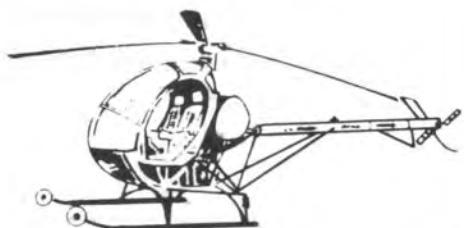


FLIGHT PLANS

PROGRAMED TEXT AM-63
MAY, 1971

UNITED STATES ARMY PRIMARY HELICOPTER SCHOOL, FORT WOLTERS, TEXAS



PROGRAMMED TEXT

FILE NO. AM-63

FLIGHT PLANS

POI SCOPE:

Selection and completion of FAA and military VFR flight plans.

INSTRUCTOR REFERENCES:

AR 95-1

DOD FLIP Section II

FAA 7110-8A

FAA 7110-10A

PREPARED BY:

Henry W. Snyder

Southern Airways/Literature Dev Br

APPROVED BY:

JAMES W. GRIFFIN

LTC, INF

Chief, Training Material Division

TABLE OF CONTENTS

| | PAGE NO. |
|--|----------|
| 1. PREFACE | ii |
| 2. PERFORMANCE OBJECTIVES | iii |
| 3. PROGRAM | 1 |
| A. | |
| B. | |
| C. | |
| D. | |
| 4. SELF-EVALUATION EXERCISE | 17 |
| 5. ANSWERS TO SELF-EVALUATION EXERCISE | 19 |
| 6. ITEMS TO BE ISSUED WITH PROGRAM | |

PREFACE

As an Army aviator, you are required to fill out and file a flight plan prior to every flight you make. There are three flight plans you must be familiar with. Knowledge of these three will enable you to take off from either a military or civil airport. This programmed text is designed to teach you how to properly fill out, file, and close the 3 types of flight plans required by the FAA or Military for Visual Flight Rules (VFR) only.

NOTE: This programmed text is set up differently from the normal text. Pages will be read in exact sequence (i.e., 1, 2, 3, 4 etc.) This is so arranged to bring to you a form on one page and the explanation of the form on the opposite page. This will enable you to follow the form and the explanation without flipping back and forth between pages.

PERFORMANCE OBJECTIVES

Upon completion of this Programed Text, you will be able to correctly

1. determine the proper flight plan to file for any intended flight.
2. complete the required flight plan in accordance with current military and FAA directives.
3. file the required flight plan with the proper organization.
4. close a flight plan at destination.

FRAME 1

There are three flight plans utilized by the Army aviator. They are:

(a) DD Form 1080 – Local Flight Clearance

This Military flight plan is used to file VFR (Visual Flight Rules) flights within the local flying area.

NOTE: Reference Form 1080 – Local flying area is defined as an area within 100 nautical miles of the home base of the aircraft, or such area as prescribed by the installation commander.

(b) DD Form 175 – Military Flight Plan

This flight plan is utilized to file VFR cross-country flights and all IFR (Instrument Flight Rules) flights from military installations having a base operations.

(c) FAA 7233-1- Federal Aviation Agency Flight Plan

This flight plan is used for all cross-country flights departing from civilian installations.

We are going to concern ourselves with the proper method of completing each of these forms to file a VFR flight – therefore any block or item not used for VFR flight will be left blank or marked N/A.

You are flying from Abilene Municipal Airport, Abilene, Texas to Fort Wolters, Texas. This cross-country flight will be under VFR conditions. You are required to file which flight plan?

- a. DD Form 1080.
- b. DD Form 175.
- c. FAA 7233-1.
- d. FAA 2373-1.

