TF33 EQUIPPED -135 AIRCRAFT
CRUISE BASED IN-FLIGHT DATA SHEET

AIRCRAFT NO.	PILOT'S NAME/CREW NO.	DATE/TAKE-OFF TIME

WEATHER CONDITIONS:

- ☐ CLOUDS AT FLT LEVEL
- ☐ CLOUDS BELOW
- ☐ CLEAR AT FLT LEVEL

FLIGHT DATA

	ALTITUDE	IAS	TAS	MACH	FLIGHT DURATION(HOURS):		
					OAT		
COMMANDER					BEFORE	1 & 4 AFTER	2 & 3 AFTER
PILOT							
NAVIGATOR							

ENGINE PERFORMANCE DATA

	ENGINE NUMBER				REMARKS
	1	2	3	4	
EPR *(Nearest 0.01)*					
N2 RPM *(Nearest 0.1%)*					
EGT *(Nearest 5 degrees)*					
F/F *(Nearest 100 lbs)*					
THROTTLE PICTURE *(Enter Decal Measurement to the nearest 1/4 inch.)*					
VIBRATION					
OIL SERVICE AFTER FLIGHT					

NOTES

1. *The aircraft commander is responsible for providing a completed In-flight Data Sheet (IFDS) for each flight. As mission requirements permit, record in-flight engine instrument readings at an EPR above 1.2 and altitude between 20,000 and 40,000 feet during any cruise leg.*

2. *When an aircraft is TDY, the aircraft commander is responsible for completing this form (including oil servicing data) for each sortie away from home station. If deployment is for more than 96 hours, the aircraft commander is required to transmit the data back to home station via routine message or telefax. If deployed for less than 96 hours, the forms will be maintained by the Aircraft Commander and turned in to maintenance*

DETAILED INSTRUCTIONS FOR COMPLETING IFDS ARE ON THE REVERSE OF THIS FORM

INSTRUCTIONS FOR COMPLETING IN-FLIGHT DATA SHEET
FOR TF33 EQUIPPED -135 SERIES AIRCRAFT

1. Stabilize the aircraft at an altitude between 20,000 and 40,000 feet and engine EPR settings above 1.2. EPR settings between engines should agree within 0.04 to make the throttle position indications useful.

2. Record altitude, IAS, TAS, Mach, and gauge OAT from each position equipped with an instrument(Duplicate data will be used to check the air data computer and OAT system accuracy.)

3. Record weather conditions encountered when taking in-flight data by marking the appropriate block. Mark "clouds below" if clouds are not more than 10,000 feet below the aircraft.

4. Check that engine anti-ice is off. (Data will not be recorded if flying in conditions which require engine anti-ice system operation.)

5. Turn engine 1 and 4 **air bleed valves off. (NOTE***: At higher altitudes, cabin pressure fluctuations may be bothersome. If so, turn off one engine's bleed at a time and record the data and then repeat for the other engine. Bleed valve operation can usually be confirmed by observing a change in EPR as it opens or closes.)*

6. After bleed valves have been closed for one minute, record the engine instrument readings in the appropriate block on the IFDS.

7. Record the OAT reading from each position after taking data for engines 1 and 4 in the appropriate block.

8. Record throttle position for engine 1 and 4 to the nearest 1/4 inch off the throttle decal.

9. Check engine vibration. Hold each throttle for a few seconds and make a subjective evaluation. Record your evaluation in the appropriate block on the IFDS using these codes:

1 -- The Same As Other Engines
2 -- Slightly More Than Other Engines
3 -- Moderately More Than Other Engines
4 -- Significantly More Than Other Engines

10. Open the engine bleed valves again.

11. Repeat steps 4 through 10 for engines 2 and 3. Ensure all bleed valves are open after taking the in-flight data.

12. After landing, record flight time in the appropriate block on the IFDS.

NOTE

If in-flight data cannot be recorded for some reason, indicate the reason in the REMARKS block and turn the sheet in anyway.

13. Turn the completed IFDS into maintenance debriefing.

NOTE

On flights terminating away from home station, verify oil service and enter the amount serviced by engine position in the appropriate block on the IFDS.