

DEPARTMENT OF THE NAVY COMMANDER NAVAL AIR FORCE PACIFIC BOX 357051 SAN DIEGO CALIFORNIA 92135-7051

5830 Ser N01J/089 31 Jan 14

THIRD ENDORSEMENT on CDR (b)(3), (b)(6) , USN, ltr of 17 Jun 13

From: Commander, Naval Air Force, Pacific To: File

Subj: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING A CLASS ALPHA MISHAP INVOLVING VAQ-129 EA-6B AIRCRAFT BUNO 158815, WHICH OCCURRED AT N 47 29 58.6 W 118 29 05.8 RESULTING IN THE DEATHS OF LCDR ALAN PATTERSON, LTJG VALERIE DELANEY, AND LTJG WILLIAM MCILVAINE, III ON 11 MARCH 2013

1. Upon a thorough review of the investigation and all relevant circumstances, I concur with the opinions and recommendations subject to the following:

a. The first sentence of opinion 8 is modified to read, "The Commanding Officer, through his close working relationship with his Operations Officer, LCDR Patterson, allowed LCDR Patterson to expedite his training syllabi without normal oversight or formal review by existing standardization procedures."

b. Opinion 19 is not substantiated by the findings of fact and evidence and is therefore disapproved. The ORM challenges cited by the investigating officer are not causal in this mishap. The facts as developed by the investigating officer show no linkage between these ORM challenges and the mishap that occurred on 11 March 2013.

c. I do not concur with opinion 22 as written. The first sentence will be replaced with the following sentences: "The scheduling process that produced the flight schedule on the day of the mishap scheduled a crew which, by all formal scheduling procedures, were qualified to accomplish the mission. However, the substandard proficiency and syllabus compliance, detailed in opinion 21, resulted in a crew pairing that lacked optimal proficiency for the dynamic nature of the mishap flight."

d. I do not concur with recommendation 5. There are already numerous training evolutions and processes that adequately address low altitude awareness and mechanics. The Naval Air Training Command and TACAIR Fleet Replacement Squadrons provide low altitude awareness training that includes use of the simulator plus annual and refresher requirements for Fleet squadrons. Therefore, recommendation 5 is modified to read, "All TACAIR: Promote and reinforce low altitude awareness training as currently structured in the training continuum."

e. I do not concur with recommendation 6 as written. Therefore recommendation 6 will be modified to read, "All TACAIR: Brief this mishap to all Ready Rooms with significant emphasis on dynamic flight regimes." Although I concur that training environments should support "a climate that accepts an individual's voluntary removal from flight events without fear of reprisal," the facts as developed by the investigating officer show no linkage between this statement and the mishap that occurred on 11 March 2013.

2. Subsequent to this mishap, VAQ-129 has either completed or is in progress with making the following changes to its operations:

a. Completed a Naval Safety Center survey on 12 April 2013 with a second survey scheduled for 12 January 2014;

b. Weekly communication to the immediate senior in command regarding any additional resources required to safely sundown the EA-6B syllabus from the FRS as EA-18G transition;

c. Implementation of a more detailed under-graduate performance review upon student arrival is in progress;

d. Updating SOP to reflect use of the monthly instructor cadre qualification matrix as Instructor Under Training (IUT) designation and delete the requirement for separate letters of designation is in progress and with command leadership for review.

3. As a result of the command investigation, Commander, Electronic Attack Wing, U.S. Pacific Fleet (COMVAQWINGPAC) directed the Commanding Officer of VAQ-129 to implement changes in its operation that the command is in progress of completing or has completed as stated above. COMVAQWINGPAC is also reviewing the tactical requirements for section/division low-level training missions.

4. Correction of administrative error: The subsequent endorsements to the command investigation were referred to as, "JAGMAN Investigation findings ltr of 17 June 2013," and is hereby corrected to, "CDR (b)(3), (b)(6) , USN, ltr of 17 Jun 13."

5. The findings of fact, opinions, and recommendations of the investigation as modified above are hereby approved. The recommendations contained in this investigation for perfecting our safety procedures must be vigorously implemented and methodically

reviewed. The training of our aircrews is always subject to some degree of risk. It is our duty as leaders and aviators to identify and minimize elevated risk to avoid future tragedies.

(b)(6)

D. H. BUSS

Copy to: COMVAQWINGPAC VAQ-129



DEPARTMENT OF THE NAVY COMMANDER ELECTRONIC ATTACK WING U.S. PACIFIC FLEET NAVAL AIR STATION, WHIDBEY ISLAND 3760 N. CHARLES PORTER AVENUE OAK HARBOR, WASHINGTON 98278-7500 Working Copy AUG 0 8 REC'D JAGMAN #17-13

> IN REPLY REFER TO: 3710 Ser N00/243 6 Aug 13

SECOND ENDORSEMENT on JAGMAN Investigation findings ltr of 17 Jun 13

From: Commander, Electronic Attack Wing, U.S. Pacific Fleet To: Commander, Naval Air Forces, U.S. Pacific Fleet

Subj: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING A CLASS ALPHA MISHAP INVOLVING VAQ-129 EA-6B AIRCRAFT BUNO 158815, WHICH OCCURRED AT N 47 29 58.6 W 118 29 05.8 RESULTING IN THE DEATHS OF LCDR ALAN PATTERSON, LTJG VALERIE DELANEY AND LTJG WILLIAM MCILVANE ON 11 MARCH 2013

1. Commander, Electronic Attack Wing, U.S. Pacific Fleet (COMVAQWINGPAC) concurs that the likely cause of this mishap was pilot error resulting in Controlled Flight Into Terrain (CFIT).

2. COMVAQWINGPAC concurs with the investigating officer's opinion that LCDR Alan Patterson, LTJG Valerie Delaney and LTJG William McIlvaine perished while in the line of duty and not due to misconduct.

3. COMVAQWINGPAC concurs with the investigating officer's recommendation that no supervisory negligence or malpractice was causal to the mishap and that no punitive measures should be taken against any individual specifically identified in this report.

4. COMVAQWINGPAC judgment is that there was no maliciousness, malpractice or negligence that was causal to this mishap. There were gaps in leadership, oversight and a singular mission focus that contributed to placing this crew in a situation that they were technically qualified for, but which exceeded their combined proficiency on the morning of 11 March 2013.

a. The Fleet Replacement Squadron is an exceptionally dynamic training environment that is constantly battling the pressure to produce qualified aviators in the prescribed timeto-train while also balancing the need to provide professional oversight and judgment on each individual student's progression. Recognizing this pressure, it is the Fleet Replacement Squadron

Commanding Officer's responsibility to maintain a command climate that emphasizes safety over all training objectives.

Electronic Attack Squadron ONE TWO NINE (VAQ-129) is b. undergoing a transition from an aging aircraft to a newer model. The result is a bifurcated organization that is managing significant, and different, risks in both the EA-6B and EA-18G. The smaller EA-6B student loading has not affected the overall capability of the squadron to safely and effectively train Naval Aviators. However, the gradual reduction in size of the EA-6B training effort is changing the apparent pressure to complete each individual student. Additionally, the programmed shift in resources away from the EA-6B syllabus has impacted instructor and student perception of leadership's support (and potentially an incorrect perception of the acceptance of risk) for the remaining EA-6B student loading. This misperception has been aggravated by unrelated higher-echelon decisions, including shifting EA-6B flight simulator support to MCAS Cherry Point.

c. The safe and effective operation of the Fleet Replacement Squadron is the responsibility of the Commanding Officer but the squadron's operation depends on the professional judgment of the junior and mid-grade officers who serve as mentors, flight instructors, standardization officers, and flight safety officers. The Commanding Officer's reliance on these instructors is procedurally enhanced by the multiple checks and balances (e.g., Syllabus Training Instructions, Standard Operating Procedures, Training Jacket Review, etc.) that are intended to keep any single failure in judgment or airmanship from resulting in an unrecoverable situation.

d. Low altitude formation flying is a hazardous mission and is among the higher risk events in the pilot's EA-6B syllabus. VAQ-129 has conducted near-continuous low-altitude EA-6B training for forty years with no prior mishaps.

e. In this case, there were indications available to the VAQ-129 Chain of Command that there was a greater than average risk associated with the mishap event and that additional controls may have been required. For example, the additional

controls could have included the scheduling of a more proficient instructor, or temporarily halting the student's syllabus and providing additional training. The required recognition of increased risk was hampered by poor documentation, poor communication and insufficient oversight.

f. The normally sufficient risk controls that did exist for this flight were undermined in three specific circumstances:

(1) The unnecessarily accelerated training of LCDR Patterson and his assignment as an instructor in this event.

(2) The failure to recognize and/or act on the marginal capability demonstrated by LTJG Delaney in the low altitude environment.

g. As stated in the investigation, all three aviators were technically qualified for the event. However, when this crew was placed together in the low altitude regime, their combined proficiency left them little margin for error.

h. There were no indications of mechanical or material failure discovered in the investigation of this mishap. Therefore COMVAQWINGPAC concludes that it is not unlikely that an in-flight distraction, perhaps an illuminated master caution light or visual illusion, may have been enough to overload this crew while the pilot was conducting a low-altitude turn, resulting in a controlled flight into terrain.

5. As a result of this investigation, COMVAQWINGPAC has directed the Commanding Officer of VAQ-129 to:

a. Immediately implement additional standardization and safety oversight of the EA-6B training syllabus for its remaining duration. This shall include the establishment of a frequent review of the EA-6B schedule, training plan and student performance by external (e.g., non EA-6B) instructors.

b. Conduct a review intended to identify any additional resources required to safely sun-down the Navy's EA-6B training effort and maintain the effort within the highest standards of safety and effectiveness.

6. As a result of this investigation, COMVAQWINGPAC will take the following action:

a. Review the tactical requirement for section/division low-level training missions.

(b)(6)

J. IN SPRINGETT



DEPARTMENT OF THE NAVY

ELECTRONIC ATTACK SQUADRON ONE TWENTY NINE NAVAL AIR STATION, WHIDBEY ISLAND 3740 N. CHARLES PORTER AVENUE OAK HARBOR, WASHINGTON 98278-6200

IN REPLY REFER TO: 3710 Ser N00/299 25 Jul 13

FIRST ENDORSEMENT on JAGMAN Investigation findings ltr of 17 June 2013

- From: Commanding Officer, Electronic Attack Squadron 129 To: Commander, Electronic Attack Wing, U.S. Pacific Fleet
- Subj: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING A CLASS ALPHA MISHAP INVOLVING VAQ-129 EA-6B AIRCRAFT, BUNO 158815, WHICH OCCURRED AT N 47 29 58.6 W 118 29 05.8 RESULTING IN THE DEATHS OF LCDR ALAN PATTERSON, LTJG VALERIE DELANEY AND LTJG WILLIAM MCILVANE ON 11 MARCH 2013

1. I am responsible and accountable for the safety climate and training standardization in the squadron as the Commanding Officer. My climate and process did not discover and correct a flaw in pilot technique. If my process had included a further, deeper review of under-graduate training history, a trend with FRS pilot performance may have been established and a weakness in level turns may have been discovered.

2. The likely cause of this mishap was pilot error resulting in controlled flight into terrain (CFIT).

3. Concur with the investigating officer's final opinion, "LCDR Alan Patterson, LTjg Valerie Delaney and LTjg William McIlvaine perished while in the line of duty and not due to misconduct. Furthermore, no supervisory negligence or malpractice was causal to the mishap."

4. Concur with the investigating officer's final recommendation, "Given the findings contained herein, no punitive measures should be taken against any aircrew or individual specifically identified in this report. Although a tragic loss of three aircrew, no specific action or inaction of any singular individual based on maliciousness, malpractice or negligence resulted in this mishap. Rather, a compilation of multiple events of assumed risk at various levels - few of which, if taken individually were abnormal, none of which were directly causal - contributed to the ultimate assessment of pilot error as the causal factor to this mishap."

5. A review of aircrew training and qualifications:

a. Pilot was in the line of duty. Command was within standards for training. Pilot had flown a low level event with the SAU CO two days prior without deviation. Pilot had flown two total low level events in the past week (both Basic Air Maneuvers (BAM)), of four total flights for the week. BAMs are flown at low level and include dive recovery rules and low altitude jinks. The pilot was well rested, with only one flight in the past 96 hours, and current in the low level environment. The pilot had made three aircraft turns/maneuvers during the mishap flight prior to the fourth, fatal turn. The final turning maneuver started at 1000 feet AGL with the flight lead at 800 feet AGL. The VR route was mostly flat with rolling farm fields. Her combined standard score (CSS) for the year was 190, the average for student pilots in her year was 188. Her NATOPS check was flown in the simulator with

the Operations Officer who was also the mishap instructor. Her flight evaluators included the SAU CO, Ops O, Student Control Officer and Senior Marine prior to the mishap. She was of the highest character and personal integrity.

b. Instructor was in the line of duty. Command was in the standards for training. The investigating officer details the instructor's training upon returning from the fleet to the FRS. The Instructor was due 9 front seat flights, 3 back seat flights and 3 simulators for the IUT and CAT IV syllabi. The instructor completed the CAT IV syllabus and exceeded the flight and simulator count prior to the mishap. The Command resourced 10 front seat flights, 3 back seat flights and 5 simulators. The instructor completed three backseat flights, though not three early-PF observations because of availability with only EA-6B two student pilots remaining in the syllabus during EA-6B sundown. Also, the Instructor had simulated with the pilot for her NATOPS check.

The Instructor flew high before low, day before night, single before section and instructed a CAT III pilot before a CAT I pilot. His qualification process was thorough. The instructor was current and qualified by my signature and the STAN officer's initials on the monthly instructor qualification matrix. I use the matrix for my awareness to the instructor cadre qualifications which are designated by my signature. Neither the IUT syllabus nor the CAT IV syllabus was designed to fully qualify aircrew for low level flying. Yet, combined, the IUT syllabus, altered according to SOP (Chap 14, part 1, Instructor Qualifications) and complying with CNATRA CAT IV E requirements, provided a full low level qualification, including section flights. The instructor was my Operations Officer. We spoke daily in person or via phone when on detachment. He was fully qualified and of the highest character and personal integrity.

c. The backseat student was in the line of duty, properly placed on the flight schedule and enrolled in the syllabus. He was of the highest character and personal integrity.

6. Additional Recommendations:

a. Conduct a Naval Safety Center survey - complete. Request a second survey at a 6-9 month interval - pending.

b. Stand down the EA-6B Director billet as the FRS is 80% EA-18G transition complete - complete.

c. Include an EA-18G Stan Officer in the EA-6B Stan Meetings - complete.

d. Communicate to the ISIC, any additional resources required to safely sundown the EA-6B syllabus from the FRS as EA-18G transition completes - on going.

e. Implement an under-graduate performance review upon student arrival that is more detailed than a NSS or CSS review. Student Control Officer will report negative flying trends to the Stan Officer and Operations Officer.

f. Conduct full performance review boards (PRBs) for pilots prior to CQ phase.

g. Update SOP to reflect use of the monthly instructor cadre qualification matrix as IUT designation and delete the requirement for separate letters of designation.

7. The mishap was a tragic example of the risks of maneuvering in the low level environment. There is opportunity for the FRS to further review, teach and brief all flight performance parameters and risks in turns while in the low level environment. Student arrival at the FRS will include a deeper review of under-graduate training history. A mid-course performance review board (PRB) prior to CQ phase will also be implemented. The JAGMAN is forwarded noting LCDR Alan Patterson, LTjg Valerie Delaney and LTjg William McIlvaine perished while in the line of duty and not due to misconduct. Furthermore, no willful negligence or malpractice was causal to the mishap.

(b)(6)

C. A. MIDDLETON

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From: CDR (b)(3), (b)(6) USN

To: Commanding Officer Electronic Attack Squadron 129

- Subj: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING A CLASS ALPHA MISHAP INVOLVING VAQ-129 EA-6B AIRCRAFT, BUNO 158815, WHICH OCCURRED AT N 47 29 58.6 W 118 29 05.8 RESULTING IN THE DEATHS OF LCDR ALAN PATTERSON, LTJG VALERIE DELANEY AND LTJG WILLIAM MCILVAINE ON 11 MARCH 2013.
- Ref: (a) JAGMAN
 - (b) OPNAVINST 3710.U
 - (c) COMNAVAIRFORINST 1500.12
- Encl: (1) Command Investigation Convening Letter dated 13 MAR 2013
 - (2) Cost Data for Aircraft, Onboard Equipment and Flight Gear
 - (3) Electronic Attack Squadron 129 Flight Schedule 11 MAR 2013
 - (4) Flight Log Book entries for LTJG Valerie Delaney
 - (5) Flight Log Book entries for LCDR Alan Patterson
 - (6) Flight Log Book entries for LTJG William McIlvaine
 - (7) NATOPS Folder Qualifications for LTJG Valerie Delaney
 - (8) NATOPS Folder Qualifications for LCDR Alan Patterson
 - (9) NATOPS Folder Excerpts for LTJG William McIlvaine
 - (10) Written Statement of LtCql)(3), (b)(dySMC, Puget 2 Pilot Mishap Flight Lead
 - (11) Written Statement of LT (b)(3), (b)(6) ECMO 1 in Puget 2
 - (12) Written Statement of LTJG (b)(3), (b)(6) , ECMO 3 in Puget 2
 - (13) Written Statement of LT (b)(3), (b)(6), VAQ-129 Weekly Schedules Writer
 - (14) Written Statement of Capt (b)(3), (b)(6) USMC, VAQ-129 Student Control Officer / Instructor ECMO
 - (15) Written Statement of Capt (b)(3), (b)(6) USMC, VAQ-129 El Centro Detachment Officer-in-Charge / Instructor Pilot
 - (16) Summary of interview statements from LCDR (b)(3), (b)(6) VAQ-129 Standardization Officer / Instructor Under Training Coordinating Officer / Instructor Pilot
 - (17) Summary of interview statements from Majb)(3), (b)(6USMC, VAQ-129 Daily Schedules Writer / Instructor Pilot
 - (18) Written Statement of Capt (b)(3), (b)(6) USMC, VAQ-129 Instructor Pilot
 - (19) Summary of interview statements from CDR (b)(3), (b)(6) CO VAQ-129
 - (20) Written Statement of (b)(6) , Mishap Eyewitness
 - (21) Summary of interview statements from LTJG (b)(3), (b)(6)
 - (22) Summary of interview statements from CDR (b)(3), (b)(6) AMB Senior Member / Mishap Site First Responder
 - (23) Summary of interview statements from AMC (b)(3), (b)(6) VAQ-129 EA-6B Quality Assurance Supervisor / Mishap Site First Responder
 - (24) VAQ-129 Instructor Under Training Guide
 - (25) VAQ-129 Standard Operating Procedures
 - (26) Written Statement of LT (b)(3), (b)(6) VAQ-129 CQ Phase Head
 - (27) VAQ-129 Mission Guide Tactical Turns
 - (28) VAQ-129 Mission Guide Section Low Level Navigation (PF-15)
 - (29) Copy of VR-1351 Low Level Chart

- (30) VAQ-129INST 3120.1S Appendix (b), Encl (1) Aircraft Qualification Designation Letter (Blank)
- (31) Mission Guide Low Altitude Awareness Guidelines
- (32) Aerial Photographs of Mishap Site
- (33) Copy of Weather Observations for Mishap Site, 11MAR13
- (34) Copies of VAQ-129 student grade sheets ICO LTJG Valerie Delaney
- (35) Copy of Original BUPERS Orders ICO LTJG Valerie Cappelaere [Delaney]
- (36) Copy of Medical Up-Chit ICO LTJG Valerie Delaney
- (37) Copy of NATOPS Instrument Rating ICO LTJG Valerie Delaney
- (38) Copy of NATOPS Evaluation Report ICO LTJG Valerie Delaney
- (39) Copy of NATOPS Flight Personnel Training/Qualification Jacket ICO LTJG Valerie Delaney
- (40) Copy of Naval Aviator Training Jacket Summary Card ICO LTJG Valerie Cappeleare [Delaney]
- (41) Copy of Original BUPERS Orders ICO LCDR Alan Patterson
- (42) Copy of Medical Up-Chit ICO LCDR Alan Patterson
- (43) Copy of NATOPS Instrument Rating ICO LCDR Alan Patterson
- (44) Copies of VAQ-129 IUT grade sheets ICO LCDR Alan Patterson
- (45) Copy of NATOPS Evaluation Report ICO LCDR Alan Patterson
- (46) Copy of NATOPS Flight Personnel Training/Qualification Jacket ICO LCDR Alan Patterson
- (47) VAQ-129INST 3120.1S Appendix (b), Encl (3) Staff ECMO Qualification Sheet (Blank)
- (48) Initial Mishap Data Report VAQ-129, DTD 11 MAR 2013
- (49) Copy of Aircraft Discrepancy Book (ADB) with last 10 flight's Maintenance Action Forms (MAFs), Daily Turnaround and Post Flight Maintenance Forms
- (50) Mishap Crash Site GPS Coordinates
- (51) Medical Review for mishap crew by Flight Surgeon LTb)(3), (b)(6)MC, USN
- (52) Excerpt from VAQ-129 Student Guide describing hazards of improper level turns
- (53) Photo of BUNO 158815's Angle of Attack Gauge as it was recovered from the mishap site
- (54) EA-6B NATOPS Manual
- (55) Copy of RADALT MAF for BUNO 158815 written 10 March 2013
- (56) Copy of Original BUPERS Orders ICO LTJG William McIlvaine
- (57) Mishap Site Survey
- (58) Copies of CAT IV ECMO Gradesheets ICO LCDR Alan Patterson
- (59) Medical Records ICO LCDR Alan Patterson
- (60) Medical Records ICO LTJG Valerie Delaney
- (61) Medical Records ICO LTJG William McIlvaine
- (62) VAQ-129 Pilot Flight (PF) Guide
- (63) Personal Observations of the crash site from the JAGMAN Investigating Officer
- (64) Data pull of previous EA-6B mishaps, conducted by LCDR)(3), (b)(6) US Navy Safety Center
- (65) BUNO 158815 Daily / Turnaround Logs
- (66) Line of Duty investigation ICO LCDR Alan Patterson, DTD 20 March 2013
- (67) Line of Duty investigation ICO LTJG Valerie Delaney, DTD 20 March 2013
- (68) Line of Duty investigation ICO LTJG William McIlvaine, DTD 20 March 2013
- (69) VAQ-129 Staff ECMO Qualification Tracker, DTD 28 Feb 2013

- Subj: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING A CLASS ALPHA MISHAP INVOLVING VAQ-129 EA-6B AIRCRAFT, BUNO 158815, WHICH OCCURRED AT N 47 29 58.6 W 118 29 05.8 RESULTING IN THE DEATHS OF LCDR ALAN PATTERSON, LTJG VALERIE DELANEY AND LTJG WILLIAM MCILVAINE ON 11 MARCH 2013.
 - (70) US Naval Safety Center Survey Team Summary of VAQ-129's Safety Survey, DTD 12 APR 2013
 - (71) NATOPS Folder Qualifications ICO LtC@l)(3), (b)(@uget 2 Pilot
 - (72) Flight Logbook ICO LtCod)(3), (b)() uget 2 Pilot
 - (73) NATOPS Folder Qualifications ICO LT(b)(3), (b)(6) Puget 2 ECMO 1
 - (74) Flight Logbook ICO LT(b)(3), (b)(6)Puget 2 ECMO 1
 - (75) MSG DTG 061315Z MAY 13 SUBJ EA-6B CAT1 EI Final Report AOA Indicator 158815 Mishap
 - (76) MSG DTG 031738Z MAY 13 SUBJ EA-6B CAT1 EI Final Report Accelerometer
 - (77) MSG DTG 301626Z APR 13 SUBJ EA-6B CAT1 EI Final Report Attitude Reference Indicator
 - (78) MSG DTG 011954Z MAY 13 SUBJ EA-6B CAT1 EI Final Report Light Assembly, Master Caution

Preliminary Statement

1. Pursuant to enclosure (3) and in accordance with reference (a), a command investigation was conducted to inquire into the circumstances surrounding a Class Alpha Mishap involving the loss of an EA-6B aircraft Bureau Number (BUNO) 158815 in the vicinity of Harrington, Washington on 11 March, 2013.

2. In accordance with Title 10 USC 2255 and section 0241c(2) of reference (a), the Investigating Officer, a graduate of the Naval Aviation Safety Course, is qualified to conduct the inquiry into the facts surrounding the mishap.

3. Per reference (a), an extension for submission of this report was requested and granted by the Convening Authority to expire on 26 April, 2013. Extensions were necessary to ensure receipt and analysis of critical enclosures.

4. LT (b)(3), (b)(6) , JAGC, USN, Staff Judge Advocate, NAS Whidbey Island assisted the Investigating Officer with legal advice during the course of this investigation.

5. At the time this report was submitted, the Aviation Mishap Board was still awaiting results of the Engineering Investigation (EI). It is improbable that EI results will materially change the content of this investigation; as such, based on recommendations from the JAG Officer, this report was submitted before data from all engineering investigations could be reviewed.

6. Environmental remediation of the crash site is ongoing.

7. Statements were obtained from three observers who witnessed the mishap: $LtCqd_{J(3), (b)(d)}(f_{J(0)(3), (b)(6)})$ (b)(3), (b)(6) and LTJG (b)(3), (b)(6) These individuals were aircrew in Puget 2, the lead jet of the formation.

8. Line of Duty investigations were performed by LCDR (b)(3), (b)(6) and provided to the JAGMAN Investigating Officer.

9. All reasonably available and relevant evidence was collected. There were no difficulties encountered during the conduct of this investigation.

10. The Aviation Mishap Board will maintain all original evidence.

11. I have met each of the Convening Authority's directives. I have investigated the cause of the accident and provided opinions as to any fault, neglect or responsibility. I have also provided recommendations to mitigate the possibility of this type of mishap happening in the future.

Acronyms and Definitions

"FRS" = Fleet Replacement Squadron. The mishap squadron, VAQ-129, is the singular EA-6B FRS whose purpose is to provide training to recently winged student Naval Aviators and Naval Flight Officers on employment of the EA-6B. US Navy, Air Force and Marine Corps aviators are assigned to duty at VAQ-129, both as students and staff.

"FRP" = Fleet Replacement Pilot. This is a winged aviator who has completed primary, intermediate and advanced phases of flight school, including carrier qualification in high performance aircraft. Upon successful completion of the FRS, the FRP will receive orders to one of the operational VAQ squadrons flying the EA-6B Prowler. LTJG Valerie Delaney was a FRP.

"ECMO" = Electronic Countermeasures Officer. A winged Naval Flight Officer (NFO) who specializes in EA-6B employment and occupies the front right seat and aft crew stations in the EA-6B. LCDR Alan Patterson and LTJG William McIlvaine were ECMOs.

"FRECMO" = Fleet Replacement ECMO. This is a winged Naval Flight Officer (NFO) who has completed primary, intermediate and advanced phases of flight school. Upon successful completion of the FRS, the FRECMO will receive orders to one of the operational VAQ squadrons. LTJG William McIlvaine was an FRECMO.

"ECMO 1" = The ECMO occupying the front right seat of the EA-6B and whose primary responsibilities are navigation and communication. Although the EA-6B has only one set of flight controls located in the pilot's crew station, the EA-6B is considered a dual-piloted aircraft since ECMO 1 has full visibility of all flight instruments and can assist the pilot with maintaining a thorough instrument scan. LCDR Patterson was flying as ECMO 1.

"ECMO 2 or 3" = The ECMOs occupying the aft crew stations, and whose responsibilities are primarily weapon system employment. There are very few flight instruments in the aft cockpit of the EA-6B. It is common for only one ECMO to fly in the aft cockpit, and since ECMO 3 is first in an ejection sequence, he or she will commonly choose this particular seat. LTJG McIlvaine was flying in the ECMO 3 seat.

"CAT I Aircrew" = Either a pilot who has completed Advanced Strike Flight Training Course or USAF equivalent or an ECMO who has completed Advanced NFO TACNAV training Course or USAF equivalent. There are 27 total FRP CAT 1 flight events and 17 CAT 1 FRECMO events in the CAT 1 syllabus. LTJGs Delaney and McIlvaine were CAT 1 students.

"CAT IV Aircrew" = Either a pilot or ECMO previously qualified in the EA-6B aircraft and who has been out of the cockpit 12-18 months. There are 3 flights in the CAT IV ECMO syllabus. LCDR Patterson recently completed his CAT IV training syllabus.

"IUT" = Instructor Under Training. Either a pilot or ECMO who has completed a tour flying the EA-6B and who is under instruction to become staff instructor at VAQ-129. There are 9 total flights in the IUT syllabus.

"PIC" = Pilot in Command. The pilot of an individual aircraft, the PIC is responsible for the safe, orderly flight of the aircraft. The authority and responsibility of the PIC shall not be transferred to another individual except as required by emergency, operational necessity or as directed by the commanding officer of the unit to which the aircraft is attached. The authority and responsibility of a PIC is independent of rank or seniority. LTJG Valerie Delaney was the mishap Pilot in Command.

"Instructor" = In those commands where training is conducted, the commanding officer is authorized to designate highly qualified naval aviators and NFOs as instructors. The instructor will be charged with authority and responsibility to provide appropriate direction to students to ensure safe and successful completion of each training mission. The exact function, authority and responsibility of the individual flight instructor are dependent upon the training mission and the crew assigned as issued in approved training syllabi.

"NSS" = Navy Standard Score. The NSS is a representation of any score relative to the average score and is artificially centered at 50. An NSS of 50 can be considered as "average."

"Tactical Formation (TACFORM)" = Dynamic flight including two or more aircraft whereby elements in the flight are required to strictly adhere to the following basic assumptions, as outlined in the EA-6B Mission Guide:

1. The wingman is always responsible for deconfliction.

2. The wingman will always deconflict high unless a trend has been established or a radio call has been made designating the position of each aircraft.

3. In the low altitude environment, the wingman will never fly below the lead aircraft.

4. In the low altitude environment, all turns will be made at military power and 10-12 units Angle of Attack (AOA).

5. Hard turns will be used for all tactical turns at higher altitudes and can be performed at any power setting, but will normally be conducted at Military Rated Thrust (MRT).

6. Initially all uncalled turns will be assumed a TAC Turn.

"Check Turn" = Turns of from 001-030 degrees of heading change.

"Tac Turn" = Turns of from 061-120 degrees of heading change.

"In-Place Turn" = Turns of from 121-180 degrees of heading change.

"NATOPS" = Naval Air Training and Operating Procedures Standardization. This is the governing Naval Aviation standardization document.

"CNATRA" = Chief of Naval Air Training.

"CNAF" = Chief of Naval Air Forces

"SOP" = Standard Operating Procedure.

Findings of Fact

1. EA-6B Aircraft BUNO 158815 (Puget 3) was involved in a Class A Flight Mishap on 11 March 2013. [Enclosures 3, 48]

2. LCDR Alan Patterson, LTJG Valerie Delaney and LTJG William McIlvaine were onboard BUNO 158815 when the mishap occurred. All crewmembers were active duty US Navy Personnel assigned to VAQ-129, Naval Air Station Whidbey Island during the mishap. [Enclosures 2, 35, 41, 56]

3. The mishap resulted in complete destruction of the Aircraft. [Enclosure 2, 32, 63]

4. All 3 crewmembers perished in the mishap. [Enclosures 48, 51]

5. Medical review for the mishap crew showed that death was instant due to blunt force trauma. [Enclosure 51]

6. No other persons were killed or injured due to the mishap. [Enclosure 48]

7. The crash site is located on private property that was used for agriculture. [Enclosure 33]

8. The mishap aircraft impacted the ground at N 47 29 58.6 W 118 29 05.8. The mishap aircraft was heading approximately 130 degrees magnetic at time of impact. Wreckage was distributed to the south of the impact point to a maximum of N 47 29 39.4 W 118 28 51.8. [Enclosures 29, 32, 50, 57, 63]

9. The crash and subsequent emergency response and salvage caused damage to the owner's farm field. The precise amount of damage is unknown at this time. [Enclosure 32]

10. The crash site was exposed to various environmental contaminants from the crash of BUNO 158815. [Enclosure 32]

11. At the time of the mishap, VAQ-129 was the FRS for two Type Model Series – the EA-6B Prowler and the EA-18G Growler. The squadron was bifurcated organizationally to compensate for the variations in training and reporting requirements; one to administer the requirements for the EA-6B, and the other to administer the requirements for the EA-18G. Staff instructors and students were assigned responsibilities within either of the two organizational constructs, but not to both. [Enclosure 19]

12. VAQ-129 personnel are augmented by members from the reserve Squadron Augment Unit (SAU). SAU personnel are qualified as staff instructors. [Enclosure 19]

13. VAQ-129's CAT IV ECMO (CAT IVE) syllabus consists of 3 flight events including a familiarization flight, a night instrument flight and a low level navigation flight. This is a re-qualification syllabus designated for aircrew that has been out of the cockpit for 12-18 months. [Enclosures 24, 25]

14. VAQ-129's ECMO IUT syllabus consists of 7 events (NIF 1-7) comprising of 9 total flights including 2 low level navigation flights and 3 TACFORM flights. The seventh event (NIF-7) is a series of 3 separate flights. As stated in the IUT guide, the purpose of the NIF-7 series of flights is to "familiarize the IUT with the CAT 1 replacement pilot flight environment. NIF-7A is to be scheduled with a regular syllabus flight prior to [FRP] being qualified safe for ECMO. NIF-7B and 7C will be scheduled with a dynamic syllabus flight after the FRP is qualified safe for ECMO (any flight involving formation, LAA, aerobatics, or BAM). The objective is an increased awareness of the FRP's abilities at [these] various points in his/her training." [Enclosure 24]

15. LCDR Alan Patterson's last flight prior to beginning the IUT and CAT IVE Syllabi was 13 OCT 2011. All 5 hours of flight time for OCT 2011 were FCLP events. [Enclosure 5]

16. LCDR Alan Patterson flew 23.7 hours in 2011 with a 5 month gap between May 2011 and OCT 2011. [Enclosure 5]

17. LCDR Alan Patterson's last low level flight prior to starting the IUT and CAT IVE Syllabi was on 16 Mar 2011. [Enclosure 5]

18. LCDR Alan Patterson reported to VAQ-129 on 12 December 2012. [Enclosure 41]

19. LCDR Alan Patterson was the Operations Officer under VAQ-129's EA-6B organizational construct. He was a previous FRS instructor. [Enclosures 10, 13-19, 41]

20. Prior to the mishap, LCDR Alan Patterson had 1849.6 total flight hours with 1675.9 in the EA-6B. In the 30 months prior to the mishap, he had flown 35.2 hours. [Enclosure 5]

21. LCDR Alan Patterson was required to complete the IUT syllabus before being re-designated as an instructor. [Enclosure 25]

22. LCDR Alan Patterson had begun training to become re-designated as a VAQ-129 instructor on 4 Feb 2013. [Enclosures 5, 44, 46]

23. VAQ-129's IUT qualification process is established and governed internally by the Squadron's SOP. It is separate from the CAT IVE syllabus. [Enclosure 25]

24. VAQ-129 SOP states that returning VAQ-129 instructors may be put on an accelerated IUT qualification syllabus on a case by case basis in accordance with Standardization's recommendation. If an instructor is granted an accelerated syllabus, an authorization letter is to be placed in the instructor's NATOPS jacket. [Enclosure 25]

25. LCDR Patterson was verbally approved for an accelerated IUT syllabus by the Commanding Officer. The authorization was to waive the NIF-7 IUT flights. No authorization letter was generated that specified the terms of the waiver. [Enclosures 16, 19]

26. VAQ-129's CAT IVE syllabus is directed and approved by Chief of Naval Air Training (CNATRA) under Reference (c). The approval authority for minor FRS curriculum changes resides with CNATRA N-7 via an Integrated Process Team (IPT). Reference (c) provides no specific guidance whether waiving or combining specific flights on an individual's syllabus constitutes a curriculum change. [Ref (c)]

27. LCDR Alan Patterson completed the CAT IVE syllabus. [Enclosures 5, 44]

28. The Commanding Officer of VAQ-129 did not authorize LCDR Alan Patterson to combine IUT flights with CAT IVE flights. [Enclosure 19]

29. LCDR Alan Patterson flew a total of 7 flight events between his CAT IVE and IUT syllabus flights. Included in these 7 events were 2 combination events; one combined NIF-1 (IUT familiarization flight) and NF-3 (CAT IVE aerobatics flight); the other combined NIF-2 (IUT Low Level flight) and NF-9 (CAT IVE Low Level Flight). He flew two low level navigation flights in his requalification syllabus. [Enclosures 5, 44]

30. The total scheduled flight time for the CAT IVE syllabus is 7.5 hours, total time for the IUT syllabus is 22.0 hours for a total combined IUT/CAT IVE flight time of 29.5 hours. [Enclosures 24, 25, 58]

31. LCDR Patterson had flown 26.9 hours since returning to VAQ-129. All flights were flown in the previous 35 days. All syllabus events were flown in El Centro, CA. [Enclosures 5, 44, 58]

32. LCDR Alan Patterson completed 16.0 hours of instruction flight time. The remainder of his 10.9 hours of flight time since commencing the VAQ-129 syllabi were conducted on ferry flights and an IP warm-up. [Enclosures 5, 44, 58]

33. LCDR Alan Patterson did not complete the IUT syllabus as published. He did not complete any of the 3 NIF-7 flights, and two of his IUT flights were combined with CAT IVE flights. [Enclosures 5, 19, 44]

34. LCDR Alan Patterson completed an instructor standardization flight on 22 February 2013 that lasted .6 hours. The standard duration for the flight is 2.5 hours. [Enclosures 24, 44]

35. LCDR Alan Patterson's CAT IVE flight event gradesheets were improperly completed. They contained no comments regarding flight summary, constructive comments and contained no explanation for above or below average skills that were performed. [Enclosures 24, 58]

36. LCDR Alan Patterson's IUT flight event gradesheets were improperly completed. 5 of the 6 gradesheets utilized the exact same boilerplate comment regarding flight summary, and no markings to indicate individual skill performance or overall event status (complete / incomplete / satisfactory / unsatisfactory) are present. [Enclosures 24, 44]

37. VAQ-129 SOP states that aircrew will be designated as staff instructors using VAQ129INST 3120.1S, titled "Aircraft Qualification Designation Letter," which shall be placed in the designation tab in the individual's NATOPS Jacket. [Enclosure 25]

38. LCDR Alan Patterson did not have an "Aircraft Qualification Designation Letter" in his NATOPS Jacket. [Enclosure 8]

39. VAQ-129 utilizes a Staff ECMO Qualification Tracker to identify qualified instructor ECMOs. LCDR Alan Patterson was listed as an instructor on the tracker dated 28 Feb 2013. This practice is not specified in the SOP, and no copies of the tracker were placed in LCDR Alan Patterson's NATOPS jacket. [Enclosures 8, 25, 69]

40. VAQ-129 SOP does not specifically authorize the use of the Staff ECMO Qualification Tracker as the approved instructor tracking mechanism. [Enclosure 25]

41. The VAQ-129 SOP at the time of the mishap was dated 8 Feb 2012 and signed by CDR (b)(3), (b)(6) [Enclosure 25]

42. The mishap flight was LCDR Alan Patterson's first flight with an FRP since returning to VAQ-129. [Enclosures 5, 13]

43. LCDR Alan Patterson's last flight prior to the mishap was 8 MAR 2013. [Enclosure 5]

44. LCDR Alan Patterson was considered an above average ECMO. [Enclosures 13, 13-19]

45. LCDR Alan Patterson was current in all of his qualifications including NATOPS, Instrument, Egress Training, Swim Physiology, Aircrew Coordination Training and had current flight gear and a Medical upchit. [Enclosure 8, 42]

46. LCDR Alan Patterson's medical record contained no remarkable entries. [Enclosures 51, 59]

47. LTJG Valerie Delaney was a CAT 1 FRP. She reported to VAQ-129 on 10 April 2012. [Enclosure 35]

48. LTJG Valerie Delaney's medical record contained no remarkable entries. [Enclosures 51, 60]

49. LTJG Valerie Delaney was current in all of her qualifications including NATOPS, Instrument, Egress Training, Swim Physiology, Aircrew Coordination Training and had current flight gear and a Medical upchit. [Enclosure 7, 36]

50. Prior to the mishap, LTJG Valerie Delaney had 336.6 total flight hours with 92.5 total hours and 70.1 hours as Pilot in Command in the EA-6B. [Enclosure 4]

51. LTJG Valerie Delaney compiled an NSS of 44.4 with 5 unsatisfactory flights (2 in intermediate jet training and 3 in advanced jet training) in the training command. [Enclosure 40]

52. LTJG Valerie Delaney was considered an average to above average overall FRP for standard regimes of flight. Review of her FRS training jacket show below average marks on formation and low-level flying. [Enclosures 10, 14-19, 34]

53. Review of LTJG Valerie Delaney's PF-6 (Familiarization / Safe for ECMO) grade sheet identifies a slow scan in a dynamic flight environment. [Enclosure 34]

54. Review of LTJG Valerie Delaney's PF-13 (Low Level Navigation) grade sheet indicates difficulty conducting level turns in the low level environment, with the accompanying comment: "Roll & onset of G [during turns] were slower than required to conduct TAC Low event." [Enclosure 34]

55. Review of LTJG Valerie Delaney's PF-14 (Tactical Formation) grade sheet indicates an overall below average flight. Specific below average marks were given in Nav and In-Place turns with the following comment: "Lead called for in-place away. [Student] was slow to roll and pull to being above lead followed by over pull & descending turn through lead's altitude." [Enclosure 34]

56. Review of LTJG Valerie Delaney's PF-15 grade sheet indicates difficulty performing tactical formation maneuvers in the low level environment. She had been observed to turn the wrong way during the G-Warm set up and while executing Nav Turns. This event was terminated early due to an emergency

procedure in LTJG Valerie Delaney's aircraft and was categorized as "incomplete." [Enclosures 10, 14, 34]

57. The Instructor of Record (IOR) and lead pilot both stated LTJG Delaney would have been given a grade of "Signal of Difficulty" (SOD) for LTJG Valerie Delaney's first attempt to complete her PF-15 had it continued. The IOR, who is also the Student Control Officer, directed that she have two days without flying and to be scheduled for a "chalk talk" with an instructor pilot to cover pilot mechanics in the formation and low level regimes of flight. Her chalk talk was completed with a qualified section lead and reviewed formation and TACFORM maneuvers. [Enclosures 10, 14]

58. The mishap flight was LTJG Valerie Delaney's second attempt to complete her PF-15 event. The first attempt was conducted on 3 Jan, 2013. [Enclosures 3, 4, 14, 34]

59. VAQ-129 CAT 1 Fleet Replacement Pilot flight syllabus consists of 27 events including 6 formation and 5 low level flights. [Enclosure 62]

60. The mishap flight was LTJG Valerie Delaney's 45th flight as an FRP. She had previously flown 3 low level flights and 6 formation flights in the EA-6B. [Enclosures 4, 34]

61. LTJG Valerie Delaney had 15.6 flight hours in the 30 days prior to the mishap. Review of her logbook and training jacket indicate no violations of crew rest or currency requirements. [Enclosures 4, 34]

62. LTJG William McIlvaine was a CAT 1 Fleet Replacement ECMO (FRECMO). He reported to VAQ-129 on 17 June 2012. [Enclosure 56]

63. VAQ-129 SOP states that flights in an EA-6B must have a back seat ECMO for flights departing the immediate operating area. [Enclosure 25]

64. Prior to the mishap, LTJG William McIlvaine had 187.2 total flight hours, 54.8 of those were in the EA-6B. He was qualified to, and flew all of his hours in the back seat of the EA-6B. [Enclosure 6, 9]

65. LTJG William McIlvaine was a distinguished graduate from the training command (VT-86). [Enclosure 9]

66. Sunrise was forecast to be 0631 on the day of the mishap. [Enclosure 3]

67. Puget 2/3 flight was scheduled for a 0600 brief with a 0830 entry time for the VR 1351 on 11 March 2013. Lead aircraft was Puget 2, mishap aircraft was Puget 3. [Enclosure 3]

68. Review of pre-flight meteorological data show no significant weather that would preclude entrance onto the low level training route, nor any significant weather during the route. [Enclosure 33]

69. Bird Hazard condition was reported as "Green" on the low level route during pre-flight planning. [Enclosures 10-12]

70. Puget 2 was flown by the flight lead, LtCql₃(3), (b)(on experienced USMC pilot. ECMO1 was LT (b)(3), (b)(6) a second tour EA-6B ECMO awaiting transition to the EA-18G flight syllabus. ECMO 3 was LTJG (b)(3), (b)(6) , a FRECMO. [Enclosure 3]

71. Flight lead administered a standard NATOPS brief in accordance with VAQ-129 SOP including weather, Notices to Airmen (NOTAMs), training rules, emergencies and Operational Risk Mitigation (ORM). The brief emphasized conduct of flight, to include detailed description of the low-level route, bird condition and all maneuvers to be executed. [Enclosures 10-12]

72. Weather for the mishap area was reported as 8 degrees Celsius; pressure altitude of 599ft; altimeter setting of 30.29; surface winds 280/07; overcast ceiling at 25,000 ft, scattered at 15,000 ft; visibility 15 statute miles; no thunderstorms; no turbulence, icing or precipitation. [Enclosure 33]

73. No ORM factors were noted by any aircrew during the flight brief. [Enclosures 10-12]

74. Flight lead had flown multiple flights with LTJG Valerie Delaney during her syllabus including her previous attempt to complete her PF-15. [Enclosures 10, 34]

75. LCDR Alan Patterson was not familiar with LTJG Valerie Delaney's previous low level or TACFORM performance. He queried Flight Lead about LTJG Valerie Delaney's previous performance while dressing for the flight, and a brief description was given. [Enclosure 10]

76. Mishap flight took off from NAS Whidbey Island at 0810. Flight lead delayed take-off for 10 minutes from the scheduled 0800 takeoff time to allow for the 20 minute transit time and a direct entry onto the low level route. [Enclosures 10-12]

77. At approximately 0825, Puget 2 cancels IFR, pushes Puget 3 to combat spread to set up for a FOD check and G-Warm maneuver. Ensuing FOD check and G-Warm were conducted in accordance with SOP. The second turn of the G-Warm was executed to set up direct entry to the low level route. Passing 5000 ft AGL, lead called for a reset of the RADALT to 720 ft. [Enclosure 10]

78. Per VAQ-129 training rules, the first 10 minutes of this flight shall be flown at no lower than 800 ft AGL. [Enclosures 25, 31]

79. Puget 2/3 flight entered VR 1351 low level route in accordance with the published altitude and corridor restrictions at 0830L. [Enclosures 10, 11]

80. Upon entering the route, Flight Lead set the formation at 1000 ft AGL in combat spread. Approximately 1 minute into the route, Lead called for a Nav Turn left, with a reference heading of East -Wing aircraft was positioned on the right of the formation. After the Nav turn, the formation continued in combat spread formation for approximately 1 minute. Lead then descended the flight to 800 ft AGL, and cleared Wing to Fighter Wing formation. The flight remained in Fighter Wing for approximately 8 minutes, executing several 2 to 3G turns in both directions. No unusual deviations from flight path were noted up to this point by Lead. Exiting PT F on the low level route, flowing toward PT G, Lead cleared

Wing to Combat Spread on Lead's right side and commenced a series of Nav Turns. Wing recognized the maneuvers and adjusted accordingly. No unusual deviations noted by Lead aircraft. Approaching PT G, Lead aircraft executed an uncalled Tac Turn (Right) into the Wingman. Lead observed Wing execute the turn in accordance with standards, approximately 100 ft high and rolling into proper position at the conclusion of the turn. Wing is now on the left side of the formation at 800 ft AGL. The formation is now approximately 90 degrees off course (inside the route structure) approaching PT G, so Lead initiated an uncalled TAC turn (Left) into the Wingman to set up for the outbound heading to PT H. Lead observed Wing commence the turn within parameters. Upon rolling out from the turn, Lead was unable to immediately gain sight of Wing. When lead aircrew acquired sight, Wing's position and flight path were grossly out of parameters - significantly below lead, nose low and over-banked. The unusual sight picture prompted Lead Pilot to scan his instruments to verify that he was within safe parameters. Upon verifying safety of their aircraft, Lead aircrew regained sight of Wing immediately before impact, observing Wing impact the terrain at approximately 30 degrees nose down, 90-100 degrees bank angle. Lead aircrew report seeing at least one small explosion immediately before the main impact. No external communications were received from the mishap aircrew. Following impact, Lead exited the route structure, climbed, declared an emergency and remained On-Scene Commander for approximately 30 minutes before returning to NAS Whidbey Island. [Enclosures 10-12]

81. BUNO 158815's port speedbrake was recovered from the initial point of impact at the wreckage site. [Enclosures 22, 23, 63]

82. Wreckage was dispersed such that parts from the top of the aircraft were predominantly to the northeast of the impact point while parts of the bottom were predominantly to the southwest. [Enclosures 32, 57, 63]

83. Ejection from the EA-6B is by means of automatically sequenced MK GRUEA--7 rocket—assisted ejection seats for each crewmember. The ejection seats provide automatically sequenced ejection of all crewmembers when the pilot or ECMO 1 initiates ejection. The sequence of ejection and the time interval between individual seat ejection after command eject initiation is: 1) ECMO 3 – immediate; 2) ECMO 2 - .4 seconds; 3) ECMO 1 - .8 seconds; and, 4) Pilot – 1.2 seconds. Each of the aft crew members can eject individually. [Enclosure 54]

84. ECMO 3's ejection seat rocket motor had been initiated. [Enclosures 23, 63]

85. The mishap ECMO 3 and remains of the ECMO 3 ejection seat were located approximately 50 feet to the southeast of the impact site. Mishap ECMO 3's helmet was recovered approximately 50 feet to the east of the impact site and had very little damage. [Enclosures 23, 32, 57, 63]

86. Neither pilot nor ECMO 1 ejection seat rocket motors had been initiated. [Enclosures 23, 63]

87. The EA-6B has a modified lateral-directional Stability Augmentation System (SAS) that is incorporated to reduce adverse yaw angle encountered during normal and abrupt roll maneuvers. Longitudinal stability is lightly positive for all configurations within the range of operational CG limits.

In entering the transonic speed regime, a mild tuck-under in accelerating and pitch--up in decelerating will always be encountered (0.82 IMN to 0.92 IMN). The characteristic is common to all swept-wing aircraft of this type and is considered to be mild and completely controllable. In the transonic speed regime between 0.86 IMN and 0.92 IMN, reduced lateral control effectiveness and negative dihedral effect will be experienced. (Negative dihedral effect is the aircraft rolling in the direction opposite to applied rudder). [Enclosure 54]

88. The EA-6B's APN-194 Radar Altimeter is limited to accuracy within 30 degrees of roll and 40 degrees of pitch. [Enclosure 54]

89. An aircraft traveling at 420KIAS, 90 angle of bank, 15 degree nose down pitch attitude requires approximately 900 feet of altitude to safely eject the pilot. This model takes into account a 1.5 second delay for crew reaction time and the 1.2 second delay to account for the pilot's ejection seat given the ejection seat sequence. [Enclosure 54]

90. The "G" required to maintain constant altitude in a 70 degree angle of bank turn is 3 G's. In the EA-6B, angles of bank above 70 degrees yield a time to impact of approximately 6 seconds at 500 ft AGL. [Enclosures 52, 54]

91. The EA-6B emergency recovery procedures are: 1) Roll wings level; 2) Max Thrust; 3) Retract Speedbrakes, and; 4) Apply max "G" until positive rate of climb is achieved. Particular care shall be taken to prevent entering an accelerated stall while attempting to minimize altitude loss during recovery. Aircrew shall monitor the AOA indicator closely in the recovery pullout and do not exceed buffet onset (approximately 11 units AOA). [Enclosure 54]

92. The mishap aircraft's AOA gauge was recovered and was frozen at 20 units AOA with the "off" flag present. [Enclosure 53]

93. In the EA-6B, accelerated stalls are preceded by light airframe buffet 50 to 60 KIAS prior to stall, increasing to moderate airframe buffet approximately 20 KIAS before stall. Buffet intensity increases progressively to very heavy buffet at stall. Lateral instability in the form of wing rock is coincident with airframe buffet and is characterized by a gradual loss of lateral control. This gradual loss of lateral control provides an additional warning of a near stall condition, but may be partially masked during high--g, high AOA maneuvering. Under these flight conditions, normal pre--stall airframe buffet will be the primary warning of an impending stall. The airframe buffet and lateral instability should provide sufficient natural warning of an impending stall. Buffet intensity at stall is high and difficulty in reading flight instruments will be encountered. At stall, there is insufficient lateral control authority to maintain a desired bank angle or control wing rock. The stall is defined as a complete loss of lateral control, resulting in the aircraft rolling in either direction, and the nose slicing in the direction of the lower wing. An accelerated stall following a rapid approach to stall is normally violent and disorienting with cockpit accelerations sufficiently high enough to result in the pilot applying unintentional lateral control inputs. Maintaining aft stick deflection at stall will cause the aircraft to snap roll in either direction, pitch to a 30 to 60 degree

nose down pitch attitude, and continue to pitch, roll, and yaw if the stick is not moved forward of the center position to reduce AOA and increase airspeed. At greater deceleration rates, pilot perceptibility of stall warning as well as the time available for reaction to prevent the stall is reduced and stall penetration tends to be deeper. The stall warning horn does not function in gear up configurations. [Enclosure 54]

94. Common examples of scan breakdown are non-level turns, missed wing flashes, poor altitude or airspeed control. These are also signs of being below comfort level. [Enclosure 28]

95. VAQ-129's climate was perceived as safe. [Enclosures 10, 11, 15-18, 70]

96. At the time of the mishap, VAQ-129 was executing a scheduled transition of EA-6B FRS responsibilities to the USMC. [Enclosure 19]

97. Prior to the mishap flight, VAQ-129 had zero mishaps attributed to low level flight in 42 years of operations. [Enclosure 64]

98. There are no EA-6B simulators at NAS Whidbey Island. [Enclosure 19]

99. At the time of the mishap, VAQ-129 was executing its first simulator detachment to MCAS Cherry Point. [Enclosures 13, 17, 18]

100. At the time of the mishap, the VAQ-129 Standardization Officer was on detachment to MCAS Cherry Point. [Enclosure 16]

101. At the time of the mishap, VAQ-129 was executing an EA-18G Basic Fighter Maneuver training detachment to NAS Key West, FL. [Enclosure 19]

102. The squadron flight schedule for the day of the mishap was signed by the Commanding Officer. [Enclosure 1]

103. LTJG Valerie Delaney was one of the two final USN EA-6B CAT I FRPs. [Enclosure 13, 14, 19]

104. LTJG Valerie Delaney was "incompleted" for her initial Carrier Qualification process. [Enclosure 14, 19, 26]

105. VAQ-129 was required to produce a CAT 1 FRP for an ensuing Carrier Airwing deployment. [Enclosure 19]

106. A daily inspection of BUNO 158815 was completed on 10 March at 1903. [Enclosure 65]

107. A turnaround inspection of BUNO 158815 was completed on 10 March at 1903. [Enclosure 65]

108. Review of the Aircraft Discrepancy Book (ADB) for BUNO 158815 for the last ten flights show 9 outstanding Maintenance Action Forms (MAFs), none of which are included in the Mission Essential Subsystem Matrix (MESM). [Enclosure 49]

109. At 0055 on 06 March 2013, a MAF was written against BUNO 158815 stating, "RADALT continuously unmasking both above and below 5k'. If bug set below 100' on the RADALT, tone stops and needle freezes at 100-200'." Corrective action was completed on 07 March 2013: "Removed and replaced RADALT R/T IAW NA 01-85ADC-2-18, checks good IAW NA-85ADC-2-23.5.4 AFACF [Area FOD And Corrosion Free] REFER to MCN 2GS1020 for QA FOD Free blanker replacement." Author's note: MCN 2GS1020 is a MAF initiated by a civilian for the same gripe. [Enclosure 49]

110. On 09 March 2013, a MAF was written against BUNO 158815 stating, "RADALT works majority of time, but once below platform will randomly beep when not below bugged altitude. Will continue to sound until make a 1000' climb." Corrective action was completed on 10 March 2013" Cannibalized (BUNO: 158815 MCN: 2GS10CP). Removed and replaced RAD ALT R/T IAW NA 01-85ADC-2-18. Op checks good IAW NA-85ADC-2-23.5.4 Area FOD and corrosion free." [Enclosure 49]

111. The Radar Altimeter (RADALT) is a required item for low level flying. [Enclosure 25]

112. On 09 Mar 2013, A FOD MAF was written against BUNO 158815, stating "Perform FOD search. Pilot Missing one TDM locking ball." Corrective Action taken: "Performed FOD search of Pilot's missing TDM locking ball. Searched pilot's seat from top to bottom and floor board area with magnet. Still did not find missing locking ball." [Enclosure 49]

113. Witnesses who observed the mishap stated seeing the mishap aircraft overbanked – approximately 90 degrees, behind and below lead aircraft. No smoke or bird activity was noted prior to mishap aircraft impacting the ground. [Enclosure 20]

114. Line of Duty finding ICO LCDR Alan Patterson was completed on 20 March, 2013. LCDR Alan Patterson died while in the line of duty and not due to his misconduct. [Enclosure 66]

115. Line of Duty finding ICO LTJG Valerie Delaney was completed on 20 March, 2013. LTJG Valerie Delaney died while in the line of duty and not due to her misconduct. [Enclosure 67]

116. Line of Duty finding ICO LTJG William McIlvaine was completed on 20 March, 2013. LTJG William McIlvaine died while in the line of duty and not due to his misconduct. [Enclosure 68]

117. LtC(d)(3), (b)(d) ead Pilot, was a designated Section Lead in VAQ-129. [Enclosure 71]

118. LTC(a)(3), (b)(6)Lead Pilot, was fully qualified and current to be the flight lead pilot in the Lead Aircraft for the mishap event. [Enclosure 71]

119. LT (b)(3), (b)(6) was fully qualified and current to conduct ECMO 1 duties in the Lead Aircraft for the mishap event. [Enclosures 72, 73]

120. The responsibility for safety of flight for all aircraft within a flight of aircraft belongs to the designated Section Lead. [Reference (b)]

121. LTC(a)(3), (b)(@vas designated as the section lead for the mishap event. [Enclosure 3]

122. Instructor Under Training (IUT) Syllabi are established and managed at the unit level. [Ref c]

123. Angle of Attack at the time of mishap aircraft impact was 20 units. [Enclosure 75]

124. G Forces on the mishap aircraft immediately prior to impact were 8.5 G's. [Enclosure 76]

125. Prior to impact, the mishap aircraft had experienced a maximum positive acceleration of 10 Gs, and maximum negative acceleration of minus 1 G. [Enclosure 76]

126. Mishap aircraft attitude at time of impact was 90 degrees left wing down, and a nose-down pitch between 15 and 20 degrees. [Enclosure 77]

127. The mishap aircraft's Master Caution Light was illuminated at the time of impact. [Enclosure 78]

128. The Master Caution assembly in the EA-6B monitors 29 separate aircraft systems. [Enclosure 78]

129. No specific cause for illumination of the Master Caution light was cited. [Enclosure 78]

130. 28 Volt DC power was available on the mishap aircraft at the time of impact. [Enclosure 78]

OPINIONS

1. LTJG Valerie Delaney and LTJG William McIlvaine were fully qualified, per all known and current instructions, to perform the duties they were assigned on the VAQ-129 flight schedule on 11 MAR 2013. [Findings of Fact 49, 64]

2. LCDR Alan Patterson met the criteria to conduct the CAT IVE syllabus. [Findings of Fact 15, 22]

3. LCDR Alan Patterson completed the CAT IV refresher ECMO training as prescribed in Ref (c) and was therefore current and qualified to perform flight duties on 11 MAR 2013. [Findings of Fact 27, 45]

4. LCDR Alan Patterson was authorized to perform instructor duties on 11 MAR 2013. Although he did not have an official ECMO qualification letter in his NATOPS Jacket as prescribed in squadron SOP, he was identified as an Instructor ECMO on the VAQ-129 Staff ECMO Qual Tracker, dated 28 Feb 2013.

5. LCDR Alan Patterson lacked adequate proficiency to safely execute the mishap training mission. Although he was within the limits authorized per reference (b), he only had 35.2 hours in the 30 months prior to commencing the IUT and CAT IVE syllabi. At the date of the mishap, he had been back in the cockpit for a little over a month and executed a truncated IUT syllabus that was combined with his CAT IVE syllabus. The two programs combine for a total of 29.5 hours of observed instruction time, yet he

completed 16.0 - roughly 55% of the scheduled instruction time. Despite having vast previous experience and being considered an above average ECMO, he did not have the requisite opportunity to develop the advanced scan, copilot and instructor skills required to safely execute a dynamic flight with a struggling student. [Findings of Fact 15-17, 20, 25, 28-34]

6. LTJG Valerie Delaney was considered an average FRP overall, but was struggling in the low level and tactical formation regimes of flight. Her historic difficulty performing tactical formation maneuvers and her propensity to descend below Lead's aircraft while turning resulted in several instructor comments that support this opinion. [Finding of Fact 52-57]

7. LTJG Valerie Delaney was a very conscientious and hard working student who possessed the respect and admiration from fellow students and instructors alike; however, she lacked the requisite proficiency to safely execute this training mission. Although her marks would suggest average performances overall, her previous attempts at tactical formation and low level training were observed to be below average. An examination of the comments on her gradesheets reveal significant weaknesses that should have been sufficient to halt her training. For example, review of her PF-13 gradesheet show an overall above average performance, but a closer look at the specific comments demonstrate that, after "level and safe" turns, her "roll and onset of G were slower than required to conduct TAC low level." Given that this particular flight was the pre-requisite for the low level tactical formation – the "TAC low" flight, and the mishap flight (PF-15) - the ambiguous observations are not an adequate endorsement of a student who should continue to the next graded event. Furthermore, on her first attempt to complete the PF-15, both the instructor ECMO and lead pilot stated that she would have received a Signal of Difficulty (SOD) had it not been for the minor EP on the route that allowed them to "incomplete" the event. Based on this information, LTJG Valerie Delaney should have been given remedial training prior to commencing with the remainder of her syllabus. [Finding of Fact 52-57]

8.

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According to VAQ-129 SOP,

standardization correspondence shall be initiated from the Standardizations Officer after a review of a student's training jacket to ensure the student's progress has been conducted in accordance with VAQ-129 standardizations. Once a thorough review has been completed, the Standardizations Officer shall route syllabus waivers, qualification letters, etc. through the Operations Officer to the CO. As the Operations Officer, LCDR Alan Patterson routed correspondence regarding his syllabus directly to the CO verbally for approval, bypassing critical review procedures that are designed to ensure all training requirements were sufficiently achieved. Although approval for the accelerated IUT syllabus was given, no authorization was given to combine the CAT IVE flights with the IUT flights. [Findings of Fact 13, 14, 19, 21, 23-25, 28, 29, 32, 33]

9. Based on evidence gathered, the Standardizations Officer had a reasonable expectation that LCDR Alan Patterson had received guidance from the Commanding Officer that waived required syllabus flights. The specifics of the waiver were not known to him, so therefore was unable to properly manage

LCDR Alan Patterson's training syllabus and monitor it for completion. [Findings of Fact 25, 28, 99, 100]

11. The mishap aircrew was in compliance with all crew rest and currency requirements. [Findings of Fact 45, 49, 64, 71]

12. Aircraft BUNO 158815 had no material failure that contributed to the mishap. [Findings of Fact 106-108]

13. Aircraft BUNO 158815 was properly authorized and scheduled for the flight schedule on 11 Mar 2013. [Findings of Fact 106-108]

14. Weather was not a factor to the mishap. [Findings of Fact 71, 72]

15. Bird activity was not a factor in the mishap. [Finding of Fact 69]

16. The mishap aircrew were outside of the safe ejection envelope given the observed flight path of the mishap aircraft. [Findings of Fact 80-85, 88, 89]

17. Mishap ECMO 3 initiated ejection but the sequence was interrupted by ground impact. [Findings of Fact 84, 85]

18. Neither mishap pilot nor mishap ECMO 1 had initiated ejection. [Finding of Fact 86]

19.		(b)(5) (b)(5)
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20. VAQ-129 has a safe record executing low level navigation and low level tactical formation training flights. Although this mishap occurred in a low level regime, it is the only mishap involving low level flying in VAQ-129's 42 year history. As the primary means of threat escape, it is a dynamic environment with valid tactical applications given the lack of defensive weapons, and should therefore be practiced in the training environment. [Finding of Fact 97]

21. Performance review for LCDR Alan Patterson's IUT flights were substandard and presented a false endorsement of his proficiency and readiness to execute the mishap flight. The absence of any flight summaries and accompanying observations on his gradesheets suggests an apathetic approach with an accompanying "check in the box" mentality was applied to his syllabus events by his instructors. Event gradesheets are the primary means by which a student's progress can be monitored and evaluated; therefore, the absence of constructive feedback leaves little data for each progressive instructor to identify skills that need refining, and provide no data for the Standardization Officer to use when conducting training jacket reviews. [Findings of Fact 29, 32-36]

22.

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(b)(5) Inexperience and propensity for difficulty conducting dynamic maneuvers is not uncommon for an FRP in the FRS. LTJG Valerie Delaney was struggling to grasp the mechanics of tactical formation flying; as such, the most effective mitigation technique should have been to selectively schedule her with an instructor who was most qualified and proficient to safely conduct the mission. This was LCDR Alan Patterson's first flight with a student since returning to VAQ-129, and his third low level flight in more than 30 months; therefore, he had insufficient time to develop the scan and copilot skills necessary to conduct the mishap flight. [Findings of Fact 15, 17, 31-36, 42, 52-58]

23. Aircrew in Puget 2 (Lead aircraft) had adequate time to recognize the grossly out of parameter status of the mishap aircraft and to issue a subsequent verbal warning or "recover" direction to the mishap aircrew. Although Lead aircrew stated that the scenario caused enough confusion in their aircraft to prompt them to quickly scan their instruments to ensure they were within safe flight parameters, studies of the mishap timing indicate at least 6 seconds from overbank to impact. Lead Pilot and ECMO 1 both had requisite experience in the EA-6B to recognize the extremis of mishap aircraft, and therefore could have immediately issued a warning but did not. Although the ultimate responsibility for safety of flight in an individual aircraft rests with the Pilot in Command, a designated Section Lead is responsible for the safety of all aircraft in his or her flight. [Findings of Fact 89, 90, 117-121]

24. It is unknown how long the mishap aircraft's Master Caution light was illuminated prior to impact, therefore giving no conclusive data to determine the specific cause of mishap. For example, the aircraft's hydraulic system is one of the 29 systems monitored, and knowing that the left wing impacted the ground

first leaving behind the port speedbrake, an immediate decrease in hydraulic pressure could have ensued, causing the Master Caution light to illuminate in the fraction of a second before fuselage and cockpit impact. Furthermore, it is probable that due to the significant wreckage, engineering investigations on the 29 systems will yield very little conclusive data. [Findings of Fact 127-129]

25. The aircraft was in controlled flight prior to impact. The EA-6B's flight controls are powered by hydraulics and a set of pulleys and cables directly from stick inputs; in other words, it is not a fly by wire system. Engineering investigations determine that the aircraft was accelerating at 8.5 Gs at the time of impact, meaning that aggressive inputs to the flight controls were present. This suggests that hydraulic power was available and the pilot was making control inputs. [Findings of Fact 87, 123-126]

26. No conclusive data suggests that the aircrew lost situational awareness due to, nor was reacting to an illuminated Master Caution light. The expected aircrew reaction to an in-flight emergency during a turn would be to initiate recovery by rolling wings level, pulling to the horizon, then (time dependent) reporting the emergency to the flight lead. Based on witness observations of the mishap aircraft's flight profile, it does not appear that recovery inputs were made until possibly the last second, and there was no communication from the mishap aircrew. [Findings of Fact 80, 91, 123-126]

27. Based on the evidence gathered, reviewed and presented, the most likely cause of this mishap was due to pilot error resulting in Controlled Flight Into Terrain (CFIT). It is likely that the mishap aircrew were late in recognizing imminent ground impact, subsequently resulting in the mishap pilot's rapid application of aggressive control inputs which entered the mishap aircraft into an accelerated stall immediately prior to impact. The extremis of the mishap aircraft however, was the result of a poorly executed Tac-Turn maneuver resulting in a low and overbanked position with a nose low attitude. Contributing factors to the mishap include the relative inexperience of the FRP and FRECMO and the lack of instructor proficiency. The most important risk mitigation measure in the low altitude regime is an effective and fluid scan that includes visual cues both inside and outside the aircraft which yield early recognition of out-of-parameter aircraft positions. This scan takes time to develop. LTJGs Valerie Delaney and William McIlvaine were learning this scan while LCDR Alan Patterson had not yet regained it. [Findings of Fact 32, 52-57, 64, 80, 91, 93, 94, 123-126]

28. LCDR Alan Patterson, LTjg Valerie Delaney and LTjg William McIlvaine perished while in the line of duty and not due to misconduct. Furthermore, no supervisory negligence or malpractice was causal to this mishap. [Findings of Fact 114-116]

Recommendations

1. VAQ-129: Review and modify existing SOP regarding instructor qualification, designation and tracking. Practices that were in use on the day of the mishap were not incompliance with published SOP, specifically the use of a staff qualification matrix in lieu of a signed aircrew designation letter.

2. VAQ-129: Remove the SOP provision allowing returning FRS instructors to be given an accelerated IUT syllabus. This syllabus is designed to provide the returning aviator sufficient opportunity in the

aircraft to become reacquainted with critical pilot, copilot, instructor and general aviation skills that have atrophied during time away from the training environment.

3. VAQ-129: Conduct training to emphasize proper student flight evaluation utilizing well thought out gradesheets that are critical to all aspects of the flight. Gradesheets are a valuable tool for stan/eval review of training jackets and also to follow on instructors who utilize previous gradesheets to identify trends in performance and modify ensuing training opportunities. Additionally, stress the importance of issuing signals of difficulty (SODs) when warranted. Although uncomfortable for the student, they endorse safety as they are the only official means to raise a red flag on an individual's performance and force remedial training.

4. VAQ-129: Conduct a thorough review of all staff instructors' NATOPS jackets for the existence of proper qualification letters. and the second devices and the second se

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6.	(b)(5)	
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7. Given the findings contained herein, no punitive measures should be taken against any aircrew or individual specifically identified in this report. Although a tragic loss of three aircrew, no specific action or inaction of any singular individual based on maliciousness, malpractice or negligence resulted in this mishap. Rather, a compilation of multiple events of assumed risk at various levels - few of which, if taken individually were abnormal, and none of which were directly causal - contributed to the ultimate assessment of pilot error as the causal factor to this mishap,

(b)(6)

(b)(3), (b)(6)

THE FOLLOWING ENCLOSURES HAVE BEEN RETAINED BY THE AVIATION MISHAP BOARD:

2, 7, 32, 48, 53, 54, 57, 59-61, 65, 69

THE FOLLOWING ENCLOSURES ARE RETAINED BY VAQ-129:

71-74



DEPARTMENT OF THE NAVY

ELECTRONIC ATTACK SQUADRON ONE TWENTY NINE NAVAL AIR STATION, WHIDBEY ISLAND 3740 N. CHARLES PORTER AVENUE OAK HARBOR, WASHINGTON 98278-6200

IN REPLY REFER TO:

1301 N00 13 Mar 13

From: Commanding Officer, Electronic Attack Squadron 129 To: CDR (b)(3), (b)(6) , USN, 1320

Subj: COMMAND INVESTIGATION INTO THE AVIATION MISHAP OF THE EA-6B PROWLER THAT OCCURRED ON 11 MARCH 2013 AT OR NEAR SPOKANE, WASHINGTON

Ref: (a) JAG Manual

1. Per reference (a), you are appointed to inquire into the facts and circumstances surrounding the aviation mishap of the EA-6B Prowler that occurred on 11 March 2013 at or near Spokane, Washington.

2. This Command Investigation is convened to investigate the circumstances surrounding a Class A aviation mishap in compliance with 10 U.S.C. § 2255. Investigate the cause of the mishap, resulting injuries and damages, and any fault, neglect, or responsibility therefore, and recommend appropriate administrative or disciplinary action. Report your findings of fact, opinions, and recommendations in letter form by 12 April 2013, unless an extension of time is granted. If you have not previously done so, read Chapter II of reference (a) in its entirety before beginning your investigation.

3. You may seek legal advice from LT (b)(3),(b)(6) , JAGC, USN, at (360) 257-1398 during the course of your investigation.