FRAME 2 (continued)

- A. Home station of aircraft.
- B. Date flight is to be made.
- C. Type of aircraft to be used.
- D. Complete aircraft number.
- E-F. Symbols to describe mission and duty are found on the reverse side of the insert of DA Form 2408 (Aircraft Log Book).
- G-J. Self-explanatory.
- K. Estimated time of departure. Enter in Zulu time. For Fort Wolters Area — central standard time plus 6 hours = Zulu time. Daylight saving time plus 5 hours = Zulu time.
- L. Estimated time enroute—total elapsed time from takeoff until landing.
- M. Total fuel on board aircraft.
- N. The first planned stop after takeoff.
- O. DD Form 365F Weight and Balance — this form must be filed with the clearance form DD 1080 or certified on the DD 1080 that the loading for the proposed flight does not exceed the loading limits of the aircraft. One of the following entries shall be made in the weight and balance block:
 1. N/A — where the 365F form is not required. It is not required of class "one" aircraft if the configuration of the aircraft has not been altered from its intended use. Example of a class "one" aircraft is a TH-55 or OH-23D.
 2. Attached 365F form is attached to the DD1080.
 3. Filed at _____ date, _____, when referring to a previously filed form for normal loading.

When required, a new DD 365F will be filed with the

- 1. military base of operations office.
- 2. airport manager or suitable person when filing with a civilian airport.
- P. Day, month, year that the 365F has been filed. When "N/A" is entered in block "O", "N/A" will be entered in this block.
- Q. Authority for flight set forth by AR 95-1. (Signature required).
 1. An Army aviator with a current special instrument qualification in the category concerned has VFR clearance for his own and other aircraft under his control.
 2. Army aviators without a current instrument qualification has VFR clearance authority for his own and other aircraft under his direct control when such flights
 - a. are within the local flying area.
 - b. are from an area not having a military base operations officer with clearance authority available.

FRAME 2 (continued)

| LOCAL FLIGHT CLEARANCE | | | | | |
|--|------------------------------|------------------------------|---|------------------------|-------------------------|
| STATION (A) | | | DATE (B) | | |
| TYPE A/C (C) | | A/C NO. (D) | MISSION (E) | | |
| OCCUPANTS (State whether crew or passenger. List additional passengers on reverse.) | | | | | |
| DUTY SYMBOL | NAME AND INITIALS (G) | | GRADE (H) | SERVICE NO. (I) | HOME STATION (J) |
| (F) | | | | | |
| (K) | ETE (Home base) (L) | HOURS OF FUEL (M) | AUXILIARY BASE OF 1ST INTENDED LANDING (N) | | |
| FORM "F" FILED AT (O) | | | DATE FILED (Day, month, year) (P) | | |
| WEATHER IS FORECAST TO REMAIN VFR FOR THE DURATION OF THIS FLIGHT. I AM FAMILIAR WITH ALL CURRENT REGULATIONS AFFECTING THIS FLIGHT AND THIS FLIGHT WILL BE CONDUCTED IN ACCORDANCE WITH SUCH REGULATIONS. | | | | | |
| CLEARANCE AUTHORITY (Q) | | PILOT'S SIGNATURE (R) | | | |
| ACTUAL DEPARTURE | | | ACTUAL ARRIVAL | | |
| REMARKS (S) | | | | | |

DD FORM 1080

1 JAN 58 REPLACES AF FORM 113, 1 NOV 51, WHICH MAY BE USED.

★ GPO: 1958 O - 452998

FRAME 2 (continued)

- c. require changes of flight plan enroute provided the ceiling and visibility enroute and at the destination is reported VFR and forecast to remain so until ETA plus 1 hour.

R. Payroll signature.

S. Any information pertinent to the safety of a flight or special instrument on the aircraft.

EXAMPLE: Flight from Fort Wolters (CWO) direct to Breckenridge (BRK) direct to Fort Wolters (CWO). One hour ground time will be necessary at Breckenridge for refueling. This entry would be made as follows:

CWO BRK * CWO

One hour ground time at Breckenridge for refueling.

Now let's "put it all together" and see how it looks.

REMEMBER – This form is to be filled out by the aviator and filed with base flight operations.

In the event of a formation flight, the designated flight leader will enter all numbers of aircraft in his formation. This will be done in item **D** or cross-reference in the remarks **⑤** section of the DD Form 1080.

