



HEADQUARTERS ARMY AIR FORCES

OFFICE OF FLYING SAFETY

WINSTON-SALEM 1, NORTH CAROLINA

25 Feb 46

Mrs. Carol M. Lewis
829 36th North
Seattle 2, Washington

Dear Mrs. Lewis:

In reference to your request,

- () inclosed is a summary of all your flying time recorded in this office.
- () This summary may be submitted to Civil Aeronautics Administration with your application for license.
- () inclosed is an extract copy of your flying time.
- () This office has no record of your flying time.
- () It is suggested that Operations Officer of last organization to which you were attached for flying be contacted relative to flying time.
- () It is impracticable to furnish copies of AAF Forms No. 5.
- () This office has no record of having received your personal file of Individual Flight Records, AAF Forms No. 5.
- () your personal file of Individual Flight Records was forwarded
No reply has been received. Request acknowledgment of receipt be expedited.
- (X) inclosed is your personal file of Individual Flight Records, AAF Forms No. 5.
- (X) Request acknowledgment of receipt by return mail.
- (X) Receipt acknowledged _____
Signature
- ()

Very truly yours,

Otis Estes
OTIS ESTES
Captain, Air Corps
Chief, Flight Records

1 Incl
AAF Form No. 5

End of this
document

EXAMINATION OF MOORE FIELD FLYING REGULATIONS DATED
31 OCTOBER 1944

Carol S. Nicholson
(Signature)

11-16-44
(Date)

1. There are several designated Restricted Areas as set forth in the Moore Field Flying Regulations within a 50-mile radius of Moore Field. Name three.

Edinburg - Mission - M^o Allen.

2. Give the length of all concrete runways? How wide?

5000' long - 500' wide

3. Differentiate between Moore Radio and Moore Tower.

Moore radio - raag station. Moore tower - control tower

4. What kilocycles does Moore Tower broadcast and receive for student AT-6 training? *3720* What is the transmitting frequency of Moore Tower? *3.*
(i.e., 200) *218*

5. On your last *1000'* feet of approach to a landing you are required to maintain a straight approach course.

6. One method of calling off flying at this station is by smoke pots. Describe location of these "smokes" while burning and color of smoke.

Smokes located near revolving wind tel. Color of smoke is blue grey.

7. Suppose you are flying a cub type airplane without radio facilities; how would you interpret the following light signals from the control tower.

a. A green light while on the ground in take-off position.

take off.
b. A flashing red light while on the ground.

return to the line.

c. A white light.

Identification.
d. A red light while taxiing

stop and do not resume taxiing until green light is received

e. A red light on the approach.

do not land.

8. Are you required to have a physical check-up by the flight surgeon after a minor accident, say a ground loop resulting in no injury to personnel?

Yes.

9. No personnel or vehicles except crash detail will go on the flying field at any time without authority from what office?

Post Operations.

10. Who keeps your copy of Post Flying Reg up to date?

You are responsible.

11. After receipt of Form 24-A (PIF Revision) how soon must acknowledgment of compliance be turned in to Post Operations.

Immediately. 2 weeks.

12. An enlisted man asks you for a hop in an AT-6 what conditions must be met before you can take him up?

He must have permission from operations.

13. Airplanes being test flown will have all aerobatic maneuvers completed at what altitude above the ground? Circle correct answer. 3000', 1500', 5000', not allowed.

14. What hour does the airframe officer report for duty on week-days? 0750
Sundays? 0800

15. Underline the following airports that you may go to, not staying over-night, with just the Operations Officers approval. Aliso, Harlingen, Laredo, Coryus, Christi, Kingville, Brownsville.

