

R. A. F. FORM. 2722

1605203

FLIGHT ENGINEERS  
LOG COVER

## FLIGHT ENGINEERS' LOG. INSTRUCTIONS FOR USE.

PAGE 1.

Section "A" is to be completed prior to flight.

Section "B" comprises the main checks and they are to be carried out by the Pilot and Flight Engineer and initialled by the Flight Engineer as having been checked. They are to be checked in conjunction with the aircraft type pre-flight checks.

Section "C" is to be completed at cessation of flight from the Navigator's Log.

Section "D" is to be compiled by the following method :—

Fuel used	.....	From the flowmeters (if fitted) or by computation.
Fuel Left	.....	Total fuel minus fuel used.
Air Miles	.....	From the Navigator's Log.
Track Miles	.....	From the Navigator's Log.
A.M.P.G.	.....	$\frac{\text{Air Miles.}}{\text{Fuel Used.}}$
T.M.P.G.	.....	$\frac{\text{Track Miles.}}{\text{Fuel Used.}}$
G.P.H.	.....	$\frac{\text{Fuel Used.}}{\text{Time Airborne.}}$

The Flight Engineer Leader is to obtain his figures in a similar manner, except the determining of the amount of fuel left and used, when he will rely upon the bowser flowmeter reading during the refuelling of the tanks.

### Section "E."

Remarks by Flight Engineer are to include the following :—

- (a) Reason for high consumption.
- (b) Reason for using other than economical engine conditions.
- (c) Log not complete.
- (d) Damage due to enemy action.
- (e) Difficulties experienced in the air.
- (f) Repairs carried out in flight.
- (g) Any other comments.

### Remarks by the Flight Engineer Leader.

He is to comment on the Log in general, and state whether it is satisfactory or unsatisfactory, and what action has been taken in the event of an unsatisfactory Log being returned.

FLIGHT ENGINEERS' LOG. INSTRUCTIONS FOR USE.

PAGE 1.

Section "A" is to be completed prior to flight.

Section "B" comprises the main checks and they are to be carried out by the Pilot and Flight Engineer and initialled by the Flight Engineer as having been checked. They are to be checked in conjunction with the aircraft type standard pre-flight checks.

Section "C" is to be compiled by the following method :-

Fuel Used	....	....	Total fuel carried minus computed fuel left.
Fuel Left	....	....	Resultant figures from Fuel Log computation after landing.
Air Miles	....	....	From the Navigator's Log.
Track Miles	...	....	From the Navigator's Log.
A.M.P.G.	....	....	<u>Air Miles.</u>
			<u>Fuel Used</u>
T.M.P.G.	....	....	<u>Track Miles.</u>
			<u>Fuel Used</u>
G.P.M.	....	....	<u>Fuel Used</u>
			<u>Time Airborne.</u>

The Flight Engineer Leader is to obtain his figures in a similar manner, except the determining of the amount of fuel left and used, when he will rely upon the bowser flowmeter reading during the refuelling of the tanks.

Section "D"

Remarks by Flight Engineer are to include the following :-

- (a) Reason for high consumption.
- (b) Reason for using other than economical engine conditions.
- (c) Log not complete.
- (d) Damage due to enemy action
- (e) Difficulties experienced in the air.
- (f) Repairs carried out in flight.
- (g) Any other comments.

The Flight Engineer will also list other defects for transfer to the Form 700 upon landing.

Cont'd.....

PAGE 1. (Continued).

Remarks by the Flight Engineer Leader.

He is to comment on the Log in general, and state whether it is satisfactory or unsatisfactory, and what action has been taken in the event of an unsatisfactory Log being returned.

PAGES 2 and 3.

Sections "E" and "F".

1. Entries to be made at every change of flight or engine conditions, change over of petrol tanks, and at hourly intervals. These sections are designed to assist the Flight Engineer in maintaining an accurate check on fuel consumption at any time during the flight.
2. To permit the use of the Fuel Log in both Halifax and Stirling types of aircraft, the numbers of the petrol tanks are to be clearly entered in the space provided at the top of the Log.
3. In order to prevent the congestion of figures in a confined space, a diagonal line is not to be drawn in when a tank is in use. A special column is included in the Flight Log for this purpose.
4. A diagonal cross is to be entered when a tank is empty.

