Instructions for Use

Equipment Running Log - MOD Form 726(Lynx Mk9A U/C)

Flying and Equipment Running Log - MOD Form 726(Lynx Mk9A U/C)

1. **General.** This form is used to record the Lynx Mk9A undercarriage usage profile.

2. **Responsible Aircrew Member.** After each mission the Responsible Aircrew Member is to complete the required flight details, ensuring that the data recorded is as accurate as reasonably possible. The data to be recorded is as follows:

   a. **Ground Taxi Time (XJ)**. Enter the total time spent in ground taxi during the sortie to the nearest 30 seconds.

   b. **Running Take Off Qty (XK)**. The number of take offs carried out with forward speed present.

   c. **Airframe Hours**. Enter the Airframe Hours at completion of the sortie.

   d. **Landing Profiles** Enter the quantity and profile of any **running** landing conducted during the flight using the following criteria:

Serial	Range
S1	4 - 24 Knots
S2	25 - 40 Knots
S3	41 - 50 Knots

Table 1 - Ground Speed at Time of Landing

Note: Landings with up to 3 Knots forward speed present do **NOT** need to be recorded on the MOD Form 726(Lynx Mk9A U/C). However, they do contribute to the total number of landings on the MOD Form 724(Lynx).

Serial	Range
W1	4001 - 4535 Kgs
W2	4536 - 4875 Kgs
W3	4876 - 5330 Kgs

Table 2 - Weight at Time of Landing

When the speed and weight criteria for each landing have been determined the following chart can be completed:

S3	(XG)	(XH)	(XI)
S2	(XD)	(XE)	(XF)
S1	(XA)	(XB)	(XC)
	W1	W2	W3

Table 3 - Weight/Speed Chart

Example 1

During the flight, Qty 2 running landings were conducted. Both running landings were carried out at a ground speed of 20 Knots and the aircraft was at 4875 Kgs AUW:

   20 Knots = S1 (from Table 1)

   4875 Kgs = W2 (from Table 2)

   Landing profile = 2 running landings at S1/W2 = XB profile

S3			
S2			
S1		2	
	W1	W2	W3

Table 4 - Example 1 Completed

Example 2

During the flight, a practise running landing was conducted shortly after initial departure from the airfield at a ground speed of 10 Knots and a weight of 5200 Kgs. The sortie is flown and towards the end of the serial on return to the airfield another running landing is carried out at 30 knots and a weight of 4400 Kgs.

10 Knots = S1 (From Table 1)

5200 Kgs = W3 (From Table 2)

Landing profile = Qty 1 running at S1/W3 = XC profile

30 Knots = S2 (From Table 1)

4400 Kgs = W1 (From Table 2)

Landing profile = Qty 1 running landings at S2/W1 = XD profile

S3			
S2	1		
S1			1
	W1	W2	W3

Table 5 - Example 2 Completed

Total running landings for flight at XC and Qty 1 at XD

3. F**light Servicing Co-ordinator**. The flight servicing co-ordinator is to ensure that all data is transferred to the WRAM system as accurately as possible. The WRAM Sequence Number (WRAM Seq) is used to tie undercarriage data to SPC details on the MOD Form 724(Lynx).

Note: The MOD Form 726(Lynx Mk9A U/C) sheet number is aligned with current MOD Form 724(Lynx).

WRAM Off Line Procedure and Subsequent Recovery

4. All entries made in the Flying and Equipment Running Log are to be entered into WRAM during the recovery to On Line working. Care is to be taken to ensure that this is carried out in conjunction with the generation and completion of a WRAM MWO for MOD Form 707A entries at the correct date/usage counts.