FRAME 2 (continued)

| LOCAL FLIGHT CLEARANCE | | | | |
|--|----------------------|-----------------------------------|--|---------------------|
| STATION FORT WOLTERS, TEXAS | | | | DATE 5 FEB 71 |
| TYPE A/C TH-55 | | A/C NO. 63-1992 | MISSION T | |
| OCCUPANTS (State whether crew or passenger. List additional passengers on reverse.) | | | | |
| DUTY SYMBOL | NAME AND INITIALS | | GRADE | SERVICE NO. |
| P | FUDPUCKER, E. D. | | CPT | 015-79-5541 |
| | | | | FORT WOLTERS, TEXAS |
| | | | | |
| ETD 1400Z | ETE (Home base) 2+15 | HOURS OF FUEL 2+30 | AUXILIARY BASE OF 1ST INTENDED LANDING STEPHENS CO AIRPORT, BRECKENRIDGE | |
| FORM "F" FILED AT N/A | | | DATE FILED (Day, month, year) N/A | |
| WEATHER IS FORECAST TO REMAIN VFR FOR THE DURATION OF THIS FLIGHT. I AM FAMILIAR WITH ALL CURRENT REGULATIONS AFFECTING THIS FLIGHT AND THIS FLIGHT WILL BE CONDUCTED IN ACCORDANCE WITH SUCH REGULATIONS. | | | | |
| CLEARANCE AUTHORITY E. O. Fudpucker | | PILOT'S SIGNATURE E. O. Fudpucker | | |
| ACTUAL DEPARTURE | | ACTUAL ARRIVAL | | |
| REMARKS ONE (1) HOUR GROUND TIME- STEPHENS COUNTY AIRPORT CWO BRK CWO | | | | |

DD FORM 1 JAN 58 1080

REPLACES AF FORM 119, 1 NOV 51, WHICH MAY BE USED.

★ GPO: 1958 O - 452998

NOTE: Mission and duty symbols — T = Training; P = Pilot.

Actual departure and actual arrival times are normally entered by operations, not by the aviator.

According to the above flight plan, CPT Fudpucker estimates his time of departure will be

- a. 0130.
- b. 0230.
- c. 1400Z.
- d. delayed.

(Answer on Page 8)

FRAME 3

The DD Form 175, Military Flight Plan, is used to file all IFR flights and VFR cross-country flights extending beyond the prescribed local flying area, when departing from a military installation having base operations.

The method used to fill out this form is similar to the method used to fill out the DD Form 1080.

The DD Form 175 on page 8 is filled out in the proper manner for filing a VFR cross-country flight. The blocks or items not used for VFR flights are marked N/A on this example.

The person filling out this DD Form 175 is filing a VFR cross-country flight plan from Fort Wolters (CWO) to Ponca City, Oklahoma (PNC).

ANSWER: c. 1400².



FRAME 3 (continued)

FRAME 3 (continued)

Now let us review the items contained in this flight plan. Certain items are self-explanatory and need not be discussed in length. We will begin with the *type of flight plan block (C)*.

C. Check the appropriate type of flight plan.

1. IFR – Instrument flight rules.
2. VFR – Visual flight rules.
3. DVFR – Defense visual flight rules – file only when entering or operating within an Air Defense Identification Zone (ADIZ).
4. FVFR – Flight following under VFR conditions. Flight Service Station (FSS) flight – follows your aircraft by means of your position reports to them. FSS will also advise you of changes that may affect your route of flight. (This is being phased out.)

D. Next, the radio call block. This radio call consists of the letter "R" followed by the last five digits of the aircraft number. The letter "R" designates Army aircraft. Formation flights will use only the radio call of the leader's aircraft.

E. The aircraft designation/TD code.

1. List the type of aircraft.
2. One of the following suffixes will be added to the aircraft designation to denote transponder/DME equipment available.
 - A. X = transponder with no code capability.
 - B. T = transponder with 64 code capability.
 - C. U = transponder with 4096 code capability.
3. The absence of a suffix indicates no transponder equipment.

F,G,H, & I. (Self-Explanatory)

- J. When using the DD Form 175 for filing a VFR flight plan, check the block under VFR. Enter enough information in the *route of flight* block to clearly indicate the proposed flight path. (Note: the three-letter identifier of stations along your proposed route of flight, filled in block "J", is all that is necessary to show your intended flight path). Enter your final destination in the "TO" block. In the ETE block, enter the amount of time it will take you to fly to your destination *plus* any pre-planned route delays.
- L. Below the *REMARKS* section is the Rank/Honor Code and the PSGR/CARGO Code sections. The method for completing these sections can be found in the DOD Flight Information Publication (FLIP), section II.
- O. Now let's jump to the block marked NOTAMS. Place a check in the block to show that you have checked for NOTAMS. (Notice to Airmen.)