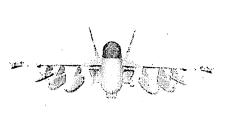
(b)(6)

C. A. MIDDLETON

Copy to: COMVAQWINGPAC NLSO

(b)(3), (b)(6)	CDR (XO VAQ-135)
From: Sent: To: bject:	Middleton, Chris A CDR, CO VAQ-129 Saturday, April 06, 2013 8:37 AM (b)(3), (b)(6) CDR (XO VAQ-135) RE: Extension
Approved and exte 11 April is the 3	ended to 26 April. 30 day mark from the event and 26 April is the 45 day mark.
R, (b)(6)	
CDR Christopher A Commanding Office (b)(6) offi (b)(6) cell chris.a.middleton	er, VAQ-129 .ce
From: (b)(3),(b)(Sent: Thu 4/4/201 To: Middleton, Ch Subject: Extensio	3 11:41 AM ris A CDR, CO VAQ-129
(b)(6) ,	
investigation, I	waiting much of the data from various organizations regarding accident am asking for an extension of 7 days to complete the JAGMAN. Authorization email - no need for a formal letter.
VR/	
(b)(6) CDR (b)(3),(b)(6) Executive Officer World Famous BLAC DSN: (b)(6) COM: (b)(6)	

بالله الم		
ODO:	0915-0915 0915-1315 0930-1300 1315-1615	$\begin{array}{l} LT(b)(3), (b)(6) \\ LT (b)(3), (b)(6) \\ LT(b)(3), (b)(6) \\ LT (b)(3), (b)(6) \\ LT (b)(3), (b)(6) \\ LT (b)(3), (b)(6) \\ LT(b)(3), (b)(6) \\ LT (b)(6) \\ \end{array}$
SDO:	0600-1330 1330-1945	1stLt(b)(3), (b)(6) LTJG (b)(3), (b)(6)
SCHEDS:	0730-1630	Mạb)(3), (b)(6) LT(b)(3), (b)(6) LT(b)(3), (b)(6) LT(b)(3), (b)(6) LT(b)(3), (b)(6)



TIME ZONE: -8

Monday, 11-Mar-2013 JULIAN: 3070

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EA-18G FL	LIGHT EVEN	TS:								
EVENT # CALLSIGN FLT PLAN	AIRCRAFT TYPE TMR	BRIEF ETD ETE ETA	fuel Hours Loadout	DEP AFLD Route LND Afld	FLT TIME		PILOT EWO	C I	EVENT AIRSPACE NOTES	
0 FENIX 01 FAIROPS	EA-18G 1A1	TBD TBD 1.0 TBD	17.1 3+00 B	KNUW FCF1 KNUW		*	LCDR(b)(3), (b)(6) TBD		FCF	Base
1 FENIX 11 FAIROPS	EA-18G 1A9	0630 0830 1.8 1015	17.1 3+00 B	KNUW OLYB KNUW		\$%	L(b)(3), (b)(6) LTJ(b)(3), (b)(6)		FAEA 104E Oly A/B ATCAA	10000 TAC-2 0830-1015L SOF: 234.55 10001
	EA-18G/GT 1A9	0630 0830 1.8 1015	17.1 3+00 B	KNUW OLYB KNUW			LTJQb)(3), (b)(6) L(b)(3), (b)(6)		FAEA 104P	
2 FENIX 21 FAIROPS	EA-18G 1A9	1015 1215 1.8 1400	17.1 3+00 B	KNUW OLYB KNUW		\$%	LT(b)(3), (b)(6) LTJC(b)(3), (b)(6)		FAEA 104E Oly A/B ATCAA	10002 TAC-2 1215-1400L SOF: 234.55 10003
	EA-18G/GT 1A9	1015 1215 1.8 1400	17.1 3+00 B	KNUW OLYB KNUW			LT (b)(3), (b)(6) L ⁻ (b)(3), (b)(6)		FAEA 104P	10001
3 FENIX 31 FAIROPS	EA-18G 1A9	1500 1700 1.8 1845	17.1 3+00 B	KNUW OLYB KNUW		\$%	Lī(b)(3), (b)(6) LTJC _(b) (3), (b)(6)		FAEA 104E Oly A/B ATCAA	10004 TAC-2 1700-1845L SOF: 234.55 10005
	EA-18G/GT 1A9	1500 1700 1.8 1845	17.1 3+00 B	KNUW OLYB KNUW	}		LTJG (b)(3), (b)(6) LT(b)(3), (b)(6)		FAEA 104P	10006
Aircrew Legend: % = Mission Cdr @ = Division Lead # = Flight Lead * = Non-129 Aircrev \$ = Briefer				Loadout Legend: $A = Any$ $D = Double Bubble w/ Q-99, CL$ $B = Centerline$ $E = Double Bubble w/ Q-99 / C/$ $C = Double Bubble$ $F = Double Bubble w/ CATM-88$ $G = CLC & Lockable BRU$			e w/ Q-99 / CAT	& Lockable BRU		

EA-18G SIMULATOR EVENTS:

Last-1-10		LATORE	VENIS.		1	ć			
BRF	T/O	LAND	PILOT/CREW	MISSION	TMR	- 1 IN:	STRUCTOR	SIMULATOR	NOTES
0615	0700	0830	LCDRb)(3), (b)(6) LCDRb)(3), (b)(6)	SFAM 990 SFAM 213E	1A1 2L4	LT	(b)(3), (b)(6)	TOFT 201	
0700	0700	0800	STUD PROF				· · · · · · · · · · · · · · · · · · ·	TOFT 202	
0700	0700	0800	STUD PROF					TOFT 203	
0800	0800	0900	STUD PROF				,	TOFT 202	
0800	0800	0900	STUD PROF	•				TOFT 203	*******
0830	0830	1000	STUD PROF					TOFT 201	· ·
0900	0900	1000	STUD PROF					TOFT 202	
0900	0900	1000	STUD PROF	//.				TOFT 203	
1000	1000	1130	STUD PROF					TOFT 201	· · · · · · · · · · · · · · · · · · ·
1000	1000	1100	STUD PROF	*** *********************************				TOFT 202	
1000	1000	1100	STUD PROF					TOFT 203	
1100	1100	1200	STUD PROF					TOFT 202	
1100	1100	1200	STUD PROF					TOFT 203	
1130	1130	1230	DEMO	Demo		LŢ	(b)(3), (b)(6)	TOFT 201	
1200	1200	1300	STUD PROF				<u></u>	TOFT 202	
							-		

200	1200	1300	STUD PROF				TOFT 203
300	1300	1430	VAQ-136				TOFT 201
300	1300	1400	STUD PROF				TOFT 202
300	1300	1400	STUD PROF				TOFT 202
430	1430	1500	STUD PROF				TOFT 201
1400	1400	1500	STUD PROF				TOFT 202
1400	1400	1500	STUD PROF				TOFT 203
1500	1500	1600	STUD PROF		3		TOFT 201
1500	1500	1600	STUD PROF				TOFT 202
1500	1500	1600	STUD PROF		·	*	TOFT 203
1600	1600	1630	EA-18G 13-06	Demo	Cl-	(b)(6)	TOFT 201
1600	1600	1700	STUD PROF			· · · · · · · · · · · · · · · · · · ·	TOFT 202
1600	1600	1700	STUD PROF				TOFT 203
1630	1630	1800	STUD PROF				TOFT 201
1700	1700	1800	STUD PROF			·····	TOFT 202
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2000	2000	2100	STUD PROF				TOFT 202
2000	2000	2100	STUD PROF				TOFT 203

Flight/SIM Notes:

TIME	EMIC EVENTS: SUBJECT	LOCATION	INSTRUCTOR	PERSONNEL
	AAWI	CAI Lab Sim Building	Morrisoron	CD(b)(3), (b)(6)-T(b)(3), (b)(6)
91	001/002/003/006	· · · · · · · · · · · · · · · · · · ·		(D)(0), (D)(0)= (D)(0), (D)(0)
	AAWI	CAI Lab Sim Building		EA-18G 13-04
	007/008/009			
0800-0900	AFAM 101:	Classroom 1	L(b)(3), (b)(6)	EA-18G 13-06
	Course			
	Introduction			
0800-0930	AAWI 102:	Classroom 2	Cl- (b)(6)	CD(b)(3), (b)(6)_T(b)(3), (b)(6)
0000 0000	Radar Theory	<u></u>		
0900-0930	AFAM 102:	Classroom 1	IS(b)(3), (b)(6)	EA-18G 13-06
0900-1000	Security Brief AVEWS 14.09	BI DO 400 D		E4 400 40 00
0900-1000	AVEWS 14.09 Adv Radar	BLDG 126, Room 221	CI (b)(6)	EA-18G 13-02
	Operation			
	Principles 1			
0930-1000	AFAM 103:	Classroom 1	L(b)(3), (b)(6)	EA-18G 13-06
0000 1000	Aircraft Overview		ч(D)(3), (D)(b)	
0930-1130	AAWI 105:	Classroom 2	CI (b)(6)	EA-18G 13-04
	AMRAAM			
1000-1030	AFAM 104:	Classroom 1	L(b)(3), (b)(6)	EA-18G 13-06
	Safety Inbrief			· · • • •
1000-1100	AVEWS 14.10	BLDG 126, Room 221	CI (b)(6)	EA-18G 13-02
	Adv Radar	•		
	Operation			·
	Principles 2			
1030-1100	AFAM 105:	Classroom 1	L T(b)(3), (b)(6)	EA-18G 13-06
	Fam/Form			
	Phase Inbrief			
1100-1200	AVEWS 14.11	BLDG 126, Room 221	CI-I (b)(6)	EA-18G 13-02
	Missile Guidance			
4400 4000	Techniques		1 77	EA 100 10 00
1100-1200	AFAM 106: Crew	Classroom 1	LT(b)(3), (b)(6)	EA-18G 13-06
	Resouce			
1130-1430	Management AAWI 106: Stern	Classroom 2	CI (b)(c)	EA-18G 13-04
1130-1430	Conversion	Classiconi 2	Cl- (b)(6)	EA-100 13-04
	Intercepts			
1200-1300	AFAM 107:	Classroom 1	LT(b)(3), (b)(6)	EA-18G 13-06
1200-1000	Mission Planning	Ciassioon	-(0)(3), (0)(0)	
	Introduction			

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 1200-1300
 AVEWS Unit 14 Review
 BLDG 126, Room 221
 Cl. (b)(6)
 EA-18G 13-02

 1600-1630
 AFAM 108: Trainer Facility Tour
 Classroom 1
 Cl. (b)(6)
 EA-18G 13-06

EA-6B FLI	GHT EVENT	S:							
EVENT # CALLSIGN FLT PLAN	AIRCRAFT TYPE TMR	BRIEF ETD ETE ETA	FUEL HOURS CONFIG	DEP AFLD ROUTE LND AFLD	FLT TIME	PILOT CREW	*	EVENT AIRSPACE NOTES	
1 PUGET FAIROPS	EA-6B 2K2	0700 0830 7.5 1600	15.4 3+00	KNUW FCF1 KNUW		% VAQ-129 VAQ-129 VAQ-129		FCF	
2 PUGET FAIROPS	EA-6B 1A1	0600 0800 2.0 1000	21.4 4+30 PDDDP	KNUW VR1351D KNUW		#% LtC@b)(3), (b)(6) LT(b)(3), (b)(6) LTJ(b)(3), (b)(6)		Staff Lead VR-1351	0830/40/50/0900
3 PUGET FAIROPS	EA-6B 1A1	0600 0800 2.0 1000	21.4 4+30 PDDDP	KNUW VR1351D KNUW		LTJG Delaney, V % LCDR Patterson, A LTJG McIlvaine, W		PF-15 VR-1351	0830/40/50/0900
4				HP/HS 2 /	VC @ 1000, CS	1 A/C @ 1000			
PUGET DD-175	EA-6B 2L4	0900 1100 2.0 1300	21.4 4+30 PDDDP	KNUW DD-175 KNUW		Mąb)(3), (b)(6) % LT (b)(3), (b)(6) LT(b)(3), (b)(6)	٦	NATOPS	
5 PUGET FAIROPS	EA-6B 2L5	0900 1100 2.0 1300	21.4 4+30 PDDDP	KNUW OKNA KNUW		LTb)(3), (b)(6) % Hptm (b)(3), (b)(6) 1stLtb)(3), (b)(6)		PF-11 Dkan A/B/C	1100-1300
6 PUGET FAIROPS BAM	EA-6B 1A6	0900 1100 2.0 1300	21.4 4+30 PDDDP	KNUW BDMTGT KNUW		LCDR (b)(3), (b)(6) % Capt (b)(3), (b)(6) Capt(b)(3), (b)(6)	F	PF-23 Boardman	1100-1300
7					SD 3 A/C @ 13	300			
PUGET	EA-6B 2L3	1630 1830 2.0 2030	21.4 4+30 PDDDP	KNUW OKNA KNUW		#% Capt (b)(3), (b)(6) LT (b)(3), (b)(6) 1stLt (b)(3), (b)(6)	N	itaff Lead IF-5/15 Ikan A/B/C	1830-2030
	EA-6B 1A1	1630 1830 2.0 2030	21.4 4+30 PDDDP	knuw Okna Knuw		% LTJG(b)(3), (b)(6) LCDR (b)(3), (b)(6) 1stLtb)(3), (b)(6)		F-17 kan A/B/C	1830-2030
					SD 2 A/C @ 20	30			

Legend: % = Mission Cdr @ = Division Lead

= Flight Lead * = Non-129 Aircrew

\$ = Briefer

EA-6B SIMULATOR EVENTS:

						С			
BRF	T/O	LAND	PILOT/CREW	MISSION	TMR	-	INSTRUCTOR	SIMULATOR NOTES	
0700	0800	1000				· · · · ·			
			LTJ(6)(3), (b)(6)	NW-4	1Å1		Majb)(3), (b)(6)	2F143	
0700	0800	1000	2.40/(0); (0)(0)	1444-4			<u>Cl-</u> (b)(6)	······································	
0.00	0000	1000					Capt)(3), (b)(6)	2F185	
	4000	1000	LTJ@c)(3), (b)(6)	NW-4	1A1		CI- (b)(6)		
0900	1000	1200					Majb)(3), (b)(6)	2F185	
<u>.</u>			<u>1stLt</u> (b)(3), (b)(6)	NW-3	1A1		<u>CI</u> (b)(6)	21 100	
1100	1200	1400	1stLt (b)(3), (b)(6)	PW-4	1A1		Capt)(3), (b)(6)	2F143	
			(b)(b), (b)(b)		1711			26143	
1100	1200	1400				w	<u>CI</u> (b)(6)		
	1200	1400	Capt(b)(3), (b)(6)	PW-4	1A1		Capt(b)(3), (b)(6)	2F185	
1200	1400	1000					CI (b)(6)		
1300	1400	1600					LCDR(b)(3), (b)(6)	2F185	
			1stLt(b)(3), (b)(6)	NW-4	1A1		<u>Cl</u> · (b)(6)		
1700	1800	2000	Capt _{b)(3), (b)(6)}	PW-13M	1A1			2F185	
			. (3)(3), (3)(6)				Capt (b)(3), (b)(6)	21100	

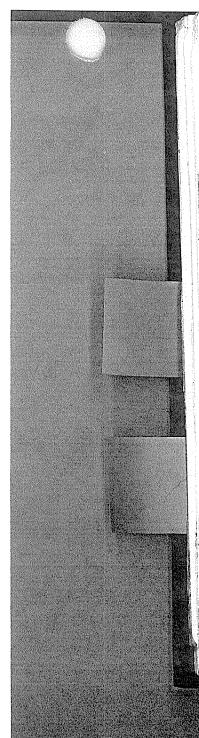
Flight/SIM Notes:

TIME	SUBJECT .	LOCATION	INSTRUCTOR	PERSONNEL
0800-1100	23.01 Force Defense	BLDG 126, Room 220	L(b)(3), (b)(6)	2013-01 ECMO, 2013-02 ECMO
1100-1200	23.MR Tactics Midterm Review	BLDG 126, Room 220	L T b)(6), (b)(3)	2013-01 ECMO, 2013-02 ECMO
1200-1600	Directed Study	BLDG 126, Room 220		2013-01 ECMO, 2013-02 ECMO
SPECIAL EVE	NTS			
TIME	SUBJECT	LOCATION	INSTRUCTOR	PERSONNEL

15. ŝ.

GENERAL NOTES: All DD-175's to ODO before flight. All backseaters contact FSQ (button 17) Mon-Thur 0900-2000 Friday 0800-1400. FOD walkdown 0730. All hands and members of 2 most junior classes – FY 12-09 & 12-10. FOD walkdown 1500. All hands – Hangar Bay. VAQ-129 A/C must MARSA with other VAQ-129 A/C in the same airspace or on the same Low Level route. ODOs and Students check TFRs for MTRs and MOAs.

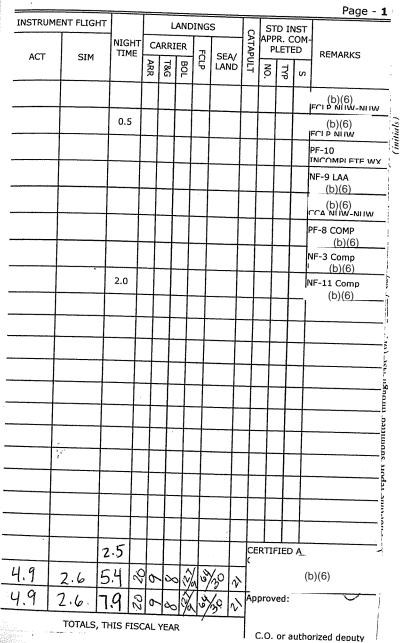
QUESTIONS OF T EMERGENCY EW G EMERGENCY G NATOPS G TACTICS INSTRUMENT NATOPS SOP SYSTEM	COMPLETE LOSS OF A HOW DO YOU POWER HYD 1A / 1B / 2A CAUT CONDITIONS FOR APU DEFINE CHEAPSHOT/ WHAT ARE THE VERT EXPLAIN HOW SELEC TO REDUCE FOD, AIR WHAT ARE THE TRAN	R DOWN JMPS? TON. J AUTOMATIC SHUTOFF?	FT SEPARATION.
DR.	AFTED BY:	SUBMITTED:	APPROVED BY:
	(b)(6)	(b)(6)	(b)(6)
	(b)(6 Maj USMC DULES WRITER	A. A. Patterson, LCDR USN OPERATIONS OFFICER	C. A. Middleton, CDR USN COMMANDING OFFICER
	(b)(6)	(b)(6)	
(b)(3), SCHEI	(b)(6) LT USN DULES WRITER	For (b)(3), (b)(6) LCDR USN OPERATIONS OFFICER	



Aug	2012 Delaney, Va	alerie			-) <u> </u>			-	(STRUMEN	TELIGHT			L	ANDI	INGS	5				ST		
	AIRCR	AFT	KIND OF	T	PIL	ME		SPE- CIAL		= 10			NIGHT TIME	CA	RRI					P	LETE	OM-	REMARKS	
DAY	FRAME	SERIAL NUMBER	FLIGHT CODE*	TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	CREW TIME	- .	-	ACT	SIM	11116	ARR	T&G	BOL	FCLP	SEA LAN		NO.	ТҮР	s		
	EA-6B	160791	1A1			<u></u>		1.6	-	-											·		PF-30M ComnNEL/KE	-M
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	BROUGHT FORWA		264.	2 48	7 44.	64.	11.		<u>. </u>	_	4.9		5.4	<u> </u>		1.6		9	30	21 7) A	ppro	ved:		
j	FOTAL TO DATE		264.	2 48.					<u>[]</u>	-	4.9	2.6	5.1		×1	1	<u> </u>	12	30	4				
	*See page 2 fe	or codes	TOTAL ACC PILOT TIM	UM. 1E		S, THIS I	ISCAL YE	AR		:		TOTA	LS, THI	5 +1	5CA						C.C). or	authorized de	er

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DAY	FRAME	SERIA NUMBE	ւ ԲԱ	IND OF IGHT DE*	TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	SPE- CIAL CREW TIME	-	INSTRU ACT	
11	EA-6B	15881	1 1	LA3					0.8	-		\neg
11	EA-6B	15881	1 1	LA3					0.5	-		
12	EA-6B	15881	1 1	LA1					2.1	-		
18	EA-6B	16440	2 1	LA1					2.0	-		
20	EA-6B	16188	:0 1	LA3					0.7		<u></u>	
25	EA-6B	15990	8 1	LA1					2.2	1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 -		
26	EA-6B	16293	5 1	1A1					1.8			+
27	EA-6B	16188	80 :	1A1					· 2.0	•		
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BROL	UGHT FORWAR	RD .	264	,2	48.7	44.6	4,1	1.1	5:7		4.9	
ΤΟΤΑ	AL TO DATE		264	.2	48.7	44.6	4.1	1.1	17.8		4.9	
*9	See page 2 for		OTAL AC PILOT T			TOTALS,	THIS FISC	AL YEAR				- .

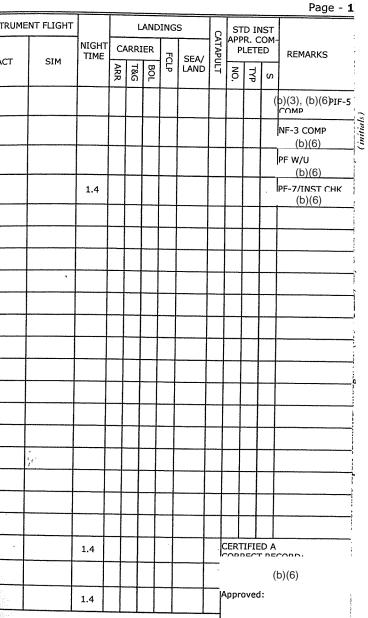


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	AIRC	RAFT	KIND		PILOT	TIME	1	SPE-	-		INSTRUM	ENT FLIGHT			L	AND	= >I
YAC	FRAME	SERIAL NUMBER	OF FLIGHT CODE*	TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	CIAL CREW TIME			 	SIM	NIGHT TIME	·	ARRI		ſ
				11111						96/12/5-25/24	-			ARR	T&G	BOL	
4	EA-6B	160791	2L5				<u> </u>	2.0	-		-						Γ
5	EA-6B	162935	1A1					1.3	-	-		-					
29	EA-6B	158810	1A1					1.9									
30	EA-6B	162227	2L3					1.4		-			1.4				ſ
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BF	OUGHT FORW	ARD	264.2			_		+									
Т	DTAL TO DATE		264.2					6.					1.4				
	*See page 2	for codes	OTAL ACCI PILOT TIM	JM. IE	TOTAL	S, THIS F	ISCAL YEA	AR				TOTALS,	THIS FI	SCA	L YE	AR	



C.O. or authorized deputy

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	, AIRC		KIND OF	TOTAL	PILO			SPE- CIAL			NS I RUME	NT FLIGHT	NIGHT				DING		CAT/	APPI	d IN: R. C(.ETE	DM-	
DAY	FRAME	SERIAL NUMBEF		TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	CREW TIME			ACT	SIM	TIME	ARR	T&G	.	FCLP	SEA/ LAND	CATAPULT			s	
4	EA-6B	162935	1A1	2.1		2.1				-													- ~
5	EA-6B	159908	1A1					1.7	-	-												5	л
6	EA-6B	160791	1A1					2.0														N	IF
8	EA-6B	160791	1A1	2.2	2.2							1.0						0/7		2 1	A B	Þ	F
14	EA-6B	158810) 1A1					2.0					2.0									····· P	IF
16	EA-6B	161880) 1A1				-	1.8		_												F T	
20	EA-6B	158810) 1A1	1.8	1.8					_		1.0						0/13		4	A	1	: 1
28	EA-6B	162227	, 1A1					2.4				· ·				 					(b)(3	
28	EA-6B	162227	' 1A1	1.2	1.2			ļ		_	0.5					 		0/7		2	1)e `c
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BROL	IGHT FORWAR	D	- 264.2					6.6					1.4										(k
τοτα	L TO DATE		271.5	7.3	5.2	2.1		16.5			0.5	2.0	3.4					0/27		Appi	ove	1:	
*5	ee page 2 for	codes P	TAL ACCUM	•	TOTALS,	THIS FISC	CAL YEAR					TOTALS	, THIS F	FISC	AL Y	/EAR	2			c.	0. o	r aut	h

Page - 1

REMARKS

(b)(6) STAFF LEAD (b)(6) NF-3 COMP. (b)(6)

PF-7 (b)(6)

NF-11

PF-16

(b)(6) PF-

Delaney Currency

(b)(3), (b)(@)rency

(b)(6)

C.O. or authorized deputy

	AIRC	RAFT		KIND		PILOT	TIME		SPE-
AY	FRAME	SERIA NUMBI		OF FLIGHT CODE*	TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	CIAL CREW TIME
13	EA-6B	16222	27	1A1 1B1	2.1	2.1			
.8	EA-6B	15881	11	1A1	2.2	2.2			
20	EA-6B	16222	27	1A1	2.1	2.1			2
20	EA-6B	1644(52	1A1	2.2	2.2		2.2	
27	EA-6B	1588:	10	1A1	2.2	2.2		2.2	
28	EA-6B	1588	10	1A1	2.0	2.0		2.0	

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BROU	GHT FORWAR	RD	' 27	1,5	7.3	5.2	2.1	0:0	16.5
OTA	L TO DATE		28	4,3	20.1	18.0	2.1	6.4	16.5

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INSTRUME	NT FLIGHT			L	AND	ING	S	0	s	DI	NST	
		NIGHT TIME	C/	ARRI	ER	-	051/	CATAPULT	APF P	PR. C	COM ED	REMARKS
ACT	SIM		ARR	T&G	BOL	FCLP	SEA/ LAND	Ú L	NO.	۲Ţ	s	
0.4	0.5						0/3		1	A B		PF-4 NIF-7A (b)(6)
1.0							0/6					(D)(O) PF-5 COMPDEL (V/OG
1.0						0/4		3	1		PF6 COMP (b)(6)	
2.0						0/5		3 1	1 2		PF-7 COMP (b)(6)	
1.0	2.2			_			0/5		5	1		PF 27 COMP (b)(6)
	0.5						0/1		2	A		(b)(6) RKNIIW
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5.9		5.6	+	+		+-	/27		prov	/ed:		

C.O. or authorized deputy

Τ	AIRCF	RAFT		KIND		PILOT	TIME		SPE-
AY	FRAME	SERIA NUMBI		OF FLIGHT CODE*	TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	CIAL CREW TIME
2	EA-6B	1588:	10	1A1	1.6	1.6		1.6	
2	EA-6B	1588:	10	1A1	2.0	2.0		2.0	
2	EA-6B	1588	10	1A1	1.8	1.8		1.8	
3	EA-6B	1588	10	1A1	1.8	1.8		1.8	
3	EA-6B	1588	10	232	1.6	1.6		1.6	
7	EA-6B	1588	11	1A1	2.5	2.5		2.5	
9	EA-6B	1644	02	1A1	2.2	2.2		2.2	
10	EA-6B	1622	27	1A1	2.1	2.1		2.1	
18	EA-6B	1622	27	2.12	2.0	2.0		2.0	<u> </u>
19	EA-6B	1622	27	2J2	2,2	2.2		2.2	
19	EA-6B	1622	27	232	1.6	1.6		1.6	
20	EA-6B	1588	815	1A1	1.8	1.8		1.8	
22	EA-6B	1622	227	1A1 2J2	2.8	2.8		2.8	
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<u> </u>	OUGHT FORWA	۹D	1 2	284.3	20.1	18.0	2.1	6.4	16.5
тот	TAL TO DATE		3	310.3-	46.1	44.0	2.1	32.4	16.5
	*See page 2 for	· codes		L ACCUN	1.	TOTALS	, THIS FIS	SCAL YEAR	

INSTRUME	NT FLIGHT			L	AND	ING	S	8		D IN R. C		
		NIGHT TIME	C/	ARRI	ER	F	SEA/	CATAPULT		ETE		REMARKS
ACT	SIM	11112	ARR	T&G	BOL	FCLP	LAND	15	NO.	TYP	S	
							0/1					LAA-2 COMP; PF- 10 COMP
	0.5						0/1		2	A		PF-14 TAC-HI СОМР
							0/2					РF-13 LAA-2 СОМР
							0/1					PF-15 INCP; LAA- 3 COMP
							0/1				<u> </u>	Ferry Flt (b)(6)
1.5		2.5					0/1		2	1		PF-9 COMP (b)(6)
0.4							0/1		1	1		(b)(6)
	1.2	2.0					0/3	ļ	4	A		PF-19 Comp (b)(6)
	1.0	1.2					0/1	ļ				FERRY NUW-GJT
							0/1					FERRY KGJT-KBLV
							0/1			L		FERRY KBLV-
	0.3						0/1		1	A		PF-12 COMP (b)(6)
	1.0	2.4				L	0/2	<u> </u>	2 1	A B		рғ-17 сомр (b)(6) .
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1.9	4.0	8.1					0/17					IA ECORD:
5.9	3.0	5.6					0/51		1			Pilot
7.8	7.0	13.7		\uparrow			0/68	1	App	rove	ed:	Phot

Feb 2	013 Delaney,	Valerie							 							<u></u>	na stati		92.4	
T		CRAFT		<u> </u>	PTLOT	ГТІМЕ		<u> </u>		ENT FLIGHT	7	T				<u> </u>				Page - 1 2
DAY		[- KIND OF	TOTAL			T	SPE- CIAL			NIGHT				JS	-12	AP	TD II PR. C	COM-	
	FRAME	SERIAL NUMBER	FLIGHT CODE*	PILOT	FIRST PILOT	CO- PILOT	A/C COMDR.	CREW TIME	АСТ	SIM	TIME	ARR		FCLP	SEA, LANI		NO.		s S	REMARKS
_2	EA-6B	161880	1A3	0.8	0.8		0.8							8/0	p		\uparrow	1		FCLP (b)(6) кик-кик
2	EA-6B	161880	1A3	0.7	0.7		0.7							8/0)		Ι			FCLP (b)(6) кик-кик
4	EA-6B	158815	1A3	0.7	0.7		0.7		.* **					8/0)			T	1	FCLP COMP (b)(6) KNIK-
_4	EA-6B	158815	1A3	0.6	0.6		0.6				0.6			0/9)					NX FCI P COMP (b)(6) KN1K-
5	EA-68	158815	1A3	0.9	0.9		0.9							8/0)					FCLP COMP
5	EA-6B	158815	1A3	1.3	1.3		1.3				1.3			0/9						NX FCLP COMP (b)(6) KN1K-
6	EA-6B	164402	1A3	0.7	0.7		0.7							9/0						(b)(6) - Day FCI Р КN1K
6	EA-6B	164402	1A3	1.2	1.2		1.2				1.2			0/1	1					(b)(6) - Nt FCLP
7	EA-6B	162227	1A3	1.8	1.8		1.8				0.8			11/9	9					FCLP COMP NJK- NJK (b)(6)
9	EA-6B	162227	1A1	1.3	. 1.3		1.3							10/0	D					(b)(6) PF-26
9	EA-6B	162227	1A3	0.5	0.5		0.5							10/0)					(b)(6) FCLP
11	EA-6B	162227	232	1.4	1.4		1.4		0.2						0/2		1	1	f	erry
11	EA-6B	162227	232	1.5	1.5		1.5								0/1				F	(b)(6) ERRY
11	EA-6B	162227	1A3	1.1	1.1		1.1	-	1.1		1.1			0/3			4	1	, k	(b)(6) _
12	EA-6B	162227	1A3	1.2	1.2		1.2		0.5		1.2			0/5		\square	6	1	[c	(b)(6) CCA COMP
15	、EA-6B	158815	1A3	2.6	2.6		2.6		1.8	ÎV.	1.8	T		8/9			9	1		(b)(6) CLP/CCA (b)(6) <u>NHW-</u>
16	EA-6B	158815	1A3	0.5	0.5		0.5							3/0	0/1					(b)(6)
17	EA-6B	158815	1A3	0.5	0.5		0.5							7/0	0/1				F	(b)(6)
28	EA-6B	162227	1A1	1.9	1.9		1.9		1.6						0/2		1 1	1 2	Р	W-WU COMP
ΤΟΤΑ	L THIS PAGE		21.2	21.2	21.2		21.2		5.2		8.0			90/55	5 0/7		CER	TIFIE	D A	(b)(6)
BROL	GHT FORWAR	D	310.3	46.1	44.0	2.1	32.4	16.5	7.8	7.0	13.7				0/68					(b)(6)
ΤΟΤΑ	L TO DATE		331.5 🦕	67.3	65.2	2.1	53.6	16.5	13.0	7.0	21.7	1		90/55	0/75	1	\ ppr	oved	:	
*S	ee page 2 for		AL ACCUM. OT TIME	-	TOTALS, 1	THIS FISC	AL YEAR		-	TOTALS	, THIS F	ISC/	AL YE	AR	•		C.	O. or	auti	norized deputy

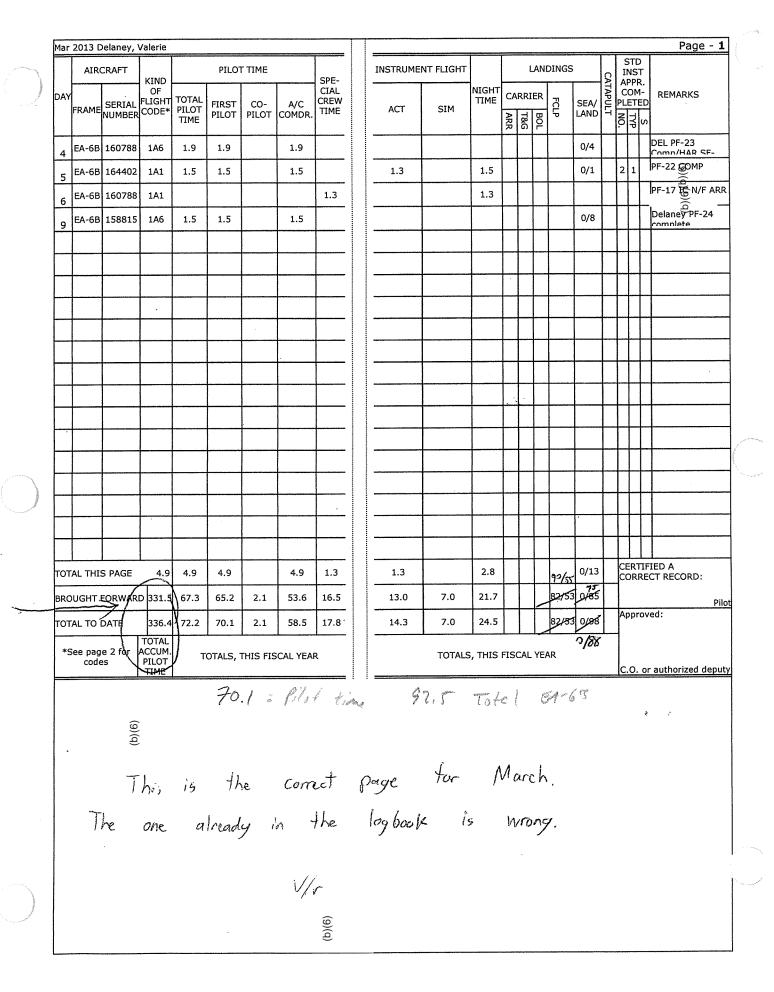
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FT			Τ	T				T				1	.				<u></u>		1			Page - 1
DAY		1	KIND OF		PILO	Г ТІМЕ	1	SPE- CIAL		INSTRUME	NT FLIGHT			l	ANC	INGS	; ;	R	ST	D IN R. C	IST OM-	
	FRAME	SERI/ NUMB	AL FLIGHT ER CODE*	TOTAL PILOT TIME	FIRST PILOT	CO- PILOT	A/C COMDR.	CREW		ACT	SIM	NIGHT TIME		RRI		FCLP	SEA/	CATAPULT	Pl	.ETE	D	REMARKS
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4	EA-6B	160788	2L3					2.0													NF-5/15 COMP (b)(6)
5	EA-6B	160788	2L3					2.4				ļ		_			_		_		INSTCHK PLOT
6	EA-6B	162227	1A1 1B1					4.0	4			ļ		_		_					NF-3/9,NIF-1/2 СОМР
7	EA-6B	162227	2L3					1.2									_	_	_	(b	Inst Check Comp,)(β), (b)(β)) (β), (b)
9	EA-6B	161880	1B1					1.8						_		_	_				PATTERSON NIF-
11	EA-6B	164402	1B1					2.0		·		<u> </u>					_		_		(b)(6) NIF-5 רחשף אוא-אוא
12	EA-6B	164402	1A1			ļ		2.4				0.8		_		_	_	_	_		PF-20/21 COMP (b)(6)
19	EA-6B	158815	1A1				<u> </u>	2.0				2.0		_					_		NF-5/15 (b)(6)
19	EA-6B	158815	232		ļ		<u> </u>	1,4				1.4		_		-				_	FERRY (b)(6)
21	EA-6B	160788	1B1		<u> </u>	<u> </u>	ļ	2.4	h an the second			2.4		_			_	_	_		NIF-4 COMP (b)(6)
22	EA-6B	158815	2L5	ļ	<u> </u>		<u> </u>	0.6				ļ		_			_	4			NIF-6 Patterson Stan Check
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Mar 2013 Patterson, Alan

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Aug 2012 McIlvaine, William

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CERTIFIED A CORRECT RECORD:

Approved:

C.O. or authorized deputy

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DEPARTMENT OF THE NAVY

ELECTRONIC ATTACK SQUADRON ONE TWENTY NINE NAVAL AIR STATION, WHIDEEY ISLAND 3730 N CHARLES PORTER AVENUE OAK HARBOR, WASHINGTON 98278-5200

VAQ-129INST 3120.1S NOO 8 Feb 12

ELECTRONIC ATTACK SQUADRON 129 INSTRUCTION 3120.15

Subj: STANDARD OPERATING PROCEDURES (SOP)

Ref: (a) OPNAVINST 3710.7U

(b) COMVAQWINGPACINST 3120.3 Series

1. <u>Purpose</u>. To establish and disseminate standardized procedures for VAQ-139 flight and ground operations. This instruction is a complete revision and should be read in its entirety.

2. Cancellation. VAQ-129INSF 3120.1R

3. <u>Background</u>. These procedures supplement references (a) and (b). They are more detailed than fleet procedures due to our large student turnover and wide range of experience levels. Additional guidance can be found in specific mission guides and the Read and Initial (R&I) board.

4. Action. All aircrew who operate VAQ-129 aircraft shall be thoroughly familiar with the contents of this instruction and utilize the procedures it establishes. Items of a temporary nature are contained in the R&I and shall be reviewed prior to every flight. These SOPs, like NATOPS, are foundation documents but only supplement sound judgment and professional actions during flight. This instruction and NATOPS are not substitutes for good headwork and all squadron aircrew are expected to demonstrate sound judgment in dealing with unexpected situations in flight. All line division personnel shall be familiar with those SOP's concerning ground operations.

5. <u>Changes</u>. Change recommendations are encouraged. Recommendations should be submitted to the Commanding Officer via the Safety Officer using the form on page 4.

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Distribution: VAQ-129INST 5216.1 Series List A

Copy to: Training (10) Operations (10) Maintenance (10)

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APPENDIX B

RECORD OF CHANGES

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CHANGE RECOMMENDATION FORM

DATE

(TO BE FILLED IN BY ORIGINATOR AND FORWARDED TO COMMANDING OFFICER VIA THE

FROM (ORIGINATOR)

PHONE/EMAIL

COMPLETE NAME/NUMBER OF SOP REVISION DATE CHANGE DATE PAGE/PARAGRAPH

RECOMMENDATION (BE SPECIFIC) :

CHECK IF CONTINUED ON BACK

JUSTIFICATION:

SIGNATURE TITLE RANK

VAQ-129 FORM 3500/22

LIST OF COMMON ACRONYMS

AJA - Air to Air ACIP - Aviation Career Incentive Pay ACLS - Automatic Carrier Landing System ADB - Aircraft Discrepancy Book AOA - Angle of Attack AOB - Angle of Bank ASR - Approach Surveillance Radar BAM - Basic Air Maneuver BFMC - Basic Fighter Maneuver Counters CAT - Category CATCC - Carrier Air Control Center CO - VAQ-129 Commanding Officer - Carrier Controlled Approach CCA CO - Carrier Qualification DEFTAC - Defense Tactics DOD - Department of Defense EA - Electronic Attack - Electronic Attack Weapons School EAWS EFD - Engine Fuel Display - Extended Training Flight ETF FAM - Familiarization FCF - Functional Check Flight FCLP - Field Carrier Landing Practice FOD - Poreign Object Damage FPM - Feet per Minute - Fleet Replacement Electronic Countermeasures Officer FRECMO - Fleet Replacement Pilot FRP - Pleet Readiness Squadron FRS G-WARM - G Awareness Maneuver HDIP - Hazardous Duty Incentive Pay HARM - High Speed Anti-Radiation Missile HCP - Harm Control Panel IGS - Instrument Ground School ICLS - Instrument Carrier Landing System ICS - Intercom Communication System - Instrument Landing System ILS - Instrument Meteorological Conditions IMC IUT - Instructor Under Training LAT - Low Altitude Training LATT - Low Altitude Tactical Training LAWS - Low Altitude Warning System NAMP - Neval Aviation Maintenance Program NATOPS - Naval Air Training and Operating Procedure Standardization NAV - Navigation NF - NFO FAM NF/NS - No Flap/No Slat NVD - Night Vision Device NVG - Night Vision Goggle NWS - Nose Wheel Steering ODO - Operations Duty Officer \mathbf{PC} - Plane Captaín PCL - Pocket Checklist

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CHAPTER 1: AIRCREW READINESS, PREPARATION AND FLIGHT GEAR

101. INDIVIDUAL RESPONSIBILITY

a. It is each individual aircrew's responsibility to be familiar with and adhere to:

(1) OPNAVINST 3710.7U.

(2) Platform Specific NATOPS.

(3) COMVAQWINGPACINST 3120.3 (EA-6B/EA-18G CORE SOP).

(4) VAQRON129INST 3120.1 (CORE and Platform Specific SOP).

(5) VAQ-129 Daily Flight Schedule.

b. There are to be no deviations from the published VAQ-129 Plight Schedule, unless authorized by the individual platforms Operations Officer or their appointed representative.

c. VAQ-129 aircrew are directed to obtain flight surgeon prepared Medical Certificates when medical grounding exceeds 24 hours and when they are returned to flight status. These forms will be processed immediately through the Operations Department (Schedules) and the Safety Department (NATOPS Jacket).

d. Voluntary grounding of individual aircrew for up to 24 hours is authorized through the Operations Officer. If aircrew is still medically down after 24 hours, they must get a down chit from the flight surgeon.

e. Elective Surgery. Aircrew shall not schedule elective surgery unless cleared by the Commanding Officer.

102. CREW DAY/CREW REST

a. Crew Day. The first scheduled event (flying or non-flying) to the land time of the last event shall not exceed 12 hours, except when waived by the CO. During FCLP/CQ evolutions crew day is 14 hours (in accordance with OPNAVINST 3710.70). A signed flight schedule shall be considered a CO waiver to an extended crew day.

b. Instructor Aircrew (IAC) and Replacement Aircrew (RAC) are limited to three graded syllabus events, i.e. any combination of Flights and Simulators, per day during normal squadron operations.

d. Crew rest. The minimum time between the land time of an aircrew's last event and the first event brief of the following day is 10 hours. This shall provide a minimum of 8 hours uninterrupted rest.

103. AIRCREW CURRENCY/PROFICIENCY GUIDELINES. Monday is "Safety Day" with mini NATOPS and Immediate Action Exams (IAE) to be completed at scheduled AAMs.

194. SIMULATORS

a. All aircrew flying a visual simulator will be given a minimum of two bours from the completion of the simulator to takeoff in an aircraft.

(1) All aircrew and simulator instructors will report any simulatorrelated discomfort to the Flight Surgeon and OPSO. Flight personnel duties. Individuals who have experienced simulator sickness in the past have hours following simulator exposure or for 12 hours after symptoms subside,

105. WEATHER BRIEFING

a. In preparation for syllabus flight events, aircrew are required to obtain a DD-175-1 flight weather briefing for all flights filed as an IFR flight plan, per reference (c).

(1) The preferred method of obtaining a weather brief is the use of the Whidbey Naval Pacific Meteorology and Oceanography Det weather website, https://pki.weather.navy.mil/AvWeb/frames.jsp?icao=KNUW. In circumstances where flight weather briefer is unavailable, 1-800-WX-BRIEF may be used.

(2) When the flight will be conducted in VMC conditions and a DD-175-1 is not required, per reference (c), TAFS may be used as a substitute. The recommended website is http://adds.aviationweather.noaa.gov/.

(3) NOTAMS are to be checked and briefed to all flight members. At a minimum the departure field, field or arrival, and the primary divert will be checked, https://www.notams.jcs.mil/dinsQueryWeb/ is the preferred website for collecting NOTAMS.

106. WIND CONSIDERATIONS

a. The maximum allowable observed surface winds for flights overland, may not exceed 25 knots sustained or gusts above 30 knots. Decisions should be made via observed winds at the field and within the designated working area, instructors shall give due consideration to forecast winds. This restriction is waiverable by the <u>Commanding Officer</u> only.

b. Refer to TMS specific appendix for crosswind limitations.

107. PERSONAL PREPARATION. Prior to operating, working on, or working around aircraft or support equipment, aircrew and maintenance personnel shall wear personal protection equipment (PPE) appropriate for the work and environmental conditions. Bracelets and other jewelry that could become FOD or entangled shall be removed. Rings shall be removed while on the flight line or in the aircraft. All potential FOD (keys, change, pens, etc.) shall be removed from pockets. All zipper and velcro pockets shall be secured regardless of contents. Females shall ensure that hair is adequately protected and worm under the helmet or cranial. Hair fasteners, which could become FOD shall not be used.

108. PERSONAL FLIGHT GEAR

a. Flight Suits. VIKING flight suits will be standardized as follows:

(1) USN aircrew will wear only green flight suits and black shirts in VAO-139. USAF aircrew will wear only green flight suits, sand shirts, and sage boots. Shirts with visible lettering or logos visible below the collar are not authorized. USMC aircrew will wear desert flight suits and green t-shirts as appropriate for summer uniform. At all other times USMC aircrew the shoulder pencil pocket and rank insignia is required on the shoulders of USAF aircrew.

(2) The only authorized patches on flight suits are the standard blue nametag (or black leather for USMC aircrew) and a VIKING patch on the front, a Prowler or Growler patch on the right shoulder and either an American Flag patch on their sleeves. Green nametags and VIKING patches may be worn with an clive drab green shirt. Instructors and fleet experienced aircrew may flight suits on Fridays/last working day of week. CAT I students are not complete with the syllabus.

109. MANDATORY FLIGHT EQUIPMENT

a. Charts, a NATOPS Pocket Checklist and current FLIP charts and publications.

b. Complete personal protective equipment, as listed in the platform specific NATOPS.

c. Survival equipment and radio.

(1) The decision to require anti-exposure suits will be made by the Commanding Officer (in accordance with OPNAVINST 3710.7U). Individual aircrew may wear their exposure suit anytime they feel it is warranted. For extended over water flight in the Whiskey Areas, dry suit requirements per reference (a) apply. In addition:

(a) If water temperature is less than 50 degrees, dry suits are required.

(b) If water temperature is 50 to 60 degrees, CO approval is required.

(c) If water temperature is greater than 50 degrees, dry suits or undergarments are not required, but recommended.

(2) All aircrew shall put on their helmets and fasten chinstraps prior to boarding the aircraft. Any time an aircraft is turning on the line or while in the hot switch area, helmets shall be on and visors must be down.

(3) Kneeboard pencils/pens shall be titd to the kneeboard reducing the potential for FOD in the cockpit.

CHAPTER 2: JAMMING GUIDANCE/RESTRICTIONS

301. GUIDANCE AND RESTRICTIONS

a. Reference (a) is the guiding instruction for EA-18G/EA-6B jamming employment in North America. It can be found in the Ready Room and shall be reviewed prior to every flight employing EA. Per reference (b), all aircrew will comply with the following:

(1) Adhere to the frequency restrictions listed in reference (b).

(2) Avoid jamming in the restricted areas listed in reference (b).

(a) Additionally, there will be no jamming east of 121 W in Washington State.

Note: Particular attention is directed to the restrictions in the Okanogan/Roosevelt areas. No EA is authorized from 3600-4400 MHz. Do not steer any jammer assignments at or across the Brewster satellite complex at 48-08.8N/119-41.5W. Maintain a 10 NM standoff.

(3) Ensure compliance with the ALQ-99 and USQ-113 OPSEC procedures outlined in reference (b).

(4) Request EA clearances either by message or radio as outlined in reference (b).

(5) Monitor 243.0 MHz (UHF Guard) whenever employing EA.

(6) Verify proper jammer frequency and steering prior to turning on the MASTER RAD switch.

(7) Honor all "CEASE BUZZER" calls immediately. Note the time, position, altitude, frequency, steering and transmitters used. Complete a "CEASE BUZZER" Report after the flight, per reference (b).

(8) Review the Read and Initial board in the Ready Room for new restrictions prior to briefing.

CHAPTER 3: HOT BRAKE PROCEDURES

301. HOT BRAKE PROCEDURES. In addition to the approach ends of the runways, two hot brake areas have been established for all squadrons at NAS Whidbey. The areas are depicted in illustration (1) of the Whidbey Island Air Ops

a. If hot brakes are suspected after an aborted takeoff or after landing, notify Tower or Ground Control immediately. Proceed to the closest hor brake area and standby for the crash crew. Do not set the parking brake.

CAUTION

It takes approximately 5-10 minutes for the wheel assembly to reach its maximum temperature.

b. Upon notification that an aircraft has hot brakes in the line area, the plane captain shall direct the aircraft to the designated hot brake area. Aircrew shall advise the ODO and Ground Control, and request that the crash crew be notified. A plane captain shall chock the nose gear and lower the boarding ladder(s) to facilitate rapid exit of crewmembers in case of fire.

c. Keep both engines turning to ensure fuel is not spilled from the fuel manifold onto the hot wheel assembly, in the case of an EA-6B.

d. Return to VAQ-129's line only after satisfactory inspection of the brakes by the crash crew or, if out of the local area, by an AFT crew member. Ensure that when brakes are checked, they are approached from a fore/aft direction. Do not touch the brakes.

e. The aircraft shall await the hot brake check in a position which least threatens material and personnel should a wheel explode due to

ELECTRONIC ATTACK SQUADRON 139 INSTRUCTION 3120.15

Appendix A,

Ref:

Subj: STANDARD OPERATING PROCEDURES (SOP) FOR EA-18G FLIGHT OPERATIONS

(a) OPNAVINST 3710.7U (NATOPS General Flight and Operating Instruction)

- (b) NAVAIR Al-EA18GA-NFM-000 (EA-18G NATOPS Flight Manual/PCL) (c) COMVAQWINGPACINST 3120.3F (EA-6B/EA-18G CORE SOP)
- (d) CVWP EA-18G NVG Instruction
- (e) CVWP NAS Whidbey Island In-flight Guide
- (f) COMVAQWINGPAC 3710.2F (CVWP Orientation Flight Program) (g) NASWHIDBEYINST 3710.1W (Air Operations Manual)
- (h) NAVAIR 00-80T-105 (CV NATOPS)
- (i) NAVAIR 00-80T-104 (LSO NATOPS)
- (j) VAQ-129 NATOPS Program
- (k) VAQ-129 Command Orientation Flight Program
- (1) VAQ-129 Extended Training Flight Request Encl:
 - (2) VAQ-129 Aft Cockpit Downing Discrepancy Matrix

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CHAPTER 1: GENERAL/GROUND OPERATIONS

101. OPERATIONS DUTY OFFICER (ODO)

a. The first shift Operations Duty Officer should be present at the desk in the ready room NLT brief time for the first launch and should conduct a thorough face-to-face turnover with the Maintenance Control Desk Chief prior to assuming the watch.

b. The ODO shall have a current EA-18G NATOPS qualification.

C. The ODO shall ensure all available officers assigned to or flying VAO-129 aircraft attend All Aircrew Meetings (AAMs) and All Officer Meetings (ACMs). The ODO is responsible for recording and emailing to all aircrew the AOM/AIM minutes to include all pops, notes, messages, and announcements.

d. All ODO's are responsible for ensuring a copy of the NASWI dash-1 canned weather brief is printed and available at the ODO desk.

e. ODO's are responsible for collecting SHARP NAVFLIRs from each event and once entered in SHARP shall submit them along with the ODO smooth flight schedule to the operations department at the conclusion of the days flight

102. NVD CREW DAY/CREW REST. Reference (d) provides additional crew rest guidance for aircrew utilizing NVD's.

103. AIRCREW CURRENCY/PROFICIENCY GUIDELINES

a. NATOPS qualified instructor or fleet aircrew flight currency is dictated by reference.(c) and copied below. The refresher flight shall not be an FCF, ACM, or low level.

Days since last flight	Pilot	EWO
	 Current Immediate Action Exam (IAE) IAE F-18 E/F/G EF Sim, or Open Book NATOPS exam (if sim not available) Flight with current aircrew Same as 31-60 days IAE Open and Closed Book NATOPS exams F-16 E/F/G EP sim with CI or NATOPS instructor Flight with current NATOPS Instructor or current EA-18G FRS instructor, WX at least circling mins Second flight, WX at least circling mins with current aircrew 	Current • IAE • IAE • F-18 E/F/G EP Sim, or Open Book NATOPS exam (if sim not available) • Flight with current pilot • Same as 31-60 days • IAE • Open and Closed Book NATOPS exams • F-18 E/F/G EF sim with CI or NATOPS instructor • 2 flights with current pilot

Appendix A

b. The following table outlines currency requirements for RACs. Per the OPSO's discretion, RAC's refresher flight may be scheduled and flown as a syllabus flight. If performance warrants, the flight may be graded and logged as a syllabus flight. If the RAC's performance is substandard, the flight will be logged as a refresher flight. This does not preclude the instructor from awarding a Signal of Difficulty for safety related incidents. All refresher flights will be crewed per the table below regardless of how the master syllabus delineates crew composition for the syllabus event.

Days since last flight in type/model/ series	Replacement Pilot (RP) requirements	Replacement Electronic Warfare officer (REWO) requirements
0-14	Current	Current
15-30	 IAE and SOP exam Day flight with current IAC at or above circling mins or RP weather mins, whichever is higher. 	1. IAE and SOP exam 2. Flight with a current IP
31-60	 IAE and SOP exam. TOFT EP Sim Day front seat flight with a current IP in the back seat of a G(T). 	 IAE and SOP exam. TOFT EP Sim Flight with a current IP.
61-90	Same as 31-60 days, plus second VMC crew solo flight, or dual flight with current IAC at or above circling min or RP mins, whichever is higher.	Same as 31-60 days, plus second VMC crew solo flight, or flight with a current IP.
91-365	 IAE and SOP exam Open and closed book NATOPS exams. TOFT EP sim with CI or NATOPS instructor. Day front seat flight with current pilot in a G(T) above circling mins. Second day VMC crew solo flight with current IAC at or above circling mins or RP weather mins, whichever is higher. A Third flight to meet the NATOPS currency requirement of 5 hours in the previous 90 days. NATOPS check if previously held. 	 IAE and SOP exam Open and closed book NATOPS exams. TOFT EP sim with CI or NATOPS instructor. Flight with current IP Second VMC crew solo flight or flight with current IP A Third flight with a current pilot to meet the NATOPS currency requirement of 5 hours in the previous 90 days. NATOPS check if previously held.

Appendix A

c. ACM/LAT/LATT/NVG sorties must comply with the appropriate training rules/guidelines listed in this instruction and reference (d).

104. WEATHER CRITERIA

a. For all instrument rated pilots, the weather minimums and requirements stated in references (a) and (b) apply.

b. An instrument rating is not platform specific; it follows aircrew from one aircraft to another. If a pilot does not have a current instrument rating, VMC will be maintained throughout the flights unless flown in a G(T)with an IP in the aft cockpit at which time weather minimums will be no lower than 300 feet ceiling or 1 statute mile. For pilots with a current instrument rating and less than 40 hours First Pilot Time (FPT) in the EA-18G, or F-18 series aircraft, the following restrictions apply:

EA-18 Actual Flight Experience IP in rear of G(T)	Pilot With Current Instrument Rating, EA-18G NATOPS Qualification and >300 hours in model No lower than 300 fee	Pilot With Current Instrument Rating and >500 Hours in Tactical Aircraft t ceiling or 1 statute	Pilot With Current Instrument Rating (CAT I, or CAT Other non tactical) mile
None After completion	1000-3 for takeoff, landing, and training in clear air mass Circling mins for	Remain VMC and airfie	ld forecasted to be
of 1st Femiliarization (FAM) Flight	takeoff, landing, and training in clear air mass	VFR	
After completion of 2nd FAM Flight	None	1000-3 for takeoff, landing, and training in clear air mass	Remain VMC and airfield forecasted to be VFR
Completed 2nd FAM flight and TAC in rear cockpit or completed all FAM Flights* EA-18G NATOPS	None	Circling mins for takeoff, landing, and training in clear air mass	1000-3 for takeoff, landing, and training in clear air mass
check and >10 hours FPT EA-18G NATOPS	None	None	Circling mins for takeoff, landing, and training in clear air mass
check and >40	None	None	None

c. For CAT I pilots, the maximum 90-degree crosswind component is 15 knots until completion of FFAM 105.

105. COMMAND ORIENTATION FLIGHT PROGRAM. References (a); (f), and (k) contain detailed procedures for the planning, qualification, screening, approval, and execution of VAQ-129 orientation flights; approval from the CO is required prior to any orientation flight.

106. DIVERTS. The following table outlines divert options when operating from various VAQ-129 fields. Paine Field is an acceptable VFR divert, but its usefulness as a weather divert is limited due to its lack of instrument approaches.

Home Field	Primary Divert	Secondary Bivert	
NAS Whidbey	Mechord AFE (KTCM)		
NAF El Centro	MCAS Yuma (KNYL)	Fairchild AFE (KSKA) Paine Field (KPAE)	
NAS Fallon	Rana Pakan Time	As Briefed	
NAS Key West	Reno Tahoe INTL (KRNO)	As Briefed	
THEY NEY WEBE	Homestead ARB (KHST)	As Briefed	
2	(1) (c), (c), (c), (c), (c), (c), (c), (c)		

107. FLIGHT BRIEFING/DEBRIEFING

a. The Mission Commander for each event will be designated on the flight schedule and will perform responsibilities delineated in reference (a). Only qualified instructors will be designated as Mission Commanders. The flight briefer will be the first listed name of the event unless indicated otherwise on the flight schedule or as required for training objectives. With the approval of the OPSO, previously qualified PWTP/GWTF Level III or Level IV RPs may be designated administrative section or division flight leads for the purpose of transiting to and from the operating area. These RFs will not be designated Mission Commanders and must complete the FAM/FORM flight phase prior to leading any syllabus flights.

b. Brief time will normally be 2+00 prior to take-off, unless otherwise delineated in the master syllabus or on the flight schedule.

c. All briefs shall be conducted per reference (b), this document, and mission requirements. The squadron electronic brief (ebrief), CVWP In-flight Guide reference (e), or NATOPS briefing guide shall be used. Questions of the Day and the Read and Initial Board shall be reviewed prior to every flight.

d. A weather/NATOPS brief shall be obtained for all flights and briefed to all flight members. The weather brief should cover both take-off and recovery weather for intended point of landing and primary per reference (a) for flights departing and arriving NASWI, the canned NASWI dash-1 is sufficient. Additionally, ensure surface winds and winds aloft are considered for RTB and divert planning/BINGO numbers. Consideration should be given to account for increased delays due to bad weather at Whidbey (plan for roughly 1500 lbs to conduct a normal approach during times of heavy congestion mixed with poor weather conditions), refer to reference (c).

e. Flight leads shall brief NATOPS cold (< 45° F)/extreme weather procedures, wet runway, crosswind landing procedures, and taxi procedures any time current or forecast conditions make it appropriate. Aircrew will determine and brief nose wheel lift-off and take-off speeds for every flight. Max Afterburner (AB) take-offs will be used to the max extent possible. Take-offs that will result in calculated maximum abort speed less than takeoff speed shall be thoroughly briefed during the Admin portion of the brief tor that flight and are contingent upon CO or OPSO approval. A mass brief at the beginning of a detachment will not meet the above requirements.

f. Following the flight brief, multi-crew flights will perform a crew brief specific to the crew coordination techniques required for the successful completion of the mission objectives and sortie.

9. DMD cards and RMMs shall be signed out by the aircrew and shall be initialized via JMPS prior to loading. RMMs will be carried in their case as well as inside the main compartment of the EWO's helmet bag. Aircrew should walk to Maintenance Control when instructed by the ODO, but plan for 1+00 prior to take-off for FAM flights, and 0+45 prior for all other flights. Aircrew shall ensure they carry all appropriate charts and publications required for completion of the mission to include reference (e).

h. All aircrew shall read their aircraft discrepancy book prior to flight. The Pilot in Command (as defined by reference (a)) shall sign the "A Sheet" prior to flight. In an EA-18G(S), the pilot in the front seat is always the Pilot in Command. In an EA-18G(T), the Pilot in Command shall be the senior NATOPS qualified IP in the aircraft.

i. Aircrew shall conduct a thorough debrief with maintenance control immediately after landing. Flight NAVFLIR data shall be entered into OOMA, printed, and delivered to the ODO.

). Flights should not be cancelled until walk time to resolve jet or weather issues.

108. GROUND PROCEDURES

a. Aircrew shall adhere to all ground procedures listed in references (a) through (g). Aircraft shall not be flown with downing discrepancies listed in reference (e) and enclosure (2).

b. All aircrew shall carry a zipped helmet bag to and from the aircraft and during preflight on every flight. All aircrew shall ensure classified material is protected at all times.

C. All pilots shall bring new DMD mission and maintenance cards to the aircraft. Pilots shall not "hot switch" maintenance cards. EWOS shall select HOLD ALL on the MUMI page as a part of pre-flight checks. Select ERASE, HOLD MU only upon completion of the post flight radar BIT. DO NOT secure the AESA radar until the erase has completed. Inform Maintenance Control if any "C" MSP codes remain (excluding C1 and C16).

d. The primary method of engine start is the Auxiliary Power Unit (APU). If the APU will not start both motors, then the jet is down pending

further maintenance actions. Use extreme caution and ensure the PC clears the area if a cross bleed start must be performed.

e. Unless briefed otherwise, canopy actuation will normally be conducted from the AFT cockpit. Aircrew shall visually check canopy rails and verbally confirm "clear" before canopy actuation.

f. A "hands out of the cockpit" signal should be interpreted as "hands above the canopy rail" for preflight checks to allow pilots to use the DDIs and the UFCD for mission data entry. Unless in an EA-18G(T), the EWO may operate displays located below the canopy rails. Both aircrew shall hold their hands up during all ordnance arming and de-arming evolutions.

9. Aircrew should normally start up with Base in AUX, while PRI is used for ATC related communications. COMM and ALPHA checks are normally conducted 10 minutes prior to the scheduled take-off time, unless briefed otherwise. Prior to check-in time, aircrew will auto switch to Tac Freg in AUX and Base in PRI. HAVEQUICK checks should be conducted on all flights following the AWI phase to the max extent practical. At check-in time, all aircraft should check-in with alibis. Check in comms are per the Form Stan Guide. Aircraft in marshal should be assumed ready to taxi.

h. Final checks shall be conducted by qualified personnel on all aircraft prior to leaving the line area for take-off and shall be in take-off configuration to include wings spread and locked, take-off trim set, and flaps half.

i. Aircraft shall be armed in the line for all inert A/A ordnance. All inert ordnance shall be de-armed prior to entering the hot fuel pits, or once parked in the line. Forward firing ordnance shall be armed/de-armed as delineated in reference (e).

j. Aircraft shall marshal in the ramp area perpendicular to taxiway Alpha across from Hangar 5.

k. When ready for taxi, flight lead should report "event X outbound" to Base. Side numbers should only be used if there was a lineup change due to fallout. The flight should auto switch to Ground in PRI. Positive check-ins will not normally be conducted on ATC related frequencies. However, EWOs will endeavor to exercise 'thumbs up" hand signals to acknowledge initial calls on subsequent frequencies as formation allows.

1. The parking brake shall be set each time the aircraft is stopped, except on the runway or anytime forward of the JBD during shipboard operations. NWS shall be paddled off and parking brake set any time ground personnel are operating around the aircraft.

m. Aircraft shall taxi with the canopy either fully open or fully closed is the preferred position. No canopy actuation shall be made while the aircraft is moving. The canopy shall be closed during refueling operations.

n. Maximum throttle setting for taxi is 75 percent RPM. Maximum RPM for any ground operation is 80 Percent. When advancing the throttles, ensure the

PC clears all personnel and equipment behind the aircraft. Attempt to keep throttles at idle when executing turns.

O. Maximum taxi speed is 15 knots on the taxiway and 10 knots in the line. Aircraft shall slow to 15 knots ground speed prior to exiting the runway. Anytime an aircraft experiences a loss of brakes, execute the boidface and suspend taxi operations; contact Base for a tow.

p. Aircraft shall taxi on centerline with 800 feet minimum interval. Section taxi is prohibited.

q. Regardless of crew pairing, the take-off checklist shall be verbalized over the ICS in its entirety per reference (b).

r. Flight lead will direct the flight to switch tower in PRI approaching the active runway.

s. The taxi light shall be turned on crossing the hold short. The taxi light shall be used during shore-based night taxi and take-off except when it might interfere with ground personnel or other aircraft.

t. All aircrew shall record appropriate displays and have POS/REC boxed from take-off to landing.

u. On take-off all aircraft should switch to departure frequency in Pri before giving the lead aircraft a "thumbs-up".

v. Upon exiting the runway the flight lead should call for taxi as a flight. All aircraft should individually report safe on deck, with aircraft status, to base.

w. Hot brake checks at NAS Whidbey Island shall be conducted in the throat leading to refueling pits, or upon entry into the ramp area, perpendicular to taxiway Alpha. The VAQ-129 line shall not be entered prior to hot brake checks. Aircraft shall not taxi through the pits without a

x. The left engine should be secured first on odd numbered Julian dates and the right engine secured first on even numbered dates, or as directed by PC.

109. MINIMUM CREW COORDINATION TAKE-OFF PROCEDURES. The IF/IEWD in the aft cockpit must have the HUD displayed during take-off.

110. HOT REFUELING

a. Aircrew are responsible for monitoring the hot refueling evolution and stopping and/or correcting any unsafe practices.

b. Hot refueling may be accomplished with Captive Air Training Missiles.

- c. Hot refueling is authorized with unexpended chaff.
- d. Hot refueling with hung ordnance is NOT authorized.

e. Hot refueling with unexpended flares is NOT authorized.

f. The ejection seats shall be safe during refueling.

g. Strobes should be turned off in the hot pits at night. Position

111. HOT SEATING

a. All hot seat evolutions shall be carried out in the presence of a qualified PC.

b. The off-going aft aircrew will remove the RMM and conduct aircrew debrief with the incoming pilot at the bottom of the ladder while the incoming aft aircrew will boards the aircraft and enters the aft cockpit. The off-going pilot will then remove his DMD CARD, and debrief the in-coming aft aircrew. Time with no pilot in the aircraft shall be kept to the absolute minimum.

c. Hot switches shall be limited to 3 consecutive flights (2 crew switches) prior to aircraft shutdown and turn-around inspection. During FCLPs, 3 hot seats are authorized for a total of 4 FCLP-only flights. The fluid levels of both engines must be checked before each flight.

d. EA-18G HOT SEAT ACTIONS

(1) Off-going Aircrew

(a) Perform after landing checklist.

- (b) Perform hot seat checklist per reference (b).
- (c) Ensure aircraft is chocked and chained.
- (d) On PC's signal, secure left engine.

(e) Give thumbs-up to PC when left engine RPM \oplus 45%.

(f) Turn all avionics off, minus radar, INS, and EAU for

training.

- (g) Secure all avionics if OAT > 103 degrees Fahrenheit.
- (h) Loosen and position harness straps for incoming aircrew.

(2) Incoming Aircrew

- (a) Perform abbreviated preflight, avoiding intakes and exhaust.
- (b) Obtain brief from off-going aircrew.

(c) Start APU.

(d) Start left engine.

(e) Continue normal PC checks per reference (b).

CHAPTER 2: TAKE-OFF AND LANDING

201. NORMAL FIELD TAKE-OFF PROCEDURES

a. Take-offs shall be per reference (b).

b. Single-ship take-offs shall execute centerline departures.

c. The maximum number of aircraft pre-positioned on runway shall be:

(1) Four aircraft - for a 300 feet wide runway.

(2) Three aircraft - for a 200 feet wide runway.

(3) Two aircraft - for less than a 200 feet wide runway (e.g. NAS Fallon runway 7/25).

d. Any aircraft that cannot be positioned on the runway due to insufficient width should hold clear of the runway and taxi into position for take-off after the nearest aircraft to the taxiway has rolled at least 1,000 feet.

e. When aircraft are positioned on the runway, visually inspect the adjacent aircraft, checking for proper trim, flap position, rudder toe-in, launch bar position, loose panels, leaks, arming pins, and general aircraft by a thumbs-up signal in reverse order. Wingmen holding short due to limited take-off. At night, aircrew will indicate their readiness for take-off by a 'set' call on AUX as soon as they are ready for 'set' call on AUX in reverse order, e.g. "FENIX 14, set" "FENIX 13, set' etc. indicator of "set".

f. MAX AB take-offs should be used to the maximum extent possible. An AB take-off is mandatory when one or more of the following conditions exist:

(1) Runway length less than 8,000 feet.

(2) Density altitude exceeds 4,000 feet.

(3) Ambient temperature exceeds 100 degrees.

(4) Gross weight exceeds 52,000 lbs.

(5) Wet Runway.

(6) Aircrew shall determine and brief max abort speed and emphasize abort procedures in the brief whenever any one of the previous conditions are

g. Normally, Indicated airspeed (KCAS) during climb-out should be at 300 KCAS until passing 10,000'. A positive rate of climb (normal take-off attitude) must be maintained while retracting gear/flaps and accelerating to a minimum of 250 KCAS (no "low transitions"). Deselect AB by 220 KCAS to

avoid over-speeding the gear. A 45-degree climb angle shall not be exceeded. A wings level recovery to level flight/normal climb attitude must be commenced prior to decelerating below 250 KCAS. Once the flight is joined and altitude is above 10,000' Mean Sea Level (MSL), flight lead may elect to accelerate and climb at 350 KCAS until intercepting the optimum climb schedule Mach number as indicated by FPAS.

202. HIGH/MAX PERFORMANCE TAKE-OFFS. High/Max performance take-offs are not authorized.

203. TEN SECOND GO

a. Standard take-off interval should be ten seconds to prevent FOD, reduce the effects of wake turbulence, and prevent dual high-speed aborts.

b. Preferred multi-ship take-off procedure:

(1) Preferred positioning is echelon right, but lead should take the downwind side if crosswind is a factor.

(2) If trail wingman is holding short due to insufficient runway width, lead should position himself on the same side as that wingman, wind permitting.

(3) Pilots will indicate "set" via hand signals and/or communication on AUX.

204. SECTION TAKE-OFF

a. Section takeoff restrictions are as follows.

(1) CAT I RPs should be introduced to the section take-off in FFRMs and shall have completed a section take-off by the end of FAWIS.

(2) Only day afterburner section take-offs are authorized.

(3) Minimum runway length for section take-offs is 7,000 feet.

(4) All section take-offs will be thoroughly briefed.

(5) Weather must be at or above circling minimums, or if no circling minimums are published, the weather must be at or above 1,000-3 for the field in use.

(6) Maximum crosswind component is 15 knots.

(7) No standing water on the runway.

(8) Section take-offs are not authorized unless both aircraft have the same configuration and are within 1,000 lbs of the same gross weight.

(9) Minimum runway width of 150 feet and no wingtip overlap.

(10) Section take-offs shall not be performed over rigged arresting gear.

b. Section takeoff procedures

(1) When positioned on the runway and cleared for take-off, the flight lead will give the "turn up" signal for both aircraft to advance throttles to 80%. Each pilot will check the instruments, visually inspect the other aircraft, and pass a "thumbs up" when ready for take-off. A positive radio check (pilot-to-pilot) shall be performed prior to brake

(2) The flight lead will place his arm vertically above the canopy rail, dropping his arm signals commencement of the take-off roll.

(3) Both aircraft will release brakes and immediately select MAX AB. The flight lead will then retard power slightly to mid-range AB. If the wingman is unable to maintain position the following apply:

(a) The wingman will transmit on AUX "Power" if he needs lead to add power.

(b) The wingman will transmit on AUX "Gimme a couple" if he needs the lead to reduce power.

(3) Lateral separation should be maintained by using the normal parade bearing; with each aircraft remaining centered on its respective half

(4) Flight lead should give the "go fly" signal at 100 KCAS.

(5) At rotation airspeed, flight lead will smoothly program aft stick to establish and maintain a positive rate of climb.

(6) When safely airborne, a single head nod should be given as a signal to raise the gear and flaps. A second head nod signals deselecting AB.

(7) No turns should be made into the wingman below 500 feet AGL.

205. ABORTED TAKE-OFF PROCEDURES

a. Abort considerations shall be briefed on each flight. High speed aborts (>100kts) should be considered for catastrophic emergencies only,

(1) Any of the five red warning lights: L/R Engine Fire, APU Fire, L/R Bleed Air Warning.

(2) Any two opposite hydraulic circuit failures (e.g. HYD 1A, 2B). The concern is a total hydraulic failure.

(3) 2 or 4 channel AHRS failure (indicated by the 5 pack: CAS P/R/Yand N/L ACC X'ed out).

(4) 3 channel FCS failure.

(5) INVALID on FCS display.

b. If a take-off is aborted above 60 knots for any reason, a second take-off will not be attempted until the troubleshooters have corrected the problem, 20 minutes have elapsed for brake cooling, and the aircraft has been final checked again. The ODO shall be contacted for all aborts.

c. During section take-off aborts, the aircraft not aborting should select MAX AB power and continue the take-off roll (i.e. no sympathetic aborts). The aborting aircraft will move to the center of the runway when clear of the other aircraft to engage the arresting gear on centerline (if required). For a dual high-speed abort, the first aircraft to the long field aircraft will maintain his side of the runway until cleared by the trail

d. During 10-second go take-offs, aircrew shall monitor preceding aircraft for signs of abort (e.g. out of AB, deceleration, directional swerve) and discontinue take-off roll before reaching high speed. Dual highspeed abort procedures listed above shall be followed when required.

