

Instructions for Use

Power Check Record Sheet - MOD Form 711 Instrument Calibration Record - MOD Form 711A

Power Check Record Sheet - MOD Form 711

1. **General.** A Power Check Record Sheet (MOD Form 711) is to be used to plot, in accordance with the appropriate engine Topic 1, a graphical trend chart of engine performance and to enter corrected instrument readings used to calculate the Power Performance Index/Power Assurance Value or Power Turbine Inlet Temperature figure.
2. The Aircraft Maintenance Supervisor is to complete the MOD Form 711 following a power check.
3. The end columns are to be used to record the corrected PTIT/T6, Ng/Nh and/or PPI/PAV figures based on PTIT/T6 and Ng/Nh which have been calculated for plotting on the graph. Columns not used are to be crossed through with a diagonal line.
4. Points are to be plotted on the graph using the legend shown at the bottom of the sheet.
5. Scaling of the 'Engine Running Hours' and 'Power Turbine Inlet Temperature' axis is to be carried out by user units as required.
6. When a sheet is completed and another raised to follow on, the last two indices for each curve plotted are to be brought forward onto the new sheet and the Transfer Certificate signed by an authorized person.
7. When an ECU is removed all related MOD Forms 711 are to be transferred with the ECU.
8. **Retention.** Completed MOD Forms 711 are to be retained until engine reconditioning/overhaul. Where a MOD Format 711 is printed from data maintained in a LIS/GMS, it need only be retained until a replacement is printed.

Instrument Calibration Record - MOD Form 711A

9. **General.** The MOD Form 711A is used to record the results of the calibration undertaken on instruments used for engine performance checks.
10. When an instrument calibration is required the Aircraft Maintenance Supervisor is to raise a MOD Form 711A by entering:
 - a. The position of the instruments in the Aircraft, one side of the form may be used for the starboard or Pilot's instruments and the reverse for the port or

Co-pilot's instruments.

- b. 'Aircraft Type', 'Serial Number', 'Current Airframe Hours', 'Airframe Hours' next due (if applicable), and 'Date'.
 - c. Details of the instruments requiring calibration in the appropriate blocks.
11. The MOD Form 711A is then to be dispatched with the instruments to the Workshop/Bay undertaking the calibration.
 12. Upon receipt of the instruments and the MOD Form 711A, the Workshop/Bay NCO is to:
 - a. Enter the Workshop/Bay SNOW that the calibration is undertaken on (if applicable).
 - b. Undertake the calibration and complete the 'Actual' and 'IND' figures for each instrument.
 - c. Return the completed MOD Form 711A with the instruments to the Aircraft Maintenance Supervisor.
 13. On receipt of the completed MOD Form 711A the Aircraft Maintenance Supervisor is to file the form in the relevant section of the Aircraft MOD Form 700C.
 14. When any unscheduled instrument changes are undertaken, the relevant block for the replaced instrument is to be ruled through and either a spare block used or a new form raised for the replacement instrument.
 15. **Retention.** MOD Forms 711A are to be retained in the MOD Form 700C until the next calibration is undertaken, at which time they are to be removed and destroyed in accordance with the current regulations.