

Instructions for Use

Power Assurance Test Record Sheet - MOD Form 711(Chinook 714A)

1. The MOD Form 711(Chinook 714A) is used to produce a trend chart of engine performance. This is obtained from the results of a Power Assurance Test carried out in accordance with the Aircraft Maintenance Manual. A corrected Power Assurance Test value greater than, or equal to the Trigger Value is acceptable. A corrected Power Assurance Test value of less than the Trigger Value requires engineering investigation to be carried out.
2. Post an Engine Air Test, the supervisor of the maintenance task is to complete Fields 1 to 4 utilising data recorded on the Flight Test Schedule, ECU Log Card and the Emergency Power Counter:

Notes:

- a. In Field 1 annotate whether a "Power Assurance Test", "Max Continuous Power Check" or "Max Power Check" has been carried out.
 - b. A corrected Power Assurance Test Trigger Value is to be calculated using Table 5 in the Flight Test Schedule.
 - c. The Power Assurance Test Trigger Value is to be recorded within the Datum Box at Field 4.
 - d. Scaling of the "ECU Running Hours" is to be carried out within Field 4, adding units as required.
3. Post a scheduled Power Assurance Test, the supervisor of the maintenance task is to enter the results of the test at Fields 1 and 4 (as per Para 2, Notes a and b).
 4. When a sheet is completed and another raised to follow on, the entries recorded within Fields 2 and 3, and the last two indices within Field 4, are to be carried forward onto the new sheet and the transfer certificate signed by an authorised person.
 5. When an ECU is removed, all related MOD Form 711(Chinook 714A) are to be transferred with the ECU.