# Instructions for Use
## Health Indicator Test Record Sheet - MOD Form 711(AH-64E)

1. **General.**  The Health Indicator Test Record  Sheet (MOD Form 711(AH-64E)) is used to document the baseline results of the following:

    a.   Health Indicator Test (HIT).

    b.   Engine Torque Factor (ETF).

    c.   Aircraft Torque Factor (ATF).

2. **Insertion and Removal.**  MOD Forms 711(AH-64E) are to be inserted and removed from the MOD Form 700C in accordance with MOD Form 799/1(AH-64E). Carry the most recent baseline figures onto the new form and complete the transfer certificate, line through any unused data fields on the completed form.  The signature on the transfer certificate certifies that the documented previous baseline values have accurately being transferred into the relevant data fields.

3. **Retention.**  MOD Form 711(AH-64E) is to be retained until engine reconditioning/overhaul.  When an engine is removed all MOD Forms 711(AH-64E) shall be transferred with the engine.

4. **Engineering Tradesperson.**  Complete the MOD Form 711(AH-64E) in the following manner:

    a.   Enter the Engine Type.

    b.   Enter the Engine Serial Number.

    c.   Annotate the engine installed position (line through the non-applicable).

    d.   Enter the sequential sheet number (Number/Year) eg 01/20.

    e.   Enter the previous baseline HIT details.

    **Note:**  New/reconditioned engines may not have a Baseline HIT value.  Annotate **"NE".**

    f.   Enter previous 2 ETF results.

    g.   Enter the previous ATF value.

    h.   Complete the transfer certificate.

    i.   For Automatic Baseline HIT section complete as follows:

        (1)   Column a - Enter DTG.

        (2)   *Column b - Enter Ref TGT.

        (3)   *Column c - Enter 3 x TGT Margins.

        (4)   Column d - Enter the 3 x Indicated TGT values.  **Note:**  Columns $b + c_1 = d_1$. $b + c_2 = d_2$. $b + c_3 = d_3$.

        (5)   Column e - Enter the average indicated TGT.  **Note:**  Sum of 3 x TGT results in Column d divided by 3.

        (6)   Column f - Enter Average Margin.  **Note:**  Column e – Column b.

        (7)   Enter Max Upper Margin.  **Note:**  Column f + 20.

        (8)   Enter Max Lower Margin.  **Note:**  Column f – 20.

**Note:** For Manual Baseline HIT calculations refer to TM1-2840-248-23&P.  Input the relevant data into the applicable fields.  Annotate **"MANUAL HIT"** with the DTG.

**Note:** A baseline HIT must be completed prior to an ETF.  Line through any previous unused ETF rows.

**Note:** *indicates value provided by pilot.

    j.    ETF/ATF section complete by inputting the following into the relevant columns:

        (1)  *TQ% (Torque).

        (2)  *KTAS (Knots True Air Speed).

        (3)  *TGT (Turbine Gas Temperature).

        (4)  *PA (Pressure Altitude).

        (5)  *FAT (Free Air Temperature).

        (6)  TSF (Torque Speed Factor).

        (7)  %TRQtsf (Torque of Torque Speed Factor).

        (8)  TTV0.85 (Target Torque Value).

        (9)  TTV1.096 (Target Torque Value).

        (10)  EH (Engine Health).

        (11)  **ETF Note:**  For Engine No.2 subtract 0.02 from the calculated ETF value IAW the engine technical manual.

        (12)  ETF of the opposite installed engine and the Sheet/OP number which references that ETF.  Eg 0120/05 = Sheet 01/20 (line 4d), Op 5.

        (13)  **ATF Note:**  ATF = (Eng 1 ETF + Eng 2 ETF) / 2.

        **Note:**  *indicates value provided by pilot.

        **Note:**  ETF calculations shall be completed iaw TM1-2840-248-23&P.

    k.    Update GOLDesp for HIT/ETF in the applicable engine sanctions.

    l.    Ensure the Aircraft has been updated with the new figures.