PAGE 4.

Section "G" comprises a history of the engine performance and is to be completed whenever engine conditions change and also at 30 minute intervals.

Brake Pressure readings in the case of the Halifax type of aircraft need only be entered for the first three and the last three entries, but in the case of the Stirling type of aircraft, these are to be completed on each entry being made.

Brake Pressure readings are also to be entered after shutting down at dispersal.

Remarks Column :- The following to be entered:-

- (a) Airframe and engine peculiarities.
- (b) Any other comments.

Section "H" is to be completed prior to landing and each check is to be initialled by the Flight Engineer as having been checked.

Captain P/O. MORRIS FLIGHT ENGINEER LOG (STANDARD)  
 Airframe No. and Letter 21 Total Petrol            Galls. Bomb Load            lbs. A.W.V. at T.G.            lbs.  
 Pressure Head Cover 22.2 Oil Position OPM Air Intakes COLD Supercharger 12 Auto Controls OFF Controls unlocked 22.2 EK, Compass 24  
 Target            Track Miles            Squadron No.            Date           

To be filled in every 30 minutes and whenever flight or engine conditions are changed

Time	Height in Feet	Air Temp °C	T.A.S.	Altitude G.L. or D.	R.P.M.	Rost Rev./Min.	Oil Press lbs./sq. in.				Oil Temp. °C.				Cylinder Temp. °C.				Mixture HVO or E.	Supercharger In, or U.	Air Intake In, or U.	Auto Controls	Oxygen Time		Remarks
							P.O.	P.L.	S.L.	S.O.	P.O.	P.L.	S.L.	S.O.	P.O.	P.L.	S.L.	S.O.					ON	OFF	
7.0	4000				2800	+8					30				150			R	12	C	OUT			2000 500	
7.1					2800	+8					30				150			R	12	C	OUT				
7.2	4500				2800	+8				0.0			20				170	R	12	C	OUT				
					2900	+8				80			20				170	R	12	C	OUT				
7.55	7000		120	C			200	200	200	200	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
7.55	10000	+15	125	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
8.00	15000	+14	125	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
8.10	20000	0	105	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
8.15	22000	-2	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
8.45	18000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
11.15	18000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
11.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
11.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
11.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
12.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
12.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
12.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
13.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
13.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
13.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
14.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
14.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
14.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
15.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
15.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
15.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
16.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
16.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
16.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
17.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
17.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
17.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
18.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
18.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
18.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
19.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
19.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
19.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
20.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
20.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
20.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
21.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
21.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
21.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
22.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
22.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
22.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
23.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
23.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
23.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
24.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
24.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
24.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
25.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
25.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
25.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
26.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
26.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
26.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
27.15	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
27.35	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500
27.55	14000	-20	110	C	2800	+2	90	90	90	90	60	60	60	60	20	20	20	20	R	12	C	OUT			2000 500

# DETROIT LOG (STERLING 1)

Tank No.	Tank Capacity	Tank Contents	1	2	3	4	5	6	7	8	9	10	11	12
Time			4:45	4:00	5:25	4:15	4:55	5:45	5:15	5:55	6:15	6:30	6:50	7:25
Port	1	50	80	95	30	55	10	10	10	10	10	10	10	10
	2	736	726	107	107	107	107	107	107	107	107	107	107	107
	3	47	47	47	47	47	47	47	47	47	47	47	47	47
	4	250	250	250	250	250	250	250	250	250	250	250	250	250
	5	164	164	164	164	164	164	164	164	164	164	164	164	164
	6	81	81	81	81	81	81	81	81	81	81	81	81	81
St. No.	1	50	80	95	30	55	10	10	10	10	10	10	10	10
	2	736	726	107	107	107	107	107	107	107	107	107	107	107
	3	47	47	47	47	47	47	47	47	47	47	47	47	47
	4	250	250	250	250	250	250	250	250	250	250	250	250	250
	5	164	164	164	164	164	164	164	164	164	164	164	164	164
	6	81	81	81	81	81	81	81	81	81	81	81	81	81
Total Fuel Left		520	429	424	424	424	424	424	424	424	424	424	424	424
Galls. For Hour														
Air Miles Per Gall.														
Position of Baselegs														
Cross Feed Cook														