206. RADAR TRAIL DEPARTURE

a. Radar trail departure restrictions.

(1) Radar trail departures (non-standard formation departures) are authorized at or above the most restrictive minimums of all the pilots in the flight, or 200-1/2, whichever is higher, and must be thoroughly briefed. If the ceiling is below circling minimums, no more than two aircraft will execute an IMC radar trail departure

(2) CAT I RPs must have completed FAWI-101.

(3) All aircraft must have a radar "GO" before calling for take-off.

(4) All aircraft must have TACAN A/A ranging to lead aircraft.

b. Radar trail departure procedures.

(1) The first navigational waypoint shall be a Georef. Once established on the runway, lead EWO will make a "Mark" call on AUX to instruct all aircraft to drop a mark and select it on the HSI. The RADAR should be in ACM mode if visual (vert acq or boresight) or SRS 5nm scale, with altitude coverage surface and up if IMC.

(2) Perform a minimum 10-second go take-off. This should provide 1.0 NM nose-to-tail separation between aircraft.

(3) Each aircraft should designate the preceding flight member as an L&S and call "tied-on" when this is achieved (i.e. "FENIX 13, tied on"). RADAR correlation to the appropriate aircraft using the A/A TACAN is

imperative. (i.e. dash 3 should have 1.0 DME radar lock on dash 2 (Okts Vc) and 2.0 DME A/A TACAN on the lead).

(4) Each aircraft shall maintain 300 KCAS until the flight is joined unless otherwise specified (e.g. icing conditions). Maintain at least 1 NM in trail and 1,000 feet below the preceding aircraft until all preceding aircraft are in sight. Standard formation (1 NM laterally/longitudinally and 100 feet vertically) should he established prior to exiting Whidbey's airspace (15 NM radius below 9,000 feet MSL), if practicable.

(5) All aircraft will use 30 Degrees Angle of Bank (AOB) on departure and will turn at the same point referencing the distance from the mark dropped on the runway. Flight leads will provide a reference heading upon completion of the turn.

(6) No closure will be established until VMC and visual of all preceding aircraft, with clearance from lead.

c. Radar trail departure contingencies.

(1) In the event dash 2, 3, or 4 are unable to obtain a radar lock, they will immediately advise the lead, "FENIX 14, negative RADAR." Separation will be maintained using A/A TACAN with dash 2 maintaining 1.0 NM, dash 3 maintaining 2.0 NM, and dash 4 maintaining 3.0 NM. The lead in this case will call out passing altitude every 2,000 feet and the start and stop of all turns referencing distance from the mark with new heading when steady.

(2) Despite the fact that radar trail departures must be thoroughly briefed before they can be flown, at times the procedures must be known as standard and used in the event of inadvertent Instrument Meteorological Conditions (IMC). If at any point during a rendezvous the lead inadvertently goes IMC, the wing will immediately transition to radar trail procedures, arrest closure, and call "tied on" if appropriate. If not tied on, the formation will proceed with inadvertent IMC/lost wingman procedures, in

(3) For turn greater than 120 degrees (e.g. RWY 25 departures to STILY), it is possible that during the turn, Lead may reach the azimuth limits of Dash-2's radar before Dash-2 reaches Lead's turn point. In this case it is preferable to maintain radar SA by turning when Lead reaches 30 degrees ATA, and holding Lead at 30 degrees until you are able to roll out 1.0 NM in trail.

207. LANDING PROCEDURES

a. The standard VMC arrival for two or more aircraft is a four-second break from echelon formation. Requests for the carrier break, if available, will be made prior to the initial. Speed brakes will not be used unless necessary for safe separation. Use of speed brakes by any member of the flight other than dash last is non-standard and must be broadcast with a "boards" call (e.g. if dash 2 deploys boards he must call " FENIX 12, boards"). The standard break airspeed is 350 KCAS utilizing a 180-degree turn to downwind applying the 1 percent of airspeed to G pull. In no case will 350 KCAS or 4.0 G be exceeded. Once on downwind, a descent may be

commenced. In the landing pattern, each aircraft in the flight will report "3 down and locked" to Tower.

b. Non-standard break intervals from echelon may be executed only if thoroughly briefed by the flight lead. Diamond breaks are not authorized.

c. All full stop landings will be performed on runway centerline and then cross to the inboard (turn-off) side of the runway once below 80 Knots, thereby leaving the outboard side of the runway open for aircraft

d. The only post-landing procedures that will be conducted while still on the runway are as follows:

(1) Confirm the presence of the NWS advisory in the HUD.

(2) Extend speedbrakes, applying aft stick at 100 KCAS and brakes as required to ensure board speeds as soon as possible.

e. On landing rollout, brake application will depend on runway available and landing weight. Above 46,000 lbs GW, delay the initial brake application to 115 KCAS or lower, and full runway will be utilized. Use the NATOPS braking technique if runway length is not a factor, otherwise maximum antiskid braking is acceptable. Release the brakes when desired taxi speed is reached. Aircrew will monitor board speeds (i.e. ground speed ≤ 2 x boards decelerating sufficiently. Aircrew will make a 'Go Around" decision no later than the 3 Board, if the aircraft is not meeting board speeds. Aircrew will consider a long field arrestment if they choose to keep the airplane on the the long field arresting gear.

f. The minimum dry runway length is 5,000 feet for IPs and 6,500 feet for RPs. Long and/or short field arresting gear is required for wet runway operation. CO's approval is required for planned use of runway lengths less than 8,000 feet.

g. Following a touch and go landing, turns to downwind will not be commenced until above 300 feet AGL.

h. Proper glide path should be established before descending below 300 feet AGL.

i. Practice degraded system (circus) landings (no HUD, STBY, single engine) shall only be flown with an instructor in the aircraft or under the control of a LSO. In all cases:

(1) WX must be basic VFR (1,000-3).

(2) AOB shall be limited to 45 degrees.

(3) Simulated single engine passes will be flown at or below gross weights of 50,600 lbs using an extended pattern.

j. Touch and go landings are not permitted with any ordnance loaded, live or inert. All CATMs are limited to two touch and go landings.

k. Minimum on deck fuel is 2,300 lbs, or low fuel light activation, whichever comes first, when VMC. When the forecasted weather is less than a 3,000-foot ceiling and 3-statute-mile visibility OPNAVINST 3710.7 fuel requirements apply. If Bingo fuel is reached, declare 'Emergency Fuel", squawk 7700 and commence a BINGO profile. For clarification, FAA terminology will be used for communication of critical fuel states to ATC as defined below.

(1) Minimum Fuel: Fuel state at which the aircraft can accept no undue delay. (Recommended divert BINGO + 500 lbs).

(2) Emergency Fuel: Fuel state at which the aircraft does not meet fuel reserve and must divert to alternate airfield.

. 208. EMERGENCY LANDINGS

a. Several situations discussed in the EA-18G NATOPS refer to the landing phrases, 'land as soon as possible" or 'land as soon as practical". Amplifying information is provided below:

(1) When directed to 'land as soon as possible" the aircrew must initiate a landing at the nearest suitable field without delay. Aircrew must use their best judgment to determine the nearest suitable field based on weather condition, Navigational Aids (NAVAIDS) available, arresting gear and emergency equipment. A landing attempt on a runway of less than 5,000 feet in length should only be considered in the most critical situation.

(2) When directed to "land as soon as practical" the following will apply:

(a) Any military or joint use field with 6,000 feet of hard surface runway is acceptable.

(b) Arresting gear must be available if the nature of the emergency will affect stopping performance.

(c) An arrested landing will be made following any emergency requiring emergency extension of the landing gear.

209. SECTION APPROACH PROCEDURES

a. Section approaches will be executed per references (b) and (c).

b. Gear and full flaps will be lowered simultaneously below 250 KCAS on signal from the lead (night or IMC the radio is the primary signaling method) and the lead will fly on-speed for the heavier jet.

C. In a (NORDO) situation, with HEFOE signals passed, a straight-in approach will be flown in a gear down and flaps half configuration. If the NORDO aircraft puts the hook down, the lead will call for an arrested landing for the NORDO wingman.

d. With clearance to land and the runway in sight, the lead shall give the breakaway signal (day), or turn on anti-collision lights (night), and turn away smartly. The lead shall leave gear extended, remain VMC, climb to 500 feet AOL or just below overcast (no lower than circling mins), parallel runway/final bearing at 160 KCAS, and take position at the wingman's 10 or 2

e. In the event of a bolter or wave-off, the wingman will re-join the lead maintaining the established configuration at 160 KCAS. After the rejoin, the flight lead may elect to have the section clean up as

f. If clearance to land is not obtained or runway is not in sight at approach minimums, the lead will smoothly establish a climbing attitude and signal the wing to stay aboard (day), or leave anti-collision lights off (night), indicating that a missed approach is being executed.

210. SECTION LANDINGS. Section landings shall be executed per reference (b). The max crosswind component is 15 knots. Section rollouts are not authorized.

211. DISSIMILAR SECTION APPROACHES

a. In order to facilitate emergency assistance with FA-18A/B/C/D/E/F aircraft the following information is provided:

(1) Gear and flap airspeed is 250 KCAS.

(2) Full flap approach speed is approximately 139 KCAS.

(3) Half flap approach speed is approximately 150 KCAS.

b. In order to facilitate emergency assistance to EA-6B aircraft the following information is provided:

(1) Gear and flap airspeed is 250 KCAS.

(2) Approach to be flown at the EA-18G full flaps on speed (no slower than 140 KCAS), or unless otherwise briefed.

c. The normal section NORDO procedure for EA-6B aircraft is a flaps 30 straight-in approach.

d. With clearance to land and the runway in sight, the lead shall give the breakaway signal (day, or turn on anti-collision lights (night), and turn away smartly. The lead shall maintain the established configuration, remain VMC, climb to circling mins or just below overcast (no instance lower than 500 feet AGL), parallel runway/final bearing at 160 KCAS, and take position at the wingman's 10 or 2 o'clock.

e. In the event of a bolter or wave-off, the wingman will re-join lead at 160 KCAS maintaining the established configuration. After the rejoin, the flight lead may elect to have the section clean up as appropriate.

CHAPTER 3: FLIGHT DOCTRINE

301. FUEL MONITORING/ENGINE FUEL DISPLAY (EFD) UTILIZATION

a. Operational checks will include fuel state at a minimum. "G" should be included as appropriate. Checks shall be initiated by flight lead periodically, e.g. "FENIX 11, 10.6, good G." Wingmen will echo lead's call with their own checks. The BINGO Bug on the EFD will be stepped down as follows throughout the flight, with a positive confirmation between crewmembers. Every effort should be made to reset the BINGO Bug prior to Master Caution illumination, providing these conditions are met:

(1) 11.0 - Ext tank empty, wings transferring, feeds near full.

(2) 9.0 - Wings empty, tanks 1 and 4 transferring, feeds near full.

(3) Briefed Joker fuel.

(4) Briefed Bingo (RTB) fuel.

(5) Briefed divert field (Emergency) fuel.

(6) 2.3

302. TERRAIN AWARENESS WARNING SYSTEM (TAWS). Procedures for the EA-18G TAWS:

a. RADALT - standard RADAR Altimeter hard bug settings will be:

(1) The EWO shall verbally notify the pilot of any changes in the radar altimeter setting.

(2) Take-off/Launch

(a) Ashore: 200 feet AGL if a precision approach is available for the runway in use, otherwise the non-precision approach minimums for the

(b) Shipboard; 40 feet AGL.

(3) Climbout/Decents

(a) Ashore: During the departure phase of flight, the step function of the RADALT may be used and the recommended step functions are:

1. Step 1:500 feet AGL.

2. Step 2:1500 feet AGL.

3. Step 3:3000 feet AGL.

4. Step 4:5000 feet AGL.

(b) Shipboard: During shipboard departures the step function may also be used with the recommended settings of:

<u>1</u>. Step 1: 370 feet AGL

2. Step 2: 500 feet AGL

3. Step 3: 1100 feet AGL

4. Step 4: 5000 feet AGL (platform)

(c) These setting are also optimized for the Case I pattern and the CV 1 approach, during the decent to landing phase of flight. In either instance 5,000' will be set in the RADALT, when an aircraft climbs past 5,000' AGL for a higher cruising altitude. When aircraft descends through 100' step for approaches or break then 370', MDA, or DH, whichever is

(d) Low level flight: (Designated as any sustained flight below 1,500'AGL) The RADALT shall be set at 10% below briefed minimum altitude. During ACM flights the RADALT will be set at 5000 feet AGL.

(4) RADAR - standard RADAR Altimeter soft bug settings will be:

(a) 4800 feet AGL "platform" reminder. NOTE: Aircrew should avoid setting the RADALT and RADAR at the same altitude. If both systems are set to the same altitude, the RADAR aural advisory "altitude, altitude" will take priority over the RADALT aural warning.

(5) BARO - Standard settings will be:

(a) 10,000 feet MSL check reminder or

(b) Minimum allowable altitude based on mission training objectives.

(c) During ACM flights: set to an MSL altitude corresponding to the 10,000 feet AGL "soft deck."

b. Selecting any step option or otherwise resetting any TAWS setting must be acknowledged by both crewmembers. In addition, anytime a TAWS tone sounds, other than in the landing pattern, both crewmembers must take appropriate action and acknowledge verbally as to why the tone sounded.

c. RADAR altimeter management. When transitioning to the low altitude environment, the RADALT will be set to 5,000 feet AGL and allowed to go off during the descent to verify proper RADALT information in the HUD and operation of both the RADALT and RADAR warning systems.

d. During Case III operations, the RADALT will be set to 5000 feet AGL in marshal and allowed to go off during the approach to verify operation. It will then be stepped to 1100 feet AGL. Upon reaching 1,200', aircrew will

crosscheck barometric, and RADAR altitude and then just prior to intercepting glide slope will step or set RADALT to 500 feet AGL or approach minimums.

303. RENDEZVOUS

a. Take-off rendezvous, day or night, will be at 300 KCAS. If a running rendezvous is required, Dash 2 will arrive in port echelon remaining flight members will join in starboard parade formation. Remaining flight members will arrive in starboard parade echelon. If a CV rendezvous is required, all aircraft will use the inside of the turn for rendezvous. All aircraft will cross under to the outside of the turn in echelon parade formation, with Dash 2 auto balancing upon completion of the join. Flight lead may brief alternate rendezvous procedures if deemed appropriate.

b. For safety, when executing a running rendezvous, the lead aircraft will be on or aft of the canopy bow when inside of 1.0 NM. Wingman will align fuselages and stabilize on bearing line not later than 0.5 NM from the lead. The wingman will then control closure to finish the rendezvous. Aircraft will maintain lead's altitude during rendezvous to allow following aircraft airspace below to under run. All aircraft must maintain sight of preceding aircraft or a blind call will be made immediately (i.e. " FENIX 13 is blind on FENIX 12"). Inside of 1.0 NM, maximum excess airspeed for a daytime rendezvous is 50 knots. At night, maximum excess airspeed is 25 knots inside 1.0 NM. Night CV rendezvous shall be conducted with a maximum of 25 knots excess airspeed, decreasing to co-speed within 0.5 NM. Aircrew will, make an under run call (e.g. " FENIX 12, under run") if necessary. Once the under run aircraft is established outside of the formation, do not attempt a re-join until clearance from lead is obtained. If available, the RADAR may be used to assess closure during rendezvous. Aircrew should endeavor to maintain no more than 50 KTS closure inside of 1.0 NM and intercept the 1% rule inside 0.5 mi, i.e. 0.5/50kts, 0.4/40kts, 0.3/30kts, etc. Night NVG rendezvous will be conducted IAW reference (d).

304. AIRBORNE CHECKS

a. Battle Damage checks will be performed at an altitude greater than 5,000 feet AGL. Additionally, Battle Damage checks will not be commenced in areas of high traffic congestion, poor weather conditions, or before A/A sanitization has been accomplished. Battle Damage Checks will be conducted at the conclusion of the tactical phase of all flights. The flight leads will collapse the flight for Battle Damage checks via a "FENIX FENCE OUT" call, at which time; wingman will collapse to parade formation and await a "pistol" signal once formation is stabilized.

(1) Section: Once joined, flight lead will initiate a Battle Damage check via positive signal. Dash 2 will elevate and pay particular attention to both top and bottom of aircraft for fluid leaks, gear door gaps, missing panels, and ordnance. He will then cross-under and elevate on the other side, continuing his check. Once complete, anticipate a lead change. With thumbs-up from Dash 2, lead will pass the lead and perform the same Battle Damage check for his wingman. Lead will keep the communication lead, but wingman is expected to perform level-off's and heading changes as directed by ATC. Lead will arrive on appropriate side of formation and give the thumbsup signal and take the lead back.

(2) Division: Once the rendezvous is complete and formation stable, lead will direct Dash 2 to perform a Battle Damage check for the flight with a positive "pistol" signal. Dash 2 will elevate on both sides of the formation as delineated above, Once Dash 2 returns, he will pass a thumbs up to lead indicating his Battle Damage check is complete. Lead will then pass a "pistol" signal to Dash 4. Dash 4 will commence his Battle Damage check, again elevating on both sides of the formation. Once Dash 4 is back in position, he will pass a thumbs up indicating checks are complete. Flight leads may also exercise Battle Damage checks within each section from a spread formation as delineated above if Dash 3 is a qualified section lead.

(3) Three plane formations will execute Battle Damage checks from a fingertip formation similar to division procedures. Lead will signal which wingman shall initiate the check first.

(4) Battle Damage checks will not be conducted at night unless flight safety dictates otherwise, or directed by mission objectives.

(5) All discrepancies noted during Battle Damage checks will be passed via the AUX radio.

(6) After results of the Battle Damage checks are obtained on RTB, the lead aircraft will call the ODO with aircraft status and ETA. Lead will then get ATIS and pass to all members of the flight.

b. Weapons checks will be conducted IAW the AWI Stan Guide.

c. 10,000 feet, 18,000 feet, Level-off, OPS, HAIL and Penetration checks shall be conducted per reference (b).

305. FORMATION FLIGHT

a. The standard daytime formation to and from the working area will be ATC Spread/Fluid Four formation unless briefed otherwise or delineated by phase standardization. Wingmen should always position themselves so that the entire formation remains within 1.0 NM laterally and 100 feet of the lead's ATC assigned altitude unless assigned an altitude block. If weather will be penetrated, it is the wingman's responsibility to join into IFR parade position before IMC. If returning for the break, the flight shall auto collapse to echelon parade on the appropriate side, once descent has been granted, and will be established no later than the initial.

b. When flying parade formations, wingmen pilots must devote their full attention to the lead aircraft and not "work" the radar or perform other weapon system functions other than automatic modes.

c. During night VMC in parade formation, all flight members should secure strobe lights except dash last. For multi-plane night VMC overhead approaches, lead and successive wingmen will turn strobes on to signal when

d. During night IMC, all strobe lights in the flight may be secured if vertigo inducing.

e. If the flight leader re-designates formation position numbers, the new formation positions will be reassigned by side number and new position. All re-assignments must be positively acknowledged over the radio by the affected aircrew.

f. Flights of two or more aircraft will use the lead's call sign. If a wingman separates from the flight, use the lead's scheduled ATC number plus 1, 2 or 3 as required for the individual call sign (e.g. FENIX 51, 52, 53, and 54).

g. A positive check-in of all flight members is required on Aux.

306. G-AWARENESS MANEUVER (G-WARM)

a. The G-WARM will be initiated by a call from the lead, 'FENIX Reference (heading), Accel G-warm." All members of the flight will unload to no more than ten degrees nose low, accelerate to 400 KCAS, and return to level flight in a wall formation. On lead's call, "FENIX 90 L/R Go," all members of the flight will perform a level 90 degree 4.0 G turn placing wingtip on reference heading. The flight will again unload to accelerate back to at least 400 KCAS. On lead's call, "Resume," all aircraft will execute a near level pull to 6.0 G then stabilize to a 4.0 G turn back to reference heading. An inverted/negative G check may be accomplished after the G-WARM only during daytime flights. Pay particular attention to personal G tolerance, G-suit operation, gross weight, external fuel quantity, and peak G to avoid overstress. Night G-WARM procedures will accelerate and turn level at all times. Once complete, visually reacquire all members of the flight.

307. INADVERTENT IMC/LOST SIGHT. In any IMC/lost sight situation immediate separation of aircraft is essential; see reference (c). for proper procedures.

308. LOW ALTITUDE TRAINING (LAT)/LOW ALTITUDE TACTICAL TRAINING (LATT)

a. LAT/LATT Definitions.

(1) LAT: Any portion of any training event conducted below 1,500 feet AGL on approved low level routes, within MOAs, restricted areas or over water (excluding take-off and landing environment).

(2) LATT: Initial FRS or refresher training involving the execution of vertical and oblique jinks and low altitude threat reaction maneuvers Straight Ahead Oblique Jink (SOJ), Reverse Oblique Jink (ROJ), Turning Oblique Jink (TOJ), Guns Jink etc.). LATT sorties will only be conducted on an approved LATT course, adhering strictly to pre-briefed maneuvers and dive recovery rules at an altitude no lower than 500 feet AGL, except as dicated by the syllabus (e.g. 200' demo).

b. LAT/LATT BRIEFING ITEMS: Commander, Electronic Attack Wing, U.S. Pacific Fleet (COMVAQWINGPAC) training rules delineated in reference (e) shall be briefed prior to commencing any sortie that will operate in the LAT or LATT environment.

C. LAT/LATT PROCEDURES

(1) Preflight planning. Aircrew shall ensure their low-level charts are current and accurately reflect the route structure and restrictions from the latest AP/IB. LAT shall not be flown in mountainous terrain within two hours of sunrise/sunset.

(2) Once on the route, aircrew shall adhere to all route restrictions. If either crewmember is in doubt as to their compliance with the published route structure:

(a) IMC: Squawk 7700, execute a maximum recovery maneuver climb to the Emergency Safe Altitude and broadcast on Guard.

(b) VMC: Slow to 250 KCAS and broadcast on 255.4.

(3) The minimum altitude is 500 feet AGL.

309. AIR-TO-AIR (A/A) MISSIONS

a. Firebreak rules apply per reference (c).

b. An OPS check per section 301 paragraph a. must be conducted after each A/A engagement to include a "GOOD G" check.

c. If the aircraft is overstressed the flight will terminate and a straight-in landing will be conducted.

d. ACM

(1) In all instances VAQ-129 currency requirements meet those delineated in reference (a) or are more restrictive. Flight time requirements in reference (a) shall be utilized, unless specific syllabus events have met waiver criteria. VAQ-129 currency requirements for IPs with <750 hours in FA/EA-18A-G and or RP/REWO will be one flight in the previous six (6) days, two flights in the previous 14 days, one of which must be dynamic. IPs with >750 hours in FA/EA-18A-G or any IEWO will adhere to one flight in the previous 14 days and two flights in the previous 30 days, one of which must be dynamic.

(2) COMVAQWINGPAC training rules delineated in reference (e) apply to all BFMC and FWT flights conducting ACM except for currency as delineated above. If joint service DACT training is conducted, the most restrictive training rules will govern all participants.

(3) ACM not delineated on the schedule (FWT/BFMC/etc.) or otherwise un-briefed is prohibited.

310. INFLIGHT REFUELING. Night refueling shall be accomplished within seven days of the RPs last day plug. If this is not feasible, the RP will have an instructor in the aft cockpit.

311. FUNCTIONAL CHECK FLIGHT (FCF)

a. Only those aircrew designated in writing by the CO shall conduct FCF missions. CAT I RAC or guests shall not be carried.

b. The Quality Assurance Officer (QAO) will monitor the qualification of PCF aircrew and will conduct periodic training to ensure standardization.

c. Requirements for FCF Qualification. Pilots and EWOs with at least 500 total hours (FA-18, F-14, EA-6B, etc.) and 100 hours in series (EA-18G) who have completed an FCF test and a dedicated FCF syllabus (normally one PRO "A" TOFT training simulator and one PRO "A" training flight) are eligible for consideration for FCF qualification. The CO may waive all or some of these

d. Crewmember requirements for FCF profiles are delineated in reference (b).

e. Weather Criteria:

(1) All FCF's should be conducted during daylight hours in VMC..

(2) Only the CO may waive the above requirements if the flight can be conducted with an acceptable margin of safety in the current conditions per ref (a).

f. FCF Procedures:

(1) There will be no hot seats conducted after any FCF.

(2) Profile "C", "D", and "E" FCFs are authorized to be flown as Pro & Go, provided the operational portion of the flight is not conducted until the FCP requirements have been successfully completed and entered on the FCF checklist.

(3) FCF aircraft should be configured with no stores or single centerline drop tank only.

CHAPTER 4: TACTICS AND WEAPON SYSTEM OPERATION

401. GENERAL NIGHT VISION GOGGLE PROCEDURES. Reference (d) shall be adhered to on all NVG flights. NVGs may be used in VAQ-129 with the following

a. RAC

(1) Non-NVG Qualified. NVGs may only be utilized on dedicated VAQ-129 NVG syllabus flights.

(2) NVG Qualified. Regardless of level of previous qualification, NVGs may not be utilized during the transition or initial training syllabus until completion of the NVG transition flight. The transition flight may be Concurrent with an existing night syllabus flight. Once the NVG transition flight is complete, aircrew will be considered NVG HI qualified, and may

b. IAC

(1) Non-NVG Qualified. With the CO's approval, IAC may begin the CVWP NVG syllabus.

(2) NVG Qualified. Qualified instructors are authorized to utilize NVGs on any night flight.

(a) A specific NVG brief in accordance with the CVWP NVG SOP is mandatory. If some members of the flight will not be equipped with NVGS, specific attention shall be paid to external aircraft lighting, in such an event, lighting will be set to the requirements of the unaided aircrew.

(b) Schedules Officers will ensure that events specifically intended to provide VAQ-129 IAC with an initial NVG qualification in the EA-18G, or instructional events to upgrade current NVG qualifications, are so

c. NVG Instructors. Aircrew who are not NVG qualified in the EA-18G, but held a previous designation as an NVG Instructor in another TMS (e.g. EA-6B), may be designated an NVG instructor at the CO's discretion following completion of a standardization check ride per the standards outlined in

402. CREW COORDINATION

a. Per VAQ-129's Crew Coordination Guide, two-seat NVG operations shall be conducted in accordance with the following methodology: the pilot and aft crewmember will goggle separately. Either crewmember may initiate donning NVGs by calling "Goggling" over the ICS. The remaining crewmember shall then retain overall flight SA and lookout until the goggling crewmember reports "Goggled" over the ICS. The roles will reverse with the second crewmember now reporting "Goggling" and "Goggled".

b. If at any time during a low-level flight either crewmember is not certain of the interpretation of the visual scene, an immediate climb shall be initiated until flight can be safely continued to the comfort of both

403. NORMAL PROCEDURES

a. NVG preflight specific to device in use shall be conducted. NVGs and the NVG bracket should be stowed in the individual's helmet bag to and from the aircraft and during aircraft preflight. The bracket may be donned once

b. Formation flight.

(1) All formation rendezvous and flight regimes shall be thoroughly briefed,

(2) A/A TACAN shall be used during all NVG operations.

(3) Section aerobatics and ACM on NVGs are strictly prohibited.

c. Approach and landing, NVGs shall be removed and stowed prior to commencing a field approach unless conducting NVG training delineated in reference (d). When executing an NVG approach, goggles may be worn to touchdown and removed after taxiing clear of the runway.

404. MULTIFUNCTION INFORMATION DISTRIBUTION SYSTEM (MIDS) PROCEDURES.

a. VAQ-129 Network employment.

(1) Whenever possible VAQ-129 aircraft will enter the Network as a participant with the LVT Ground Station as Net Time Reference (NTR). The established time offset for the ground station is Zulu minus 10 minutes. At any point if the LVT is not functioning VAQ-129 will utilize a self generated NTR by the first aircraft of each wave of a launch, employing a time offset of Zulu minus 5 minutes. NEVER UTILIZE ZULU MINUS 10 MINUTES AS A SELF GENERATED NTR TIME OFFSET.

(2) The dedicated track number block assigned to VAQ-129 is 11000-11077 block, and will be broken up by event number. The first aircraft of the first event of the day will be 11011 with -2 of the same event as 11012 and -3 of the same event as 11013. Event 2 will pick up as 11021, 11022, 11023, etc. This chain will continue until event 8 at which point the track numbers will revert back to 11011 and continue as previously assigned.

(3) Ownship Channel ID will be assigned via wave. The first aircraft in a given wave will be Alpha, the second will be Bravo, and so on.

b. MIDS may be used in VAQ-129 with the following restrictions:

(1) RAC: MIDS will be introduced during either the Electronic Attack Phase or the Fighter Weapons Phase, whichever happens first in a given classes progression. Following initial introduction MIDS may be utilized on all following VAQ-129 syllabus flights, as deemed necessary by individual phase heads.

(2) IAC: All instructors are authorized to utilize MIDS on any flight that doesn't take away from student learning objectives.

CHAPTER 5: MISCELLANEOUS

501. EXTENDED TRAINING FLIGHTS (ETF)

a. Requests for ETFs shall be made using enclosure (1) to the Operations Officer no later than 1200(L) three days prior to proposed departure date (Wednesday for a Friday departure). RON's at civilian airfields require CVWP approval.

b. Interim and final destination airfields must be selected per reference (a) and meet the force protection requirements delineated in COMNAVAIRFORINST 3300.53A.

c. Planned interim airfields must have contract fuel. Use airfields with as many of the following features as possible:

(1) Runways of 8,000 feet or more with arresting gear.

(2) A suitable instrument approach.

(3) EA-18 maintenance capability or hydraulic/oil servicing capability, and aircraft towing capability.

(4) An effective FOD prevention program.

d. Planned deviations from the above guidance may be authorized, provided the aircrew and the endorsement chain have applied sound ORM approved plan shall be cleared through the OPSO, Training Officer, and/or the CO while on the ETF. The aircrew can make changes of destinations or interim stops due to weather along the route provided they meet the criteria listed in paragraphs above. The OPSO, Training Officer or CO must clear any changes to the proposed mission (except to fly an administrative leg vice syllabus flight due to inappropriate weather).

e. To the maximum extent possible, flight conduct will be accomplished just as it would if conducting the mission at home base. Unbriefed maneuvers, unrestricted climbs, low transitions, flat-hatting, or any other maneuvering that could be construed as inappropriate or unsafe is strictly forbidden.

f. Thorough weather briefs are mandatory and shall be carefully reviewed during pre-flight phases to ascertain present and forecast conditions for point of departure, enroute, destination and alternate. No flight will transit a weather warning area. Take-off shall be postponed or the flight re-routed to avoid these or other areas of degraded weather. At every stopover, weather will be updated using the best available means, to include checking color radar, visible satellite, and changes to OBS and TAFs for route of flight, diverts, and destination.

g. All aircrew will use approved automated flight planning systems (JMPS, PFPS or NATOPS) to accurately plan fuel requirements.

h. Multiple aircraft flights will be briefed by the mission commander or flight leader prior to manning and shall conform to weather minimums for the

i. Upon arrival at the destination airport, the crew shall ensure the aircraft is properly secured, all safety pins installed and all red gear

j. Aircraft status and flight time shall be promptly reported to the ODO or SDO once the aircraft is secured at the destination airport.

k. Fuel packets and extended flight training kits will be obtained from

Material Control and shall be carried on all extended training flights.

1. Fuel chits shall be filled out completely and a copy retained and returned immediately to Material Control upon return to base.

m. Aircrew will receive proper training on servicing requirements and procedures from a qualified maintainer prior to departure.

502. ETF MAINTENANCE OFFICER RESPONSIBILITIES

a.

Provide aircrew with extended training flight kits.

b. Provide personnel to instruct aircrew on proper servicing requirements and procedures prior to departure.

503. FLIGHT DEMONSTRATIONS. Fly-bys are not authorized arriving at or departing from airfields.

504. AIRCRAFT STATIC/DYNAMIC DISPLAY REQUIREMENTS

a. Ensure sufficient security is provided for the aircraft at all times. The area around the aircraft shall be roped off to prevent spectator contact

b. Install all required protective covers (AOA, pitot static, engine inlet/exhaust covers, etc.).

c. Install safety pins for all cockpit cartridge actuated devices and mechanically safe the ejection seat. The canopy control and APU circuit

d. The pilot or WSO will remain with the aircraft during all display periods, unless the aircraft is positioned such that no one can approach the

e. Civilian personnel are prohibited from sitting in the cockpit at anytime, except when specifically authorized by the Commanding Officer.

f. Military aviation personnel may sit in the cockpit, except during Civilian display periods, after receiving a brief pointing out all emergency handles. Ejection seat and canopy jettison pins must be installed and the aircrew will closely monitor the individual.

g. Prior to departure, conduct a thorough preflight inspection including a FOD walkdown. If there is any possibility of a FOD hazard, the aircrew should consider having the aircraft towed to the runway, and will dive the engine ducts prior to start.

From:

To: Via:

Commanding Officer, Electronic Attack Squadron 129

(1) Operations Officer

- (2) Training Officer
- (3) Maintenance Officer
- (4) Head Schedules Officer

Subj: VAQ-129 EXTENDED TRAINING FLIGHT REQUEST

1.	Flight	Compositi	on				
#	GS GT	CONFIG	NAME/RANK	TOTAL HOURS	F/A-18 EA-18G HOURS	NATOPS EXP DATE	INST EXP DATE
1		C/L NO C/L					
2		C/L NO C/L					
3	946 - BALLER AND	C/L NO C/L		· · · · · · · · · · · · · · · · · · ·			
4		C/L NO C/L				111 Parket and Section 2010 11 11 11 11 11 11 11 11 11 11 11 11	*******
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2. Proposed Date/Time of Departure/Return DEPARTURE; FINAL DESTINATION: **RETURN:**

TOTAL PLANNED FLIGHT HOURS:

3. Destination Recall

Location/Phone/Date: Location/Phone/Date: Location/Phone/Date:

			· DEP FIELD		LAND FIELD		1	· ·	
	DATE	ETD (L)	FULL NAME AND IDENTIFIER	ETA (L)	FULL NAME AND IDENTIFIER	DIST	PPR #	SYL FLTS	RON
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5. Field data

oodd o second a second	FIELD (ID)	RWY LENGTH	GEAR TYPE	APP TYPES	FLD HOURS
1	94 W 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	······································	fran Sanganan and an an article and an	NA	
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				1999 - Carlos Ca	na han an an a' an

Appendix A Enclosure (1)

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6. Dynamic/static display CHINFO Number: _____ CNAP MSG Date: Last demo: Flight hours (30 Days): 7. The following additional requirements must be satisfied and initialed as appropriate (yes or no), by the requesting pilot. a. Do you expect relatives, friends or acquaintances who live in the vicinity of a destination or interim stop to be present for any arrival or YES / NO b. Is there a FOD program established at all airfields? YES / NO c. If a low-level route is being requested, has the route been chummed/checked for restrictions? (Attach a copy of Ap/1B restriction, route, cognizant authority and authorization to fly this route). YES / NO d. Has the AP/1 been checked for special procedures at each destination or interim stop? YES / NO e. Has any of the crew been to the requested destinations on an ETF in the last six months? YES / NO f. Is there a major sporting or civic event scheduled at the destination? YES / NO g. Have the force protection requirements been met? List the force protection measures below: YES / NO h. List any special qualifiers (meeting local recruiter, JROTC, etc.) that can justify approval of cross country request:

that can justify approval of cross country request:

	A MARKEN STATISTICS			
Nome Base Force Protection Posture	Type Flight		num security requirements	
		Military (12)	Joint Mil/Civ (11) (14)	Civilian (13)
Normal	Stopover	Provided by Aircrew	Provided by Aircrew	Provide de la ser
	RON	Security (1)	Security (1)	Provided by Aircre
Note (6)	Divert	Security (1)	Security (1)	Security (1)
*******	Airshow	Security (1)	Security (1)	Security (1)
*******			The second	Security (2)
Alpha	Stopover	Provided by Aircrew	Provided by Aircrew	195
aga	RON	Security (1)	Security (1)	Provided by Aircre
Note (6)	Divert	Security (1)	Security (1)	Security (1)
	Airshow	Security (1)		Security (1)(3)
****			Security (2)	Security (2) (3)
Bravo	Stopover	Provided by Aircrew	Provided by Aircrew	
	RON	Security (2)		Security (2)
Kinten (r.)	Divert	Security (2)	Security (2)	Security (3)(4)
Note (6)	Airshow	Security (2)	Security (2)	Security (3)(4)
	st		Security (2)(3)	Security (3)(4)
	Stopover	Security (2)(3)	***	
Charlie	RON		Security (2)(3)	Security (3)(4)
	Divert	Security (2)(3)	Security (2)(3)	Not Authorized
Note (7) (8)	Airshow	Security (2)(3)	Security (2)(3)	Security (3)(4)
	ALL BILLOW	Security (2)(3)	Not Authorized	Not Authorized
	and the second second	A TALL AND IN THE REAL PROPERTY AND		
(1.)	Amon makes 1	Notes		
(2)		ot specifically dedica		
(3)	area patrol d	adicated to acft (i.e.	flightline) (armed option	1al.)
(4)	TYCOM/TYPEWIN	G notification/approva	l as requirad.	
(5)	Area patrol d	sdicated to acft (i.e.	flightline) (armed),	******
(7)	Requirementa	are minimum-OPNAV 5530	.14, AFI 31-101 or CO may	direct higher.
(6)	Base flightlin	e roving patrol and S integrity watches.	qd integrity watches w/ re	dios (if equipped).
1	Base flightline roving patrol and Sqd integrity watches w/ radios (if equipped). Sqds may not share integrity watches.			
(7)	Base flightlin Sqds may not a	he roving patrol and S whare integrity watches	Id integrity watches w/ ra 3.	dios (if equipped).
(7)	Increased flv	line roving/committee	dd integrity watches w/ ra 3. Datrols provided by base/r	
	Increased fly watch duties o	line roving/security p n base 24 hours/day.	patrols provided by base/r	
(8)	Increased fly watch duties of Expect signifi	line roving/security p n base 24 hours/day. Cant changes in norma	patrols provided by base/r	egion. SDO's assume
(8) (9) (10)	Increased fly watch duties of Expect signifi If requirement	line roving/security) n base 24 hours/day. cant changes in normal s cannot be met, waive	patrols provided by base/r operations.	egion. SDO's assume
(8) (9) (10) (11)	Increased fly watch duties of Expect signifi If requirement Most stringent	line roving/security p m base 24 hours/day. cant changes in normal s cannot be met, waive requirement based on	patrols provided by base/r operations.	egion. SDO's assume
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8. Requesting aircrew signature:

__ Date:

9. Recommendation

		Signature	Date
Head Schedules/ .	() Recommended	999, waa alaa alaa alaa ahaa ahaa ahaa ahaa	
Plans Officer	() Not Recommended		
Maintenance Officer	() Recommended		
	() Not Recommended		
Training Officer	() Recommended	1999 - 1999 -	
· .	() Not Recommended		
Operations Officer	() Recommended	999 Martin (1997) (1999) (1997) (19	
	() Not Recommended		
Commanding Officer	() Approved		
	() Disapproved		
Admin T	AD Clerk (prepare orders, t	hen return to Ops)	

Subj: VAQ-129 AFT COCKPIT DOWNING DISCREPANCIES

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VAQ-129 Aft Cockpit Downing Discrepancies	2AD	NIGHT/IMC	CA 1	CV NIGHT/IMC
Does not replace or supercade gas only	K	/II	DAY	ET/
Does not replace or supersede FAA, OPNAV, or CVWP requirements	-	10		DWI, INC
DISPLAYS	4856232.6	1.3085.04-86		A REFERENCE
Both Left and Right DDIs Inop				1883
	X	X	X	x
INS/NAV/INSTRUMENTS	19952-2526	21322535	Noziawasa	and the state
Failure of any R/C standby Instruments	1991270			
No HUD/ADI in R/C (Down for LAT)		X		X
				X
LIGHTS	Sec.	AND LOS C	611275922.04	- To Entry Sector
Standby Instrument Light Failure				
Warning or Caution Light Failure		X		X
	X	X	X	х

ELECTRONIC ATTACK SQUADRON 129 INSTRUCTION 3120.15

Appendix B.

Subj: STANDARD OPERATING PROCEDURES (SOP) FOR EA-6B PLIGHT OPERATIONS

Ref:

- (a) OPNAVINST 3710.7 (NATOPS General Plight & Operating Instructions)
- (b) NAVAIR 01-85ADC/ADX/ADZ-1 (EA-6B NATOPS Plight Manual/PCL) (c) EA-6B Plight Orientation Program
- (d) NASWHIDBEYINST 3710.1, Air Operations Manual
- (e) COMVAQWINGPACINST 3502.3, EA-6B Low Altitude Awareness Program (f) COMVAQWINPPACINST 3120.3, EA-6B/EA-18G Community Core SOP's
- (g) OPNAVINST 5442.4M
- (h) NASWHIDBEYINST 10340.7A, HOT REFUELING SOP
- (i) OPNAVINST 4790.2
- (j) NAVAIR 01-BSADC-1E, EA-6B Functional Check Plight Checklist
- (k) COMVAQWINGPACINST 3502.4, Prowler Weapons and Tactics Program (1) COMVAQWINGPACINST 3720.2, Night Vision Device SOP
- (m) COMNAVAIRPACINST 3510.4
- (n) VAQRON129 NOTICE 3740, Instructor Qualification Matrix (c) MCO P3500.12 Marine Corps Aviation Weapons & Tactics Training Program (WTTP)
- (p) MCO P3500.14 Aviation Training & Readiness (T&R) Manual Volume I
- (q) MCO P3500.15 (CH1) Aviation T&R Manual Volume II, EA-6B
- (r) MAWTS-1 Course Catalog
- (s) NAVAIR 00-SOT-105, CV NATOPS Manual
- (t) COMNAVAIRPACINST 3710.4
- (u) COMNAVAIRPACINST 3710.8

Encl:

- (1) VAQ-129 FORM 3500/51 NATOPS Designation Letter
 - (2) VAQ-129 FORM 3510/P, Staff Pilot Qualification Sheet
- (3) VAQ-129 FORM 3510/E, Staff ECMO Qualification Sheet (4) VAQ-129 Extended Training Plight Request
- (5) Standardization Check Form (VAQ-129 3740/4 (5-00))

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## CHAPTER 1: FLIGHT ELIGIBILITY

101. GENERAL FLIGHT ELIGIBILITY. The following personnel may fly in VAQ-129 aircraft once the Operations Department and the Safety Department have verified all flight qualifications:

a. VAQ-129 Staff Aviators and Naval Flight Officers who are in compliance with references (a) and (b), including NATOPS and instrument

b. VAQ-129 Student Aviators and Naval Flight Officers who are in compliance with references (a) and (b) and have successfully completed FAM/NAV I and the syllabus prerequisites for each sortie.

C. EA-6B NATOPS qualified aircrew who are not members of VAQ-129, but are in compliance with references (a) and (b), including NATOPS and instrument qualification currency.

d. Designated aircrew (not EA-6B qualified) may fly as observers if they have completed physiology training for an ejection seat aircraft and the flight is authorized by the <u>Commanding Officer</u> per references (a) and (c). A staff pilot/CAT III will normally fly these flights in the local flying area. If multiple flights are requested/desired, an EP examination must be completed prior to additional flights. Flights during CQ or outside local flying area require Commanding Officer approval.

e. Midshipmen, as authorized by COMVAQWINGPAC. Midshipmen are restricted from section low level training flights, BAM flights and BFMC flights per reference (a).

f. Other personnel <u>specifically authorized</u> by the Commanding Officer, who meet the requirements of reference (a) are authorized to fly but restricted from section low level flights, BAM flights and BFMC flights.

102. REQUIREMENTS FOR FLIGHT

a. Personnel in paragraphs 101a, 101b, and 101c above must:

(1) Satisfy the aviation physiology requirements of reference (a).

(2) Possess a current medical "up chit".

(3) Possess a valid instrument rating or waiver. Per reference (a), aircrew whose instrument rating expires during the course of instruction at VAQ-129 may delay requalification until its normal occurrence as part of the flight training syllabus.

(4) Per reference (a), pilots must have 10 hours first pilot time in model to be designated as pilot in command. Minimum flight requirements for pilots to maintain currency after initial qualification is 5 hours of first days per reference (b). Minimum flight requirements for ECMO's to maintain currency is 5 hours of flight time in model per reference (b). If aircrew fail to maintain this currency, they must complete an Immediate Action Exam,

NATOPS open and closed book exam and a NATOPS evaluation simulator to regain currency. In addition they must comply with the currency requirements set forth in reference (f).

(5) SOP Compliance. All aircrew operating this command's aircraft shall comply with this SOP. The Operations Officer/Training Officer (FAM/NAV phase head for students) shall ensure that all aircrew have read and understand VAQ-129 SOP's prior to flight in squadron aircraft.

b. Personnel who fall under category 101d/e/f above are considered 'special passengers' as defined by reference (a) and shall fulfill the physiology requirements specified in reference (a). In addition, they shall comply with reference(c).

c. Non-aircrew Requirements. Non-aircrew (categories lOle & 101f), may be given indoctrination flights and subsequent flights as necessary subject to the following restrictions:

(1) Only VAQ-129 staff pilots will fly these missions.

(2) Non-aircrew shall fly only in the aft cockpit (Unless specifically authorized in writing by the Commanding Officer) with a NATOPS qualified aircrew present there.

(3) These flights shall be performed daytime only.

(4) These flights shall require minimum back seat involvement and shall not include simulated emergency procedure training due to the inherent risk of misinterpreting the associated cockpit discussions.

(5) Requests for orientation flights shall be made to AIRPAC via CVWP by Naval message.

103. AFT COCKPIT FLIGHT QUALIFICATION FOR STUDENTS. In order to improve the situational awareness of replacement aircrew and meet minimum crew requirements, all FRP's & FRECMO's will be eligible to qualify as "safe for flight" in the aft cockpit after completing the FAM-NAV intro phase of the syllabus. The Operations Department shall track these qualifications.

a. Qualification requirements include:

(1) Successful completion of the FAM/NAV Introductory curriculum and exam.

(2) Successful completion of the BOLDFACE emergency procedures test.

(3) Martin Baker MK GRUEA-7 Ejection Seat checkout.

(4) Successful completion of a SF-0 flight with a NATOPS qualified staff.

b. All CAT I FRP'S/FRECMO'S shall complete the following minimum number of flight hours in the aft cockpit prior to briefing for their first syllabus flight (PF/NF-1) in the front cockpit. Students will be scheduled to

complete these minimums upon completion of the Academics Phase of the FRS syllabus, but are expected to exercise their own initiative to get added onto the flight schedule in order to achieve these minimums. These flights will be tracked in the student's Flight Training Jacket. It is the responsibility of the individual student to log them. Failure to achieve these minimums prior to being scheduled for PF/NF-1 will result in a Signal of Difficulty (SOD) and delay in training progression.

(1) FRP'S - 10 hours.

(2) FRECMO's -20 hours.

c. Front seat aircrew briefing each flight shall ensure that aft cockpit personnel are fully integrated into the crew.

104. ACTION

a. The Operations Officer shall ensure that the provisions of this SOP are closely monitored and enforced.

b. The Safety Department will maintain NATOPS Flight Personnel Training/ Qualifications Jackets (OPNAV 3760/32) on all staff and students and will verify currency on all personnel authorized to fly in squadron aircraft.

c. Individual aircrew are reminded that it is their responsibility to maintain currency with regard to the above qualifications. Additionally, nonaircrew shall be responsible for obtaining their own flight-suit and boots for these flights. VAQ-129 Parariggers will assist non-aircrew in getting correctly fitted and hung in squadron flight gear (Airsafe vest, G-suit, Harness, Helmet, 02 Mask and Leg Restraints).

d. Per reference (a), non-aircrew who fly in squadron aircraft are not entitled to Aviation Career Incentive Pay (ACIP) or Hazardous Duty Incentive Pay (HDIP).

# CHAPTER 2: AIRCREW CURRENCY AND WEATHER REQUIREMENTS

201. INDIVIDUAL RESPONSIBILITY. It is primarily the responsibility of each individual to ensure they are current and ready to fly. While the Operations department is responsible for tracking currency it is incumbent upon the individual to alert Operations of their required needs.

## 202. CURRENCY REQUIREMENTS

a. NATOPS qualified aircrew flight currency is dictated by reference (f) and copied below.

Days since last flight	Pilot	ECMO
0-14 15-30 31-60 61-90 91-365	Current • Immediate Action Exam (IAE) • IAE • EP Sim, or Open Book NATOPS exam (if sim not available) • Flight with current aircrew • Same as 31-60 days • IAE • Open and Closed Book NATOPS exams • EP sim with CI or NATOPS instructor • Flight with current NATOPS Instructor or current EA-6B FRS instructor, WX at least circling mins • Second flight, WX at least circling mins with current aircrew	Current • IAE • IAE • IAE • EP Sim, or Open Book NATOPS exam (if sim not available) • Flight with current pilot • Same as 31-60 days • IAE • Open and Closed Book NATOPS exams • EP sim with CI or NATOPS instructor • 2 flights with current pilot

## b. Fleet Replacement Pilots

(1) When 7 to 14 days have elapsed since the last flight (as first pilot), the next syllabus flight may be scheduled. If the FRP completes it satisfactorily, it will count as a regular syllabus event. If the pilot's in-flight performance did not meet normal completion standards, the flight will count as a warm-up.

(2) A FRP who has not flown as first pilot in 15 days or greater shall complete a Immediate Action Exam (IAE) and fly an EP sim for at least one hour in the 2F187 WST prior to flying.

(3) The first PRP night formation flight (PF-9) shall be flown within 7 days of a day formation flight.

(4) FRP night tanking (PF-21) shall be flown within 7 days of the day tanking flight (PF-20).

## c. Fleet replacement ECMO's

(1) When 7 to 14 days have elapsed since the last flight, the next syllabus flight may be scheduled. If the FRECMO completes it satisfactorily, it will count as a regular syllabus event. If the student's in-flight performance did not meet normal completion standards, the flight will count as a warm-up.

(2) FRECMO's that have not had a front seat flight or front seat WST in 15 days or greater will complete an Immediate Action Exam (IAE) and receive either an appropriate warm-up flight or complete an EP sim in the 2F187 WST.

d. Warm-up flights are only given to regain flight proficiency. Below average or unsatisfactory performance in preflight preparation or required knowledge cannot be attributed to a flight layoff period and therefore do not merit warm-up flight consideration.

e. All aircrew should fly a minimum of one emergency procedure WST (2F187) and one spin/Out-of-Control Flight WST every twelve months. These sims can be combined.

## 203. STUDENT WEATHER RESTRICTIONS

a. FRP's must comply with the following takeoff and forecast weather requirements:

CAT I/II Event/1st Pilot Hrs	Minimum Ceiling/Visibility	T/O and Land Winds
PF-2 & PF-3	2000/5 at field, VMC in operating area.	10 KT max crosswind
PF-4 & 4 to 10	1200/3 at field, VMC in operating area	<pre>&lt;=10 KT total gusts 10 KT max crosswind</pre>
10 to 20	1000/1, 900/1 1/2, or 800/2	<pre>&lt;=10 KT total gusts 10 KT max crosswind</pre>
20 to 45	700/1, 600/1 1/2, or 500/2	<pre>&lt;=10 KT total gusts 15 KT max crosswind</pre>
45 and above	OPNAV minimums but not less than 300/1	<=15 KT total gusts Recommended portion of the NATOPS takeoff/landing
***************************************		crosswind chart

(1) Instrument Flight: (with <250 Pilot Hours in Tactical Aircraft)

(2) CAT II, CAT III, IV & V (with a minimum of 250 pilot hours in tactical aircraft)

EA-6B Pilot Hours	Minimum Ceiling/Visibility	T/O and Land Winds
	1000/3	Recommended portion of the NATOPS takeoff/landing crosswind chart and less than 25 knots sustained.
10 to 20 20 and above	500/2	30 knots max gust. Less than 25 knots sustained, 30 knots max gust.
NO GIR ADOVE	OPNAV minimum but not less than 300/1	Less than 25 knots sustained, 30 knots max gust.

(3) Staff Instructors are to temper CAT III-V minimums with student pilot time out of cockpit and student pilot comfort level.

(4) Night Flight: A minimum of 10 pilot hours in model.

(5) Naval Flight Officers must be NATOPS qualified, instrument qualified, and designated as a VAQ-129 Staff instructor in order to fly as ECMO #1 with a student pilot who has not completed his NATOPS check (PF-16)

### CHAPTER 3: NORMAL PROCEDURES

### 301. FLIGHT ASSIGNMENT

a. The flight schedule lists aircrew flight and ground training assignments. All aircrew are responsible for knowing and adhering to its contents. Changes to the flight schedule shall only be made by the Commanding Officer, the Executive Officer, the Operations Officer, or the Operations Duty Officer operating on their behalf. At sea, the Squadron Duty Officer will ensure the flight schedule matches the smooth Air Plan in every respect.

b. The minimum crew for normal missions is three. A mission commander shall be designated for each flight. The minimum crew may be decreased to two for FCLP's (by the Operations Duty Officer), and local VFR flights (within 250 nautical miles) (by the Commanding Officer, the Executive Officer, or the Operations Officer). The purpose of this exception is to continue training when insufficient numbers of aircrew are available. Flights expecting extended IMC conditions shall have three aircrew assigned. There are several key circuit breakers in the back seat that cannot be reached by front cockpit aircrew. The following duties normally performed by Preflight of external stores and upper aircraft; shutdown/hot seat (brief ground crew to open rear canopy and install rear cockpit canopy pins during hot seat evolutions).

302. PREFLIGHT PLANNING. Student aircrew shall complete the preflight planning requirements established in student flight guides to the satisfaction of the Mission Commander. During non-syllabus flights aircrew shall complete all necessary planning to safely complete the mission, as established by the Mission Commander.

#### 303. BRIEFING

a. Aircrew shall conduct a thorough brief before every flight, per references (a) and (b). Per reference (b), the Pilot in Command (PIC) has overall safety of flight responsibility as Aircraft Commander. The briefer shall utilize the NATOPS Pocket Checklist or e-brief.

.b. Brief time for flights should normally be two hours before takeoff.

c. Each crewmember is responsible for knowing the SOPs and information contained in the read and initial (at the ODO Desk, or online in Safety folder) prior to briefing.

d. A DD-175-1 flight weather briefing shall be obtained and briefed whenever an IFR flight plan is filed.

e. Flight crews shall calculate takeoff and abort data for every shorebased sortie, with special emphasis on unusual conditions such as high altitude, arresting gear status, wet/icy runways, and unfamiliar runway dimensions. Crews will also brief specific flap settings for all takeoffs (20/30 degree.)

f. Scheduled formation flights shall specifically brief all applicable SOP formation procedures contained in CHAPTER 4.

g. All aerobatic/BAM maneuvers shall be specifically briefed before flight.

h. Once the brief begins, it shall not be interrupted, except for items specifically related to the flight. Extra time available between briefing and walking should be used for individual review of NATOPS/flight procedures.

304. EMERGENCY EGRESS PROCEDURES. Emergency egress procedures shall be part of every brief and will include a brief on ground egress, ejection, command eject handle position and canopy jettison.

a. Egress during a ground emergency should be briefed in accordance with NATOPS, reference (b). A ground emergency may warrant a ground level ejection instead of ground egress. The pilot and ECMO 1 (if the command eject handle is to be up during the flight) shall ensure all crewmembers are aware of their intentions. During ground operations ECMO's 2 and 3 should not un-strap prior to the pilot or ECMO 1.

b. Ejection. Normally through the canopy. If time exists to execute a controlled ejection, comply with the PCL.

c. Eject Alarm Light. Used only when ejection is imminent and there are no communications (ICS or UHF) with the rear cockpit. If the Eject Alarm Light is used, the canopies shall not be jettisoned. The pilot should expect the rear seats will fire quickly and without hesitation when he turns on the Eject Alarm Light. To check the Eject Alarm Light on the ground the pilot should announce his intentions to the aft cockpit aircrew and have a positive response from them prior to turning on the light.

d. The standardized egress procedures are not designed to inhibit a crewmember from initiating their own ejection should it be deemed necessary. However, all such ejections shall be through the canopy.

e. Command Eject Handle. Unless otherwise briefed by the pilot in command, the following procedures apply:

(1) If ECMO 1 is fully NATOPS qualified in the EA-6B or has held a previous NATOPS qualification in tactical ejection seat aircraft (not necessarily EA-6B), the fully up position "ECMO" shall be selected as part of the pre-takeoff checklist.

(2) If ECMO 1 is occupied by a non-NATOPS qualified aircrew or observer, the handle should remain in "NORM" for the duration of the flight.

(3) After completion of the "After Landing Checklist", the Eject Control Handle should be placed down in the "NORM" position.

## 305. MANNING AIRCRAFT

a. The ODO will coordinate the flight schedule with Maintenance Control, assigning aircraft to each flight. Aircrew should be dressed and in maintenance control <u>45 minutes</u> prior to take-off to read the Aircraft Discrepancy Book (ADB) and sign the 'A-sheet' for the aircraft. Both ashore and afloat, aircrew shall be on the flight line/flight deck in full flight gear in time to be strapped in and ready to start 30 minutes prior to

b. Downing discrepancies. <u>Down aircraft shall not be flown</u>. Only the Commanding Officer and the Maintenance Officer (or an individual specifically authorized by the Commanding Officer in their absence) are authorized to change a down discrepancy when no corrective action has been performed. The change must be written and signed on the VIDS/MAF.

c. All aircrew will preflight their personal flight gear ensuring that all potential FOD has been removed prior to leaving maintenance control. Cockpit FOD is a large waste of maintenance man-hours and is preventable with attention to detail by anyone entering a cockpit.

d. A qualified duct diver shall inspect the engine intakes prior to aircrew man-up. The results shall be reported to the pilot.

e. The plane captain will normally meet the crew at the aircraft prior to preflight. The PC may be used to assist in placing the crew's equipment in the aircraft and will follow the pilot during the aircraft external inspection. Normally, the PC will not assist in strapping in aircrew, unless specifically requested, but will assist any non-squadron aircrew, regardless of rank.

f. Preflight will be in accordance with reference (b). Aircrew shall not walk out on the horizontal stabilizer during preflight.

9. Aircrew gear shall not be stowed in any area not specifically designated to carry gear. Specifically, gear shall not be stowed around or behind ejection seats. Aircrew will ensure that flight gear, nav bags, relief tubes, etc. will not entangle the emergency restraint release handle linkage, or the canopy jettison cable forward of the pilots seat.

306. GROUND OPERATIONS PRIOR TO TAKEOFF

a. Pre-start, start, post-start, and taxi procedures will be in accordance with reference (b) and this SOP.

b. Cross bleed starts will not normally be performed if ground-starting air is readily available, due to increased FOD potential. If a gross bleed start is required, air crew and ground personnel will be alert for potential FOD and danger to personnel in the intake and exhaust areas.

c. The aft canopy will be opened and pinned anytime personnel are climbing onto or off of the aircraft. At no time shall a trouble-shooter approach the forward cockpit while both engines are turning. Only after one

engine has been secured, loose gear in the cockpit stowed and both canopies opened and pinned, may a troubleshooter approach the forward cockpit on the side of the secured engine.

d. Personnel shall not climb forward of the intake on the side of a turning engine. If a trouble-shooter or PC is summoned to assist a crewmember in the forward cockpit, the corresponding engine will be shut down and both canopies will be raised and pinned before they board the aircraft.

e. Upon PC signal for external stores pin removal, all aircrew will keep their hands above the canopy rails, visible to the ground crew, until signaled that all pins are removed.

f. Aircraft boarding platforms will be in the up and stowed position any time the same side engine is operating.

g. Canopy Operation. The pilot or instructor will determine when canopies are to be opened or closed. They shall consider existing wind conditions and loose gear in the cockpit for FOD potential. Canopies will be closed/opened only after both sides of the aircraft have been checked clear.

(1) Personnel shall be alert for personnel hazards whenever operating either canopy. Any time a canopy is opened, both canopy pins shall be installed. Both occupants of a cockpit will acknowledge intent prior to any actuation of the canopy controls.

(2) Engine Start. Both canopies will normally be closed prior to start. Do not close the canopies until receiving the "close canopy" signal from the PC. In the event of high outside air temperature, the mission commander may decide to leave the aft canopy open for start. This will be thoroughly briefed due to the increased FOD hazard. For out of area flights, aft cockpit aircrew should monitor starts and boarding ladder closure with the aft canopy open.

(3) Taxiing. The aft canopy may be open during taxi in extreme high temperature environments. The aft cockpit crew shall confirm clearance to open the canopy with the forward crew and confirm all material is secured prior to moving the canopy lever.

(4) Shutdown. The forward canopy shall not be opened until both engines are secured and the pilot has received an "open canopy" signal from the PC. During rainy weather, the forward canopy should be opened prior to the aft canopy to minimize water flow from the front canopy into the aft cockpit.

(5) Both canopies shall be closed during hot refueling operations IAW reference (e).

h. Wing Spread/Fold. The aircraft shall be completely stopped when folding or spreading the wings, except during shipboard operations. With only one engine running on deck, power shall be set at 75% prior to folding/spreading the wings to avoid damage to hydraulic systems. Wings shall be confirmed spread and locked prior to flap/slat movement.

i. Emergency engine shutdown.

(1) Initiated by the PC. Should the PC observe a problem requiring immediate engine shutdown, he/she shall get the pilots attention ASAP and display the trouble "T" signal formed by his hands (or wands). This shall immediately be followed by his pointing to the engine(s) with his left hand (or wand) and with his right giving several rapid cut signals. The pilot shall respond by immediately securing the engine(s). Should there be a fire, hand (or wand).

(2) Initiated by the pilot. The pilot shall immediately secure the engine(s) per reference (b).

307. CHECKLISTS. All aircrew, regardless of seat position, are responsible for ensuring checklists are completed properly.

a. Checklists shall be completed in the following manner:

(1) Before Takeoff: ECMO 1 shall challenge the pilot and the backseat personnel with each item and they shall report completion.

(2) <u>Climb</u>: Shall be completed as briefed by the crew.

(3) <u>Descent</u>: ECMO 1 shall initiate and verify completion of the checklist.

(4) Landing: The pilot shall initiate and verbalize completion of all items on the checklist. ECMO 1 shall verify completion.

(5) After landing: ECMO 1 shall ensure that either the pilot or himself complete each item on the checklist.

b. ECMO 1, in addition to reading the required checklist, shall ensure correct responses from all crewmembers and verify those items that can be visually checked.

c. The challenge and reply method shall be employed during emergencies, utilizing the appropriate checklist.

d. All HARM checklists shall be completed as challenge and reply.

e. On early CAT I flights (PF-1 to PF-6, NF-1 to NF-5) the BEFORE TAKEOPF checklist shall be accomplished in the hold short area of the runway in use.

308. TAKEOFF

a. All field takeoffs may utilize the 20 degree flap position unless:

(1) Calculated takeoff speed is 30 KIAS or greater than max. abort speed.

(2) Calculated takeoff speed (KIAS) will exceed max nose tire ground speed (175 Kts. GS).

(3) Greater than 5000' MSL elevation.

(4) Standing water is present on the runway or braking action determined to be fair, poor, or nil.

(5) Runway length is 8000' or less without long-field arresting gear available.

b. ECMO 2 and 3 shall ensure the scanner is off and the DDI brightness turned down before taking the duty runway. Their attention must be exclusively focused on the takeoff/instruments.

c. After aligning aircraft on the runway, crosscheck compasses. Advance throttles to 85%, allow engine RPM to stabilize, observe the EGT, fuel flow, oil pressure, and hydraulic pressure gauges. Check that all flight controls are unrestricted (be alert not to engage NWS during rudder wipeout to prevent cocked NW and swerve on initial take-off roll) and all caution and warning lights are out. Simultaneously release brakes and advance throttles to max power. Check RPM, EGT, and fuel flow (and EPR as applicable) are within limits. Use nosewheel steering until rudder becomes effective at approximately 80 KIAS. Check line speed within tolerances and rotate the aircraft to fly away attitude 5 knots prior to takeoff speed.

d. After takeoff, turns greater than 10 degrees AOB will not be initiated prior to flaps/slats up and 250 KIAS. If the departure dictates an immediate turn this shall be done flaps down.

e. Takeoff Abort Criteria. The takeoff phase of flight is critical in that it affords the aircrew a very short period of time in which to decide and react. Before man-up, the aircrew shall determine and brief the best course of action to be taken in any critical situation. The following items shall be covered during the brief:

- Flap position (20 degrees or 30 degrees)
- Calculated line speed
- Minimum Go speed
- Maximum abort speed
- Maximum brake speed
- Single engine performance
- Takeoff speed and distance
- Availability and location of arresting gear and overrun gear
- Surrounding terrain and obstructions

Note 1: The decision to abort high speed should not be taken lightly. The accepted method for establishing abort criteria is to use a high speed/low speed cutoff based upon current gross weight, flaps 20 degrees/30 degrees and runway conditions.

(1) Low speed - 100 KIAS is normally the cut-off for low/high speed abort criteria but with certain configurations and fuel loads (i.e., light load for FCLP), this may be as high as takeoff speed. Aircrew shall abort at low speed for anything abnormal except the following caution lights:

- IFF

- Oxygen

- Anti-Skid

- ATTD REF

- DFCS (if applicable)

- FUS FUEL HIGH PSI

(2) High speed - Aircrew shall abort high speed for the following:

(a) Engine Fires: If any fire or temp warning light in the cockpit comes on, a wingman or tower reports the aircraft on fire, or excessive smoke or fumes in the cockpit.

by:

(b) Engine Failures or Impending Engine Failures, as indicated

- Fuel PSI or Fuel Filter Lights

- Oil Pressure out of limits

- Abnormal Engine noises (bangs, chugs, etc.) - Engine Tapes rolling back

(c) Failure to achieve line speed within 10 percent of calculated which could be an indication of poor engine performance.

(d) Hydraulics: Loss of one pump from each system (i.e. one (or more) combined and one (or more) flight).

(e) Un-commanded change in aircraft configuration indicated by permanent change in the upper half of the IPI or a visual verification that the slats or flaps are not at the proper takeoff setting.

(f) The aircraft fails to rotate normally during the takeoff run.

(g) Dual generator failure - Consider current weather conditions and the loss of Speedbrakes, Nosewheel Steering, Anti Skid, and Flaperon popups before determining whether to abort high speed.

309. CLIMB-OUT/ARRIVAL AIRSPEEDS. Climb out airspeed will be 250-300 KIAS, as briefed. A wingman performing a running rendezvous is authorized 325 KIAS. On arrival, maintain a maximum airspeed of 250 KIAS when descending below 10,000' MSL until entering the airport traffic area (i.e. six mile initial), then accelerating to no greater than 350 KIAS for the break.

310. ICING AVOIDANCE. Use reference (b) procedures for penetration of icing conditions. Avoid prolonged flight in icing conditions. Consider rapid climb or descent through the icing conditions. If you unexpectedly pick up a significant amount of ice, squawk emergency (7700) and climb to an altitude above the visible moisture to allow the ice to sublimate, rather than break off in chunks and FOD the engines.

311. RADAR ALTIMETER PROCEDURES. The radar altimeter is the only viable ground proximity warning system in the Prowler. Sounding of the LAWS tone at any time shall be regarded as a command to pull up and/or for the pilot to verbally acknowledge the sound and briefly state his intentions. All aircrew shall challenge the pilot if he fails to do so. If the aircraft is to remain at a lower altitude, the LAWS bug shall be adjusted to 10 percent below the lower altitude.

a. The radar altimeter shall be on at all times when the aircraft is airborne, except during periods of equipment malfunction. A fully operational radar altimeter, including LOW/ALT warning light and low altitude aural warning alarm for all crewmembers is recommended for all flights and is required for all night/IMC/BAM/BFMC/low altitude (less than 1500 ft AGL)/Carrier based (CQ) flights unless waived by the Commanding Officer.

b. The pilot shall verbally notify the crew of any changes in the radar altimeter setting.

c. LAWS Setting:

(1) Takeoff/Launch

(a) Shipboard - 40.

(b) Ashore - 400' or instrument approach minimums.

(2) Climbout — after takeoff or low level. Step up passing 1,500', 3,000' and 5,000' AGL.

(3) High altitude  $-5,000^{\circ}$ .

(4) Penetration/Approach - Passing 5,000' set to 10 percent below cleared altitude.

(5) Landing

(a) Shipboard - 375' or as briefed.

(b) Ashore - HAA/HAT, as appropriate.

(6) FCLP - 375' or as briefed.

(7) Low level/altitude - 10 percent below intended low level altitude TAW reference (f).

312. FUEL DUMPING. References (a) and (b) specify a minimum altitude of 6,000 feet AGL for fuel dumping under normal circumstances. Except for emergencies and carrier operations, fuel dumping is prohibited in the landing pattern. In lieu of fuel dumping, heavy weight passes to low approaches may be utilized. Per reference (d) in the local flying area fuel will only be dumped overhead Smith Island at or above 8000 MSL unless an actual emergency good headwork dictate.

313. ENGINE FUEL MASTERS AND GENERATOR SWITCHES. Because of the potential for inadvertently shutting down a good engine, all actions taken with the engine fuel master switches or generator switches shall be deliberate. When actuating these switches, the pilot and ECMO 1 shall cross check each other's actions to ensure proper operation.

314. ABROBATICS. All aerobatics shall be thoroughly briefed before flight. Reference (h) limitations apply. The following maneuvers are not permitted in COMVAQWINGPAC aircraft or by VAQ-129 aircrew:

a. Loops, Half Cuban 8's, Immelmanns. In general, avoid attitudes greater than 60 degrees nose up.

b. Split "S" and dynamic zoom maneuvers shall be performed only during scheduled/briefed BAM sorties.

315. INTENTIONAL STALLS. Intentional stalls shall not be performed in VAQ-129 aircraft. Demonstrations and practice will be carried only to an approach to stall where an immediate recovery shall be initiated.

316. AFCS/DFCS. To prevent spurious control inputs at low altitude and during critical phases of formation flights these procedures shall be followed:

a. Engage AFCS STAB AUG at or above 1000 feet AGL, except when turning downwind after a catapult launch or launch into the FCLP pattern. Good judgment and caution should prevail. DFCS equipped aircraft should takeoff with STAB AUG engaged.

b. Formation Flight in AFCS/DFCS modes other than STAB AUG is prohibited when aircraft are closer than 1000 feet.

c. If aft cockpit is unoccupied, power to AFCS will be secured during AFCS Emergency by securing both generators and deploying the RAT IAW NATOPS.

317. LOW LEVEL OPERATIONS

a. VAQ-129 low-level flights are restricted to NO LOWER THAN 500 feet AGL. Below 1000 feet AGL in the clean configuration, the minimum airspeed is

b. FRP maneuvering G limits are 0 to +4.

318. LANDING. During the landing phase, the pilot shall verbally confirm that gear and flaps are selected to down position. The pilot and ECMO 1 shall visually confirm that the slats are in transition and, prior to 200 KIAS, confirm that the stab has shifted, calling it over the ICS. ECMO 2 and 3 shall visually confirm slats are in transition and notify the pilot of any slat malfunction.

a. Full stop landings. Ashore full stop field landings should use the 30 degree flap position unless in an emergency situation. Additionally, all practice section approaches shall utilize 30 degree flap position.

b. Carrier Arrestments. Flap setting shall be determined in accordance with EA-6B Wind over Deck requirements. All aircrew should expect to land with the 20 degree flap position selected unless directed by the controlling LSO.

c. Touch and Go's. FRPs should fly as many touch and go landings as possible on return to NAS Whidbey Island (or other location if on detachment) (fuel, time and divert weather permitting), to gain proficiency for follow on expeditionary field and carrier qualifications. The 20 degree flap position may be used for FCLP landings and touch and go's. If the 20 degree flap setting is desired, the aircraft will climb to pattern altitude and accelerate to 185 KIAS. Then in straight and level flight, the pilot will move the flap lever from the 30 degree position to the 20 degree. Pay close detent.

d. Landing fuel. Consideration shall be given to weather conditions and bingo requirements when calculating landing fuel. Ashore, all full stop landings shall be planned to occur with at least the minimum fuel required to reach the closet suitable divert, but in no case lower than 2000 pounds.

e. Aerodynamic braking should be performed to minimize brake wear except during conditions where the crosswind component exceeds 10 knots. Upon touchdown retard the throttles to idle; lower the nose (do not drop) until flaperons pop up, then raise nose to no more than 17 units AOA for aerodynamic braking; maintain directional control with the rudders down to

f. At NAS Whidbey Island, the high speed turn off (end of runway 14; taxiway N) and the angle off (end of runway 25; taxiway M) may be used by all pilots in accordance with local course rules if they have the aircraft under complete control prior to the turn out and excessive braking is not required to use the high speed turnoff. When in doubt, roll to the end of the runway. Notify tower if unable high speed turnoff and full runway is required.

G. Deceleration Milestones. In an effort to help aircrew decide if the aircraft is not decelerating properly, the following guidelines are established for NAS Whidbey Island (KNUW) operations: These guidelines may not be applicable at other airfields. Detailed pre-flight planning is essential to determining deceleration milestones.

