Instructions for Use

Flying and Equipment Running Log - MOD Form 724(Puma HC2)
VMS Data Gathering Log - Without Maintenance Unit - MOD Form 724B(Puma)

Flying and Equipment Running Log - MOD Form 724(Puma HC2)

1. **General.** The MOD Form 724(Puma HC2) is used to record flight details and running data of specified equipment.

2. **Insertion and Removal.** MOD Forms 724(Puma HC2) are to be inserted and removed from the MOD Form 700 iaw the instructions for controlled forms on MOD Form 799/1. At the beginning of each month the Sheet No. is to be reset back to '1'. The indicated month is to be transferred to the MOD Form 713 along with the Sheet No. and is used as a management aid for retention purposes.

3. Authorized personnel are to close the MOD Form 724(Puma HC2) and raise a new one as follows:

   a. Transfer to the Brought Forward totals ('B/F Totals') row of the new form the following:

   (1) Total Flying Hours, taken from column f of the last completed row.

   (2) Total Fast Roping Cycles or **"N/A"** from column i of the last completed row.

   (3) Total Hoist Cycles or **"N/A"** from column j of the last completed row.

   (4) Total SACRU Cycles or **"N/A"** from column n of the last completed column.

   b. Complete the 'Transfer Certificate' on the old form.

4. **Responsible Aircrew Member.** After each flight, the Responsible Aircrew Member is to ensure that the following is clearly and correctly entered (**Table 2** shows an example of a partially completed MOD Form 724(Puma HC2)):

   a. **Date.** Enter the date of flight.

   b. **Interval Type/BF Totals.** Interval type is pre-printed. B/F totals entered when new sheet raised, see **Paragraph 3 a.**

   c. **Take-Off Time.** Enter the take-off time.

   d. **Landing Time.** Enter the landing time.

   e. **Duration.** Enter the Flying Hours for that flight.

   f. **Total Flying Hours.** Calculate and enter the Aircraft total hours.

   g **SPC.** Select a Sortie Profile Code (SPC) (see **Table 1**) that best describes the sortie.

   h. **Fuel Used.** Enter the fuel used on that flight in Kgs.

   i. **Fast Roping Cycles.** Enter the number of fast roping cycles for that flight (each descent down the rope/ropes).

   Fast Roping Total. Calculate and enter the total number of fast roping cycles used.

   j. **Hoist Cycles.** Enter the number of hoist cycles for that flight. If hoist not used enter **"NIL".**

   Hoist Total. Calculate and enter the total number of hoist cycles used. If hoist not used enter **"NA".**

   k. **(Continue overleaf using corresponding row number).**

   l. **Landings.** Enter the total number of landings in the sortie in the 'LF' column, and the quantity of those landings which were dust landings, in the 'LZ' column.

   m. **Pole Release (SACRU).** Enter the number of pole releases this sortie.

   n. **SACRU Total.** Calculate and enter total number of pole releases.

   o. **Shaft Cycles.** This is the total of landings (LF) plus load pole releases (PR).

   p. **Rotor Starts.** Enter the number of rotor starts for that flight.

   q. **MAUM.** Enter the Maximum All-Up Mass in Kgs.

   r. **C of G Sortie (CoG).** Enter the calculated lateral C of G value at commencement of sortie.

   s. **Extreme Environment Conditions.** To be completed, regardless of classification of environment.

   (1) **Density Altitude.** Enter the density altitude, in feet, at engine start.

   (2) **OAT.** Enter the outside air temperature, in degrees Celsius, at engine start.

   (3) **Below 1000ft Over Saltwater (Y/N).** Enter 'Y' if the sortie included any flight below 1000ft over saltwater. Otherwise, enter 'N'.

t. **MOD Form 726(Puma HC Mk2) Sheet/Line.** Enter the Sheet number and Line number of the MOD Form 726(Puma HC Mk2) entry used for Engine 1 and 2 for this sortie.

u. **Captain Name.** Enter the name of the Captain for that flight.

5. **Engineering Tradespersons.** After any ground or Maintenance use, Engineering Tradespersons are to complete columns for equipment for which a running log is maintained with the required details. If, after flight, it is impractical for the Responsible Aircrew Member to supply equipment running times eg clocks or counters fitted to equipment, then the appropriate tradesperson is to record this information.

