(To b	e j	filled in	by
ch	ecl	filled in pilot)	7

OTTATTTTT	
QUALIFIED	
The second second second second	

IINO	TTA	TIE	דיתדי	)
OTIO	. U 13	LILL	1111	

## PILOT INSTRUMENT CERTIFICATE APPLICATION AND FLIGHT CHECK FORM

## Application

m or turn and climb 1,000 feet more. Proficiency	elintaing 1,000 feet, he will reverse the airector
Application is hereby made for Instrument Pilot Ce	(AAT Form on (green)) 2nd Emero.
Name Harry C. Remington Jr.	Rank Kaptain Organ Sqdn.
Pilot rating 8-30-43	Total Instrument Pilot time 54:30
Instrument Pilot time last 5 years: Under hood	Actual 14:00 Total 54:30
The above is true to the best of my knowledge an	ad belief.
draight and level dight. No specific amount of moothness of level and maintenance of constant	Signed Daniel C. Thimington Ja
	Rank Captain, Air Corps,
de without Haps with engine completely involted, then regain normal gliding speed. Proficiency	Date 13 June 1945
Check Pilot Fli	ght Test Report
(See reverse side for de	escription of maneuvers)
Maneuvers Maneuvers	Satisfactory Unsatisfactory
1. Instrument take-off	en e
2. Spiral climb	• al-ol-oc-ol-
3. Level flight	• • • •
4. 90° and 180° turns	· S · C · C · C · C · C · C · C · C · C
6. Stalls	e testerian citit X es et sutilitée en based ed lieu
7. Recovery from unusual maneuvers	X yldjenose
8. Glides	<u>X</u>
9. Radio range orientation and low approach.	9 Farlio resume complantments and X research for (1)
10. Position plotting by intersection	ing delid on ken the montager gottleder g mort diegs
11. Aural null orientation and homing	HEIGHT STATE OF STREET STATE OF STATE O
12. Radio compass low approach	review has owner test on our heaven
Note.—To qualify for Instrument Pilot Certificate, AAI maneuvers Nos. 2 to 9, inclusive, except that in the case of c radio compasses as standard equipment on their aircraft, m. Certificate, AAF Form 8A (green), applicant must satisfact	F Form 8 (white), the applicant must satisfactorily complete ombat crew pilot in OTU and/or RTU organizations having aneuver No. 9 may be omitted. To qualify for Instrument Pilot torily complete all maneuvers.
This is to certify that I have personally flight-cl	necked the above applicant on OA-10
aircraft and find him qualified—unqualified.	N 011
the test is to emphasize the simplicity of execute	Signed Mulne S. Salanda (Authorized check pilot)
COMP. pesition. Policy needle to station, turn at permitting. I are the excess situate quickbound.	Rank Capt. A. C.
cauntidity of Japones and make find descent to this sector	Date 13 June 45
	actory" on each separate maneuver)

16-37012-1

## DESCRIPTION OF MANEUVERS

- 1. Instrument take-off.—The check pilot will align the airplane with the runway. Pilot will set directional gyro either to zero or the nearest 5° indice of the runway heading, and will take off. Proficiency will be based on ability to hold heading within 3° either side of initial heading and by smoothness of attaining climbing air speed safely.
- 2. Spiral climb.—The pilot will put the airplane in a standard climbing spiral to the right. After climbing 1,000 feet, he will reverse the direction of turn and climb 1,000 feet more. Proficiency will be based on constant rate of turn, maintenance of proper rate of climb, air speed, and smoothness.
- 3. Level flight.—The pilot will fly on a given compass heading for 5 minutes. Proficiency will be based on ability to maintain straight and level flight.
- 4. 90- and 180-degree turns.—The pilot will make turns in each direction. Accuracy, maintenance of constant altitude, and smoothness of control determine proficiency.
- 5. Steep banks.—The pilot will put the airplane in a bank of 40 to 60 degrees, maintain this bank until a smooth turn is achieved, then return to straight and level flight. No specific amount of turn is required. Proficiency will be based on smoothness of turn and maintenance of constant altitude and safe air speed.
- 6. Stalls.—The pilot will place the airplane in a glide without flaps with engine completely throttled, slowly reduce the air speed to a complete stall, then regain normal gliding speed. Proficiency will be based on avoidance of any tendency toward a second stall during recovery and on ability to hold the airplane from turning or dropping a wing before the stalling point is reached.
- 7. Recovery from unusual maneuvers.—The check pilot will place the airplane in an unusual position, then instruct the pilot to take the controls, recover, and resume level flight. Proficiency will be based on ability to recover quickly, smoothly, and reliably; emphasis will be placed on avoidance of diving and stalling during recovery. Type of aircraft will govern the extent of unusual maneuvers; check pilot will use judgment in the execution and allowance for recovery.
- 8. Glides.—The pilot will place the airplane in a power glide without flaps, with appropriate air speed, safely above stalling speed, and make at least one 90° turn in each direction. Proficiency will be based on ability to maintain constant air speed and vertical speed and to execute turns smoothly.
- 9. Radio range employment and orientation.—(Use all instruments.) This portion of the test will start from a position unknown to the pilot and within 10 minutes of the radio range station. It will consist of tuning the radio to the station, orientation, and bracketing of beam and following it to the radio range station, recognition of the station, and a let-down using the standard procedure for that range and station.
- 10. Position plotting by "intersection."—Take bearings on at least two stations (three, if possible) and plot position on D/F chart.
- 11. Aural null orientation and homing.—Using aural null locate station and home. (Synthetic trainers may be used for position plotting by intersection and aural null orientation and low approach, provided ADF or loop equipment is not available on aircraft utilized for test.)
- 12. Radio compass low approach.—This portion of the test is to emphasize the simplicity of executing low approaches using the radio compass in COMP. position. Follow needle to station, turn to reciprocal of station to field course (terrain permitting). Lose \%3 excess altitude out-bound, 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.