16. Except when on a low altitude navigation flight (properly authorized), what is the minimum altitude you must maintain? *1000'*

17. You, as the pilot may engage in aerobatics while on a navigation training flight. True or False (circle correct answer)

18. How do you identify a closed runway? *yellow flags at end of runway during daylight hours in the form of a cross. Red lights in same position and altitude during night.*

19. Give description of local flying area for students and rated personnel (Forms may be used as check points) *Pharr north to Finn, to Cypress to La Reforma to Robertson to Rio Grande City and back to Pharr.*

20. Aerobatics are prohibited within the radius of 5 miles of the center of any airport.

21. When may you fly closer than 3 miles of any town within the local flying area (two conditions)? *When flying instruments or in an emergency.*

22. If you are doing aerobatics what is the minimum altitude for the completion of such a maneuver? 1500' Minimum altitude for students? 5000'

23. Visibility for aerobatics must be at least 3 miles and ceiling at least 2000 feet.

24. What is considered as minimum weather conditions at this field for contact flying? *1000' x 3 mi. visibility*

25. Except in authorized formation, what is the minimum distance you must maintain from another aircraft in flying? *500'*

26. Give minimum distance that you may approach a cloud while flying contact. *500' vertically & 2000' horizontally.*

27. Rated pilots with 1 and 2 months active rated experience may take a personal navigation flight up to 250 miles.

28. In order for you to be eligible for an extended cross-country, certain conditions must be met, as outlined in the Post Flying Regulations, complete blanks.

a. Have in possession a Current Instrument card

b. Have a minimum of 9 months active rated experience.

c. Have completed successfully 3 progressive navigation training flights.

29. Application for personal cross-country flights must reach the Post Operations Officer 72 hours prior to take-off time.

30. Name at least four sources of information available in the Post Operations Office regarding status of airports, fuel servicing, lighting, etc.

- 1. Notams to airman.*
- 2. Weekly notices to airman.*
- 3. Army & Navy airfield directory.*
- 4. Airforce installation manual.*

31. Who is responsible that RCH messages are sent to the Commanding Officer, Moore Field? *Pilot.*

32. Outline your plan of action, if you had a forced landing due to structural failure of engine. No injury to personnel, 50 miles east of San Antonio, Texas.

Call operations Randolph Field give position - extent of damage to aircraft and personnel or private property - state to injury - state whether aircraft could be slowed out of landing field and phone no. of your whereabouts. Request that they contact Moore Field.

33. An unusual occurrence involving an airplane shall be immediately reported to the Post Operations Officer, list at least three unusual occurrences.

- 1. Any accident*
- 2. Violation of flying regulations - these or any other.*
- 3. Forced landing.*
- 4. Poor judgement.*

34. Who is responsible that a passenger in Army Airplane is properly fitted with a parachute?

Pilot.

35. Who may suspend flying at this station? Name four.

1. Commanding officer

2. Director of flying training

3. Operations officer.

4. Training Group Com.

36. Name three ways flying may be called off at this station.

1. Smoke pots.

2. Revolving beacon.

3. Radio contact.

37. How do you identify the general alert signal, at this station, for the approach of high winds?

6 blasts of the alarm siren.

38. If you are assigned to the 2nd Training Group where would you report, if you heard the general alert signal, warning the approach of high winds? If you were assigned to P-40 Squadron? If you are a "behind line pilot"?

3. Operations office for "behind line pilot."

1. 2nd training group

2. P-40 squadron.

39. Who would you notify if you observed a soft spot, hole, obstruction, etc., making portions of the main flying field or auxiliary fields unsafe for use?

Inform tower to inform operations or go directly to operations.

End of this
document

STATION HOSPITAL
Office of the Flight Surgeon
Moore Field

Mission, Texas
23 Oct 44

MEMORANDUM TO: Commanding Officer, AAFPS (ISE), Moore Field, Texas.

Under the provisions of existing Army Regulations it is recommended that Warrant Officer E.A. Nicholson be Relieved of flying duty, having reported from Lock Call, this date.

