Instructions for Use

Makila Engine Running Log - MOD Form 726(Puma HC Mk2)

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1. **General.** Makila Engine Running Log - MOD Form 726(Puma HC Mk2) is used to record the total hours, cycles and exceedances against VMS session numbers of an individual engine. Responsibilities for completion are detailed in the following paragraphs.

2. **Insertion and Removal.** MOD Forms 726(Puma HC Mk2) are to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on the MOD Form 799/1.

3. **Raising Additional MOD Forms 726(Puma HC Mk2).** If the MOD Form 726(Puma HC Mk2) becomes full while the engine is installed in the aircraft, the person raising the new form is to enter the following:

   a. **Engine Details.** Enter engine Serial number, installed position, airframe hours at installation and date of installation in the appropriate blocks, as they are recorded on the removed form.

   b. **Installation Details.** Enter the Engine Hours, N1 and N2 Cycles and A/F VMS Session Number values at installation in the appropriate blocks, as they are recorded on the removed form.

   c. **Brought Forward values.** Enter the total Engine Hours, Total N1 Cycles, Total N2 Cycles and current VMS Session Number from the final row 'Carried Forward' blocks of the removed form into the appropriate 'Brought Forward' blocks on the new form.

   d. **Transfer Certificate.** Enter Previous sheet number, Name, Rank and Signature.

4. **Engine Hrs, N1 Cycles, N2 Cycles, VMS Session Number and Exceedance Recording.** Following each flight the aircraft captain is to enter the following:

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

   b. **Engine Hrs this flight.** Enter the number of Engine Hrs used during that flight.

   c. **Total Engine Hrs.** Calculate the total cumulative engine hours by adding the hours used this flight entered at para 4b to the previous total engine hours.

d. **Engine cycles this flight.** Enter the number of N1 and N2 Cycles used during that flight (From VMS maintenance screen).

   Note 1: For periods of continuous charge where a single VMS session continues between the outgoing and oncoming crew, enter 'Continuous Charge'.

   Note 2: For ground runs where no flying hours are recorded and N1 cycles equal zero, a line must be recorded in order to account for the VMS session. N1 and N2 cycles displayed within the corresponding VMS Session Number are not to be recorded. Enter 'Ground Run' in the 'N1 Cyles this Flight' and 'N2 Cycles this Flight' columns.

e. **Total N1 and N2 Cycles.** Calculate the total cumulative N1 and N2 Cycles by adding the cycles used this flight entered at para 4d to the previous total N1 and N2 Cycles.

f. **Current VMS Session No.** Enter the VMS Session Number for that sortie. (From VMS maintenance screen).

   Note: For periods of continuous charge where a single VMS session continues between the outgoing and oncoming crew, enter 'Continuous Charge'.

g. **F724(Puma) Sheet/Line Number.** Enter the MOD Form 724(Puma) sheet and line numbers that correspond to the VMS Session Number for that sortie.

   Note 1: If the VMS session was recorded for a ground run with no flying hours recorded and no associated MOD Form 724(Puma) Sheet/Line number, enter 'Ground Run'.

   Note 2: For periods of continuous charge where a single VMS session continues between the outgoing and oncoming crew and is recorded on more than one MOD Form 724(Puma) entry, enter the MOD Form 724(Puma) Sheet/Line number for which the period of continuous charge was certified.

h. **Engine Exceeds.** Enter any engine exceedances listed in the VMS maintenance screen against the VMS Session Number for that flight.

i. **SNOW.** Enter any SNOW(s) raised in reference to any ECU exceedances for that flight.

5.   **Engine Removal.** When an engine is removed from an aircraft, the maintenance supervisor responsible for the removal is to:

a. Rule off the last entry by lining through the next unused row.

b. Below the line entered at Para 5a enter the statement "Engine removed, see SNOW _____". Enter SNOW details raised for Engine removal including a brief reason for removal (eg overheating, birdstrike, lifex).

c. Transfer the following information to the Engine Log Card from the last flight details entered:

    (1)   Total Engine Hours

    (2)   Total N1 Cycles

    (3)   Total N2 Cycles

    (4)   The current VMS Session No.

d. Remove the MOD Form 726(Puma HC Mk2) iaw para 2.

    Note: Should the engine be removed for refitment to the same position (eg, for access, aircraft servicing, loose article recovery etc) there is no requirement to make any entries on the form.

6.   **Engine Fitment.** When an engine is fitted to an aircraft the maintenance supervisor responsible for the fitment is to raise a new MOD Form 726(Puma HC Mk2) iaw para 2 and is to enter the following:

a. **Engine Details.** Enter engine serial number, installed position, airframe hours at installation and date of installation in the appropriate blocks.

b. **Installation Details.** Enter the Engine Hours, N1 Cycles, N2 Cycles and A/F VMS Session Number values at installation as recorded on the engine Log card. These values are also to be entered in the relevant 'Brought Forward' blocks.

7.   **Engine Transfer.** When an engine is transferred between aircraft the maintenance supervisor responsible for the removal is to undertake the actions detailed in paras 5 and 6.