

# POOLEY'S PERSONAL FLYING LOG BOOK

AIRCRAFT OPERATING CREW

COMMERCIAL AND GENERAL AVIATION PILOTS LOG BOOK

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT AIR NAVIGATION ORDER

## INSTRUCTIONS FOR USE

1. This log book is to be kept up-to-date and is to be produced when attending medical examinations and when obtaining a new licence or renewal, alteration or extension of an existing licence and a new certificate of experience.
2. The entries in pages 1 - 4 are to be made in ink and signed by the holder; other entries may be written in ink or in indelible pencil. The address of the holder (see *page 1*) must be kept amended as necessary during the currency of the log book.
3. The particulars of every flight in the course of which the holder acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for every flight, provided that if the aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights may be recorded by a single entry, the time of departure and arrival being recorded as the times the series of flights started and ended respectively and the time in the air as the total duration of such flights.
4. The time the aircraft commences to taxi for the purpose of taking off shall be regarded as the time of departure and the time the aircraft completes its normal taxiing operation after touching down shall be regarded as the time of arrival.
5. Times should be recorded in Greenwich Mean Time (U.T.C) whenever possible, but if any other time is entered its relation to Greenwich Mean Time should be clearly denoted by marking the particular entry, viz., "summer time" or "zone time".
6. The columns headed "Day" and "Night" are provided so that separate records may be kept of the times the holder acted in the capacity by day and by night respectively. If a flight is carried out partly by day and partly by night, the flying times entered in these columns should be an appropriate division of the total time of duty during such flight.
7. The alternative columns provided in the divisions "Day" and "Night" and headed "In charge", "Second" and "Dual" are designed to facilitate the separate totalling of the flying hours during which the holder acted in a particular operating capacity independently and those during which the duties were performed under a superior member acting in that particular capacity. When an aircraft carries two or more pilots as members of the operating crew one of them shall, before the flight commences, be designated by the operator of the aircraft as Captain. His name shall be entered in the column headed "Captain". If the holder of the log book is the Captain the word "Self" may be entered in that column. A pilot's flying time shall be entered as "in charge" if it is performed when the pilot is flying as Captain of the aircraft; he is entitled to enter the full duration of the flight. A pilot flying as "pilot-in-charge under supervision" shall enter flying time acquired in this manner in the "in charge" column annotated with the remark "P. I (U/S)" and countersigned in each instance by the Captain of the aircraft concerned. The flying time entered as "Second" will in all cases be the precise period of duty, as determined by the Captain of the aircraft, during which the holder acted in the course of the flight in the capacity shown.

8. Whenever two members acting in the same capacity share a particular operating duty, each performing such duty for particular periods only and neither acting under the supervision of the other, the departure and arrival times must be entered in the normal way, but in the column "Day" or "Night", as the case may be, the precise time during which the holder acted in the capacity indicated must be shown and a note inserted in the "Remarks" column to indicate that the duties were so shared.
9. The column headed "Instrument Flying" is provided in order that the time may be recorded during which the holder manipulated the flying controls, solely by reference to instruments, either under actual conditions or properly simulated flight conditions in the column headed "Simulated Instrument Flying". The time spent in practices on a ground installation, such as a Link Trainer or Flight Simulator should **NOT** be recorded under "Instrument Flying", but should be entered in the appropriate pages at the end of the Log Book.
10. The following system of notation shall be used for entries in the column headed "Holder's Operating Capacity":-
- |               |   |      |   |
|---------------|---|------|---|
| P. 1          | Pilot-in-Charge.  | P. 2 | Second pilot exercising the privileges of his licence as a required member of the operating crew.                     |
| P. 1<br>(U/S) | Pilot-in-Charge under supervision.<br>(Each entry is to be countersigned by the Captain of the aircraft concerned). | P. 3 | Pupil pilot; pilot under training.  |
| N. 1          | Navigator responsible for the navigation of the aircraft.   | N. 2 | Navigator acting under supervision.   |
| R. 1          | Radio Telegraphy Operator responsible for all communications so made.   | R. 2 | Radio Telegraphy Operator acting under supervision or gaining practical qualifying experience for a superior licence. |
| E. 1          | Flight Engineer responsible for the operation of the aircraft's power units and auxiliary systems.                  | E. 2 | Flight Engineer acting under supervision.   |
11. When the holder is a pupil pilot receiving flying training instruction under the direction of a duly authorised flying instructor, the words "Pupil pilot under training" should be inserted in the "Remarks" column against the entry and if practice landings are made in the course of the flight, the number of such practice landings should be shown in the "Remarks" column. Similarly, in any other case, if any pilot for the purpose of securing qualification for a licence makes a series of flights covered by a single entry, the number of landings made during the course of such series of flights should be entered in the "Remarks" column.
12. The "Remarks" column is to be used for making brief reference to "forced landings", "accidents", "weather conditions" or other matters of interest connected with the flight. It will also be used for the purpose indicated in instructions 8, 9 and 11 above.

Full Name

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Address

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Date of Birth

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**NAME AND ADDRESS OF PRESENT EMPLOYER**

**(1)**

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**(2)**

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**(3)**

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**(4)**

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## PAST EXPERIENCE

MILITARY			CIVIL		
Date of Entry:	QUALIFICATIONS				
	Date	Nature			
Date Demobilised:					
Highest Rank held and Decorations Awarded:					
HOURS FLOWN			HOURS FLOWN		
Capacity	By Day	By Night	Capacity	By Day	By Night
Totals:			Totals:		
<b>Total Hours Flown</b>	.. .. .		<b>Total Hours Flown</b>	.. .. .	

Approx. Total Flying Time to Date ..... Hours



Year	Aircraft		Pilot in Command	Co-pilot or Student	Details of Flight			
	Date	Type			Reg'n	From	To	Departure G.M.T. (U.T.C.)

**TOTALS**

To be carried forward

..... Hrs. .... Mins.

Grand Actual Flying Hours Total  
Cols. (1) to (12) incl.



Single-engined Aircraft				Multi-engined Aircraft								Instrument Flight	F/NAV F/ENG RTO	Remarks	
Day		Night		Day				Night					Other Flying		
Dual	P. in C.	Dual	P. in C.	Dual	P. in C.	Co-pilot	PI (US)	Dual	P. in C.	Co-pilot	PI (US)				(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
Totals brought forward															
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	