

INSTRUMENT FLIGHT CHECK FORM  
Second Air Force

Note: This Flight Check covers the requirement set forth in AAF Reg. 50-3 plus additional procedures necessary for tactical instrument flying. Successful completion of this check qualifies the applicant for AAF Instrument Flying Card. Issuance of the 2nd AF Card is for information and guidance of 2nd AF supervisory personnel.

THIS IS TO CERTIFY that I have personally checked \_\_\_\_\_

Name Major P. Hildreth Rank 2nd Lt.

Squadron 601st Group or H.B. Crew Number 398th, Crew #4

to determine his instrument flying proficiency, and have found him qualified - ~~unqualified~~.  
(Strike out one)

I HAVE ~~rescinded~~, issued, ~~revised~~ his 2nd AF Instrument Flying Card. (2nd AF Instrument Card has been rescinded.)  
(Strike out all but one)

I HAVE issued, ~~revised~~ his AAF Instrument Flying Card.  
(Strike out all but one)

DATE: 21 December 1943

JEAN B. MILLER,

1st Lt. 601st, 398th

PLACE: AAB, Rapid City, S.D. (Signature)

(Rank) (Sedn) (Gp)

The following outline of the Instrument Flight Check is provided for the convenience of the check pilot:

| <u>Maneuver</u>   | <u>Satisfactory</u> | <u>Unsatisfactory</u> |
|---|---------------------|-----------------------|
| 1. Instrument take-off.   | " —                 | <i>JBM</i>            |
| 2. Spiral climbs "standard rate".   | " —                 | <i>JBM</i>            |
| 3. Steep turns (40° banks).   | " —                 | <i>JBM</i>            |
| 4. Recovery from unusual maneuvers.   | " —                 | <i>JBM</i>            |
| 5. Mild Stalls.   | " —                 | <i>JBM</i>            |
| 6. Position plotting by intersection.   | " —                 | <i>JBM</i>            |
| 7. Aural Null Orientation & Homing.   | " —                 | <i>JBM</i>            |
| 8. Standard Low Approach.   | " —                 | <i>JBM</i>            |
| 9. Radio Compass Low Approach   | " —                 | <i>JBM</i>            |
| 10. Instrument Approach, using Instrument Landing facilities where available. | " —                 | <i>JBM</i>            |

## CLASSIFICATION OF PROCEDURES AND REFERENCES

1. Instrument take-off. Standard procedure.
2. Spiral Climbs (See AAF Reg. 50-3). (Warm up Auto-Pilot during climb).
3. Steep turns (40° banks). Instrument Check Pilots will not require steeper turns in B-24, B-17, or B-29 aircraft. Two turns to be made with artificial horizon covered. Recovery from steeper turns may be covered under Item 4 - "Recovery from Unusual Maneuvers".
4. Unusual Maneuvers, Instrument Check Pilots will concentrate on determining the applicant's ability to recover from positions which could result in loss of control and/or excessive loss of altitude such as diving spirals. Excellent judgment is expected of the check pilot in that the safe operating limits of the aircraft not to be exceeded. (See AAF Reg. 50-3)
5. Mild Stalls. One stall recovery each with gear and flaps up, gear down and half flaps, and gear down and full flaps. Stalls to be executed from straight power glide with 12" to 15" M.P. on all engines. Excessive nose high attitudes and whipstalls will be avoided. Examine student on knowledge of stalling speeds with different combinations of gear and flap positions. Recovery will be made as soon as initial stall condition is recognized.
6. Position plotting by "Intersection". Have applicant put ship on C-1 or A-5 Autopilot. Use A. D. F. feature of Radio Compass, DF maps and plotting equipment. Ship will be placed on new heading for each bearing. Check applicant on operations of C-1 or A-5 autopilot during procedure.
7. Aural Null Orientation and Homing. Emphasize fixed loop, wing tip null procedure for determining bearing to station, and positive locating of station on initial approach. Propeller may be feathered during homing, if desired.
8. Standard Low Approach as set forth in AAF Instrument Approach Procedure T.O. 08-15-3, if available for station being used. Use Radio Compass on ANT position. Check pilot will handle necessary air-to-ground communications using Command Receiver and Transmitter. Approach will be made to 300 feet above runway. (Note: This requirement may be waived only where no standard four course range is available.)
9. Radio Compass Low Approach. The object of this requirement is to emphasize the simplicity of executing low approaches using the Radio Compass in COMP. position. Follow needle to station, determine drift, turn to reciprocal of station to field course (terrain permitting). Lose 2/3 excess altitude outbound, execute procedure turn, lose remaining excess, cross station and make final descent to minimum altitude over field. Procedure will closely approximate standard low approach but no reference is made to range legs for lateral corrections of course or headings.
10. Instrument Approach using Instrument Landing Facilities where available. Let-down will be made to 50 feet above runway. This will be more in the nature of instruction than checking, unless pilot has had 5 hrs or more instruction and practice on the system being used.