

KC-10 FLIGHT ENGINEER WORKSHEET

DATE	DEP ICAO	LAND ICAO	CALL SIGN	MISSION NUMBER	TAIL NUMBER	FLIGHT ENGINEER	A/C'S INITIALS							
INFLIGHT ACTIVITY					MISSION PLANNING									
RECEIVER AIR REFUELING					FUEL QUANTITIES		CAT 1 RESERVE							
CALL SIGNS	TYPE TNKR	TAIL	SCHEG ONLOAD	ACTUAL ONLOAD	CONTACTS	TANK	PLAN	ACTUAL	AFTER	1. CAT 1 FUEL BURN				
						1				2. 10% OF BLOCK 1				
						2				3. 1 HR CRUISE FUEL BURN (IF ON CAT 1)				
						3				4. ENTER LEAST OF 2 & 3, ALSO IN BLOCK 15				
						FWD				DECOMPRESSION FUEL				
TANKER AIR REFUELING						CTR				5. FURTHEST DIST TO EMERGENCY AIRFIELD				
CALL SIGNS	TYPE RCVR	TAIL	SCHEG ONLOAD	ACTUAL ONLOAD	CONTACTS	AFT				6. NMPP/1000 @ 10,000'				
						TOTAL				7. DECOMPRESSION FUEL (BLK 5/BLK6) + 15.0				
						FUEL TOTALIZER				8. FUEL REMAINING AT SAME POINT				
						WEIGHTS				9. BLK 7- BLK 8: IF POSITIVE, ENTER IN BLK 16				
							PLAN	ACTUAL	AIR REFUELING FUEL					
						OPERATING			10. SCHEDULED OFFLOAD					
						CARGO/PAX			11. SUBTRACT SCHEDULED ONLOAD					
						ZERO FUEL			12. ENTER DIFFERENCE IN BLK 20					
						FUEL LOAD			DESTINATION TRANSITION FUEL					
						RAMP			13. HRS X 18.0 - (17+19) ENTER IN BLK 21					
						TAXI FUEL			TIME AND FUEL ANALYSIS					
						TAKEOFF				TYPE	TIME	FUEL		
APPROACHES & LANDINGS					GROSS WEIGHT TOTALIZER					14. ENROUTE				
SERVICE CEILING	TOUCH & GO	MISSED APPROACH	FULL STOP / TAXI BACK	CENTER OF GRAVITY % MAC						15. CAT 1 RESERVE				
					PLAN	ACTUAL				16. DECOMPRESSION FUEL				
OPTIMUM ALT				ZERO FUEL CG						17. ALTERNATE / REMOTE ISLAND				
				TAKEOFF CG						18. HOLDING				
1 OR 2 MIN - .0 HR 3 THRU 8 MIN - .1 HR 9 THRU 14 MIN - .2 HR 15 THRU 20 MIN - .3 HR 21 THRU 26 MIN - .4 HR 27 THRU 33 MIN - .5 HR 34 THRU 39 MIN - .6 HR 40 THRU 45 MIN - .7 HR 46 THRU 51 MIN - .8 HR 52 THRU 57 MIN - .9 HR 58 THRU 60 MIN - NEXT WHOLE HOUR ETP= (TD)(GSrev) / (2)(TAS)(GSfwd)												19. DESCENT / APP & LAND		
												20. A/R ON/OFFLOAD		
												21. IDENTIFIED EXTRA		
												22. TAXI		
												23. REQUIRED RAMP FUEL LOAD		
												24. ACTUAL RAMP FUEL LOAD		
												25. UNIDENTIFIED EXTRA		
												26. REQ'D OVERHEAD DEST (17+18+19)		
												27. ENDURANCE @ BDP (24-22-14+/-20)		
												28. TOTAL ENDURANCE (14+27)		
												29. A/R ONLOAD ENDURANCE		

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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).