FRAME 3 (continued)

FRAME 3 (continued)

Notice to Airmen (NOTAMS) – may be used as directed locally. NOTAMS present information about runway conditions, radio or navigation facilities, or other important terminal facilities. They may be in the remarks section of the sequence report or may be transmitted separately. Most important is that flight service stations and other controlling agencies will broadcast this information upon request or when they consider it necessary in the interest of safety.

P. DD Form 365F Weight and Balance – This form must be filed with the clearance form DD 175 or certified on the DD 175 that the loading for the proposed flight does not exceed the loading limits. One of the following entries shall be made in the Weight and Balance Block:

1. NA – where form 365F is not required. Example OH-23D, TH-55.
2. Attached – 365F form is attached to DD 175.
3. Filed at _____, date _____, when referring to a previously filled form for a normal loading.

When required, a new DD Form 365 will be filed with one of the following:

1. Military base of operations office.
2. Airport manager or suitable person when filing with a civilian airport.
- Q. Weather – Place a check in the block to show that you have checked the weather. (Used as a preflight reminder).
- R. Instrument rating – enter “1”, “2”, or “3” as appropriate.
 1. “1” – special instrument qualification.
 2. “2” – standard instrument qualification.
 3. “3” – aviator without a current instrument qualification.
- S. Signature of pilot in command.
- T. Signature of approving authority – signature of the pilot, if he possesses his own approving authority, or the base operations personnel designated by the commander as an approving authority.
- U. Date of flight – date flight is filed.

According to the DD Form 175, Military Flight Plan on page 10, the pilot's destination appears to be

- a. SPS (Sheppard AFB, Wichita Falls, Texas).
- b. PNC (Ponca City, Oklahoma).
- c. Fort Wolters, Texas.
- d. Route of flight or destination not shown.

ANSWER: b. PNC (Ponca City, Oklahoma).



FRAME 4

Now let's look at the FAA 7233-1 flight plan. Prior to departing *from* civil airports, FAA 7233-1 should be filed with the nearest FSS (Flight Service Station). Again, we are only interested in VFR flight. Items not necessary for VFR flight will be marked N/A.

| FEDERAL AVIATION AGENCY FLIGHT PLAN | | | | Form Approved. Budget Bureau No. 04-R072.3 | | | |
|--|---------------|--|---------------------------------|--|----------------------------------|--|--|
| | | | | 1. TYPE OF FLIGHT PLAN | | 2. AIRCRAFT IDENTIFICATION | |
| | | | | <input checked="" type="checkbox"/> VFR | <input type="checkbox"/> VFR | R 31992 | |
| | | | | <input type="checkbox"/> IFR | <input type="checkbox"/> DVFR | | |
| 3. AIRCRAFT TYPE/SPECIAL EQUIPMENT ^{1/} | | 4. TRUE AIRSPEED | 5. POINT OF DEPARTURE | 6. DEPARTURE TIME | | 7. INITIAL CRUISING ALTITUDE | |
| TH-55 | | 060 KNOTS | MINERAL WELLS MUNICIPAL | PROPOSED (Z) | ACTUAL (Z) | 20 | |
| 8. ROUTE OF FLIGHT SPS | | | | | | | |
| 9. DESTINATION (Name of airport and city) | | 10. REMARKS ENTER INFO NECESSARY TO SAFE AND EFFICIENT CONTROL OF AIR TRAFFIC! | | | | | |
| PONCA CITY, OKLAHOMA | | | | | | | |
| 11. ESTIMATED TIME EN ROUTE | | 12. FUEL ON BOARD | | 13. ALTERNATE AIRPORT(S) | | 14. PILOT'S NAME | |
| HOURS 02 | MINUTES 00 | HOURS 02 | MINUTES 30 | N/A | | E.O. FUDPUCKER | |
| 15. PILOT'S ADDRESS AND TELEPHONE NO. OR AIRCRAFT HOME BASE LLSAPHC FORT WALTERS, TEXAS | | 16. NO. OF PERSONS ABOARD 1 | 17. COLOR OF AIRCRAFT ORANGE | | 18. FLIGHT WATCH STATIONS N/A | | |
| CLOSE FLIGHT PLAN UPON ARRIVAL | | | | 1/ SPECIAL EQUIPMENT SUFFIX A—DME & 4096 Code transponder B—DME & 64 Code transponder D—DME | | L—DME & transponder—no code T—64 Code transponder U—4096 Code transponder X—Transponder—no code | |

