lockheed–Martin representative for Power–on checks and shipping instructions.

(b) Conduct power on MOC with LM Representative (If Available) and document results on checklist. Include checklist with TADS/PNVS shipment. * Unserviceable components are the unit responsibility. Exception are crash, environmental or combat damaged parts and components. Contact the local Lockheed–Martin representative shipping instructions.

(c) The TADS/PNVS Turret and associated electronic boxes that are required to be removed and packaged contact RESET POC in paragraph 16.

(d) The turret and boxes will be tagged IAW DA PAM 738–751, with a DD Form 1577–3 Unserviceable (Repairable) Label–Material (Green), Condition Code F, Unserviceable (Repairable) and annotated in the remarks block (Project RESET, cleaning required).

(e) The turret and electronic boxes will then be turned over to the RESET contract maintenance team utilizing DA Form 2407 Maintenance Request.

(f) The RESET maintenance team will package and transport or ship the TADS/PNVS turret and electronic (black) boxes to the closest designated SRA.

(g) Packaging, shipping and inspection funds will be provided to cover costs from the RESET PM.

(2) ALMD/DOL/OLR

(a) Conduct power on MOC with Lockheed–Martin Representative (If Available) and document results on checklist. Include checklist with TADS/PNVS shipment. * Unserviceable components are the unit responsibility. Exception are crash, environmental or combat damaged parts and components. Contact the local Lockheed–Martin representative shipping instructions.

(b) The TADS/PNVS Turret and associated electronic boxes that are required to be removed and packaged contact RESET POC in paragraph 16.

(c) The turret and boxes will be tagged IAW DA PAM 738–751, with a DD Form 1577–3 Unserviceable (Repairable) Label–Material (Green), Condition Code F, Unserviceable (Repairable) and annotated in the remarks block (Project RESET, cleaning required).

(d) The turret and electronic boxes will then be turned over to the RESET contract maintenance team utilizing DA Form 2407 Maintenance Request.

(e) The RESET maintenance team will package and transport or ship the TADS/PNVS turret and electronic (black) boxes to the closest designated SRA.

(f) Packaging, shipping and inspection funds will be provided to cover costs from the RESET PM.

d. FCR/RFI

(1) Clean FCR / RFI components IAW written procedures in Paragraph 8.f.

e. D Model Unique components (Black Boxes)

(1) Unit inducted RESET

(a) D Model unique components will be removed and cleaned at the local contract maintenance (ALMD/DOL/OLR) site IAW the written procedures in paragraph 8.g.

(b) All Components will be tagged IAW DA PAM 738–751, with a DD Form 1577–3 Unserviceable (Repairable) Label–Material (Green), Condition Code F Unserviceable (Repairable) and annotated in the remarks block (Project RESET, cleaning required).

(c) All components will be turned over to the RESET contract maintenance team utilizing DA Form 2407 Maintenance Request.

(d) Components found unserviceable will be listed on an excel spreadsheet and emailed or hand carried to the RESET Log cell at the supporting OLR.

(e) The spreadsheet will include quantity, part number, NSN, aircraft tail number and unit designation.

(f) The RESET Log cell (OLR) will requisition the replacement part and provide a status back to the unit or team that requested the parts. The new parts may be picked up at the local ICS window when available.

(g) The damaged or unserviceable parts will be turned in to the supporting OLR who will turn the parts into the ICS window.

(h) Notification will be made to the RESET Log cell on an excel spreadsheet when parts are turned in. The excel spreadsheet will include quantity, part number, NSN, tail number and unit.

(i) Active Army Units, performing RESET operations will turn–in all Depot Level Repairables (DLRs) to their local ICS window.

(2) ALMD/DOL/OLR

(a) D Model unique components will be removed and cleaned IAW procedures in paragraph 8.f.

(b) All Components will be tagged IAW DA PAM 738–751, with a DD Form 1577–3 Unserviceable (Repairable) Label–Material (Green), Condition Code F Unserviceable (Repairable) and annotated in the remarks block (Project RESET, cleaning required).

(c) All components will be tracked utilizing DA Form 2407 Maintenance Request.

(d) Components found unserviceable will be ordered through the closest OLR Logistics site that has been provided a SAM's box.

(e) Sites that have a SAM's box may requisition when funds are made available.

(f) Provide the AMCOM RESET office with document numbers when requisitioned

(g) The new parts may be picked up at the local ICS window when available.

(h) OLR/DOL's will submit their own turn–ins utilizing the DODAACs and serial numbers provided.

(i) The damaged or unserviceable parts will be turned in to the local ICS window.

