

DEPARTURE AND ARRIVAL REPORT

FLIGHT IDENTIFICATION NUMBER

OPERATIONS OFFICE

BASE OPERATIONS
ARMY AIR FIELD
REDMOND, OREGON

10/3/43

CLASSIFICATION OF FLIGHT

CONTACT INSTRUMENT

SERIAL NUMBER 25971		AIRPLANE MODEL B-17F		HOME STATION Walla Walla Wash.	
ALTITUDE 7500	ROUTE Dir	TO WL	ALTITUDE	ROUTE	TO
DESTINATION (AIRPORT) WL		AIR SPEED 160	PROPOSED TAKE OFF TIME 1815	EST. TIME EN ROUTE 1:15	HRS. OF FUEL ABOARD 7
RECEIVER ONLY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	NO RADIO <input type="checkbox"/>	TRANSMITTING FREQUENCIES 6210	KC 7530	KC	KC
REMARKS					

NAME, RANK AND DUTY OF CREW AND OTHER OCCUPANTS

1 Riley W. 2nd Lt Pilot	7
2 Fowler R. 2nd Lt Co Pilot	8
3 Kodis E. 2nd Lt Nav.	9
4 Fura W. Sgt. Eng.	10
5 Hansen R. S/Sgt. R/O	11
6 See loading list for add.	12

FOR FORMATION FLIGHTS ONLY

NO. PLANES IN FLIGHT	ALTITUDE COVERED BY FORMATION HIGH LOW	APPROX. FRONT	ESTIMATED TIME REQUIRED TO LAND FORMATION IF INSTRUMENT FLIGHT
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WEATHER FORECAST FOR ROUTE (EST. TIME OF ARRIVAL: PLUS 2 HOURS)

WEATHER	USBY OVER 9 Mi, HIGH CLOUDS 8,000' WIND 20-25 MPH
EXISTING C <input checked="" type="checkbox"/> N <input type="checkbox"/> X <input type="checkbox"/>	
FORECAST C <input checked="" type="checkbox"/> N <input type="checkbox"/> X <input type="checkbox"/>	
ALTERNATE AIRPORT AND ROUTE FORECAST <input type="checkbox"/>	
SIGNATURE OF FORECASTER Z. S. Roberts 1500	

BAROMETER READING

THIS AIRPORT 30.02
DESTINATION
ALTERNATE AIRPORT

CERTIFICATE

I certify that thorough consideration has been given by me to the necessary maps, contour strips, emergency Weekly Notice to Airmen, danger areas in air navigation, and weather conditions affecting the proposed flight. I have personally reviewed the latest weather map and other pertinent weather data available to me. Also, by discussing the route forecast with the Base Weather Forecaster, I have familiarized myself with the general weather conditions to be anticipated. I am familiar with the local flight rules and regulations and with Army Air Forces Regulations. I am familiar with the airplane to be flown and have read the operating instructions handbook on same, and have in my possession the necessary landing code. If an instrument clearance is necessary, I hold a rating as a qualified instrument pilot. I have ascertained that the airplane is equipped for instrument flying and has sufficient fuel aboard for the alternate specified, plus 45 minutes.

REMARKS

LANDING CODE RECEIVED <input type="checkbox"/> YES <input type="checkbox"/> NO	INSTRUMENT FLIGHT RATING <input type="checkbox"/> YES <input type="checkbox"/> NO	COMMAND PILOT <input type="checkbox"/>	SENIOR PILOT <input type="checkbox"/>	PILOT <input checked="" type="checkbox"/>	SIGNATURE OF PILOT W. L. Riley
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FLIGHT CLEARANCE AUTHORIZATION

FLIGHT PLAN SUBMITTED TO (CONTROL STATION)	TIME	CLEARANCE AUTHORITY (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS)
TIME APPROVAL RECEIVED	SIGNATURE	
TAKE OFF TIME REPORTED BY (CREWMAN)	TO (OPERATIONS)	CLEARANCE OFFICER-OPERATIONS OFFICER (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS)
TAKE OFF TIME	MESSAGE SENT BY	TIME MESSAGE SENT