FAA Form 7233-1 (4-66) FORMERLY FAA 398

* GPO : 1967 O-271-421

0052-027-8000

FRAME 4 (continued)

The FAA Form 7233-1 on page 12 is properly completed for a VFR cross-country flight from Mineral Wells, Texas to Ponca City, Oklahoma. Most of the items are self-explanatory; however, there are certain ones that require a brief explanation.

Item 4 – Use three figures for true airspeed.

Item 7 – (initial cruising altitude) enter the digits of the proposed altitude in hundreds of feet at the flight level. Examples: 9 = 900 ft, 20 = 2000 ft, 150 = 15,000 ft, FL 250 = flight level 25,000 ft.

Item 10-(Remarks) enter any and all information which might assist search operations.

Item 12 – Use four figures for fuel on board.

NOTE: Item 5 may be spelled out as in the example or the designator may be used, i.e., MWL.

According to the FAA Form 7233-1 on page 12, you anticipate that your cruising altitude between Mineral Wells and Ponca City will be

- a. 20 feet.
- b. 200 feet.
- c. 2000 feet.
- d. 20,000 feet.

ANSWER: c. 2000 feet.



FRAME 5

The purpose of a flight plan is to relay the desires of the pilot to the controller. Look at it this way – a flight plan tells someone on the ground WHO, WHAT, WHERE, WHEN and HOW.

Who is flying?

What type of aircraft?

Where is his destination?

When is he taking off?

How – under what flight rules?

If you "fly your plan", these 5 steps plus other pertinent information entered on the flight plan will enable someone on the ground to know where you are and/or where you should be at all times.

DD Form 1080 (used solely by the Army) and the DD Form 175 should be filed with the base operations at the point of departure, *in person*.

FAA Form 7233-1 should be filed with the nearest FSS. This may be done by *phone, radio* or *in person*.

Which of the following methods is *not* authorized to *file* a Flight Plan?

- a. By telegram.
- b. In person.
- c. By telephone.
- d. By radio.

ANSWER: a. By telegram.



FRAME 6

You have properly filed a flight plan and completed your flight to your destination. What is your next *step?* **CLOSE YOUR FLIGHT PLAN!!** This is a *must!* Failure to close your flight plan may result in disciplinary action and/or payment of cost incurred by the search.

Thirty minutes after your estimated time of arrival, a communications search is conducted by all FAA stations along your route. If your aircraft cannot be located by a communications search within 1 1/2 hour after your ETA, then an extensive visual search of your route of flight is conducted to include ramp search and altering all aircraft flying in the search area.

Here are the methods for closing each type of flight plan.

DD Form 1080 – closed by the pilot, in person, with military base operations, or as directed by the post commander.

DD Form 175

1. Close it in person with the nearest military base operations or FSS.
2. Close your flight plan by telephone with the nearest military operations or FSS.
3. Close your flight plan by radio communications with the nearest military or FAA facility.

FAA 7233-1

1. Close by phone, radio, or in person with the FSS.
2. When landing at an air terminal which does not have a FSS available, notify the nearest FSS as soon as possible after landing by calling government collect or using a direct line.
3. Close by radio with the nearest FSS just prior to landing.

A local flight clearance, DD form 1080, must be closed in person within

- a. 1 hour of ETA.
- b. 30 minutes after ETA.
- c. 30 minutes of ETA with nearest FSS.
- d. 1 hour with base operations.

ANSWER: b. 30 minutes after ETA.