COPY TO:
Post Operations ✓
Commandant of Cadets
Training Group



FLIGHT SURGEON

End of this
document

WAF DEPARTMENT
ARMY AIR FORCES

Date: **12**
21 September 1944

NOTIFICATION OF PERSONNEL ACTION

AAFP (AEE)

MOORE FIELD, MISSION, TEXAS

1. TO Carol A. Nicholson2. Through Gunnery Group

This is to notify you of the following action concerning your employment:

3. Nature of action: Transfer4. Effective date: 21 September 1944

	FROM	TO
5. Position		Women Airforce Service Pilots
6. Salary		\$3000 per annum (\$2844 p/a cash \$156. p/a Quarters)
7. Grade		Ungraded
8. Activity	Army Air Force Avenger Field Sweetwater, Texas	Army Air Force
9. Duty Station	FIELD	MOORE FIELD FIELD

10. Remarks: Quarters assigned effective 23 September 1944.

11. Civil Service
 Temporary
 Probationary

12. Date of birth
12-15-01

13. Civil Service or other job number

WD Orders #38
Dated 8-13-42

14. Identification Field number

212/50705
ACA 1942-45
502-5170 P430-01

15. Previous classification code

Ungraded

16. Sex
 Male Female

17. Married to civilian

Yes No

18. Race

White Non-White

19. Signed W.F.C. 44

Yes No

For the Commanding Officer

STEWART JONES Capt., A.C.

No Veteran Status

End of this
document

STATION HOSPITAL
Office of the Flight Surgeon
Moore Field Mission, Texas

~~25 Sep~~

19 ~~44~~

MEMORANDUM TO: Commanding Officer, Post Operations, Training Group. Gunnery

WASP Nicholson, Carol A.

Avenger Field, Sweetwater, Texas

full flying status

having reported from
has been placed on
this date.

I certify that I was on full flying status when I left my last station and that I have had no intervening illness or injury since leaving my last station. I have read and understand the above and know my status as of this date.

Carol A. Nicholson
(Signature)

RHS
L. F. BECHLEY, CAPT., US
(Flight Surgeon)

End of this
document

PAY ROLL SIGNATURE ONLY

C E R T I F I C A T E

I certify that I have read and understand the provisions of the following listed Regulations and Memorandums:

1. IAF Regulation No. 60-16 dated 6 March 1944.
2. IAF Regulation No. 60-16A dated 15 April 1944.
3. IAF Regulation No. 60-16B dated 1 May 1944.
4. IAF Regulation No. 60-16C dated 16 May 1944.
5. TC Memorandum No. 62-10 dated 15 May 1944.
6. Sections I and II of CFTC Memorandum No. 60-1 dated 22 January 1944.

Carol A. Nicholson
(R.L.E.)

W/P
(R.NK)

9-25-44
(D.TE)

End of this
document

WAR DEPARTMENT
ARMY AIR FORCES

QUALIFIED X
UNQUALIFIED _____

PILOT INSTRUMENT CERTIFICATE APPLICATION AND FLIGHT CHECK FORM

Application

Application is hereby made for Instrument Pilot Certificate [AAF Form 8 (white) } (Strike out one.)
[AAF Form 8A (green) }

Name Nicholson, Carol A. Rank W/P Organ. WARP

Pilot rating B 470313 Total Instrument Pilot time 35:05

Instrument Pilot time last 5 years: Under hood 35:05 Actual None Total 35:05

The above is true to the best of my knowledge and belief.

Oral test satisfactorily passed. Signed Carol A. Nicholson

Rank Woman Pilot

Date 6-22-44

Check Pilot Flight Test Report

(See reverse side for description of maneuvers)

<u>Maneuvers</u>	<u>Satisfactory</u>	<u>Unsatisfactory</u>
1. Instrument take-off	<u>X</u>	_____
2. Spiral climb	<u>X</u>	_____
3. Level flight	<u>X</u>	_____
4. 90° and 180° turns	<u>X</u>	_____
5. Steep banks	<u>X</u>	_____
6. Stalls	<u>X</u>	_____
7. Recovery from unusual maneuvers	<u>X</u>	_____
8. Glides	<u>X</u>	_____
9. Radio range orientation and low approach	<u>X</u>	_____
10. Position plotting by intersection	_____	_____
11. Aural null orientation and homing	_____	_____
12. Radio compass low approach	_____	_____

Note.—To qualify for Instrument Pilot Certificate, AAF Form 8 (white), the applicant must satisfactorily complete maneuvers Nos. 2 to 9, inclusive, except that in the case of combat crew pilot in OTC and/or BTC organizations having radio compass as standard equipment on their aircraft, maneuver No. 9 may be omitted. To qualify for Instrument Pilot Certificate, AAF Form 8A (green), applicant must satisfactorily complete all maneuvers.