Less than 100 KTS with 5000 ft of runway remaining.
 Less than 80 KTS with 4000 ft of runway remaining

If the aircraft is going faster than these guidelines and/or is experiencing braking difficulties (i.e.: anti-skid failure, brake failure, standing water, ice on the runway, etc), the aircrew should consider executing a roll and go or taking a long field arrestment. A roll and go should be initiated no later than 3000 ft of runway remaining and no slower than 60 KIAS, otherwise the aircrew should execute a long field arrestment. The pilot must always advise the crew if he has the aircraft under control.

319. SECURING ENGINES ON DECK. Under <u>normal</u> circumstances, pilots flying VAQ-129 aircraft will keep both engines operating while taxiing back to the line. The high power settings required for single engine taxi increases the probability for FOD.

## CHAPTER 4: FORMATION FLIGHTS

401. FLIGHT RESPONSIBILITY. The formation lead designated on the flight schedule is responsible for safe and proper conduct of the flight, regardless of his position as wingman or lead during the flight.

403. PROCEDURES. The procedures described in reference (b) shall be reviewed prior to conducting formation operations. Reference (g) also proscribes specific procedures. The following additional procedures apply:

a. Brief. Preflight preparation and a quality brief are the keys to a good formation flight — especially in the case of flying student aircrew. All aspects of formation operations shall be thoroughly briefed by the flight lead using the NATOPS Pocket Checklist or e-brief.

b. Section Takeoffs. The brief for formation flights shall cover the responsibilities of each pilot and each ECMO in detail, with emphasis on hand signals and NORDO procedures.

c. Weather Criteria

(1) Departure - Field weather must be at least circling minimums to conduct a formation takeoff. For a running rendezvous, the formation must be able to join comfortably prior to entering an overcast layer.

(2) Extended IMC with the FRP as wingman is not permitted prior to PF-14. Transitory IMC conditions are acceptable, but the lead must strive to avoid potential lost sight situations as well as IMC configuration changes.

(3) Division flights shall not be conducted at night or in IMC conditions.

(4) Except for an emergency, a FRP shall not fly as wingman during a section approach in IMC conditions. On penetration, the weather at the field must be 3000/5 or better with a FRP as wingman. Configuration changes with a FRP as wingman should not be conducted in IMC conditions.

(5) Staff pilots require circling minimums to conduct a section approach. IMC configuration changes and flight are permitted with a staff pilot as wingman.

d. Section Takeoff

(1) Section takeoffs shall not be attempted in any of the following conditions prohibited by references (b) and (f). Additionally the following conditions shall be met. Note: A good rule of thumb for actual section takeoff roll is 1.2 x calculated takeoff roll for a single aircraft.

(a) The pilot of the lead aircraft must be a section-qualified instructor, or an IUT pilot flying their PIF-4.

(b) Staff pilot must be EA-6B NATOPS qualified and current. Student pilots shall be PF-8 complete prior to first section takeoff IAW ref (b) and the student guide.

(c) Runway dimensions must be at least 8,000' by 150'.

(d) Minimum gross weight for FRP's is 47,000 lbs.

(2) The flight will complete a positive pilot to pilot radio check prior to taking the runway for takeoff.

(3) ECMO 1's responsibilities during section takeoff roll. Reference (b) describes a section take off in detail. The scan responsibilities of ECMO 1 in each aircraft will focus where the pilot cannot. The lead's ECMO 1 will monitor the wingman's progress throughout the takeoff roll and clean-up advising the lead pilot of acute or sucked positioning of wing aircraft. The wingman's ECMO 1 will concentrate his scan on the gauges and caution/warning lights. Make the following calls unless briefed otherwise: off the peg, 80 knots, line speed, high speed and rotate.

(4) Once the flight reaches VMC conditions above 1000 feet AGL the wingman will take a cut away prior to selecting STAE AUG.

(5) Aborts. If one aircraft aborts after brake release, the other aircraft will continue its takeoff roll. The aborting aircraft will call, "Aborting" on tower/departure frequency and once clear of the wingman steer to the center of the runway to stop the aircraft. In the unlikely event that both aircraft abort, the aircraft furthest down the runway must pass up the long field arresting gear, unless cleared by the trailing aircraft. Avoid extraneous transmissions by the trailing aircraft as they may be interpreted equipment and options available will optimize crew actions in such a unique situation.

e. Minimum Interval Takeoff (MITO). If an interval takeoff is planned, MITO for the EA-6B shall be 10 seconds plus 1 second per 1,000 feet of field elevation. All aircraft may take the runway if ACFT spacing and FOD concerns are addressed. The lead shall take the downwind side of the runway. If a MITO is not feasible due to weather and formation flight is still intended, each aircraft shall request individual clearances and join the formation cnce

f. On departure, turns greater than 10 degrees AOB shall not be initiated until cleaned-up, isolated and above 250 KIAS. No turns should be initiated below 500 ft. If the departure procedure dictates an immediate turn, do it with the flaps at 30 degrees.

g. Climb out will be at 300 KIAS. Aircraft joining in a running rendezvous may join at up to 325 KIAS.

h. Rendezvous. Rendezvous shall be completed per reference (b).

(1) All rendezvous shall be completed with wingmen in echelon on the outside of the turn. The lead will put the flight in cruise when

(2) Circling rendezvous will be conducted at 300 KIAS, unless otherwise briefed.

i. Lost Sight Procedures. If the wingman loses sight of the lead he shall immediately transition to an instrument scan, transmit "lost sight," and perform the following appropriate action without delay.

(1) If flight is climbing, wingman level off.

(2) If flight is descending, wingman level off.

(3) If flight is turning away from wingman, wingman level wings.

(4) If flight is turning into wingman, wingman must overbank (greater angle of bank than lead was using for the turn) until lead acknowledges on radio "lead's wings level, heading XXX." The wingman shall rollout 30 degrees past the heading called-out by the lead.

(5) If flight is straight and level wingman shall take a cut away.

(6) In summary, the lead remains predictable and continues to the assigned heading/altitude. The wingman shall establish appropriate altitude and/or heading separation, keeping in mind emergency and minimum safe

j. Lead changes. Due to the potential for mid-air collisions, lead changes must be precisely controlled maneuvers. Lead changes shall occur in straight and level flight using the following procedures:

(1) The prospective lead will be crossed to the left side of the formation.

(2) Day. The lead "pushes" the prospective new lead forward using hand signals. Once the wingman is abeam the lead, the lead will be exchanged via standard hand and arm signals. This is done to facilitate the new wingman assuming the wing position and to allow any other aircraft on the right wing to quickly acquire and fly form on the lead.

(3) Night. Lead changes will always be accomplished using radio communications between pilots. The movement of aircraft is the same as the day. The lead transmits "Push it up" and the wingman begins moving forward from parade. The lead will transmit, "(Callsign), you have the lead on the left." The new lead will reply, "(Callsign)'s has the lead on the left." The old lead will turn on his anti-collision light and the new lead will turn his off.

(4) NORDO Night. The lead will "push" the wing forward using a horizontal motion with a flashlight. The lead will turn on his anticollision light to signify his intent to pass the lead. The wing will turn off his anti-collision light to acknowledge taking the lead.

k. Section Approaches

(1) At least one pilot in the formation shall be a designated VAQ-129 section lead and shall be EA-6B NATOPS qualified and current.

(2) The wingman will always fly on the right side of the lead.

(3) Section landings shall not be performed.

(4) Procedures: Before commencing a section approach the lead aircraft shall obtain a fuel check.

(a) A high altitude penetration or en-route descent will be accomplished with the lead aircraft at no less than a 75% RPM setting. (This provides the wing aircraft enough rpm to maintain position as required.)

(b) All section approaches shall be flown utilizing the 30 degree flap setting. Configuration changes will be initiated by the lead, either via hand signals or over the radio. At 250 KIAS, the lead ECMO-1 shall give a continuous two circle preparatory command, pause with his arm raised and then drop his arm below the canopy bow. At that time, the pilots of both aircraft shall lower the landing gear handle and select 30 degrees on the flap lever, the lead pilot will pause momentarily between the landing gear the time of dirty-up. 150 KIAS shall be maintained in the pattern until established on final approach course, angle of bank used will be consistent with safety but no more than 30 degrees

(c) Once established on final approach course, the lead aircraft shall slow to calculated wingman "onspeed" airspeed, plus 5-10 knots. The lead ECMO 1 will monitor the wing aircraft's approach light and call for acceleration if it ever indicates "onspeed" (amber). If the speedbrakes weren't already extended, they will be extended at or prior to intercepting glideslope.

(d) The lead aircraft shall drop off his wingman at 400 feet AGL and/or on the ball, but in no case lower than 200 feet AGL. A touch-and go landing shall be signaled by a pat the dash and "kiss-off" signal by the lead ECMO 1, a positive left breakaway by the lead aircraft and the speedbrakes retracted. At night this will be signaled by the lead's anti collision light illumination.

(e) The lead shall maintain a position where ECMO 1 can maintain visual contact with the wingman at all times. Upon completion of the wingman's touch and go, both aircraft will raise their landing gear and lead will maintain 150 KIAS. The wingman will execute a flaps down/slats out running rendezvous with the lead aircraft. Once both aircraft are comfortably joined, the lead will accelerate to 185 KIAS. Once 185 KIAS has been obtained, the lead will signal and raise the flaps/slats, while complying with the departure instructions.

(f) Section wave-offs will be initiated by the lead aircraft. Power will be added smoothly and speed brakes retracted. The wingman will recognize this as a wave-off and will maintain position on the lead as a positive rate of climb is established. Once both aircraft are climbing away from the runway, the lead will raise his landing gear without signal. The wingman will automatically raise his landing gear upon noticing the forward main landing gear doors open on the lead aircraft. At a minimum of 185 KIAS, lead will signal and raise the flaps/slats.

(g) Lead changes in the GCA pattern will be accomplished on the downwind leg in straight and level flight.

(h) At night the dirty up signal shall be performed with a flashlight. All speedbrake changes shall be performed over the radio.

1. Landings (Section/Division). The lead aircraft of all formation flights making full stop landings will land on runway centerline with at least 4,000 foot intervals. Each aircraft will cross to the inboard side of the runway when less than 80 KIAS and brakes have tested good, leaving the outboard side of the runway open for aircraft with difficulties. The standard break will be a 3-second break to ensure the required interval is attained. Fan breaks are authorized but shall be thoroughly briefed ahead of time.

m. Division Takeoffs. In addition to the procedures found in the Section Takeoff paragraph, the following procedures will be executed:

(1) During a division takeoff, separate section takeoffs may be executed, provided only two aircraft at a time are on the runway. This restriction also applies to three-plane division takeoffs whereby the first two aircraft takeoff as a section and the third aircraft executes a running rendezvous.

(2) The maximum number of aircraft on the runway is three. If the runway width is less than 200 ft, the maximum is two.

(3) Formation flights will transit in tactical formation (i.e. combat spread or TACWING) to the maximum extent possible to enhance tactical training and visual lookout. Formation turns and positions are standard per reference (b) and the PF/NF flight guides.

### CHAPTER 5: SIMULATED EMERGENCIES

501. CIRCUIT BREAKERS. In the aircraft, simulated emergencies will be initiated and completed only as outlined in VAQ-129 PF/NF guides. Circuit Breakers shall not be pulled to simulate an in-flight emergency.

502. APPROACH TO STALL SERIES. Shall be performed per PF/NF guides and ref (f).

503. SIMULATED LANDING EMERGENCIES. Shall be performed per the PF/NF guides under the following restrictions:

a. FRP practice no flap/no slat and single engine approaches shall be flown from the GCA (PAR/ASR/ACLS/ILS/ICLS) pattern or a TACAN straight—in and shall not be completed from or into the tower pattern. At airfields with no GCA pattern staff pilots may choose to use a "self contained" straight—in approach with a minimum of three mile final leg.

b. NATOPS emergency procedures shall be fully briefed prior to executing either approach and the PCL shall be utilized to execute them.

c. The weather must be at least basic VFR (1000/3).

d. These approaches shall not be flown at night or at airfields with elevations greater than 2000' MSL.

e. No flap/no slat (NF/NS) approaches.

(1) The maximum gross weight for a NF/NS touch and go flown by a CAT I or II FRP is 42,000 lbs. The maximum gross weight for a NF/NS touch and go for a staff pilot or returning CAT III/IV/V/IUT pilot is 44,000 lbs. Practice NF/NS low approaches may be flown up to 45,500 lbs.

(2) The crew must be constantly aware of the decreased stall margin, and shall maintain a minimum of 200 KIAS until on final. Angle of bank shall not exceed 30 degrees.

(3) A touch and go landing may be performed provided the 175 knot ground speed limitation is not exceeded. Otherwise, a low approach shall be performed. No flap/no slat practice approaches shall not be flown to a full stop.

(4) The brief for this maneuver shall include discussion of wave-off technique, corrections from above and below glideslope, gear retraction speed limits and the effect of density altitude on aircraft performance.

(5) Touchdowns in excess of 1000 FPM should be avoided.

f. Simulated single engine approaches.

(1) The maximum gross weight for a simulated single engine touch and go flown by a CAT I or II FRP is 42,000 lbs. For a staff pilot or returning CAT III/IV/V/IUT pilot, a simulated single engine touch and go may be flown up to 45,500 lbs. Student simulated single engine low approaches may be flown up to 45,500 lbs.

(2) A minimum airspeed of 150 KIAS shall be maintained until on final. Angle of bank shall not exceed 30 degrees.

(3) The brief for this maneuver shall include wave-off technique, the propensity for excessive sink rates developing when correcting for an aboveglideslope condition, the engine spool-up time required after making an aggressive power reduction and the effects of density altitude on aircraft prohibited.

## CHAPTER 6: CARRIER QUALIFICATION GUIDANCE

601. EA-6B CARRIER QUALIFICATION GUIDELINES. Category I Fleet Replacement Squadron (FRS) student pilots shall have 19 syllabus events (approximately 38 flight hours) complete prior to starting the Carrier Qualification syllabus and minimum of 65 flight hours prior to crossing the aircraft carrier ramp. Category II FRS student pilots, due to their shortened flight syllabus, shall have 15 syllabus events (approximately 30 flight hours) complete prior to starting the Carrier Qualification syllabus and a minimum of 60 flight hours prior to crossing the aircraft carrier ramp. This limit exceeds EA-6B NATOPS flight hours minimum of 50 flight hours prior to crossing the aircraft

## CHAPTER 7: AIRCRAFT EQUIPMENT REQUIRED FOR FLIGHT

701. AIRCREW RESPONSIBILITY. All aircrew and maintenance personnel shall adhere to these guidelines. The list is not intended to be all inclusive, but covers <u>minimum</u> equipment required. If the crew determines that other systems are necessary to complete the sortie, the aircraft will not be flown. Only the Commanding Officer can authorize exceptions to this SOP.

702. EQUIPMENT REQUIRED FOR FLIGHT. Per references (f) and (i), the following equipment is required for day/VMC flight:

AFCS/DFCS STAB AUG (NOTE 3) AIR CONDITIONING COCKPIT SWITCH AIR CONDITIONING MASTER SWITCH AIRSPEED INDICATOR (FWD C/P) ALTIMETER, PRESSURE (FWD C/B) ANNUNCIATOR LIGHTS PANEL ANTI-COLLISION LIGHT (ONE) ANTI-SKID (NOTE 1) AOA INDICATOR ATTITUDE REFERENCE - EADI OR ARI BLEED AIR VALVES (ALL 3) BRAKES (NORM & AUX) CABIN DUMP CANOPY ACTUATION (NORM, AUX AND JETT) CDNII CLOCK(FWD C/P) COCKPIT PRESSURIZATION COMPASS, STANDBY DEFOG EJECTION SEATS (ALL MANNED SEATS) ELECTRICAL SYSTEMS (BOTH GENS AND RAT) ENGINES AND CONTROLS ENG INSTRUMENTS (EXCEPT PT GAUGES) ENVIRONMENTAL CONTROL SYSTEM FIRE WARNING SYSTEM FLAPERON POP-UP (NOTE 1)

FLAPS/SLATS (NORM AND EMERG) FLIGHT CONTROLS FUEL DUMP FUEL QUANTITY INDICATOR (NOTE 2) FUEL TRANSFER/PRESSURIZATION HEADING REF (EADI OR EHSI) HOOK HYDRAULIC SYSTEMS - ALL ICS - ALL MANNED SEATS IFF - MODES 3 AND C (1 PER SECTION) IPI LANDING GEAR (NORM AND EMERG) NOSEWHEEL STEERING OXYGEN (GOOD FLOW ALL MANNED SEATS) PITOT HEAT PRESSURE VSI RAT (DEPLOYABLE) SPEED BRAKES SPIN ASSIST SURVIVAL EQUIPMENT (EMERGENCY 02) STALL WARNING HORN STORES JETT (NORM AND EMERG) TRIM AND INDICATORS TURN/SLIP INDICATOR (FWD 0/P) UHF RADIO (MIN 1) WHEEL BRAKES (NORM AND AUX) YRI

703. EQUIPMENT REQUIRED FOR NIGHT/INC FLIGHT. In addition to the equipment listed in 602, the following equipment is required for flight in night or IMC conditions:

AFCS/DFCS (NOTE 4) ARI AND 1 EGI attitude reference EADI, EHSI, DSDC ENGINE ANTI-ICE LIGHTS - POSITION AND COCKPIT RADAR ALTIMETER TACAN TAXI LIGHT WINDSHIELD AIR 704. EQUIPMENT REQUIRED FOR SHIPBOARD OPS. In addition to the equipment listed in paragraph 602 above, the following equipment is required for shipboard OPS:

AFCS/DFCS (NOTE 4) APPROACH LIGHTS (EXTERNAL & INTERNAL) IN-FLIGHT REFUELING RADAR ALTIMETER STRUT LOCK WINGFOLD

Note 1: Not required for shipboard Operations. Note 2: If the main fuel quantity is more than 500 lbs. off, the jet is down. Selectable fuel quantity accuracy is a crew decision, based on the aircraft's fuel load and the mission to be flown. Note 3: AFCS/DFCS is not required for day/VMC shorebased flight. However if a successful DFCS STAB AUG IBIT is not achieved, do not fly with STAB AUG on. Note 4: AFCS/DFCS is required for shipboard operations, in night or IMC flight and during tanking operations. At a minimum, a successful DFCS STAB AUG IBIT is required.

705. EQUIPMENT REQUIRED FOR LOW LEVEL/BAM OPS. In addition to the equipment listed in paragraph 602 above, an operable radar altimeter is required for low altitude operations (less than 1500 ft AGL). If at any time on the route the radar altimeter is determined to be inoperable, the crew shall climb off the route and terminate low altitude training.

706. EQUIPMENT REQUIRED FOR TANKING. If at any time while tanking the STAB AUG function is determined inoperable, the crew will discontinue tanking (note 4).

## CHAPTER 8: HOT REFUELING/HOT SEAT PROCEDURES

801. HOT REFUELING. The starboard engine shall be secured for hot refueling and no maintenance will be performed while fuel hose is attached to aircraft. Ashore, the starboard engine will be secured prior to entering the refueling area. Aboard ship, procedures will be in accordance with the ship's SOP.

a. Outboard wings shall not be hot refueled when folded.

b. Hot refueling is not permitted after in-flight refueling until a visual inspection of the refueling probe is complete.

c. Line personnel shall take control of the aircraft and check for hot brakes prior to the aircraft being taxied into position for hot refueling.

d. The aircrew shall complete the Hot Refueling Checklist and brief emergency procedures prior to refueling.

e. Ejection seats shall be safed, sleeves rolled down and oxygen turned off. Both canopies shall be closed any time a refueling hose is attached to the aircraft. Whether to remain strapped in or not is a crew decision but all members of the crew will be the same. Additionally, all unoccupied seats shall be pinned prior to entering the hot pits.

f. A "cut" signal from the aircrew and/or turning off the Fuel Ready Switch signals the ground crew to cease pumping.

g. The aircraft shall be directed to an appropriate area for starboard engine restart and point checks prior to being released for launch. Call Ground Control to utilize any taxiway en-route to restart area.

h. If hot refueling at an airfield other than NAS Whidbey, the crew must determine if the ground crew is familiar with the EA-6B. If uncertain, ECMO 2 or 3 shall deplane to assist in refueling.

1. The pilot shall return the Fuel Ready switch to the "OFF" position after hot refueling is complete.

802. HOT SEATING. Specific regulations are covered by reference (h). Additional guidelines include:

a. Aircrew shall not climb across the cockpit while switching unless specifically authorized by the Commanding Officer for FCLP demonstration crew switches. Aft cockpit aircrew may exit/enter the aircraft while both engines are operating. If both front seat aircrew must be switched, the appropriate engine will be shut down to facilitate egress of aircrew from that side. The engine will then be restarted and the opposite engine secured prior to switching out the second aircrew member.

b. Pilots shall not deplane unless the switch pilot is immediately available.

## CHAPTER 9: FUNCTIONAL CHECK FLIGHT

901. FCF CREW QUALIFICATION. An FCF crew shall consist of three crewmembers. Both front seat crewmembers must be designated FCF qualified in writing by the Commanding Officer. Qualification requirements include:

a. A minimum of 300 hours in EA-6B/A-6 aircraft. This requirement may be waived by the Commanding Officer.

b. Successful completion of an FCF written test.

c. Successful completion of a two hour WST covering normal FCF procedures and some representative emergencies that might occur during an FCF. This requirement can be waived for aircrew that report to VAQ-129 from a fleet EA-6B squadron FCF current.

902. PROCEDURES. Upon completion of maintenance action(s) requiring an FCF, Maintenance Control will notify the Operations Duty Officer (ODO) that the aircraft is ready for flight. Takeoff times may be listed as TBD on the flight schedule until the crew briefs.

a. Weather. FCF's shall be conducted in VMC weather conditions, as outlined in paragraph 3.1Q of reference (a), unless specifically waived by the Commanding Officer.

b. Configurations

STANDARD*	<u>PCF "A"</u>	FCF "B"	<u>FCF "C"</u>	FCF "D"
	no stores	3 drops	3 drops	any stores
	15.4	15.4	15.4	any fuel load
ACCEPTABLE*	no pods	no pods	any stores	any stores
	13.6-21.4	8.8-21.4	8.8-21.4	any fuel load

* Deviations from above configuration must be approved by Commanding Officer.

C. QA Briefing. FCF crews shall receive a detailed brief on the aircraft from a Quality Assurance representative prior to man-up.

d. Plane Captain Briefing. The unique preflight checks of an FCP require that the pilot brief the plane captain during man-up (i.e. igniter checks and electrical flaps/slats). This ensures that all personnel clearly understand the procedures to be used.

e. Flight Plan Filing. At NAS Whidbey Island, call Base Operations on 350.1 to put an FCF1 or FCF2 route on request prior to calling for clearance.

f. FCF Checklist. Crews conducting FCF's shall utilize reference (j) This checklist does not provide a detailed description of how to perform the functional checks, but only a record to ensure each task is completed. Reference (b) describes each check in detail. Specific operating parameters shall be recorded whenever required.

g. "Check and Go" flights may be authorized in unique circumstances to complete a syllabus event with a staff pilot and an experienced ECMO 1. They must be specifically authorized by the Commanding Officer and the check flight requirements must be completed before conducting the syllabus event. This only applies to C or D profiles.

h. FCF "C" and "D" flights and "Check and Go" flights returning up and FCF complete may not HP/HS into subsequent syllabus events unless specifically waived by the Commanding Officer.

## CHAPTER 10: PC HAND SIGNALS

## 1001. TROUBLE SHOOTER HAND SIGNALS

a. Standard trouble-shooter signals shall be used on deck and should always be preceded by an upright "T" formed with two open hands. This signal should be held stationary until positively acknowledged, before proceeding to one of the following specific troubleshooter signals:

		the main of the first of the fi	
TROUBLESHOOTER AD	SYSTEMS Powerplant, Oil, Fuel	DAY 2 finger turn up signal at head level	NIGHT (DECK PERSONNEL) Same using 1 wand
AE	Electrical, CSD/GEN, AECS, Instruments	Two fingers pointing at the eyes	Both wands pointing at the eyes
AME	Seat, Oxygen Environmental	Hand cupped Vertically over nose and mouth like an oxygen mask	l wand held vertically under the nose
АM	Airframe Hydraulics Flight controls	Both fists together making a twisting motion	Same using both wands
AO	HARM, Racks, Chaff/Flares	Cocking motion of "gun' with one hand	2 wands held side by side like a shotgun
AT	CDI,TJS, INS, GPS, ACLS/ILS	Both fingers pointing at ears	Same with 1 wand

b. Other miscellaneous signals:

Plug-in the Trouble-shooter	DAY One finger 'plug' into open vertical palm	NIGHT Same using 1 wand 'plugged' into palm
rrouble-shooter	into open vertical palm	'plugged' into palm.

1002. DFCS IBIT HAND SIGNAL.

a. The IBIT hand signal is the right fore-arm held vertically making a circular wipeout motion with the left arm intersecting perpendicular at mid-forearm. This differs from the normal wipeout signal in that the left arm intersect mid-forearm vice at the elbow. At night the same signal shall be used but with light wands replacing hand placement and movement.

## CHAPTER 11: BASIC AIR MANEUVERS

1101. BAM PROGRAM MANAGER

a. The Electronic Attack Weapons School (EAWS) is the Model Manager for the PWTP syllabus. In VAQ-129 the BAM phase has been established in the Tactics phase. The program will be managed by the BAM phaseheads, which should consist of qualified PTI's/WTI's (Prowler Tactics Instructors (USN)/Weapons and Tactics Instructors (USMC)). Instructors must qualify in classroom and trainer instruction, Basic Air Maneuvering (BAM)

1102. QUALIFICATION STANDARDS

a. The following requirements must be completed for Basic Air Maneuvering Instructor (BAMI) qualification:

(1) BAM Ground School.

(2) Instruct a BAM class during a CAT I BAM lecture series.

(3) Complete a BAM simulator with a VAQ-129 qualified BAMI.

(4) 1 BAM flight with a VAQ-129 qualified BAMI.

(5) Recommended by all individuals listed on VAQ-129 BAM Instructor Nomination Letter (FORM 3510/P/E end. (2)and (3)).

b. The BAMI designations remain valid as long as the individual remains in the command. For a BAM flight, an instructor must have completed a BAM simulator or flight within the last 180 days. The pre-requisite academics must have been completed prior to the BAM simulator

#### 1103. STUDENT QUALIFICATIONS

a. Students will complete the prescribed academic syllabus prior to simulators or flights. Once complete with ground school, students will fly a BAM simulator; in order to fly the BAM flight, student FRP's and FRECMO's must have flown within the last 15 days and had the BAM simulator within the last 60 days.

b. Target "G" for all student FRP/FRECMO BAM sorties will be 4.0.

1104. CREW COMPOSITION FOR BAM QUAL. BAM shall be flown with either a BAMI pilot in the left front seat or a BAMI ECMO in the right front seat. The aircrew being qualified shall be in the front cockpit.

1105. ACM MANUEVERS. The following maneuvers are considered ACM maneuvers and shall only be performed on scheduled BAM sorties:

a. SAM Counter tactics Maneuvers I/II/III.

b. SAM evasive maneuvers.

c. Split "S."

d. Dynamic Zoom.

### CHAPTER 12: NIGHT VISION DEVICES

1201. NVD PROGRAM MANAGER. The NVD Program Manager is designated by the CO of VAQ-129 and is delineated in reference (1). The NVD Program manager is responsible for ensuring that the appropriate number of High-altitude Followon Instructor (HFI), Night Vision Device Instructor (NVDI), and NITE Laboratory Instructors are qualified to support both VAQ-129 production and CVWP support.

1202. QUALIFICATION STANDARDS

a. The following requirements must be completed for HFI, NVDI and NITE Laboratory Instructor qualifications delineated in reference (1).

b. Recommended by all individuals listed in the HFI/NVDI blocks of the Staff Pilot/ECMO Qualification Sheet (FORM 3510/P/E, enclosures (2) and (3)).

1203. CURRENCY AND PREREQUISITES

a. The NVDI designation remains valid as long as the individual remains in the command.

b. For a NVD flight, a HFI or NVDI instructor must comply with the currency requirements delineated in Reference (1) NVD Training rules.

c. Students are required to have completed the Initial NVD Ground School prior to operating NVDs in the EA-6B. Once complete with ground school students can operate NVDs in any position, however to utilize NVDs in ECMO 1 students are required to have one flight in the previous 14 days and be with a HFI or NVDI.

1204. NVD ORIENTATION FLIGHTS. PF-22, PF-22B, PF-22C, and NF-17 are listed as VAQ-129 NVD Orientation flights. The conduct of each syllabus event is covered in both the PF and NF student guides. PF-22 and NF-17 follow the same format as a NVD FAM-1 minus the BAM maneuvers delineated in Reference (1). PF-22B/C are Marine student pilot only flights, the PF-22B follows the T&R 2301 (no lower than 3000 ft AGL), and the PF-22C follows the T&R 2302 without the low level reference (p).

1205. NVD FAM-1 FLIGHT

a. Students who are slated to join operational squadrons within one month of or on operational deployment are eligible for a NVD FAM-1. This will allow replacement aircrew to join their operational squadron fully qualified.

b. The following are listed requirements for students to be eligible for NVD FAM-1 in VAQ-129:

(1) Completed NVD Initial Ground School.

(2) Have a minimum of 50 EA-6B hours.

(3) Completed one flight in last 14 days.

(4) NATOPS, Instrument and BAM Qualified and current.

(5) Flown with a qualified and current (both NVD and BAM) HFI or NVDI.

(6) Approval from VAQ-129 Operations Officer.

## CHAPTER 13: INSTRUMENT QUALIFICATION PROGRAM

1301. INSTRUMENT FLIGHT BOARD

a. Purpose. The Instrument Flight Board shall monitor administration of the Instrument Program and recommend changes to the Instrument Ground School (IGS) Phase Head for program improvement.

b. Composition

(1) Instrument Ground School Phase Head.

(2) All Special Instrument Rated pilots.

(3) Operations Officer.

- (4) Training Officer.
- (5) IGS Instructors.

1302. INSTRUMENT QUALIFICATION STANDARDS. The following requirements must be met by Viking aircrew annually IAW reference (a):

a. Completion of Instrument Ground School.

b. Completion of an Instrument Check Flight within 60 days of ground school.

1303. INSTRUMENT CHECK FLIGHT REQUIREMENTS. Instrument checks may be conducted in the simulator or aircraft. The Evaluator must be a qualified staff instructor.

1304. ACTION. The IGS Phase Head (CSI) and the Stan Instructors are responsible for the implementation of this program. Instrument Instructors shall assist in maintaining standardization of the program.

## CHAPTER 14: INSTRUCTOR QUALIFICATIONS

## 1401. INSTRUCTOR DESIGNATION

a. Per VAQ-129 NOTICE 1301 all staff aircrew successfully completing the IUT syllabus shall be designated as EA-6B Flight Instructor, Mission Commander, and Low Altitude Awareness Instructors. Functional Check Flight aircrew can also be added if they have met the requirements stated on VAQ-129 FORM 3510P or VAQ-129 FORM 3510E. Each form has the prerequisites and endorsements required for each qualification. All IUT's shall receive VAQRONINST FORM 3510P/E upon check-in that will reside in the designation section of their NATOPS training jacket. Staff aircrew will route their respective form via the chain of command indicated on the form when the prerequisites for each qualification have been met. Upon Commanding Officer's signature, staff aircrew will inform NATOPS Officer, Standardization and Operations of completion.

b. Returning former VAQ-129 instructors may be put on an accelerated qualification syllabus on a case by case basis in accordance with the standardization officer's recommendation.

1402. INSTRUCTOR QUALIFICATIONS REQUIRED FOR SYLLABUS EVENTS

a. CAT I Aircrew, defined as either a pilot who has completed Advanced Strike Flight Training Course (Q-2A-0006) or USAF equivalent or an ECMO who has completed Advanced NFO TACNAV Training Course (Q-2D-0024) or USAF equivalent:

1444		•	
<u>Event</u> PF-1	Qual Required	Event	Qual Required
PF-2	•	NF-1	IP
PF-3	IP	NF-2	IP
	LSO IP	NF-3	IP
PF-4	IP	NF-4	IP
PF-5	IP	NF-5	IP
PF-6	IP (safe for ECMO checker)	NF-6	IP
PF-7	IR .	NF-7	IP
PF-8	IE	NF-8	TP
PF-9	IE	NF-9	
PF-10	IE	NF-10	IP
PF-11	STAN IE		IP
PF-12	IB	NF-11	IP
PF-13	IE	NF-12	BAM IP
PF-14	IE	NF-13	BFMC IP
PF-15	IB	NF-14	IP
PF-16		NF-15	IP
PF-17	1 E	NF-16	STAN IP
	IE	NF-17	NVG IP
PF-18	IE		
PF-19	IE		
PF-20	TK IE		
PF-21	TK IE		
PF-22	NVG IE		

<u>Event</u>		Qual Required
PF-22B	(1)	NVG IE
PF-22C	(1)	NVG IE
PF-23		BAM IE
PF-24	(2)	BAM IE
PF-24M	(1)	BAM IE
PF-25M	(1)	BAM IE
PF-25		BFMC IE
PF-26		IE
PF-27		IE
PF-28M	(1)	IE
PP-29M	(1)	IE
PF-30M	(1)	IE

EventQual RequiredSF-0IE, IPSF-1IESF-2IESF-3IENT-20IE

Note 1: USMC FRP's only. Note 2: USN FRP's only.

b. CAT II Aircrew, defined as either a pilot who has completed Advanced Strike Flight Training Course (Q-2A-0006) or USAF equivalent or an ECMO who has completed Advanced NFO TACNAV Training Course (Q-2D-0024) or USAF equivalent either of which has previously completed training in separate U.S. Navy TACAIR aircraft:

Event PF-2 PF-3 PF-4 PF-5 PF-6 PF-7 PF-8 PF-9 PF-10 PF-11 PF-12 PF-14	Qual Required IP LSO IP IP IP (safe for ECMO checker) IE IE IE IE STAN IE IE IE	Event NF-2 NF-3 NF-5 NF-7 NF-8 NF-9 NF-11 NF-12 NF-13 NF-15 NF-16	Qual Required IP IP IP IP IP BAM IP BFMC IP IP STAN IP
PF-16 PF-17 PF-18 PF-20 PF-21 PF-23 PF-24 PF-25 PF-26	IE IE IE IE IE BAM IE BAM IE BFMC IE IE	SF-0 SF-1 SF-2 SF-3 NT-20	IE, IP IE IE IE IE

c. CAT III Aircrew, defined as either a pilot or NFO previously designated in the EA-6B aircraft; prior experience in model, out of cockpit greater than 18 months:

Event PF-4 PF-5 PF-7 PF-9 PF-13 PF-16 PF-20 PF-21	Qual Required IP IP IE IE IE IE IE	Event NF-3 NF-5 NF-9 NF-12 NF-13 NF-16	Qual Required IP IP IP BAM IP BFMC IP STAN IP
PF-23 PF-25	BAM IE BFMC IE	SE-3	IE

d. CAT IV/V Aircrew, CAT IV defined as defined as either a pilot or NFO previously designated in the EA-6B aircraft; prior experience in model, out of cockpit 12-18 months; CAT V defined as otherwise designated VIP (Cat IV SP will do first two flights with IP in the right seat. If CAT V SP has less than 10.0 first pilot hours, flight must be done with IP in the right seat):

****		and and and a	che right seat):
Event PF-2(Cat V) PF-4 PF-5(Cat IV) PF-7 PF-10 PF-11	Qual Required IP IP IE IE STAN IE	Event NF-2 (Cat V) NF-3 NF-5 NF-8 (Cat V) NF-9 (Cat IV)	<u>Qual Required</u> IP IP IP IP IP
		NF-16(Cat V)	STAN IP

CHAPTER 15: PRI-FLY/CARRIER AIR CONTROL CENTER (CATCC) OBSERVER 1501. QUALIFICATIONS. To qualify as an EA-6B PRI-FLY/CATCC observer,

designated personnel must satisfy the following requirements:

a. Be a designated Naval Aviator or Naval Flight Officer.

b. Possess a current NATOPS and instrument qualification in the EA-6B or be undergoing IUT syllabus.

c. Be a designated VAQ-129 staff instructor or IUT.

d. Be thoroughly familiar with references (b) through (s) specifically those procedures pertaining to EA-6B ground and in-flight emergencies.

e. Have completed a minimum of one full CV deployment and associated work-up cycle, waiverable at the discretion of the Commanding Officer.

## 1502. RESPONSIBILITIES

a. The PRI-FLY/CATCC Observer shall stand the watch in the tower during Case I and Case II operations. CATCC shall be manned for Case III operations.

The PRI-FLY/CATCC Observer shall serve as an EA-6B safety advisor to the Air Officer, Air Operations Officer and CQ Detachment OIC, monitor squadron flight operations in the carrier traffic area for safety and report immediately to the OIC on matters affecting squadron operations.

The observer shall: Arrive on station 10 minutes prior to scheduled C. launch/recovery and leave no sooner than 5 minutes after the last EA-6B has declared kilo or been recovered and tied down. Ensure current NATOPS manual, PCL, and the PRI-FLY/CATCC logbook are available for reference. Be prepared

to provide immediate and correct recommendations concerning EA-68 operations/emergencies when requested by the Air Officer (PRI-FLY) or the Air

d. Specific duties include:

(1) Launch

(a) Verify launch lineup/crew assignment.

(b) Monitor aircraft/crew progress through start to catapult. Check that the aircraft is in correct launch configuration and that the stab

(c) Observe launch for correct departure procedures.

(d) Log aircraft takeoff time, catapult number and any miscellaneous comments deemed necessary.

(e) Note any impending situation or movement which potentially endangers personnel or aircraft and immediately bring it to the attention of the Air Officer or cognizant authority.

#### (2) Recovery

(a) Note divert field weather, recovery weather, divert range and ensure correct EA-6B bingo fuel is annotated by Air Operations and the tower. Do not hesitate to notify the Air Officer or Air Operations Officer of a less than optimum fuel load, possible bingo situation or any other adverse

(b) Note the aircraft status board for conditions affecting recovery and advise of impact.

(c) Ensure correct arresting gear tension setting (45.5) on all arresting gear operator's console dials and ensure that the EA-6B light is illuminated on the flight control upper instrument panel when an EA-6B is the next aircraft to land. Ensure a green ready deck light aft of the LSO platform and the proper roll angle setting for the EA-6B is indicated on the

(d) Monitor FRP trap and touch-and-go requirements, log landing time, wire and pertinent comments.

(3) Emergency Situations

(a) The unique circumstances of initial CQ require stringent controls for the entire evolution and the participation of all hands in the safety effort. In-flight emergencies which degrade aircraft performance in any way, should be considered a divert situation. In all cases the LSO/PRI-FLY REP/CATTC REP will make his most prudent recommendation to the Air Operations Officer for the disposition of the emergency aircraft. The EA-6B emergency matrix is provided to guide the OIC in fulfilling this responsibility. HOWEVER, MOST EMERGENCIES FOR A CAT I PILOT DICTATE A DIVERT

(b) The CATCC/PRI-FLY EMERGENCY ACTION CHART provides guidence in the handling of various emergencies and indicates the type of recovery to request. "Next available recovery" indicates a landing on the next scheduled recovery following the launch in progress if the emergency occurs immediately after takeoff. A "pull forward" is a major evolution, especially on the first event and could take up to ten minutes for a ready deck. If a "pull Forward" or "next available recovery" is indicated on the chart, it should be recommended to the air officer or air operations officer immediately. Do not recommend irreversible acts such as dumping fuel or blowing gear down until it has been determined when the aircraft can land. In all cases for other than normal recovery, a bingo to the nearest suitable divert should be used.

EMERGENCY AIR CON FULL HOT (UNCONTROLLABLE)	NORM		NEXT	PULL FORWARI	DIVER	Tr ATO Days
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CANOPY LOSS					**************************************	
COMPLETE ELEC. FAILURE INCL.				X	X	1
			x			4
DOUBLE GENERATOR FAILURE			Δ		x	8
LANGLINE FAILTER /OTATOR			X			
LARGERT CHUGS					<u> </u>	16
FIRE/TEMP WARNING LIGHT ON			x	X	X	15
FIRE/TEMP WARNING LIGHT ON				X	<u>X</u>	24
View and a state of the state o		1		*2	X	3
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FLIGHT CONTROL MAT TITAL			x		**	3
CLULER OF TOP			x	X	<u>X</u>	9
				X	X	<u></u>
OTAN P. C.			-	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	X	3
HIGH/LOW OIL PRESSURE			5		x	1,12
MIDRAULIC SYSTEM PATTER		3				مکریات و غ
ALL AUGIC PITMB PATT		K		X	<u> </u>	2
DOW OIL WARNING TTOTTO		X			<u> </u>	5,6,7,18,20
MATLURE		X			~	5,6
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OW LINK DOWN		X		x		19
COMMANDED LOSS OF DURAN	X	X	**************************************			23
JEL DOBS OF FUSELAGE				·····	X	1,14
			1	x	x	3

# 1503. CATCC/PRI-FLY EMERGENCY ACTION CHART

RECOVERY NOTES

1. Request airborne check, if time allows.

2. Secure engine if oil pressure cannot be maintained within limits. Engine

may be restarted for landing if other emergencies exist.

3. Aircraft must land immediately. Configure for single engine approach in case of engine flameout, if applicable. Have another aircraft accompany or chase down extremis aircraft, but do not delay divert to wait for another

VAQ-129INST 3120.15

4. Loss of either canopy during cold weather could require an immediate pull forward. Forward canopy loss may require an immediate landing regardless of weather. Review damaged aircraft checklist. 5. With combined hydraulic system failure, speed brakes will be inoperative. With flight hydraulic system failure, aircraft will have no AFCS (no STABAUG) 6. With either combined or flight hydraulic system failure, aircraft will be stiff wing and will have to be towed from landing area. Tailhook cannot be raised and landing gear must be pinned. Will not be able to raise gear in case of wave-off/bolter or bingo. 7. Aircraft must operate VMC. Only instruments available will be airspeed 8. indicator, VSI, STBY compass and pressure altimeter. Fuel quantity will not be known. Flaps and slats will not be available. Unable to dump fuel. Inflight refueling will fill fuselage tanks only. DO NOT BRING ABOARD SHIP! Should be accompanied by another aircraft to bingo field if possible. sufficient fuel available, fly past LSO platform rocking wings in clean configuration prior to bingo. Τf 9. Bingo is best option if available. Minimum approach speed for a flaps 30/no slats at 40,000 pounds gross weight is 135 KIAS; confirm actual approach speed from NATOPS. 127 KIAS + 1.5 KIAS/1000 pounds above 35K/13 units AOA. Beware of sudden pitch-up at 14 units on bolter/wave-off. 10. Minimum approach speed for no flaps/no slats at 40,000 pounds gross weight is 165 KIAS; confirm actual approach speed from NATOPS, 157 KIAS + 1.5 KIAS/1000 pounds above 35K/13 units AOPS. Minimum wind over the deck (WOD) 11. Minimum approach speed for no flaps/slats out at 40,000 pounds gross weight is 172 KIAS; confirm actual approach speed from NATOPS. 164 KIAS + 1.5 KIAS/1000 pounds above 35K/13 units AOA. Wind over the deck requirement may not be attainable - bingo is best option. 12. Request airborne check or low flyby to verify position of gear. Request

crew lower the gear. If a Safe Down and locked indication is obtained, the gear shall be left down and the aircraft recovered on the next available

13. Request airborne check or low flyby to verify position of gear. Any gear not down requires a barricade arrestment. Suitability of divert field determines bingo considerations if situation is compounded by loss of other

14. Get a visual check. With tow link down, arrested landing is not recommended. If arrestment required, stripping the #3 and #4 wires is recommended. Recommend bingo if field available.

Confirm actual approach speed from NATOPS. 123 KIAS + 1.5 KIAS/1000 15. pounds above 35K. 17 units AOA. Recommend a straight-in approach. Outside air temperature greater than 100 degrees reduces max trap gross weight and

VAQ-129INST 3120.15

flight performance. Consideration should be given the current lack of accurate single engine rate of climb data and fuel adjusted accordingly. 16. No speed brakes. The only external lights will be the approach indexers. Notify Landing Signals Officer (LSO). Aircraft will be without electrical power upon arrestment. Aircraft will need to be towed from gear. Normal flaps/slats available with RAT power. If in clean configuration and fuel is available, consider dirtying flaps immediately to 20 degrees to ensure ability to trap aboard if RAT should subsequently fail. 20 degree flaps will minimize drag and provide single engine flap setting if required. 17. Monitor oil pressure. If unable to maintain oil pressure within limits, secure engine and execute a single engine approach. 18. Do not raise landing gear or flaps. 19. Next available in night or IMC. 20. Only one hydraulic pump remaining. If gear was blown down, waveoff/bolter capability will be reduced due to forward gear doors remaining 21. Make a straight-in approach. Pilot's evaluation of aircraft controllability determines course of action. If bingo decision is made, 22. A popped circuit breaker should not be reset unless operational necessity requires it. A circuit breaker shall not be reset more than once. Multiple popped circuit breakers shall not be reset at all. When in extremis, headwork and situation will determine whether to attempt resetting 23. A pull forward is required if indications are present that the starter 24. If chug(s) occurred during rapid throttle movement then next approach

(Case I) should be to a straight-in arrested landing. If chug(s) were not related to throttle movement or have increased in frequency then divert aircraft to nearest shore installation. Ensure aircrew declare an emergency.

## CHAPTER 16: EXTENDED TRAINING FLIGHTS

1601. POLICY. Extended Training Flights (ETFs) should accomplish legitimate training for staff or student aircrew on every leg. The mission shall not fall into the category of non-essential flight as defined in reference (a).

a. Aircrew should not file to an airfield when preflight calculations (including wind) estimate less than 3,000 pounds of fuel on deck.

b. If the mission includes a static display at an air show, the crew shall comply with this SOP's chapter 16.

c. IUT syllabus events may be completed on extended training flights provided the IUT is thoroughly familiar with local NUW area operations.

d. Fly-bys shall be approved in writing from COMNAVAIRPAC and require detailed prior planning IAW reference (u).

1602. REQUIREMENTS. The crew shall consist of a minimum of three aircrew, all who must have completed the FAM/NAV Aircraft Preflight and Servicing

a. Per reference (t), the pilot in command shall:

(1) Have completed FAM/NAV stage ground training, including instrument training/qualification.

(2) Have flown a minimum of 15 EA-6B FPT hours (CAT I), or 10 EA-6B FPT hours (CAT II-IV).

(3) Possess a current instrument rating and be instrument qualified in type.

(4) Have completed at least one night flight.

b. At least one crewmember must be a staff instructor who is NATOPS qualified, current in the EA-6B and designated a mission commander.

c. The destination must be a military or civilian field with approved military landing rights, government contract servicing suitable for EA--6B and 24 hour aircraft security.

d. Aircrews are prohibited from "loaning" VAQ-129 aircraft to anyone desiring to fly unless specifically authorized to do so by the Commanding Officer. Aircrews shall not allow non-squadron or non-aircrew personnel to sit or fly in VAQ-129 aircraft without the specific approval of the

#### 1603. REQUESTS

a. ETF requests (via enclosure (4)) shall be submitted to the Commanding Officer via the chain-of-command as far in advance as possible, but a minimum of three working days prior to requested departure. ETF Request Forms are available in the Operations office.

b. The Operations Officer shall ensure the request satisfies the criteria of references (a), (u), and this SOP, and that the mission is

c. VFR low-level navigation flights may be flown to meet training requirements only if pre-planned and specifically approved.

d. A TAD Request Form shall be submitted five working days prior to the Administration Department to initiate orders.

1604. EXECUTION. If changes in aircrew training, dates or destination are made after the request is approved, the Operations Officer shall be notified

a. Prior to departing, a crew member shall brief with the Commanding Officer, or in his absence, the Operations Officer.

b. Actual departure dates/times are dependent upon current training requirements and aircraft availability. The crew will strive to meet planned ETA at NAS Whidbey upon return. If it becomes necessary to revise the NAS Whidbey ETA, the crew will inform the ODO or SDO as soon as possible so that Maintenance Control can be notified.

c. The route and destination must be outside severe weather and Weather Warning (WW) areas. A thorough weather brief shall be obtained for each leg.

d. A thorough NATOPS crew briefing shall be conducted prior to each leg using the briefing guide in the NATOPS Pocket Checklist.

e. Upon accepting the aircraft from Maintenance Control, the crew shall check out an extended training flight packet and a complete servicing

f. The Mission Commander is primarily responsible for the physical security of the aircraft. Should an aircraft divert to a field that does not have 24 hour security available, the Mission Commander shall obtain appropriate security assistance from the nearest military installation or provide security using the aircrew.

g. At all stops, aircrew shall:

(1) Monitor refueling operations. No seat pins are necessary if a crewmember is in the vicinity of the aircraft (canopies closed). One member of the crew will monitor the refueling operation and verify refueling pressure at 35-50 PSI. In no case will an aircraft be refueled if pressure cannot be verified or if it is above 50 PSI.

(2) Remove LOX converters from the aircraft if they are to be serviced.

(3) Prior to man-up, thoroughly brief transient line personnel on starting procedures, hand signals, and boarding ladder stowage.

(4) Perform a mini FOD walk down prior to manning.

(5) Anytime a start is being conducted with other than squadron maintenance personnel, one crewmember shall verify the gear handle is down, remove and stow the gear, external stores, and arresting hook pins and show the pins to another crew member prior to starting either aircraft engine.

(6) ECMO 2 or 3 may monitor the start, or provide modified plane captain checks as necessary. Prior to taxiing, ECMO's 2 and 3 shall ensure the boarding ladders are stowed.

(7) The pilot shall complete a control wipeout in the dirty configuration prior to pulling chocks.

(8) NOISE ABATEMENT. Aircrews shall be familiar with and comply with noise abatement procedures at all airfields as published in the FLIP IFR Supplement or Area Planning 1, or local base operations notices.

(9) Upon arrival at the destination airfield, the crew shall:

(a) Leave the wings spread with flaps/slats retracted. This is especially critical anytime freezing temperatures are expected.

(b) ASAP: Call the ODO/SDO to report arrival time, aircraft status, crew location, total flight time, ETD and ETA for Whidbey. DSN phone numbers are 820-2276 (ODO) and 2278 (SDO). If the flight destination was changed en route, notify all bypassed intermediate stops and the original destination as soon as possible.

(c) Completely safe ejections seats with all safety pins and insert the canopy jettison pins. Install the landing gear, external stores, and arresting hook pins. Close all panels and use all supplied intake and tailpipe covers. Ensure that the aircraft is properly chocked and tied down, if high winds are expected. Provide base operations personnel with a crew list and the location and telephone number of each crewmember in case of an emergency.

## CHAPTER 17: EA-6B STATIC DISPLAY PROCEDURES

## 1701. STATIC DISPLAYS

a. Per reference (f) , the following actions must be completed in conjunction with static display of squadron aircraft:

(1) Aircraft must be in place 1 hour prior to scheduled viewing.

(2) Aircraft shall be in a "Flight Configuration" (wings spread, flaps/slats up, arresting hook up, canopies closed, all access panels, doors and ladders closed.) Canopies may be pinned opened if an aircrew is in the cockpit or alongside on an approved stand. In either case, an aircrew will be in direct attendance when giving tours with the canopies open. Flags on gear pins, etc. should be new. Engine covers, pod covers, etc. should be

(3) Aircraft should be washed and canopies cleaned within 24 hours of display.

(4) Although no specific load out is required, any configuration that would enable better understanding of Prowler capabilities is encouraged.

b. Aircrew tasked to participate in static displays shall adhere to the following guidelines:

(1) When the Chief of Naval Information or COMNAVAIRPAC authorizes participation in an airshow, VAQ-129 personnel participating are considered to be on official business. Given this approval and the public affairs value of participation in such events, U.S. Navy Standards of Conduct allow the acceptance of non-extravagant food, lodging, and transportation in kind.

(2) If the static display is at a field other than NAS Whidbey Island, the crew shall ensure compliance with SOP #15.

(3) The crew shall pick up the static display statistics chart from CVWP Operations and receive a briefing from the Operations Officer.

(4) The crew shall ensure that at least one crewmember is with the aircraft at all times during the open house segment of the airshow or other event. The crewmember should be in the appropriate uniform or flight suit and be prepared to field questions from people attending the display. These questions should be answered accurately, without compromising security.

(5) Non-aircrew shall not be permitted to enter the cockpit.

(6) Aircrew shall not allow non-squadron or non-aircrew personnel to fly in aircraft without prior approval of the Commanding Officer.

(7) All necessary safety precautions must be made by the crew prior to displaying the aircraft to ensure that inadvertent actuation or deployment of any aircraft components injures no person.

(a) Engine inlet and exhaust covers shall be utilized when available.

(b) Ejection seat shall be pinned and canopies closed.

(c) External store racks shall be pinned.

(d) Tailhook and landing gear pins shall be installed.

(8) Prior to engine start at the completion of the airshow, aircrew shall conduct a very thorough and detailed preflight inspection to check for FOD in any ports, vents, or intakes. Particular attention shall be paid to general physical integrity of the aircraft prior to start. A thorough FOD walkdown shall be conducted in the vicinity of the aircraft and on the

# CHAPTER 18: TRAINING POLICIES AND STANDARDIZATION

1801. PROCEDURES AND STANDARDIZATION

a. Flight Planning.

(1) Mission Guides shall be used.

(2) Charts shall be in accordance with Mission Guides.

(3) Magnetic heading shall be placed in the "BRNG" block of the route card.

b. ECMO 1 shall program the CDNU. JMPS - derived navigation data may be loaded by ECMO 2/3.

c. Turn points. Where and how to turn at a point depends on the type of mission. For an instrument route, standard instrument procedures shall be employed. For radar navigation, the aircraft shall overfly the turn point.

d. Fleet Replacement Pilot (FRP) Landings. Per PF Mission Guide.

Instructor Standardization (STAN) Checks. Standardization checks Θ. will be used to ensure that the training received by FRP's and FRECMO's is consistent and meets the requirements as set forth in the CNO-Approved EA-6B Training Syllabus for all categories of Pilots and NFO's.

(1) STAN Instructors will be nominated by the Standardization Officer (enclosure (2,3) Form 3510). STAN Instructors must be Instructor Under Training (IUT) Instructor designated, NATOPS Instructor designated, highly qualified, and experienced. Initial training will be provided by the Standardization Officer to newly designated STAN Instructors with periodic follow-up meetings scheduled to ensure compliance with the standardization program.

(2) The Standardization Officer will maintain overall responsibility for STAN check program. Stan checks will be conducted periodically or when deemed necessary by the STAN officer or as directed by the commanding officer, executive officer, or operations officer. STAN checks will be conducted by observing the instructor during a flight or simulator syllabus

(3) STAN Instructors will observe the event and not intervene unless there is a safety-of-flight issue involved. A debrief of the event will be conducted as soon as possible following the event. The results of the STAN check will be returned to the Standardization Officer, using VAQ-129 Form 3740/4 (encl. 5). The STAN officer will maintain records of all STAN checks.

(4) The Standardization Officer will review all STAN checks and, if applicable, debrief the instructor involved to correct any problems or deficiencies. Gross deviations from the norm may be referred to the Commanding Officer for further action. VAQ-129 Forms 3740/4 and 3740/5 (encl. 5) are available in the Standardization Office.

(5) Academic Phase Heads are required to be thoroughly familiar with the courseware under their cognizance, and will conduct STAN checks for each academic instructor within their phase using VAQ-129 Form 3740/5 (enclosure 5).

> 3710 N00 (Date)

From: Commanding Officer, Electronic Attack Squadron 129 To: NATOPS Officer, Electronic Attack Squadron 129 Subj: AIRCRAFT OUR TRANSPORT

Subj: AIRCRAFT QUALIFICATION DESIGNATION LETTER (PILOT)

Ref: (a) OPNAVINST 3710.7U

1. Per reference (a), LT _____, USN, XXX-XX-1234/1310 has attained the following qualifications effective on the dates indicated:

~	Date	
FCF/Ferry Flights		CO's Signature
129 Staff Inst/LAA/Mission CDR	a e e valanda kan kan kan kan da kan da kan da kan kan kan kan kan kan kan kan kan ka	999/1999/1999/1999/1999/1999/1999/1999
PF-6 Instructor	namentaria namena (n. 164 in California namena esta esta esta esta esta esta esta est	
Section Low Level	sanna ann a bhailte a ria d'fhannailtean ann an an Freir an dar	
Division High/Tank Lead Safe		
PRI-FLY/CATCC Observer	anners and the design and design and the set of the design and	
IUT Instructor	and the maximum and the set of the first state of the set of the s	andres en de vers andre andre en en de versen verse de fair et an en andre andre en de faire de server de serv
Standardization Checker	annangen er en en ellen en en ellen den den det bester anne elle de	
BAM Instructor		
NATOPS Instructor	**********	
NATOPS Evaluator		
HFI	Same of the second s	
NVGI	••••••	

2. These designations will remain in effect for the remainder of the member's tour at VAQ-129 unless rescinded in writing by the Commanding Officer.

J. A. CRAIG

Appendix B Enclosure (1)

3710 N00 (Date)

From: Commanding Officer, Electronic Attack Squadron 129 To: NATOPS Officer, Electronic Attack Squadron 129

Subj: AIRCRAFT QUALIFICATION DESIGNATION LETTER (NFO)

Ref: (a) OPNAVINST 3710.7U

1. Per reference (a), LT _____, USN, XXX-XX-1234/1320 has attained the following qualifications effective on the dates indicated:

129 Staff Instructor		
Division High	44740-1000 4 F Land School (1990-1990) 4 (F F Land School (1990-1990)	a na a tradición de la constructiva de la construcción de la construcción de la construcción de la construcción
Day/Night Tank		warnen den en e
IUT Instructor	e mar el El de para anticono manuna antica en la su es quadra de para	586596599999999999999999999999999999999
Standardization Checker	"And Large an approximate the second method of the second method and the second method method and the second method	
PRI-FLY/CATCC Observer	enfertan yan analaka kata kata kata kata kata kata kata	
CQ Instructor		warden van waar waarden die staar waarden aan die staar die staar die staar die staar die staar die staar die s
DOM THE MAN	na mana an an ann ann an an an ann ann a	Na fannen er er er en
BAM Instructor		
NATOPS Instructor		
NATOPS Instructor		

2. These designations will remain in effect for the remainder of the member's tour at VAQ-129 unless rescinded in writing by the Commanding Officer.

J. A. CRAIG

Appendix B Enclosure (1)

FCE/Ferry	Y. 17
Sand States IV	Pugnes:

FCF Open Book

	· OF OPEN BOOK	Score				
Ľ	] If previous Command was EA.	SR Craw a	- C	PRI-FLY/CATCC Observ	er	
	500 Hours in EA-6B			NATOPS and Instrument C	urent Date	
	FCF Held in Previous Command	Initials		BAM Instructor (BM)		
	(if not, 2 hr. PCF A profile in WS NATOPS Instructor)	profile in prove		BAM/BFMC ground school	Deta	
C	Previously Non-EA-6B Aircrew	:		Instruct BAM/BFMC acader	Date	
	FCF A profile in WST NATOPS Instructor			BAM WST		
	100 Hours in EA-6B	Date			Date	
	FCF Qualification in previous plat	form field			Instructor	
	a the ground			BAM Flight	Date	
	129 Staff Instructor	Stan. Officer				
	IUT Complete	Date		1 ²⁴	Instructor	
		, and the property of the second state of the second state of the second state of the second state of the second		First Endorsement	Data	
<b>~</b>	PF-6 Instructor	Stan. Officer		Not Recommended BAM Phase Head	Date	
luuud	4 months as lastructor	Date			***************************************	
			C	Second Endorsement	Date	
1	<b>A</b>	Stan. Officer	( C	Not Recommended Decrations Officer		
	Section Low Level (SL)			And the second	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
	Single Low Level flight as Instructor	Date	Dy	ATOPS Instructor (NI)		
	PF-14 or NF-7 as Instructor	Date	- 1	year designated as instructor	Date	
	Division High/Tank Lead Safe (DH	7PT \	0	pen Book Exam (3.5 or better		
	(concernation of ragin Division are both acceptable)				Score	
	6 months designated as instructor	Date	CI	osed Book Exam (3.3 or bette		
	Lead a day section flight as an instruc	for with FRP as wing			Score	
		Date	N	VTOPS-I WST	Date	
(	Observe 1 (DH) flight, as section lead					
					NATOPS Evaluator	
		Lead Instr.	Fin C	st Endorsement Recommended		
Lead 1 (DH) flight with a division qualified Pilot as section lead Date			E 1	Not Recommended	Date	
				TOPS Evaluator Phase Head	anan yan dan maran ya kang da makayan da mila sa kang yang yang da kana kang yang yang da kang kang kang kang y	
			Sec () F	ond Endorsement	n	
		(DH/TL) Inst.	() N	lot Recommended rations Officer	Date	
O	bserve 1 tanking flight, not as Lead		01/0	Latuans Cancer	ana na ang mang mang mang mang mang mang	
		Date				
				<u>ILT Instructor / Standardization Instructor</u>		
		(DH/TL) Lead	l ye	ar designated as instructor	Daie	
VA	0-129 Room Setoin -				Appendix B	
VAQ-129 Form 3510/P (Rev 2/17/2012)					Enclosure (2)	

STAFF	PILOT	QUALIFICATION	SUPPR
STAFF	PILOT	QUALIFICATION	SHEFT

		that had but he		
NATOPS Instructor designated	Date		NVD Qualified	<b>D</b>
First Endorsement D Recommended Not Recommended	Date		500 TACAIR Hours (of which 20	Date 0 are EA-6B Hrs)
Stan, Officer				Date
Second Endorsement	Date		HFI Ground School	Date
Recommended     Not Recommended     Degrations Officer			30 NVD Hours	Date
Operations Officer			NVD Section Refuel*(LIII)	Date
NATOPS Evaluator (NE)				
NATOPS Instructor	Date		Large Force Tactics*(LIII)	instructor
Standardization Instructor	Date		- active (actives (1.111)	Date
Open Book Exam (3.5 or better)	Date	`		Instructor
	Score		War At Sea*(L1I)	Date
Closed Book Exam (3.3 or better)	Date			Instructor
	Score		HVAA Tactics*(LII)	Date
First Endorsement   Recommended  Not Recommended  National Date			First Endorsement	Instructor
Second Endorsoment	Date		D Not Recommended	Date
Character man	1999 - 2010 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -		NVD INSTRUCTOR, (NVDI)	
			VAQ-129 Instructor	Date
			HFI	Date
			Instructed NVD-1	Date

Instructed NVD-3

First Endorsement □ Recommended

Not Recommended
 NVD Phase Head

## High-altitude Follow-on Instructor (HFI)

 $\square$ 

VAQ-129 Form 3510/P (Rev 2/17/2012)

Appendix B Enclosure (2)

Date

Date

## FCF/Ferry Flights:

If previous Command was EA-6B Squadron:

FCF Qualification in previous platform Date

Observe 1 (DH) as Division Lead ECMO

(if not, 2 hr. FCF A profile in WST must be scheduled with

Score

Initials

Initials_

Date_

Date___

Date

Date

Date_

Date

Date

Date

First Endorsement □ Recommended

Not Recommended BAM Phase Head Second Endorsement U Recommended

3 Not Recommended Operations Officer

NATOPS Instructor (NI) I year designated as instructor

 $\Box$ 

Ω

Stan. Officer

Stan. Officer

NATOPS Instructor____

FCF Open Book

500 Hours in EA-6B

NATOPS Instructor)

100 Hours in EA-6B

129 Staff Instructor IUT Complete

DIV HIGH (DH)

Day / Night Tank

Division High Qualified

PRI-FLY/CATCC Observer

(CO Waiverable)

NATOPS and Instrument Current

Mission Tank Briefing (Iday lecture)

Day Tanking Observation (ECMO 2/3) with Student

Night Tanking Observation (ECMO 2/3) with Student

Minimum 1 CV Deployment and Associated Work-up cycle

Previously Non-EA-6B Aircrew: FCF A profile in WST

FCF Held in Previous Command

 $\square$ 

 $\Box$ 

Ο

	VAQ-129INST 3120.1S
	8 Feb 12
Not Recommended Operations Officer	
Previous command was	CV-Deployed Squadron:
1 CQ detachment as Pri-Fi	y/AOIC/OIC Date
CQ with CATHI/IV/V (to the max extent provide	Date
*All above requirements w with CQ phase head recom necessity.	aiver able by Operations Officer, mendation for operational
Previous command was U Exchange (USAF/Foreign	<u>SN Expeditionary / USMC /</u> ):
1 CQ detachment as backse	
1 FCLP period with LSO (I	Day) Date
1 FCLP period with LSO (N *periods must be specifical)	light) Date y scheduled
Eligible to FCLP with CAT *above 3 items must be com	I student Date
·	CQ Phase Head
1 CQ detachment as Pri-Fly	Date
I CQ detachment as AOIC	Date
Front seat CV LSO proficien (to the max extent possible)	cy flight Date
CQ with CATHI/IV/V	Date
*All above requirements waiv with CQ phase head recomme necessity.	top able to Original and
BAM Instructor (BM)	
BAM/BFMC ground school	Date
Instruct BAM/BEMC academi	
BAM WST	Date
	Instructor
BAM Flight	Date
	Instructor

	CQ Phase Head
<b>Carrier Ogalification Instru</b>	<u>ctor (CQ)</u>
Attend CQ lectures	Date
First Endorsement Recommended Not Recommended CO Phase Head	Date
Second Endorsement	Date

VAQ-129 Form 3510/E (Rev 2/17/2012)

Appendix B Enclosure (3)

Date

Date

Date___

				CHILICH SHEET	
	Open Book Exam (3.5 or bener)		D	High-altitude Follow-on Instruct	<u>ər (HFI)</u>
	Date	Score		NVD Qualified	Date
	Closed Book Exam (3.3 or better)			500 TACAIR Hours (of which 200	are EA-6B Hrs)
	Date	Score			Date
	NATOPS-1 WST	Date		30 NVD Hours, ECMO 1 or 45 NVD Hours from any seat)	Date
		NATOPS Evaluator	- F	IFI Ground School	Date
	First Endorsement Recommended Not Recommended	Date	N	VD Section Refuel*(LIII)	Date
	NATOPS Evaluator Phase Head	*****			Instructor
	Second Endorsement	Date	L	arge Force Tactics*(LIII)	Date
	Nor Recommended     Operations Officer				Instructor
	IUT Instructor / Standardization ]		Ŵ	far At Sca*(LII)	Date
	1 year designated as instructor	Date			Instructor
	NATOPS-Instructor designated	Date	н	VAA Tactics*(LII)	Date
	First Endorsement □ Recommended □ Not Recommended Stan. Officer	Date	File	st Endorsement	Instructor
	Second Endorsement Commended Not Recommended Operations Officer	Date	C D	Networker Recommended Not Recommended ZD Phase Head	Date
	NATOPS Evaluator (NE)	**************************************	D NY	D INSTRUCTOR (NVDI)	
	NATOPS Instructor	Date	VA	Q-129 Instructor	Date
	Standardization Instructor	Date	HF	Ĭ	Date
	Open Book Exam (3.5 or better)		Insi	ructed NVD-1	Date
	Date	Score	Inst	rucied NVD-2	Date
	Closed Book Exam (3.3 or better)		Inst	ructed NVD-3	Date
	Date	Score	E R	t Endorsement Accommended Fot Recommended	Date
i	First Endorsement Recommended Not Recommended NATOPS Evaluator Phase Head	Date	<u>NVI</u>	D Phase Head	
	Second Endorsement J Recommended J Not Recommended Derations Officer	Date			

STAFF ECMO QUALIFICATION SHEET

VAQ-129 Form 3510/E (Rev 2/17/2012)

:

Appendix B Enclosure (3)

#### VAQ-129INST 3120.15 8 Feb 12

# VAQ-129 EXTENDED TRAINING FLIGHT REQUEST

Date:

From: To: Via:

Ref:

- Commanding Officer, Electronic Attack Squadron 129 (1) Weekly Schedules
  - (2) Maintenance Officer

  - (3) Operations Officer (4) Executive Officer

# Subj: EXTENDED TRAINING FLIGHT (ETF) REQUEST

- (a) COMNAVAIRPACINST 3710.4
- (b) COMVAQWINGPACINST 3710.1
- (c) VAQ-129INST 23120.15

# 1. Per references request the following ETF:

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2. Pilot Data:

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Itinerary:

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Aircraft Config: 4.

Routing:

Tates on the Tank		FIS marks in the	y
Weekly Schedules	() Recommended	Signature	Date
Adam 2 and a manual state of the second state	() Not Recommended		
Maintenance Officer	() Recommended	**************************************	
( ) and the second s	( ) Not Recommended		
Operations Officer	() Recommended		
Director	() Not Recommended		
DITECTOL	( ) Recommended		
	() Not Recommended		
Executive Officer	() Recommended	9 m gana (na an a	analysis and for the second
19 A house as a 3 A	( ) Not Recommended		
Commanding Officer	() Approved	******	1910 - Sharifa da kanana kanan da kanan kana
	) Disapproved		

Appendix B Enclosure (4)

VAQ-129INST 3120.1S 8 Feb 12

6. Remarks:

a. First destination.

a so acscinacion.			
Destination			
Instructor Banilia		Nearest Divert	
Instructor Familiar with des Military Airfield	t? Y,	Nearest Divert /N Fuel Type? /N LOX	
Runway Length Arresting Gear	Y,	'N LOX	174 (www.ana.u.a.u.a.c. Marine and an and a second s
Arresting Gear		Nitro	Y,
Approaches and it	Y/	N SLECTPICSI DAMAGE	¥,
THEP CONTRACT AVALL	••••••	Fuel Landing with	
PPP Perminent	Y/	Fuel Landing with N OPARS Submitted	*******
Remarks and Wumber			Y/
to be ac	ccompl	N OPARS Submitted	
b. Second destination.	**** \$********************************		
Destination			
Instructor Familian with		_ Nearest Divert	
Military Airfield	? Y/I	Nearest Divert N Fuel Type? N LOX	
Runway Length	¥/1	V LOX	4
Arresting Gear		N LOX Nitro N Electrical Power type Fuel Landing with	X/1
Approaches avail	Y/N	V Electrical Power type	Y/1
UHF Capable		Fuel Landing with	******
	V / N	OPARS Submitted	
FER RECIPITED AND NEW PROPERTY	7 / L		
Approaches avail UHF Capable PPR Required? Number Remarks and training to be acc c. Third destination.	compli	shed.	
c. Third destination.	compli	shed	
c. Third destination. Destination Instructor Familiar with dest? Military Airfield	compli	Nearest Divert Fuel Type?	
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length	compli	Nearest Divert Fuel Type?	
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear	Compli	Nearest Divert Fuel Type? LOX Nitro	¥/N
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear	Compli	Nearest Divert Fuel Type? LOX Nitro	¥/N
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear	Compli Y/N Y/N Y/N	Nearest Divert Fuel Type? LOX Nitro Electrical Power type Fuel Landing with	¥/N
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear Approaches avail DHF Capable PR Required a view	Compli P Y/N Y/N Y/N Y/N	Nearest Divert Fuel Type? LOX Nitro Electrical Power type Fuel Landing with OPARS Submitted	¥/N ¥/N
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c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear Approaches avail INF Capable PPR Required? Number Remarks and training to be acc d. Fourth destination. estination nstructor Familiar with docto	compli Y/N Y/N Y/N Y/N Y/N Omplie	<pre>shed</pre>	¥/N ¥/N ¥/N
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear Approaches avail JRF Capable PPR Required? Number Remarks and training to be acc d. Fourth destination. estination nstructor Familiar with dest? ilitary Airfield	compli Y/N Y/N Y/N Y/N Y/N Y/N	<pre>shed</pre>	¥/N ¥/N ¥/N
c. Third destination. Destination	compli Y/N Y/N Y/N Y/N Y/N Y/N	<pre>shed</pre>	¥/N ¥/N ¥/N
c. Third destination. Destination Instructor Familiar with dest? Military Airfield Runway Length Arresting Gear Approaches avail INF Capable PPR Required? Number Remarks and training to be acc d. Fourth destination. estination nstructor Familiar with dest? ilitary Airfield unway Length rresting Gear	compli Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	<pre>shed</pre>	¥/M ¥/N ¥/N
c. Third destination. Destination	compli Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	Nearest Divert         Fuel Type?         LOX         Nitro         Electrical Power type         Fuel Landing with         OPARS Submitted         Shed.         Nearest Divert         Fuel Type?         LOX         Nitro         Electrical Power type	¥/N ¥/N ¥/N ¥/N
c. Third destination. Destination	compli Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	shed.         Nearest Divert         Fuel Type?         LOX         Nitro         Electrical Power type         Fuel Landing with         OPARS Submitted         Shed.         Nearest Divert         Fuel Type?         LOX         Nitro         Electrical Power type         Fuel Type?         LOX         Nitro         Electrical Power type         Fuel Landing with	¥/N ¥/N ¥/N ¥/N ¥/N
c. Third destination. Destination	compli Y Y/N Y/N Y/N Y/N Y/N Y/N Y/N Y/N	shed.         Nearest Divert         Fuel Type?         LOX         Nitro         Electrical Power type         Fuel Landing with         OPARS Submitted         Shed.         Nearest Divert         Fuel Type?         LOX         Nitro         Electrical Power type         Fuel Landing with         OPARS Submitted	¥/N ¥/N ¥/N ¥/N

Appendix B Enclosure (4)

VAQ-129INST 3120.15 8 Feb 12

## STANDARDIZATION CHECK

EVENT

DATE:

INSTRUCTOR

STAN INSTRUCTOR

Note: When observing the instructor conduct a brief, flight, simulator, or debrief, do not intervene unless there is a safety of flight concern. Review the mission guide prior to the events so that you are familiar with the latest changes and know specifically what the standard is. Debrief the instructor, privately, as soon as possible following the event.

