

135 AIRCRAFT REFUELING, DEFUELING, AND FUEL DISTRIBUTION WORKSHEET

REFUELING RECORD

AIRCRAFT SERIAL NUMBER	DATE OF REFUEL	NAME OF REFUEL SUPERVISOR	PIT/TRUCK NUMBER
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BLOCK I

FORWARD BODY	
1	LBS
2	LBS
3	LBS

NO 1 RESERVE		NO 1 MAIN		NO 2 MAIN		CENTER WING		NO 3 MAIN		NO 4 MAIN		NO 4 RESERVE	
1	LBS	1	LBS	1	LBS	1	LBS	1	LBS	1	LBS	1	LBS
2	LBS	2	LBS	2	LBS	2	LBS	2	LBS	2	LBS	2	LBS
3	LBS	3	LBS	3	LBS	3	LBS	3	LBS	3	LBS	3	LBS

BLOCK II

READINGS AND COMPUTATIONS	VALUES DETERMINED
1. GALLONS AFTER REFUELING	
2. GALLONS BEFORE REFUELING	
3. GALLONS DIFFERENCE (Line 1 - Line 2)	
4. UNUSABLE FUEL IN GALLONS FOR EMPTY AIRPLANE (See Note 3)	
5. GALLONS DIFFERENCE (Line 3 - Line 4)	
6. FUEL DENSITY (Pounds per gallon)	
7. POUNDS DELIVERED (Line 5 x Line 6)	
8. TOTALIZER READING BEFORE REFUELING	
9. TOTAL POUNDS IN TANK (Line 7 + Line 8)	
10. TOTALIZER READING AFTER REFUELING	
11. ACTUAL DIFFERENCE (Line 9 - Line 10)	
13. ALLOWABLE DIFFERENCE	± 4000 LBS

AFT BODY	
1	LBS
2	LBS
3	LBS

UPPER DECK	
1	LBS
2	LBS
3	LBS

NOTE

1. Keep this form with AFTO Form 781 until signed by Aircraft Exceptional Release Authority.
2. This form will be returned to Maintenance Office prior to flight and retained for 72 hours.
3. BLOCK II, Line 4 is for unusable fuel when filling an airplane completely empty of fuel. See T.O. 1C-135-5-1 for quantities.

BLOCK I LEGEND

- Line 1 - Enter scheduled fuel load.
- Line 2 - Enter fuel gage reading after servicing.
- Line 3 - Enter fuel gage check reading at preflight inspection. (Launch Crew Supervisor)

REFUEL SUPERVISOR'S SIGNATURE/GRADE (Served)		LAUNCH CREW SUPERVISOR'S SIGNATURE/GRADE (Verified)		EXCEPTIONAL RELEASE AUTHORITY SIGNATURE/GRADE (Reviewed)	
ORGANIZATION	DATE	ORGANIZATION	DATE	ORGANIZATION	DATE

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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).

DEFUELING RECORD

<i>AIRCRAFT SERIAL NUMBER</i>	<i>DATE OF DEFUEL</i>	<i>NAME OF DEFUEL SUPERVISOR</i>	<i>PIT/TRUCK NUMBER</i>
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<p align="center">NOTE</p> <ol style="list-style-type: none"> Keep this form with AFTO Form 781 until signed by Aircraft Exceptional Release Authority. This form will be returned to Maintenance Office prior to flight and retained for 72 hours. For rapid defuel method for F108 use 850 pounds per hour, for all others use 1500 pounds per hour consumed by operating engine. 	<p align="center">BLOCK III</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><th align="center" colspan="2">FORWARD BODY</th></tr> <tr><td align="center">1</td><td align="center">LBS</td></tr> <tr><td align="center">2</td><td align="center">LBS</td></tr> <tr><td align="center">3</td><td align="center">LBS</td></tr> </table>	FORWARD BODY		1	LBS	2	LBS	3	LBS	<p align="center">BLOCK III LEGEND</p> <p>Line 1 - Enter scheduled fuel load.</p> <p>Line 2 - Enter fuel gage reading after defueling or redistribution.</p> <p>Line 3 - Enter fuel gage check reading at preflight inspection. (Launch Crew Supervisor)</p>
FORWARD BODY										
1	LBS									
2	LBS									
3	LBS									