SELF EVALUATION EXERCISE

1. Which of the following flight plans must be filed for a VFR cross country flight originating at a military base having a base operations.
 - a. FAA Form 7233-1.
 - b. DD Form 1080.
 - c. DD Form 175.
 - d. FAA Form 7322-1
2. An Army aircraft bearing the serial number 57-9555 would enter which of the following in the *radio call* block on the DD Form 175?
 - a. Army 9555.
 - b. R 79555.
 - c. A 79555.
 - d. R 9555.
3. The estimated time of departure is entered on all flight plans in
 - a. Eastern Standard time.
 - b. Zulu time.
 - c. Rocky Mountain time.
 - d. remarks section.
4. The symbols that are to be used in the MISSION and DUTY blocks on the DD Form 1080 can be found on the back side of the
 - a. DD Form 1080.
 - b. DA Form 2408.
 - c. Weight and Balance clearance form.
 - d. Operator's Manual.
5. You are scheduled to make a cross-country flight from Abilene Municipal Airport, Abilene, Texas to Fort Wolters Heliport. Which flight plan would you be required to file?
 - a. FAA 7322-1.
 - b. FAA 7233-1.
 - c. DD Form 1080.
 - d. DD Form 175.
6. A DD Form 175, Military Flight Plan, cannot be closed
 - a. in person.
 - b. by telephone.
 - c. by telegram.
 - d. by radio.

7. The two military flight plans described herein should be filed at point of departure with base operation by

- a. the pilot, in person.
- b. telephone.
- c. telegram from pilot.
- d. radio after take-off.

ANSWERS TO SELF EVALUATION EXERCISE

| | |
|-------|-----------------------|
| 1. c. | Page 1 |
| 2. b. | Pages 7,8,9,10,11,&12 |
| 3. b. | Pages 2,3,4,5,&6 |
| 4. b. | Pages 2,3,4,5,&6 |
| 5. b. | Page 13 |
| 6. c. | Page 15 |
| 7. a. | Page 14 |



You are assigned to Fort Wolters, Texas. You need one hour and 30 minutes flying time to complete your Annual Minimums. Today you are scheduled to accomplish your minimums. You will be flying a TH-55, serial number 58-9575. The aircraft has a flying time capability of 2 1/2 hours with a full tank of gas. This training flight of two hours duration will be accomplished in the local flying area. Your departure time will be 1400Z. You plan to fly from the Main Heliport to Weatherford, Texas, land 30 minutes for breakfast then make the return flight. DD Form 365 F is not required.

Using the above information, prepare the DD Form 1080 on page 21 for filing.

Confirmation will be found on *Page* 25.

LOCAL FLIGHT CLEARANCE

| | | | | |
|--|-------------------|---------------|--|-------------|
| STATION | | | | DATE |
| TYPE A/C | | A/C NO. | MISSION | |
| OCCUPANTS (State whether crew or passenger. List additional passengers on reverse.) | | | | |
| DUTY SYMBOL | NAME AND INITIALS | | GRADE | SERVICE NO. |
| | | | | |
| | | | | |
| | | | | |
| ETO | ETE (Home base) | HOURS OF FUEL | AUXILIARY BASE OF 1ST INTENDED LANDING | |
| FORM "F" FILED AT | | | DATE FILED (Day, month, year) | |
| WEATHER IS FORECAST TO REMAIN VFR FOR THE DURATION OF THIS FLIGHT. I AM FAMILIAR WITH ALL CURRENT REGULATIONS AFFECTING THIS FLIGHT AND THIS FLIGHT WILL BE CONDUCTED IN ACCORDANCE WITH SUCH REGULATIONS. | | | | |
| CLEARANCE AUTHORITY | | | PILOT'S SIGNATURE | |
| ACTUAL DEPARTURE | | | ACTUAL ARRIVAL | |
| REMARKS | | | | |

DD FORM 1080
1 JAN 58

REPLACES AF FORM 113, 1 NOV 51, WHICH MAY BE USED.

★ GPO : 1958 O - 452998

You are assigned to Fort Wolters, Texas and are planning a cross-country flight today under VFR conditions. You plan to fly from Fort Wolters to Sheppard AFB, Texas, a distance of 73 nautical miles. A TH-55, number 59-7227 is at your disposal with 2 1/2 hours of fuel on board. You wish to take-off at 1300Z and estimate your flying time to Sheppard will be one hour and twelve minutes. You have been briefed as to NOTAMS and weather conditions. You estimate your true airspeed will be 60 knots. You're ready to go – all but completing your flight plan.

Using your own name, rank and service number complete the DD Form 175 on page 23, as an aviator with no instrument qualifications. The approving authority is Major O.P. Ration.

Confirmation will be found on Page 26.