This is to certify that I have personally flight-checked the above applicant on Basic Type
aircraft and find him qualified—unqualified.

Flying time in 1943 prior to enrollment 27:30. Signed C. H. Green
(Authorized check pilot)

Rank Squadron Commander

Total flying time prior to enrollment 27:30. Date 6-22-44

(Applicant must qualify "Satisfactory" on each separate maneuver)

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 5° 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 ADP 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 $\frac{3}{4}$ 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.

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document

HEADQUARTERS
256JD ARMY AIR FORCES BASE UNIT
(CONTRACT PILOT SCHOOL WOMEN)
AVENGER FIELD, SWEETWATER, TEXAS

8 September 1944.

SPECIAL ORDERS)

NO. 76.)

EXTRACT

1. The following named WASP's, after having completed the required courses of training, are authorized to fly military aircraft. Auth: (Par 6, a(3), AR 95-15, dated 3 May 44, as changed by Section II, WD Cir #239, 1944, and AAF Reg. 40-8, dated 3 April 44):

ASWELL, GRACE ELIZABETH, S-496004	NICHOLSON, CAROL ANNE, S-470315
BARNES, MARY JEAN, 134424	NORRHOFF, NANCY ANNE, 293198
BLACKBURN, PATRICIA JOY, S-474290	NORRIS, IRINE BURDA, S-457011
BOWEN, CERALDINE PRANCES, S-261897	OVERMAN, BETTY JUNE, S-552511
BRADLEY, VIRGINIA SCOTT, 340061	PARISH, MARGARET LOVE, S-508704
CAFFERTY, ANNE MARY, 264262	PASEYAN, ALBERTA ANTONIA, S-529288
COWLEY, ANN ELIZABETH, P-323259	PIERONCELLI, ANN (NMI), S-443669
CHILCOAT, HULDA MATILDAN, S-500464	PETTITT, MARY ELIZABETH, P-172265
CLAY, IOLA VIRGINIA, 501283	POTNAM, MARY ALICE, S-188109
CONKLIN, NANCY ALLISON, S-565536	QUIST, MARY CATHERINE, P-126245
DANNEFER, BERNICE MAXINE, 150899	RATH, MURIEL ROSALIND, S-533470
EAGAN, JULIA ELIZABETH, P-294239	REILLY, RUTH ALPHONSA, S-408160
ECKERT, MILDRED SWELIN, 66741-41	REXROAT, OLA MILDRED, S-476960
FALK, BERNICE SARAH, S-476003	ROTH, BETTY MAE, 323561
FELSBIE, FLORENCE BEVERLY, S-513003	SCHAFFER, MELBAINE (NMI), S-496652
GUNDERSON, ELEANOR MARIE, S-514054	SHAFFER, MARGARET LOUISE, S-499030
HALLADAY, ANNIE NAOMA, S-474351	SMITH, DORCENY ANN, S-498342
HANEY, VERA SWYDER, S-231336	SMITH, EDITH KATHERINE, 498005
HARRIS, LORA JANE, S-474730	SMYTHE, JOAN ALLEN, S-391718
HENRY, ANNIE JEAN, 399327	SORNSON, DOROTHY (NMI), S-336631
HICKS, OPAL VIVIAN, S-54158-41	STORM, MARY GAYLEN
HOLT, NOMA BERNICE, S-530968	STREFF, BETTY JO, S-494773
JONES, WILLIE LEE, S-296446	UPSON, EDITH LOUISE, S-474619
ERIM, VIRGINIA BELLE, S-278819	WALKER, MARY ANN, S-473452
LANDA, JEAN ISABELLA, 44870-40	WEISS, MARGARET MARY, S-530872
McGRATH, MARGRETE MARIE, 76240	WILLIAMS, VIVIAN MAE, S-512056
MILLER, SYLVIA (NMI), S-496153	WINGERLY, MARGARET ELLEN, S-508132
MOORE, LILA CHARLETON, S-493290	WINTER, FRANCES ELLIS, S-542474
MULLEN, VIRGINIA HELEN, S-543611	WRIGHT, KILEEN ELIZABETH, S-498284
NEUMAN, MARGARET ELEANOR, S-528631	