(j) Provide the AMCOM RESET team with all turn–in document numbers in an excel spreadsheet consisting of the following: Document number, NSN, Source of Supply, quantity, unit of issue, and condition code.

f. D Unique parts

(1) Unit inducted RESET

(a) Required parts to complete RESET will be listed on an excel spreadsheet and emailed or hand carried to the RESET Log cell at the supporting OLR.

(b) The spreadsheet will include quantity, part number, NSN, aircraft tail number and unit designation.

(c) The RESET Log cell (OLR) will requisition the parts and provide a status back to the unit or team that requested the parts. The parts may be picked up at the local ICS window when available.

(d) The damaged or unserviceable parts will be turned in to the supporting OLR who will turn the parts into the ICS window.

(e) Notification will be made to the RESET Log cell on an excel spreadsheet when parts are turned in. The excel spreadsheet will include quantity, part number, NSN, tail number and unit.

(f) Active Army Units, performing RESET operations will turn–in all Depot Level Repairables (DLRs) to their local ICS window.

(2) ALMD/DOL/OLR

(a) Required parts to complete RESET will be ordered through the closest OLR Logistics site that has been provided a SAM's box.

(b) Sites that have a SAM's box may requisition when funds are made available.

(c) Provide the AMCOM RESET office with document numbers when requisitioned

(d) The new parts may be picked up at the local ICS window when available.

(e) OLR/DOL's will submit their own turn–ins utilizing the DODAACs and serial numbers provided.

(f) The damaged or unserviceable parts will be turned in to the local ICS window

(g) Provide the AMCOM RESET team with all turn–in document numbers in an excel spreadsheet consisting of the following: Document number, NSN, Source of Supply, quantity, unit of issue, and condition code.

g. A/D Common and A unique parts

(1) Unit

(a) Required parts to complete RESET will be listed on an excel spreadsheet and emailed or hand carried to the RESET Log cell at the supporting OLR.

(b) The spreadsheet will include quantity, part number, NSN, aircraft tail number and unit designation.

(c) The RESET Log cell (OLR) will requisition the parts and provide a status back to the unit or team that requested the parts. The parts will be shipped to the requested location when available.

(d) The damaged or unserviceable parts will be turned in to the supporting OLR site (Logistics cell).

(e) Notification will be made to the RESET Log cell on an excel spreadsheet when parts are turned in. The excel spreadsheet will include quantity, part number, NSN, tail number and unit.

(f) Active Army Units, performing RESET operations will turn–in all Depot Level Repairables (DLRs) to their supporting OLR/DOL activity. With the exception of TBO items.

(2) ALMD/DOL/OLR

(a) OLR/DOL's will order parts through the closest OLR Logistics site that has been provided a SAM's box.

(b) Sites that have a SAM's box may requisition when funds are made available.

(c) Provide the AMCOM RESET office with document numbers when requisitioned.

(d) OLR/DOL's will submit their own turn–ins utilizing the DODAACs and serial numbers provided.

(e) Provide the AMCOM RESET team with all turn–in document numbers in an excel spreadsheet consisting of the following: Document number, NSN, Source of Supply, quantity, unit of issue, and condition code.

(f) Load appropriate DODAAC in your CTASC/Supply Support Activity (SSA) prior to turning in any materiel.

(g) The supplementary address will be your Supply Support Activity; Signal code is J, with fund code of 41.

(h) Upon turning in the materiel to the Supply Support Activity/Depot, the reset team needs proof of turn–in, i.e., DD Form 1348 (turn–in document) GBL, FedEx Tracking number or other transportation documentation. The documentation can be faxed or mailed to the reset team in paragraph 16.g.

8. Correction Procedures.

WARNING

Solvents and cleaning solutions are generally toxic and many (toluene benzene, xyiene, methyl ethyl ketone, percholorethylene, naptha, trichloroethane) are highly flammable. Work in well ventilated area away from open flame. Avoid prolonged contact with skin. Wear protective clothing and goggles. Wash thoroughly after using. Solvent splash point must not be less than 100°F.

NOTE

The inspection, clean up, and repair will be accomplished in accordance with requirements in TM 1–1520–238–23 and TM 1–1520–Longbow/Apache. The Desert Phase (DP) will be completed. Next phase due after completion will be phase No. 1.

NOTE

Engines with an Engine Torque Factor (ETF) of 0.93 and above do not require disassembly. Perform borescope inspection and 500 hour inspection IAW TM 1–2840–248–23 to confirm engine condition.

