

Instructions for Use

Flying Log and Fatigue Data Sheet - MOD Form 725(Chipmunk) Engine Ground Running Log - MOD Form 724A(Historic Single)

Flying Log and Fatigue Data Sheet - MOD Form 725(Chipmunk)

1. **General.** This form is used to record details of each flight. Provision is also made for the calculation of the fatigue life consumed during the validity period of the form.

2. **Insertion and Removal.** MOD Form 725(Chipmunk) is to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1.

3. The NCO IC Flight Servicing is to close the MOD Form 725(Chipmunk) and raise a new one as follows:

- a. Carry forward to the new form the Total Aircraft Hours, the Total Landings and the Fatigue Data Total Factored Hours.
- b. Complete the 'Transfer Certificate' on the old form.

4. **Captain.** After each flight the Captain is to complete the required details.

Note: Sortie Profile Code (SPC). The SPC Column is to be completed after every flight. The SPCs are listed on the reverse of MOD Form 725(Chipmunk). Further details can be found in AP101B-5510-15S.

5. **NCO IC Flight Servicing.** After each flight the NCO IC Flight Servicing is to ensure the data entered is complete, realistic and logical. They are also to undertake the actions of Paragraph 3 where necessary.

6. **Retention and Disposal Instructions.** MOD Forms 725(Chipmunk) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.

Engine Ground Running Log - MOD Form 724A(Historic Single)

7. **General.** The MOD Form 724A(Historic Single) is used to record all Engine Ground Running (EGR) data.

8. **Insertion and removal.** MOD Forms 724A(Historic Single) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1.

9. **NCO IC Engine Ground Run (EGR).** The NCO IC EGR is to:

- a. Close the MOD Form 724A(Historic Single) and raise a new one as follows:

(1) Carry forward to the new form the Aircraft serial number, total engine ground running hours and the serial number for the fitted engine.

(2) Complete the 'Transfer Certificate' on the old form.

b. On engine change, ensure that the date of the engine change and the new Engine Serial Number (ESN) is appended to the right of the previous ESN, and the next line in the Table annotated "**Engine changed**" and struck through.

c. Ensure the data entered is complete and accurate after each EGR.

10. **Retention and disposal.** MOD Forms 724A(Historic Single) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.