# Specific areas of evaluation:

Brief covered syllabus requirements AA A BZ	1
requirements	
Debrief covered syllabus requirements	-

Please provide instructor feedback, with detailed examples, on the following

1. Effective teaching techniques and learning objectives brought up in the

2. Areas for improvement or briefing items that were omitted or non-standard:

3. Effective teaching techniques and learning objectives brought up in the

4. Areas for improvement or items that were omitted or non-standard from the

5. Effective teaching techniques and learning objectives brought up in

6. Areas for improvement or items that were omitted or non-standard from

Return to standardization officer. Use reverse side for additional comments.

VAQ-129 3740/4 (5-00)

Appendix B Enclosure (5)

(b)(3), (b)(6)	CDR	(XO	VAQ	-135
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High

From: Sent: To: bject:

(b)(3), (b)(6) LT VAQ-129, B2737 R219 Tuesday, April 16, 2013 11:29 AM (b)(3), (b)(6) CDR (XO VAQ-135) JAGMAN statement

Importance:

Sir,

Appended below is my statement for the JAGMAN. If there is anything else I can do to help you, please let me know.

V/r, LT (b)(3), (b)(6)

********

I took over CQ Phase Head in October 2012. LTJG Delaney was introduced to me on paper at that time. I do not have any information with regards to academics, simulator trends or tendencies prior to her starting flight side.

I flew with LTJG Delaney only one time, and that was to conduct her PF-2. The main thing that I remember that sticks out from that flight was her ability to fly a good ball. She didn't "blow it off the top" or chase the ball all over the IFLOLS. It was above average for mid-stage student, but she was doing this on her first flight in the Prowler.

I wrote this in her grade sheet on that flight: "All day today LTJG Delaney displayed above average control of the jet. All maneuvers in the area were well controlled and executed. During the multiple approaches, student had excellent control of glide slope with very few large power corrections. Most of the corrections were nice 3 point power corrections."

After that event, my focus shifted to the boat detachments in early December and late January.

LTJG Delaney came with us to NAS Oceana during the January CQ detachment with the plan to complete multiple syllabus events when the CQ portion of the detachment was not utilizing the jets. I do not know the exact number of syllabus events she completed during that week, but I do remember being told that she completed a Tac-High refresh.

After that detachment, she (along with LTJG(b)(3), (b)(6) became our focus for the late Feb/early March CQ detachment in San Diego.

Her CQ syllabus was started earlier than had been the traditional norm. With that the case, I paid special attention to tracking her event count and flight hours to remain in compliance with NATOPS and squadron SOPs. We finished her 19th event during her FCLP period and she would have hit 65.0 hours of FPT during the last few days prior to hook down.

Her FCLP flight schedule was non-standard. Normal FCLP scheduling allows 4-5 weeks (22 business days) of simulators, flights and academics prior to hook down. This allows two ights each Monday and Tuesday, one simulator and night flight on Wednesday, one night ight on Thursday, and one day flight on Friday.

Encl(26

Since this boat detachment prep period was shortened to 2.5 weeks, we had to condense the flying days to 2-3 flights per day, six days a week. With weather cancellations and jet availability issues, we had to increase the flights to three per day for the last five days over the holiday weekend to try to get the number of passes that we needed to properly aluate and prep LTJG Delaney for the boat.

TJG Delaney's performance was below average, but safe, throughout the FCLP period. Multiple LSOs were able to evaluate her FCLP passes and simulator events and our opinion was that she was safe during the day, but she would have trouble with boarding rate, because she had a strong tendency to add too much power and go CLARA high.

Mid-term debriefs were conducted on schedule, where we discussed each crew's pass count and trends. We then discussed techniques and tips to help improve each pilot's passes. After that, I conducted a one-on-one "human factors/ORM" meeting with each student and then one-on-one meeting with their respective boat ECMOs. Each meeting revealed nothing out of the norm for the CQ phase and training was continued.

Further on in training, due to the shortened FCLP period (the lack of available calendar days) and non-standard scheduling (2-3 flights per day, 6 days per week), we recommended that LTJG Delaney be an "Incomplete." We recommended this action before we knew that we had the money/resources to attempt to fly during Sundays and holidays. With those days now available, we continued FCLPs. However, even with those days, jet and weather issues did not allow us to get enough night CCA passes on her to confidently diagnose a trend. (She had 19 total. Normally students get 40-50).

We again recommended an Incomplete, due to the lack of the number of night passes, but this was again denied. So our only option was to Field DQ her. She was notified by me, in person, of the Field DQ at Whidbey. We discussed the reasons why and her immediate future in the syllabus, with the expectation that she will pass all her boards and be back to FCLP again to to the May boat.

The next day, the fly off (without LTJG Delaney) to El Centro was executed with no issues. Upon arrival to El Centro, LCDR Patterson received a message from CDR (b)(3), (b)(6) that LTJG Delaney's Field DQ was being downgraded to an Incomplete. He relayed this message to me, and then I called LTJG Delaney to tell her the news. I was never told of the specific person or the specific reason or criteria that were used to change the Field DQ to an Incomplete, only that she will be put back into the syllabus and will attempt to go to the May boat.

We completed the boat detachment with no issues. Upon return to Whidbey, I turned over CQ Phase Head to  $LT_{(b)(3), (b)(6)}$  as I was to begin the Growler transition the following week.

Very Respectfully,

LT (b)(3), (b)(6)

## MISSION GUIDE

#### MANEUVERS GUIDE

Encl(27

### TACTICAL TURNS

There are five basic turns used to maneuver a two ship formation in combat spread. All turns will be initiated by the lead aircraft and performed either into or away from the wingman. Turns can be either called or uncalled.

- 1. **Check turn**. Turns of from 001°- 030° of heading change.
- 2. NAV turn. Turns of from 030°- 060° of heading change.
- 3. TAC turn. Turns of from 060°-120° of heading change.
- 4. **Inplace turn**. Turns of from 120°-180° of heading change
- 5. **Cross turn**. Turns of from 120°-180° of heading change.
- 6. **Shackle**. The shackle maneuver is used to redress a formation when one or both aircraft are out of position. It may also be used by the lead pilot to place the wingman in a better position relative to the sun angle or surrounding terrain. There is no change in heading while performing this maneuver. A shackle is the only uncalled maneuver that may be initiated by the wingman.

### ASSUMPTIONS FOR MANEUVERING IN A TACTICAL FORMATION

Before discussing the basic procedures for section maneuvering there are a few assumptions common to all maneuvers in combat spread. They will be considered SOP for section maneuvering and consist of the following:

- 1. The wingman is <u>always</u> responsible for deconfliction.
- 2. The wingman will always deconflict high unless a trend has been established or a radio call has been made designating the position of each aircraft.
- 3. In the low altitude environment, the wingman will never fly below the lead aircraft.
- 4. In the low altitude environment, all turns will be made at military power and 10 12 units AOA.
- 5. Hard turns will be used for all tactical turns at higher altitudes and can be performed at any power setting, but will normally be conducted at MRT.
- 6. Initially all uncalled turns will be assumed a TAC turn.

MISSION GUIDE

MANEUVERS GUIDE

19.20

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## MISSION GUIDE

1.

#### MANEUVERS GUIDE

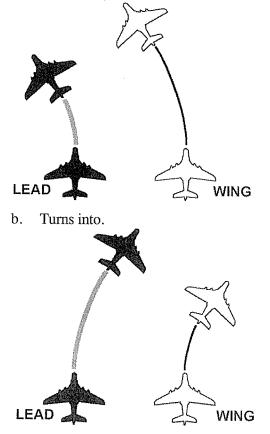
## PROCEDURES FOR MANEUVERING IN TACTICAL FORMATION

Check turns. Turns of from 001°-030° of heading change.

Called turn. "Prowler flight, CHECK LEFT/RIGHT 20 (or the actual heading may be called) go."

Uncalled turn are initiated by the lead aircraft. Wingman will be expected to adjust his position to maintain good combat spread.

a. Turns away.



- The lead aircraft will use approximately 15° AOB while maintaining a constant power setting to alter the heading of the formation away from the wingman.
- (2) The wingman will add power as necessary in order to maintain good combat spread.

- The lead aircraft will use approximately 15° AOB while maintaining a constant power setting to alter the heading of the formation into the wingman.
- (2) The wingman will reduce power as necessary in order to maintain good combat spread.
- 2. **NAV turns**. Turns of from 030°-060° of heading change.

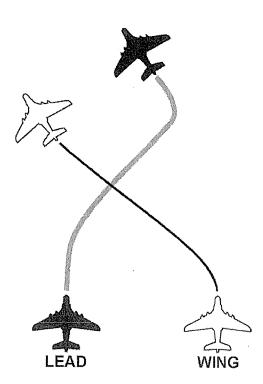
## MISSION GUIDE

#### MANEUVERS GUIDE

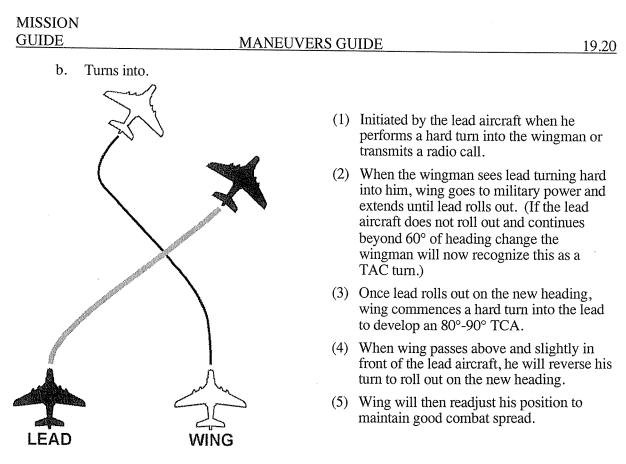
Called turns: Lead aircraft, "Prowler flight, NAV LEFT/RIGHT 45 (or the actual heading may be called) go."

Uncalled turns are initiated by the lead aircraft with either a wing flash or by the lead aircraft performing a hard turn into the wingman.

a. Turns away.



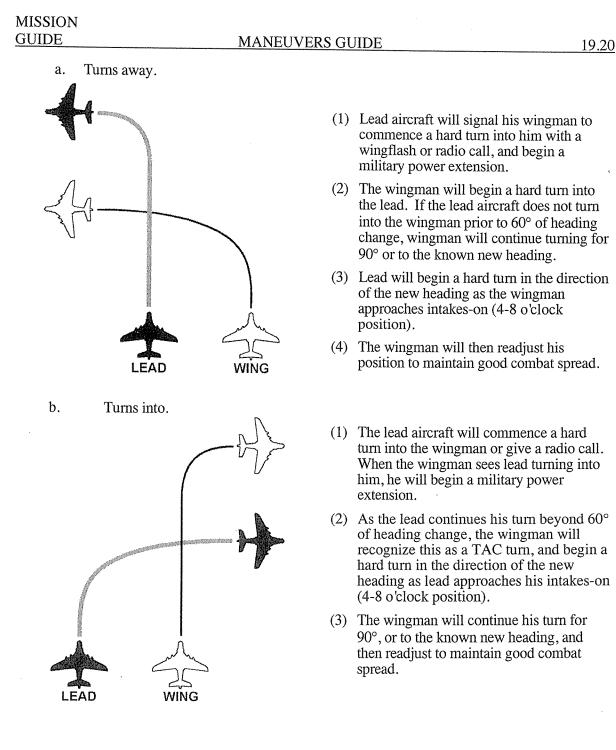
- (1) Lead aircraft signals the wingman to perform a hard turn into him with a wingflash or radio call.
- (2) The wingman initiates a level hard turn into the lead aircraft. Lead goes to military power and extends until he sees his wingman has turned to the proper heading.
- (3) Once wingman reaches the new heading, lead commences a hard turn into him. This is the signal for the wingman to stop his turn and roll out.
- (4) Lead continues the hard turn to develop an 80°-90° TCA.
- (5) After lead passes below and slightly ahead of his wingman, he will reverse his turn to roll out on the new heading.
- (6) The wingman will then readjust his position to maintain good combat spread.



3. TAC turn. Turns of from 060°-120° of heading change.

Called turns. Lead aircraft, "Prowler flight, TAC LEFT/RIGHT go." If the new desired heading is unknown to the wingman, he will initially turn his aircraft 90° from the original heading.

Uncalled turns. Lead aircraft will give a wingflash or begin the maneuver with a hard turn into the wingman.



MISSION GUIDE	SECTION LOW-LEVEL NAVIGATION (PF-15) 7.19
	Revision 09/29/09
MISSION	To practice low-level navigation, defensive maneuvering, and crew coordination. This event will cover the LAA-3 objectives for CAT I SPs. See LAA guidelines at the front of this guide for details. To introduce section low-level tactical formations and maneuvers.
CREW	SP, IP/IE
EQUIPMENT	Two EA-6Bs. This flight could be scheduled in conjunction with an NF-10.
A/C CONFIG	PDDDP
FUEL	21,400
MISSION SYS	TACAN
ROUTE	FAIROPS VR or IR route as assigned
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1 +00
PREREQUISITE	Cat I: PF-14, LAA-2
I. Planning:	

- A. Documents and charts:
  - 1. TPC low-level strip chart, ONC divert area chart, and navigation card in accordance with the VAQ-129 Low-level and Radar Navigation Flight Planning Manual and Required Standards
  - 2. DD 175-1 weather brief (One per flight, one copy for each aircraft)
- B. Route and clearance:
  - 1. Plan the VR/IR route scheduled on the daily flight schedule
  - 2. Student pilot completes DD 175-1 weather brief and checks NOTAMS (including route restrictions in PDL) prior to the brief
- C. Weather: 3,000'/5 nm visibility along the low-level route
- II. Learning objectives:
  - A. Introduce: Perform section low-level navigation, tactical formation, and maneuvers IAW LAA-3 training objectives, see LAA-3 guidelines in the front of this guide

Standard: Maintains section integrity, situational awareness, and lookout doctrine. Does not exceed low-level route restrictions or SOP limitations.

B. Review:

MISSION <u>GUIDE</u>	SECTION LOW-LEVEL NAVIGATION (PF-15) 7.19
	1. Prepare low-level ONC divert area chart, TPC strip charts, and navigation cards
Standard:	Compliance with the VAQ-129 Low-level and Radar Navigation Flight Planning Manual. Minor omissions and discrepancies are allowed.
	2. Perform low-level visual navigation
Standard:	Compliance with VAQ-129 SOP, route restrictions, and the principles of low altitude awareness from Lesson 7.05. Maintain spatial and area orientation. No unsafe maneuvers or situations.
	3. Perform tactical turns in combat spread formation
Standard:	Execute called and uncalled turns in accordance with procedures in PF-14 (Tactical Formation, Event 7.25). Compliance with VAQ-129 SOP and the principles of low altitude awareness from Lesson 7.05. Maintain safe separation from lead during turn maneuvers.
	4. Perform landings
Standard:	In accordance with Required Standards.
	efing: The lead pilot will give the NATOPS and Conduct of Flight briefs to include ORM, are the following items are covered:
A.	Mission objectives:
	1. Brief entire Low-level route including:
	a) IR route entry and exit procedures
	b) Enroute navigation
	c) Restrictions and hazardous areas

- d) Divert and bingo procedures and fuel
- e) LAA objectives
- 2. Low-level formations and maneuvers IAW LAA-3 guidelines in the front of this guide. The instructor will brief all low-level formations and maneuvers to be performed
- 3. Weather, including route minimums
- B. Safety: The instructor will brief, and the student will be prepared to answer questions on the following subjects:
  - 1. Terms:

*

- a) Comfort level
- b) Knock it off (Criteria)

#### MISSION GUIDE

## SECTION LOW-LEVEL NAVIGATION (PF-15)

- c) Climb to cope (Altitude)
- d) Resume
- 2. Assumptions:
  - a) De-confliction responsibilities
  - b) Wingman never flies below lead
  - c) Turns will be MRT, 10 12 units AOA, NOT to exceed 3Gs
  - d) Minimum airspeed along route
  - e) All uncalled turns will be assumed a TAC turn initially
- 3. General:
  - a) Section takeoff if the event is conducted with Event 8.15 (NF-10)
  - b) Bird strike
  - c) Radar altimeter procedures (low-level visual cues)
  - d) Flight schedule questions
  - e) Crew coordination in the low-level environment, division of responsibilities
- 4. Lost Comm/Lost Sight Procedures:
  - a) Lost Sight: The lead aircraft shall immediately descend to the bottom of the low-level route structure (not to fly below 500' AGL). The wingman shall immediately climb to the top of the route structure or 1,000' above the lead's lost sight altitude, whichever is lower. If the two aircraft cannot regain sight by the next low-level turnpoint, both aircraft will establish a left-hand orbit over the turnpoint (at their respective altitudes) for one 360° turn. If neither aircraft regains sight after one 360°, exit low-level to avoid conflict with trailing aircraft, using radios to establish separation of aircraft as they climb off the low-level
  - b) Lost Sight & Lost Comm: Same as above (Lost Sight) except after 360° holding turn, if sight is not regained Lead aircraft will continue on the low-level at a minimum of 420 knots ground speed to the next point, then climb off the low-level. The wingman will immediately climb off the low-level

#### IV. Conduct of flight:

- A. Outline of flight:
  - 1. Aircrew reviews the Aircraft Discrepancy Book
  - 2. Preflight, start, poststart, taxi
  - 3. Perform before-takeoff, taxi, takeoff, and departure procedures, execute a section takeoff with the student pilot on the wing

# UNCLASSIFIED

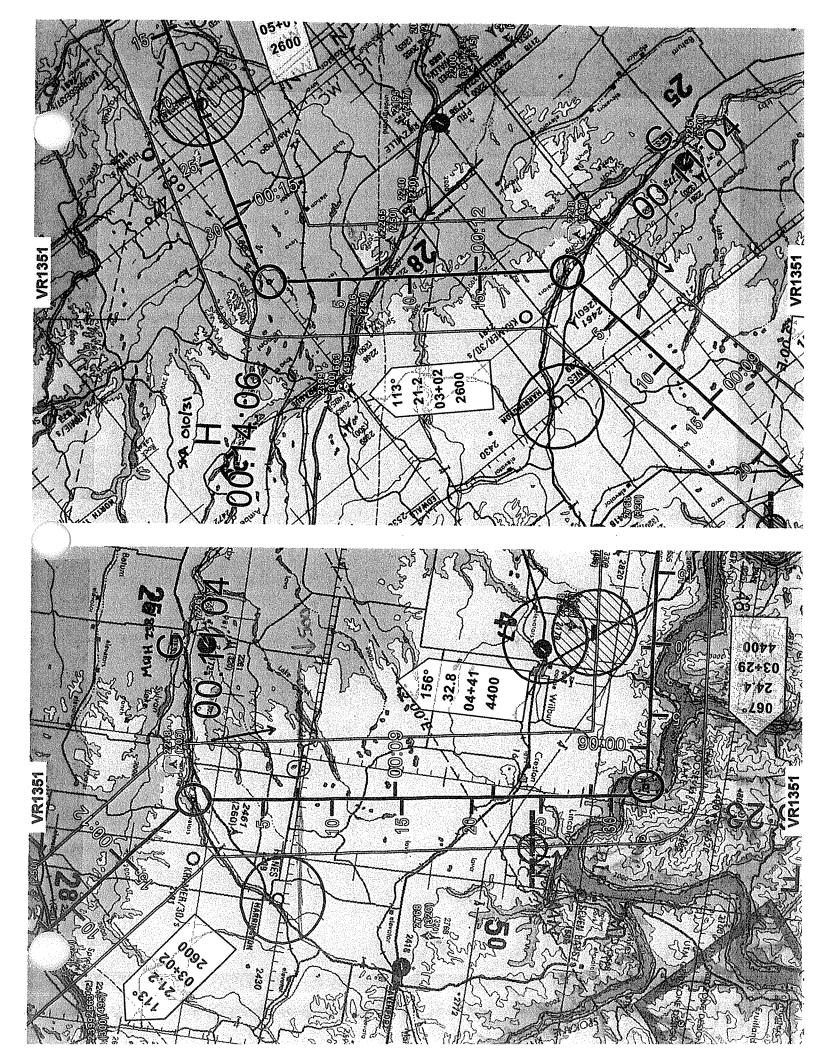
GUIDE	·····	SECTION LOW-LEVEL NAVIGATION (PF-15) 7.
	4.	IP will lead from takeoff through the first half of the route, the FRP will lead the second half, IP will lead back to NUW
	5.	Wingman practices parade and cruise formations enroute to low-level entry
	6.	Enter the route and proceed as planned/briefed. Instructor will function as fully qualified ECMO 1
	7.	Wingman practices fighter wing formation with emphasis on navigation from a wingman's viewpoint, crew coordination, and lookout doctrine, ensure step-up of the lead at all times
NOTE:		E will talk the SP through the first several maneuvers. Be alert for nose slice and c overload.
	8.	Assume combat spread as briefed. Lead instructor will initiate tactical turns with radio call or wing flash, wing will maneuver to new headings using tactical formation procedures, observing low-level altitude restrictions, and maintaining safe separation from lead (deconflicting), cover all LAA-3 objectives
	9.	Enroute to NUW, request vectors to the VFR break, <b>DO NOT exceed 3Gs</b> , break maneuver in accordance to VAQ-129 SOP
	10.	Complete descent, approach-to-landing, and landing checklists as required
	11.	Enter the VFR pattern, and practice touch-and-go landings as fuel/time permit
	12.	Conduct postflight and shutdown procedures in accordance with NATOPS and VAQ-129 SOP
В.		e lead pilot will debrief the flight; the instructor and student will debrief the mission dent will be responsible for maintenance debrief

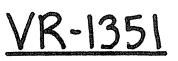
The following specific notes are included to assist the instructor in conducting a standardized PF-15 flight.

- 1. This is a 4G event. This flight is designed to be completed at no more than 4Gs, with the exception of safety of flight. All maneuvers will be performed as described in the *Maneuvers Guide Lesson 19.20*. Discuss G awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.
- 2. Grade sheet should include comments on FRPs ability to perform level turns at comfort level; level roll outs from turns and low-level scan. Examples of scan breakdown are non- level turns, missed wing flashes, poor altitude or airspeed control etc. Note: These are also signs of being below comfort level.
- 3. Thoroughly discuss LAA-3 learning objectives.

Date	Student	Instr	uctor	Tin	16	Train		F187	
Status		A	ttitude Toward Fl.	ight					
All Above Ave	erage, Below Average, an	ıd UNSAT Ite	ms Require Comm	ents					
				AA 4.0	A 3.0	BA 2.0	U 1.0	сом	IN
A. Professio	nal Skills				1.1.1				
1. Prefligh	t Preparation								
2. Brief			· · · · · · · · · · · · · · · · · · ·		+				
3. Copilot	Skills								
4. NATOI	PS/WSOM Knowledge								
•									
6. CRM -	DAMCLA/FS			-	-				
B. Event Perl	òrmance								
			******						
2. Section	Takeoff/Rendezvous								
3. Low Le	vel Navigation								
4. Chart Ir	iterpretation								
5. Fighter	Wing								
6. Tactical	Lead					ĺ			
7. Combat	In a second seco								
8. Turns	Above Average , Below Average, and UNS.         Professional Skills         1. Preflight Preparation         2. Brief         3. Copilot Skills         4. NATOPS/WSOM Knowledge         5. Safety/ORM         6. CRM - D A M C L A/F S         Event Performance         1. Ground Procedures         2. Section Takeoff/Rendezvous         3. Low Level Navigation         4. Chart Interpretation         5. Fighter Wing         6. Tactical Lead         7. Combat Spread Maneuvering         8. Turns         A. Check Turns         B. Nav Turns         C. Tac Turns         D. Inplace Turns         E. Shackles         Approaches/Landings         . Normal Landings								
A. Cho	<ul> <li>2. Brief</li> <li>3. Copilot Skills</li> <li>4. NATOPS/WSOM Knowledge</li> <li>5. Safety/ORM</li> <li>6. CRM - D A M C L A/F S</li> <li>Event Performance</li> <li>1. Ground Procedures</li> <li>2. Section Takeoff/Rendezvous</li> <li>3. Low Level Navigation</li> <li>4. Chart Interpretation</li> <li>5. Fighter Wing</li> <li>6. Tactical Lead</li> <li>7. Combat Spread Maneuvering</li> <li>8. Turns <ul> <li>A. Check Turns</li> <li>B. Nav Turns</li> <li>C. Tac Turns</li> <li>D. Inplace Turns</li> <li>E. Shackles</li> </ul> </li> <li>Approaches/Landings</li> <li>Number</li> </ul>								ļ
B. Nav	/ Turns		*******		-				
C. Tac	Turns								
D. Inp	lace Turns								
E. Sha	ckles								
C. Approacl	ies/Landings								
1. Normal I	Landings								
2. Landings	Attitude Telescond Verage , Below Average, and UNSAT Items Requires         ove Average , Below Average, and UNSAT Items Requires         ore Average , Below Average, and UNSAT Items Requires         ove Average , Below Average, and UNSAT Items Requires         Preflight Preparation         Brief         Copilot Skills         NATOPS/WSOM Knowledge         Safety/ORM         CRM - D A M C L A/F S         ent Performance         Ground Procedures         Section Takeoff/Rendezvous         Low Level Navigation         Chart Interpretation         Fighter Wing         Tactical Lead         Combat Spread Maneuvering         Turns         A. Check Turns         B. Nav Turns         C. Tac Turns         D. Inplace Turns         E. Shackles         proaches/Landings         Number:	ee:							
	ove Average , Below Average, and UNSAT Items Require         ofessional Skills         Preflight Preparation         Brief         Copilot Skills         NATOPS/WSOM Knowledge         Safety/ORM         CRM - D A M C L A/F S         ent Performance         Ground Procedures         Section Takeoff/Rendezvous         Low Level Navigation         Chart Interpretation         Fighter Wing         Tactical Lead         Combat Spread Maneuvering         Furns         A. Check Turns         B. Nav Turns         C. Tac Turns         D. Inplace Turns         E. Shackles         proaches/Landings         Number:	Total (18)							

e **





#### VR-1351

ORIGINATING ACTIVITY: Commanding Officer (N38), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5300 DSN 820-2877, C360-257-2877. Sked hrs 0700-1600 Icl, Mon-Fri. Same day sked between 0700-1130 Icl for entry after 1400 Icl.

#### SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

#### **ROUTE DESCRIPTION:**

ROUTE DESCRIPT	TON	1:	
Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	Α	NUW 061/24	N48°25.80' W122°04.90'
02 AGL B 15 AGL to	В	NUW 074/66	N48*18.10' W121*01.50'
02 AGL B 15 AGL to	с	EPH 283/48	N47*49.00' W120*24.00'
15 AGL to	٥	EPH 294/33	N47*46.20* W120*00.00*
02 AGL B 15 AGL to	Ð	EPH 321/21	N47*43.00' W119*35.20'
02 AGL B 15 AGL to	ε	EPH 001/31	N47*51.50* W119*08.00*
05 AGL B 15 AGL to	F	GEG 279/42	N47"54.50' W118"32.00'
05 AGL B 15 AGL to	G	GEG 229/33	N47*22.50' W118*24.00'
02 AGL B 15 AGL to	н	GEG 191/29	N47*09.00' W118*00.00'
02 AGL B 15 AGL to	I	PDT 009/61	N46*35.30' W118*13.20'
02 AGL B 15 AGL to	J	PDT 353/15	N45*56.70' W118*51.40'
02 AGL B 15 AGL to	к	PDT 297/40	N46*11.20' W119*36.00'
02 AGL B 15 AGL to	Ĺ	LTJ 062/46	N45°47.70' W120°01.00'
02 AGL B 15 AGL to	м	PDT 253/31	N45°43.50' W119°41.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

#### **Special Operating Procedures:**

 Route speed schedules in 60 Kt increments. Average route speed may not exceed 540 Kt. Indicate desired speed when scheduling. Advise scheduling agency when MARSA. Route entry times must be within 3 minutes of scheduled time.
 Route not usable Points A to D for other than NAS Whidbey

CHUM: Feb ZO13

AP-18: Feb 2013

- based units.(3) Avoid city of Sedro Woolley, WA by 3 NM while
- transitioning to the route. (4) Contact Seattle FSS 255.4 when entering route.
- (a) Contact senter is 255-center in the provided provided and a senter is a senter in the provided provided and a senter in the provided provided and a senter in the provided provided and a senter in the provided pr
- (6) Route crosses IR-348 between Points A and C; IR-327 and IR-328 between Points C and G: IR-324 and IR-325 between Points C and H; IR-330 between Points F and G; IR-326 and IR-341 between Points G and J: IR-329 between Points I and J; and VR-1350 between Points A and D, and Points L and
- M. (7) Avoid Silver Fox Farm between Points C and D, located at N47-47.7 W120-13.5 by 1500° AGL and 2 NM north of
- centerline. (8) Alternate Entry: D.
- (9) Route conflicts with IR-341 at Point D.
- (10) CAUTION: Crop dusting activity below 500' AGL between
   (10) CAUTION: Crop dusting activity below 500' AGL between Points
   (10) CAUTION: Crop dusting activity below 500' AGL between Points
  - I and L during agricultural spray season (1 Apr-31 Aug). (11) Avoid TPC uncharted Sheffles Airfield located right of
  - centerline at N47-49.0 W118-47.0 by 1500' AGL or 3 NM between Points E and F.
  - (12) CAUTION: Forest fire suppression air activity/PBY air tanker water (SCOOP) point at Lake Roosevelt between Points E and F during fire season, normally May-Oct.
  - (13) Noise Sensitive Areas: Avoid Ostrich Farm located left of centerline, in vicinity of N47-47.0 W118-24.0, southeast of Point F by 500' AGL or 1 NM.
- *35.30' (14) Alternate Exits: F and L.
  - (15) CAUTION: Heavy hangliding activity Apr-Oct off Chelan Butte in the vivinity of Point D.
  - (16) Avoid town of Benge and Clinesmith Airfield (1 NM north of Benge) by 1500° AGL or 3 NM to the east, approximately 14 miles south of Point H.
  - (17) CAUTION: Head-on non-deconflicted VR-1354 traffic between Points I and J.
  - (18) Uncharted airfield in vicinity N45-54.1 W119-56.1 between Points K and L.
  - (19) CAUTION: Crop dusting activity in vicinity of Patterson Airport (N45-59.0 W119-34.0) and 100 Circles Airport (N45-53.1 W119-48.2) between Points K and L.
  - (20) Boardman Complex (R-5701, R-5706, Boardman MOA) must be scheduled prior to use. Prior to entering, contact
  - Boardman Range Control 305.8/126.2. (21) CAUTION: Crop dusting activity in vicinity of Taggares Farms Airport (approximately 10 NM west of Boardman Bull
  - at N45-45.1 W119-56.4 within R-5701. Request advisory from Boardman Range Control. (22) Upon entering Boardman Complex, avoid the city of
  - Arlington by 3000' AGL or 5 NM.

FSS's Within 100 NM Radius: MMV. SEA

#### VAQ-129INST 3120.15 8 Feb 12

3710 N00 (Date)

From: Commanding Officer, Electronic Attack Squadron 129 To: NATOPS Officer, Electronic Attack Squadron 129

Subj: AIRCRAFT QUALIFICATION DESIGNATION LETTER (NFO)

Ref: (a) OPNAVINST 3710.7U

1. Per reference (a), LT _____, USN, XXX-XX-1234/1320 has attained the following qualifications effective on the dates indicated:

		an an an an an a
Qualification	Date	CO's Signature
FCF/Ferry Flights	·	
129 Staff Instructor		
Division High		
Day/Night Tank		
IUT Instructor		
Standardízation Checker	- Same (C. S.	
PRI-FLY/CATCC Observer	ana ang ang ang ang ang ang ang ang ang	
CQ Instructor	<ul> <li>(2) (b) (b) (b) (b) (b) (b) (b) (b) (b) (b</li></ul>	MANNAL, K. 1993-191 (M. 1994) 
BAM Instructor	and the grant of the second and the second of the second second second second second second second second second	
NATOPS Instructor	Accession and the resonance of the second	
NATOPS Evaluator		
HFI		
NVGI		

2. These designations will remain in effect for the remainder of the member's tour at VAQ-129 unless rescinded in writing by the Commanding Officer.

J. A. CRAIG

Appendix B Enclosure (1)

Enc/ 30

001	DE	LOW ALTITUDE AWARENESS (LAA) GUIDELINES PI
		LAA OBJECTIVES
I.	LA	<u>A-1</u>
	A.	Basic introduction to the low altitude environment.
	В.	Must have completed four-hour training class and LAA simulator (PW-15/NW-15/ PIW-1/NIW-1) within 60 days.
	C.	First 10 mins of MTR at 1,000' AGL.
	D.	Next 10 mins of MTR at 800' AGL.
	E.	Finish MTR at 500' AGL.
	F.	Objectives:
		1. Crew coordination/task management.
		2. Mission cross check time.
		3. Visual scan/visual illusion recognition.
		4. Altitude (AGL) and timing control (420 kts.).
		5. Terrain masking and tactical ridgeline crossing.
II.	<u>LA</u>	<u>A-2</u>
	Α.	Practice tactical flying in single-ship low altitude environment.
	В.	Must have flown LAA-1 within 30 days.
	C.	First ten minutes of MTR at 800' AGL.
	D.	Finish MTR at 500' AGL.
	E.	Objectives same as LAA-1, plus:
		1. Level speed changes (notice the speed rush between 480 GS (30 - 60 sec) and 360 GS (30 - 60 sec)). Return to 420 GS when done.
		2. Level evasive maneuvering (level 'S' turns).
III.	<u>LA</u>	<u>A-3</u>
	Α.	Introduce section low altitude navigation, tactical turns and mutual support on MTR.
	В.	Must have flown LAA-2 within 60 days.
	C.	First 10 mins at 800' AGL and 500' AGL for the rest of MTR until lead change.
	D.	After lead change, first 10 mins at 800' AGL with second pilot in the lead, and 500' AGL for the rest of the MTR.
	E.	Objectives:

Encl(31)

### MISSION GUIDE

#### LOW ALTITUDE AWARENESS (LAA) GUIDELINES

PF

Revision 12/20/04

- *** The LAA flight syllabus must go in order, LAA-1 through LAA-3. These LAA flights are different for student Pilots and ECMOs depending on what syllabus category they are going through. Please follow the matrix below. ***
- *** Only the front seat crewmembers must be in compliance with the LAA guidelines. The event is limited in altitude as the least qualified LAA front seat crew member. (i.e.-do not fly an LAA-3 if the pilot is only LAA-1 qualified). ***

<u>FRPs</u>	CAT I	CAT II	CAT III	CAT IV/V
SIM	PW-15	PW-15	PW-15	PW-8
LAA-1	PF-10	PF-10	PF-11	PF-10
LAA-2	PF-11 or 13	PF-11	PF-13	PF-11
LAA-3	PF-15	PF-16	PF-16	none
<b>FRECMOs</b>	CAT I	CAT II	CAT III	CAT IV/V
SIM	NW-15	NW-15	NW-15	NW-11
SIM LAA-1	NW-15 NF-8			NW-11 NF-8
		NW-15	NW-15	
LAA-1	NF-8	NW-15 NF-8	NW-15 NF-8	NF-8

NOTE

The guidelines and objectives for each LAA are listed on the other side of this page. You <u>must</u> brief these objectives in addition to briefing the LAA rules. All LAA events must be done in the local area.

### Pulled 03/11/2013 1605Z

KMWH 111552Z 36003KT 10SM CLR 02/M01 A3033 RMK AO2 SLP280 T00171011 KMWH 111452Z 01005KT 10SM CLR 01/M02 A3031 RMK AO2 SLP273 T00061017 51009 KMWH 111352Z 03003KT 10SM CLR 00/M02 A3030 RMK AO2 SLP269 T00001022

KGEG 111553Z 16004KT 1/2SM R21/1600V2400FT FZFG BKN002 OVC150 M01/M01 A3028 RMK AO2 SLP274 TWR VIS 4+ T10061011 KGEG 111453Z 18003KT 1/2SM R21/1600V2400FT FZFG BKN002 OVC150 M01/M02 A3026 RMK AO2 SLP268 TWR VIS 4+ T10111017 53010 KGEG 111433Z 20003KT 1/4SM R21/1600FT FZFG BKN001 OVC200 M01/M01 A3026 RMK AO2 TWR VIS 4+ KGEG 111358Z 18003KT 1/2SM R21/2800FT FZFG SCT001 OVC200 M01/M01 A3025 RMK AO2 TWR VIS 4+

Encl (33

#### **ZCZC SEATAFMWH**

FTUS80 KMWH 111130 RRC

KMWH 111128Z 1112/1212 35004KT P6SM SCT200

FM111800 VRB04KT P6SM SCT100 OVC150

FM120300 20006KT P6SM OVC040 PROB30 1204/1209 -SHRA

FM121000 20008KT P6SM VCSH SCT040 OVC080

FTUS80 KGEG 111503 AAA

KGEG 111500Z 1115/1212 18003KT 1SM BR SCT001 BKN250

TEMPO 1115/1117 1/2SM FZFG BKN002

FM111700 18004KT 3SM BR SCT002 BKN200

FM111800 21007KT P6SM BKN150

FM120600 15004KT P6SM OVC050

FM120900 13005KT 5SM -RASN BKN025 OVC050

WAUS45 KKCI 111445

-SLCS WA 111445

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AIRMET IFR...ID MT WA OR

FROM 50NW GEG TO MLP TO 20ESE DNJ TO 60WSW BKE TO 50NW GEG CIG BLW 010/VIS BLW 3SM BR/FG. CONDS ENDG 18-21Z.

AIRMET MTN OBSCN...ID MT WY NV UT CO WA OR FROM 40SSW YQL TO HLN TO 30SW BIL TO 20NE OCS TO LAR TO 40ESE DBL TO SLC TO BOI TO 70SSW PDT TO 80SW YXC TO 40SSW YQL MTNS OBSC BY CLDS/PCPN. CONDS CONTG BYD 21Z THRU 03Z.

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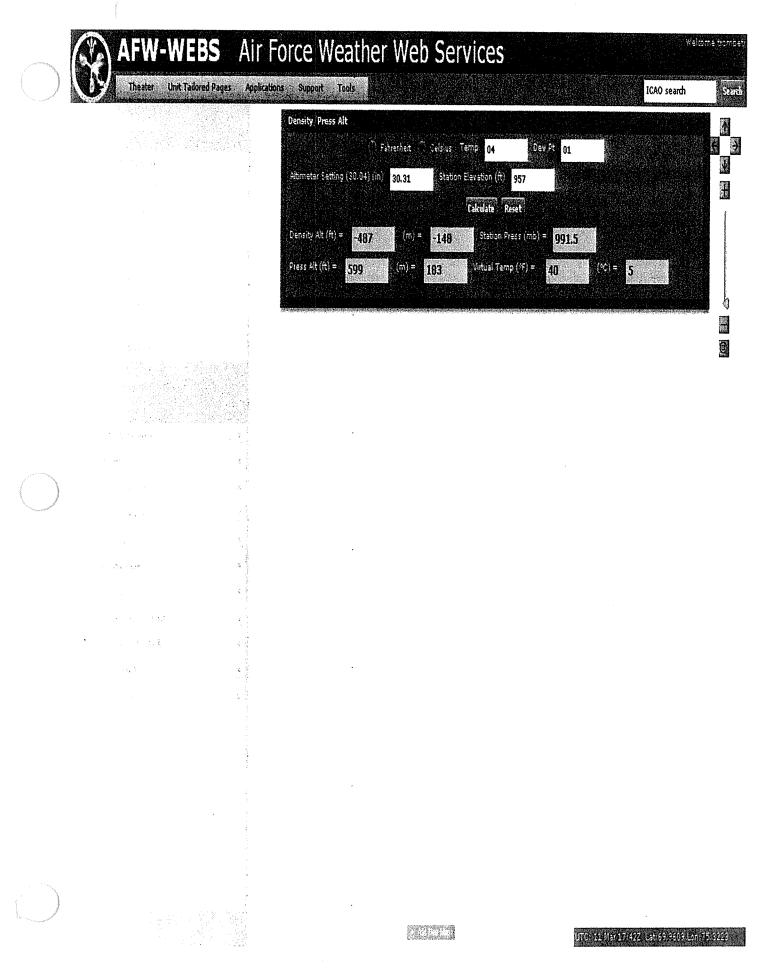
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NNNN

NASWHIDBEYINST 3750.17C 11 Aug 06

#### Weather Record

Date and local time of mishap: 11 MARCH 2013 Location of mishap: RITZUILLE 60 W OF SPOKANE Duty Forecaster: We are in the process of investigating and reporting a possible aircraft mishap. Please fill out this form to the best of your ability and **return it to the NAS Operations** Duty Officer next door. We need this information as soon as possible. Thank you. Date and time filled in by Meteorology: // MArch 2013 /0:234 Temperature and dew point: OSC/OZEHMSBO2C/-DICKMWH Pressure altitude: FCSt USing Neavest Parameters + 599 Ft Density altitude: Fost Using Nearest Parameters - 487 Ft Altimeter setting: <u>KHmS 30.29</u> / KMWH 30.33 Surface winds: KHMS 2800714/ KMWH 36003Kt Winds aloft up to 31,000': HKF+ RAM Sec A Hutchments! Cloud layers: KmwH CleAR KHms Sc+150 OUC250 Visibility: 1CmwH 10Sm KAMS Thunderstorms: None Fest None Present Turbulence: Nove Fcst Icing: NONE Fest Precipitation: NONE FCSt or Present Other: All Above PAVAmeters Neavest Time OF Reported Incident. Parameters used TO CALCULATE PAIDA: TO4C/DPOIC Alt Setting 30.31 ELEVAtion 957 Ft MSL. (b)(6) FCS+R: MR GS-09 AVIAtion WX Tab #17 Site MANAGER. Page 2 of 2 pages



Date 18-Dec-12	Student Lt(jg) Delaney	Instr	uctor $LtC\alpha b$ )(3), (b)(6)	Tin 2	ne .2	Airer		P-II	
Status	Complete	A	ttitude Toward Fli	<u> </u>	AT				
All Above Average	e, Below Average, and U	NSAT Ite	ms Require Comme	ents			*******		
			*********	AA	A	BA	U	сом	Τ
A. Professional	Skills			4.0	3.0	2.0	1.0		╀
1. Preflight Pre					X	<u> </u>			+
2. Brief	r	*****							┝
3. Pilot Skills			************	×		<b> </b>		////	┢
4. NATOPS/W	SOM Knowledge				X	ļ		1111	┢
5. Safety/ORM	[				X				+
6. CRM - D A	M C L A/F S				X				┢
B. Event Perform	ance								┢
1. Ground Proc			nin in faith an tha		X		el e e Mer e	////	t
2. Takeoff/Clir	nb-out				X				T
3. Initial Rende	ezvous				X				T
4. Formation L	ead				X				T
5. Parade					X			////	
6. Crossunders	<b>.</b>				X				Γ
7. Lead Chang	ges				X			////	
8. Breakup &	Rendezvous				X			////	
A. Left-Hau	nd:	Numb	oer:	X				////	
B. Right-H	and:	Numl	ber:		X			////	
9. Cruise									100 C
C. Approaches/L				and the second sec					
1. Section Appro	oaches:	Num	ber:		X			////	L
A. Lead									L
B. Wingman					X			////	
2. Normal Landi	ngs	Num	ber:		X			////	
	Total Number of Landi	ings: Num	ber:		X				
3. Post Landing	Procedures/Checklists				$\times$			////	
			Total (21)	2	18				

1

Instructor Comments:

Real nice PF-5.

AA- Pilot skills: Generally above average for PF-5. Exceptionally nice, level hard turns during the B and R's as wing.

AA - Left Hand Rdzvs: Excellent altitude, bearing, closure throughout.

Taxied as a section. Initially was following about 500', then adjusted to about 800' ish. Individual takeoffs for weather, then effected a running rendezvous at FL 230. Little bit slow on this initial rendezvous, but within the average parameters for PF-5.

Once in the area, flew around in parade. Real nice job working crossunders and the IFR and VFR parade positions.

Then into B and Rs: good hard turns (as mentioned). Good job waiting for lead to track out. On the right hand turns, Lt(jg) Delaney tended to go just barely go acute before resetting on bearing line. Also there was a (little) tendency to go a (little) low (~50-100') and join low to high. Overall, real nice B and Rs. Safe, without stagnating.

Cruise formation: no problems, stayed right in there throughout left and right turns up to 80 degrees AOB and 3-4 Gs.

Swapped leads and lead though one B and R. Ballooned on that 180 degree turn, corrected. Then led through cruise: a little rough as lead as Lt(jg) Delaney is still getting used to the varying nose trim and stick position required for various speed regimes in the Prowler, ie: back in your lap for takeoff/landing, behind the knees for 300 kts and between the knees for 400+.

Swapped leads again and was led through a section approach out in the area. Standard early PF issue of altitude control as the airplane configures, nothing out of the ordinary from Lt(jg) Delaney. Flew the simulated approach to section wave-off. Called it PF-5 compete and RTBd as singles.

Break was open upon arrival, so to the break for pattern work. First pass: little high fast start, worked it down, then PNUAR and got slow. Next five passes trended to angling approach, little high to clara high starts, with little fasts, then working it down cresting ball and onspeed at the ramp.

As a bonus: We left the tower pattern dirty to go to Smith Island in order to dirty rendezvous with and visually inspect 910 (the lead jet), whom had nose gear barber pole down indications. Joined in RHT at  $\sim$ 150 kts. Watched them lower the gear, looked down. Then 910 blew it down. Still barber pole indication. We came back for the brake-full stop. 910 came back for the off duty trap.

HP/HS, no issues.

PRESS!

(b)(6)

2

Date 20-Dec-12	Student Lt(jg) Delaney	Instructor LtCo	(b)(3), (b)(6)	Tim 2	ie .0	Aire		P-II	
Status	Complete	Attitud	e Toward Fli		AT			4. <b>1</b>	
All Above Average	e, Below Average, and U	NSAT Items Re	quire Comme	nts	********				
				AA 4.0	A 3.0	BA 2.0	U 1.0	сом	11
A. Professional S	Skills								
1. Preflight Pre	paration				X		-		
2. Brief					X				
3. Pilot Skills					X				
4. NATOPS/W	SOM Knowledge				X	[			
5. Safety/ORM					X				
6. CRM - D A	MCLA/FS.				X			////	
B. Event Perform:	Ince								
1. Ground Proc	edures				X			////	
2. Takeoff/Clin	nb-out/Enroute				X			////	
3. Unusual Atti	tude Recoveries				X				
4. Aerobatics									
A. Flaperon	Roll				X				
B. Barrel Ro	11				X			////	
C. Wingover					X			////	
D. Oblique					X			////	
E. Nose High	/Nose Low Maneuvers				X			////	
F. Modified	Nose Low Maneuvers	·			X			////-	
G. Approac	n-To-Stall		*****		X			////	
C. Approaches/L	andings		9.5 -						
1. TACAN App	oach:	Number:						////	
2. PAR/ACLS/II	LS Approach:	Number:	2		X			////	
3. No Flap/No Sl	at Approach:	·····			X			////	
4. Simulated Sin	gle Engine Approach:				X				
5. Normal Landi	ngs	Number:	3		X			1111	
6. Landings: 20	degree							and	
	degree x								
	Procedures/Checklists			499 (48 A P	X	esenter en constantes La constante de la constante de	n in the second s		
			Total (22)		21				1

1

VAQ-129 Gradesheet

Revised 05 MAR 2010

## Instructor Comments: SAFE FOR ECMO!!

Delaney did a good job today. KNUW to the Boardman.

Did the maneuvers. Saw a real good 15 units during the CATS. Saw that when clean at 15 units the Prowler really has no flaperon control. Good job breaking that AOA and recovering.

Aerobatics: LOOK OUTSIDE please. Feel the airplane. Keep that scan going. Outside left, up, outside right, quick glance at the instruments, outside left, up, outside right, etc...Glance at the instruments, think about what they said while you're looking outside and adjusting/correcting.

Nice simulated emergency approaches.

(jg) Delaney responds to the right seater, keeps the ball on the happy side of the lens and close to on speed.

(b)(6)

(b)(6)



	Student			1				
					Train		<b>D107</b>	
Statue	Delaney						1.18/	
Alus			i Flight					
PF-13 Low Level Navigation (7.18)       Instructor       Trainer         Date       Student       Instructor       Trainer         Status       Arithude Toward Flight         Attitude Toward Flight         M. Above Average, Below Average, and UNSAT Teems Require Comments         A. Professional Skills       AA       A       BA       U       Comments         B. StafftyORM       -       ////////////////////////////////////								
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	ht Preparation							
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							////	
B. Event Per	formance				1			
1. Ground	1 Procedures				1	1		
2. Takeof	f/Depature/Climb-out			V				
3. Low Lo	evel Navigation			V	1			
4. Chart I	nterpretation			V			////	
C. Approac	hes/Landings							
1. Instrume			The second se					•
)	Type: Mis	Number:						
2. Normal	Landings	Number:/		~			////	
3. Landing	s: 20 Degree:	30 Degree:						
		Total (1	12)	ι				
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instructor Con	induced (	mal derestions Conde	at	11	- 24	1C/	fter	ve
mountain Cor Was st	mand w/ MINI		~ ~					
1357 was	is unworkable				, <u> </u>	.,		
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[AA]	A. 6 Flered to a	DR 344 after 13	351 u	sas li	conf.	s litel	y Cov	ured a
[AA] in	A. 6 Flered to a wrk. w/ hiss than	IR 344 after 13 3000/s= student u (Mass-brief w/ 4 m	351 u vas al	sas oli ved	confe to a . pus	stited aday hed f	by Cov	ured a
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[AA] , 'n	A. 6 Flexed to WK. W/ less than dynamic schuation t Ample apporte shading of terrain zo minutes after out of low light you from effection	IR 344 after 15 3000/st Student u (Mass-brief w/ 4 en snity to discuss & u i due to extremely sourcise). Discussed tareas & what to due chy chyizy low. Discu	351 u uas al uts cov intrus low s the in the in the seed of	Time       Trainer $2-0$ $2F187$ Tight         nents         AA       A       BA       U       colspan="2">colspan="2">colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2	a route us revu			
[AA] ,'n	Student Delarey (b)(3), (b)(6) Delarey (b)(3), (b)(6) Attitude Tr Sat ove Average, Below Average, and UNSAT Items Requin rofessional Skills Preflight Preparation Brief Copilot Skills NATOPS/WSOM Knowledge Safety/ORM CRM - D AM CL AF S ent Performance Ground Procedures Takcoff/Depature/Climb-out Low Level Navigation Chart Interpretation oproaches/Landings nstrument Approach Type: <u>acs</u> Number: Normal Landings Number: AUW -> ToFL NUW tor Comments: Mass brief to cour 3 a struderd w/ minimal deviations. (b) I was inworkable. Att) A. (c) Fkred to # DR 3 44 after in wik w/ kiss then 3000/6- Studen wy dynewic schooting (Mass - b) et w/ dynewic schooting (Mass - b) et w/	IR 344 after 15 3000/st student u (Mass-brief w/ 4 en mity to discuss et u i due to extremely sonrise). Discussed tareas & what to do by Shing low. Discu it. Practized level	351 un nts cov intrus low s thu is thu is seed of torns	the the the mpore on	comparents to a effection to a effection the to a the the tem	hed - (Ent - (Ent) - ( (Ent) - (Ent) - ( (Ent) - (Ent) - ( (Ent) - (Ent) - ( (Ent) - ((Ent)) - ((Ent)	y Cov ot to alt of star star star et safe	a rote us revu
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		F-14 Tactical Formation (7.25)	19.5					
Date	Student	<b>Instructor</b>	Time		<b>F</b> raine	er - <del>2F</del>	197	
	Delanoy	(b)(3), (b)(6)	I			41	107	
Status		Attitude Toward Sat	i Flight					
<u>L</u>	m t 4		51551/J14 to					
All Above Av	erage, Below Average, a	nd UNSAT Items Require Con	AA	A	BA	U	co.u	1810
			4.0	3.0	2.0	1.0	COM	INC
A. Professi	onal Skills							
1. Preflig	ht Preparation			$\overline{\checkmark}$			////	
2. Brief				ν			////	
3. Copilo	t Skills			$\checkmark$			////	
4. NATO	PS/WSOM Knowledge			V				
5. Safety	/ORM			$\checkmark$				
6. CRM	- DAMCLA/FS			V			////	
B. Event Per	formance		$\sum_{i=1}^{n} e_{i}^{(i)}$					
	d Procedures			V				
2. Sectio	n Takeoff/Rendezvous				<u> </u>			
3. Depar	ture			<u> </u>	1		//// ////	
4. Parade	3			~	·		////	,
5. Forma	ntion Procedures						////	
6. Crossi	inders						////	
7. Lead	Changes						////	
8. Cruise	e Formation			~				
9. Break	up & Rendezvous (250 KIA	lS)			,			
10. Com	bat Spread			V		ļ		
11. Turn	5					ļ		
A. N	lav Turns							
	heckTurns							
С. Т	ac Turns							
D. Is	nplace Turns			1111				
	ross Turns	1						
	hackles							+
-	ter Wing Formation							
	ches/Landings			<u> </u>				-
1. Section	n Approaches:							+
A. Le	ad							
B. Wi	ngman			V	·			
2. Norma	al Landings	Number: 2					////	
3. Landir	1gs: 20 Degree:	30 Degree: 2						

hered

Brief see othing some shuts NUW-NFL 11. A. MAN TURNS BELOW AUERACIE. Tund wing direction thin hiely BAJ AA MACAN was intermittet. Lead called for IN-PLACE AWAY AT. 4 ABEAM & less than 5 miles from border of area. Slow roll & pull beendled to being above lead followed by our pull & descending toin through leads altitude. Canot fully full student for |||.D.|[BA] this schatar as turn was called out of parameters. 3.9 (AA) Studit is the best I'm seen at LAR BAR'S. Never more than 100 ft off is left hand! Conduct. Very long day, followed by infinition working areas to insufficient time to conduct fraving. Student was our whilmed not by lack of abolity bot rather unrealistic training schedule. As ide from the choice mentioned items the only other critique to is in the terminal area. As lead on dominine renained at e second eine as ein the ade approve show 400 ft off altitude after work called to adjust to correct alt.

Date	Student	Instructor	Tin	ie	Train	er		
	Delaney	(b)(3), (b)(6)	2.	~ !	~ 2 74 <u>94</u> 1		F187	
Status T		Attitude Towar Sat	rd Flight					
All Above Ave	erage , Below Average, an	d UNSAT Items Require Co	omments					
			AA	A	BA	U	сом	
A. Professio	nal Skills		4.0	3.0	2.0	1.0		-
	t Preparation							┡
2. Brief								-
3. Copilot	Skills							╞
-	PS/WSOM Knowledge						////	
5. Safety/	~				,		1111	┝
	DAMCLA/FS							┢
B. Event Perf								┢
	Procedures				1			
	Takeoff/Rendezvous						////	$\vdash$
	vel Navigation						////	┢
	terpretation						1111	-
5. Fighter	· · · · · · · · · · · · · · · · · · ·						////	┢
6. Tactical	-						////	╞
	Spread Maneuvering						////	┢
8. Turns								
	eck Turns				·		////	┢
B. Nav	/ Turns				V		1111	1-
C. Tac	Turns				<u> </u>			1
D. Inp	lace Turns							T
E. Sha	ckles							-
C. Approach	es/Landings				-			
1. Normal I	Landings	Number: 1		V				
2. Landings	: 20 Degree:	30 Degree:						
		Total	(18)					
Section no devis and wa above abolity A.C.	to learn, [AA] Able to so	This event was this event was to an E. P. nowew, pace of t priorities well TAC LOW. ned opposite direc poor airspeed men	under	ver	y sti	v re e s f	ີບ ( ຮ	. 1
		Y,	-					
					Revise			



CAPPELAERE

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----OFFICIAL INFORMATION DISPATCH FOLLOWS-----RTTUZYUW RUCCBWF0023 0670042-UUUU--RHMCSUU. ZNR UUUUU R 061022Z MAR 12 ZYB FM COMNAVPERSCOM MILLINGTON TN//PERS432/PERS455// COMTRAWING ONE TO COMTRAWING ONE MERIDIAN MS//JJJ// NAS MERIDIAN, MS VAQRON ONE TWO NINE//JJJ// PERSUPP DET NORTH ISLAND CA//JJJ// Departer NAS MERIDIAN MS//JJJ// Reported PERSUPP DET WHIDBEY ISLAND WA//JJJ// 0800 APR BT Time Data UNCLAS FOUO//NO1321// MSGID/GENADMIN/COMNAVPERSCOM// (b)(6) SUBJ/BUPERS ORDER// RMKS/ BUPERS ORDER: 0672 XXX-XX-//1310 (PERS-432N) OFFICIAL CHANGE DUTY ORDERS FOR LTJG VALERIE ALICE CAPPELAERE, USN ***** IN CARRYING OUT/PROCESSING THESE ORDERS, BOTH PARTS ONE AND TWO MUST BE READ AND LISTED INSTRUCTIONS COMPLIED WITH. FOR OFFICIAL USE ONLY ***** PART ONE - DETACHING ACTIVITY /M/ ----WHEN DIRECTED BY REPORTING SENIOR, DETACH IN APR 12 EDD: APR 12 FROM STU TRAWING 1 MERIDIAN MS UIC: 30458 PERMANENT DUTY STATION MS, MERIDIAN ACC: 342 FROM DUTY UNDER INSTRUCTION IN A FLYING STATUS INVOLVING FLYING PERSONNEL ACCOUNTING SUPPORT: CUSERVDESK MERIDIAN MS UIC: 43324 ----- INTERMEDIATE (01) ACTIVITY /M/ EDA: 20 APR 12 **REPORT IN APR 12** UIC: 30694 TO STU CRAW/CRAG VAQ 129 LOCATION: WA, WHIDBEY ISLAND FOR TEMPORARY DUTY IN A FLYING STATUS INVOLVING ACC: 350 FLYING FOR APPROXIMATELY 3 DAY/S/ PERSONNEL ACCOUNTING SUPPORT: PSD WHIDBEY ISLAND UIC: 43138 UPON COMPLETION OF TEMPORARY DUTY IN A FLYING STATUS INVOLVING FLYING EDD: 22 APR 12 AND WHEN DIRECTED, DETACH. 0 ----- INTERMEDIATE (02) ACTIVITY /M/ VAQ-126 ō ADMIN/ASD REPORT NET 21 APR 12 BUT NLT 23 APR 12 EDA: 23 APR CHECK-18) (9)(9) (9)(9) **UIC: 30669** TO STU CSF DETACHMENT NORTH ISLAN LOCATION: CA, NORTH ISLAND 0 APR 12 ACC: 341 FOR TEMPORARY DUTY UNDER INSTRUCTION IN A FLYING STATUS INVOLVING FLYING FOR APPROXIMATELY 12 DAY/S/ PERSONNEL ACCOUNTING SUPPORT: PSD NORTH ISLAND ш UIC: 42827 **PRINT** SIGN AT TO INCLUDE 12 DAY/S/ AT SERE CLASS: 21201 CONV: 120423 GRAD: 120504 CDP: 06T8 UPON COMPLETION OF TEMPORARY DUTY UNDER INSTRUCTION IN A FLYING STATUS INVOLVING FLYING EDD: 04 MAY 12 AND WHEN DIRECTED, DETACH. Page 1



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## CAPPELAERE

CAPPELAERE	
- REPORT NOT LATER THAN 0730 23 APR 12 AND NOT EARLIEF	R THAN
21 APR 12 . REPORTING PRIOR TO NOT EARLIER THAN DATE	WILL
TERMINATE LEAVE STATUS AND RESULTS IN NON-PAYMENT OF	PER DIEM FOR
PERIOD PRIOR TO THE NOT EARLIER THAN DATE SPECIFIED U	NLESS AUTHORIZED
HNDED MTI DERSMAN $1320-140$	
- MEMBER ADVISED. NO PERDIEM/LODGING REIMBURSEMENT A	JTHORIZED AT ANY
INTERMEDIATE STOP/S/ IN THE SAME GEOGRAPHIC LOCATION	AS THE ULTIMATE
DUTY STATION.	
- MEMBER DIRECTED: FOR EACH INTERMEDIATE STOP, IF GO	VERNMENT
QUARTERS ARE AVAILABLE (BQ/SHIPBOARD BERTHING) AND TH	F BASE HAS A
GOVERNMENT MESS APPROPRIATED FUND FOOD SERVICE ACTIVI	TY/GALLEY
GOVERNMENT MESS APPROPRIATED FOND FOOD SERVICE ACTIVE	DER DIEM
AVAILABLE TO THE TRAVELER, USE OF THE GOVERNMENT MEAL	ARIE OR TS
RATE IS DIRECTED. IF GOVERNMENT MESSING IS NOT AVAIL	ECT EROM THE
PARTIALLY AVAILABLE, OBTAIN AN ENDORSEMENT TO THAT EF	
HOST COMMAND. JFTR PARA U4400 APPLIES. NO PER DIEM/L	TO THE SAME
REIMBURSEMENT IS AUTHORIZED IF THE INTERMEDIATE STOP	IS IN THE SAME
GEOGRAPHIC LOCATION AS THE ULTIMATE DUTY STATION. EXC	EPITON TO THIS
POLICY IS ARDUOUS SEA DUTY IDENTIFIED IN JFIR USIZUD	AND LISTED IN
ODNAVINST 4650 17	
ULTIMATE ACTIVITY /M/	-
REPORT NOT LATER THAN MAY 12	EDA: MAY IZ
$\pi \sigma$ $\sigma \pi \mu$ $\sigma \rho \lambda \mu / \sigma \rho \Lambda \sigma 120$	UIC: 30694
DERMANENT DITY STATION WA. WHIDBEY ISLAND	
PERMANENT DUTY STATION WA, WHIDBEY ISLAND FOR DUTY UNDER INSTRUCTION IN A FLYING STATUS	ACC: 342
INVOLVING FLYING	D3C, 33330
INVOLVING (ELING	PRD: 1305
PERSONNEL ACCOUNTING SUPPORT: PSD WHIDBEY ISLAND	
	UIC: 43138
ACCOUNTING DATA	
PCS ACCOUNTING DATA:	
MAC CIC: 3N3C2XXXX112010	
CIC: A53C229F	
LOA: 1721453.2251 210 00022 068566 2D S015YZ 00022234	2008
LUA: 1/21455.2251 210 00022 000500 20 501512 000121	
SDN: N0002212CS015YZ	
TAC: $N3A2$	
TEMDUINS ACCOUNTING DATA FOR FY-12 LOA: 1721804.22MM 210 62980 0 068566 2D 0015YZ 000222	08100E
LOA: 1/21804.22MM 210 02980 0 008900 20 001972 00011	
SDN: N0002212T0015YZ	
BUPERS ORDER: 0672 XXX-XX- BUPERS ORDER: 0672 XXX-XX- MINING (PERS-43	32N)
BUPERS ORDER: 00/2 AAA-AA-	
OFFICIAL CHANGE DUTY ORDERS FOR	
LTJG VALERIE ALICE CAPPELAERE, USN - MEMBER ADVISED: IF THIS ORDER CONTAINS FY13 FUNDING - MEMBER ADVISED: IF THIS ORDER CONTAINS FY13 FUNDING	G. PROGRAM/FUND
- MEMBER ADVISED: IF THIS ORDER CONTAINS ITS ORDER ALLOCATION IS ISSUED IN ANTICIPATION OF ENACTMENT OF	THE EY13 DOD
ALLOCATION IS ISSUED IN ANTICIPATION OF ENACIPIENT OF	R) AND TS
ALLOCATION IS ISSUED IN ANTICIPATION CONTINUING RESOLUTION (CAPPROPRIATIONS ACT OR A FY13 CONTINUING RESOLUTION (C	DE WHICHEVER ACT
SUBJECT TO AVAILABILITY OF FUNDS AND ALL PROVISIONS (	OCATION MAY NOT
TE ADDITCARIE, CHARGES AGAINST THIS PROGRAM/ FOND ACT	OCATION PART NOT
r = r = r = r = r = r = r = r = r = r =	
	DETATIS!
- PERMANENT CHANGE OF STATION (PCS) TRAVEL INFORMATIC	DASS / DEPSONNEL
DECETPT OF ORDERS OR IMMEDIATELY UPON RECEIPT OF FCS	ORDERS IF
THAN YELLOW THE TO THE LECC THAN YELLIAYS.	
	ALE AND
SERVICE RECORD) ACCOUNT ARE LOCATED ON THE NSIPS SPL	ASH SCREEN,
HTTPS://NSIPS.NMCI.NAVY.MIL/ (UNDER OSER INFORMATED NAVPE LOGON TO THEIR ESR ACCOUNT, THEN DOUBLE-CLICK THE 'U	PDATE PCS TRAVEL'
LOGON TO THEIR ESR ACCOUNT, THEN DOUBLE-CETCH NAME ICON ON THEIR HOMEPAGE TO ACCESS THE AUTOMATED NAVPE	RS 7041 TRAVEL
ICON ON THEIR HOMEPAGE TO ACCESS THE AUTOMATED NAVE INFORMATION FORM. FOR CONVENIENCE, THERE IS AN 'AUTO	-FILL' FEATURE
INFORMATION FORM. FOR CONVENTINCE, THERE 20 Page 2	

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#### CAPPELAERE

WHICH AUTOMATICALLY COMPLETES THE PCS ITINERARY FROM THE MEMBER'S CURRENT ACTIVE ORDERS. MEMBER NEED ONLY COMPLETE OR ADJUST PCS DETAILS SPECIFIC TO DEPENDENT TRAVEL, HOUSEHOLD GOODS WEIGHTS AND/OR POV SHIPMENTS. COMMANDS PASS/PERSONNEL SERVICING OFFICES NOT USING NSIPS WEB SHOULD PROVIDE THE NAVPERS 7041/1 FORM TO MEMBER, AND UPON MEMBER'S COMPLETION, VERIFY THEN MAIL TO: DIRECTOR, PERMANENT CHANGE STATION VARIANCE COMPONENT, 1240 EAST 9TH STREET, SUITE 967, CLEVELAND OH 44199-2088.

- IF DETACHING FROM OR REPORTING TO A UNIT WHEN IT'S AWAY FROM HOMEPORT/PDS, MEMBER IS AUTHORIZED TRAVEL VIA THE UNIT'S HOMEPORT/ PDS UNDER JFTR U5120F TO ASSIST WITH TRANSPORTATION OF DEPENDENTS AND/OR HHG, PICK UP PERSONAL ITEMS OR PERSONALLY DRIVE HIS/HER POV FROM THE HOMEPORT.

- MEMBER ADVISED: REQUIRED TO CONTACT HIS/HER NEAREST MILITARY TREATMENT FACILITY (MTF), MEDICAL DEPARTMENT REPRESENTATIVE OR TRICARE SERVICE CENTER PRIOR TO TRANSFER FOR COUNSELING ON URGENT OR EMERGENCY MEDICAL CARE DURING PCS MOVES. UPON ARRIVAL AT NEW DUTY STATION, MEMBER IS REQUIRED TO CONTACT THE NEAREST MTF, MEDICAL DEPARTMENT REPRESENTATIVE, OR TRICARE SERVICE CENTER TO SELECT A PRIMARY CARE PROVIDER. THESE POINTS OF CONTACT CAN ALSO PROVIDE INFORMATION ON HEALTH CARE OPTIONS AVAILABLE FOR FAMILY MEMBERS NOT ENROLLED IN TRICARE PRIME. GENERAL TRICARE INFORMATION IS AVAILABLE ON THE WEB AT: HTTP://WWW.TRICARE.OSD.MIL.

- MEMBER DIRECTED: UPON RECEIPT OF ORDERS, IF ENROLLED IN THE EXCEPTIONAL FAMILY MEMBER PROGRAM (EFMP), MEMBER IS DIRECTED TO HAVE THE DETACHING EFMP COORDINATOR AND THE HEALTH BENEFITS ADVISOR (HBA) WHO IS THE TRICARE REPRESENTATIVE CONFIRM CARE FOR THE FAMILY MEMBER/S/ WITH THE GAINING EFMP COORDINATOR AND HBA. ADDITIONAL EFMP INFORMATION CAN BE FOUND ON THE WEB AT:

HTTP://WWW.NPC.NAVY.MIL/COMMANDSUPPORT/EXCEPTIONALFAMILYMEMBER/ THE EFMP IS GOVERNED BY OPNAVINST 1754.2D AND SECNAVINST 1754.5B. AND MILPERSMAN 1300-700.

- FOR MORE INFORMATION ON YOUR NEXT PERMANENT CHANGE OF STATION (PCS) VISIT HTTPS://WWW.HOUSING.NAVY.MIL THIS WEBSITE PROVIDES ON AND OFF BASE HOUSING AND GENERAL INFORMATION ABOUT NAVY AND MARINE CORPS LOCATIONS WORLDWIDE.

- DETACHING COMMAND: IF TRANSOCEANIC TRAVEL WILL BE PERFORMED BY MEMBER, PORT CALL ASSIGNED BY THE NAVY PASSENGER TRANSPORTATION OFFICE WILL CANCEL THE REPORT NOT LATER THAN DATE, AT RECEIVING COMMAND, AND SHALL CONSTITUTE THE SPECIFIC DATE MEMBER IS TO REPORT FOR TRANSPORTATION. IF THIS IS AN ORDER MODIFICATION, CANCELLATION OR MODIFICATION OF PORT CALL MAY BE REQUIRED. IF SO, IMMEDIATELY CONTACT SERVICING NPTO. OPNAVINST 4650.1S SERIES REFERS.

- DETACHING COMMAND: ENSURE MEMBER HAS A COMPLETED AND DOCUMENTED HIV TEST WITHIN 24 MONTHS OF EDD. EVERY EFFORT SHOULD BE MADE TO ENSURE RESULTS ARE RECEIVED PRIOR TO TRANSFER. HOWEVER, IF RESULTS ARE NOT RECEIVED, ENSURE MEMBER'S MEDICAL/DENTAL RECORD REFLECTS THAT THE MEMBER'S TEST WAS COMPLETED AND AWAITING RESULTS. TEST RESULTS SHOULD BE FORWARDED TO NEW DUTY STATION UPON RECEIPT FOR INCORPORATION IN MEDICAL/DENTAL RECORDS.

- THIS TRANSFER FUNDED FOR MEMBER AND AUTH DEPENDENTS AS REFLECTED ON SERVICE RECORD PAGE TWO, PER JFTR U5215, DEPENDENTS ACQUIRED ON OR PRIOR TO THE EFFECTIVE DATE OF ORDERS ARE AUTH TRAVEL/TRANSP ALLOWANCES FROM THE PLACE AT WHICH ACQUIRED TO THE NEW PDS, UP TO THE TVL/TRANSP ENTITLEMENT FOR TVL FROM OLD PDS TO THE NEW PDS. PLEASE REFER TO JFTR APPENDIX A FOR DEFINITION OF EFFECTIVE DATE OF PCS ORDERS.