NOTE

The ETF must be completed after redeploying to home station and within 30 days of induction into RESET (DP Phase)

NOTE

If unable to determine ETF due to non–flyability of aircraft, engines will be removed from aircraft and sent directly to a supporting AVIM or support unit for tear down analysis, cleaning, and 500 hour inspection.

a. Refer to TM 1–1500–328–23 for information concerning handling of TBO components (paragraph 4–5).

b. Disconnect and inspect flight control rod end bearings per Desert Phase (DP) checklists to this TB. Inspect components for sand build up, wear limitations, corrosion (TM 1–1500–344–23), obvious discrepancies. Pay particular attention to O–ring seal areas (TM 1–1520–238–23 and TM 1–1520–Longbow/Apache). Spherical bearings should be rotated and checked for roughness and sand intrusion. Bearings may be flushed using low pressure water.

c. Inspect wire harnesses per appropriate Desert Phase (DP) attachment. If sand or corrosion is evident, perform procedures listed below:

(1) Cut tie strings/wraps and loosen clamps on all wire harnesses.

(2) Clean contaminants from wire harness using low pressure air. (Less than 50 PSI)

NOTE

Ensure all wire harness connectors and cannon plugs are clean. Dry and coat with Corrosion Preventative Compound prior to reconnecting. (i.e. MIL–C–81309 Type III)

(3) Replace tie strings/wraps and tighten clamps.

CAUTION

Do not use high pressure or high volume water for cleaning procedures.

d. Oil and Hydraulic Samples.

NOTE

Hot oil samples should be taken so results can be acquired prior to inducting the aircraft into Desert Phase inspection.

(1) Transmission: If transmission oil sample shows particulate contamination, drain, flush and refill. Repeat hot oil sample. If second sample is contaminated, replace transmission.

(2) Nose Gearbox: Same as 9d(1).

(3) Hydraulic:

(a) Self–filtrate AGPU hydraulic system IAW TM 55–1730–229–12. Flush aircraft hydraulic systems (primary and utility) IAW para 9.b. of TB 1–1520–238–20–116. Paragraph 9.b. (22) will be performed for 15 minutes of cycling controls

NOTE

AGPU pressure must be applied to Primary and Utility systems. In order to accomplish this, four (4) ten (10) foot AGPU hoses are required.

(b) After flushing aircraft and cycling controls (15 min.), remove and replace Primary and Utility Manifold Filters. Disconnect the AGPU primary and return hoses from aircraft. Before disconnecting AGPU utility hoses, service Utility Hydraulic Manifold Reservoir, if required. This can be accomplished by operating the AGPU hydraulic system at 1500 psi with the AGPU return by–pass valve set to “Off”.

NOTE

To prevent damage (sticking piston) to primary manifold, do not service the primary manifold with the AGPU.

(c) As soon as the Utility Reservoir is correctly serviced, the AGPU pressure must be reduced to 500 psi and the AGPU hydraulic “output” switch turned to off. Shut off and disconnect AGPU. Service the Primary Hydraulic Manifold either manually or with a Reservoir Servicing Unit, if available.

(d) Obtain hydraulic samples from Primary and Utility systems IAW TB 1–1520–238–20–116. Submit samples to the following address at CCAD for analysis:

Corpus Christi Army Depot

Chemical Material Process Division (ATTN: Elaine Lambert)

308 Crecy Street, BLDG 8, Stop 27

AMSAM–CC–QA–C–27

Corpus Christi, Texas 78419–5060

(e) If hydraulic sample is contaminated, contact Technical POC in Para 16.b.

(4) Intermediate and tail rotor gearbox: No samples required.

(5) Touch–up and paint as necessary per TM 55–1500–345–23.

e. Cleaning procedures for FCR / RFI Components.

(1) Clean all exterior areas with a soft cloth or low–pressure air.

(2) Disconnect, Inspect and Clean all connectors.

(3) MMA Open the rear door on the Radar Dome and vacuum the area. Do not remove components or use solvents or other cleaning solutions.

(4) All other FCR/RFI components have no special cleaning requirements.

f. Cleaning procedures for D Unique Components (Black Boxes). The following components (Black Boxes) will be cleaned according to the instructions below.

(1) Clean the exterior of all boxes with a soft cloth or low–pressure air.

(2) Disconnect, Inspect and Clean all electrical connectors.

(3) Boxes that are required to be removed from the aircraft will be placed on an electrical grounded workbench.

(4) Ensure all personnel are properly grounded, using a grounded wrist strap when performing work on electrical components.

(5) Do not use solvents or other cleaning solutions.

(6) The following boxes are sealed and only the exterior will be cleaned using a vacuum or low–pressure air.