## INSTRUCTIONS FOR USE

- The Fuel state is to be recorded in the numbered columns hourly and whenever a tank is turned ON or OFF.
- A diagonal line is drawn when a tank is turned "OFF".
- A reverse diagonal line is added to form a cross when the tank is empty.
- The calculated tank contents are recorded above the diagonal when each check is made.

## CALCULATIONS

4474 4474 4474  
 107 107 107  
 Port Fuel Left  
 Balance Fuel  
 Working

Checked by \_\_\_\_\_

Squadron Engineer Officer

Captain

# FLIGHT ENGINEER LOG (CONTINUING)

Engineer

80/78

Airframe No. and Letter

Total Petrol

Galls.

Bank Load

Ibs.

Alt., ft., at 0.0.

Ibs.

Pressure Head Cover

Oil Position

Air Intake

Supercharger

Auto Controls

Controls unlocked

Oil Compens

Target

Track Miles

Squadron No.

Date

To be filled in every 30 minutes and whenever flight or engine conditions are changed

Time	Height in Feet	Air Temp. °C	T.A.S.	Altitude C. 100 ft D.	S.F.A.	Boost Ibs./ft <sup>2</sup>	Oil Press Lbs./in <sup>2</sup>				Oil Temp. °C				Cylinder Temp. °C				Supercharger in or ft.	Air Intake in or ft.	Auto Controls	Oxygen Time		Remarks
							P.O.	P.I.	E.I.	S.O.	P.O.	P.I.	E.I.	S.O.	P.O.	P.I.	E.I.	S.O.				ON	OFF	
2:15	14000	-20	170	L	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
2:45	14000	-20	170	L	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
3:15	14000	-20	170	L	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
3:45	14000	-20	170	D	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
4:15	14000	-20	170	D	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
4:45	14000	-20	170	D	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
5:15	14000	-20	170	D	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20
5:45	14000	-20	170	D	2000	12	90	90	90	90	100	100	100	100	200	200	200	200	W	5	0	0	0	20

## PETROL LOG (STILLING IN)

## INSTRUCTIONS FOR USE

1. The fuel state is to be recorded in the numbered columns hourly and whenever a tank is turned ON or OFF.
2. A diagonal line is drawn when a tank is turned "OFF".
3. A reverse diagonal line is added to form a cross when the tank is empty.
4. The calculated tank contents are recorded above the diagonal when each check is made.

COLLATIONS

Checked by \_\_\_\_\_

Squadron Engineer 011058



Coyote

1st Lt. Brown

PLANT ENGINEER'S LOG (STANDARD)

Engineer

Dental

EO/78

Airframe No. and Letter W 1442

Total Petrol 1824

Galls.

Rush Load 500 lbs.

A.M. at T.O. 12:24 lbs

Pressure Head Cover 111 Gills Position OPEN Air Intakes 5000 Supercharger 17 Auto Controls 107 Controls unlocked 111 D% Complete

Target

Track Miles

Squadron No.

Date

To be filled in every 30 minutes and whenever flight or engine conditions are changed