By Order of Lieutenant Colonel WARD:

OFFICIAL:

Sid C. Pinkston
SID C. PINKSTON,
1st Lt., A. C.,
Adjutant.

SID C. PINKSTON,
1st Lt., A. C.,
Adjutant.

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INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **S-470315** (2) NAME **NICHOLSON, CAROL A.** (3) RANK **WAFB** (4) AGE **1921**
 (5) PERFS. CLASS **94** (6) BRANCH **AAF** (7) STATION **Moore Field, Texmo.**
2557th AAFBW SdS, B.
 (8) ORGANIZATION ASSIGNED **AAFPTG** **A.FTG** **77th**
 (9) ORGANIZATION ATTACHED
 (10) PRESENT RATING & DATE **Pilot - 8 September 1944.**
 (11) ORIGINAL RATING & DATE **None**
 (12) TRANSFERRED FROM
 (13) FLIGHT RESTRICTIONS
 (14) TRANSFER DATE

(16)

PERFS. CLASS	RANK	BFO	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	Nov. 19 44
						NO.	TYPE	NO.	TYPE				

DAY	AIRCRAFT TYPE & SERIES	NO. LAUNCHES	ALYHC INC. INC. IN (1) IN TIME 3	CONNO. PILOT C CA	CD. PILOT CP	SQUAD. PILOT SQUAD. GD	FIRST PILOT		RATED PERFS.		NON-RATED.		SPECIAL INFORMATION					
							DAY	MOON	NON-PILOT		OTHER	OTHER	WINDY	HEAVY	WATER	PILOT	NON-PILOT	NON-PILOT
							H	M	P-AI	hrs	min	sec	min	sec	min	sec	min	sec
1	AT-6D	2																
2	AT-6D	2																
3	AT-6D	2																
8	AT-6A	2																
9	AT-6C	2																
13	AT-6A	2																
15	AT-6A	2																
15	AT-6D	2								0:50								
20	AT-6A	2																
21	AT-6A	4																
22	AT-6A	4																
24	AT-6C	2								0:25								
25	AT-6A	2																
25	AT-6C	2								2:50								
26	AT-6A	3																
27	AT-6A	3																
29	AT-6A	1																
29	AT-6A	1																
30	AT-6A	2																
CERTIFIED CORRECT:																		
HAROLD G. ARBONST,																		
Major, Air Corps,																		
Operations Officer.																		
41							37:40		4:08									
COLUMN TOTALS							37:40		4:08									

(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(38) PREVIOUS MONTHS THIS F. Y.			
(39) THIS FISCAL YEAR			
(40) PREVIOUS FISCAL YEARS			
(41) TO DATE	810:10	58:45	871:05

AIRCRAFT	HE	CARD NO. 1	CARD NO. 2	CARD NO. 3
AT-6A	20	21	22	23
AT-6C	6	24	25	26
AT-6D	6	27	28	29
		30	31	32
		33	34	35
		36	37	38
		39	40	41
		42	43	44
		45	46	47
		48	49	50
		51	52	53
		54	55	56
		57	58	59
		60	61	62
		63	64	65
		66	67	68
		69	70	71
		72	73	74
		75	76	77
		78	79	80
		81	82	83
		84	85	86
		87	88	89
		90	91	92
		93	94	95
		96	97	98
		99	100	