NOMENCLATURE	NOMENCLATURE	NOMENCLATURE
Utility Relay Box Assembly	Relay Box	Up–Front Display PLT/CPG
Up–Front DisplayCommunication	Keyboard Unit PLT/CPG	Multi–Purpose Display
Multi–Purpose Display	Maintenance Data Recorder	Pylon Interface Unit
Computer, Air Data (GEC)	Computer, Air Data (GEC)	System Processor RH/LH
System Processor RH/LH	System Processor RH/LH	Communication Interface Unit
Interface Unit	Weapons Processor RH/LH	Electrical Load Center # 1
Electrical Load Center #2	Electrical Load Center #1	Electrical Load Center #2
Lighting System Control Unit	Color Display Processor	Flight Management Computer
Flight Management Computer	Flight Management Computer	Flight Management Computer
Turret Control Box	Gun Control Box	Display Electronic Unit
Sight Electronic Unit	High Power Switching Module #2	High Power Switching Module #1
High Power Switching Module #1	High Power Switching Module #2	Transformer Rectifier Unit

(7) The following boxes require additional cleaning or work:

NOMENCLATURE	NOMENCLATURE	NOMENCLATURE
Blower, EFAB	Generator Control Unit RH/LH	Generator Control Unit RH/LH
Sensor, Airspeed & Direction		

(8) Blower, EFAB

(a) Blow sand out of the fan area with low pressure air.

(9) Generator Control Unit RH/LH –17

(a) Sealed box: all being converted to –19 do not clean

(10) Sensor, Airspeed & Direction

(a) Use low pressure air to clean system.

9. Installation of Automatic Identification Technology (AIT), i.e., contact Memory Buttons (CMB's)

a. The Multi Purpose Aviation Integration Lab (MPAIL) will provide the on–site training and equipment for installation of CMB's prior to execution of this Technical Bulletin (TB).

b. DA FORM 2410 Components.

(1) Install CMB's on those selected DA FORM 2410 components identified by AMATS–User Manual.

c. RECAP Components:

(1) Install a CMB on those components marked "RECAP" in Block 5 of DA FORM 2408–5–1. Install CMB IAW AMATS–User Manual.

d. Future RECAP Components:

(1) Install a CMB on those future Recap components as identified by AMATS–User Manual.

e. Disposition of Hazardous Material. N/A.

10. Supply/Parts and Disposition

a. Requisitioning Instructions. As instructed.

b. Bulk and Consumable Materials. As required.

11. Special Tools, Jigs and Fixtures Required. N/A.

12. Application.

a. Category of Maintenance. AVUM/AVIM.

b. Time Required.

(1) Total of 5 persons using 1 person to inspect.

(2) Estimated manhours to accomplish this task is 3148 hours.

c. TB/MWO/ECP to be applied prior to or concurrently with this Technical Bulletin: As required.

d. Publications which require change as a result of this inspection/technical bulletin: Not applicable.

e. Deferred maintenance to be accomplished concurrently with this inspection: As required.

13. References.

a. TM 1–1520–238–23, Aviation Unit and Intermediate Maintenance Manual, Army Model AH–64A Helicopter.

b. TM 1–1520–238–23P, Aviation Unit and Intermediate Maintenance Repair Parts and Special Tools list, Army Model AH–64A Helicopter.

c. TM 1–1500–204–23, General Aircraft Maintenance Manual.

d. TB 1–1500–200–20–31, Desert Storm Aircraft Redeployment Cleaning Requirement.

e. TM 55–1500–345–23, Painting and Marking of Army Aircraft.

f. TM 1–1500–328–23, Aeronautical Equipment Maintenance Management Policies and Procedure.

g. TM 55–1500–323–24, Installation Practices, Aircraft Electric and Electronic Wiring.

h. TM 1–1500–344–23, Aircraft Weapon Systems Cleaning and Corrosion Control.

i. TM 1–1520–Longbow/Apache, Interactive Electronic Technical Manual (IETM) for Longbow/Apache.

j. TM 55–1500–342–23, Army Aviation Maintenance and Engineering Manual for Weight and Balance.

k. AMATS–User Manual, Technical Manual. Operator's, Aviation Unit, and Intermediate Maintenance Manual. Aviation Maintenance Automated Tracking System (AMATS) Version 4.0.

l. DA PAM 738–751, The Army Maintenance Management System (Aviation) TAMMS–A.

14. Recording and Reporting Requirements.

a. Reporting compliance suspense date (aircraft). Upon entering requirements of this Technical Bulletin on DA Form 2408–13, forward compliance message. The report will cite this Technical Bulletin number, date of entry in DA Form 2408–13, aircraft mission design series and serial numbers of aircraft in numerical order.

b. Task/Inspection Reporting Suspense Date (Aircraft). N/A.

c. The following forms are applicable and are to be completed in accordance with DA PAM 738–751, DTD 15 Mar 1999.