Time	Height in Feet	Air Temp °C	Ind. Alt.	Altitude C, L, or D.	R.P.M.	Boost lbs./sq. in.	Oil Press lbs./sq. in.				Oil Temp. °C.				Cylinder Temp. °C.				Mixture W/F or B.	Supercharger K, or L.	Air Intake L, or C.	Auto Controls	Oxygen Flow		Remarks
							P.O.	P.I.	S.I.	S.O.	P.O.	P.I.	S.I.	S.O.	P.O.	P.I.	S.I.	S.O.					ON	OFF	
							over 140	140-150	150-160	160-170															
15:00	800	+16	-	-	-	-	130	25	130	125	15	15	20	15	110	110	110	110	R	17	C	OUT			fuel 5000
15:15	700	+16	115	C	2800	6	105	40	105	100	20	20	25	20	125	120	125	120	R	17	C	OUT			fuel 5000
15:30	600	+13	115	C	2500	3	90	35	90	90	45	45	45	40	200	205	200	205	R	17	C	OUT			fuel 5000
15:45	500	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
16:00	400	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
16:15	300	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
16:30	200	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
16:45	100	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
17:00	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
17:15	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
17:30	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
17:45	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
18:00	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
18:15	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
18:30	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
18:45	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000
19:00	0	+8	115	C	2100	-3	80	30	80	80	65	70	65	65	230	225	230	225	W	17	C	OUT			fuel 5000

Captain *W/O John H. ...* **FLIGHT ENGINEER LOG (STANDARD)** Engineer *W/O ...* EC/ER  
 Airframe No. and Letter *W 11000* Total Petrol *112.0* Gallons Bomb Load *Nil.* No. of T.O. *110.*  
 Pressure Head Cover *111* Gill Position *1100* Air Intakes *1100* Supercharger *11* Auto Controls *111* Controls unlocked *111* IM, Compass  
 Target *...* Track Miles *...* Squadron No. *215* Date *27/10/41*

To be filled in every 30 minutes and whenever flight or engine conditions are changed

Time	Height in Feet	Air Temp. °C	Ind. S.	Altitude Ct. L. or D.	P.P.M.	Boost lbs./sq. in.	Oil Press lbs./sq. in.				Oil Temp. °C				Cylinder Temp. °C				Mixture W/G or L.	Supercharger L. or H.	Air Intake L. or U.	Auto Controls	Oxygen Time		Remarks
							P.O.	P.T.	S.T.	S.O.	P.O.	P.T.	S.T.	S.O.	P.O.	P.T.	S.T.	S.O.					ON	OFF	
20.00	—		<i>Rev. 1/2</i>				120	125	130	125	150	145	155	150	105	110	100	105	R	114.5	E	114.5			<i>20.00</i>
20.10	<i>500</i>	<i>+11</i>	<i>155</i>	<i>C</i>			105	110	105	110	30	35	30	35	200	200	200	200	L	11	E	114.5	<i>20.10</i>		<i>1000</i>
20.17	<i>500</i>	<i>+9</i>	<i>155</i>	<i>C</i>	<i>2400</i>	<i>+6</i>	90	95	90	95	15	15	15	15	240	240	240	240	R	11	E	114.5			<i>1000</i>
20.37	<i>7000</i>	<i>+14</i>	<i>155</i>	<i>C</i>	<i>2400</i>	<i>+5</i>	80	85	85	80	10	10	10	10	260	265	260	265	R	11	E	114.5			<i>1000</i>
20.37	<i>8,400</i>	<i>+13</i>	<i>155</i>	<i>C</i>	<i>2400</i>	<i>+6</i>	80	85	85	80	10	10	10	10	265	265	265	265	R	5	C	114.5			<i>1000</i>
20.43	<i>8,400</i>	<i>+1</i>	<i>160</i>	<i>C</i>	<i>2400</i>	<i>+2</i>	10	10	10	10	65	65	65	65	260	260	260	260	W	11	C	114.5			<i>1000</i>
21.03	<i>11,500</i>	<i>+1</i>	<i>160</i>	<i>C</i>	<i>2300</i>	<i>+2</i>	50	50	50	50	65	65	65	65	265	265	260	260	W	11	C	114.5			<i>1000</i>
21.25	<i>11,500</i>	<i>+1</i>	<i>160</i>	<i>C</i>	<i>2400</i>	<i>+1</i>	50	50	50	50	65	65	65	65	250	255	250	255	W	11	C	114.5			<i>1000</i>
21.45	<i>12,000</i>	<i>0</i>	<i>160</i>	<i>C</i>	<i>2400</i>	<i>+1</i>	80	80	80	80	65	65	65	65	250	250	250	250	W	11	C	114.5			<i>1000</i>
22.05	<i>12,000</i>	<i>0</i>	<i>160</i>	<i>C</i>	<i>2400</i>	<i>+1</i>	80	80	80	80	65	65	65	65	250	250	250	250	W	11	C	114.5			<i>1000</i>
22.12	<i>12,000</i>	<i>0</i>	<i>155</i>	<i>C</i>	<i>2400</i>	<i>+6</i>	90	90	90	90	65	65	65	65	250	255	250	255	R	5	C	114.5			<i>1000</i>
22.20	<i>12,600</i>	<i>-2</i>	<i>160</i>	<i>D</i>	<i>2400</i>	<i>+2</i>	50	50	50	50	65	65	65	65	250	250	250	250	W	11	C	114.5			<i>1000</i>
22.47	<i>13,300</i>	<i>0</i>	<i>155</i>	<i>D</i>	<i>2300</i>	<i>0</i>	10	10	10	10	65	65	65	65	240	240	240	240	W	5	C	114.5			<i>1000</i>
23.05	<i>13,100</i>	<i>0</i>	<i>155</i>	<i>D</i>	<i>2100</i>	<i>0</i>	50	50	50	50	65	65	65	65	240	240	240	240	W	11	C	114.5			<i>1000</i>
23.32	<i>8,700</i>	<i>+1</i>	<i>155</i>		<i>2000</i>	<i>-1</i>	90	90	90	90	65	65	65	65	230	230	230	230	W	11	C	114.5			<i>1000</i>

