

# Instructions for Use

## Flying Log and Fatigue Data Sheet - MOD Form 725(Hercules CMk 4/5)

### Flying Log and Fatigue Data Sheet - MOD Form 725(Hercules CMk 4/5)

1. **General.** The MOD Form 725(Hercules CMk 4/5) is used to record details of each flight. It is essential that maximum accuracy is exercised in the completion of the data blocks.
  2. **Insertion and Removal.** MOD Forms 725(Hercules CMk 4/5) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1 and sheet numbers in the series 001 to 999 are to be used.
  3. The NCO IC Flight Servicing is to close the MOD Form 725(Hercules CMk 4/5) and raise a new one, as follows:
    - a. Complete the 'Landings', 'Pressurizations' and 'Time Below 2000ft' tables on the reverse of the old form.
    - b. Carry forward from the old form the following:
      - (1) The 'Total Aircraft Hours' to the 'B/F Aircraft Hours' field of Data Block 1 on the new form.
      - (2) The 'Total Landings', 'Pressurizations' and 'Time Below 2000ft' to the appropriate B/F Total blocks on the reverse of the new form.
    - c. Complete the 'Transfer Certificate' on the reverse of the old form.
- Note:** If a Data Block is spoiled, or a part used form is closed, then the spoiled/unused Data Block(s) are to be cancelled by inserting six 'XXXXXX' in the date field(s).
4. **Compilation.** After each flight the Captain is to enter the required details in the appropriate Data Block.
    - a. **Sortie and Leg Numbering.** Complete Sortie number eg first on sheet is 1 etc.
 

**Note:** For multi-leg operation enter all sortie columns as same number and add legs in ascending numeric order. Ensure all the relevant information for a leg is recorded under the corresponding column.
    - b. **Times.** 'Zulu' is to be used as the standard for recording times.
    - c. **Station of Landing.** The 'Station of Landing' shall be the ICAO Code.
    - d. **Flying Hour Recording.** Aircrew record flying hours from completion of pre-take-off checks to completion of post landing checks, although this is often rounded to Take-off to Landing. The duration is measured in hours and minutes, rounded to the nearest five minutes.

- e. **Sortie Profile Code.** Using the Flow Chart on the reverse of the form, enter at 'Start', select SP code most closely reflecting the sortie flown. Further detail on the profiles can be sourced from AP101B-0704/0705-15S. Insert this SPC into the 'SPC' field. Then add as required, the duration of Airdrop/High altitude Para Drop/AAR/Configured Descent segments in the corresponding 'Total Segments Duration' block. In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered.
  - f. **SPC Segment Timing.** Airdrop and Hi-Altitude Para Drop are to be recorded from opening the relevant door to closing. AAR is to be recorded from the time in the tanker's wake.
  - g. **LLHS.** Enter duration in 'HH:MM' for Low Level, High Speed below 2000ft (agl) and above 190 KIAS.
  - h. **Load.** Load is defined as the weight of cargo and passengers, excluding role equipment, fuel and crew. Enter starting load weight, expended load weight and timings for load departure in-flight.
 

**Note:** For multi-leg operation enter weights and timings on the ground during ERO for each leg.
  - i. **Flight Deck Armour (FDA).** If the removable sections of the FDA (MOD 1073) are fitted, annotate the 'Flight Deck Armour Fitted' field with 'Y' (Yes).
  - j. **External Fuel Tanks.** If external fuel tanks are fitted, annotate the 'External Tanks Fitted' field with 'Y' (Yes).
  - k. **Brake Count.** If a brake count is recorded iaw Aircrew Manual AP 101 B-0704/5-15a1c Pt2 Chap 1, annotate the 'Brake Counts' field with 'Y' (Yes).
  - l. **Name, Number and Signature of Captain.** The surname, full service number and signature of the captain is to be entered in this field.
  - m. **Landings.** Record all landings.
  - n. **Data Blocks.** Any box/boxes not applicable to a particular sortie is/are to be left blank.
5. **Weights.** 'All Up at Take-off' and 'All Up at Landing' shall be as permitted by the C-130J Release to Service limits. A MOD Form 707A entry shall be raised for any exceedance.
  6. **Data Transfer and Diagnostic System (DTADS).** After each flight the Ground Engineer or DTADS staff are to download DTADS flight data from the flight's Removeable Memory Module (RMM) and record Successful Download (Yes/No), RMM Number and Download Date Time Group of the download in

the appropriate data blocks. Only 1 flight is to be recorded per RMM with the exception of Engine Running Operations (EROs).

7. **Anti-Ice Fluid Application.** After each flight the Aircrew or Ground Engineer are to record if Anti-Ice Fluid (AMS1428 Type II, III or IV) was applied (Yes or No) prior to flight.

8. **NCO IC Flight Servicing.** After each flight the NCO IC Flight Servicing is to:

- a. Ensure Captain detail corresponds with associated MOD Form 705(Hercules) 'After Flight Declaration'.
- b. Ensure the data is complete, realistic and logical.
- c. Carry forward the total aircraft hours to the 'B/F Aircraft Hours' field of the next data block.
- d. Transfer brake counts to MOD Form 726.
- e. Transfer Anti-Ice Fluid Applied 'Y/N' record to MOD Form 706A(Hercules CMk 4/5)
- f. Undertake the actions detailed in **Para 3** when necessary.

9. **Retention and Disposal.** MOD Form 725(Hercules CMk 4/5) is to be retained by Unit Engineering Statistics iaw MAM-D Part 1, Chapter 2.3.

10. **NCO IC Engineering Records.** The NCO IC Engineering Records is to complete the 'Inspection Certificate' on the reverse of the form after they have assured that the recorded information is complete and mathematically correct, and that any anomalies have been amended in RED INK. The completed originals are then to be filed into the MOD Form 700A - Aircraft Log book.