- MEMBER ADVISED: SURVIVAL, EVASION, RESISTANCE AND ESCAPE (SERE),

CAPPELAERE

A-2D-4635, LENGTH 12 DAYS. STUDENTS MUST BRING WITH THEM: SERVICE RECORD, ORIGINAL ORDERS, MEDICAL AND DENTAL RECORDS, MEDICAL SCREENING FORM (COMPLETED WITHIN 14 DAYS OF THE CLASS CONVENE) AND NATOPS TRAINING JACKET. STUDENTS WHO EXCEED THE BODY FAT STANDARDS OR HAVE FAILED THEIR LAST PRT WILL NOT BE ACCEPTED FOR TRAINING. ADDITIONALLY, STUDENTS WHO HAVE RECEIVED A SMALL POX VACCINE WITHIN 30 DAYS OF THE CLASS CONVENE WILL NOT BE ALLOWED IN THE COURSE. PLEASE NOTE: IF YOU ARE UNABLE TO ATTEND DURING YOUR SCHEDULED CLASS DATES, FUTURE QUOTA AVAILABILITY IS LIMITED, WHICH COULD RESULT IN SIGNIFICANT DELAYS. FOR MORE INFORMATION, ACCESS THE CSF WEBSITE AT: HTTPS://WWW.NETC.NAVY.MIL/CENTERS/CSF/ WHEN CHECKING IN, REPORT IN THE UNIFORM OF THE DAY (CIVILIAN ATTIRE IS NOT AUTHORIZED). FOR SAN DIEGO/WARNER SPRINGS: IF THE FIRST WORK DAY IS EARLIER THAN YOUR CONVENE DATE, RPT TO TSC DET SAN DIEGO, BLDG 861, RM 107 (COMM 619-545-8292/9728). IF UNABLE TO CHECK IN WITH TSC DET, CHECK IN WITH NAS NORTH ISLAND QUARTERDECK, BLDG 678, FOR REPORTING ENDORSEMENT. IF BILLETING IS REQUIRED, CHECK IN WITH CENTRAL BILLETING, BLDG 1500, RODGERS RD, COMM 619-545-9551. ON YOUR CONVENE DATE, RPT TO BLDG 618, NAS NORTH ISLAND AT 0630. STUDENT CONTROL WILL CHECK YOU IN ON THE FIRST DECK (COMM 619 767-1434). ----- ULTIMATE ACTIVITY /M/ ------ MEMBER ADVISED: FOR GOVERNMENT LODGING INFORMATION VISIT WEBSITE WWW.DODLODGING.NET OR CALL TOLL FREE 1-877-NAVY-BED (1-877-628-9233) TO DETERMINE GOVERNMENT LODGING AVAILABILITY IN THE VICINITY OF OLD AND NEW PERMANENT DUTY STATIONS. RESERVATIONS ARE REQUIRED TO ENSURE ROOM AVAILABILITY. - MEMBER ADVISED: CHILDCARE INFORMATION AND REGISTRATION FOR NEW DUTY STATION IS AVAILABLE AT: HTTPS://WWW.CNIC.NAVY.MIL/CYP SAVE MONEY THE FLEET AND FAMILY SUPPORT CENTER HAS PROGRAM INITIATIVES THAT SAVE MONEY ON RENT, SECURITY DEPOSITS, AND HOME BUYING COST. REDUCE TIME SPENT ON FINDING SUITABLE AND AFFORDABLE HOUSING. LEARN ABOUT PROGRAMS THAT WILL SAVE TIME AND MONEY BY VISITING THE LOCAL FLEET AND FAMILY SUPPORT CENTER. - DESIGNATOR CHANGED TO 1310 EFFECTIVE UPON BEING DESIGNATED A NAVAL AVIATOR. XXXXXX VALERIE XXXXXXX XXXXXX WELCOME TO WHIDBEY XXXXXXX AND THE VIKINGS OF VAQ-129 VISIT THE VIKING WEB PAGE AT XXXXXX XXXXXXX XXXXXX XXXXXXX HTTP://WWW.VAQ129.NAVY.MIL/ XXXXXX XXXXXXX FRS CLASS 12-08 CONVENES 04MAY12. 0730 HGR 12. POC, STUDENT CONTROL OFFICER CAPT(b)(3), (b)(6)DSN (b)(6) COMM (b)(6) -XXXX. ORDERS TO THE VAQ COMMUNITY MAY INCLUDE FOLLOW ON ORDERS FOR OVERSEAS ASSIGNMENT (I.E. HOMEPORT JAPAN). - NAVAL HOSPITAL OAK HARBOR (NHOH) IS DESIGNATED AS AN EXCEPTIONAL FAMILY MEMBER PROGRAM (EFM) CATEGORY 5 FACILITY. HOWEVER, AS A SMALL COMMUNITY HOSPITAL, SOME SPECIALTY SERVICES ARE LIMITED. FOR MORE DETAILED INFORMATION ON THE EFM PROGRAM AND AVAILABILITY OF SERVICES AT NHOH, LOG ON TO: HTTP://NHOH.MED.NAVY.MIL AND CLICK ON EFM INFORMATION LINK. ----- SPECIAL INSTRUCTIONS ------- MEMBER ADVISED: IN CASES WHERE THESE ORDERS CONFLICT WITH THE JOINT FEDERAL TRAVEL REGULATIONS OR ANY OTHER REGULATION, THE **REGULATION PREVAILS** - MEMBER ADVISED: IAW MILPERSMAN 1320-308, AUTHORIZE TRANSPORTATION COST REIMBURSEMENT FOR EXCESS BAGGAGE UP TO AND NOT TO EXCEED THE FOLLOWING: /A/ ONE (1) PIECE FOR PILOTS, AIRCREW, DIVERS, AND PERSONNEL WHO MUST CARRY SPECIAL ISSUE GEAR WITH THEM /B/ TWO (2) PIECES FOR ATTACHES. SERVICE MEMBERS IN RECEIPT OF PCS ORDERS TO FORWARD DEPLOYED UNITS ARE ADVISED THAT CERTAIN AIRLINES MAY CHARGE Page 4

### CAPPELAERE

EXCESS BAGGAGE FEES. REIMBURSEMENT MAY BE REQUESTED IN ACCORDANCE WITH JOINT FEDERAL TRAVEL REGULATIONS (JFTR) U3015-B UPON REPORTING TO YOUR ULTIMATE DUTY STATION. CONTACT PERS-40CC FOR ENLISTED PERSONNEL OR COGNIZANT DETAILER FOR OFFICERS. CONSULT YOUR LOCAL HOUSEHOLD GOODS (HHG) PERSONAL PROPERTY OFFICE REGARDING SPECIFIC HHG AND PERSONAL PROPERTY SHIPMENT ENTITLEMENTS.

- MEMBER ADVISED: SHIPPING HHG? HAVE MOVE QUESTIONS? WANT TO MAKE A DIFFERENCE? NOW YOU CAN PROCESS YOUR HHG SHIPMENT APPLICATION AND RECEIVE COUNSELING ON LINE AT YOUR CONVENIENCE AT: WWW.MOVE.MIL. YOU MUST COMPLETE THE CUSTOMER SATISFACTION SURVEY AFTER MOVE IS COMPLETE. CONTACT TRANSPORTATION SPECIALIST TO ANSWER QUESTIONS AND PROVIDE GUIDANCE CONCERNING YOUR HHG SHIPMENT MONDAY THROUGH FRIDAY 0800-1700 EASTERN TIME AT 800-444-7789 COMM: 757-443-1719 DSN: 312-646-1719 OR BY EMAIL AT: HOUSEHOLDGOODS@NAVY.MIL.

- MEMBER DIRECTED: FOR INFORMATION REGARDING YOUR ULTIMATE DUTY STATION CONTACT THE NEAREST DEPARTMENT OF DEFENSE FAMILY SERVICE CENTER OR RELOCATION ASSISTANCE OFFICE. 1-800-372-5463.

- COMPLY WITH MILPERSMAN 1320-090 AND 1320-100 REGARDING TRAVEL AND AUTHORIZED PROCEED TIME IN EXECUTION OF THESE ORDERS.

- FOR COMMAND MAILING ADDRESS CONSULT THE STANDARD NAVAL DISTRIBUTION LIST (SNDL) ONLINE AT HTTP://DONI.DAPS.DLA.MIL/SNDL.ASPX OR VISIT YOUR PSA, PSD OR ADMIN OFFICE.

- YOU ARE OBLIGATED TO SERVE EIGHT YEARS FOR PROPELLER-ROTARY AIRCRAFT, OR EIGHT YEARS FOR JET AIRCRAFT, FOLLOWING COMPLETION OF TRAINING DATE WITHIN THE NAVAL AIR TRAINING COMMAND. (REFER MILPERSMAN 1542-010).

(SIGNED) C. A. COVELL REAR ADMIRAL, U. S. NAVY

COMMANDER NAVY PERSONNEL COMMAND

- MEMBER ADVISED: YOUR SATISFACTION MATTERS WE'D LIKE YOUR FEEDBACK; TELL US ABOUT YOUR ORDERS NEGOTIATION EXPERIENCE BY TAKING A 5-10 MINUTE SURVEY AT: HTTPS://WWW.SURVEYMONKEY.COM/S/HVLKJHY SURVEY PASSWORD IS: NAVY FORMAT 501: REMEMBER TO READ YOUR ORDERS IN THEIR ENTIRETY PERS433F , PERS433E , PERS432

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<DmdsReleaser>BUPERS.NPC.GOES.9500001192</DmdsReleaser>

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CLEARANCE NOTICE (Aeromedica		
Date: <u>13APR12</u>		
From: <u>NHOH FS</u>	Name: DELANEY, VALERIE	
TO: COOFVAR-129	Rank/Service: 02/USN	
	HR Loc: <u>MHOHAVR</u> ally qualified and aeronautically adapted for duty involving flight as:	
	ally qualified and aeronautically adapted for duby involve	
	III	
SNFO INFO ATC		4. D.F. 5
Class 2: SNFO NFO ATC AC Waiver has been (recommended) (granted for:	FERDO	
<ul> <li>Corrective lens required in performance of flig</li> <li>Corrective lens required and extra pair must be performance of flight duties (DVA &lt; 20(100))</li> </ul>	ht duties	
<ul> <li>3. Checkin/Annual Physical Examination.</li> <li>Following Aircraft Mishap/Incident.</li> <li>Return from sick/grounded list.</li> <li>Other (specify)</li> </ul>		
4. Date grounded		
Original to: 🛛 CO Copy to: 🖓 Oper. Off. 🖓 Trng. Off.	Signature: (b)(6)	
Trng. Off.	42 FS □ Other:	
NAVMED 6150/2 134 APR 12 by HM3 (b)(3), (Date)	th other, received concurrence from: (b)(3), (b)(6), MD LT, MC, (FS) USN	
(Uate) (Ivank (1vank (1vank	CVW-11 Flight #	
(1997. 3-3U)	S/E 0105-LF-010-1700	
		and the second sec

## NATOPS INSTRUMENT RATING REQU

OPNAV 3710/2 (REV. 1-74) S/N 0107-LF-728-2903

REF: OPNAVINST 3710.7 SERIES OPNAVINST 3510.9 SERIES NATOPS INSTRUMENT FLIGHT MANUAL

NAME (Last, First, Middle Initial)	GRADE	SSN	DATE
NEY, VALERIE C.	LTJG	ххх-хх-хххх	4 JAN 12

ζ	1
S	/29

APPLICATION IS HEREBY MADE FOR AN INSTRUMENT RATING (Check one) STANDARD SPECIAL 

				EXPERIENCE	SUMMARY
		MISCELLANEOUS SUMMA	۲Y		INSTRUMENT PILOT TIME
		ITEM	LAST 6 MONTHS	LAST 12 MONTHS	ITEM LAST LAST TOTAL 12 MOS. 6 MOS. YEAR
		PRECISION APPROACHES	46	47	ACTUAL 9.2 5.9 23.3
					SIMULATED 20.8 19.2 145.4
		NON-PRECISION APPROACHES	10	12	INSTRUMENT PILOT TIME 30.0 25.1 168.7
					TOTAL YEARS FLYING EXPERIENCE (Military and Commercial) 2 Yrs 7 Mo
		TOTAL PILOT TIME	293	.1	THIS IS TO CERTIFY THAT THE APPLICANT HAS
AIR	CR	AFT QUALIFICATIONS		and the second	
EA-					I         COMPLETED THE WRITTEN EXAM FOR AN INSTRUMENT RATI           T         AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL
		NT RATING			E 1 ⁵¹ EXAM (GRADE) 2 ND EXAM (GRADE) 3 RD EXAM (GRADE)
		ARD S BIRTHDAY			N QUALIFIED SIGNATURE OF EXAMING OFFICER GRADE
		1986			E SIGNATURE OF EXAMING OFFICER GRADE X CI-KRAGEL (SEE NATOPS JACKET FOR SIG)
<u> </u>		URE OF ARELICANT			
and the second second	aid the	(b)(6)			CVWP 05 DEC 1
		PART ONE (Basic Instruments)	QUAL	UNQUAL	PART TWO (Instrument Flight within control areas with emphasis on VOR/TACAN where feasible)
-	1	INSTRUMENT TAKEOFF (Optional)	$\boxtimes$		
F L	* 2	CLIMBING, DESCENDING AND TIMED TURNS	$\boxtimes$		
G H	* 3	STEEP TURNS	$\boxtimes$		INSTRUMENT APPROACHES
Т	* 4	RECOVERY FROM UNUSUAL ATTITUDES			COMMUNICATIONS AND NAVIGATION
E	* 5	VOR/TACAN POSITIONING			
X A M	* 6	PARTIAL PANEL AIRWORK	$\boxtimes$		
	* 7	ADF/MDF ORIENTATION	N/A	N/A	

*Not required when evaluation is conducted under actual instrument conditions.

**REMARKS:** 

LTJG DELANEY COMPLETED HER ANNUAL INSTRUMENT QUALIFICATION FOR THE EA-6B SIMULATOR. SHE DEMONSTRATED SOUND INSTRUMENT PROCEDURES. LTJG DELANEY IS FULLY STANDARD INSTRUMENT RATED.

FLIGHT	AIRCRAFT MODEL	BUNO	INSTE	UMENT RA	TING ISSUED		EXPIRES
28 DEC 12	EA-6B	2F187	🛛 🖾 s1	ANDARD	SPECIAL	NFO	31 DEC 13
	() ) (-)		SIGN	THE OF	CEICED ICCI IIN	CAPP (Crodin a	nd title)
	(b)(6)				(b)(6)		
CDR (b)(3), (b)(6) USN	•		CDR	(b)(3), (b)(	6) 1, USN, CO	D, VAQ-129	Encl (3)

NATOPS EVALUATION REPORT OPNAV 3710/7 (4-90) S/N 0107-LF-009-8000 (Formerly OPNAV 3510/8)

REPORT SYMBOL OPNAV 3710-21

NAME (Last. first initial)				HOOL OF NAV 3	710-21
DELANEY, VALERIE C.		1	SSN		
SQUADRON/UNIT VAQ-129 TOTAL PILOT/FLIGHT HOURS 299.9	AIRCRAFT MODEL EA-6B TOTAL HOURS IN MODEL 35.7		CREW POSIT		
	NATOPS EVALUATION				
DELANEY, VALERIE C. SQUADRON/UNIT VAQ-129 TOTAL PILOT/FLIGHT HOURS 299.9 REQUIREMENT OPEN BOOK EXAMINATION DPEN BOOK #1 CLOSED BOOK #1 EP/LIMITS RAL EXAMINATION 2F187 VALUATION FLIGHT 2F187	DATE COMPLE	TED		GRADE	
OPEN BOOK EXAMINATION OPEN BOOK #1 CLOSED BOOK EXAMINATION	15 JAN 13	}	Q 3.82	CQ	U
CLOSED BOOK #1	15 JAN 13		4.00		
ELANEY, VALERIE C. UADRON/UNIT VAQ-129 TAL PILOT/FLIGHT HOURS 299.9 REQUIREMENT PEN BOOK EXAMINATION PEN BOOK EXAMINATION PEN BOOK EXAMINATION OSED BOOK #1 EP/LIMITS AL EXAMINATION 2F187 LUATION FLIGHT 2F187 HT DURATION	15 JAN 13	15 JAN 13			
2F187	Image: Nie C.     GRADE LTJG     SSN XXX-XX-2       29     AIRCRAFT MODEL EA-6B     CREW POSITION PILO       100     TOTAL HOURS IN MODEL 35.7     DATE OF LAST EVAL INITIA       NATOPS EVALUATION     DATE COMPLETED     Q       REMENT     DATE COMPLETED     Q       15 JAN 13     3.82       15 JAN 13     4.00       IMITS     15 JAN 13     Q       187     17 JAN 13     Q       187     17 JAN 13     4.00       0     2F187     OVERALL				
	17 JAN 13		4.00		
			0\	ERALL FINAL (	

REMARKS OF EVALUATOR/INSTRUCTOR

LTJG DELANEY FLEW A SOLID HOP IN THE EA-6B SIMULATOR. ALL ASPECTS OF THE FLIGHT WERE WELL STANDARDIZED AND IN COMPLIANCE WITH NATOPS AND SQUADRON SOP'S. LTJG DELANEY IS FULLY NATOPS QUALIFIED AND ANNUAL FLIGHT REQUIREMENTS FOR CREW RESOURCE MANAGEMENT WERE MET IAW OPNAV 1542.7C.

EXPIRES: 31 JAN 14

	(	(b)(6)					
LTJG V. C. DELANEY, USN		(b)(6)	SIGNATURE		31	13	DATE
GRADE, NAME OF EVALUEE			986 (1997) 986 (1997)				
MAJ (b)(3), (b)(6) , USMC	SIGNATURE	(b)(6)		DATE	70	STAN 13	
GRADE, NAME OF EVALUATOR/INSTRUCTOR	1			T T			
				СНЕ		NTINUED ON REVE	ASE SIDE

REMARKS OF UNIT COMMANDER

LTJG DELANEY IS FULLY CRM AND NATOPS QUALIFIED IN THE EA-6B.

NK, NAME OF UNIT COMMANDER DR C. A. MIDDLETON, USN, CO

(b)(6)

DATE 3/JAN 2013

* WST, OFT, COT, or cockpit check in accordance with OPNAVINST 3510.9

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### /OPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32F (4-81) SN 0107-LF-736-2170

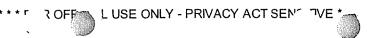
St. Concle	N From	L756	DECANEY	י)
A TAILOR	• (/-	SACICET	(1 ) ( - )	

## SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, first, middle initial)

RANK/RATE SSN

					TYPI	E OF 1	RAININ	G				
COURSE CATEGORY		VIATION (SIOLOG)	Y		ERGENCY			WATER				AL,
Nacos Fjectini	DATE	GRADE	UNIT	DATE 1-10-72	GRADE	UNIT VT-	DATE	GRADE	UNIT	DATE	GRADE	UNIT
Sect Trango	SIGNATU	JRE		SIGNATI	(b)(6)	\	SIGNAT	URE	1	SIGNAT	URE	
SERE COMPLETED	DAŢE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE 5/4/12		UNIT 16
	SIGNATU	RE		SIGNATU	R		SIGNATU	JRE		SIGHAT	URE /	1 -
(b)(3), (b)(6)	DATÈ	GRADE	UNIT	DATE 11 J.1 /2	GRADE	29	DATE	GRADE	TINU	DATE	GRADE	UNIT
(b)(3), (b)(6)	SIGNATU	RE				SC T	SIGNATU	JRE		SIGNAT	URE	*
NITE Lab Training	DATE 115AN13	GRADE	UNIT	DATE/			DATE	GRADE	UNIT	DATE	GRADE	UNIT
Other:	(b)(6)		3), (b)(		R	.L	SIGNATU	JRE	.i	SIGNATI	URE	I
Contraction of the second seco	DATE	GRADE			GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATUI	<u>1</u> ӘЕ	1	SIGNATUI	RE	L	SIGNATU	JRE	1	SIGNATI	URE	L
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATU	RE	L	SIGNATUR	RE	L	SIGNATU	IRE	1	SIGNATI	JRE	<u> </u>
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
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	DATE	GRADE	EMERGENCY EGRESS       WATER SURVIVAL         DE       UNIT       DATE I-1072       GRADE QUIT       UNIT DATE       GRADE QUIT       UNIT       DATE       GRADE QUIT       QUIT       DATE       GRADE QUIT	DATE	GRADE	UNIT						
	SIGNATUF	RE		SIGNATUR	E		SIGNATU	RE	SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE	<u></u>		
			TR	AINING A	CTIVITI	ES			l			
1. Pensacola, FL		8.	Barb	ers Point, I	41		1	5. Brun	swick,	, ME		
2. Miramar, CA		9.	Cecil	Field, FL			1	6. FAS	OTRA	GRUPAG	2	
3. Norfolk, VA		10.	Cher	ry Point, N	C		1	7. FAS	OTRA	GRULA	NT	
A Corpus Christi, TX		11.	Whid	lbey Island	, WA		1	8. MCA	S New	v River, N	iC	
Lemoore, CA		12.	Beau	fort, SC			1	9. Okin	awa			
6. El Toro, CA		13.	Point	t Mugu, CA			2	O. Othe	r (List	)		
7. Jacksonville, FL		14.	Patu	xent River,	MD		2	1.				Encl (a



**CNATRINST 1500** 

AVAL AVIATOR AVIAT	ION T	RAININ	IG JAC	CKET	(AT	J) SU	MMARY	CARD	
ME (LAST, FIRST, AND MIDDLE)	R	ANK/SERVIC	E	SSN			SEX/RACE/ETHNIC CODE		
CAPPELAERE, VALERIE A		ENS /	USN	**	**_**		FEY		
COLLEGE MAJOR/DEGRE	EE P	ROCUREMEN	T SOURCE	AQT	FAR	BI	DATE OF COM	MISSION	
NAVAL ACADEMY AEROSPAC	E ENGI	5		5	6	0	22-MA	Y-2009	
PERMANENT HOME OF RECORD	nya mangangkan kanangkan kanangkan kanangkan kanangkan kanangkan kanangkan kanangkan kanangkan kanangkan kanang	1	PLACE OF BII	RTH (b)(6	6)	•	DATE OF BIRT		
(b)(6)									
TYPE OF TRAINING			AVW	[] YI	ES _	NO	ANTHRO CODE	ES - BKL - SH	
X     PILOT     STRIKE     MARITIME       NFO     NAV     STRIKE	E-2/0	C-2 E		ELICOPTE TDS(E-2/C	L	V-22		1-4-4	
PHASE OF DATE DATE	T	RAW SCO	RES	N	AVY ST	ANDARD	SCORE		
TRAINING REPORTED COMPLETED	FLIGHT	ACADEMI	C SIM	FLIC	HT A		C SIM	PRIMARY	
PREFLIGHT 28-AUG-09 7-OCT-OT	NA	92		SQ AVE	SD S		D SQ AVE SD	AGGREGATE SCORE	
PRIMARY 23NOV 09 24Sep 1(		098.6	1	53 SQ AVE			D SQ AVE SD	SQ AVE SD	
		9,008	D	L4C SQ AVE	<i>1, 1</i> SD S4	61.6 Q AVE SE	D SQ AVE SD	-	
KIVU ICICOUR	1110			44	4	lat . Po	<u>_</u>	COMPOSITE	
INTERMEDIATE K5 NDV.10 10JUN	21.0412	~ 100.l	2	SQ AVE	SD S	Q AVE SE	SQ AVE SD	SCORE	
OTHER				SQ AVE	SD S	Q AVE SE	D SQ AVE SD	190,0	
SUMMARY OF FLIGHT AND S	SIMULA'	TOR TRA	INING I	N THE	NAVA	L TRA	INING CO	MMAND	
SQUADRON A/C / SIM		RST PILOT HOURS	CO-PILOT HOURS		L CREW	NIGI HOU		RUMENT HOURS	
MODEL ASIL N-SYL SYL	N-SYL SY	L N-SYL	SYL N-SY	L SYL	N-SYL	SYL IN T	N-SYL ACTUA		
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VT282.53132 5 41.6	6.541.	600	$\frac{-}{2}$ -	-				00.1	
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VF724138 53 - 95,7	- 92							00.	
VII TASE 64 - 94.5	- 86.	and the second designed and th	6.5 -	·	8.6	11.1	- 8.4	35	
VI-1 2F130 18 - 27.5	- 27.	.5-				1,4		- 4,7	
					<u> </u>				
REASON FOR ATTRITION (ENTER CODE) PHASE/STAGE	AT TIME OF A	ATTRITION	DATE OF ATTR	ITION	PIPELIN APPRO		/ PROGRAM CHAN	GE NO	
OF DESIGNATION FLEET REPLACE	CEMENT SQUA	ADRON ASSIGN	MENT )		NEW PI	PELINE / PR	OGRAM		

CNATRA 1542 95 (Rev. 9-00)

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			PRIOR FLIGHT	TIME		SCHMARY		
FAA PILOT CERTIFICATE   PILOT - IN - COMMAND (PIC)   DESIGNATED MILITARY AVI   PHASE   STAGE   API   N/A   PHASE   CARRIER   PHASE   DATE QUAL   TERMEDIATE   VANCED   7 FED 12   MENTS:	FAA PILOT CERTIFICATE							
FAA PILOT CERTIFICATE PILOT - IN - COMMAND (I DESIGNATED MILITARY / PHASE STAGE API //A CARRI PHASE DATE QU/ ERMEDIATE VANCED 7 FED 12 MENTS:	COMMAND (PIC)				L	🗌 АТР		
			E UOI DA		1			
						3:		
		BOARD	ACTIONS / DIREC	T REFERI	RALS			
PHASE	STAGE	REASON			ACTION			
API	NIA	Nono	BOARD (ENTER VOTE)		со	CTW		
		10002						
FAA PILOT CERTIFICATE       PRIVATE       COMMAND (PIC) HOURS:         DESIGNATED MILITARY AVIATOR       SERVICE HOURS:         BOARD ACTIONS / DIRECT         PHASE       STAGE       REASON         BOARD (ENTER VOTE)       BOARD (ENTER VOTE)         API       NA       A         BOARD (ENTER VOTE)       LaN         PHASE       DATE QUAL       A/C MODEL       T&G         VIERMEDIATE       TAGE       DOMENTS:       DOMENTS:				*******				
	PILOT CERTIFICATE   PRIVATE   COMMERCIAL   ATP - IN - COMMAND (PIC) HOURS: PIC HOURS: PIC HOURS: NATED MILITARY AVIATOR SERVICE HOURS: PIC HOURS: BOARD ACTIONS / DIRECT REFERRALS SE STAGE REASON BOARD (ENTER VOTE) CO CTW I N/A N Dre CO CTW CARRIER QUALIFICATIONS (FOR STUDENT NAVAL PILOTS ONLY) CARRIER QUALIFICATIONS (FOR STUDENT NAVAL PILOTS ONLY) TATE QUAL A/C MODEL T& 0 ARRESTED REMARKS DIATE QUAL J TABLE J J J J J J J J J J J J J J J J J J J							
		TE       PRIVATE       COMMERCIAL       ATP         P(PC) HOURS:       PIC HOURS:       PIC HOURS:         Y AVIATOR       SERVICE HOURS:       PIC HOURS:         BOARD ACTIONS / DIRECT REFERRALS       ACTION         Image: REASON       BOARD (ENTER VOTE)       CO         Image: REASON       BOARD (ENTER VOTE)       CO       CTW         Image: REASON       Image: REASON       Image: REASON       REMARKS         Image: REASON       Image: REASON       Image: REASON       REMARKS         Image: REASON       Image: REASON       Image: REASON       Image: REASON         Image: REASON       Image: REASON       Image: REASON       Image: REASON       Image: REASON         Image: REASON						
	CARRIER	OUALIFICAT			-			
PHASE	DATEOUAL	QUILDIFICAT	IONS (FOR STUD	ENT NAVA	AL PILOTS	SONLY)		
		A/C MODEL			RESTED	REMARK	с С	
						KLMARK	5	
	7FEB12	T45C,	4	10				
MENTS:				10				
FAA PILOT CER         PILOT - IN - CON         DESIGNA TED M         PHASE         API         PHASE         NTERMEDIA TE         DVANCED         OMMENTS:								
				COMMERCIAL   ATP PIC HOURS: CT REFERRALS ACTION CO CTW CO CTW CO CO CTW CTW CO CO CTW CTW CO CTW CTW CTW CO CTW CTW CTW CO CTW CTW CO CTW CTW CTW CO CTW CTW CTW CO CTW CTW CTW CTW CTW CTW CTW CTW				
						OURS:		
				COMMERCIAL ATP				
FAMPLOT CERTIFICATE       PRIVATE       COMMERCIAL       ATP         PILOT - IN - COMMAND (PIC) HOURS:       SERVICE HOURS:       PIC HOURS:       PIC HOURS:         DESIGNATED MILITARY AVIATOR       SERVICE HOURS:       PIC HOURS:       ACTION         PHASE       STAGE       REASON       BOARD ACTIONS / DIRECT REFERRALS         PHASE       STAGE       REASON       BOARD (ENTER VOTE)       CO         API       N/A       N Dr.Q.								

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PINK SHEET SUMMARY (ATJ)

Record all flight violations, accidents, incidents, unsatisfactory events, delinquency reports, and administrative actions on this sheet. Information concerning accidents/incidents REQUIRE SPECIAL HANDLING IAW OPNAVINST 3750.6. An entry shall be made from each squadron listing NONE where appropriate.

Respit     VT-28     NONE     NONE       1PEBD     VT-7     HPTO     ISFT/AJET     NONE       UNSATISFACTORY EVENTS STUDENTS       DATE     TRARON     STAGE/EVENT     MAJOR DIFFICULTY     SIGNATURE/ITTLE       7-0CT-9     NASC     PREFLIGHT     NoNE     (b)(6)       285EP10     VT-26     PTZ     NONE     (b)(6)       285EP10     VT-76     PMTO     ISTAGE/EVENT     MAJOR DIFFICULTY       285EP10     VT-77     PMTO     ISTAGE/EVENT     MAJOR DIF			FLIGHT VIOLATIONS/ACCIDEN	ITS/INCIDENTS	
1PEB12       VT-7       HPTD LIFT/AJET       NONE       (D)(6)         UNSATISFACTORY EVENTS STUDENTS         DATE TRARON STAGE/EVENT MAJOR DIFFICULTY SIGNATURE/TITL         7-0(7-9)       NASC       PREFLIGHT       MAJOR DIFFICULTY       SIGNATURE/TITL         7-0(7-9)       NASC       PREFLIGHT       MAJOR DIFFICULTY       SIGNATURE/TITL         7-0(7-9)       NASC       PREFLIGHT       MONE       (b)(6)         285EP 10       VT-28       PZI       NONE       (b)(6)         235NU       VT-7       MPTD-ISET-BIH102       PAU       (b)(6)         235NU       VT-7       MPTD-ISET-BIH103       PAU       (b)(6)         235NU       VT-7       MPTD-ISET-BIH103       PAU       (b)(6)         235NU       VT-7       PROXILATE/BH420 (IN)       HUMPPUNT       (b)(6)         24071       VT-7       PROXILATE/BH420 (IN)       HUMPPUNT       (b)(6)         24712       VT-7       PROXILAT/BH420 (IN)       HUMPPUNT       (b)(6)         24714       VT-7       PROXILAT/BH4300 (IN)       GODEFFORD       (b)(6)         24712       VT-7       PROXILAT/BH4300 (IN)       GODEFFORD       (b)(6)         STUDENT PROGRESS DISPOSITI	DATE	ACTIVITY	BRIEF DESCRIPTION	CAUSE	SIGNATURE/TITLE
UNSATISFACTORY EVENTS STUDENTSDATETRARONSTAGE/EVENTMAJOR DIFFICULTYSIGNATURE/TITLE7-0CT-91NASCPREFLIGHTMoNE(b)(6)285EP 10VT-28PRETNONE(b)(6)233R-011VT-7MPT5-TJET-814102PAW(b)(6)233R-011VT-7MPT5-TJET-814103PAW(b)(6)233R-011VT-7MPT5-TJET-BI4103PAW(b)(6)240CT11VT-7ProceTI/AJET/BI414001 (A)SHULLTONIA7FEB12VT-7ProceTI/AJET/BI414001 (A)SHULLTONIA17FEB12VT-7ProceTI/AJET/BI414001 (A)SHULLTONIA1006THEATONIAIIIIATTONIA(b)(6)17FEB12VT-7ProceTI/AJET/BI414305900 FT Porch(b)(6)1007STUDENT PROGRESS DISPOSITION BOARDIIIIIATTONIAIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	28Sep10	VT-28	NONE	NONE	(b)(6)
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	1FEB12	VT-7	HPTO IJET/AJET	NONE	(b)(6)
DATE     TRARON     STAGE/EVENT     MAJOR DIFFICULTY     SIGNATURE/TITL       7-0(7-9)     NASC     PREFLIGHT     MONE     (b)(6)       285EP 10     VT-28     PPZ     NONE     (b)(6)       285EP 10     VT-78     PPZ     NONE     (b)(6)       285EP 10     VT-78     PPZ     NONE     (b)(6)       285EP 10     VT-71     MPT5-TJET-814102     PAW     (b)(6)       285ENU     VT-7     MPT5-TJET-814103     PAW     (b)(6)       285ENU     VT-7     PROSTALAJET/BEH4805     COOLFT PAW     (b)(6)       285ENU     VT-7     PROSTALAJET/BEH4805     COOLFT PACH     (b)(6)       285ENU     VT-7     PROSTALAJET/BEH4805     COULT     SIGNATURE/TITLE       285ENU     VT-7     PROSTALAJET/BEH4805     COULT     SIGNATURE/TITLE       285ENU     VT-7     PROSTALAJET/BEH4805     COULT     SIGNATURE/TITLE       285ENU     VT-7     NASC     PREFLIGHT     MANC     (b)(6)       285ENU     VT-7     MOT5/LIT			,		
DATE     TRARON     STAGE/EVENT     MAJOR DIFFICULTY     SIGNATURE/TITL       7-0(7-9)     NASC     PREFLIGHT     MONE     (b)(6)       285EP 10     VT-28     PPZ     NONE     (b)(6)       285EP 10     VT-78     PPZ     NONE     (b)(6)       285EP 10     VT-78     PPZ     NONE     (b)(6)       285EP 10     VT-71     MPT5-TJET-814102     PAW     (b)(6)       285ENU     VT-7     MPT5-TJET-814103     PAW     (b)(6)       285ENU     VT-7     PROSTALAJET/BEH4805     COOLFT PAW     (b)(6)       285ENU     VT-7     PROSTALAJET/BEH4805     COOLFT PACH     (b)(6)       285ENU     VT-7     PROSTALAJET/BEH4805     COULT     SIGNATURE/TITLE       285ENU     VT-7     PROSTALAJET/BEH4805     COULT     SIGNATURE/TITLE       285ENU     VT-7     PROSTALAJET/BEH4805     COULT     SIGNATURE/TITLE       285ENU     VT-7     NASC     PREFLIGHT     MANC     (b)(6)       285ENU     VT-7     MOT5/LIT	·				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $			UNSATISFACTORY EVENTS	STUDENTS	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	DATE	TRARON	STAGE/EVENT	MAJOR DIFFICULTY	SIGNATURE/TITLE
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	7-007-09	NASC	PREFLIGHT	LIONE	(b)(6)
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	285EP10	VT-28	PRI	NONE	(b)(6) .Le.M
CHOCT II VT-7 Proz ILAJET/BEMARON (IN SHRAFTONAL (b)(6) 7FEB12 VT-7 Phaz ILAJET/CRL4490 ZPC (b)(6) CARNA VT-7 Phaz ILAJET/BEMAROS (DOGET Porch (b)(6) STUDENT PROGRESS DISPOSITION BOARD DATE TRARON STAGE/EVENT MAJOR DIFFICULTY SIGNATURE/ITTLE TACT-A NASC PREFLIGHT NONE (b)(6) 28Sept0 VT-28 Primary U NONE (b)(6) 7FEB12 VT-7 MOTS/ITET/AJET NONE (b)(6)	21.JAN11	VT-7	MPTS-IJET- 814102	BAW	1
CHOCTIL       VT-7       Proce I A JET/BEM 4801 (AV)       Head work all (BV)       (b)(6)         7FEB12       VT-7       Proce I   A JET/CIRL 44400       JPC       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       VT-7       Student Proce I   A JET/BEM 4303       9000 FT Porch       (b)(6)         1/42012       Student Proce I   A JET/BEM 4303       Image: I   A JET/BEM 4303       Image: I   A JET/BEM 4303         1/42012       Image: I   A JET/BEM 4303         1/42012       Image: I   A JET/BEM 4303       Image: I   A JET/BEM 4303	23JANI	VT-7	MPTS-IJET-BIH103	BAW	(b)(6)
THEBIA     NT-7     Mascil AJET/CRL449D     IPC     (b)(6)       CAEPIA     VT-7     Phastil AJET/BEH 4303     9000 ET Porch     (b)(6)       STUDENT PROGRESS DISPOSITION BOARD     Stable Program     (b)(6)       DATE     TRARON     STAGE/EVENT     MAJOR DIFFICULTY       SIGNATURE/ITTLE       TOT-9     NASC     PREFLIGHT     Nane       28Sept0     VT-28     Primary U     NONE     (b)(6)       1     MDTS/LITET/AJET     NONE     (b)(6)		VT-7	Prose IL/AJET/BFM4801 (IN)	Headwork	(b)(6)
ICAPIZ     VT-7     Phaint   AJFT/BFH 4303     9000 FT Porch     (b)(6)       STUDENT PROGRESS DISPOSITION BOARD     Image: Construction of the second secon		NT-7	Phase ILAJET/CRL4490	FILLINGS	(b)(6)
STUDENT PROGRESS DISPOSITION BOARD DATE TRARON STAGE/EVENT MAJOR DIFFICULTY SIGNATURE/ITTLE TOT-09 NASC PREFLIGHT NONE (b)(6) 28Sept0 VT-28 Primary (Logon Content of the second content of the sec	1	VT-7		9000 FT Perch	x (b)(6)
STUDENT PROGRESS DISPOSITION BOARD       DATE TRARON STAGE/EVENT MAJOR DIFFICULTY SIGNATURE/TITLE       TOXT-91     NASC     PREFLIGHT     Maye     (b)(6)       28Sop10     VT-28     HYIMAYU     NONE     (b)(6)       7FEB12     VT-11     MOTS/LETET ALTET     NONE     (b)(6)					
STUDENT PROGRESS DISPOSITION BOARD       DATE TRARON STAGE/EVENT MAJOR DIFFICULTY SIGNATURE/TITLE       1xt-9     NASC     PREFLIGHT     Maye     (b)(6)       128Sep10     VT-28     PRIMARU     NONE     (b)(6)       7FEB12     VT-11     MOTS/LITET ALET     NONE     (b)(6)					
DATETRARONSTAGE/EVENTMAJOR DIFFICULTYSIGNATURE/TITLE7027-99NASCPREFLIGHTMONE(b)(6)28Sop10VT-28PrimaryNONE(b)(6)7FEB12VT-71MOTS/ITET/ATETNONE(b)(6)					
DATETRARONSTAGE/EVENTMAJOR DIFFICULTYSIGNATURE/TITLE7027-99NASCPREFLIGHTMONE(b)(6)28Sop10VT-28PrimaryNONE(b)(6)7FEB12VT-71MOTS/ITET/ATETNONE(b)(6)			· · · · · · · · · · · · · · · · · · ·		
DATETRARONSTAGE/EVENTMAJOR DIFFICULTYSIGNATURE/TITLE7027-99NASCPREFLIGHTMONE(b)(6)28Sop10VT-28PrimaryNONE(b)(6)7FEB12VT-71MOTS/ITET/ATETNONE(b)(6)					
Toct-of     NASC     PREFLIGHT     Mane     (b)(6)       28Sep10     VT-28     Primary     NONE     (b)(6)       7FEB12     VT-17     MOTS/ILTET/AJET     NONE     (b)(6)			STUDENT PROGRESS DISPOS	ITION BOARD	• .
1007-09 28Septo VT-28 Primary NONE (b)(6) 7FEB12 VT-17 MOTS/ITTET/AJET NONE (b)(6)	DATE	TRARON	STAGE/EVENT	MAJOR DIFFICULTY	SIGNATURE/TITLE
28Septo VT-28 Primary NONE (b)(6) 7FEB12 VT-7 MOTS/ITTET/AJET NONE (b)(6)	7007-09	NASC	PREFLIGHT	NONE	(b)(6)
	285ep11)	VT-28	Primary	NONE	(b)(6)
	7FEB12	NT-M	MOTS TTET ATET	NONE	(b)(6)
REMARKS					anggunan di New York - 1999, 1999, 1999, 1999, 1999, 1999, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997
REMARKS		*****			
	REMARKS				
					•
STUDENTS' NAME (Last, First, Middle Initial), CADE QUYE, VALUE A. RANK ENS	STUDENTS' N	AME (Last, First, Mid	dle Initial), Annalda I	RANK	SSN-
CAPPEIQUYE, VALUE A. ENS PINK SHEET SUMMARY (ATJ)			NE, VALLAR A.	ENS	

NAVAL AVIATOR TRAINING STAGE GRADES - JET

1. ENTER STAGE GRADE ON EACH NEWLY DESIGNATED NA (CNATRA PROVIDES UPDATED ADVANCED STAGE AVERAGES PERIODICALLY.)

2. RETAIN ORIGINAL IN ATJ. NAME ADVANCED SQUADRON DESIGNATION DATE ASSIGHMENT CAPPELAERE, VALERIE VT-7 17-Feb-12 VAQ-129 PROWLERS OVERALL STUDENT'S CNATRA ADVANCED STUDENT FLIGHTS STAGES REMARKS (SPECIFIC COMMENTS REQUIRED ON BELOW AVERAGE STAGES.) ADVANCED SQUADRON GRADES WAIVED AVERAGES AVERAGES N/A 1.1060 N/A FAM NA BI N/A NA 1.0040 N/A RI N/A NA 1.1050 N/A AN I N/A 1.0620 N/A NA AN II N/A NA 1.1040 N/A IR N/A NA 1.0420 NA ON N/A NA 1.0460 N/A FRM N/A NA 1.0710 N/A NFM N/A NA 1.1190 N/A NFRM NA 1.1430 N/A N/A 1.1410 N/A FCL N/A NA TACFI N/A NA 1.0250 N/A TACF II N/A NA 1.0210 N/A NA 1.0390 N/A N/A CQL 1.0400 N/A STRIKE N/A NA BFM N/A NA 1.0100 N/A SEM N/A NA 0.9840 N/A LTJG CAPPELAERE COMPLETED ADVANCE STRIKE JET FLIGHT TRAINING SLIGHTLY ABOVE AVERAGE. CO'S APPRAISAL OF FRS PREPAREDNESS. WITH CONTINUED HARD WORK SHE WILL DO WELL IN THE FRS. OVERALL FLIGHT GRADE: 1.0412 OVERALL SQUADRON AVERAGE: NA ADVANCE ACADEMIC GRADE: 100% DUE TO THE TRANSITION TO THE MULTI-SERVICE PILOT TRAINING SYSTEM (MPTS) WE ARE UNABLE TO CALCULATE AN ACCURATE NSS FOR COMPLETING STUDENTS. OUR BEST PREDICTION AS TO EACH WINGEE'S SUCCESS IN THE FRS WILL BE SUBJECTIVE AND BASED ON AN EVALUATION OF HIS OR HER OVERALL PERFORMANCE WHILE IN VT-7.

SIGNA (b)(6)

STEPHEN J. DELANTY, COMMANDING OFFICER VT-7

DATE

CN/ \1500.4

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## 2.167 (v1.3 (CH-1)) / Adv_Stk Completion Information ike / Advanced VT-7 ENS VALERIE CAPPELAERE xxx-xx-

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Service: USN S/R/E: FWX Commissioning Source: 5 (USNA (USN)) Beginning Class Number: 20110301 Current Class Number: 20110101

Block	Comp Date	(1s)	(2s)	(3s)	(4s)	(5s)	MIF	Grade	Score	Score TGI		Block NSS
AN32	7/27/2011	0	0	3	17	1	71	82	1.1549	21	0.0	50.8
AN33	7/28/2011	0	0	1	21	0	81	87	1.0741	22	0.0	49.0
AN43	7/27/2011	0	0	3	9	6	67	7 75	1.1194	18	0.0	67.2
AN44	8/1/2011	0	0	2	23	11	138	3 153	1.1087	36	0.0	55.9
AN45	11/30/2011	0	0	0	16	2	69	) 74	1.0725	18	0.0	59.2
AN46	12/4/2011	28	0	0	2	0	٤	3 8	1.0000	2	0.0	47.6
BFM31	9/7/2011	0	0	0	17	0	64	68	1.0625	17	0.0	48.7
BFM41	9/8/2011	1	0	2	12	0	53	3 54	1.0189	14	0.0	53.7
BFM42	9/9/2011	0	0	8	13	1	79	9 81	1.0253	22	0.0	52.1
BFM43	9/21/2011	0	2	31	45	0	281	277	0.9858	78	1.0	43.4
BFM44	9/22/2011	1	0	10	15	0	89	90	1.0112	25	0.0	44.5
BFM45	9/29/2011	0	1	19	32	0	187	7 187	1.0000	52	1.0	40.2
146	9/30/2011	2	0	14	36	0	178	3 186	1.0449	50	0.0	51.9
47	10/6/2011	0	0	4	21	0	96	3 96	1.0000	25	0.0	48.2
BFM48	10/7/2011	2	1	4	19	0	91	90	0.9890	24	1.0	34.5
CQL21*	2/1/2012	0	0	0	40	0	149	) 160	1.0738	40	0.0	57.8
CQL31	1/20/2012	2	5	16	40	0	201	218	1.0846	61	0.0	57.1
CQL41*	1/18/2012	0	0	0	15	0	60	) 60	1.0000	15	0.0	50.5
CQL42*	2/2/2012	242	0	0	0	0	(	) 0	0.0000	0	0.0	0.0
CQL43	2/5/2012	0	0	0	22	0	88	3 88	1.0000	22	0.0	39.8
CQL44	2/7/2012	3	1	0	24	0	100	) 98	0.9800	25	1.0	39.2
NFR21	8/8/2011	0	0	3	17	0	65	5 77	1.1846	20	0.0	60.7
NFR31	8/5/2011	0	0	11	14	0	7(	) 89	1.2714	25	0.0	56.4
NFR41	12/11/2011	0	0	14	30	0	15	I 162	1.0728	44	0.0	48.3
NFR42	8/11/2011	2	0	1	18	1	7.	I 80	1.1268	20	0.0	60.8
ON31	6/20/2011	6	0	19	51	4	24:	3 281	1.1564	74	0.0	0.0
ON41	7/8/2011	3	0	20	96	6	462	2 474	1.0260	122	0.0	0.0
ON42	11/17/2011	1	0	6	74	4	329	334	1.0152	84	0.0	51.3
ON43	11/18/2011	1	0	0	25	2	10	5 110	1.0476	27	0.0	67.1
ON44	11/19/2011	0	0	10	46	0	212	2 214	1.0094	56	0.0	44.9
SEM41	10/14/2011	0	3	23	51	1	290	) 284	0.9793	78	0.0	48.4
SEM42	10/16/2011	1	0	8	16	0	88	3 88	1.0000	24	0.0	44.8
STK21	7/1/2011	0	0	0	26	0	8	7 104	1.1954	26	0.0	0.0
STK31	7/6/2011	0	5	31	94	0	438	3 479	1.0936	130	0.0	0.0
STK41	8/4/2011	0	0	35	62	1	37	358	0.9650	98	0.0	0.0
42	8/8/2011	1	0	3	37	0	154	1 157	1.0195	40	0.0	46.7
<del>72</del>	8/9/2011	0	0	4	21	0	9(		1.0000	25	0.0	53.7

Report Date: February 21, 2012 Calculation Date: February 21, 2012

											Page	e 2 of 3
44	8/10/2011	1	0	0	18	2	78	82	1.0513	20	0.0	0.0
	8/11/2011	0	0	2	20	0	86	86	1.0000	22	0.0	0.0
TAC43	8/23/2011	0	0	16	86	1	392	397	1.0128	103	0.0	50.0
TAC44	8/24/2011	. 1	0	0	23	1	92	97	1.0543	24	0.0	58.9
TOTALS		298	18	323	1264	44	6030	6281	1.0416	1649	4.0	
TOTALS for	NSS	56	18	323	1209	44	5821	6061	1.0412	1594	4.0	

## NSS Completion Date**: 02/07/2012

PAS[†]: 44.281 Phase NSS[†]: 44.4

* Indicates that the block contains events that do not count towards NSS (NMU scores always count).

** Date that last NSS event was completed.

† Phase and Interim NSS is computed based on the following equations:

PAS = [(0.9 * FDz) + (0 * TGIz) + (0 * Az) + (0.1 * NMUz)] * 10 + 50 NSS = (((PAS - PASm) / PASs) * 10) + 50

> Report Date: February 21, 2012 Calculation Date: February 21, 2012



Stage	Stage Score	TGI	Unit Avg.*	Unit St. Dev.*
AN	1.104	117	N/C	N/C
BFM	1.010	307	N/C	N/C
CQL	1.039	108	N/C	N/C
NFR	1.143	109	N/C	N/C
ON	1.046	363	N/C	N/C
SEM	0.984	102	N/C	N/C
STK	1.040	361	N/C	N/C
TAC	1.021	127	N/C	N/C

## **STAGE GRADES**

* Some values Not Computed (N/C) due to insufficient completion information.

## FLIGHT HOURS COMPLETED[‡]

_	Event Type	# of Flights	Flight Time	Pilot Time	FPT	СРТ	SCT	АСТ	SIM	Night	Approaches	Landings
	Aircraft	97	92.8	92.8	86.3	6.5	0	8.4	3.5	9.5	1/5 2/2 A/5 B/4	1/20 2/9 3/5 5/119 6/157 E/20 F/44
	T-45C	97	92.8	92.8	86.3	6.5	0	8.4	3.5	9.5	1/5 2/2 A/5 B/4	1/20 2/9 3/5 5/119 6/157 E/20 F/44
	nulator	22	27.5	27.5	27.5	0	0	0	4.7	1.4	A/7 B/4	1/25 2/2 3/2 6/39 7/3 A/2 F/3 G/1
N. Some	TOTALS	119	120.3	120.3	113.8	6.5	0	8.4	8.2	10.9	1/5 2/2 A/12 B/8	1/45 2/11 3/7 5/119 6/196 7/3 A/2 E/20 F/47 G/1

‡ Flight Hours are current through the Report Date.

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## **REPORTED ACADEMIC GRADES**

Date	Test	Raw Scol	re Grade	e Weight	NMU
6/15/2011	ON1103 (ONFP Exam)	0/40	100	0	0
		Average:	100	Total NMU:	: 0
	,	Acad NSS:	60.5		

Time To Train (Class Start to Date of Winging) 11/15/2010 -- 6/10/2011 = 208 Days (30 Weeks) (30 Weeks)

Stage	Stage Score	TGI	Unit Avg.*	Unit St. Dev.*
AN	1.062	227	N/C	N/C
BI	1.004	279	N/C	N/C
со	1.073	85	N/C	N/C
FAM	1.106	541	N/C	N/C
FCL	1.141	112	N/C	N/C
FRM	1.071	436	N/C	N/C
IR	1.042	154	N/C	N/C
NFM	1.119	74	N/C	N/C
RI	1.105	274	N/C	N/C
TAC	1.025	93	N/C	N/C

## **STAGE GRADES**

* Some values Not Computed (N/C) due to insufficient completion information.

## FLIGHT HOURS COMPLETED[‡]

	Event Type	# of Flights	Flight Time	Pilot Time	FPT	СРТ	SCT	АСТ	SIM	Night	Approaches	Landings
•	Aircraft	71	89	89	80	9	0	8.2	17.9	13.2	1/13 2/8 A/34 B/17	5/29 6/242 E/10 F/28
	T-45C	71	89	89	80	9	0	8.2	17.9	13.2	1/13 2/8 A/34 B/17	5/29 6/242 E/10 F/28
$\left( \begin{array}{c} \end{array} \right)$	ulator	54	76.9	76.9	76.9	0	0	0	48.7	2	A/54 B/44	5/12 6/120 7/11 E/5 F/8
n and	TOTALS	125	165.9	165.9	156.9	9	0	8.2	66.6	15.2	1/13 2/8 A/88 B/61	5/41 6/362 7/11 E/15 F/36

‡ Flight Hours are current through the Report Date.

## **REPORTED ACADEMIC GRADES**

Date Test		Raw Sc	ore Grade	e Weig	ght NMU
11/24/2010 ENG01 11/30/2010 AER010	29 (Engineering Block Exam I) 30 (Engineering Block Exam II) 07 (Aeronautics Block Exam) 12 (Instrument Navigation Exam)	0/0 0/0 0/0 0/0	100 100 100 100	0 0 0 0	0 0 0 0
		Average: Acad NSS:	100 61.6	Total NN	/IU: 0

Time To Train (Class Start to Date of Last Event) 11/15/2010 -- 6/10/2011 = 208 Days (30 Weeks) (30 Weeks)

## 2.167 (v1.2) / Int_Jet Completion Information / Intermediate VT-7 ENS VALERIE CAPPELAERE xxx-xx-

Service: USN S/R/E: FWX Commissioning Source: 5 (USNA (USN)) Beginning Class Number: 20110301 Current Class Number: 20110301

Block	Comp Date	(1s)	(2s)	(3s)	(4s)	(5s)	MIF	Grade	Score	TGI	NMU	Block NSS
AN21	3/31/2011	0	0	0	21	2	80	94	1.1750	23	0.0	58.5
AN31	3/30/2011	0	0	21	98	4	459	475	1.0349	123	0.0	49.7
AN41	4/3/2011	0	0	6	66	9	305	327	1.0721	81	0.0	49.9
BI31	1/7/2011	0	5	59	18	1	256	5 264	1.0313	83	0.0	48.1
BI32	1/25/2011	0	1	85	47	0	441	445	1.0091	133	0.5	39.9
BI41	1/28/2011	1	10	44	8	1	197	<b>'</b> 189	0.9594	63	2.0	34.2
CO31	12/10/2010	4	5	6	1	0	32	2 32	1.0000	12	0.0	47.6
CO32	12/16/2010	17	1	11	0	0	34	l 35	1.0294	12	0.0	41.6
COEP21	1/5/2011	4	1	46	14	0	179	) 196	1.0950	61	0.0	54.7
FAM21	2/28/2011	0	0	0	26	1	81	109	1.3457	27	0.0	73.1
FAM22	3/17/2011	0	0	14	15	0	88	3 102	1.1591	29	0.0	47.7
FAM31	2/28/2011	3	4	26	41	0	197	7 250	1.2690	71	0.0	50.7
132	3/3/2011	6	4	77	36	0	353	3 383	1.0850	117	0.0	44.2
41	3/9/2011	4	6	53	16	0	21(	) 235	5 1.1190	75	0.0	50.6
FAM42	3/11/2011	0	3	43	10	0	168	3 . 175	5 1.0417	56	0.0	44.9
FAM43	3/18/2011	2	1	24	65	0	324	4 334	1.0309	90	0.0	49.2
FAM44	3/22/2011	0	0	7	19	0	9(	5 97	1.0211	26	0.0	50.6
FAM45	3/22/2011	0	0	1	0	0	Ş	3 3	3 1.0000	1	0.0	49.5
FAM46	6/1/2011	0	0	6	12	0	64	4 66	3 1.0313	18	0.0	50.1
FAMOCF31	3/16/2011	0	0	12	11	0	7:	3 80	1.0959	23	0.0	42.2
FAMOCF41	3/17/2011	12	0	3	5	0	29	9 29	1.0000	8	0.0	46.3
FCL21	6/7/2011	0	0	0	32	0	10	7 128	3 1.1963	32	0.0	46.4
FCL31	6/2/2011	1	0	0	28	0	8	3 112	2 1.3494	28	0.0	55.1
FCL41	6/2/2011	0	0	10	15	0	8	7 90	1.0345	25	0.0	53.2
FCL42	6/6/2011	22	0	0	3	0	1:	2 1	2 1.0000	3	0.0	44.3
FCL43*	6/9/2011	96	0	0	0	0		0	0.0000	0	0.0	0.0
FCL44	6/10/2011	0	0	9	15	0	8	7 8	7 1.0000	24	0.0	45.9
FRM21	4/13/2011	0	0	3	22	0	7	2 9	7 1.3472	25	0.0	53.7
FRM31	4/13/2011	0	21	19	20	0	14	8 17	9 1.2095	60	0.0	41.8
FRM41	4/25/2011	1	0	74	35	1	36	3 36	7 1.0110	110	0.5	48.7
FRM42	4/25/2011	4	0	10	9	0	6	3 6	6 1.0476	19	0.0	47.6
FRM43	4/28/2011	0	0	2	15	0	5	6 6	6 1.1786	17	0.0	62.4
FRM44	5/6/2011	2	0	36	54	0	32	6 32	4 0.9939	90	0.0	45.6
FRM45	5/6/2011	7	0	6	. 12	1	7	0 7	1 1.0143	19	0.0	49.5
FRMDIV41	5/10/2011	0	0	13	66	0	27	9 30	3 1.0860	79	0.0	51.1
Contraction of the second seco		2	0	1	16	0	6		7 1.0984	17	0.0	47.7
1DIV42	5/11/2011 4/5/2011	2 0	0	8	83	3	35	*****	1 1.0510	94	0.0	48.6

Report Date: June 14, 2011 Calculation Date: June 14, 2011

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TOTALS TOTALS for	NSS	205 109	64 64	868 868	1310 1310	33 33	7570 7570	8137 8137	1.0749 1.0749	2275 2275	3.0 3.0	
TAC42	5/18/2011	1	0	9	12	0	73	75	1.0274	21	0.0	53.8
TAC41	5/17/2011	0	1	31	40	0	249	255	1.0241	72	0.0	46.8
RI41	2/22/2011	8	1	46	64	0	387	396	1.0233	111	0.0	50.1
RI32	2/10/2011	0	0	2	80	2	293	336	1.1468	84	0.0	0.0
RI31	2/2/2011	0	0	26	53	0	245	290	1.1837	79	0.0	0.0
NFM42	6/1/2011	8	0	2	9	0	42	42	1.0000	11	0.0	43.4
NFM41	5/31/2011	0	0	12	26	1	139	145	1.0432	39	0.0	44.7
NFM31	5/23/2011	0	0	1	23	0	71	95	1.3380	24	0.0	52.8
Ż	4/10/2011	0	0	1	17	2	79	81	1.0253	20	0.0	51.5
1	4/8/2011	0	0	3	32	5	157	162	1.0318	40	0.0	56.6

## NSS Completion Date**: 06/10/2011

PAS[†]: 49.913 Phase NSS[†]: 49.1

* Indicates that the block contains events that do not count towards NSS (NMU scores always count).

- ** Date that last NSS event was completed.
- † Phase and Interim NSS is computed based on the following equations:

PAS = [(0.9 * FDz) + (0 * TGIz) + (0 * Az) + (0.1 * NMUz)] * 10 + 50 NSS = (((PAS - PASm) / PASs) * 10) + 50

> Report Date: June 14, 2011 Calculation Date: June 14, 2011

			COMMENTS																		
NUGGET: A	NO COUNT: A TRANSFER: A		AUTO MISCELLANEOUS COMMENTS			No LUIC												No P.X PIM			
			AUTO	No	No	٥N	No	No	No	No	8 No	No	No	No	No	No	No	N	No	No	No
<b>JFT</b> T-45	GHT/ALL: A		WIRE	TG3	В	TG3	FD	ო	ш	ო	FD	-	ო	ო	0	TG2	TG3	ო	ო	ო	2
LSO COMMENTS SUMMARY AIRCRAFT	DAY/NIGHT/ALL : A		LSO COMMENTS	LOX /IM TMP.CDIC HAR	LIG HFWUX HFIM-AR	SRD.WUX H.DRIM HCD.LUIC-AR		AA SRD.WUX HIM-AR	HX-IM TMPIC HAR	(LOX) /IM HCDIC-AR		LOX (/IM) (HIC) \AR	OCSIM H.DRIC-AR	TMPIC HAR	(SAR)	TMPIM HIC (HAR)	TMPIM HIC-AR	LOX NEP.COIM (/IC) (HAR)	LOX /IM DEC.CDIC TMPAR	SIM /IC HAR	LIG S.X LOIM (/IC) (HAR)
MME	00		GRADE	(ok)	В	(OK)	WOFD	1	В	(OK)	WOFD	ł	(OK)	(OK)	ý	(OK)	(OK)	ł	ł	(yo	:
LSO CC	02/10/12 12		AC#	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126
	RECOVERY PERIOD : 01/31/12 14:04 - 02/10/12 12:00	FILUIS SELECTED : OAFTELALA	PILOT	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE	CAPPELAERE
VT-7	RIOD		N/Q	٥	۵	۵	۵	۵	۵	۵	۵	۵	۵	۵	۵	Δ	۵	۵	۵	۵	۵
SQUADRON : VT-7	RECOVERY PE	FILUIS SELEU EVENT: ALL	DATE TIME		2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05	2/9/2012 7:05

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Date Prepared: 2/21/2012

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02/9/D WOFD

TREND ANALYSIS

NT: ALL PILOTS SELECTED	•		02/10/12	12:00	FCLE DAY/	CRAFT: T- P/CO/CV: NIGHT/AI AS: A	V	,
NUGGET: A NO	COUNT:	a TF	ANSFER:	А				
DATE <	GLIDESL	OPE + S	SPEED ERI	RORS>	CONTROL ERRORS	LINEUP	OTHR	WIR
GRDE AW	x	тм	TC	AR	POWER ATT	+ WING		
02/9/D (OK)	LO	1	CD	H	TMPIC			 T(
02/9/D B	Н	H	Н	H		WUX	LIG	в
	F	F	F	F				
02/9/D (OK)	SRD	Н	Н	Н		WUX		T
			CD	CD		DRIM		

LUIC
LUAR

Fl

02/9/D -		SRD	H	H	Н		AA	3
							WUX	
/D	В	н	Н		Н	TMPIC		в
U-9/D (	(OK)	(LO)	/	H	Н			3
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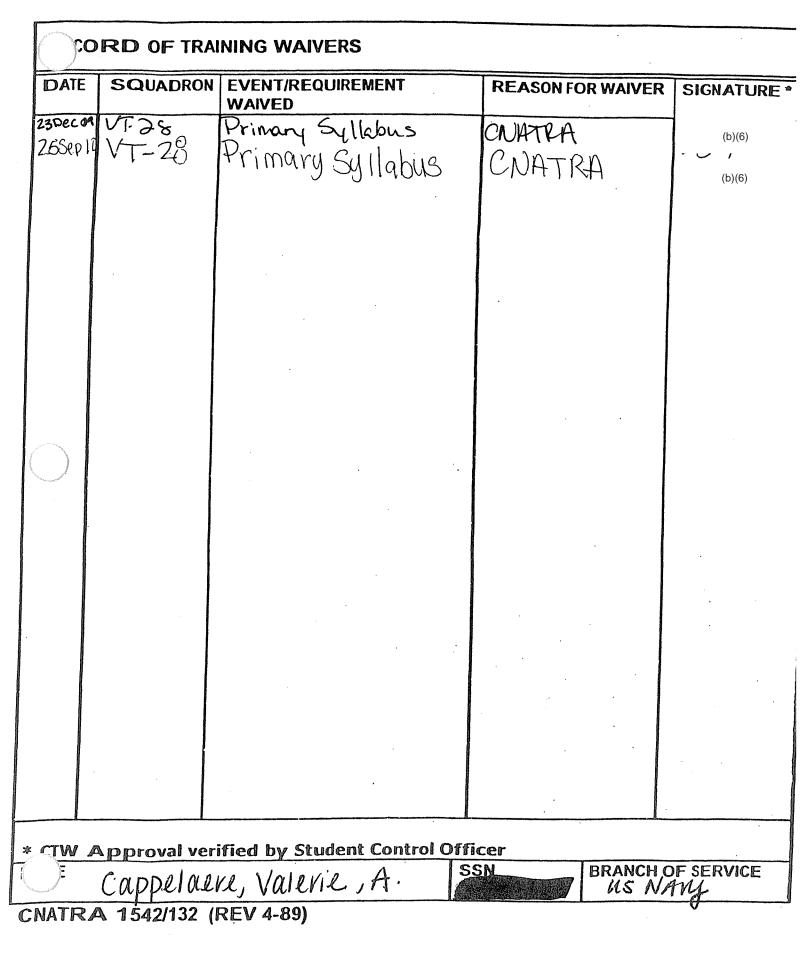
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DEPARTMENT OF THE NAVY CHIEF OF NAVAL AIR TRAINING CNATRA 250 LEXINGTON BLVD SUITE 102 CORPUS CHRISTI TX 78419-5041

> 1542 Ser N711/0223 13 Apr 10

From: Chief of Naval Air Training To: Commander, Training Air Wing FOUR Commander, Training Air Wing FIVE

Subj: PRIMARY SYLLABUS WAIVER

Ref: (a) CNATRAINST 1542.140C (b) CNATRAINST 1542.140D

1. In response to the recent changes in T-6B acquisition and fleet life expectancy issues affecting the T-34C, the following flights in reference (a) will be waived effective immediately:

a. C4601 Day Contact

b. C4602 Day Contact

2. The following flights in reference (b) will be waived effective immediately:

a. C4504 Day Contact

b. C4505 Day Contact

3. The following flights in references (a) and (b) will be waived effective immediately:

a. F4201 Cruise Formation

b. F4202 Cruise Formation

c. F4203 Cruise Formation

4. I4001 Basic Instrument flight (pg IV-9, references (a) and (b)) will be re-categorized as a 2B37 simulator event and flown to the current 2.3 hour standard (.5 hour brief/1.3 hour event/.5 hour debrief).

5. Change guidance regarding this waiver will be sent via separate correspondence to each wing's Training Integration Management System (TIMS) Functional Administrator by the CNATRA TIMS Operations Manager (N731).



## Subj: PRIMARY SYLLABUS WAIVER

6. The effects of this waiver as it relates to selection have been reviewed and are not significant enough to warrant changes to student selection. A Student Military Aviator (SMA) on the waivered syllabus may select concurrently with a SMA who has completed the non-waivered syllabus without modification to the selection criteria.

7. The intent of this waiver is to maintain a required readiness level of the T-34C for primary flight training by limiting the amount of flight time conducted in the aircraft. Further evaluations of this waiver and its effect on the aircraft and pipeline selection processes will be made and appropriate action will follow in subsequent correspondence or through curriculum changes.

8. This action is to take place immediately. A copy of this waiver shall be included in affected SMA training jackets.

(b)(6)

JAMES A. CRABBE Chief of Staff



## DEPARTMENT OF THE NAVY

CHIEF OF NAVAL AIR TRAINING CNATRA 250 LEXINGTON BLVD SUITE 102 CORPUS CHRISTI TX 78419-5041

1542 Ser N312/00476 3 MAY 05

From: Chief of Naval Air Training To: Commander, Training Air Wing FOUR Commander, Training Air Wing FIVE

Subj: PRIMARY SYLLABUS WAIVER

Ref: (a) CNATRAINST 1542.140C (b) CNATRAINST 1542.61K

1. In response to the recent changes in T-6 acquisition and the fleet life expectancy issues affecting the T-34C, tail chase training in the cruise formation block of training is suspended. Student Military Aviators (SMA) and Instructors Under Training (IUT) are no longer required to conduct tail chase maneuvers during the cruise formation blocks of training in references (a) and (b). The cruise maneuvering portion of the block shall be conducted without any limitation and there are currently no further changes to the student and instructor syllabi.

2. The intent of this waiver is to maintain a required readiness level of the T-34C for primary flight training by limiting the amount of high g maneuvers conducted in the aircraft without significantly changing the syllabus. Further evaluations of this waiver and its effect on the aircraft will be made and appropriate action will follow in subsequent correspondence or through curriculum changes.

3. The effects of this waiver as it relates to selection have been reviewed and are not significant enough to warrant changes to student selection. A SMA without tail chase training may select concurrently with a SMA who has completed tail chase training without modification to the selection criteria.

4. This action is to take place immediately. A copy of this waiver shall be included in the affected SMA and IUT training jackets.

(b)(6)

(b)(3), (b)(6) By direction

,√E ` ZYUW RUCLFVA0000 1731544 1544Z JUN 12. COMNAVPERSCOM MILLINGTON TN//PERS432K // NAVWARCOL NEWPORT RI//JJJ// シント VAQRON ONE TWO NINE//JJJ// (b)(6) PERSUPP DET WHIDBEY ISLAND WA//JJJ// (b)(6) PERSUPP DET NEWPORT RI//JJJ// COMNAVAIRLANT NORFOLK VA//JJJ// COMNAVAIRPAC SAN DIEGO CA//JJJ// UNCLAS //N01321// MSGID/GENADMIN/CHNAVPERS// SUBJ/BUPERS ORDER// RMKS/ XXX-XX-(1320) 1320 BUPERS ORDER: 1012 (01) (PERS-432K) OFFICIAL MODIFICATION TO CHANGE DUTY ORDERS FOR LCDR ALAN ASHE PATTERSON, USN IN CARRYING OUT/PROCESSING THESE ORDERS, BOTH PARTS ONE AND TWO MUST BE READ AND LISTED INSTRUCTIONS COMPLIED WITH. FOR OFFICIAL USE ONLY PART ON E ----- DETACHING ACTIVITY (M) ------EDD: NOV 12 WHEN DIRECTED BY REPORTING SENIOR, DETACH IN NOV 12 UIC: 30486 FROM STU NAVWARCOL NEWPORT RI PERMANENT DUTY STATION RI, NEWPORT FROM DUTY UNDER INSTRUCTION IN A FLYING STATUS NOT ACC: 342 INVOLVING FLYING PERSONNEL ACCOUNTING SUPPORT: PERSUPPDET NEWPORT RI UIC: 43099 ----- ULTIMATE ACTIVITY (M) -----REPORT NOT LATER THAN DEC 12 EDA: DEC 12 UIC: 09995 TO VAQ 129 PERMANENT DUTY STATION WA, WHIDBEY ISLAND ACC: 100 FOR DUTY IN A FLYING STATUS INVOLVING FLYING BSC: 06412 PRD: 1512 PERSONNEL ACCOUNTING SUPPORT: PSD WHIDBEY ISLAND UIC: 43138 - WELCOME TO THE VIKINGS OF ELECTRONIC ATTACK SQUADRON ONE TWO NINE. FOR COMMAND INFORMATION, PLEASE CONTACT THE COMMAND CAREER COUNSELOR/ SPONSOR COORDINATOR VIA EMAIL AT: WHDB_VAQ-129_CCC@NAVY.MIL, COMM: (360) 257-8137, DSN: 820-8137. YOU MAY ALSO VISIT THE NAS WHIDBEY ISLAND WEBSITE AT: HTTPS://WWW.CNIC.NAVY.MIL/WHIDBEY/INDEX.HTM. **VAQ-129** ----- ACCOUNTING DATA ------ADMIN/ASDO PCS ACCOUNTING DATA: CHECKAN/OUT MAC CIC: 3N3D2XXXX597430 PRINTGE (b)(3), (b)(6) A43D239F 1721453.2251 210 00022 068566 2D SO18T6 000222342008 -<del>SIG</del>K (b)(6) SDN: N0002212CS018T6 DATE 1/10/12 TIME_ TAC: N3A2 PART Encl (47) XXX-XX-1320 (PERS-432K) BUPERS ORDER: 1012 (01) OFFICIAL MODIFICATION TO CHANGE DUTY ORDERS FOR

AMANENT CHANGE OF STATION (PCS) TRAVEL INFORMATION DETAILS:

1 / LULW AU

ORIGINAL

PCS TRAVEL INFORMATION FORM (NAVPERS 7041/1) WITHIN 3 DAYS OF RECEIPT OF ORDERS OR IMMEDIATELY UPON RECEIPT OF PCS ORDERS IF DETACHMENT IS IN LESS THAN 90 DAYS.

COMMANDS USING NSIPS WEB SHOULD DIRECT MEMBER TO CREATE AND THEN USE THEIR OWN SELF SERVICE ACCOUNT TO COMPLETE AND SUBMIT THE 7041/1 ON-LINE. INSTRUCTIONS TO CREATE A SELF SERVICE ESR (ELECTRONIC SERVICE RECORD) ACCOUNT ARE LOCATED ON THE NSIPS SPLASH SCREEN, HTTPS://NSIPS.NMCI.NAVY.MIL/ (UNDER'USER INFORMATION'). MEMBER SHOULD LOGON TO THEIR ESR ACCOUNT, THEN DOUBLE-CLICK THE 'UPDATE PCS TRAVEL' ICON ON THEIR HOMEPAGE TO ACCESS THE AUTOMATED NAVPERS 7041 TRAVEL INFORMATION FORM. FOR CONVENIENCE, THERE IS AN 'AUTO-FILL' FEATURE WHICH AUTOMATICALLY COMPLETES THE PCS ITINERARY FROM THE MEMBER'S CURRENT ACTIVE ORDERS. MEMBER NEED ONLY COMPLETE OR ADJUST PCS DETAILS SPECIFIC TO DEPENDENT TRAVEL, HOUSEHOLD GOODS WEIGHTS AND/OR POV SHIPMENTS. COMMANDS PASS/PERSONNEL SERVICING OFFICES NOT USING NSIPS WEB SHOULD PROVIDE THE NAVPERS 7041/1 FORM TO MEMBER, AND UPON MEMBER'S COMPLETION, VERIFY THEN MAIL TO: DIRECTOR, PERMANENT CHANGE STATION VARIANCE COMPONENT, 1240 EAST 9TH STREET, SUITE 967, CLEVELAND OH 44199-2088.

- IF DETACHING FROM OR REPORTING TO A UNIT WHEN IT'S AWAY FROM HOMEPORT/PDS, MEMBER IS AUTHORIZED TRAVEL VIA THE UNIT'S HOMEPORT/ PDS UNDER JFTR U5120F TO ASSIST WITH TRANSPORTATION OF DEPENDENTS AND/OR HHG, PICK UP PERSONAL ITEMS OR PERSONALLY DRIVE HIS/HER POV FROM THE HOMEPORT.

- MEMBER ADVISED: REQUIRED TO CONTACT HIS/HER NEAREST MILITARY TREATMENT FACILITY (MTF), MEDICAL DEPARTMENT REPRESENTATIVE OR

CARE SERVICE CENTER PRIOR TO TRANSFER FOR COUNSELING ON URGENT EMERGENCY MEDICAL CARE DURING PCS MOVES. UPON ARRIVAL AT NEW DUTY STATION, MEMBER IS REQUIRED TO CONTACT THE NEAREST MTF, MEDICAL DEPARTMENT REPRESENTATIVE, OR TRICARE SERVICE CENTER TO SELECT A PRIMARY CARE PROVIDER. THESE POINTS OF CONTACT CAN ALSO PROVIDE INFORMATION ON HEALTH CARE OPTIONS AVAILABLE FOR FAMILY MEMBERS NOT ENROLLED IN TRICARE PRIME. GENERAL TRICARE INFORMATION IS AVAILABLE ON THE WEB AT: HTTP://WWW.TRICARE.OSD.MIL.