# TRUCK LOG (SHEDLING 1)

Truck No.	Truck Capacity	Truck Contents	1	2	3	4	5	6	7	8	9	10	11	12
Time			50 00	50 15	50 27	50 45	51 15	52 00	52 45					
Port 1	80	80	80	80	80	80	80	80	80					
2	231	231	231	231	231	231	231	231	231					
3	63													
4	254	254	254	254	254	254	254	254	254					
5	164	164	164	164	164	164	164	164	164					
6	81	81	81	81	81	81	81	81	81					
		Port Balance		80	OFF									
St. No. 1	80	80	80	80	80	80	80	80	80					
2	231	231	231	231	231	231	231	231	231					
3	63													
4	254	254	254	254	254	254	254	254	254					
5	164	164	164	164	164	164	164	164	164					
6	81	81	81	81	81	81	81	81	81					
		St. Balance		80	OFF									
Total Fuel Left		1820	1820	1720	1548	1440	1272	1152	872					
Gals. Per Hour				333	441	508	387	349	325					
Air Miles Per Gal.														
Position of Fuelage Cross Feed Cock			OFF	OFF	OFF	OFF	OFF	OFF	OFF					

## INSTRUCTIONS FOR USE

1. The fuel state is to be recorded in the numbered columns hourly and whenever a tank is turned ON or OFF.
2. A Diagonal line is drawn when a tank is turned "OFF".
3. A reverse diagonal line is added to form a cross when the tank is empty.
4. The calculated tank contents are recorded above the diagonal when each check is made.

## CALCULATIONS

Checked by \_\_\_\_\_

Squadron Engineer Officer

## PETROL 125 (SPENDING 13)

[illegible]