(1) DA Form 2407 Maintenance Request.

(2) DA Form 2408–5, Equipment Modification Record (Aircraft).

(3) DA Form 2408-13-1, Aircraft Inspection and Maintenance Record.

(4) DA Form 2408–15, Aircraft Historical Record.

(5) DA Form 2408-18, Equipment Inspection List.

(6) DA Form 2410, Normal Removal, Repair, Overhaul/Rebuild and Installation.

(7) DD Form 1577–3 Unserviceable (Repairable) Label–Material (Green), Condition Code F, Unserviceable (Repairable) and annotated in the remarks block (Project RESET, cleaning required).

15. Weight and Balance. Inventory and weigh aircraft, update aircraft Weight and Balance Records IAW TM 55–1500–342–23, perform this task after maintenance action.

16. Points of Contact for this Technical Bulletin are:

a. Reset, Roger Simmons, AMSAM-DSS-R, DSN 645-0904 or commercial (256)955-0904.

b. Technical, Mr. Bill Green, AMSAM-RD-AE–I–P–A, commercial (256)705–9832.

c. Logistical Points of Contact,

(1) Primary– Mr. Wayne Fussleman, SFAE-AV-AAH-LF, DSN 897-4043 or commercial (256) 313-4043.

(2) Alternate– Mr. Robert O'Neil, SFAE-AV-AAH-LI, DSN 897-4041 or commercial (256) 313-4041.

d. Forms and records, Ann Waldeck, AMSAM-MMC-RE–FF, DSN 746-5546 or commercial (256)876-5564.

e. After hours contact AMCOM Command Operations Center (COC). DSN 897-2066/7 or commercial (256)313-2066/7.

f. Parts Identification, Mr. Dennis Urhahn, AMSAM–MMC–AA, DSN 897–1630 or commercial (256) 313–1630.

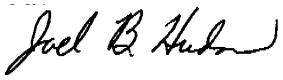
g. A/D Common and A unique parts, Ruth Gordon or Dave Madriaga DSN 897–2503/2505 or commerical (256) 313–2503/2505. Fax number is DSN 897–2829 or commerical (256) 313–2829. Mailing Address is AMCOM Reset Project Office, Building 5308, Room 8130, Sparkman Building Complex, Redstone Arsenal, AL 35898.

17. Reporting of Errors and Recommending Improvements**.** You can improve this TB. If you find any mistakes or if you know of a way to improve these procedures, please let us know. Mail your letter or DA Form

2028 (Recommended Changes to Publications and blank Forms) directly to: Commander, US Army Aviation and Missile Command, ATTN: AMSAM-MMC-MA–NP, Redstone Arsenal, AL 35898–5000. A reply will be furnished to you. You may also provide DA Form 2028 information to AMCOM via e-mail, fax, or the World Wide Web. Our fax number is: DSN 788-6546 or Commercial 256–842–6546. Our e–mail address is: 2028@redstone.army.mil. For the World Wide Web use: https://amcom2028.redstone.army.mil.

By Order of the Secretary of the Army:

Official:



JOEL B. HUDSON
Administrative Assistant to the Secretary of the Army
0409603

PETER J. SCHOOMAKER
General, United States Army
Chief of Staff

The following format must be used if submitting an electronic 2028. The subject line must be exactly the same and all fields must be included; however only the following fields are mandatory: 1, 3, 4, 5, 6, 7, 8, 9, 10, 13, 15, 16, 17, and 27.

From: "Whomever" <whomever@avma27.army.mil>
To: 2028@redstone.army.mil

Subject: DA Form 2028

1. ***From:*** Joe Smith
2. *Unit:* home
3. ***Address:*** 4300 Park
4. ***City:*** Hometown
5. ***St:*** MO
6. ***Zip:*** 77777
7. ***Date Sent:*** 19–OCT–93
8. ***Pub no:*** 55–2840–229–23
9. ***Pub Title:*** TM
10. ***Publication Date:*** 04–JUL–85
11. *Change Number:* 7
12. *Submitter Rank:* MSG
13. ***Submitter FName:*** Joe
14. *Submitter MName:* T
15. ***Submitter LName:*** Smith
16. ***Submitter Phone:*** 123–123–1234
17. ***Problem:*** **1**
18. *Page:* 2
19. *Paragraph:* 3
20. *Line:* 4
21. *NSN:* 5
22. *Reference:* 6
23. *Figure:* 7
24. *Table:* 8
25. *Item:* 9
26. *Total:* 123
27. ***Text:***

This is the text for the problem below line 27.

PIN: 081219-000