

Instructions For Use

Flying and Equipment Running Log - MOD Form 724(SLG) Flight Servicing/Replenishment Certificate - MOD Form 705(SLG) Role Equipment State - MOD Form 706(Glider)

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

1. MOD Form 724(SLG) is used to record details of each flight, or series of flights and equipment usage.
2. MOD Forms 724(SLG) are to be inserted and removed from MOD Form 700 in accordance with instructions for controlled forms on MOD Form 799/1.
3. The actions required to close a form and raise a new one are as follows:
 - a. Complete 'C/F Totals' blocks.
 - b. Carry forward all totals to 'B/F Totals' blocks of new form.
 - c. Complete transfer certificate on old form when above actions have been completed.
4. **Captain.** After each flight, or period of continuous charge the Captain is to enter the required details.

- Notes**
1. Flying times are reckoned as from first take-off to last landing of a flight.
 2. During a period of continuous charge each flight is to be recorded separately.
 3. Where a flight contains multiple SPCs, the SPC covering the greater time span is the SPC to be recorded. The exception to this are flights that have a combination of either SPC 01 and 02A or SPC 01 and 02B. Such sorties are to be recorded as SPC 01.

SPC	Description
01	Circuit Pattern
02A	Upper Air Sortie (No Stalls)
02B	Upper Air Sortie (With Stalls)
03	Transit Flight
04	Flight Test
05	Display Sortie
06	Navigation Exercise

Flight Servicing/Replenishment Certificate - MOD Form 705 (SLG)

5. MOD Form 705(SLG) is used for certification of flight servicings and replenishments. Provision is made to record up to 6 flight servicings and 6 replenishments on each form. Responsibilities for completion are detailed in the following paragraphs.
6. MOD Forms 705(SLG) are to be inserted and removed from the MOD Form 700 in accordance with instructions for controlled forms on MOD Form 799/1.
7. **Captain's After Flight Declaration (lines 1 to 3).** The Captain's after flight signature returns responsibility for the aircraft to the engineering organization, unless on continuous charge and certifies that:
 - a. A Maintenance Work Order Log (MOD Form 707A) entry has been raised for each fault that became evident whilst he was responsible for the aircraft.

- b. The results of any flying requirements undertaken have been entered in Aircraft Flying Requirement Certificate (MOD Form 707B(AFRC)).
- c. Flying and equipment running log (MOD Form 724(SLG)) has been completed.

8. **Flight Servicing (lines 4 to 10).** On completion of any flight servicing qualified person(s) certified competent by OC Air Cadets Central Gliding School Engineering Flight undertaking the work is/are responsible for:

- a. Entering type of flight servicing (line 4).
- b. Entering aircraft fuel state (line 6).
- c. Entering Commenced and Valid Until TDMs (Time/Date/Month)(Lines 5 and 10).
- d. Ensuring that appropriate columns on MOD Form 705(SSC) have been completed.
- e. Striking through any designated or spare line not required.
- f. Signing the certificate (lines 8 to 9) to certify that the flight servicing has been completed in accordance with the appropriate flight servicing schedule.

9. **MOD Form 700 Co-ordinator (line 13).** A suitably Qualified/Authorised CAT B or above Gliding Instructor or NCO(RAF) is to certify in line 13 that the aircraft is in a fit condition and ready for flight. The MOD Form 700 is not to be co-ordinated after an After Flight servicing, or if a flight servicing has been invalidated by subsequent maintenance, in these instances lines 11 to 13 are to be ruled through. The MOD Form 700 Co-ordinator's signature certifies he has satisfied himself that:

- a. There is no outstanding corrective or preventive maintenance work.
- b. No scheduled or Out of Phase Maintenance requirements are due before the aircraft is expected to land.
- c. Flight Servicings are valid and fuel state is as requested for the task.
- d. Any flying requirements are identified by SNOW in 'Flying Requirements' block (line 11).
- e. The last Maintenance Work Order is identified by SNOW in 'Last SNOW' block (Line 12).

10. **Captain's Acceptance Certificate (lines 14 to 28).** Any Captain expected to fly the aircraft is to accept responsibility for the aircraft prior to flight by completing a Captain's Acceptance Certificate. The Captain's signature certifies that:

- a. He has ensured that the Co-ordinator has signed at line 13.
- b. The fuel state is as required.
- c. Where a flying requirement is indicated (Line 11) he has ascertained the nature of the requirement from the MOD Form 707B(AFRC).
- d. He is aware of the Modification, SI and STI state shown on MOD Form 703A1 and Acceptable Deferred Fault entries on MOD Form 704.
- e. He accepts any limitations recorded on MOD Forms 703 and the Role State recorded on MOD Form 706(Glider).
- f. The Captain shall retain responsibility for the aircraft during a student's first solo flight.

11. **Replenishment Certificate (Reverse of MOD Form 705).** This certificate is to be completed after any replenishments have been undertaken.

12. **Continuous Charge.** Between successive flights of a period of continuous charge:

- a. The off-going Captain is to:
 - (1) Identify in line 7 any mandatory maintenance, where appropriate.
 - (2) Enter fuel state lines (17, 21 or 25) as required.
 - (3) Strike through any remaining lines (14 - 28) not completed if the Aircraft is placed unserviceable.
- b. The accepting Captain is to:
 - (1) Complete the appropriate Captain's Acceptance Certificate (Lines 14 - 28).
 - (2) Ensure that any MOD Form 705(SSR) entries have been undertaken.
 - (3) When lines 25 - 28 have been completed transfer the information on lines 10 - 12 to the next column; enter fuel state in line 6 and in line 9 the statement "Continuous Charge". Rule through any unused lines 1 - 8.

Role Equipment State - MOD Form 706(Glider)

MOD Form 799/4(SLG)

(Revised Jan 12)

Sheet 2 of 2

13. The MOD Form 706(Glider) is used to record the Role Equipment state of the aircraft. Provision is made to record the changes of state. When raising a new form enter the aircraft serial number and next sheet number in sequence. After ensuring that the first block of the new form shows the current aircraft state, the old form can be removed and disposed of i.a.w. the instructions on MOD Form 799/1.

14. **Role.** The fitting and removal of role equipment is to be recorded on a Maintenance Work Order (MOD Form 707B(IS)). The supervisor is to complete the next available block on the MOD Form 706(Glider) by:

- a. Entering the current role state of the aircraft.
- b. Ensure basic weight and moment details (MOD Form 701) are changed to reflect the current role equipment state.
- c. Sign and print name in the Signature/Name block.
- d. Entering the time, day and month in the 'TDM' block.