## 1987-1988 1989-1990 1991-1992 1993-1994 1995-1996 1997-1998 1999-2000 2001-2002 2003-2004 2005-2006 2007-2008 2009-2010 2011-2012 2013-2014 2015-2016 2017-2018 2019-2020 2021-2022 2023-2024 2025-2026 2027-2028 2029-2030 2031-2032 2033-2034 2035-2036 2037-2038 2039-2040 2041-2042 2043-2044 2045-2046 2047-2048 2049-2050 2051-2052 2053-2054 2055-2056 2057-2058 2059-2060 2061-2062 2063-2064 2065-2066 2067-2068 2069-2070 2071-2072 2073-2074 2075-2076 2077-2078 2079-2080 2081-2082 2083-2084 2085-2086 2087-2088 2089-2090 2091-2092 2093-2094 2095-2096 2097-2098 2099-2100 2101-2102 2103-2104 2105-2106 2107-2108 2109-2110 2111-2112 2113-2114 2115-2116 2117-2118 2119-2120 2121-2122 2123-2124 2125-2126 2127-2128 2129-2130 2131-2132 2133-2134 2135-2136 2137-2138 2139-2140 2141-2142 2143-2144 2145-2146 2147-2148 2149-2150 2151-2152 2153-2154 2155-2156 2157-2158 2159-2160 2161-2162 2163-2164 2165-2166 2167-2168 2169-2170 2171-2172 2173-2174 2175-2176 2177-2178 2179-2180 2181-2182 2183-2184 2185-2186 2187-2188 2189-2190 2191-2192 2193-2194 2195-2196 2197-2198 2199-2200 2201-2202 2203-2204 2205-2206 2207-2208 2209-2210 2211-2212 2213-2214 2215-2216 2217-2218 2219-2220 2221-2222 2223-2224 2225-2226 2227-2228 2229-2230 2231-2232 2233-2234 2235-2236 2237-2238 2239-2240 2241-2242 2243-2244 2245-2246 2247-2248 2249-2250 2251-2252 2253-2254 2255-2256 2257-2258 2259-2260 2261-2262 2263-2264 2265-2266 2267-2268 2269-2270 2271-2272 2273-2274 2275-2276 2277-2278 2279-2280 2281-2282 2283-2284 2285-2286 2287-2288 2289-2290 2291-2292 2293-2294 2295-2296 2297-2298 2299-2300 2301-2302 2303-2304 2305-2306 2307-2308 2309-2310 2311-2312 2313-2314 2315-2316 2317-2318 2319-2320 2321-2322 2323-2324 2325-2326 2327-2328 2329-2330 2331-2332 2333-2334 2335-2336 2337-2338 2339-2340 2341-2342 2343-2344 2345-2346 2347-2348 2349-2350 2351-2352 2353-2354 2355-2356 2357-2358 2359-2360 2361-2362 2363-2364 2365-2366 2367-2368 2369-2370 2371-2372 2373-2374 2375-2376 2377-2378 2379-2380 2381-2382 2383-2384 2385-2386 2387-2388 2389-2390 2391-2392 2393-2394 2395-2396 2397-2398 2399-2400 2401-2402 2403-2404 2405-2406 2407-2408 2409-2410 2411-2412 2413-2414 2415-2416 2417-2418 2419-2420 2421-2422 2423-2424 2425-2426 2427-2428 2429-2430 2431-2432 2433-2434 2435-2436 2437-2438 2439-2440 2441-2442 2443-2444 2445-2446 2447-2448 2449-2450 2451-2452 2453-2454 2455-2456 2457-2458 2459-2460 2461-2462 2463-2464 2465-2466 2467-2468 2469-2470 2471-2472 2473-2474 2475-2476 2477-2478 2479-2480 2481-2482 2483-2484 2485-2486 2487-2488 2489-2490 2491-2492 2493-2494 2495-2496 2497-2498 2499-2500 2501-2502 2503-2504 2505-2506 2507-2508 2509-2510 2511-2512 2513-2514 2515-2516 2517-2518 2519-2520 2521-2522 2523-2524 2525-2526 2527-2528 2529-2530 2531-2532 2533-2534 2535-2536 2537-2538 2539-2540 2541-2542 2543-2544 2545-2546 2547-2548 2549-2550 2551-2552 2553-2554 2555-2556 2557-2558 2559-2560 2561-2562 2563-2564 2565-2566 2567-2568 2569-2570 2571-2572 2573-2574 2575-2576 2577-2578 2579-2580 2581-2582 2583-2584 2585-2586 2587-2588 2589-2590 2591-2592 2593-2594 2595-2596 2597-2598 2599-2600 2601-2602 2603-2604 2605-2606 2607-2608 2609-2610 2611-2612 2613-2614 2615-2616 2617-2618 2619-2620 2621-2622 2623-2624 2625-2626 2627-2628 2629-2630 2631-2632 2633-2634 2635-2636 2637-2638 2639-2640 2641-2642 2643-2644 2645-2646 2647-2648 2649-2650 2651-2652 2653-2654 2655-2656 2657-2658 2659-2660 2661-2662 2663-2664 2665-2666 2667-2668 2669-2670 2671-2672 2673-2674 2675-2676 2677-2678 2679-2680 2681-2682 2683-2684 2685-2686 2687-2688 2689-2690 2691-2692 2693-2694 2695-2696 2697-2698 2699-2700 2701-2702 2703-2704 2705-2706 2707-2708 2709-2710 2711-2712 2713-2714 2715-2716 2717-2718 2719-2720 2721-2722 2723-2724 2725-2726 2727-2728 2729-2730 2731-2732 2733-2734 2735-2736 2737-2738 2739-2740 2741-2742 2743-2744 2745-2746 2747-2748 2749-2750 2751-2752 2753-2754 2755-2756 2757-2758 2759-2760 2761-2762 2763-2764 2765-2766 2767-2768 2769-2770 2771-2772 2773-2774 2775-2776 2777-2778 2779-2780 2781-2782 2783-2784 2785-2786 2787-2788 2789-2790 2791-2792 2793-2794 2795-2796 2797-2798 2799-2800 2801-2802 2803-2804 2805-2