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INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **S-470315** (2) NAME **ROBINSON, CAROL A.** (3) RANK **WASP** (4) AGE **1923**
 (5) PERS. CLASS **94** (6) BRANCH **AAF** (7) STATION **Moore Field, Texas**
 (8) ORGANIZATION ASSIGNED **AAAFIC AAFIC 77th** (9) ORGANIZATION ATTACHED **2529th AAFHS Det. B.**
 (10) PRESENT RATING & DATE **Pilot - 8 September 1944** (11) ORIGINAL RATING & DATE **Same**
 (12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS
 (15) TRANSFERRED TO (14) TRANSFER DATE

PERS. CLASS	GRADE	PTO.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	1944
						NO.	TYPE	NO.	TYPE				
												Sept.	1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. FLIGHTS	FLIGHT HRS. ENCL. IN THIS TIME	COMBAT HRS. ENCL. IN THIS TIME	CO. PILOT	ORIG. REG. PILOT	RATED PERIOD		RATED PERIOD			NON-RATED PERIOD			SPECIAL INFORMATION			
							DAY	HOURS	NON-PILOT		OTHER PERIODS & SERVICES	PILOT OR W. PILOT	HOURS	HOURS	PILOT NON-REG. AIRCRAFT	OTHER UNDER REG. PILOT		
									P=AI	I							OTHER PERIODS & SERVICES	PILOT OR W. PILOT
27	AT-60	4					1:35											
28	AT-60	1					1:00											
29	AT-60	2								0:30								
CERTIFIED CORRECT: <i>Harold G. Robinson</i> HAROLD G. ROBINSON, Major, Air Corps, Operations Officer.																		

(13) THIS MONTH	(14) TOTAL STUDENT PILOT TIME	(15) TOTAL RATED PILOT TIME	(16) TOTAL PILOT TIME
	2:35	0:30	2:35
(17) PREVIOUS MONTHS THIS F. Y.			2:35
(18) THIS FISCAL YEAR			210:10
(19) PREVIOUS FISCAL YEARS			212:45
(20) TO DATE	210:10		

AIRCRAFT	NO.	CARD NO. 1								CARD NO. 2					CARD NO. 3				
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
AT-60	7						3												

BE CAREFUL IN THIS SPACE

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document

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 2-470312 (2) NAME Nichols, Carol A. (3) RANK Squad (4) AGE _____
 (5) PERS. CLASS SS (6) BRANCH Army Air Force (7) STATION 2823d AAF Base Unit
 (8) ORGANIZATION ASSIGNED AAF AAFPGTC 31 Contract Pilot School (WUSA)
 (9) ORGANIZATION ATTACHED _____
 (10) PRESENT RATING & DATE _____ (11) ORIGINAL RATING & DATE _____
 (12) TRANSFERRED FROM Avenger Field, Sweetwater, Texas (13) FLIGHT RESTRICTIONS _____
 (15) TRANSFERRED TO _____ (14) TRANSFER DATE _____

PER CLASS	RANK	RFD	A. F.	COMMAND	WHO	GROUP		SQUADRON		STATION	NO. YE.	(17) MONTH	19
						NO.	TYPE	NO.	TYPE				

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LAUNCHES	STIME (HRS. MIN. SEC. IN. 1/4 IN. 1/2 IN. 3/4 IN.)		COMB. PLOT C Ck	CO. PLOT Ck	GND-SEE PLOT DUAL OR	FIRST PLOT		RATED PERS		NON-RATED		SPECIAL INFORMATION				
			DAY	MOET P OR H				NON-PLOT	OTHER ADJ. & SERVICES	OTHER EXP. & PASSENG.	WHEEL HUNT	WIGHT	WHEEL MONT TRUCK	WHEEL MONT MIL.	AIRCRAFT	OVER MONT & WHEEL	UNDES MONT	
			<u>DAY</u>	<u>DAY</u>			<u>DUAL</u>	<u>NIGHT</u>	<u>NIGHT</u>		<u>TOTAL</u>		<u>UNSTY</u>	<u>LINK</u>				
			<u>DUAL</u>	<u>SOLO</u>			<u>DUAL</u>	<u>SOLO</u>	<u>SOLO</u>		<u>TOTAL</u>		<u>NEW</u>	<u>TRAINER</u>				
	<u>PT-17</u>				<u>33:31</u>			<u>49:26</u>			<u>83:57</u>							
	<u>BT-13</u>				<u>28:40</u>			<u>12:45</u>			<u>41:05</u>	<u>30:00</u>	<u>30:00</u>					
	<u>A T-6</u>				<u>42:56</u>			<u>5:40</u>		<u>3:10</u>	<u>85:48</u>	<u>1:45</u>						