- MEMBER DIRECTED: UPON RECEIPT OF ORDERS, IF ENROLLED IN THE EXCEPTIONAL FAMILY MEMBER PROGRAM (EFMP), MEMBER IS DIRECTED TO HAVE THE DETACHING EFMP COORDINATOR AND THE HEALTH BENEFITS ADVISOR (HBA) WHO IS THE TRICARE REPRESENTATIVE CONFIRM CARE FOR THE FAMILY MEMBER(S) WITH THE GAINING EFMP COORDINATOR AND HBA. ADDITIONAL EFMP INFORMATION CAN BE FOUND ON THE WEB AT:

HTTP://WWW.NPC.NAVY.MIL/COMMANDSUPPORT/EXCEPTIONALFAMILYMEMBER/ THE EFMP IS GOVERNED BY OPNAVINST 1754.2D AND SECNAVINST 1754.5B. AND MILPERSMAN 1300-700.

- FOR MORE INFORMATION ON YOUR NEXT PERMANENT CHANGE OF STATION (PCS) VISIT HTTPS://WWW.HOUSING.NAVY.MIL THIS WEBSITE PROVIDES ON AND OFF BASE HOUSING AND GENERAL INFORMATION ABOUT NAVY AND MARINE CORPS LOCATIONS WORLDWIDE.

- DETACHING COMMAND: IF TRANSOCEANIC TRAVEL WILL BE PERFORMED BY MEMBER, PORT CALL ASSIGNED BY THE NAVY PASSENGER TRANSPORTATION OFFICE WILL CANCEL THE REPORT NOT LATER THAN DATE, AT RECEIVING COMMAND, AND SHALL CONSTITUTE THE SPECIFIC DATE MEMBER IS TO REPORT FOR TRANSPORTATION. IF THIS IS AN ORDER MODIFICATION, CANCELLATION C MODIFICATION OF PORT CALL MAY BE REQUIRED. IF SO, IMMEDIATELY

ACT SERVICING NPTO. OPNAVINST 4650.1S SERIES REFERS. HIS TRANSFER FUNDED FOR MEMBER AND AUTH DEPENDENTS AS REFLECTED ON SERVICE RECORD PAGE TWO, PER JFTR U5215, DEPENDENTS ACQUIRED ON OR PRIOR TO THE EFFECTIVE DATE OF ORDERS ARE AUTH TRAVEL/TRANSP ALLOWANCES FROM THE PLACE AT WHICH ACQUIRED TO THE NEW PDS, UP TO THE ANSP ENTITLEMENT FOR TVL FROM OLD PDS TO THE NEW PDS. PLÉASE 、 そ TO JFTR APPENDIX A FOR DEFINITION OF EFFECTIVE DATE OF PCS **GRIGINAL** 

S. ACHING COMMAND: ENSURE MEMBER HAS A COMPLETED AND DOCUMENTED IL TEST WITHIN 24 MONTHS OF EDD. EVERY EFFORT SHOULD BE MADE TO ENSURE RESULTS ARE RECEIVED PRIOR TO TRANSFER. HOWEVER, IF RESULTS ARE NOT RECEIVED, ENSURE MEMBER'S MEDICAL/DENTAL RECORD REFLECTS THAT THE MEMBER'S TEST WAS COMPLETED AND AWAITING RESULTS. TEST RESULTS SHOULD BE FORWARDED TO NEW DUTY STATION UPON RECEIPT FOR INCORPORATION IN MEDICAL/DENTAL RECORDS.

- DETACHING COMMAND: MEMBER REQUIRES A COMPLETED SINGLE SCOPE BACKGROUND INVESTIGATION (SSBI) FOR ACCESS TO TOP SECRET AND SENSITIVE COMPARTMENTED INFORMATION (SCI). IF SUCH HAS NOT ALREADY BEEN COMPLETED OR INITIATED, DETACHING COMMAND DIRECTED TO INITIATE REQUEST FOR SSBI FOR TOP SECRET WITH SCI ACCESS WITHIN THIRTY DAYS. MEMBER SHALL NOT DETACH UNTIL SUBMISSION OF SSBI.

MEMBER SHALL NOT DETACH UNTIL BUBHIDURY OF DESIGN OF DESCRIPTION REQUEST AND AGENCY USE FORM SUBMIT PERSONNEL SECURITY INVESTIGATION REQUEST AND AGENCY USE FORM REQUESTING A SSBI DIRECTLY TO OFFICE OF PERSONNEL MANAGEMENT THROUGH ELECTRONIC QUESTIONNAIRE FOR INVESTIGATIONS PROCESSING (E-QIP): HTTP://WWW.NAVYSECURITY.NAVY.MIL/EQIP-POLICY.HTM.

WHEN A SERVICING SPECIAL SECURITY OFFICE (SSO) IS AVAILABLE, WHEN A SERVICING SPECIAL SECURITY OFFICE (SSO) IS AVAILABLE, THE SSO WILL BE CONTACTED FOR GUIDANCE, INITIAL SCREENING OF THE COMPLETED SSBI FORMS, COMPLETION OF REQUIRED SECURITY PRE-SCREENING INTERVIEW AND OTHER STEPS AS NECESSARY. MEMBER TO REATIN A COPY OF INVESTIGATION FORMS FOR PERSONNEL RECORDS. IF MEMBER IS MARRIED TO A FOREIGN NATIONAL, OR IMMEDIATE FAMILY MEMBER(S) ARE FOREIGN NATIONAL (S), MEMBER MAY NOT BE ELIGIBLE FOR ASSIGNMENT. IF MEMBER FOUND NOT ELIGIBLE, HOLD THESE ORDERS IN ABEYANCE AND NOTIFY ALL CONCERNED IMMEDIATELY BY MESSAGE. ADDITIONALLY, DETACHING COMMAND CONCERNED TO REPORT, BY MESSAGE TO THE GAINING COMMAND AND ALL

ERNED THE FORWARDING DATE OF THE SSBI PACKAGE AND RESULTS OF THE SECURITY PRE-SCREENING INTERVIEW. IF THE MEMBER HAS IMMEDIATE FAMILY MEMBERS WHO ARE FOREIGN NATIONALS, THE GAINING COMMAND WILL DETERMINE IF THE DETACHING COMMAND SHOULD CONTINUE PROCESSING FOR SCI AND SUBMIT AN EXCEPTION PACKAGE, IF REQUIRED, TO THE DONCAF.

- MEMBER ADVISED: FOR GOVERNMENT LODGING INFORMATION VISIT WEBSITE WWW.DODLODGING.NET OR CALL TOLL FREE 1-877-NAVY-BED (1-877-628-9233) TO DETERMINE GOVERNMENT LODGING AVAILABILITY IN THE VICINITY OF OLD AND NEW PERMANENT DUTY STATIONS. RESERVATIONS ARE REQUIRED TO ENSURE ROOM AVAILABILITY.

- MEMBER ADVISED: CHILDCARE INFORMATION AND REGISTRATION FOR NEW DUTY STATION IS AVAILABLE AT: HTTPS://WWW.CNIC.NAVY.MIL/CYP - SAVE MONEY THE FLEET AND FAMILY SUPPORT CENTER HAS PROGRAM INITIATIVES THAT SAVE MONEY ON RENT, SECURITY DEPOSITS, AND HOME BUYING COST. REDUCE TIME SPENT ON FINDING SUITABLE AND AFFORDABLE HOUSING. LEARN ABOUT PROGRAMS THAT WILL SAVE TIME AND MONEY BY VISITING THE LOCAL FLEET AND FAMILY SUPPORT CENTER.

VISITING THE LOCAL FLEET AND FAMILY CONTOURD CLEAR SEATTLE SEATAC - PLEASE ENSURE YOU MAKE TRAVEL ARRANGEMENTS FROM SEATTLE SEATAC INTERNATIONAL AIRPORT TO NAS WHIDBEY ISLAND VIA BUS OR AIR SERVICE BY CALLING ONE OF THE FOLLOWING CARRIERS: BELLAIR AIRPORTER SHUTTLE: CALLING ONE OF THE FOLLOWING CARRIERS: BELLAIR AIRPORTER SHUTTLE: 1-866-235-5247, WHIDBEY-SEATAC SHUTTLE: 1-877-679-4003, OR KENMORE AIR: 1-866-435-9524. PAYMENTS IS BY CASH OR CREDIT CARD ONLY AND AIR: 1-866-435-9524. PAYMENTS IS BY CASH OR CREDIT CARD ONLY AND RESERVATIONS ARE REQUIRED 24 HOURS IN ADVANCE. KEEP YOUR RECEIPT TO RESERVATIONS ARE REQUIRED 24 HOURS IN ADVANCE. KEEP YOUR RECEIPT TO TURN IN ON TRAVEL CLAIM. SEATAC AIRPORT IS 106 MILES FROM NAS WHIDBEY TURN IN ON TRAVEL CLAIM. SEATAC AIRPORT IS 106 MILES FROM NAS WHIDBEY ISLAND, SO IT'S IMPERATIVE THAT YOU MAKE ARRANGEMENTS OR YOUR LOCAL

O UTILIZES THE AIRPORTER BUS SERVICE. THE SEATAC INTERNATIONAL RPORT HAS A USO LOUNGE ON THE SECOND FLOOR FOR YOUR CONVENIENCE. VISIT THE SITES WEBSITE AT: WWW.DMDC.OSD.MIL/SITES/ TO FIND USEFUL INFORMATION ON NAS WHIDBEY ISLAND. IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE NAS WHIDBEY ISLAND QUARTERDECK AT COMM: (360) 257-2631 OR DSN: 820-2631.

AL HOSPITAL OAK HARBOR (NHOH) IS DESIGNATED AS AN EXCEPTIONAL LY MEMBER PROGRAM (EFM) CATEGORY 5 FACILITY. HOWEVER, AS A SMALL MUNITY HOSPITAL, SOME SPECIALTY SERVICES ARE LIMITED. FOR MORE TAILED INFORMATION ON THE EFM PROGRAM AND AVAILABILITY OF SERVICES HOH, LOG ON TO: HTTP://NHOH.MED.NAVY.MIL AND CLICK ON EFM RMATION LINK. XXXXXX DINK XXXXXX XXXXXX WELCOME BACK TO THE ROCK XXXXXX XXXXXX ENJOY YOUR INSTRUCTOR TOUR XXXXXX ----- SPECIAL INSTRUCTIONS ------ MEMBER ADVISED: IN CASES WHERE THESE ORDERS CONFLICT WITH THE JOINT FEDERAL TRAVEL REGULATIONS OR ANY OTHER REGULATION, THE REGULATION PREVAILS - MEMBER ADVISED: IAW MILPERSMAN 1320-308, AUTHORIZE TRANSPORTATION COST REIMBURSEMENT FOR EXCESS BAGGAGE UP TO AND NOT TO EXCEED THE FOLLOWING: (A) ONE (1) PIECE FOR PILOTS, AIRCREW, DIVERS, AND PERSONNEL WHO MUST CARRY SPECIAL ISSUE GEAR WITH THEM (B) TWO (2) PIECES FOR ATTACHES. SERVICE MEMBERS IN RECEIPT OF PCS ORDERS TO FORWARD DEPLOYED UNITS ARE ADVISED THAT CERTAIN AIRLINES MAY CHARGE EXCESS BAGGAGE FEES. REIMBURSEMENT MAY BE REQUESTED IN ACCORDANCE WITH JOINT FEDERAL TRAVEL REGULATIONS (JFTR) U3015-B UPON REPORTING TO YOUR ULTIMATE DUTY STATION. CONTACT PERS-40CC FOR ENLISTED PERSONNEL OR COGNIZANT DETAILER FOR OFFICERS. CONSULT YOUR LOCAL HOUSEHOLD GOODS (HHG) PERSONAL PROPERTY OFFICE REGARDING SPECIFIC HHG AND PERSONAL PROPERTY SHIPMENT ENTITLEMENTS. - MEMBER ADVISED: SHIPPING HHG? HAVE MOVE QUESTIONS? WANT TO MAKE A DIFFERENCE? NOW YOU CAN PROCESS YOUR HHG SHIPMENT APPLICATION AND RECEIVE COUNSELING ON LINE AT YOUR CONVENIENCE AT: WWW.MOVE.MIL. MUST COMPLETE THE CUSTOMER SATISFACTION SURVEY AFTER MOVE IS Y LETE. CONTACT TRANSPORTATION SPECIALIST TO ANSWER QUESTIONS AND ProvIDE GUIDANCE CONCERNING YOUR HHG SHIPMENT MONDAY THROUGH FRIDAY 0800-1700 EASTERN TIME AT 800-444-7789 COMM: 757-443-1719 DSN: 312-646-1719 OR BY EMAIL AT: HOUSEHOLDGOODS@NAVY.MIL. - MEMBER DIRECTED: FOR INFORMATION REGARDING YOUR ULTIMATE DUTY STATION CONTACT THE NEAREST DEPARTMENT OF DEFENSE FAMILY SERVICE CENTER OR RELOCATION ASSISTANCE OFFICE. 1-800-372-5463. - COMPLY WITH MILPERSMAN 1320-090 AND 1320-100 REGARDING TRAVEL AND AUTHORIZED PROCEED TIME IN EXECUTION OF THESE ORDERS. - FOR COMMAND MAILING ADDRESS CONSULT THE STANDARD NAVAL DISTRIBUTION LIST (SNDL) ONLINE AT HTTP://DONI.DAPS.DLA.MIL/SNDL.ASPX OR VISIT YOUR PSA, PSD OR ADMIN OFFICE. MOD(01) CHANGES EDD/EDA TO 1211/1212 - PROVIDED NO EXCESS LEAVE INVOLVED, AUTHORIZED TO DELAY THIRTY DAYS IN REPORTING TO COUNT AS LEAVE (MILPERSMAN 1050-150). KEEP OLD AND NEW DUTY STATION ADVISED OF LEAVE ADDRESS. FOR CIRCUITOUS TRAVEL AND LEAVE VISITS TO FOREIGN COUNTRIES SEE NAVMILPERSCOMINST 4650.2 SERIES, ALSO SEE MILPERSMAN 1050-250. (SIGNED) C. A. COVELL REAR ADMIRAL, U. S. NAVY COMMANDER NAVY PERSONNEL COMMAND - MEMBER ADVISED: YOUR SATISFACTION MATTERS WE'D LIKE YOUR FEEDBACK; TELL US ABOUT YOUR ORDERS NEGOTIATION EXPERIENCE BY TAKING A 5-10 TE SURVEY AT: HTTPS://WWW.SURVEYMONKEY.COM/S/HVLKJHY M LY PASSWORD IS: NAVY FORMAT 501: REMEMBER TO READ YOUR ORDERS IN THEIR ENTIRETY OBIGINAL PERS433F PERS432 NNNN

CLEARANCE NOTICE (Aeromedic	
Date: 14 Jan 13	
From: ES, NHOH	Name: Patterson, Alan
To: <u>CO</u>	Name: <u>Patterson, Alan</u> SSN: Rank/Service: <u>LCDR/USN</u> HR Loc: <u>NHOH</u>
1. Recommend subject individual be found physically qualified and a Class 1: SNA SGI SGI SGI SGI	HR Loc: <u>NHeH</u>
	aeronautically adapted for duty involving flight as:
Class 2: SNFO S NFO ATC AC/SAR AC/FV Waiver has been (recommended) (granted) for:	₩
<ul> <li>2. LPCorrective lens required in performance of flight duties.</li> <li>[1] Corrective lens required and extra pair must be carried in performance of flight duties. (DVA &lt; 20/100)</li> </ul>	
Following Aircraft Mishap/Incident. Return from sick/grounded list.	
4. Date grounded <u>20 Sep 12</u> Reason <u>Achilles</u> Teno Expiration date of clearance <u>30 Sep 13</u> Original to: 10 CO	don Repairs
Copy to: Oper. Off. Si	ignature:(b)(6)(b)(3), (b)(6) PFS □ Other:(b)(3), (b)(6) other, received concurrence from:
(Date) by <u>HM</u> (b)(3), (b)(6)	Name
NAVMED 6410/2 (Rov. 5-90) S/E 0105-LE-01	0 Unit

		PS INSTRUMENT RATING REQUES	т			REF:	OPNAVINST 3710.7 S OPNAVINST 3510.9 S	SERIES		
		3710/2 (REV. 1-74) S/N 0107-LF-728-2903 Last, First, Middle Initial)			0.000		NATOPS INSTRUMEN	NT FLIGHT MA	NUAL	
		RSON, ALAN A.			GRADE	SSN		DATE		
		ISON, ALAN A.			LCDR	XXX->	<u> </u>	0	5 MAR 13	
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EA- CUF NFC APF 25 S	6B RREI ) PLIC,	FT QUALIFICATIONS	1822		I COMPLET T AS REQUI T I ST EXAM E QUA SIGNATUF E CI-BERGG A UNIT M	RED BY THE N GRADE) LIFIED IE OF EXAMINC	EN EXAM FOR A ATOPS INSTRUI 2 ND EXAM (GRADI		HT MANU EXAM (GF GRADE CIV DATI	TIN IAL. RADE
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	1	PART ONE (Basic Instruments)			with emphasis of	on VOR/TAČAN	where feasible)			אַטג 
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н Т	3						O ATION			
	4	RECOVERY FROM UNUSUAL ATTITUDES					GATION	Σ		
E	5 *	VOR/TACAN POSITIONING			EMERGENCY P	ROCEDURES		Σ		
X A M	6	PARTIAL PANEL AIRWORK			VOICE PROCED	URES				
	7	ADF/MDF ORIENTATION	N/A	N/A						

*Not required when evaluation is conducted under actual instrument conditions.

REMARKS: LCDR PATTERSON COMPLETED HIS ANNUAL INSTRUMENT CHECK IN THE EA-6B AIRCRAFT. HE DEMONSTRATED SOUND INSTRUMENT PROCEDURES. LCDR PATTERSON IS FULLY INSTRUMENT QUALIFIED.

AIRCRAFT MODEL	BUNO	INSTRU	JMENT RAT	TING ISSUED		EXPIRES
EA-6B	162227			SPECIAL	🛛 NFO	28 FEB 14
EXAMINER (Grade and	title)	SIGNA	TURE OF O	FFICER ISSUING	CARD (Grade an	d title)
						- 16
		CDR	(b)(3), (b)(	6) USN, CO, V	'AQ-129	Encl (4-
	EA-6B XAMINER (Grade and I	EA-6B 162227 XAMINER (Grade and title)	EA-6B 162227 STA	EA-6B     162227     STANDARD       EXAMINER (Grade and title)     SIGNATURE OF C	EA-6B     162227     STANDARD     SPECIAL       EXAMINER (Grade and title)     SIGNATURE OF OFFICER ISSUING	EA-6B     162227     STANDARD     SPECIAL     NFO       EXAMINER (Grade and title)     SIGNATURE OF OFFICER ISSUING CARD (Grade and title)

	O NIF-1 Familiarization	Man		rs I (	<u>)</u> 26.2 [.]	1)	
ATE:	STUDENT: Schellman			(b)(3), (b)(6		Τ΄	
)		1	ويستخذ البالبا الالتباليات			TIME:	
RCRA	FT: STATUS (C/I/SOD): NAVAL FLIGHT	ATTITUE	DE TOWAF	RD FLIGH	Γ (SAT/UN	ISAT):	
	(ABOVE AVERAGE, BELOW AVERAGE A				COMMEN	TO	
A STATISTICS				BA			INC
		4.0	3.0	2.0	1.0		
A. Profe	ssional Skills:			CONTRACTS)		STERENS M	
	1. Preflight Preparation:			///		224212586668866785866	1.0000000000000000000000000000000000000
	2. Brief:						1
	3. Co-Pilot Skills:					[	[
	4. NATOPS/WSOM Knowledge:						1
	5. Safety/ORM:						
L	6. CRM (D.A.M.C.L.A/F.S.);						
B. Even	t Performance:						
	1. Briefed Maneuvers						
	A. Preflight B. Enroute						
	2. Maneuvers					NATION STREET	Andrew Steamer Instructure
	A. Clean Approach To Stall				111	STAND OF BRIDE	
	B. Dirty Approach To Stall				 		[
	C. Flaperon Roll			/// ///			
	D. Wingover						
	E. Barrel Roll						
	F. Unusual Attitudes			/// ///			
L.	G. Oblique Turn						
	H. Nose High/Nose Low Maneuvers						
1 ·	I. Performance Maneuvers	-					
	3. Approach and Landing						
	A. ACLS Mode I (If Available) Mode II						
	B. ACLS No Flap/No Slat						
	C. Simulated Single Engine Landing		///				
	4. Postflight Procedures						
	TOTAL (21)						
Contraction of the local division of the loc	or Comments: atterson saw all maneuvers and is well within VAQ-12	29 Instructo	or Standar	dization.			egyten geroen la not entre entre
	(b)(6) (b)(3), (b)(6)						
	CAPT USAC						

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		0		Ο				
NI	<b>-2</b> Low Level Nav	igation/Aeroba	atics II/	/HARM	l/Degra	aded N	lav (2	6.22)
ATE:	STUDENT: (b)(3)	Junio I	INSTRU		(b)(6)		TIME:	1999.000
AIRCRA	FT: STATU	S (C/I/SOD):	ATTITUE	DE TOWAF			ISAT)	
		NAVAL FLIGHT	OFFICER	SKILLS				
	(ABOVE AVERAGE,	<b>BELOW AVERAGE A</b>	ND UNSA	T ITEMS I	REQUIRE	COMMEN	TS)	
			AA	A	BA	UNSAT	9	INC
A Profe	ssional Skills:		4.0	3.0	2.0	1.0		///
A. 1 1016	1. Preflight Preparation:		///					
	2. Brief:							+
	3. Co-Pilot Skills:		111					+
	4. NATOPS/WSOM Knowle	dge:						
	5. Safety/ORM:							
D E	6. CRM (D.A.M.C.L.A/F.S.):						Stephysics of the second second	
B. Event	Performance: 1. Enroute Procedures			Care Manager and				
	A. NAV Procedures	20				///		AN DE ANDE
	B. Degraded NAV							+
	C. Radar Procedu							
	D. Degraded Rad	ar						
	2. Low Level Navigation							
	3. HARM Procedures							
	4. Maneuvers	a ka Okall			111 111			
	A. Clean Approac B. Dirty Approach		 	 	/// ///	 		<u> </u>
L.	C. Unusual Attitud				 _///	 		<u> </u>
)	D. Aerobatics			 ///				
a state of the sta	1. Flape	ron roll						<u> </u>
	2. Wing							
	3. Barre	I Roll						
	5. Approaches/Landings		111				A More Service	
	A. TACAN B. VFR Landing/T	auch and Cos	 	 	 _///	/// \\ ///		<b> </b>
	6.Postflight Procedures			///				<u> </u>
		TOTAL (22)						<u> </u>
Instructo	r Comments:							
LODITFA	tterson saw all maneuvers an (b (b)(3),	)(6)	29 1150 000		uzauon.			

<u>112-11-112-112-11-1-11-11-11-11-11-11-11</u>		0 - 2 Dav/T		0		$\bigcirc$					
		<b>3</b> Day/Ta	<u>ac ⊢or</u>	<u>m (2</u> 6	5.23)	<b>BARKET MARKET</b>	-g	TRANSPORT			
ATE:	TE: STUDENT: Frent PATTERSON			INSTRUCTOR:		(b)(3), (b)(6)		TIME:			
AIRCRAFT:	STATUS	STATUS (C/I/SOD):			ATTITUDE TOWARD FLIGHT (SAT/UNSAT):						
		NAVAL FLIGH	<b>OFFICER</b>	SKILLS			A STATE OF STATE				
	(ABOVE AVERAGE, E	BELOW AVERAGE	AND UNSA	T ITEMS F	REQUIRE	COMMEN	TS)				
			AA	A	BA	UNSAT	COM	INC			
	· · · · · · · · · · · · · · · · · · ·		4.0	3.0	2.0	1.0					
A. Professional Skills:											
1.	Preflight Preparation:										
	Brief:										
	Co-Pilot Skills:										
	NATOPS/WSOM Knowled	ge:									
	Safety/ORM:		//								
	CRM (D.A.M.C.L.A/F.S.):		//								
B. Event Performance:		1.000000					$\mathcal{M} = \mathcal{M} = \mathcal{M}$				
1.1	Formation										
	A. Parade										
	B. Cruise										
2.	TAC Formation					Sector Sector					
	A. Fighter Wing										
	B. Combat Spread		//								
	C. Check Turns										
	D. NAV Turns										
	E. TAC Turns										
	F. In-Place Turns										
\	G. Cross Turns						·				
3. 3	Section Approach										
	_anding		//								
	Postflight Procedures		//			<i>III</i> *					
6. I	leadwork		//								
	·	TOTAL (19	))								
nstructor Co	omments:										
CDR Patters	son saw all items and is we	ll within VAQ-129 In	structor Sta	ndardizatio	n.						
	(b)(6)										
2	1										
	(b)(3), (b)(6)										

	$\bigcirc$	0		0								
NIF-4 Night Formation (26.24)         NIF-4 Night Formation (26.24)         Colspan="2">INSTRUCTOR: (b)(3), (b)(6)         TIME: (b)(3), (b)(6)												
QATE:	STUDENT:	ATTERSON	INSTRUC	CTOR:	(b)	(3), (b)(6)	TIME:					
RCRAFT:	STATUS	( <b>C</b> /I/SOD):	ATTITUD	E TOWAR	ND FLIGHT	(SAT/UN	SAT):					
NAVAL FLIGHT OFFICER SKILLS (ABOVE AVERAGE, BELOW AVERAGE AND UNSAT ITEMS REQUIRE COMMENTS)												
			AA	A	BA	UNSAT	COM	INC				
			4.0	3.0	2.0	1.0						
A. Professional Skills:												
1. Prefl	1. Preflight Preparation:						$\checkmark$					
	2. Brief:						~					
3. Co-F	3. Co-Pilot Skills:						$\checkmark$					
4. NAT	4. NATOPS/WSOM Knowledge:						/					
	5. Safety/ORM:						<u> </u>					
6. CRN	6. CRM (D.A.M.C.L.A/F.S.):		///				$\checkmark$					
B. Event Performance:												
1. TAC	AN Rendezvous					///	/					
2. IFR I	Parade											
3. Brea	k-Up and Rendezvous						<					
4. Sect	ion Approach											
5. Land												
6. Post	flight Procedures											
7. Head	dwork						/					
		TOTAL (13)		-	-		13	_				
Instructor Comn	nents:											

LCDR Patterson saw all items and is well within VAQ-129 Instructor Standardization.

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	$\bigcirc$	0		0				
	NIF-5 Sec	tion Low Le	evel N	lavig	ation	(26.2	25)	
ATE:	STUDENT:	DEF-PATERSON	INSTRUC	TOR:	(b)(3), (b)(	6)	TIME:	
AIRCRAFT:	STATUS					(SAT/UN	SAT):	
1	ABOVE AVERAGE,	PROFESSIC BELOW AVERAGE A	Selfen an how the assistments	CONTRACTOR OF A SAME AND A SAME	REQUIRE	COMMEN	TS)	
			AA 4.0	A 3.0	BA 2.0	UNSAT	ages in of a value to a non-independent	INC ///
A. Professional S	Skills:							
	ght Preparation:						$\checkmark$	
2. Brief:								
4	ilot Skills:						~	
	DPS/WSOM Knowled						ļ	
5. Safet						///		
	(D.A.M.C.L.A/F.S.):						and the second second second second	and the second secon
B. Event Perform				- 111		111		Contraction of
	nd Procedures on Takeoff/Rendezvo		 	 		 		
		us			///	 _///		
K	_evel Navigation							
5. Fighte								
	cal Lead	······································						
	pat Spread Maneuver	ina			· ///			
8. Turns							U.	
	A. Check Turns			///	///		nin a malona cristina a ristra da a ristra	
	B. Nav Turns							
	C. Tac Turns		. ///				í.	
)	D. Shackles						1	
C. Approaches/La	andings							
		TOTAL (18)	-	-	<b></b>		18	
Instructor Comm	ents:							

LCDR Patterson saw all items and is well within VAQ-129 Instructor Standardization.

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(b)(6)

(b)(6)

JJFEB JO13       PATERSON       Instruments       Time       Aircraft         Status       (b)(3), (b)(6)       Image: Attitude Toward Flight       EMG R         Status       Attitude Toward Flight       SAT         NAVAL FLIGHT OFFICER SKILLS       All Above Average , Below Average, and UNSAT Items Require Comments		Standardization Check (8	3.14)			3		
NAVAL FLIGHT OFFICER SKILLS         All Above Average , Below Average, and UNSAT Items Require Comments         AA       A       BA       U       Comments         A.       A       BA       U       Comments         A.       Professional Skills       Image: Comments       Image: Comments         I. Preflight Preparation       Image: Comments       Image: Comments       Image: Comments         2. Brief       Image: Comments       Image: Comments       Image: Comments       Image: Comments         3. Copilot Skills       Image: Comments       Image: Comments       Image: Comments       Image: Comments         4. NATOPS/WSOM Knowledge       Image: Comments       Image: Comments       Image: Comments       Image: Comments         5. Safety/ORM       Image: Comments       Image: Comments       Image: Comments       Image: Comments         6. CRM - D A M C L A/F S       Image: Comments       Image: Comments       Image: Comments       Image: Comments       Image: Comments         1. Ground Procedures:       CS or HS:       Image: Comments       Image: Comments       Image: Comments         1. Ground Procedures:       CS or HS:       Image: Comments       Image: Comments       Image: Comments          Image: Comments	Date Student DEFER 2013 PATERIDA		Ti	me	3			
NAVAL FLIGHT OFFICER SKILLS         All Above Average , Below Average, and UNSAT Items Require Comments         AA       A       BA       U       Comments         A.       A       BA       U       Comments         A.       Professional Skills       Image: Comments       Image: Comments         I. Preflight Preparation       Image: Comments       Image: Comments       Image: Comments         2. Brief       Image: Comments       Image: Comments       Image: Comments       Image: Comments         3. Copilot Skills       Image: Comments       Image: Comments       Image: Comments       Image: Comments         4. NATOPS/WSOM Knowledge       Image: Comments       Image: Comments       Image: Comments       Image: Comments         5. Safety/ORM       Image: Comments       Image: Comments       Image: Comments       Image: Comments         6. CRM - D A M C L A/F S       Image: Comments       Image: Comments       Image: Comments       Image: Comments       Image: Comments         1. Ground Procedures:       CS or HS:       Image: Comments       Image: Comments       Image: Comments         1. Ground Procedures:       CS or HS:       Image: Comments       Image: Comments       Image: Comments          Image: Comments	Status	L			E	x60,	2	
NAVAL FLIGHT OFFICER SKILLS         All Above Average , Below Average, and UNSAT Items Require Comments         AA       A       BA       U       Comments         A.       A       BA       U       Comments         A.       Professional Skills       Image: Comments       Image: Comments         I. Preflight Preparation       Image: Comments       Image: Comments       Image: Comments         2. Brief       Image: Comments       Image: Comments       Image: Comments       Image: Comments         3. Copilot Skills       Image: Comments       Image: Comments       Image: Comments       Image: Comments         4. NATOPS/WSOM Knowledge       Image: Comments       Image: Comments       Image: Comments       Image: Comments         5. Safety/ORM       Image: Comments       Image: Comments       Image: Comments       Image: Comments         6. CRM - D A M C L A/F S       Image: Comments       Image: Comments       Image: Comments       Image: Comments       Image: Comments         1. Ground Procedures:       CS or HS:       Image: Comments       Image: Comments       Image: Comments         1. Ground Procedures:       CS or HS:       Image: Comments       Image: Comments       Image: Comments          Image: Comments	(OD-OLPTE	Attitude Towar	d Flight	<	NT			
All Above Average , Below Average, and UNSAT Items Require Comments         A. A. A. BA. U. 20       1.0       COM         4.0       3.0       2.0       1.0       COM         A. Professional Skills       Image: State S		FI IGHT OFFICED SP		1	٩ (			
AA       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       B       D       D       D       D       D       D       D       D       D       D       D       D       D <thd< th=""> <thd< th=""> <thd< th=""></thd<></thd<></thd<>	All Above Average, Below	Average, and UNSAT H	ILLS ems Requi	ira Co		4-		
4.0       3.0       2.0       1.0       COM         1. Preflight Preparation       4.0       3.0       2.0       1.0       COM         1. Preflight Preparation       4.0       3.0       2.0       1.0       COM         2. Brief       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0								
1. Preflight Preparation       Image: Constraint of the second seco	A Professional SI-III		4.0				СОМ	1
2. Brief       ////         3. Copilot Skills       ////         4. NATOPS/WSOM Knowledge       /////         5. Safety/ORM       /////         6. CRM - D A M C L A/F S       ////////////////////////////////////								
3. Copilot Skills       ////         4. NATOPS/WSOM Knowledge       ////         5. Safety/ORM       ////         6. CRM - D A M C L A/F S       ///// <b>B. Event Performance</b> ////         1. Ground Procedures:       CS or HS:         2. Communications       ////         3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         A. Initialization       /////         A. Procedures       ////         A. Procedures       /////         A. Procedures       /////         A. Procedures       /////         Yep and Number:       /////         Yep and Number:       /////         Yep and Number:       /////         Yep and Number:       //////         Yep and Number:       //////////         Yep and Number:								1
4. NATOPS/WSOM Knowledge       ////         5. Safety/ORM       ////         6. CRM - D A M C L A/F S       //// <b>B. Event Performance</b> ////         1. Ground Procedures:       CS or HS:         2. Communications       ////         3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       /////         B. Normal Operation       ////         A. Procedures       ////         M. Procedures       ////         M. Procedures       /////         M. Procedures       //////         M. Procedures       //////         M. Procedures       /////////         M. Procedures       ////////////////////////////////////								Τ
5. Safety/ORM       ////         6. CRM - D A M C L A/F S       //// <b>B. Event Performance</b> ////         1. Ground Procedures:       CS or HS:       ////         2. Communications       ////         3. Takcoff/Departure/Climb-out       /////         4. Enroute Navigation       /////         5. Low Level Navigation (if applicable)       /////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         A. Procedures       ////         A. Procedures       ////         A. Procedures       ////         M. Procedures       /////         M. Approaches:       Type and Number:         M. CRM Evaluation (CAT IV/V only)       ////         Total (19)       /////								
6. CRM - D A M C L A/F S       ////         B. Event Performance       ////         1. Ground Procedures:       CS or HS:         2. Communications       ////         3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         7. RADAR       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         Yotal (19)       ////       ////								
B. Event Performance       ////         1. Ground Procedures:       CS or HS:         2. Communications       ////         3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         7. RADAR       ////         A. Procedures       ////         A. Procedures       ////         A. Procedures       ////         Y       /////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:         9. CRM Evaluation (CAT IV/V only)       ////								
1. Ground Procedures:       CS or HS:       ////         2. Communications       ////         3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         A. Procedures       ////         A. Procedures       ////         S. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         Yotal (19)       ////							////	
2. Communications       ////         3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         A. Procedures       ////         A. Procedures       ////         S. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         Youth CAT IV/V only       ////								
3. Takeoff/Departure/Climb-out       ////         4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         Yotal (19)       ////		S:					////	
4. Enroute Navigation       ////         5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         7. RADAR       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:         9. CRM Evaluation (CAT IV/V only)       ////							////	
5. Low Level Navigation (if applicable)       ////         6. Navigation Systems (CDI/INS/EGI/CDNU)       ////         A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         7. RADAR       ////         A. Procedures       ////         B. Normal Diperation       ////         7. RADAR       ////         A. Procedures       ////         M. Procedures       ////         You and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////					ļ		////	
6. Navigation Systems (CDI/INS/EGI/CDNU)       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 <td></td> <td></td> <td></td> <td></td> <td>ļ</td> <td></td> <td>////</td> <td></td>					ļ		////	
A. Initialization       ////         B. Normal Operation       ////         C. Degraded Operation       ////         7. RADAR       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////			artic en entre com		and the large second	Success of	////	
B. Normal Operation       ////         C. Degraded Operation       ////         7. RADAR       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       Total (19)       ////		(טווש						
C. Degraded Operation       ////         7. RADAR       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////       ////				<b></b>				
7. RADAR       ////         A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////								
A. Procedures       ////         B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////       ////	N - Y 11 A LEADE A MARK AND NEW YOR A REMARKANCE AND AND A REMARKANCE AND A REMARKANCE AND A REMARKANCE AND A R		HERE ANDAY	hant hereiter	Salary Fragmant	Viers data and the	////	
B. Picture Building       ////         C. Scope Interpretation       ////         8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////       ////								
C. Scope Interpretation       ////         8. Approaches:       Type and Number:         9. CRM Evaluation (CAT IV/V only)       ////								
8. Approaches:       Type and Number:       ////         9. CRM Evaluation (CAT IV/V only)       ////       ////								
9. CRM Evaluation (CAT IV/V only)								*******
Total (19)				11/1				
LCOR PATTERSON IS FULLY TNSTRUCTOR STANDARDIZED ACCORDENCE	(CATIV/V OIIY)	/T3 , 4 / 4		V			////	
TNSTRUCTOR STANDARDIZED ACLORDENG	110R PATTERIAL		.9)					
	LCOR PATTERSON TNSTRUCTOR S	Total (1 IS FULLT TANDARDIZEN	9) 1 0 A	(( 0	r P.S	NG		
		(b)(6)						
(b)(6)		(b)(6)						
		(~/(0)						



NATOPS EVALUATION REPORT OPNAV 3710/7 (4-90) S/N 0107-LF-009-8000 (Formerly OPNAV 3510/8)

REPORT SYMBOL OPNAV 3710-21

NAME (Last, first initial)		GRADE	SSN		
PATTERSON, ALAN A.		LCDR		-XX-XXXX	
QUADRON/UNIT	AIRCRAFT MODEL	CREW POSITION			
VAQ-129	EA-6B		E	ЕСМО	
TOTAL PILOT/FLIGHT HOURS	TOTAL HOURS IN MODEL		DATE OF LAS	T EVALUATION	
1822.7	1649.0	1649.0			
	NATOPS EVALUATION				
REQUIREMENT	DATE COMPLE	DATE COMPLETED			
			Q	CQ	U
OPEN BOOK EXAMINATION				200000000000000000000000000000000000000	
OPEN BOOK #1	18 JAN 13		3.51		
CLOSED BOOK EXAMINATION					
CLOSED BOOK #1	18 JAN 13		3. <del>6</del> 7		
EP/LIMITS	18 JAN 13	i	Q		
ORAL EXAMINATION				<i>11111111111</i>	
2F187	22 JAN 13		Q		
EVALUATION FLIGHT					
2F187	22 JAN 13		4.00		
FLIGHT DURATION	AIRCRAFT BUNO	)	0	VERALL FINAL	GRADE
1.5	2F187	QUALIFIED			

REMARKS OF EVALUATOR/INSTRUCTOR

LCDR PATTERSON FLEW A SOLID HOP IN THE EA-6B SIMULATOR. ALL ASPECTS OF THE FLIGHT WERE WELL STANDARDIZED AND IN COMPLIANCE WITH NATOPS AND SQUADRON SOP'S. LCDR PATTERSON IS FULLY NATOPS QUALIFIED AND ANNUAL FLIGHT REQUIREMENTS FOR CREW RESOURCE MANAGEMENT WERE MET IAW OPNAV 1542.7C.

### EXPIRES: 31 JAN 14

Г

	~	1	CHECK IF CONTINUED ON REVERSE SIDE
GRADE, NAME OF EVALUATOR/INSTRUCTOR			
LCDR (b)(3), (b)(6) , USNR	SIGNATURE	(b)(6)	DATE 28 JAN 2013
GRADE, NAME OF EVALUEE LCDR A. A. PATTERSON, USN	(b)(6)		DATE JOJAN 2013
		pic	

REMARKS OF UNIT COMMANDER

JR

### LCDR PATTERSON IS FULLY CRM AND NATOPS QUALIFIED IN THE EA-6B.

K, NAME OF UNIT COMMANDER , USN, CO (b)(3), (b)(6)

(b)(6)

DATE 315AN 2013

* WST, OFT, COT, or cockpit check in accordance with OPNAVINST 3510.9



### NAVTOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32C (4-81) S/N 0107-LF-736-2140

CTION IIA--FLIGHT PERSONNEL DESIGNATION RECORD

	NA	<b>.</b>	SSN	
DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED
NFO/Adv	NIA	VT-86	CTW-6	(b)(6)
PWTP LULI	EAUB	VAQ-141	CO VAQ-141	(b)(6)
PRIFILY	enrb	VA0-141	CO VARATUI	(b)(6)
PWTP LULTI/MENCOR	EALOB	VAQ-141	CO UMDHUI	(b)(6)
CRM INSTRUCTOR	EA-6B	VAQ-129	CG, VAG -129	(b)(6)
FCF/FEIGHTS	EAGB	VAG 129	(0 VAQ+129	(b)(6)
IUT INST	GAGB	VAQ 129	CO, VAQ129	(b)(6)
STANCHECKER	GALAB	11 11		(b)(6)
PRIFLY/CATL	GAROB			(b)(6)
1		$\downarrow$	1/	(b)(6)
		VAQ KG	CO, VAQ 129	(b)(6)
FCT NFO	FAGB	VAQ-140	CO, VAO-140	(b)(6)
· · · · · · · · · · · · · · · · · · ·				
	·····			
		- -		
-				
	DESIGNATION NFO/Adv PWTP LUL II PRIFICY PWTP LUL II PRIFIC PWTP LUL II PRIFIC PRIFIC STANCHECKEE PRIFICY/CATLL CQ INSTRUCTOR BAM I	-RSON, ALAN A DESIGNATION MODEL WFO/Adv N/A PWTP WLIE EAUB PWTP WLIE EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB EAUB	- RSON, ALAN A.         DESIGNATION       MODEL       UNIT         NFO/Adv       N/A       VT-86         PWD/Adv       N/A       VT-86         PWD/Adv       EAUB       VAC-141         CRH       INSTRUCTOR       EAUB       VAC         IVT       INST       EAUB       VAC         STANCHECKER       GALABS       12 9         IVT       INST       GALABS       12 9         PRIFLY/LATUE       GALABS       VAC       12 9         PRIFLY/LATUE       GALABS       VAC       140         BAM       IFAGB       VAC       140	-RSON, ALAN A.         DESIGNATION       MODEL       UNIT       PROMULGATION BY         NPO/Adv       N/A       VT-86       CTW-60         PWTP LULT       EAUB       VAU141       CO VAU-141         PUTP LULT       EAUB       VAU-141       CO VAU-141         PUTP LULT       EAUB       VAU-124       CO VAU-124         PUTP LULT       EAUB       VAU       IDE-129         FUTP FLUE       EAUB       VAU       IDE-129         IVT INST       GAUB       VAU       IDE-129         IVT INST       GAUB       VAU       IDE-129         IVT INST       GAUB       VAU       IDE-129         STANCHECKER       GAUB       V       IDE-129         BAM I       EAUB       VAU       IDE-140