1. The fuel intake is to be recorded in the numbered columns hourly and whenever a tank is turned ON or OFF.
2. A diagonal line is drawn when a tank is turned "ON".
3. A reverse diagonal line is added to form a cross when the tank is empty.
4. The calculated tank contents are recorded above the diagonal when each block is made.

**CALCULATED**

Squadron Engineer Officer

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FLIGHT ENGINEERS ARE CONTINUING TO

 Springer

### References

4298

Airframe No. and Letter 159 1

Total Percent  $\chi^2 = 0$ 

Callan

North Lead Creek, 1984, 1985

1978-79 1979-80 1980-81 1981-82 1982-83

Pressure Head Corr.  $\phi^{\circ}$  Gall Position  $\phi^{\circ}$  Air Intake Cor.  $\phi^{\circ}$  Supercharger  $\phi^{\circ}$ 

Auto Controls on F. Controls unlocked 261 TR. Controls 261

Target 22/10/2008

Frank Miller 12/2

Squadron No. 1

Trent 2007, p. 20

To be filled in every 30 minutes and whenever flight or engine conditions are changed



## PETROL LOG (STILLING I)

Tank No.	Tank Capacity	Tank Contents	1	2	3	4	5	6	7	8	9	10	11	12
Plan			200	240	280	320	360	400	440	480	520			
Port 1	80	80	80	80	80	80	80	80	80	80	80			
2	131	131	131	131	131	131	131	131	131	131	131			
3	63													
4	254	254	254	254	254	254	254	254	254	254	254			
5	160	160	160	160	160	160	160	160	160	160	160			
6	81	81	81	81	81	81	81	81	81	81	81			
7	158													
St. Oil 1	80	80	80	80	80	80	80	80	80	80	80			
2	131	131	131	131	131	131	131	131	131	131	131			
3	63													
4	254	254	254	254	254	254	254	254	254	254	254			
5	160	160	160	160	160	160	160	160	160	160	160			
6	81	81	81	81	81	81	81	81	81	81	81			
7	158													
Total Fuel left		1820	1820	1740	1508	1136	1052	904	616	412	248			
Calc. Per Hour				312	372		232	218	204	160				
Alt. Still														
Per Gall.														
Position of Handings			off	off	off	off	off	off	off	off	off			
Gross Fuel Dock														

## INSTRUCTIONS FOR USE

- The fuel state is to be recorded in the numbered columns hourly and whenever a tank is turned ON or OFF.
- A diagonal line is drawn when a tank is turned "OFF".
- A reverse diagonal line is added to form a cross when the tank is empty.
- The calculated tank contents are recorded above the diagonal when each check is made.