6. **GOLDesp NCO.** After each flight the NCO responsible for GOLDesp input is to:

a. Ensure the data is complete, realistic and logical. (**Table 2** shows an example of a partially completed MOD Form 724(Puma HC2)).

b. Ensure that when equipment is changed, the actions described at **Paragraph 7** have been completed.

c. Enter the post sortie GOLDesp sequence Number (column v).

d. Once the relevant LIS has been updated, enter printed name and signature (column w).

e. If all rows are complete, carry out instructions at **Paragraph 3.**

7. **Equipment Removal/Fitment.** Following removal/fitment of either a hoist, fast roping beam or load pole, the task supervisor is to complete the next available row as detailed below:

a. In column f enter the Total Flying Hours as stated in the previous row.

b. Complete columns i, j and n as follows (**Table 3** shows a completed example):

(1) For the affected equipment(s), in the appropriate 'This Flight' box enter either, "**Removed**" for a removal only or for a replacement "**Fitted**" and the asset serial number. Enter the new usage value for the fitted item in the 'Total' box. If no item fitted enter "**N/A**" in 'Total' box.

(2) For equipment not affected enter the total from the previous row in the 'Total' box.

c. Strike through all unused boxes.

8. **Retention and Disposal.** MOD Forms 724(Puma HC2) are to be retained and disposed of iaw MAM-D Part 1, Chapter 2.3.

VMS Data Gathering Log - Without Maintenance Unit - MOD Form 724B(Puma)

9. **General.** MOD Form 724B(Puma) VMS Data Gathering Log is used to provide basic data concerning failed LRUs of the Vehicle Monitoring System (VMS).

10. **Insertion and Removal.** The MOD Form 724B(Puma) is to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1. At the beginning of each month the Sheet No. is to be reset back to '1'. The indicated month is to be transferred to the MOD Form 713 along with the Sheet No. and is used as a management aid for retention purposes.

11. The procedure for the exploitation of data from the VMS is to be carried out iaw AMM 31-60-00, 5.3. The Maintenance supervisor is to ensure that the MOD Form 724B(Puma) is completed as follows: (**Table 4** shows an example of a completed MOD Form 724B(Puma)).

a. **Session No, F724 Sheet No, Column No(s). Line 1** is to contain the session number along with the corresponding MOD Form 724(Puma HC2) sheet and column number(s) which reflect accurately the sortie(s) during the session recorded.

b. **Failure Analysis Table. Lines 3-22** are to contain observed test results utilising codes R, Y, W, 0. In the case of intermittent failure, the number should be recorded only once.

c. **Total Sum. Line 23** is to contain a numerical value that reflects accurately the sum of the recorded test values from the Failure Analysis Table utilizing the values given in the key on **Line 24**.

d. **Certified Details. Line 25** is to contain the name, rank, and signature of the person entering the results and corresponding values and the time, day, month and year of entry.

e. **SNOW.** The details entered at **Paragraph c** above are to be analyzed by a SNCO A Tech (AV) in accordance with DAP 101C-0802 Series AMM Chap 31-60-00, 5-3 utilizing **Table 1** of the MOD Form 724B(Puma), and if required, a MOD Form 707A entry is to be raised. The person raising the MOD Form 707A entry is to enter the SNOW number at **Line 26** and print their name in the corresponding box.

12. **Retention and Disposal.** MOD Forms 724B(Puma) are to be retained and disposed of iaw MAM-D Part 1, Chapter 2.3.

Table 1 - Puma HC2 Sortie Profile Codes (SPCs)

SPC	Title	Remarks
A	Abseiling/Roping	Duration of sortie spent conducting abseiling/roping - timings based on IP to off target.
B	BSE	Duration of sortie spent conducting Basic Skills Exercises (BSE) which can comprise of CA, USLs, Medium Level Transit, Quickstops/advanced transitions and Circuits.
C	TST	Duration of sortie spent conducting TST which can comprise of HLS/CA/Field Approaches, CAD, BSE and low-level transit.
E	Evasion Training	Time spent conducting evasion training serials (includes allowance for initial ranging runs etc).
F	Flight Test	Period of sortie conducting flight test serials which can comprise of medium-level transit and IF GH.
I	IFE	Duration of sortie spent conducting Instrument Flying (IF) and General Handling (IFGH) which includes medium and low-level transit.
J	IFR/VFR Transit	Duration of sortie spent conducting an IFR/VFR transit at medium level.
K	Tasking	Duration of sortie spent conducting Trooping/Internal Loading/VIs and low-level transit.
N	Mountain Flying	Duration of sortie spent conducting mountain flying.
P	Winching	Time spent at winching location - includes poitioning/repositioning but not transit to/between sites.
Q	Firefighting	Time spent carrying out firefighting tasks and firefighting training.
Z	Head Turning Ground Runs (HTGR)	To be used for Head Turning Ground Runs where an SPC is required to be annotated within GOLDesp. Accounts for Rotor Starts and running time. (Not to be used for Flight Test or Engine Ground Runs).