*Qualified for Instrument Flying Certificate on
 22 June 1944 as prescribed in AAF Reg. 80-3
 C. B. Green, Civilian Instructor, Check Pilot

CERTIFIED CORRECT:

[Signature]
 DWELL A. GREENBERG
 Capt. Air Corps
 Flight Control Officer

COLUMN TOTALS

(2) TOTAL STUDENT PLOT TIME 106:07 58:14 5:40 (3) TOTAL FIRST PLOT TIME 3:10 310:11 (4) TOTAL PLOT TIME 37:05 30:00

(37) THIS MONTH _____ (38) PREVIOUS MONTHS THIS F. Y. _____
 (39) THIS FISCAL YEAR _____ (40) PREVIOUS FISCAL YEARS _____
 (41) TO DATE 310:11 58:14 310:11

AIRCRAFT	NO.	CARD NO. 1								CARD NO. 2					CARD NO. 3				
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

End of this
document

PROPERTY TURN-IN SLIP

To: **Commander** Supply Office or Distribution Office Voucher No. **D-2926**

The Following Items are Turned In by Organization: Date: **13 Dec., 1944**

Item No.	Description	Unit	Quantity	Remarks	Status
	BAG: Duffle	ea.	1		
	SHIRT: Summer Size 32	ea.	1		
	GLOVES: Wool, Insert	ea.	2		
	JACKET: Summer Size 10	ea.	1		
	JACKET: Short, Summer	ea.	1		
	OVERSHIRT: Arctic, Cold Climate, Women	pr.	1		
	OVERSHIRT: Low, Women	pr.	1		
	RAINCOAT: WASH	ea.	1		
	SLACKS: Summer	ea.	1		
	SOCKS: Wool, Ski	pr.	3		
	SWEATER: Cardigan Size 34	ea.	1		
	SUIT: Sarcloa, Trainee	ea.	1		
	SKIRT: Winter	ea.	1		

Property Turned In by Above WASH In Compliance With
AAF Ltr., 40-34A Hq. AAF., Dated 13 November 1944.

REMARKS **CLASSIFICATION**
 FWY—UNRECOVERABLE, THIS IS FAIR WEAR AND TEAR.
 EB—COMBATABLE, EVIDENCE OF SERIOUS ABUSE.
 BC—UNRECOVERABLE, EVIDENCE OF CRUEL ABUSE.
 BR—UNRECOVERABLE, TO BE EXCHANGED FOR NEW.
 BRN—BY ORDER OF AUTHORIZED SUPERVISOR.

I HEREBY CERTIFY THE ABOVE LISTED ITEMS ARE TURNED IN UNDER THE ORDER OF ORDER THE SUPERVISOR AS INDICATED BY "REMARKS".
 Signature: _____

Organization Supply Office
 This Station Supply Department, _____
 Signature: *Thomas D. Price*

Quantity shown in "Quantity" column has been received. Date: 13 Dec 44

Receipts of quantities shown in "Quantity" column is authorized. Items marked "EAT" will be ordered. Items marked "EAT" will be ordered on the date indicated hereon. When received, they will be turned in immediately if the slip. Receipts mark "EAT" is _____

Quantity shown in "Status" column has been received. Date: _____

Corn.
Water Holes
Nangar 11