You have been ordered by your C.O. here at Fort Wolters, to transport a UH-1H, serial No. 64-2232, color OD from Mineral Wells Municipal Airport (MWL) to Abilene Municipal Airport (ABI) by way of Breckenridge (BKD). You will have a copilot and the flight will be under VFR conditions. The proposed time of departure is 1000Z with a cruising altitude of 2500 ft. and a true airspeed of 100 knots. Total time enroute will be one hour. There is two hours, thirty minutes of fuel on board.

Using the above information, complete the FAA form 7233-1 below.

| FEDERAL AVIATION AGENCY FLIGHT PLAN | | | | Form Approved. Budget Bureau No. 04-R072.3 | | | |
|--|---------|---------------------------|-----------------------|---|-----------------------|------------------------------|--|
| | | | | 1. TYPE OF FLIGHT PLAN | | 2. AIRCRAFT IDENTIFICATION | |
| | | | | FVFR | VFR | | |
| 3. AIRCRAFT TYPE/SPECIAL EQUIPMENT <i>1/</i> | | 4. TRUE AIRSPEED KNOTS | 5. POINT OF DEPARTURE | 6. DEPARTURE TIME | | 7. INITIAL CRUISING ALTITUDE | |
| | | | | PROPOSED (Z) | ACTUAL (Z) | | |
| 8. ROUTE OF FLIGHT | | | | | | | |
| 9. DESTINATION (Name of airport and city) | | | | 10. REMARKS | | | |
| 11. ESTIMATED TIME EN ROUTE | | 12. FUEL ON BOARD | | 13. ALTERNATE AIRPORT(S). | | 14. PILOT'S NAME | |
| HOURS | MINUTES | HOURS | MINUTES | | | | |
| 15. PILOT'S ADDRESS AND TELEPHONE NO. OR AIRCRAFT HOME BASE | | | | 16. NO. OF PERSONS ABOARD | 17. COLOR OF AIRCRAFT | | 18. FLIGHT WATCH STATIONS |
| CLOSE FLIGHT PLAN UPON ARRIVAL | | | | <i>1/</i> SPECIAL EQUIPMENT SUFFIX A — DME & 4096 Code transponder B — DME & 64 Code transponder D — DME | | | L — DME & transponder—no code T — 64 Code transponder U — 4096 Code transponder X — Transponder—no code |

FAA Form 7233-1 (4-66) FORMERLY FAA 398

* GPO : 1967 O-271-421

0052-027-8000

Confirmation will be found on Page 27.

LOCAL FLIGHT CLEARANCE

| STATION FORT WOLTERS, TEXAS | | | DATE CURRENT |
|--|-------------------------|---|---|
| TYPE A/C TH-55 | | A/C NO. 58-9575 | MISSION T |
| OCCUPANTS (State whether crew or passenger. List additional passengers on reverse.) | | | |
| DUTY SYMBOL | NAME AND INITIALS | GRADE | SERVICE NO. |
| P | YOUR NAME | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| ETD 1400Z | ETE (Home base) 2+00 | HOURS OF FUEL 2+30 | AUXILIARY BASE OF 1ST INTENDED LANDING WEATHERFORD MUNICIPAL, WEATHERFORD, TEXAS |
| FORM "F" FILED AT N/A | | DATE FILED (Day, month, year) N/A | |
| WEATHER IS FORECAST TO REMAIN VFR FOR THE DURATION OF THIS FLIGHT. I AM FAMILIAR WITH ALL CURRENT REGULATIONS AFFECTING THIS FLIGHT AND THIS FLIGHT WILL BE CONDUCTED IN ACCORDANCE WITH SUCH REGULATIONS. | | | |
| CLEARANCE AUTHORITY YOUR PAYROLL SIGNATURE | | PILOT'S SIGNATURE YOUR PAYROLL SIGNATURE | |
| ACTUAL DEPARTURE | | ACTUAL ARRIVAL | |
| REMARKS 30 MINUTE GROUND TIME, WEATHERFORD MUNICIPAL | | | |