Table 2 - Example of partially completed MOD Form 724(Puma HC2).

	a	b	c	d	e	f	g	h	i		j	
						Sortie Information						
	Date		Take-Off Time	Landing Time	Duration	Total Flying Hours	Sortie Profile Code	Fuel Used (Kgs)	Fast Roping		Hoist	
									Cycles	Total	Cycles	Total
		Interval Type			HH			FK	FA			HC	
		B/F Totals				20:30				2		10
1	14/09/21		09:00	10:30	01:30	22:00	F	1000	5	7	2	12
2			:	:	:	:						

	k	l		m	n	o	p	q			r
		Landings		Pole Release (SACRU)	SACRU Total	Shaft Cycles = (Landings + Load pole Releases)	Rotor Starts	MAUM (Kgs)			Longitudinal C of G Sortie (C of G)
		Total	Of Which Are Dust					<6700	6700-7000	>7000	
	Interval Type	LF	LZ	PR		SC	RS	WX	WY	WZ	
	B/F Totals				5						
1		2	2	1	6	3	4		6725		+4.6
2											

	s			t		u	v	w	
	Extreme Environment Conditions			MOD Form 726 (Puma HC Mk2) Sheet/Line		Captain Name (Print)	GOLDesp Sequence Number	LIS	
	Density Altitude (ft)	OAT (°C)	Below 1000ft Over Saltwater (Y/N)	ECU No. 1	ECU No. 2			Print Name	Signature
1	1,200	18	N	SHEET 1 / LINE 5	SHEET 1 / LINE 5	JOHN SMITH	0001	TOM JONES	T Jones
2									

Table 3 - Example of partially completed MOD Form 724(Puma HC2).

	a	b	c	d	e	f	g	h	i		j	
						Sortie Information						
	Date		Take-Off Time	Landing Time	Duration	Total Flying Hours	Sortie Profile Code	Fuel Used (Kgs)	Fast Roping		Hoist	
									Cycles	Total	Cycles	Total
		Interval Type			HH			FK	FA		HC	
		B/F Totals				20:30				2		10
1	14/09/21		09:00	10:30	01:30	22:00	F	1000	5	7	2	12
2	24/09/21		:	:	:	22:00				7	REMOVED	N/A

	k	l		m	n	o	p	q			r
		Landings		Pole Release (SACRU)	SACRU Total	Shaft Cycles = (Landings + Load pole Releases)	Rotor Starts	MAUM (Kgs)			Longitudinal C of G Sortie (C of G)
		Total	Of Which Are Dust					<6700	6700-7000	>7000	
	Interval Type	LF	LZ	PR		SC	RS	WX	WY	WZ	
	B/F Totals				5						
1		2	2	1	6	3	4		6725		+4.6
2					6						

	s			t		u	v	w	
	Extreme Environment Conditions			MOD Form 726 (Puma HC Mk2) Sheet/Line		Captain Name (Print)	GOLDesp Sequence Number	LIS	
	Density Altitude (ft)	OAT (°C)	Below 1000ft Over Saltwater (Y/N)	ECU No. 1	ECU No. 2			Print Name	Signature
1	1,200	18	N	SHEET 1 / LINE 5	SHEET 1 / LINE 6	JOHN SMITH	0001	TOM JONES	T Jones
2									

Table 4 - Puma HC2 example of a completed MOD Form 724B(Puma)

Aircraft Type & Mk: Puma MK 2   **Serial No:** ZA 937   **Month/Sheet No:** Feb / 3

1	Session No:			1				F724 Sheet No:				1					Column No(s):			1+2														

2	Global Test number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	36	37	99
3	432				W																				W								Y	Y			
4	442				Y																				O								O	Y			
5	151				O																				R								O	O			
6																																					
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22																																					
23	Total sum				15																				80								-10	40			

24	Analysis Probability values: **RED** (R) = 95%, **YELLOW** (Y) = 30%, **WHITE** (W) = 5%, **LRU No Test** (0) = -20%

25	**Name:** (Blk Caps) JONES	**Rank:** SAC	**Signature:** A Jones	Time	Day	Mth	Yr
				1 1 0 0	0 1	0 2	1 2

26	*(If Applicable)*	Transferred to **SNOW:** 1 2 3 4	**Name:** (Blk Caps) SMITH	

In the example above, the order in which the LRUs are to be replaced is as follows:

    1st   LRU Code - 24, LRU Name - SIU L Card, Parameter Name - Servitude Interface Unit Left Card (Total Sum = 80)

    2nd   LRU Code - 33, LRU Name - ADC2 SNSR, Parameter Name - Air Data Computer 1 (Left) Sensor (Total Sum = 40)

    3rd   LRU Code - 4, LRU Name - AMC, Parameter Name - Aircraft Management Computer (Total Sum = 15)