## CALCULATIONS

1820  
 1740  
 1508  
 1136  
 1052  
 904  
 616  
 412  
 248  
 312  
 372  
 232  
 218  
 204  
 160

Checked by

Squadron Engineer Officer

(1)

## FLIGHT ENGINEER'S LOG

'A' TO BE COMPLETED BEFORE FLIGHT:-

CAPTAIN:-	SQUADRON NO:-	GLIDER TYPE:-	AIRCRAFT TYPE:-
FLIGHT ENGINEER:-	A/C LETTER & NO:-	DETAILS OF GLIDER LOAD:-	DETAILS OF A/C LOAD:-
DETAIL:-	TOTAL FUEL:-		
DATE:-	TANKS IN USE:-	GLIDER A.U.W:-	AIRCRAFT A.U.W:-

'B' CHECK BEFORE FLIGHT:-

ITEM	INITIALS	ITEM	INITIALS
PITOT HEAD COVER OFF		ESCAPE MATCHES SECURE	
STATIC VENT PLUGS OUT		CONTROLS UNLOCKED	
NITROGEN SYSTEM ON		AUTO-CONTROLS (CLUTCHES IN)	
SUPERCHARGER 'N' GEAR		D.R. COMPASS ON	
AIR INTAKES (COLD)		GILL OR RAD. POSITION (OPEN/CLOSED)	
U/C REV. COUNTER READING (FT)		U/C REV. COUNTER READING (KT)	
HYDRAULIC PRESSURES CHECKED		ACCUMULATORS DE-ISOLATED	

'C' FLIGHT SUMMARY. TO BE COMPLETED AFTER FLIGHT:-

TIME AIRBORNE	HRS.	AIR MILES	AUTO-CONTROLS			OXYGEN		
FUEL USED		FUEL LEFT	IN	OUT	TOTAL	ON	OFF	TOTAL
A.M.P.G.		G.P.H.						
TRACK MILES		T.M.P.G.						

'D' REMARKS &amp; LOG OF UNSERVICEABILITY. TO BE TRANSFERRED TO FORM 700.

LOG COMPLETE:-	LOG CHECKED:-	LOG SEEN:-
FLIGHT ENGINEER	FLIGHT ENGINEER LEADER	CHIEF TECHNICAL OFFICER





(3)

CHANGE OVER OF FUEL TANKS AND EVERY HOUR

FUEL LOG '7'

## COMPUTED TANK CONTENTS

PORT

STARBOARD

TOTAL  
PORT  
STARBOARD  
LEFT

(1)

'G' ENGINE PERFORMANCE LOG, COMPLETE ENTRIES AT 30 MINUTE INTERVALS & WHEN ENGINE CONDITIONS CHANGE

[illegible]

'H' CHECK BEFORE LANDING.

U/C REV COUNTER READING (FT)

U/C REV.COUNTER READING(3TD)

TAIL WHEEL/S CHECKED DOWN

UP LOOKS OUT. FLAPS DE-ISOLATED

D 60216-1 5,000 D/d 9176 1/45 P R P

PAGES 2 & 3.

1. Entries to be made at every change of flight or engine conditions, and at 30 minute intervals.

2. *Auto Controls*.—When they are in use, a diagonal line is drawn in the appropriate space, and the position of the control cock entered on top of the diagonal line, and the time of selection entered below.

3. *Air Mileage*.—Only to be entered when the air mileage indicator is fitted.

4. *Remarks Column*.—The following are to be entered :—

- (a) Oxygen time " on " and " off " to be entered on left-hand side of column.
- (b) All damage apparent in flight.
- (c) Airframe and engine peculiarities.
- (d) Any other remarks.

PAGE 4.

**Petrol Log.**

- (a) The fuel state is to be recorded in the numbered columns hourly and whenever a tank is turned " on " or " off."
- (b) A diagonal line is drawn when a tank is turned " on."
- (c) A reverse diagonal line is added to form a cross when the tank is empty.
- (d) The calculated tank contents are recorded above the diagonal line when each check is made.