| | | | | | | | | |
|--|--|--|--|--------------------------------|---|------------------------------------|--------------|---------------------------------|
| MILITARY FLIGHT PLAN | | AIRCRAFT UNIT OF ASSIGNMENT/HOME STATION FORT WOLTERS, TEXAS | | | AIRCRAFT SERIAL NO. 59-7227 | | | |
| TYPE OF FLIGHT PLAN <input type="checkbox"/> IFR <input type="checkbox"/> DVFR <input checked="" type="checkbox"/> VFR <input type="checkbox"/> FVFR | | RADIO CALL R97227 | AIRCRAFT DESIGNATION/TD CODE TH-55 | ESTIMATED TRUE AIRSPEED 060 | DEPARTURE TIME (Z) PROPOSED 1300 ACTUAL | | | |
| INITIAL CRUISING ALTITUDE VFR | | POINT OF DEPARTURE Ft. Wolters | STANDARD INSTRUMENT DEPARTURE NAME AND NUMBER N/A | | | TO N/A | | |
| IFR VFR | | ROUTE OF FLIGHT | | | TO | ETE | | |
| V | | SPS | | | SHEPPARD AFB | 1+12 | | |
| REMARKS | | | | | | | | |
| RANK/HONOR CODE | | PSGR/CARGO CODE | | | | | | |
| HOURS FUEL ON BOARD 2+30 | | DIST TO DESTN 72 | ALTERNATE AIR FIELD N/A | ETE TO ALTN N/A | NOTAMS ✓ | DD FORM 365F (Wt. and Bal.) N/A | WEATHER ✓ | REQUEST CLEAR-ANCE AFTER N/A |
| INST RATING 3 | | SIGNATURE OF PILOT IN COMMAND PAYROLL SIGNATURE | | | SIGNATURE OF APPROVING AUTHORITY D.P. Ration | | | DATE CURRENT |
| CREW/PASSENGER LIST — <input type="checkbox"/> Attached <input type="checkbox"/> See Passenger Manifest | | | | | | | | |
| DUTY | | NAME AND INITIALS | GRADE | SERVICE NO. | ORGANIZATION AND LOCATION | | | |
| PILOT IN COMMAND | | YOUR NAME | | | | | | |
| DD FORM 1 JUL 65 175 | | PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCK IS EXHAUSTED. | | | | | D-38305 | |

FEDERAL AVIATION AGENCY
FLIGHT PLAN

Form Approved.
 Budget Bureau No. 04-R072.3

| | | | | | | | |
|--|--|--------------------------------------|--|--|-------|--|--|
| | | | | 1. TYPE OF FLIGHT PLAN | | 2. AIRCRAFT IDENTIFICATION | |
| | | | | FVFR | ✓ VFR | R42232 | |
| | | | | IFR | DVFR | | |
| 3. AIRCRAFT TYPE/SPECIAL EQUIPMENT ^{1/} UH-1H | | 4. TRUE AIRSPEED 100 KNOTS | 5. POINT OF DEPARTURE MINERAL WELLS MUNI | 6. DEPARTURE TIME PROPOSED (Z) 1000 | | 7. INITIAL CRUISING ALTITUDE 25 | |
| 8. ROUTE OF FLIGHT MWL-BKD-ABI | | | | | | | |
| 9. DESTINATION (Name of airport and city) ABILENE MUNICIPAL AIRPORT ABILENE, TEXAS | | 10. REMARKS N/A | | | | | |
| 11. ESTIMATED TIME EN ROUTE 01 00 | | 12. FUEL ON BOARD 02 30 | | 13. ALTERNATE AIRPORT(S). | | 14. PILOT'S NAME (YOUR NAME) | |
| 15. PILOT'S ADDRESS AND TELEPHONE NO. OR AIRCRAFT HOME BASE FORT WOLTERS, TEXAS | | 16. NO. OF PERSONS ABOARD 2 | | 17. COLOR OF AIRCRAFT OD | | 18. FLIGHT WATCH STATIONS N/A | |
| CLOSE FLIGHT PLAN UPON ARRIVAL | | | | 1/ SPECIAL EQUIPMENT SUFFIX A — DME & 4096 Code transponder B — DME & 64 Code transponder D — DME | | L — DME & transponder—no code T — 64 Code transponder U — 4096 Code transponder X — Transponder—no code | |

FAA Form 7233—1 (4-66) FORMERLY FAA 398

* GPO : 1967 O-271-421

0052-027-8000

L2564 Army-Ft. Sill, Okla.

