Instructions for Use

Flying Log and Equipment Running Log - MOD Form 724(Gazelle)

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1. **General.** The MOD Form 724(Gazelle) is used to record flight details and running data of specified equipments for fatigue data gathering. Data from this form will be used to provide evidence towards an Operational Data Recording (ODR) exemption case.

2. **Insertion and Removal.** MOD Forms 724(Gazelle) are to be inserted and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1. Sheet numbers in the Series 001 to 999 are to be used.

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

   a. Enter the Aircraft Serial Number and sheet number and transfer the following running totals to the Brought Forward Totals (B/F Totals) at **Line 1** of the new sheet:

      (1) Total Flying Hours.

      (2) Total number of Autorotations.

      (3) Total time spent in the Hover.

      (4) Total number of Landings.

      (5) Total Rotor Start/Stop cycles.

   b. Ensure the brought forward totals agree with those recorded in GOLDesp. Complete the Transfer Certificate of the removed form and the header details of the new form being inserted.

   Note: The signature in the Transfer Certificate certifies that any discrepancies have been investigated and resolved.

4. **Responsible Aircrew Member.** After each flight or ground run, the Responsible Aircrew Member is to ensure that the following is clearly and correctly entered (Table 2 shows an example of a partially completed MF724(Gazelle)).

   a. **Flight Primary Data.** At columns (a) and (b) enter the date, take-off and landing times, flight duration and total Flying Hours.

   b. **Sortie Profile Codes (SPC).** At column (c) enter the Sortie Profile Code(s) applicable to this flight, selected from Table 1. It is recognized that the Gazelle does not always fly precisely defined sorties, so the SPCs can only identify the more notable features of the sortie. Aircrew are to use their discretion and choose the most appropriate code for the sortie conducted. Where it is considered that a single flight contained more than than 1 SPC a seperate line is to be used for each applicable SPC. When lines are used in this way unused boxes are to be ruled through.

   c. **Autorotations.** At column (d) enter the number of autorotations completed this flight and calculate and enter the total.

   d. **Time spent in the hover.** At column (e) enter the time spent in the hover in minutes this flight and calculate the total and enter in hours and minutes.

   e. **Landings.** At column (f) enter the number of landings completed this flight and calculate and enter the total.

   f. **Rotor Start/Stop cycles.** At column (g) enter the number of Rotor Start/Stop cyles completed this flight and calculate and enter the total.

   g. **MAX AUM.** At column (h) enter the maximum All Up Mass (AUM) acheived for the sortie.

   h. **Environment Code.** At column (i) enter the Environment Code applicable to this flight, selected from Table 4. Aircrew are to use their discretion and definitions provided to choose the most appropriate code for the sortie conducted.

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

   a. Ensure the data is complete, realistic and logical. (Table 2 shows an example of a partially completed MF724(Gazelle)).

   b. Ensure that the details of any sortie have been entered into GOLDesp and column (j) has been updated with the sortie sequence number from GOLDesp. The totals from the MOD Form 724(Gazelle) are to be crossed checked against GOLDesp for accuracy.

Table 1 - Gazelle AH Mk1 Sortie Profile Codes (SPCs)

SPC	Title	SPC	Title
A1	Liaison/Medium Level Transit/Navex	**D1**	Range Clearance
A2	IF Transit/Navex	**D2**	Red Top
A3	NVG Recce/Low level Transit/Training	**E**	Spare (Not in Use)
B1	General Handling/Training	**F**	Underslung Load (Not in Use)
B2	QHI General Handling/Training AACen	**G**	Display Flying (Not in Use)
B3	QHI General Handling/Training Group	**H**	Flight Testing
C1	CT Surveillance 1		
C2	CT Surveillance 2		

Notes:

1. All manoeuvres are described in the Gazelle AH1 Aircrew Manual AP101C-0901-15 Part 3 Chapter 2.

2. All heights quoted unless otherwise stated are Above Ground Level (AGL).

3. All speeds quoted are Indicated Air Speeds (IAS).

Table 3 - GOLDesp recording of MAUM

Increment the appropriate "New Flight" by 1.00 using the parameters from the table.

Interval Type	Type Description	Max AUM During Sortie (kg)
W1	MAUM1	1800 - 1900
W2	MAUM2	1700 - 1799
W3	MAUM3	Below 1700

Table 4 - Aircraft Environmental Codes

Environment Code	Description
RS	Routine and Salt/Brackish Water
RU	Routine (UK Temperate)
VA	Volcanic Ash Cloud

Note: RS Environment Code to be applied when Aircraft is flown iaw the definition detailed in AP101C-0901-2(A)1A Leaflet 026. RS environment defined as "Described as an area 2000ft and below when flying over sea (or salt surface) and within 5km of the sea or over an area which is suspected of having been salted".

Table 2 - Example of a Partially Completed MF724(Gazelle)

Line 1 shows the totals bought forward from the previous sheet.

Line 2 shows the entries for a general handling sortie that lasted 2 hours and contained no autorotations, 65 minutes of hovering, 4 landings and 2 rotor Stop/Start sequences.

Line 3 shows the entries for a training sortie that lasted 1 hour 15 minutes and contained, 1 autorotation, 10 minutes of hovering, 3 landings and 1 rotor Stop/Start sequence.

	(a)	(b)				(c)	(d)		(e)		(f)		(g)		(h)	(i)	(j)
	Date	Flight Times				Sortie Profile Code	No. of Autorotations		Time spent in Hover		No. of Landings		No. of Rotor Start / Stops Cycles		Max AUM During Sortie	Environ-ment Code	GOLDesp
		Take-off	Landing	Duration	Total Hours		This Flight	Total	This Flight (mins)	Total (hh:mm)	This Flight	Total	This Flight	Total			
1	B/F Totals				1719 :25			50		1:35		100		150			
2	4 Mar 14	09:00	11:00	2:00	1721:25	B	0	50	65	2:40	4	104	2	152	1500 kg	RS	seq 0123
3	5 Mar 14	14:00	15:15	1:15	1722:40	E	1	51	10	2:50	3	107	1	153	1500 kg	RU	seq 0124