

AIRDROP/TACTICAL AIRLAND/AIR REFUELING MISSION RECAP

DATE	MISSION NUMBER	UNIT/LOCATION	TAIL NUMBER	AIRCRAFT TYPE	NO. AIRCRAFT INFORMATION	AC NAME/RANK/DUTY PHONE	NAV NAME/RANK/DUTY
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AIRDROP/TACTICAL AIRLAND REPORT

PREFLIGHT INFORMATION						INFLIGHT INFORMATION									
NO	DZ/LZ NAME	SCHED TOT/TO	TYPE EVEN	DROP ALT.	# PER/ HE/CDS LOADS	ACTUAL TOT/TO	ALZ SCORE	TYPE DROP	FORM. POSITIO	UNCORR. DROP SCORE	CORR. DROP SCORE	# PER/ HE/CDS DROPPED	# ALIBIS & ALIBI/MAL F	# JUMPERS AFTER RED LIGHT	CNX/ INC CODE**
1															
2															
3															
4															
5															
6															

AIR REFUEL REPORT

NO.	TANKER UNIT	AR TRAC	SCHED ARCT	ACTUA L	SCHED ON	REQ ON	ACTUAL ON	NO. RECEIVERS	NO. TANKERS	EMCON (1-4)	CNX/INC CODE
1											
2											
3											

TYPE EVENT	TYPE DROP	ALZ SCORE	CNX/INC CODES		
AL: ASSAULT LANDING AR: AIR REFUELING AT: AIR TRANSPORTABILITY TRAINING C1: CDS DROP (1-3 BUNDLES) C2: CDS DROP (4-7 BUNDLES) C3: CDS DROP (8-16 BUNDLES) DD: DIRECT DELIVERY SORTIE (SINGLE) H2: HEAVY EQUIPMENT DROP (SEQUENTIAL) HH: HAHO DROP HL: HALO DROP PM: PERSONNEL DROP (MASS TAC) PS: PERSONNEL DROP (STATIC LINE) PT: PERSONNEL DROP (SMALL UNIT TACTICS) RC: COMBAT RUBBER RAIDING CRAFT RT: RACETRACK	AW: AWADS GM: GMRS GP: GPS IS: INS/SKE MIX JM: JUMPMASER DIRECTED ST: SKE TIMING VD: VISUAL DAY VN: VISUAL NIGHT VR: VIRS	DISTANCE IN FEET FROM BEGINNING OF INTENDED TOUCHDOWN ZONE, OR SAT/UNSAT IF NOT SCORED BY LZC. SCORE OF "G/A" SHOULD BE ASSIGNED IF FIRST LANDING ATTEMPT RESULTS IN A GO-AROUND.	**USE CNX CODE FOR CANCELLED SORTIE. USE INC CODE FOR INCOMPLETE EVENT DESCRIBE IN REMARKS SECTION.		
	ALIBIS/MALF CODE *DESCRIBE IN REMARKS SECTION UE: USER EQUIPMENT AE: AIRCRAFT EQUIPMENT UP: USER PERSONNEL AC: AIRCREW UD: END OF USEABLE DZ	UNCORR./CORR. DROP SCORES DISTANCE IN YARDS AND CLOCK POSITION FROM PI.	WX 1A: CNX/WINDS 1B: CNX/PRECIPITATION 1C: CNX/VISIBILITY/CEILING 1D: CNX/THUNDERSTORMS 1E: CNX/ICING 1F: INC/WINDS 1G: INC/PRECIPITATION 1H: INC/VISIBILITY/CEILING 1I: INC/THUNDERSTORMS 1J: INC/ICING	OPS 2A: CNX/SYMP ABORT 2B: CNX/AIRCRAFT AVAIL 2C: CNX/AIRCREW AVAIL 2D: CNX/TACC PRIORITIZED 2E: INC/ALIGNMENT 2F: INC/TIMING 2G: INC/SYMP ABORT USER 3A: CNX/SYMP ABORT 3B: CNX/AVAILABILITY 3D: INC/SYMP ABORT	MX 4A: CNX/SKE 4B: CNX/RAMP/DOOR 4C: CNX/RADAR 4D: INC/SKE 4E: INC/RAMP/DOOR 4F: INC/RADAR 4G: INC/ZM 4H: INC/DZ COMM OTHER 5A: CNX/OTHER 5B: INC/OTHER

REMARKS

**Download any U.S. FedForm (free, fillable, savable in Adobe Reader)!
Start with the "Flash Demo" at the top of the following page:
www.usa-federal-forms.com**

**Convert any fillable PDF form to savable (locally, in Adobe Reader):
www.savePDF.com**

**Convert any document (in any format) to PDF fillable and savable:
www.FillinDocs.com**

**All (10's of 1,000's) U.S. Federal Forms already fillable, savable:
www.usa-federal-forms.com**

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).

STATION KEEPING EQUIPMENT (SKE)/ZONE MARKER (ZM) DEBRIEF

PREFLIGHT INFORMATION

SKE PRIMARY FREQUENCY	SKE SECONDARY FREQUENCY	ZM PRIMARY SERIAL NUMBER	ZM SECONDARY SERIAL NUMBER	ZM PRIMARY LOCATION (LT/RT)/(LG/SHT)	ZM SECONDARY LOCATION (LT/RT)/(LG/SHT)	TOTAL TIME SKE SYSTEM ON	TAIL NUMBER	SLOT NUMBER

INFLIGHT INFORMATION

	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 5	EVENT 6	EVENT 7	EVENT 8		
EVENT TYPE [AIRDROP (AD), AIRLAND (AL), AIR REFUELING (AR)]										
FORMATION POSITION										
MASTER FORMATION POSITION										
WEATHER CONDITIONS ENROUTE (VMC/IMC/BOTH)										
BITE CODES OBSERVED/TIME										
FREQUENCY/MASTER CHANGE REQUIRED? TIME?										
COULD A/C HAVE FLOWN SKE FORMATION IN ACTUAL IMC?										
NM OUT AIRDROP MODE ENTERED (AD) (C-141 ONLY)										
NM OUT ZM RECEIVED (AD)										
NM OUT MIX BEGAN (AD)										
ALTITUDE WHEN MIX BEGAN (AD)										
LOSE MIX? NM OUT? ALTITUDE? (AD)										
WEATHER CONDITIONS FOR DROP (VMC/IMC) (AD)										
COULD AIRCRAFT HAVE DROPPED IN ACTUAL IMC? (AD)										

REMARKS