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<p align="center">BLOCK IV</p> <p align="center">DEFUELING SOURCE FLOWMETER</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th align="center">READINGS AND COMPUTATIONS</th> <th align="center">TANKS PARTIALLY DEFUELED</th> </tr> <tr><td>1. GALLONS AFTER DEFUELING</td><td></td></tr> <tr><td>2. GALLONS BEFORE DEFUELNG</td><td></td></tr> <tr><td>3. GALLONS DIFFERENCE</td><td></td></tr> <tr><td>4. FUEL DENSITY (Pounds Per Gallons)</td><td></td></tr> <tr><td>5. POUNDS DEFUELED (Line 3 x Line 4)</td><td></td></tr> <tr><td>6. TOTAL READING BEFORE DEFUELING</td><td></td></tr> <tr><td>7. TOTAL POUNDS DEFUELED (Column A)</td><td></td></tr> <tr><td>8. TOTAL POUNDS IN TANK (Line 6 - Line7)</td><td></td></tr> </table>	READINGS AND COMPUTATIONS	TANKS PARTIALLY DEFUELED	1. GALLONS AFTER DEFUELING		2. GALLONS BEFORE DEFUELNG		3. GALLONS DIFFERENCE		4. FUEL DENSITY (Pounds Per Gallons)		5. POUNDS DEFUELED (Line 3 x Line 4)		6. TOTAL READING BEFORE DEFUELING		7. TOTAL POUNDS DEFUELED (Column A)		8. TOTAL POUNDS IN TANK (Line 6 - Line7)		<p align="center">AFT BODY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td align="center">1</td><td align="center">LBS</td></tr> <tr><td align="center">2</td><td align="center">LBS</td></tr> <tr><td align="center">3</td><td align="center">LBS</td></tr> </table> <p align="center">UPPER DECK</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td align="center">1</td><td align="center">LBS</td></tr> <tr><td align="center">2</td><td align="center">LBS</td></tr> <tr><td align="center">3</td><td align="center">LBS</td></tr> </table>	1	LBS	2	LBS	3	LBS	1	LBS	2	LBS	3	LBS	<p align="center">BLOCK V</p> <p align="center">PARTIALLY FILLED TANKS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th align="center">READINGS AND COMPUTATIONS</th> <th align="center">GAGE READING BEFORE DEFUEL B</th> <th align="center">GAGE READING AFTER DEFUEL</th> </tr> <tr><td>FORWARD BODY TANK</td><td></td><td></td></tr> <tr><td>CENTER WING TANK</td><td></td><td></td></tr> <tr><td>AFT BODY TANK</td><td></td><td></td></tr> <tr><td>UPPER DECK TANK</td><td></td><td></td></tr> <tr><td>RESERVE WING TANK</td><td></td><td></td></tr> <tr><td>NO 2 AND 3 MAINS</td><td></td><td></td></tr> <tr><td>NO 1 AND 4 MAINS</td><td></td><td></td></tr> <tr><td>TOTAL</td><td></td><td></td></tr> <tr><td>TOTAL POUNDS DEFUELED (Column B minus Column C)</td><td></td><td></td></tr> <tr><td>POUNDS DEFUELED (Column A) (see also Note 3)</td><td></td><td></td></tr> <tr><td>ACTUAL DIFFERENCE (Total pounds defueled - pounds defueled (±))</td><td></td><td></td></tr> <tr><td>ALLOWABLE DIFFERENCE</td><td></td><td align="center">± 4000 LBS</td></tr> </table>	READINGS AND COMPUTATIONS	GAGE READING BEFORE DEFUEL B	GAGE READING AFTER DEFUEL	FORWARD BODY TANK			CENTER WING TANK			AFT BODY TANK			UPPER DECK TANK			RESERVE WING TANK			NO 2 AND 3 MAINS			NO 1 AND 4 MAINS			TOTAL			TOTAL POUNDS DEFUELED (Column B minus Column C)			POUNDS DEFUELED (Column A) (see also Note 3)			ACTUAL DIFFERENCE (Total pounds defueled - pounds defueled (±))			ALLOWABLE DIFFERENCE		± 4000 LBS
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