### VAQ-129INST 3120.1S 8 Feb 12

	FCF/Ferry Flights:			Not Recommended	
	FCF Open Book	Sassa		Operations Officer	
67		Score		Previous command was CV-Dep	loved Squadron;
<b>L</b>	If previous Command was EA-6B S	èquadron:		1 CQ detachment as Pri-Fly /AOK	/OIC Date
	500 Hours in EA-6B	Initials		CQ with CATHI/IV/V	Date
	FCF Held in Previous Command	Initials		(to the max extent possible)	
	(if not, 2 hr. FCF A profile in WST in NATOPS Instructor)	ust be scheduled with		*All above requirements waiver ab with CQ phase head recommendati necessity.	le by Operations Officer on for operational
$\square$	Previously Non-EA-6B Aircrew:			Previous command was USN Exi	artiticano 11 CART 1
	RCF A profile in WST NATOPS I	Diffector		Exchange (USAF/Foreign):	Encountry Dental /
	100 Hours in EA-6B	Date		1 CQ detachment as backseat ECM	O Date
	FCF Qualification in previous platform			1 FCLP period with LSO (Day)	Date
				FCLP period with LSO (Night)	Date
~~~	3 1948 674 . 199 x .	Stan. Officer		*periods must be specifically sched	uled
	129 Staff Instructor IUT Complete	Date		Eligible to FCLP with CAT I studen *above 3 items must be completed	nt Date
				maste 3 neurs must de compteted	CQ Phase Hea
	DIV HIGH (DH)	Stan. Officer		1 CQ detachment as Pri-Fly	Date
	Observe 1 (DH) as Division Lead BCN	<i>\$1</i> `\		I CQ detachment as AOIC	Date
	and the second constants and the second	Date		Front seat CV LSO proficiency flig (to the max extent possible)	nt Date
	Day / Night Tank			CQ with CATHI/IV/V	Date
	Division High Qualified	Date		*All above requirements waiver abl	
	Mission Tank Briefing (Iday lecture)			with CQ phase head recommendation necessity.	n for operational
	Day Tanking Observation (ECMO 2/3) with Student		BAM Instructor (BM)	
		Date		BAM/BI-MC ground school	Date
	Night Tanking Observation (ECMO 2)	(3) with Student		Instruct BAM/BFMC academics	Date
		Date		BAM WST	Date
Π	PRI-FLV/CATCC Observer				
	NATOPS and Instrument Current	Dale			Instructor
	Minimum 1 CV Deployment and Assoc			BAM Hight	Date
	(CO Waiverable)	ranco more-up cýcie			
					Instructor
		CQ Phase Head		Pirst Endorsement	
	Carrier Qualification Instructor (CQ	2		Recommended	Date
	Attend CQ lectures	Date		BAM Phase Head	
1	First Endorsement	 Construction of the second seco		Second Endorsement	
	Recommended	Date		Recommended Not Recommended	Date
(Not Recommended CQ Pluse Head		r1	Operations Officer	annan - ana saanaan - ah ananan araa ar ahayaya
		anna an ann an an an an an an an an an a	Leno, a	NATOPS Instructor (NI)	
	Second Endorsement Recommended	Date		1 year designated as instructor	Date
				1	ppendix B
1	VAQ-129 Form 3510/E ()	Rev 2/17/2012)			Ínclosure (3)

	Open Book Exam (3.5 or better)		C] <u>High-altitude Follow-on Instructu</u>	<u>r (HFI)</u>
	Date	Score		NVD Qualified	Date
	Closed Book Exam (3.3 or better)			500 TACAIR Hours (of which 200;	
	Date	Score			Date
	NATOPS-I WST	Date		30 NVD Hours, ECMO 1 (or 45 NVD Hours from any seat)	Date
		NATOPS Evaluator		HFI Ground School	Date
	First Endorsement Recommended Not Recommended NATOPS Evaluator Phase Head	Date		NVD Section Refuel*(LIII)	Date
	Second Endorsement Recommended Not Recommended	Date		Large Force Tactics*(LIII)	Date
Π	III Instructor / Standardization 1	instructor		War At Sca*(LJJ)	Date
	1 year designated as instructor	Date			Instructor
	NATOPS-Instructor designated	Date		HVAA Tactics*(LII)	Date
	First Endorsement Recommended Not Recommended Stan, Officer Second Endorsement Recommended Not Recommended Operations Officer	Date		First Endorsement	Instructor
		Date		Recommended Not Recommended	Date
П	NATOPS Evaluator (NE)			NVD INSTRUCTOR (NVDI)	
gives f	NATOPS Instructor	ř Noster		VAQ-129 Instructor	Date
	Standardization Instructor	Date	Date	¥ 18-1	Date
	Open Book Exam (3.5 or better)	17410		Instructed NVD-1	Date
	Date	Score		Instructed NVD-2	Date
	Closed Book Exam (3.3 or better)	of a very management of the second provide and the second se		Instructed NVD-3	Date
	Date	Score		First Endorsement + Recommended Not Recommended	Date
	First Endorsement Recommended Not Recommended NATOPS Evaluator Phase Head	Date		NVD Phase Head	
	Second Endorsement Recommended Not Recommended Operations Officer	Date			

STAFF ECMO QUALIFICATION SHEET

VAQ-129 Form 3510/E (Rev 2/17/2012)

COMVAQWINGPAC EA-6B ENGINE OIL CONSUMPTION TREND RECORD (This form can be reduced or modified to fit in the ADB, however, all data must be maintained on form)

58815 BUNO:

MODEX :

STARBOARD (Circle applicable position)

676217 ENGINE SERIAL NUMBER

or

PORT

ENGINE OIL SYSTEM SERVICING

CAUTION: A properly serviced engine is considered unserviceable when oil consumption exceeds 0.28 gallon (36 ounces) per hour averaged over a 10 hour period. Average use is 0.15 gallon (19 ounces) per hour or less. (Reference (b), WP 019 00).

NOTE: 10 hour average will be calculated before every flight by counting back 10 flight hours +/- one hour. In the case where 10 flight hours +/- one hour cannot be met, calculate consumption using the number closest to 10 flight hours, not to exceed 11 flight hours.

REMARKS	QA MONITOR	MAINTENANCE CONTROL SIGNATURE	SERVICING PERSONNEL SIGNATURE	Cons. Rate (oz. Per Flt- Hr)	TOTAL OIL CONS	OIL CONS	TOTAL FLT TIME	Flight Time	JULIAN DATE
	(b)(6)	(b)(6)	-	0,97	10	Q	10.3	1,8	3066
	5	(b)(6)		0.47	Ś	Ø	10-7-	2-2	2067 167
10HC 1		(b)(6)	(b)(3), (b)(6)	0.47	55	Ø	10.7	19	2:06H
		(b)(6)		0.50	5	Ø	10.0	2.0	3068
	102 N 10	(b)(6)		0,0,	Ø	Ø.	9.4	1.5	3068
		(b)(6)		O.Ø	Sample Million - 1 more a configuration	Ø	9.9	2,3	3069
10 HR		(b)(6)	(b)(3), (b)(6)	093	9	9	9.7	2.0	3069
		<u> </u>				and a second			3020
					and the second sec				
and the second					1				a an
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Encl (1

Encl (49)

COMVAQWINGPAC EA-6B ENGINE OIL CONSUMPTION TREND RECORD (This form can be reduced or modified to fit in the ADB, however, all data must be maintained on form)

BUNO: 158815

MODEX: 902

(PORT) or STARBOARD (Circle applicable position)

67821-

ENGINE SERIAL NUMBER

ENGINE OIL SYSTEM SERVICING

CAUTION: A properly serviced engine is considered unserviceable when oil consumption exceeds 0.28 gallon (36 ounces) per hour averaged over a 10 hour period. Average use is 0.15 gallon (19 ounces) per hour or less. (Reference (b), WP 019 00).

NOTE: 10 hour average will be calculated before every flight by counting back 10 flight hours +/- one hour. In the case where 10 flight hours +/- one hour cannot be met, calculate consumption using the number closest to 10 flight hours, not to exceed 11 flight hours.

JULIAN DATE	FLIGHT TIME	TOTAL FLT TIME	OIL CONS	TOTAL OIL CONE	CONS. RATE (OZ. PER FLT- HR)	SERVICING PERSONNEL SIGNATURE	MAINTENANCE Control Signature	QA MONITOR	REMARKS
3046	1.2	12	4	4	3.33	(b)(3), (b)(6)	(b)(6)	(b)(6)	POST FOF
3046	2.6	3.8	NSR	4	1,05	T	(b)(6)	(b)(6)	
3047	0.5	4.3	NSR	4	0,93	1	(b)(6)	(b)(6)	
3048	5 0	4.8	NSR	4	0,83	_	(b)(6)	(b)(6)	
3050	3.4	8.2	52	56	6,83	(b)(3), (b)(6)	(b)(6)	(b)(6)	10 Hor
3051	20	10-2	Ø	56	5-49	appliance.	(b)(6)	(b)(6)	
3051	2.3	87	Ø	52	5.98		(b)(6)	(b)(6)	
3051	1.0	9.7	0	.52	5,36		(b)(6)	(b)(6)	
3051	2.4	7.7	10	10	1.29	(b)(3), (b)(6)	(b)(6)	(b)(6)	10HR
3653	0.6	8.3	Ø	10	1120		(b)(6)	(b)(6)	
3056	1,8	10.1	NGR	10	0.99		(b)(6)	(b)(6)	
3054	1.4	95	ts .	10	1.05		(b)(6)	(b)(6)	
3656_	1.7	8,9	0	10	1.12	(b)(3), (b)(6)	(b)(6)	(b)(6)	lohr
3057	1.9	and provide the second second second second	NGR	10	0,93	and the second	(b)(6)	. (b)(6)	
3057	3.5	10.3	NSR	Ø	0.0		(b)(6)	(b)(6)	
3058	0.8	9.3	NSR	0	0,0		(b)(6)	(b)(6)	
3058	0,3	9.6	NSR	0	0,0		(b)(6)	(b)(6)	
3058	32	97	\bigcirc	Ø.	0,d		(b)(6)	(b)(6)	1. A. J.
3058	0-7-	10-4	Ø	Q	0-0	(b)(3), (b)(6)	(b)(6)	. (b)(6) 🗸	104N
3059	3.0	8.0	ø	ø	Ø		(b)(6)	(b)(6)	
3064	2.8	97	Ø	Ø	8R		(b)(6)	(b)(6)	
3064	2.2	8.7	Ò	Ø	Q.Q	—	(b)(6)	(b)(6)	
3064	2:3	10,3	5	5	0.49	(b)(3), (b)(6)	(b)(6)	(b)(6)	10hr
3065	1.9	9,2	Ø	5	0,39	Constantion of Constanting	(b)(6)	(b)(6)	
3065	27	9.1	6	_5_	0.35		(b)(6)	<u>(b)(6)</u>	
3065	2.1	90	5	\$ 10 /	Till	(b)(3), (b)(6)	(b)(6)	(b)(6)	Encl (

COMVAQWINGPAC EA-6B ENGINE OIL CONSUMPTION TREND RECORD (This form can be reduced or modified to fit in the ADB, however, all data must be maintained on form)

BUNO: 158815

MODEX: 902

PORT or STARBOARD (Circle applicable position)

6782.75

ENGINE SERIAL NUMBER

ENGINE OIL SYSTEM SERVICING

CAUTION: A properly serviced engine is considered unserviceable when oil consumption exceeds 0.28 gallon (36 ounces) per hour averaged over a 10 hour period. Average use is 0.15 gallon (19 ounces) per hour or less. (Reference (b), WP 019 00).

NOTE: 10 hour average will be calculated before every flight by counting back 10 flight hours +/- one hour. In the case where 10 flight hours +/- one hour cannot be met, calculate consumption using the number closest to 10 flight hours, not to exceed 11 flight hours.

JULIAN DATE	Flight Time	TOTAL FLT TIME	OIL CONS	TOTAL OIL CONS	CONS. RATE (OZ. PER FLT- HR)	SERVICING PERSONNEL SIGNATURE	MAINTENANCE CONTROL SIGNATURE	QA MONITOR	REMARKS
3059	3.0	80	Ø	ø	Ð		(b)(6)	(b)(6)	
3064	2.8	10,8	\mathcal{O}	U	U U	<u> </u>	(b)(6)	Sillatani nartare	
	2.2	8.7	0	0	6.0		(b)(6)	(b)(6) (b)(6)	
3064	23	10,3	10	10	0,97	(b)(3), (b)(6)	(b)(6)	(b)(0) (b)(6)	10hr
3065	19	9.2	Ø	10	1.09	_	(b)(6)	(b)(6)	19RF
3565	2.17	9.1	8		110		(b)(6)	(b)(6)	
3065	2.1	90	5 .0	10	2.00	(b)(3), (b)(6)	(b)(6)	(b)(6)	10h-
3062	1.8	103	0	18	125		(b)(6)	(b)(6)	
3067	19	10.7	y	B	0.75		(b)(6)		
3068	2.0	10.0	B	8	072	(b)(3), (b)(6)	(b)(6)		10HD
3068	1.5	9.4	Ø		0.80		(b)(6)		and a subscription
3069	2.3	9.9	T	-Ø-	0,0		(b)(6)		, ,
3065	2,0	9.7	5	Ê	No California Continue Press, Academic Stress and		(b)(6)		
3070	<u></u>	-14		-3	0.52	(b)(3), (b)(6)	<u>(</u> (b)(6)		10 HK
		Contraction of the							
	H								
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Encl (1)

CONVAQWINGPAC EA-6B ENGINE OIL CONSUMPTION TREND RECORD

(This form can be reduced or modified to fit in the ADB, however, all data must be maintained on form)

BUNO:

MODEX :

PORT or STARBOARD (Circle applicable position)

ENGINE SERIAL NUMBER

ENGINE OIL SYSTEM SERVICING

CAUTION: A properly serviced engine is considered unserviceable when oil consumption exceeds 0.28 gallon (36 ounces) per hour averaged over a 10 hour period. Average use is 0.15 gallon (19 ounces) per hour or less. (Reference (b), WP 019 00).

NOTE: 10 hour average will be calculated before every flight by counting back 10 flight hours +/- one hour. In the case where 10 flight hours +/- one hour cannot be met, calculate consumption using the number closest to 10 flight hours, not to exceed 11 flight hours.

JULIAN DATE	flight Time	TOTAL FLT TIME	OIL CONS	TOTAL OIL CONS	CONS. RATE (OZ. PER FLT- HR)	SERVICING PERSONNEL SIGNATURE	MAINTENANCE CONTROL SIGNATURE	QA MONITOR	REMARKS
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									993 (1997)
		en sen en e							Encl (1)

Encl (1)

OIL TANK CHIP COLLECTOR

BUNO:	15	8815		Æ
ENGINE	S/N:	678217	ĩ	Ø
•				

ſ	1. DATE	2. TIME	3. FLT HR	4. NO	5. % FINES	I	7. CDI (Print/Sign)	8. COMMENTS
				DEBRIS	I	CHIPS		
1	3046	1150	7591.1	X	OT .	03	(b)(6)	Dist RE Line
2	3020	2.130	75921	×	6	()	(b)(6)	10/1
3	Post	1800	7605.8		0	2)	(b)(6)	101/12
4[3056	2140	7611.4	X	0	0	(b)(6)	johr
5	3058	2245	7621.2	X	Ø	0	(b)(6)	10.11.02
		2045	7632.0	X	6	Ø	(b)(6)	lette
	3645	20206	1632.7	X	d,	Ø	(b)(6))ð HA
	3067-	1330	76444 6	X	Ø	6	(b)(6)	10 Have
			7652.4	. X	Ø	Ø	(1)(0)	10 hr.
10			· ·		()		(b)(6)	
11	· · · · · · · · · · · · · · · · · · ·		·		1		1.	
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13			1	1	1			
14		<u>, </u>		1	1			
15]	1		1			

ENGINE S/N: 678217

NO. 4 BEARING SCAVENGE MANIFOLD CHIP COLLECTOR

F	. DATE	2. TIME	3. FLT HR	4. NO	5. % FINES	6. # OF	7. CDI (Print/Sign)	8. COMMENTS
				DEBRIS	PRESENT	CHIPS		
1	3046	1150	7591.1		(1)	Ø	(b)(6)	POST FOF LIGHTE
2	3050	2130	7598.	X.	0	<u>()</u>	(b)(6)	10112
3	3051	1800	7605-8	X	0		(b)(6) 🦻	10 MV
4	3056	3140	7611,4	X	0	0	(b)(6)	10%r
		224/5	76212	X.	03	Ó	(b)(6)	IOHN
	5064	2045	76.8.2.A	X	Ø	0	(b)(6)	lohr
	3065	2030	7632.7	X	Ø	Ø	(b)(6)	10142
		1330	7644.6	X	- E	10	(b)(6)	HOLAN
9[1.500	7452.4	×	Ø	Ó	(b)(6)	la br
10		<u>A thul a that a said a s</u>		1		i "	1 and a second	
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12			1			1		
13			1	1		1		
14						1		
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15		<u>l</u>	1	.L				

OIL TANK CHIP COLLECTOR

BUNO: 158810 /902 ENGINE SIN: 678275 /STED

1.1	DATE	2. TIME		4. NO DEBRIS	5. % FINES PRESENT	6. # OF CHIPS	7. CDI (Print/Sign)	8. COMMENTS		
1 3	050	2130	7628.3	X	Ø	Ó	(b)(6)	1040	1	
	651	(Rece)	7626.0	X	0	0	(b)(6)	102/112_	1	
		2140	7641.6	X	O	0	(b)(6)	IOhr		
4 4	305-8	2045	965L9	X	Ø	Ø	. (b)(6)	ID AN 2		
	3064	2045	7662.2	X	175	CA	(b)(6)	18hc	Ι.	
6 3		2030	7668.9	X	6	Ø	(b)(6)	IONE		
		1330	7674	X	Ø	ß	(b)(6)	10 And	1	
83	069	1500	7682.6	X	Ø	10	٤ (b)(6)	1015 pm		
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14		,								
15							·		1	

NO. 4 BEARING SCAVENGE MANIFOLD CHIP COLLECTOR

۰. :

ENGINE S/N: 678275

. DATE	2. TIME	3. FLT HR	4. NO DEBRIS	5. % FINES PRESENT	6. # OF CHIPS	7. CDI (Print/Sign)	8. COMMENTS		1	
3050	2130	76283	×	0	0	(b)(6)	10HL	f in the second s	1	
2.151	1800	7-636-0	X	ets	Ċ	(b)(6)	in all			
3056	12140	7641.6	X	0	0	(b)(6)	10hr		ì	
2052	234/3	7651-9	A.	12	a far a	(b)(6)	16121		í	
30(4)	2043	76622	X	Ø	CB	(b)(6)	10h-		I	
3065	2030	76689	X	d.	CÓ	(b)(6)	10HC		1	
3067-	2300	7674.5	R BC	¢.	(\mathcal{O})	(b)(6)	10.412	1		
3,006.9	1500		X	ie.	C%	a ser a la ser a ser	10%			
and the second secon	1.50	1				(b)(6)			t	
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	1	1			<u> </u>					
		+		-	1					
		+	+		+					
			<u> </u>		+				1	
		+	+							-
and a surface of a distance of the	<u> </u>	1	1	1	1	1				

				Al	DB	B Wq Oı	·der					-		a A
Work Center			CFK	JAR	eqd	System Reason		******					a de la companya de l	a far an
020			N	N		COND INSP PRE	CARRIER						-	
Assy Cd	Buno/Serno		wos	tatus Cd	PIL	OT/INITIATOR	••••••••••••••••••••••••••••••••••••••			In Draces		otiona	Mad	
AAED	158815		U		CIV				1	In Proces	s inspe	ctions	1	
						(-)(-)		******		No			902	7 8
						REPAIR CYCLE								
	DATE	TIME	EOC			DATE	TIME	EOC			DA	ATE		TIME
RECEIVED	05 MAR 2013	0731		IN WO	RK	00 0000	0000		COMPL	ETED	. 00	0000		0000
	ND INSP PRECA	RRIER C		onal in	SPE	CTION								
	ND INSP PRECA	RRIER C	ONDITI	onal in	SPE	CTION								
PERFORM COI	ND INSP PRECA	RRIER C	ONDITI	ONAL IN	SPE	CTION								
	ND INSP PRECA				SPE	CTION MAINT CO	NTROL		MCN		JCN			

		• • • • • • • • • • • • • • • • • • •		۵۵۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰	نه به میشنیسینه». مصنوع							· · ·
				A	DB	Work Or	der					
Work Center 12C					eqd	System Reason BARE FIBERGLA	SS STA 1				, ex	
Assy Cd	Buno/Serno		WO S	tatus Cd	PILC	OT/INITIATOR			•	In Proces	ss Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
			- 			REPAIR CYCLE				<u>, , , , , , , , , , , , , , , , , , , </u>		
- 	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	20 FEB 2013	0250		IN WO	RK	00 0000	0000	İ	COMF	PLETED	00 000	0000
	LASS STATION	1 WRAP	AROUNE) PANEL	LEA	DING EDGE						
CORRECTIVE							NTDO		MCN	<u></u>	JCN	
CORRECTED	ВХ	INSPI	ECTED	ЗY		MAINT CO	NIKOL		MCN			
						()			265	1ND1	QH0051189	

				AI	DB	WOr	der						
Work Center			CF Rt	.A R	eqd	System Reason							Sungapor Constraints
13B			N	N		PILOTS LOCK BA	LL MISSI	١G					
Assy Cd	Buno/Serno		WO S	tatus Cd	PILC	T/INITIATOR				In Proces	s Inspec	tions	Modex
AAED	158815		U		CIV	(b)(6)				Yes			902
			ļ		Į	REPAIR CYCLE							
	DATE	TIME	EOC			DATE	TIME	EOC			DA	TE	TIME
RECEIVED	09 MAR 2013	1612		IN WO	RK	10 MAR 2013	0700		COMPI	LETED	00	0000	0000 .
DISCREPANC						<u> </u>							
PILOTS TDM L	OCKING BALL M	IISSING.	(REFEI	R TO MC	N 2G	S109E FOR FOD S	SEARCH)						
CORRECTIVE	ACTION					· · ·							
CORRECTED	BY	INSP	ECTED	BY		MAINT CO	NTROL		MCN		JCN		
									2GS10	D9C	QHOO	68264	
			~			<u></u>							

3069AK35

				AD)B Work Oi	der				
Work Center			CF	JA Red	qd System Reason					
13B			N	N	PILOT NES-14 C	AN HI TIMI	E			
Assy Cd	Buno/Serno		WO S	tatus Cd F	PILOT/INITIATOR			In Proce	ess Inspections	Modex
AAED	158815		U	0	CIV (b)(6)			Yes		902
*****					REPAIR CYCLE					.
	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	06 MAR 2013	1050	<u> </u>	IN WOR	RK 06 MAR 2013	1100		COMPLETED	00 000	0000
REMOVE PILC	Y TS NES-14 FOR	REPACH	(FOR H	IGH TIME	CANOPY.					
	TS NES-14 FOR	REPAC	K FOR H	IGH TIME	CANOPY.					
REMOVE PILC	TS NES-14 FOR	REPAC	K FOR H	IGH TIME	CANOPY.					
	TS NES-14 FOR		CTED E		CANOPY.	NTROL		MCN	JCN	

REPAIR CYCLE DATE TIME EOC DATE TIME EOC DATE					ADE	8 Work Or	der						
AAED 158815 U CIV (b)(6) Yes 902 REPAIR CYCLE DATE TIME EOC DATE TIME EOC DATE DATE DATE DATE DATE DATE DATE COMPLETED 00 0000 DOUD DISCREPANCY 18 FEB 2013 1904 IN WORK 19 FEB 2013 0715 COMPLETED 00 0000 DISCREPANCY STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE. STARBOARD SIDE. STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE. STARBOARD INDOUT SIDE. <td< th=""><th></th><th></th><th></th><th>N - 1</th><th>N</th><th>STBD FLAP DELA</th><th>ЪM.</th><th>•</th><th></th><th></th><th></th><th></th><th>·</th></td<>				N - 1	N	STBD FLAP DELA	ЪM.	•					·
REPAIR CYCLE DATE TIME EOC DATE RECEIVED 18 FEB 2013 1904 IN WORK 19 FEB 2013 0715 COMPLETED 00 0000 DISCREPANCY STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE.	-				tàtus Cd PIL	OT/INITIATOR				In Proces	ss Inspe	ctions	Modex
DATE TIME EOC DATE TIME EOC DATE RECEIVED 18 FEB 2013 1904 IN WORK 19 FEB 2013 0715 COMPLETED 00 0000 DISCREPANCY STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE. STARBOARD SIDE STARBOARD SIDE STARBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE. STARBOARD SIDE STARBOARD	AAED	158815		U	CIV	(2)(3)				Yes			902
RECEIVED 18 FEB 2013 1904 IN WORK 19 FEB 2013 0715 COMPLETED 00 0000 DISCREPANCY STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE. CORRECTIVE ACTION		D 1 7 C	TIN 4	500									
DISCREPANCY STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE.		1				T	r	EOC			7		
STARBOARD INBOARD FLAP HAS DELAMINATION BULGE ON TOP, OUTBOARD SIDE.			1904	I	IN WORK	19 FEB 2013	0/15		COMP	LEIED	00	0000	0000
CORRECTED BY LINSPECTED BY LIMAINT CONTROL LIMON LION							•						
2GS1NAI QH0049134	CORRECTIVE					· ·							

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			•. *	ADB	Work Or	der						
Work Center			CF Rey	QA Reqd	System Reason				*			
140			N	1	VERT. STAB DEL	AM.						
Assy Cd	Buno/Serno		WO St	àtus Cd PILO	T/INITIATOR				In Proces	ss Insp	ections N	/lodex
AAED	158815		U	CIV	(b)(6)				Yes		1	902
		******			REPAIR CYCLE	·····		L			l	
	DATE	TIME	EOC		DATE	TIME	EOC			D	ATE	TIM
RECEIVED	18 FEB 2013	1858	1	IN WORK	19 FEB 2013	0700		COMPL	ETED	00	0000	000
FORT SIDE OF	F VERTICAL ST	AB BETWI	EEN AN	LENNAS HAS	A DELIMINATION	I BULGE.						
	· VERTICAL ST	AB BETW	EEN AN'	TENNAS HAS		BULGE.						
CORRECTIVE		AB BETW	EEN AN'	IENNAS HAS	A DELIMINATION	BULGE.						
		AB BETW	EEN AN'	IENNAS HAS	A DELIMINATION	BULGE.						
	ACTION							MCN		JCN		

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				A	DB	Work Ore	der						
Work Center			CFK			System Reason CHIMNEY RIVET			*****				
Assy Cd AAED	Buno/Serno 158815		wos U	tatus Cd	1	T/INITIATOR)(3), (b)(6)				In Proces Yes	s Inspe		Modex 902
	DATE	TIME	EOC		f	REPAIR CYCLE DATE	TIME	EOC			D	ATE	TIME
RECEIVED	10 SEP 2012	1059		IN WO	RK	30 OCT 2012	1331		COMP	LETED	00	0000	0000
CORRECTIVE	T ON FUEL CELL												
CORRECTIVE	ACTION												
CORRECTED E	Ϋ́	INSPE	CTED E	3Y		MAINT CON	TROL		MCN 2GS1E	SKB .	JCN QH02	54024	

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Work Center			CF	JA Re	bpe	System Reason						
210			N-~	N		2 BAD ANCHOR N	IUTS				*	
Assy Cd	Buno/Serno		wos	tatus Cd	PILC	T/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		CIV					Yes		902
				····		REPAIR CYCLE				l	· · · · · · · · · · · · · · · · · · ·	
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	19 JAN 2013	1100		IN WO	٦Κ	19 JAN 2013	1216		COMF	LETED	00 000	0000
DISCREPANC ANTENNA ON		SING SCI	REW PO	ORT SIDE	21	BAD ANCHOR NU	rs, seco	ND SCF	REW REN	NOVED TC) PREVENT F	OD.
CORRECTIVE	ACTION											
CORRECTED	ВҮ	INSPE	CTED E	BY .		MAINT COM	ITROL		MCN 2GS1	LBF	JCN QH0019516	

(b)(6)

(b)(6)

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				- 4]	DB	W k Or	der					
Won_enter			CF Re	. R	leqd	System Keason						1. Jemes
	·······	·····	N	í N		APC STBY LIGHT	-					
Assy Cd	Buno/Serno		1	tatus Cd	PILO	OT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815	·	U		LT	(b)(3), (b)(6)				No	1	902
					-	REPAIR CYCLE				J		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	15 FEB 2013	1141	С	IN WO	RK	00 0000	0000		COMF	LETED	00 0000	0000
	GHT DOES NOT (GHTS PRESS-TC	COME ON	I WHEN	APC SW ATED.	/ITCI	H IS PLACED TO S	TBY OR E	ENGAG	E. IT DOE	S COME (ON EXTREME	LY DIM
CORRECTIVE CORRECTED I		INSPE	CTED B	Υ		MAINT CON	ITROL		MCN		JCN	
i <u></u>	*****								2GS1N	N2C	QH0046545	

·											
				ADB	Work Or	der					
Work Center	-		CF Regd		System Reason					·····	
110		•	N		STA 4 LEAK						
Assy Cd	Buno/Serno		WO Sta	the second second second second second second second second second second second second second second second s	DT/INITIATOR			Ir	1 Proce	ss Inspections	Modex
AAED	158815		U	CIV	(b)(6)			3	les les		902
					REPAIR CYCLE			I			
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED	10 MAR 2013	1322		IN WORK	10 MAR 2013	1336		COMPLE	TED	11 MAR 201	3 0401
DISCREPANC FUEL LEAKIN		UEL AIR	ADAPTER	R AT PYLON	END OF ADAPTE	R.	1				
		UEL AIR	ADAPTEF	R AT PYLON	END OF ADAPTE	R.	-				
FUEL LEAKIN	G FROM STA 4 F				END OF ADAPTE		GOOD. I	FOD AND C	ORRO	SION FREE.	
FUEL LEAKIN	G FROM STA 4 F	I FOR UE		R, IAW 01-85		CHECKS	GOOD. I	FOD AND C	ORROS	SION FREE.	

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Work Center 110			CF Req N	d QA R N		System Reason P BULLET					******	
Assy Cd AAED	Buno/Serno 158815		WO Sta D			DT/INITIATOR (b)(6)	-		1	In Proces Yes	ss Inspections	Módex 902
	DATE	TIME	EOC			REPAIR CYCLE DATE	TIME	EOC			DATE	TIME
RECEIVED DISCREPANC	10 MAR 2013	1546	Z	IN WO	RK	10 MAR 2013	1550	Z	COMPL	ETED	10 MAR 201	3 1924
PORT ENGINE	NOSE BULLET	SCREW	S LOOSI	Ξ.								
							······································			· · · · · · · · · · · · · · · · · · ·		
		REW ON	PORT E	NGINE	AW (01-85ADC-2-8. ARI	EA FOD C	ORRO		Ξ.		
CORRECTIVE A TIGHTENED NO	OSE BULLET SC	1	PORT E		AW (01-85ADC-2-8. ARI MAINT CON		ORRO		Ξ.	JCN	

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Work Center	-						Work Or							
120				N N			System Reason							
Assy Cd	B	uno/Serno			N		UNINST SCREW	STBD ST	AB					
AAED		58815			atus Cd	- F	OT/INITIATOR				In Proce	ess Inspections	Mod	ex
				U		CIV	(b)(6)				No		902	2
							REPAIR CYCLE							·····
	1		TIME	EOC			DATE	TIME	EOC			DATE		TIM
RECEIVED	09 M	IAR 2013	1613		IN WO	DRK	10 MAR 2013	0921		COMF	LETED	10 MAR 201		0935
STARBOARD	TOP S	STAB TIP U	NINSTAL	LED SCF	REW									
					·									
					·									
ORRECTIVE	ACTIC													
				D STAD										
			OARD TO	P STAB	TIP IAV	V NA0	1-85ADC-2-4. ARE	A FOD AI		ROSION	FREE.			
			OARD TO	P STAB	TIP IAV	V NAO	1-85ADC-2-4. ARE	A FOD AI	ND COR	ROSION	FREE.			
			OARD TO	P STAB	TIP IAV	V NA0	1-85ADC-2-4. ARE	A FOD AI	ND COR	ROSION	FREE.			
NSTALLED S	CREW		OARD TO	P STAB	TIP IAV	V NAO	1-85ADC-2-4. ARE	A FOD AI	ND COR	ROSION	FREE.			
CORRECTIVE	CREW			P STAB		V NAO			ND COR	T	FREE.			
NSTALLED S	CREW BY					V NAO	MAINT CON		ND COR	ROSION MCN 2GS10		JCN		

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				ADB	Work Or	der				•	
Work Center 120			CF Reqd	1 1	System Reason FOM PILOTS FLC	ORBOAR	DS				
Assy Cd	Buno/Serno		1	tus Cd PILC	T/INITIATOR				In Proces	•	Modex
AAED	158815		D	CIV	(b)(6)				Yes		902
					REPAIR CYCLE						
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED	09 MAR 2013	1646	z	IN WORK	10 MAR 2013	0635	z	COMP	LETED	10 MAR 201	3 0926
CORRECTIVE REMOVED AN		PILOTS	FLOORB	OARDS IAW	NA01-85ADC-3-2	.1. AREA			OSION FR	REE.	
CORRECTED		INCOL	CTED BY	,						JCN	
CIV (b)(6		CIV	(b)(6)		MAINT COI CIV	(b)(6)		MCN 2GS1	O9F	QH0068264	

at 12

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Work Center 040			CF Reqd N	QA R N		System Reason FOD SEARCH						
Assy Cd AAED	Buno/Serno		1	us Cd	PILO	T/INITIATOR				In Proce	ss Inspections	Modex
	158815	·····	D		CIV	(b)(6)				Yes		902
						REPAIR CYCLE						L
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	09 MAR 2013	1633		N WO	RK	10 MAR 2013	0750		COMP	LETED	10 MAR 201	3 0837
		-								·		
CORRECTIVE PERFORMED I 30ARD AREA		⁻ Pilots Still Die	MISSING D NOT FIN	TDM L D MIS:	OCKII SING I	NG BALL. SEARCH LOCKING BALL.	HED PILC			TOP TO	BOTTOM AND	FLOOR
ORRECTED E	βY	INSPE	CTED BY			MAINT CONT	[ROI				JCN	
		AM1 (b))(3)(b)(6)I			CWO3 (b)(3),			2GS1C			
							(0)(0)		120010	19C	QH0068266	

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Work Center	-		CF Reqd	QA R	legd	System Reason						
220			N	N	·	STBD WINGTIP S	CREW		-			
Assy Cd	Buno/Serno		WO Stat	us Cd	PILO	DT/INITIATOR		······		In Proces	ss Inspections	Modex
AAED	158815		U		cıv	(b)(6)				No		902
						REPAIR CYCLE				L		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	08 MAR 2013	1417		IN WO	RK	10 MAR 2013	0734		COMF	LETED	10 MAR 201	3 0827
SCREW NEED	OS INSTALLED O	N UPPER	STBD WI	NG TIF	D							
CORRECTIVE	ACTION											
ALL SCREWS	INSTALLED IAW	NA 01-85	ADC-2-12	. ARE	A FO	D AND CORROISC	ON FREE.					
									1. 2. ¹		·	
CORRECTED	ЗҮ	INSPE	CTED BY			MAINT CON	ITROL		MCN		JCN	·····
CIV (b)(6)		CIV	(b)(6)			civ	(b)(6)		2GS1	076	QH0067222	

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				AD	B Wo	rk Oı	der						
Work Center 220	-		CF Reqo	QA Re	qd System DFCS	Reason							
Assy Cd	Buno/Serno		WO Sta	atus Cd F	PILOT/INITIA	ATOR				In Proces	ss Inspections	Mod	dex
AAED	158815		U	1	LT DELANY					Yes		90	
			·		REPAIR	RCYCLE	••••••••••••••••••••••••••••••••••••••			L		L	
	DATE	TIME	EOC		DA	ATE	TIME	EOC			DATE		TIME
RECEIVED	09 MAR 2013	1344		IN WOR	K 09 M/	AR 2013	1345		COMF	LETED	10 MAR 201	3	0724
CORRECTIVE REMOVED AN NA-01-85ADC	ID REINSTALLED) SAME D	FCS CON	MP AIR	CREW PER	FORMED	WRONG		T. SYSTE	EM CHECI	KS GOOD		
CORRECTED	DV	INIODE							<u>г</u>				
CIV (b)(6)	101	CIV	ECTED BY	Ŷ		IAINT CO			MCN	000	JCN		
(0)(0)			(b)(6)			:IV	(b)(6)		2GS1	O8S	QH0068259	ł	



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Work Center						System Reason						
13B			N	N		ECS IN MANUAL						
Assy Cd	Buno/Serno		WO St	tatus Cd	PILO	T/INITIATOR				In Proces	ss Inspections	Modex
AAED	158815		U		CIV	(b)(6)				Yes		902
					I	REPAIR CYCLE				L	J	
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	20 FEB 2013	0305		IN WO	RK	20 FEB 2013	0306		COMP	LETED	09 MAR 201	3 1652
DISCREPANC	Y							··			L	
ECS IN "AUTO	" WORKS 4.0. BL	JT IN MAI	NUAL, "C	COLD" V	VORKS	s and "hot" goe	-S BACK		RM			
			•					10 10	I VIVI.			
					·							
CORRECTIVE												
					·							
BRONSON	D REPLACED CA	BIN IEMI	PSENS	OR, DUA	AL TEN	MP SENSOR AND	THERMA	AL SWIT	CH CHE	CKED GO	od inflight	BY LCDR
									÷			
CORRECTED E	BY	INSPEC	CTED BY	Y		MAINT CON	ITROL		MCN	******	JCN	
CIV (b)(6)		CIV (b)(6)			CIV	(b)(6)		2GS11	ND2	QH0051190	
						L					1	

				AD	B Wor)rder		Э. ₁₁		
Work Center 210			CF Ree	qd QA Rec	d System Reaso RADIOS #1/3					
Assy Cd AAED	Buno/Serno 158815		wos U		PILOT/INITIATOR T (b)(3), (b)(6)			In F No	Process Inspections	Modex 902
	DATE	TIME	EOC		REPAIR CYC DATE	.E [.] TIME	EOC			L
RECEIVED	09 MAR 2013	1031		IN WORK	K 09 MAR 201			COMPLET	DATE ED 09 MAR 201	TIME 3 1118
RADIOS #1 AN	ID #3 NO TRANS	MIT)				#2 WORKS	TRANS	MIT AND REC	EIVE 4.0 (UPDATE	
		MIT)				#2 WORKS	IRANS	MIT AND REC	EIVE 4.0 (UPDATE	
CORRECTIVE A	ACTION SELF TEST ON U	JHE 1/2/3		REORMER					EIVE 4.0 (UPDATE	
CORRECTIVE A	ACTION SELF TEST ON L WITH NAVAIR (JHF 1/2/3)1-85ADC		RFORMED 3 AREA FC		BETWEEN /				

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Work Cour 13B Assy Cd	Buno/Serno		N	N	qd System Reason	NE					
AED	158815		U U	1					In Proce	ss Inspections	
	DATE				REPAIR CYCLE						902
RECEIVED	08 MAR 2013	TIME	EOC		DATE	TIME	EOC			DATE	TIME
DISCREPANCY		1426		IN WOR	K 08 MAR 2013	1530		COMP	LETED	09 MAR 201	3 1058
	ER SUPPLY HOS	E WORN	NEEDS	REPLACE	ΞD						
ORRECTIVE A	ACTION										
ORRECTIVE A	ACTION X CONVERTER I				ED TOR IAW NA 01-854	DC-2-5.					
ORRECTIVE A	ACTION X CONVERTER I	EMALE \$		CONNEC				MCN		JCN	

Work Ce.			CF Re	qd QA R	Reqd	System Recon						and the second
120			N	N		STBD MAIN TIRE	WORN					
Assy Cd	Buno/Serno		wo s	tatus Cd	PILC	T/INITIATOR				In Proce	ss Inspections	Modex
AAED	158815		D		CIV	(b)(6)				No	1	902
				· · · ·	1	REPAIR CYCLE				•		
************	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	07 MAR 2013	2104	Z	IN WO	RK	07 MAR 2013	2105	z	COMF	LETED	07 MAR 201	3 2206
	MIAN MOUNT TI	RE WORI	N BEYO	ND LIMIT	TS.							
		RE WORI	N BEYO	ND LIMIT	τs.							
CORRECTIVE	ACTION					 A01-85ADC-2-3. S	ERVICED	TIRE 1/	AW NA01	-85ADC-2	-1. AREA FOD	AND
CORRECTIVE REMOVED AN	ACTION ID REPLACED S FREE.	TBD MAIN		T TIRE I		A01-85ADC-2-3. S		TIRE 1/	AW NA01	-85ADC-2	-1. AREA FOD	AND

A second second second second second second second second second second second second second second second seco

	-			AL	JD	worr yr	uer					
Work Centor 210			CF Reqd N	QA Re		System Reason BOXES SWAPPEI	D					
Assy Cd	Buno/Serno		WO Stat	tus Cd	PILO	T/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		υ			T (b)(3), (b)(6)				No		902
						REPAIR CYCLE				1		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	07 MAR 2013	2058		IN WOF	RK	07 MAR 2013	2059		COMF	LETED	07 MAR 201	3 2145
DISCREPANC	Y					I			L		Į	
DEFOG CONT	ROL PANEL, KY /	AND RAD	DIO HEAD	CONTR	ROLI	BOX ARE IN WRO	NG POSI	TIONS.	(3 BOXE	S AFT OF	WINGFOLD H	HANDLE)
CORRECTIVE												
SWAPPED DE	FOG CONTROL A	ND V/UI	HF CDNU	CONTR	rol f	PANEL IAW NA01-	85ADC-2-	1. ARE	A FOD AN	ND CORRO	DSION FREE.	
CORRECTED	BY	INSPE	CTED BY			MAINT COM	NTROL	<u></u>	MCN		JCN	******
CIV (b)(6)		CIV	(b)(6)			CIV (b)(6)		2GS1	O4Y	QH0066171	
								·	l			

				AI)B /	Work O	rder		rina Terrar			
Work Center			CF Regd	QA Re	eqd Sy	ystem Reason				·····		
13B			N.	N	E	CS DEFOG CC	DLD					
Assy Cd	Buno/Serno		WO Sta	tus Cd	PILOT	/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		D		MAJ	(b)(3), (b)(6)				Yes		902
			L			EPAIR CYCLE				L		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	06 MAR 2013	2030	z	IN WO	RK	06 MAR 2013	2258	z	COMP	LETED	07 MAR 201	3 1715
CORRECTIVE											•	
REMOVED AN NA01-85ADC-	ND REPLACED D 2-23.	EFOG TE	MP CON	TROL V	ALVE I	iaw Na01-85a	DC-2-6. OP	CHECK	ED GOO	D ON 75%	lpt IAW	
CORRECTED	BY	INSPI	ECTED B	Y		MAINT C	ONTROL		MCN		JCN	
CIV (b)(6)			(b)(6)			CIV (b)(6)		2GS1	O2D	QH0065121	

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				A]	DB	Work Ord	der					
Work Center	£ ~~~~		CF Reqd	QA R	Reqd	System Reason				-		
220			N	N	· · · · · ·	DEFOG / TEMP CO	ONT C/P					
Assy Cd	Buno/Serno			tus Cd	PILO	T/INITIATOR					s Inspections	1
AAED	158815		D		CIV	(-/(-/			•	Yes		902
						REPAIR CYCLE						
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	07 MAR 2013	1048	Z	IN WC	DRK	07 MAR 2013	1052	Z	COM	PLETED	07 MAR 20	13 1702
		.VE CON	·	BURNI	ED UP	AND HAS BROKE	EN PIN IN					
CORRECTIVE CANNIBALIZE GOOD W/E/P		4 MCN: 2 -85ADC-2	GS1O49) 23.1A.3	REMO	VED A	AND REPLACED D	EFOG /TI	EMP CO	NTROL	VALVE CA	NNON PLUG.	CHECKS
CORRECTED	BY	INSP	ECTED B	Y		MAINT COM	NTROL		MCN		JCN	
CIV (b)(6)		cıv	(b)(6)			CIV (b)	(6)		2GS ⁻	1040	QH0066147	7

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				1	1								
Work Center				I QA Red		m Reason							
210			N	N	ILS								
Assy Cd	Buno/Serno		WO Sta	itus Cd F	PILOT/INI	TIATOR				In Proces	ss Inspectio	ns M	odex
AAED	158815		Р	N	AJ (b)	(3), (b)(6)				Yes		9	02
					REP	AIR CYCLE				.		k	
	DATE	TIME	EOC			DATE	TIME	EOC			DATE		TIME
RECEIVED	06 MAR 2013	2030	L	IN WOR	к 07	MAR 2013	0203	L	COMP	LETED	07 MAR :	2013	1218
					RMITENT		~						
							~	-					
	ACTION ND REPLACED IL Y. AREA FOD A								NT. REF	ER TO M	 CN 2GS14C) FOR	<u></u>
REMOVED AN	ND REPLACED IL Y. AREA FOD A	ND CORF		-REE.			TILL INTE			ER TO M	CN 2GS14C) FOR	NEW

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				AD	B Worl	k Ord	ler					
Work Center	······································		CF Reqd	QA Rec	d System Re	eason			•			
210			N	N	TOP DEC	K RELAY	BOX 2	-				
Assy Cd	Buno/Serno		WO Sta	tus Cd F	ILOT/INITIAT	OR				In Proces	s Inspections	Modex
AAED	158815		U	c	VIV (b)(6)					Yes		902
					REPAIR (CYCLE						
	DATE	TIME	EOC		DAT	E	TIME	EOC			DATE	TIME
RECEIVED	07 MAR 2013	1014		IN WOR	K 07 MAR	2013	1020		COMP	LETED	07 MAR 201	3 1101
	ELAY BOX NUMB	ER 2 IS L	OOSE.		~							
	D RESAFETY WI FREE. REFER TO									SECURITY	7. AREA FOD	AND
CORRECTED	BY	INSPI	ECTED BY	(MA	INT CON	TROL		MCN		JCN	
CIV (b)(6)		CIV	(b)(6)		CIV	(b)(6)		2GS1	O3Y	QH0066146	

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				AL)R	Work Or	der					
Work Center			CF Req	d QA Re	eqd	System Reason						
220	10		N	N		ASSIST W/ DEFO	G VLV					
Assy Cd	Buno/Serno		L	tatus Cd	PILC	DT/INITIATOR				In Proces	ss Inspections	Modex
AAED	158815		D		CIV	(b)(6)				No		902
						REPAIR CYCLE			,			
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TI
RECEIVED	07 MAR 2013	1036	Y	IN WOF	RK	07 MAR 2013	1051	Y	COMP	LETED	07 MAR 2013	3 10
ASSIST 13B	WITH DEFOG CO	ONTROL V	ALVE IN	ISTALLAT	TION.							
ASSIST 13B	WITH DEFOG CO	ONTROL V	ALVE IN	ISTALLAT	TION.							
ASSIST 13B	WITH DEFOG CO	ONTROL V	ALVE IN	ISTALLAT	TION.							
ASSIST 13B	WITH DEFOG CO	ONTROL V	ALVE IN	ISTALLAT	TION.							
ASSIST 13B	WITH DEFOG CO	DNTROL V	ALVE IN	ISTALLAT	TION.						· · · ·	
ASSIST 13B	WITH DEFOG CO	DNTROL V	ALVE IN	ISTALLAT	TION.							
ASSIST 13B	WITH DEFOG CO	DNTROL V	ALVE IN	ISTALLAT	TION.							
ASSIST 13B		DNTROL V	ALVE IN	ISTALLAT	τιοΝ.							
CORRECTIV	EACTION					FURTHER CORR	ECTIVE A	CTIONS	5.			
CORRECTIV	EACTION						ECTIVE A	CTIONS				
CORRECTIV	EACTION						ECTIVE A	CTIONS	5.			
CORRECTIV	e action ICN: 2gs1040 "E	DEFOG / T		DNT C/P"				CTIONS	S.		JCN	

	<u> </u>		1			'ork Or	uer				4.01		
Work Center						em Reason					•		
210			N	N		JHF #3 SIDE	TONE						
Assy Cd	Buno/Serno		1	tatus Cd P	ILOT/IN	ITIATOR				In Proces	s Inspections	Mod	dex
AAED	158815		P	N	MAJ (b)	(3), (b)(6)				No		902	12
					REP	PAIR CYCLE							
	DATE	TIME	EOC			DATE	TIME	EOC			DATE		TIME
RECEIVED	06 MAR 2013	2345	G	IN WORK	K 06	MAR 2013	2346	G	COMP	LETED	07 MAR 20	13	0149
CREW UNABL					17 7 7 15262 4		EVED OK	ALL OL	10.				BUT
CREW UNABL							OK	ALL 32					
CORRECTIVE										ADC-2-23.	5.3		
CORRECTIVE	ACTION ID REPLACED R	ADIO 3 R		A01-85AD0			DD ON DE			ADC-2-23.	5.3 JCN		

Work Center 210			CF Re N		1	System Reason R/A BLANKER							
Assy Cd	Buno/Serno		wos	tatus C	1 PILO	T/INITIATOR			l	Proces	s Inspections	Mode	ex
AAED	158815	\sim	P		CIV	(b)(6)			3	es		902	2
						REPAIR CYCLE		****					
	DATE	TIME	EOC			DATE	TIME	EOC			DATE		TIME
RECEIVED	06 MAR 2013	2030	L	IN W	ORK	06 MAR 2013	2100	L	COMPLE	TED	07 MAR 201	13	0144
				ABOV		BELOW 5KFT.							
CORRECTIVE REMOVED AN							CHECKS G	OOD IA	W NA01-85		3.5.4 AFACF		
	ACTION D REPLACED T	HE RADA		NKERI				OOD IA	W NA01-85	\DC-2-2	3.5.4 AFACF		

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Work Center			CF Re	nd OA Read	System Reason					
210			N	N	RADALT					
Assy Cd	Buno/Serno				DT/INITIATOR	· ····				
AAED	158815		P						cess Inspections	
			F	IVIA	(b)(3), (b)(6)	·····		No		902
	D 4 7 5				REPAIR CYCLE					
·	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	06 MAR 2013	2030	L	IN WORK	06 MAR 2013	2031	L	COMPLETED	07 MAR 20	3 0055
NEEDLE FREI	EZES AT 100-200	VIASKING)'.	BOIH	ABOVE AND E	Below 5k'. If Bu	G SET BE	LOW 10	0' ON THE RAD	ALT, TONE STO	PS AND
NEEDLE FREI	EZES AT 100-20	ViASKING)'.	BOIH	ABOVE AND E	3elow 5k'. If Bu	G SET BE	(LOW 10	0' ON THE RAD	ALT, TONE STO	PS AND
CORRECTIVE									ALT, TONE STO	PS AND
CORRECTIVE	ACTION	ADALT R/			2-18, CHECKS GOO KER REPLACEME		A01-854	DC-2-23.5.4	ALT, TONE STO	PS AND
CORRECTIVE REMOVED AN	ACTION ND REPLACED R R TO MCN 2GS1	ADALT R/ D2O FOR		NA01-85ADC-2 D FREE BLAN	2-18. CHECKS GO	D IAW N NT	A01-854		ALT, TONE STO	PS AND

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	<u> </u>			LR. LR. L.		uve		· · · · ·			
Work Center			CF Req	d QA Reqd	System Reason		· · ·	-		•	***************************************
210			N	N	UHF #1 INOP			anna a t			
Assy Cd	Buno/Serno		WO Sta	atus Cd PIL	OT/INITIATOR				In Proces	ss Inspections	Modex
AAED	158815		U	MA	J (b)(3), (b)(6)				No		902
					REPAIR CYCLE					I	
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED	06 MAR 2013	2030		IN WORK	06 MAR 2013	2031		COMP	LETED	06 MAR 201	3 2344
DISCREPANCY						I		L		<u> </u>	
<i>c</i> ′											
	NNECTORS ON DN FREE.				DNTROL PANELS.	SYSTEM	CHECK	S GOOD I	AW NA 0	1-85ADC-2-13.	AREA FOD
CORRECTED B	Y	INSPE	CTED BY	/	MAINT CON	NTROL		MCN		JCN	
CIV (b)(6)		CIV	(b)(6)		CIV (b)(6	3)		2GS10	D2F	QH0065123	

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		******		AI	DB	Work O	rder			-		
Work Center			CF Reqd	QA R	eqd	System Reason		n (geinte haur gerit in reit				
020			N	N		DD: 3/9/2013 14	DAY SPEC	;	-,-,-			
Assy Cd	Buno/Serno		WO Sta	tus Cd	PILC	OT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
			4	en en Herbert er den men en 	REPAIR CYCLE							
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	03 MAR 2013	0631		IN WO	RK	00 0000	0000		COMF	PLETED	03 MAR 201	3 2110
DISCREPANC	Y				,							
PERFORM 14	DAY SPECIAL INS	SP INSP	ECTION									
											•	
•												
CORRECTIVE	ACTION											
13A/03MAR13/	14 DAY SPECIAL 0948/CIV (b)(6 03MAR 13/2042/C) ., 13		R13/091	9/CIV	ADC-6-3: 110/030 V (b)(6) 210/0 AR13/1832/CIV			(b)(6) (b)(6)		IAR13/2015/C 3MAR13/1944	
CORRECTED	BY	INSPE	ECTED BY	······		MAINT C	ONTROL		MCN		JCN	
		CIV	(b)(6)			CIV (t	p)(6)		2GS ⁷	INTV	QH0062545	5

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				AI)B	Work Or	der					
Work Center			CF Rec	d QA Re	eqd	System Reason						
020			N	N		DD: 2/23/2013 28	DAY SPE	-	e aan 1970 - San San San San San San San San San San			
Assy Cd	Buno/Serno		WO S	tatus Cd	PILC	DT/INITIATOR				In Proces	ss Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
			-			REPAIR CYCLE						4
. /	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	17 FEB 2013	0553		IN WOF	RK	00 0000	0000		COMP	LETED	19 FEB 201	3 0842
DISCREPANC	Y								•••••			
PERFORIN 20	DAY SPECIAL IN	or mor	ECHON	2								
CORRECTIVE	ACTION			·								
						^{b)(6)} 18FEB2013, 1				13@0851	, 13B-CIV ((b)(6)
18FEB13@082	27, 140-CIV (b)	(6) 18F	EB13@2	2343, 230	-CIV	(b)(6)	19FE	EB13@0	838.			
CORRECTED	ВҮ	INSPI	ECTED B	 ЗҮ		MAINT CO	NTROL		MCN		JCN	
			NEWBE				CALF		2GS1	N76	QH0048041	i
						<u> </u>						

			···· · · · · · · · · · · · · · · · · ·	n gan wa				· ···· · · ·				
				Al	DB	Work ()rder					
Work Center 020			CF Reqd	I QA R N	. 1	System Reaso DD: 2/23/2013			······································			
Assy Cd	Buno/Serno		WO Sta	tus Cd	PILC	T/INITIATOR			,	In Proces	s Inspections	Modex
AAED	158815		U		civ	(b)(6)				No	·	902
			-		ļ	REPAIR CYCI	_E			L		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	17 FEB 2013	0553		IN WO	RK	00 0000	0000		COMF	PLETED	19 FEB 201	3 0913
DISCREPANC	 Y		- !!			-L	I			Į		J
PERFORM 56	DAY SPECIAL INS	SP INSP	ECTION									
CORRECTIVE												
	56 DAY SPECIAL			10 0 041	(h)(2)	(b)(c) 19EED13	aa141 140 (CIV (b)(A) 101	=====12@22	47, 230-CIV(b)	(6)
	8FEB13@2130, 3		(b)(6)			3@0901.	<u>w</u> 2141, 140-(U (U)(0) 101	10150025	47, 200-01 V(D)	(0)
,	"Tour" *					-						
CORRECTED	ЗY	INSPE	ECTED BY	Y		MAINT	CONTROL		MCN		JCN	
		CIV	(b)(6)			CIV	(b)(6)		2GS1	N7C	QH0048042	<u>.</u>

······	and and a second second second second second second second second second second second second second second se	an an an an an an an an an an an an an a	a and an an an an an an an an an an an an an	1997 - 1997 - 1997 - 1996 - 1996 - 1997 - 19	9861.00 - 1. 1. 2. 2.	n yan wan wan a shine a sa the second second second second second second second second second second second second second second second se	an an an an an an an an an an an an an a	a a transition of the	· · ···· .		1	
				A	DB	Work Or	der					
Work Center			CF Read			System Reason			·			
020	Non-		N	N		REBASE 364DAY	DD12/19/	12	and the second sec			
Assy Cd	Buno/Serno		WO Sta	tus Cd	PILO	T/INITIATOR				In Process	s Inspections	Modex
AAED	158815		D		CIV	(b)(3)				No		902
			_		I	REPAIR CYCLE				1		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	16 DEC 2012	1359	Y	IN WO	RK	00 0000	0000		COMF	LETED	09 JAN 201	3 1700
	DAY SPECIAL IN	SP INS	PECTION	##RE5	SCHE	DULED FROM 16	JAN2013	TO 16DE	C2012 N	IX 364 DAY	' DUE @ 15D	EC2013
	TH 364 DAY SPEC JAN13 1146 CIV											
CORRECTED	BY	INSPE	ECTED BY	Y		MAINT CO	NTROL		MCN		JCN	
		CIV	(b)(6)			CIV (b)	(6)		2GS1	J1X	QH0351059	

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Work Center			CF Reqd	QAR	eqd	System Reasor	<u>ן</u>						
220	¹⁴ - « « « « « « « « « « « « « « « « « «		N	N		DD: 5/5/2012 A		SON	ИР	29 C			
Assy Cd	Buno/Serno		WO Stat	us Cd	PILO	T/INITIATOR					In Proces	s Inspections	Modex
AAED	158815		D		CIV	(b)(6)					No		902
				ł	,	REPAIR CYCL	E	•			1	<u></u>	
	DATE	TIME	EOC			DATE	TIM	E	EOC			DATE	TIME
RECEIVED	10 JUL 2012	0956	Z	IN WO	RK	22 AUG 201	2 072	0	Z	COMF	PLETED	22 AUG 201	2 1020
ACTUAL DUE I	I ANNUAL COMPA DATE: 120502	SS CA	LIBRATIO	N IN AC	CCOR	DANCE WITH	REFERE	NCI	E: CNAF	INST 479	90.2 SERIE	S ; S/N = 158	815
291553-903 ON	22 AUG 2012 (122) I THE NORTH/SOUS S ARE WITHIN SP	UTHLIN	NE UTILIZI	ING TH	IE GR		ATION M	ETI	HOD PE	R REFEF	RANCE NA	01-85ADC-2-2	23.1A.4.
CORRECTED	ЗҮ	INSPI	ECTED BY	1		MAINT	CONTRO	_		MCN		JCN	
CIV (b)(6)		CIV	(b)(6)			CIV	(b)(6)			2GS1	60A	QH0192211	

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				AL)B V	Vork Or	der					
Work Center			CF Reqd	QA Re	eqd Sy	stem Reason	··					
020			N	N	10	HOUR SPEC I	NSP ON A	IRC				
Assy Cd	Buno/Serno		WO Stat	us Cd	PILOT/	NITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
				-	RI	EPAIR CYCLE					······································	L
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	10 MAR 2013	1501		IN WOF	ҡ	00 0000	0000		COMF	LETED	10 MAR 20	13 1649
		-										
CORRECTIVE PERFORMED REQUIRED N	10 HOUR SPEC	INSP ON	AIRCRAF	T INSP	ECTIO	Ŋ; 110-10 MAR	13-1516-C	CIV (b)(6)	220-1	0 MAR 13-	1647-CIV (b)(6) -ACF T

							<u> </u>				
·				AI)B W	ork O	rder	<u></u>			
Work Center	, <u>1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997</u>		CF Reqd	QA Re	eqd Sys	tem Reason					
020			N	N		HOUR SPE	CIAL INSP				
Assy Cd	Buno/Serno		WO Sta	tus Cd	PILOT/I	NITIATOR			In Proces	s Inspections N	lodex
AAED	158815		υ		CIV	(b)(6)			No	Q	02
			.			PAIR CYCLE				I	
	DATE	TIME	EOC			DATE	TIME	EOC	·	DATE	TIME
RECEIVED	20 FEB 2013	1825		IN WO	RK	00 0000	0000		COMPLETED	21 FEB 2013	0822
	0 HOUR SPECIAL	INSP IN	SPECTIO	PN							
CORRECTIVE PERFORMED 310/YORK/211	150 HOUR SPECI	ial insf	P: 110 , (b	9)(6) '211	FEB13/0	821, 120	(b)(6) /20FI	EB13/225	59, 220 (b)(6) /2	0FEB13/2015,	
CORRECTED	BY	INSPI	ECTED B	Y		MAINT C	ONTROL		MCN	JCN	
		cıv	(b)(6)			CIV	b)(6)		2GS1NEJ	QH0051216	

				A	DB	8 Work Or	·der					
Work Center			N	<u>N</u>		System Reason 300 HOUR CSD (DIL & FILT	ER	uncer 11			
Assy Cd AAED	Buno/Serno 163404		WO Sta	1	PIL(CIV	(3)(0)				In Proce	ss Inspections	Modex 906
	DATE	TIME	EOC			REPAIR CYCLE DATE	TIME	EOC			DATE	TINAL
RECEIVED	25 APR 2012	1438		IN WO	RK	26 APR 2012	0916		COMF	LETED	21 MAY 2012	2 2200
CORRECTIVE					P IN .	ACCORDANCE W	ITH REFE	RENCE	01-85AE	DC-6-3 ; S/	/N = 1054	DXC7
COMPLIED WI MCN 2GS11G4	TH 300 HOUR CS FOR LEAK CHE	D OIL & CK. AREA	FILTER S A FOD AN	PEC IN ID CORI	SP II ROS	N ACCORDANCE N ION FREE.	NITH REF	ERENC	E: 01-854	\DC-6-3 ; ;	S/N = 1054. Re	FER TO
CORRECTED E CIV (b)(6)	3Y		CTED BY (b)(6)			MAINT CON CIV	(b)(6)		MCN 2GS10	ZP	JCN QH0116525	

					<u>.</u>						····		
			R	AD	BV	Vork (Order						
Work Center			CF Requ	d QA Rec	qd Sys	stem Reaso	on		******				
020	·.		N	N		CATS LNC		INS	SP-L				
Assy Cd	Buno/Serno		WO Sta	atus Cd P	ILOT/II	NITIATOR					In Proces	s Inspections	Modex
AAED	158815		U	c	CIV	(b)(6)					No		902
			•	·····	RE	PAIR CYC	LE		<u></u>			1	
	DATE	TIME	EOC			DATE	TIM	IE	EOC			DATE	TIME
RECEIVED	03 MAR 2013	0725		IN WORK	к	00 0000	000	0		COMP	LETED	03 MAR 201	3 2033
DISCREPANCY PERFORM 10 C	CATS LNCHS SPE	EC INSP	'-LAUNCF	H BAR LUI	BE INS	PECTION				-			
	0 CATAPULT INS	3PECTIC	A WAI AC	JA01-85AE	DC-6-3:	120/03MA	NR13/2015/		/ (b)(6)	220/03	BMAR13/1	945/CIV (b)	(6)
CORRECTED E	βY	INSPE	ECTED BY	Y		MAINT	CONTROL	-		MCN		JCN	
		CIV	(b)(6)			CIV	(b)(6)			2GS11	NUW	QH0062568	

				ADI	3 Work O	rder				
Work Center			CF Reqd	QA Reqd	System Reason					
020			N	N	10 ARREST SP	EC INSP-AF	RRES			
Assy Cd	Buno/Serno		WO Stat	tus Cd PII	_OT/INITIATOR			In Pro	cess Inspections	Modex
AAED	158815		U	CIV	V (b)(6)			No		902
					REPAIR CYCLE					
	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIM
RECEIVED	03 MAR 2013	0725		IN WORK	00 0000	0000		COMPLETED	03 MAR 2013	203
	10 ARRESTMEN				ADC-6-3: 120/03M		/CIV (t	····	R13/1945/CIV	(b)(6)
JUNILUIED	וט	INSPE	CIED BY		MAINT CO	ONTROL		MCN	JCN	

				A]	DB	Work Or	der					
Work Center			CF R.	 A R	legd	System Reason						
020			N	N		REBASE 100 ARI	REST INSI	P	e . Server e			
Assy Cd	Buno/Serno		WO S	tatus Cd	PILC	DT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
					.	REPAIR CYCLE			1			
•••••	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	19 APR 2012	0917		IN WO	RK	00 0000	0000		COMP	LETED	19 AUG 201	2 1241
DISCREPANC	+- Y					-J	ļ	-ll			I	
PERFORM 100	ARRESTS SPEC	C INSP-A	RREST	GEAR H	OOK	INSPECTION *RI	BASE* D		280 DUU		S NYT KOZE	
									200, 1 02	. 0200	0, NAT. R0300	,
							~					
CORRECTIVE	ACTION											
PERFORMED	100 ARRESTS SP	PEC INSP	P-ARRE	ST GEAF	R HO	OK INSPECTION	*REBASE	* DUE:	K0289, P	ULLED: 0	266. NXT: KO	366
120-18AUG 16	19 CIV (b)(6)	23APR	0927 C	IV EBY					,			
0000000700	~~~											
CORRECTED	3Υ		CTED E	BY		MAINT CO	NTROL		MCN		JCN	
		CIV	(b)(6)			CIV (b)(6)			2GS0Z	Z3	QH0110057	

	*				DI	Work Or	dor					
	· · · · · · · · · · · · · · · · · · ·					work Or	uer					
Work Center	· · · · · · · · · · · · · · · · · · ·		CF Req	d QA Rec	qd Sy	ystem Reason			j			
020			Y	Y.	Pł	HASE A INSP). 			
Assy Cd	Buno/Serno		WO St	atus Cd F	PILOT	/INITIATOR			1 w.,	In Proces	s Inspections	Modex
AAED	158815		U	Α	AZ1 (I	(b)(3), (b)(6)				No		502
	•••••				R	REPAIR CYCLE						
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	15 JAN 2012	0022		IN WOR	ĸ	00 0000	0000		COMF	PLETED	19 JAN 2012	2 0037
DISCREPANC	Y		- 		l			<u> </u>				(b)(6)
		H. PHASE	DUEAI	A11097.7	/, Fn/	ASE DROP DEAL	JATAIIS	27.7, IN			CHOR DOL A	I .
A12197.7		4. PHASE		A11097.7	, - n <i>-</i> -			<u>,</u>				1
A12197.7 CORRECTIVE PERFORMED (01)] IAW 01-8 AE2(b)(3), (b)(6) 1	ACTION PHASE A INSPE 5ADC-6-4. PHAS /16/2012 0 6:2	CTION; C E DUE A ⁻ 26; 210 AT	:ОМРLҮ Г А1189 2 (b)(3), (WITH PH. 7.7, PHAS b)(6) 1/17/2	IASE A SE DR(2012 (A INSPECTION I OP DEAD AT A1 00:30; 040 AME1 0(6) 1/18/2012 19	NSPECTI 1927.7, NI (b)(3), (b)(ON ON	TURBOJ	ET ENGIN	E (J52-P-408E DUE AT A1219	3) - 711712 97.7 220
A12197.7 CORRECTIVE PERFORMED (01)] IAW 01-8 AE2(b)(3), (b)(6) 1	ACTION PHASE A INSPE 5ADC-6-4. PHAS /16/2012 0 6:2 E1 (b)(3), (b)(6) 1/	CTION; C E DUE A 26; 210 AT 15/2012 1	:ОМРLҮ Г А1189 2 (b)(3), (WITH PH 7.7, PHAS ы)(6) 1/17/2 0 AD3 (ь	IASE A SE DR(2012 (A INSPECTION I OP DEAD AT A1 00:30; 040 AME1	NSPECTI 1927.7, NI (b)(3), (b)(9:46.	ON ON	TURBOJ	ET ENGIN PECTION I 00; 120 AD	E (J52-P-408E DUE AT A1219	3) - 711712 97.7 220

(b)(6)

					••••••••••••••••••••••••••••••••••••••						
				AI	DB V	Vork Or	der			`	
Work Ce	••••		CF Req	d QA R	eqd Sy	stem Reason		······		,	
020			N	N	PH	ASE B INSP A	с	Carrier and			
Assy Cd	Buno/Serno		WO St	atus Cd	PILOT/I	INITIATOR			In Proce	ss Inspections	Modex
AAED	158815		U		AZ1 (b)(3), (b)(6)			No		502
					R	EPAIR CYCLE					I
	DATE	TIME	EOC			DATE	TIME	EOC		DATE	TIME
RECEIVED	24 OCT 2011	0028		IN WO	RK	00 0000	0000		COMPLETED	29 OCT 20	11 1328
DISCREPANC	ιΙ Υ				<u>l</u>					····	
	IASE B INSP INSI	PECTION			CE WITH		NA 01-8	5ADC-6-4	DUE: A11597.7	DROP DEAD	(b)(6
	LED AT: A11589									,	
	·····										
CORRECTIVE			1								
	PHASE B INSP I					VITH REFEREN	CE: NA 0	1-85ADC-	6-4. DUE: A1159	7.7, DROP DE	AD:
220 AF1(b)(3)	LLED AT: A11589 b)(6) 0/24/2011 14:	.7, NEAT 24+110 Å		(b)(6) 10	, /25/2011	03 11 310 AM	=1 (b)(3), (b)	(6)10/29/2	011 13:02: 120 AI	M1 (b)(3), (b)(6)	10/29/2011
220 AL ((0)(0), (2 (b)(3), (b)(6) 10/28	/2011 23	52;12C	AM2 (b))(3), (b)(6)	10/29/2011 09	36; 13B A		(3), (b)(6) 10/24/20	1 15:42	
(b)(6)	· ·					······			·····		
UUKRECTED		INSP	ECTED E	3Y		MAINT CO	NTROL		MCN	JCN	
	(b)(6)	AZAN	(b)(3),	(b)(6)		AD1 (b)(3),	(b)(6)		2N6WXS5	P63297B00)

(b)(6)

				A]	DB	Work (Order		-35.4 			
Work Center	· •		CF Rec	•		System Reaso) 			
020			N	N	/	AIRCRAFT AC	CCEPTANCE	INSPE				
Assy Cd	Buno/Serno		wo si	tatus Cd	PILO	T/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		D		CIV	(b)(6)	<i>i</i>			No		902
						REPAIR CYC	LE	· · · · · · · · · · · · · · · · · · ·				
•	DATE	TIME	EOC			DATE	TIME	EOC	×		DATE	TIM
RECEIVED	19 APR 2012	0744	Y	IN WO	RK	00 000	0000		COM	PLETED	26 JUN 201	2 114
	·											
CORRECTIVE PERFORMED 120 (b)(6) /12 230/ ¹ (b)(6)	ACTION AIRCRAFT ACCE 20622, 12C/ (b)(6) 7/120420, 310/	PTANCE 12052 (b)(6	23, 13A	CTION II (b)(6) 120622	NSPEC '1205(CTION IAW NA D2, 13B (b)(6)	A 01-85ADC-6 /120516, 21	-3. 040// 0 , (b)(6)	4E1 (b)(3 ∕12041	i), (b)(6) 1206 9, 220 . (b)(6	626, 110/ (b)(6) '120420,) /12042
CORRECTED	ΒΥ	INSPE	ECTED E	BY		MAINT	CONTROL		MCN		JCN	·····
		CIV	(b)(6)			CIV	(b)(6)		2GSC	ZWL	QH0110597	

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_		ADB Wo	rk Order
11 x 1	1. Maria - Andrea - Angelega Angelet - Analas Angelet 1. Maria - Angelega - Angeleta - A		e to a company a second a second a second a

					• •	· ·						
Work Center	· · · ·		CF Reqd	QA Re	qd Syste	em Reason						
020	5. 10 m		N	N	AIRC	RAFT TRAN	ISFER INS	PECT	ý.			
Assy Cd	Buno/Serno		WO Stat	us Cd I	PILOT/IN	ITIATOR				In Proces	ss Inspections	Modex
AAED	158815		υ		AZ1 (b)(3),					No	ss inspections	502
			L								····	302
	DATE	TIME	EOC					500				
	T		1 1 -			DATE		EOC			DATE	TIME
RECEIVED	16 APR 2012	0921		IN WOR	κ c	0000 00	0000		COMF	PLETED	17 APR 201	2 1327
DISCREPANC	Y											
PERFORM AL	RCRAFT TRANS											
		EN INOP	ECHONII	NOPEU	IUN							
CORRECTIVE	ACTION											
PERFORMED	AIRCRAFT TRAI	NSFER IN	ISPECTIO	N 220) AE1 (b)(3)), (b)(6 4/16/20	12 14:15: 1	10 AD2	(b)(3), (b)(6	4/16/201	2 23·02· 310 A	$M_{\rm H}$
(a) (1) (a) A (A 7 (0 0)	12 12.17. 120 AM	1 (b)(2) (b)	(6) 4/17/20	012 12:2	9: 210 AT	50	1/17/201	2 13.17	230 AO1	(b)(3) (b)(6	$\lambda = 1/16/2012 1$	
(3), (b)(6 /4/17/20	12 12.11, 120 AW	i (D)(3), (D)				2 (b)(3), (b)(6)					1 41 IOZUIZ I	3.50, 040
AME1 (b)(3), (b	₎₍₆₎ 4/17/2012 09	:27; 12C A	AME1 (b)(3	8), (b)(6)	4/17/2012	12 (b)(3), (b)(6) 2 12:12; 13A	PR1 (b)(3)	, (b)(6) 4	/16/2012	14:58; 13	BAME1 (b)(3),	3:20; 040 (b)(6)
AME1 (b)(3), (b	₎₍₆₎ 4/17/2012 09	:27; 12C /	AME1 (b)(3	3), (b)(6)	4/17/2012	2 (b)(3), (b)(6) 2 12:12; 13A	PR1 (b)(3)	, (b)(6) 4	/16/2012	14:58; 13	B AME1 (b)(3),	3:20; 040 (b)(6)
AME1 (b)(3), (b 4/17/2012 09:2)(6) 4/17/2012 09 20.	:27; 12C /	AME1 (b)(3	3), (b)(6)	4/17/2012	2 12:12; 13A	PR1 (b)(3)	, (b)(6) 4	/16/2012	14:58; 13	B AME1 (b)(3),	3:20; 040 (b)(6)
)(3), (b)(6)4/17/20 AME1 (b)(3), (b 4/17/2012 09:2 CORRECTED)(6) 4/17/2012 09 20.	:27; 12C /	AME1 (b)(3	3), (b)(6)	4/17/2012	MAINT CO	PR1 (b)(3)	(b)(6) 4	/16/2012	14:58; 13	JCN	3:20; 040 (b)(6)

					Al	DB	Work Or	der					
	Work Center			CF R.	.A R	eqd S	System Reason						
	120	• • • • •		N	N		REBASE 200 CAT	INSP					
- 1	Assy Cd	Buno/Serno		1	tatus Cd	PILO	T/INITIATOR				In Proces	ss Inspections	Modex
	AAED	158815		U		CIV	(b)(6)				Yes		902
							REPAIR CYCLE				•		A
		DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIN
	RECEIVED	19 APR 2012	0921		IN WO	RK	02 JUL 2012	1100		COMP	LETED	18 AUG 20	12 16
	COMPLY WITH DUE: 2015, PU	JLLED: 1956, NX	T DUE:	2156									
	DUE: 2015, PL	JLLED: 1956, N	T DUE:	2156									
	DUE: 2015, PL	JLLED: 1956, N	T DUE:	2156									
	DUE: 2015, PL	JLLED: 1956, N	T DUE:	2156									
	DUE: 2015, PL	JLLED: 1956, N	(T DUE:	2156									

Work Cente.		····	CE Reg	I OA Bend	System Reason		{) —				
110			N	N N	10 HOUR SPECIA		INC					
Assy Cd	Buno/Serno						ING				1	
AAED	158815				OT/INITIATOR					ss Inspections		
	150015		บ	CIV	(b)(6)				Yes		902	
					REPAIR CYCLE							
	DATE	TIME	EOC		DATE	TIME	EOC			DATE		TIME
RECEIVED	10 MAR 2013	1501		IN WORK	10 MAR 2013	1520		COMF	LETED	11 MAR 20	13	0731
CORRECTIVE COMPLIED WI MAGS 0 FINES	ITH 10 HOUR SP	PECIAL IN COMSUMI	SP (ENG PTION 9	SINE) ; S/N = OUNCES. S/	678217; POSITION AMPLE "A " CODEE	I - 01; IN / DIAW FR	ACCORI CNW. A	REA F/C/	/ITH REFE F.		35ADC	-6-3
COMPLIED WI	ITH 10 HOUR SF 5 0 CHIPS, OIL C		SP (ENG PTION 9	OUNCES. S/	678217; POSITION AMPLE "A " CODEE MAINT COT	DIAW FR	ACCORI CNW. A	DANCE W REA F/C/	/ITH REFE F.	RENCE: 01-8	35ADC-	-6-3

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Work Cente. CF Requ N QA Requ N System Reason 10 HOUR SPECIAL INSP (ENGINE) : S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 Modex Modex 902 Assy Cd Assy Cd Assy Cd ASS 0 158815 Buno/Serroo VUO Status Cd 158815 VUO Status Cd VUO (b)(6) In Process Inspections Yes Modex 902 DATE TIME EOC DATE TIME 902 DECEIVED 10 MAR 2013 1501 IN WORK 10 MAR 2013 1526 COMPLETED 11 MAR 2013 0731 DISCREPANCY COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 CORRECTIVE ACTION CORRECTIVE ACTION Second Second Action Provided Action Pr						B Work Or			<u>} </u>			$\sim 10^{\circ}$ N $_{\odot}$
Assy Cd Buno/Serno WO Status Cd PILOT/INITIATOR In Process Inspections Modex AAED 15815 U CIV (b)(6) Yes 902 REPAIR CYCLE DATE TIME EOC DATE TIME TIME RECEIVED 10 MAR 2013 1501 IN WORK 10 MAR 2013 1526 COMPLETED 11 MAR 2013 0731 DISCREPANCY COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 0731 CORRECTIVE ACTION CORRECTIVE ACTION CORRECTIVE ACTION ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3					1				J.			1
AAED 15815 U CIV (b)(6) Yes 902 REPAIR CYCLE DATE TIME EOC DATE TIME EOC DATE TIME RECEIVED 10 MAR 2013 1501 IN WORK 10 MAR 2013 1526 COMPLETED 11 MAR 2013 0731 DISCREPANCY COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 CORRECTIVE ACTION CORRECTIVE ACTION CORRECTIVE ACTION S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3	*****	······································		N	N	10 HOUR SPECIA	AL INSP.(E	ENG				
REPAIR CYCLE DATE TIME EOC DATE TIME EOC DATE TIME RECEIVED 10 MAR 2013 1501 IN WORK 10 MAR 2013 1526 COMPLETED 11 MAR 2013 0731 DISCREPANCY COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 CORRECTIVE ACTION CORRECTIVE ACTION CORRECTIVE ACTION COMPLIED WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3	Assy Cd	Buno/Serno			tus Cd PII	.OT/INITIATOR			In Proces	s Inspections	Modex	
DATE TIME EOC DATE TIME EOC DATE TIME TIME TIME TIME TIME DATE DATE TIME DATE TIME DATE TIME DATE TIME DATE DATE DATE DATE DATE DATE D	AAED	158815		U	CIV	(b)(6)			Yes		902	
RECEIVED 10 MAR 2013 1501 IN WORK 10 MAR 2013 1526 COMPLETED 11 MAR 2013 0731 DISCREPANCY COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 CORRECTIVE ACTION CORRECTIVE ACTION COMPLIED WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3					······································	REPAIR CYCLE		· · · · · · · · · · · · · · · · · · ·				
COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 CORRECTIVE ACTION COMPLIED WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3		DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME	
COMPLY WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3 CORRECTIVE ACTION CORRECTIVE ACTION COMPLIED WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3	RECEIVED	10 MAR 2013	1501		IN WORK	10 MAR 2013	1526		COMPLETED	11 MAR 201	3 0731	
COMPLIED WITH 10 HOUR SPECIAL INSP (ENGINE) ; S/N = 678275; POSITION - 02; IN ACCORDANCE WITH REFERENCE: 01-85ADC-6-3												
											,	
	COMPLIED W	ITH 10 HOUR SF	PECIAL IN	SP (ENG PTION 5 C	INE) ; S/N : DUNCES. S	= 678275; POSITIO SAMPLE " A" CODE	N - 02; IN D IAW FR	CNW. AF	DANCE WITH REFE	ERENCE: 01-8		
CORRECTED BY MAINT CONTROL MCN JCN	COMPLIED W MAGS 0 FINE	ITH 10 HOUR SF S 0 CHIPS. OIL C		PTION 5 C	DUNCES. S	SAMPLE " A" CODE	D IAW FR	CNW. AF	REA F/C/F.			

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Work Center 110			CF Req N	d QA Req N	System Reason 25 HOUR OIL FIL	TER SPF	CIA				
Assy Cd AAED	Buno/Serno 158815		WO Sta	atus Cd PI	LOT/INITIATOR			1	In Proces	ss Inspections	Modex
					V (b)(6) REPAIR CYCLE			1	No		902
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED DISCREPANC	06 MAR 2013	2037		IN WORK	06 MAR 2013	2049		COMPLE	ETED	06 MAR 201	
					678275; POSITION	- 02, in <i>p</i>			n kere	RENCE: 17-15	5-50.3
						- 02, in <i>p</i>			n kefel	RENCE: 17-15	5-50.3
ORRECTIVE	ACTION	FILTER									
	ACTION TH 25 HOUR OIL D ON LPT. ARE/	- FILTER S		INSP ; S/N DSION FRE		N - 02; IN					

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Work Center			CF Reqd	QA Re	ad	System Reason						
110			N.	N		50 HOUR ENG IG	V & F/F M	IET				
Assy Cd	Buno/Serno		WO Stat	tus Cd I	PILO	T/INITIATOR				n Proces	s Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
			 			REPAIR CYCLE	·					
	DATE	TIME	EOC	•		DATE	TIME	EOC			DATE	TIME
RECEIVED	08 MAR 2013	1340		IN WOR	RK	08 MAR 2013	1406		COMPLI	ETED	08 MAR 201	3 1430
01-85ADC-6-3							, , , , , , , , , , , , , , , , , , , ,	, vi (),			WITH REFER	ENCE:
01-85ADC-6-3							,					ENCE:
01-85ADC-6-3 CORRECTIVE												ENCE:
CORRECTIVE	ACTION ITH 50 HOUR EN					INSP ; S/N = 6782						
CORRECTIVE	ACTION ITH 50 HOUR EN	IG IGV &		R BR SF			75; POSIT					

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Work Center 110			CF Req N	d QA Re N		System Reason					
Assy Cd AAED	Buno/Serno 158815		WO Sta	atus Cd F	PILOT/	50 HOUR-ENGIN /INITIATOR (b)(6)	NE IGV SF	PECI		ess Inspections	
	DATE	TIME	EOC		RI	REPAIR CYCLE DATE	TIME	EOC	No		902
RECEIVED DISCREPANC	08 MAR 2013	1340		IN WORI	K (08 MAR 2013	1350		COMPLETED	DATE 08 MAR 201	
										i	3 1430
								ACCOR	RDANCE WITH RE	FERENCE:	
								ACCOR	VDANCE WITH RE	FERENCE:	
ORRECTIVE	ACTION										
ORRECTIVE A	ACTION								RDANCE WITH RE		
ORRECTIVE	ACTION TH 150 HOUR-EN	IGINE IG					ON - 02; I				

				AI	DB	Wor	k Or	der						
Work Center			CF R	JA R	egd	System I	Reason						-	J [°]
021			N 3	N N	ŀ	4FC 878	NLT NX I	PHASE					۰.	
Assy Cd	Buno/Serno		WO S	tatus Cd	PILO	T/INITIA	TOR				In Proces	s Inspec	ctions	Modex
AAED	158815		U.		civ	(b)(6)					No			902
************			•			REPAIR	CYCLE,							
	DATE	TIME	EOC			DA	TE	TIME	EOC			DA	TE	TIME
RECEIVED	16 FEB 2013	0942		IN WO	RK	00	0000	0000		COMP	LETED	00	0000	0000
DISCREPANC	/		t t			L						•		
COMPLY WITH REMOVE UNU MAINTENANCI	IINTRM: CC SED ARA-50 CC E ACTIVITIES N	DE: 50 MPONEN O LATER	NTS FRO	OM THE I	EA-6B	AIRCR/	AMENE AFT. SHA PECTION	LL BE MC	DIFIED	FNO: 00 BY ORG 5] DUE	ANIZATIO NX PHASE	NAL LE' E @ A:12	VEL 2197.7	
CORRECTIVE	ACTION													
CORRECTED	BY	INSP	ECTED	BY		N	AINT CO	NTROL		MCN 2GS1		JCN QH00)47009	
L							а 1.	s						

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			- Aller		DB	Work Or	der				}		X - +
Work Center			CF	JA R	eqd	System Reason	*****						
021			N	N.	/	ASC-0066 REV B	ТҮСОМ					Ser.	· ·
Assy Cd	Buno/Serno		wos	to this Cd	PILO	T/INITIATOR				In Process	s Inspections	s Mo	dex
AAED	158815		U		Trans	sfer				No		90	2
			•			REPAIR CYCLE	*****		·····				
	DATE	TIME	EOC			DATE	TIME	EOC			DATE		TIME
RECEIVED	17 APR 2012	1313		IN WO	RK	00 0000	0000		COMP	LETED	00 000	0	0000
	6WZJC. COMPL					BASIC NO: 0060 PGRADE. [SER#				PART: HED.	KIT NO: (00	
CORRECTIVE	ACTION										1		
CORRECTED	ВҮ	INSP	ECTED	BY		MAINT CO	NTROL		MCN 2GS0	ZW4	JCN QH011001	4	<u></u>

OIL TANK CHIP COLLECTOR

BUNO: <u>/\$88/5</u> ENGINE S/N: 678217

F.

	i I		and the second se	1	5. % FINES PRESENT	6. # OF CHIPS	7. CDI (Print/Sign)	8. COMMENTS
1	3046	1150	7591.1	X	CT)	CH5	(b)(6)	DESET FOR I LONDA
2	30.20	2.130	75981	X	0		(b)(6)	101.1
3	in the second second second second second second second second second second second second second second second	1800	7605.8		\bigcirc	د)	(b)(6)	10HR
4	3036	2140	7611.4	X	0	0	(b)(6)	10hr.
5	3058		7621.71	X	Ø	Ø	(b)(6)	10.11.92
6	3044	2045	7632.0		Ø	Ø	(b)(6)	laha
7	3665		1638.1	X	_d	Ø	(b)(6))ð HA
	and the second se		76444 6		Ö	\mathcal{O}_{-}	(b)(6)	10 HAL
		1.5 EVC	7652,4	. X	Ø	Ø		10 hr .
10	<u> </u>						(b)(6)	
11	:							· · · · ·
12								
13								
14	·							
15	·		L	<u> </u>			L	

ENGINE S/N: 678217

NO. 4 BEARING SCAVENGE MANIFOLD CHIP COLLECTOR

I. DATE	2. TIME	3. FLT HR	4. NO DEBRIS	5. % FINES PRESENT	6. # OF CHIPS	7. CDI (Print/Sign)	8. COMMENTS
3046	1150	2591.1	\propto	6	Ø	(b)(6)	POST FREE LICETIE
てんてん	2133	1.8725	N N	l o	\bigcirc	(b)(6)	JONR &
3051	1800	7605-8	X	0		(b)(6)	IOAIL
CHELON	12140	2611,4	\times	0	0	(b)(6)	10%r
3052	2224. J. C.	76219	Her.	0	Ó	(b)(6)	10490
SOKA	2045	7632A	X	Ø	Ø	(b)(6)	10br
3065	20,30	7632.7	X	Ø	Ø	(b)(6)	10142
3087-	And Story	7-644-6	X	Ċ.	073	(b)(6)	LOAN
W. C. C.	1.530	7452.4	×	Ø	6		la br
7	1	[1	7	17	(b)(6)	(_{100,100} F
			1		1	· ·	
	1	1	1		1		
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		<u> </u>	1				
COMPANY AND COMPANY COMPANY	+		+				

OIL TANK CHIP COLLECTOR

BUNO: 158810 /902 ENGINE SIN: 678275 /5785

				DEBRIS	5. % FINES PRESENT	6. # OF CHIPS	7. CDI (Print/Sign)	8. COMMENTS		٦
1	3050	2130	7628.3	X	Ö	0	(b)(6)	IDMP		\neg
2	305)	1 Acres	7626.0	×	0	0	(b)(6)	1ch Mar		-
3		2140	7641.6	X	Ø	0	(b)(6)	1060	1	-
4	305-8		26519	Xi	Ø	Ø	(b)(6)	10 A-n 2	1	-
5		2 Color J. Stand	7662.2	X	125	CX	(b)(6)		+	-
Ģ	30/05	2030	7668.9	X	d	a	(b)(6)	Vone	·	-
7		1330	7674.8	X	Ø	125	(b)(6)	10 A22		-
8	3069	15000	76826	X	Ø	60		1000	1	-
9	The Party of the P						(b)(6)			~
10					1				<u> </u>	
11			1	1		1	-			
12			1			· · · ·				7
13		1			í					
14									· i	-
15			1	í		<u> </u>			· · · · · · · · · · · · · · · · · · ·	÷
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NO. 4 BEARING SCAVENGE MANIFOLD CHIP COLLECTOR

ENGINE S/N: 678275

. DATE	2. TIME	3. FLT HR	4. NO DEBRIS	5. % FINES PRESENT	6. # OF CHIPS	7. CDI (Print/Sign)	8. COMMENTS	
3050	2130	76283	X	0	0	(b)(6)	1014.	i
2. 15-1	1200	7-636-0	X	23	<u>e</u> 3	(b)(6)	. have a	
3056	12140	7641.6	and the second design of the s	0	0	(b)(6)	10Ar	
305-2	- Bard Carlos	7651-9	dr.	a	ET]	(b)(6)	161AIN	Í
3044	2045	76622	X	Ø	CB	(b)(6)	10 hr	
3065	12030	76689		Ø	CÓ	i (b)(6)	101ste	i i
3067-	1230	7674.8	t se	¢.	Ø	(b)(6)	1042	
2 pm for lig	1.500	7682.6	X	Ó	Ø		I CD B or	
	1 2 1	·		P		(b)(6)		
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				A	UВ	Wo	Or	der					
Work Center			CFK	JAR	egd	System Rea	son						
020			N	N		COND INSP							
Assy Cd	Buno/Serno		wos	Status Cd		DT/INITIATO				•	1		
AAED	158815		U		CIV		`					ss Inspections	ł
			L			(-/(-/			······		No		902
	DATE	TIME	500			REPAIR CY							
			EOC			DATE		TIME	EOC			DATE	TIME
RECEIVED	05 MAR 2013	0731		IN WO	RK	00 000	00	0000		COMF	LETED	000 000	0000
DISCREPANC													
PERFORM CC	ND INSP PRECA	ARRIER C	ONDITI	ONAL IN	SPEC	CTION							
			•										
CORRECTIVE	ACTION												
		·····											
CORRECTED I	BY	INSPE	CTED E	3Y		MAINT	L CON.	TROL		MCN		JCN	
			· · ·							2GS1	чтJ	QH0064047	

				A	DB	Work Or	der		*****			
Work Center 12C			CF F	,		System Reason BARE FIBERGLA						, -
Assy Cd	Buno/Serno		1	tatus Cd	PILC	OT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		CIV	(b)(6)				No		902
						REPAIR CYCLE						
·	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	20 FEB 2013	0250		IN WO	RK	00 0000	0000		COMF	PLETED	00 0000	0000
DISCREPANC	Y											*******
BARE FIBERG	LASS STATION	1 WRAPA	ROUNE	PANEL	LEAI	DING EDGE						
				•								·
CORRECTIVE	ACTION											
								• .				
CORRECTED	BY	INSPE	ECTED E	ЗY		MAINT CO	NTROL		MCN		JCN	
•									2GS1	ND1	QH0051189	Name of Street
·		i				_			l		<u> </u>	

				A	DB	W	der			4 W - 5 Armine - 9 Edd Welder - 9 - 9	· · · ·		
Work Center			CF R⊾	,A R	egd	System Reason	-J					-	,
13B			N	N		PILOTS LOCK BA	LL MISSI	NG					
Assy Cd	Buno/Serno		wos	tatus Cd	PILC	T/INITIATOR				In Proces	s Inspecti	ons	odex
AAED	158815		U			(b)(6)				Yes		1	02
			f********		.	REPAIR CYCLE							
	DATE	TIME	EOC			DATE	TIME	EOC			DAT	E	TIME
RECEIVED	09 MAR 2013	1612		IN WO	RK	10 MAR 2013	0700		COMP	LETED	00 0	0000	0000 .
	OCKING BALL M	1ISSING.	(REFEI	R TO MC		S109E FOR FOD S	SEARCH)	- ,					
CORRECTIVE	ACTION					· .				,			
CORRECTED	ЗҮ	INSPE	ECTED I	ЗҮ		MAINT CO	NTROL		MCN 2GS1	O9C	JCN QH0068	3264	

3069AK35

				A]	DB	Work Or	der							
Work Center	******		CF	JA R	Reqd	System Reason								
13B			N	N		PILOT NES-14 CA		E						
Assy Cd	Buno/Serno		wo s	tatus Cd	PILC	OT/INITIATOR				In Proces	s Inspe	ctions	Moc	lex
AAED	158815		U		CIV	(b)(6)				Yes	•		902	
	*******				- ł	REPAIR CYCLE			I					
	DATE	TIME	EOC			DATE	TIME	EOC			DA	\TE		TIME
RECEIVED	06 MAR 2013	1050		IN WO	RK	06 MAR 2013	1100		COMP	LETED	00	0000	, [0000
REMOVE PILC	DTS NES-14 FOR	REPAC	(FOR H	IIGH TIM	E CA	NOPY.								
		REPAC	K FOR H	IIGH TIM	ECA	NOPY.								
REMOVE PILC		REPAC	K FOR H	IIGH TIM	E CA	NOPY.								
	ACTION		K FOR H		E CA	NOPY.	NTROL		MCN		JCN			

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		····		-							-
					AD	B Work Or	der				
	Work Center			CF R	QA Req	System Reason		•	·		· ·
	140	· · ·		N ·	N	STBD FLAP DELA	M.				
	Assy Cd	Buno/Serno			4	LOT/INITIATOR			In	Process Inspectior	s Modex
	AAED	158815		U	CI				Ye	s	902
		0.475	-			REPAIR CYCLE					
		DATE	TIME	EOC		DATE		EOC		DATE	TIM
	RECEIVED	18 FEB 2013	1904		IN WORK	19 FEB 2013	0715		COMPLET	ED 00 00	000 000
	DISCREPANCY										
	STARBOARD	NBOARD FLAP I	HAS DEL	AMINATI	ON BULGE	ON TOP, OUTBOAF	ND SIDE.				
	ŧ					,					
	L. L. L. L. L. L. L. L. L. L. L. L. L. L										
	· ·										
	CORRECTIVE	ACTION					.				
	CORRECTIVE	ACTION									
	CORRECTIVE	ACTION									
	CORRECTIVE	ACTION									
	CORRECTIVE A			CTED B		MAINT CON			MCN	JCN	

				ADB	Work Or	der						
Work Center 140			CF Rey N	1 1	System Reason VERT. STAB DEL	AM.			•			· .
Assy Cd	Buno/Serno		WO Sta	itus Cd PILC	DT/INITIATOR			In F	Process		tions N	lodex
AAED	158815		U	cıv				Yes			1	02
		· <u>·</u> ·····	••••••		REPAIR CYCLE			<u> </u>				
	DATE	TIME	EOC		DATE	TIME	EOC			DA	TE	TIM
RECEIVED	18 FEB 2013	1858		IN WORK	19 FEB 2013	0700		COMPLET	ED .	00	0000	000
		O DE I VV	EEN AN H	ENNAS HAS	A DELIMINATION	I BULGE.						
						I BULGE.						
CORRECTIVE						I BULGE.						
					A DELIMINATION	I BULGE.						
	ACTION		ECTED BY		MAINT CO			MCN		JCN		

				·			uvi					
Work Center 140			CF K			System Reason CHIMNEY RIVET						```
Assy Cd	Buno/Serno		WO SI	atus (OT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		AM	b)(3), (b)(6)				Yes		902
				,	<u>`</u>	REPAIR CYCLE						002
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	10 SEP 2012	1059		IN V	VORK	30 OCT 2012	1331		COMP	LETED	00 0000	0000
DISCREPANC	T ON FUEL CEL	L BULKH	EAD IN (CHIMI	NEY.							
CORRECTIVE	ACTION											
CORRECTED	BY	INSPE	CTED B	Y		MAINT CON	TROL		MCN	•	JCN	
•									2GS1E	SKB .	QH0254024	

Work Center			CF	JA R	eqd	System Reason						·····
210			N°	N N		2 BAD ANCHOR N	IUTS				-	
Assy Cd	Buno/Serno		wos	atus Cd	PILC	T/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		U		CIV	(b)(6)				Yes		902
						REPAIR CYCLE				L		L
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	19 JAN 2013	1100		IN WO	RK	19 JAN 2013	1216		COMF	LETED	00 0000	0000
	·					3AD ANCHOR NU						
CORRECTIVE	ACTION							-				
CORRECTED	BY	INSPE	ECTED E	BY .		MAINT COM	ITROL	······			JCN	
									2GS1	LBF	QH0019516	

(b)(6)

(b)(6)

			IR W	k Or	der					
Wonenter 220	CF R		eqd Syst	em Reason STBY LIGHT						·
Assy Cd Buno/Serno AAED 158815		Status Cd	PILOT/IN	ITIATOR				In Proces	s Inspections	Modex
·	0		LT	(b)(6)			•	No		902
DATE T	IME EOC		REF	AIR CYCLE						1
				DATE	TIME	EOC			DATE	TIME
RECEIVED 15 FEB 2013 1 DISCREPANCY	141 C	IN WOR	RK C	0000 00	0000		COMP	LETED	00 000	0000
APC STBY LIGHT DOES NOT CON WHEN THE LIGHTS PRESS-TO-TE	EST IS ACTIV	VATED.						S COME (DN EXTREME	LY DIM
CORRECTIVE ACTION										
CORRECTED BY	NSPECTED	BY	· .	MAINT CON	TROL		MCN 2GS1N	2C	JCN QH0046545	

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						· · · · · · · · · · · · · · · · · · ·						
				AD	B Work Or	der						
Work Cente	r		CF Read		System Reason	·		·				
110			N	N	STA 4 LEAK						•	
Assy Cd	Buno/Serno				LOT/INITIATOR					······		
AAED	158815		U							ss Inspections		
					(2)(0)	-			Yes		902	
	DATE	TIME	500		REPAIR CYCLE							
		TIME	EOC		DATE	TIME	EOC			DATE	TIME	Ξ
RECEIVED		1322		IN WORK	10 MAR 2013	1336		COMPI	ETED	11 MAR 2013	3 0401	
DISCREPAN							••••			1	l	
FUEL LEAKI	NG FROM STA 4 FI	UEL AIR	ADAPTER	AT PYLO	N END OF ADAPTE	R.						
·												
CORRECTIV	EACTION										<u></u>	-
				1010/ 04 0								
			CADFICK	, MAVV UI-0	35ADC-75-18 LEAK	CHECKS	GOOD. F	OD AND	CORROS	SION FREE		
CORRECTED	BY	INSPE	CTED BY		MAINT CON	ITROL		MCN		JCN		-
CIV (b)(6)		CIV	(b)(6)		CIV (b)(6			2GS10	R\/			
L		1	() (-)		(0)(0)	/		120010	ωv	QH0069307		

	-			AU	B Work U	rder					
Work Center 110				1	d System Reason						
			N	N	P BULLET			•			
Assy Cd AAED	Buno/Serno				ILOT/INITIATOR				n Procé	ss Inspections	Módex
	158815		D		(b)(6)			1	Yes	1	902
	_				REPAIR CYCLE						
T	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED	10 MAR 2013	1546	z	IN WOR	K 10 MAR 2013	1550	z	COMPL	ETED	10 MAR 201	
DISCREPANC											1024
PORT ENGINE	NOSE BULLET	SCREW I	S LOOSI	E.							
				7911 / J.						*	
CORRECTIVE											······································
TIGHTENED N	OSE BULLET SC	REW ON	PORT E	NGINE IA	W 01-85ADC-2-8. A	REA FOD	CORRO	SION FREE			
										,	
CORRECTED E	27		0					. 52			
	1		CTED BY	r	MAINT CC	NTROL		MCN		JCN	
CIV (b)(6)		CIV	(b)(6)		CIV (b)(6)		2GS100	CI	QH0069317	
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					A	DB	Work Or	der					
Work Center 120	r			CF Re		Reqd	System Reason			-			•
Assy Cd AAED	Bund 1588	o/Serno 815		ໜ⊚ : U			DT/INITIATOR		<u>10</u>		In Proce	ss Inspections	Modex 902
		TE	TIME	EOC			REPAIR CYCLE DATE	TIME	EOC	l		DATE	902 Tin
RECEIVED DISCREPAN		R 2013	1613		IN W	ORK	10 MAR 2013	0921		COMPL	FTED	10 MAR 201	
			•										

				A	DB	Work Or	der					
Work Center 120			CF Req N	d QA R N		System Reason FOM PILOTS FLC	ORBOAR	DS	<u></u>			<u></u>
Assy Cd	Buno/Serno			atus Cd		DT/INITIATOR			·	In Proce	ss Inspections	Modex
AAED	158815		D		CIV	(b)(6)				Yes	-	902
						REPAIR CYCLE						
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED DISCREPANC	09 MAR 2013	1646	Z	IN WO	RK	10 MAR 2013	0635	Z	COMP	LETED	10 MAR 201	3 0926
CODDECTIVE												
CORRECTIVE REMOVED AN		PILOTS	FLOORE	BOARDS	S IAW	' NA01-85ADC-3-2.	1. AREA I			SION FR	EE.	
CORRECTED	BY	INSPE	CTED B	Y		MAINT CON	ITROL		MCN		JCN	
CIV (b)(6)		CIV	(b)(6))		civ	(b)(6)		2GS10	D9F	QH0068264	

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Work Center 040			1			System Reason						
Assy Cd	Buno/Serno		N MO Sto	N N		FOD SEARCH		•		r		
AAED	158815		D	atus Cu	CIV					In Proces Yes	ss Inspections	
	·		1			(b)(6) REPAIR CYCLE						902
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	09 MAR 2013	1633		IN WO	RK	10 MAR 2013	0750		COMF	LETED	10 MAR 201	3 0837
CORRECTIVE PERFORMED BOARD AREA	FOD SEARCH O	F PILOTS STILL DI	S MISSING	G TDM I IND MIS	_OCK SING	ING BALL. SEARC	CHED PIL			1 ТОР ТО	BOTTOM AND) FLOOR
PERFORMED	FOD SEARCH OI WITH MAGNET,		S MISSING ID NOT FI		_OCK SING	ING BALL. SEARC				1 ТОР ТО	BOTTOM AND	DFLOOR

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				AU	B WORK UR	der					
Work Center 220			CF Reqd N	QA Requ N	System Reason	SCREW					
Assy Cd	Buno/Serno		WO Stat	us Cd Pl	LOT/INITIATOR		·		In Proces	s Inspections	Modey
AAED	158815		U	CI	V (b)(6)				No	inspections	902
					REPAIR CYCLE						
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED	08 MAR 2013	1417		N WORK	10 MAR 2013	0734		COMP	LETED	10 MAR 201	
DISCREPANC	Y				E	Į	44				0021
		Manufacture - Printer Brand and									
			- 								
CORRECTIVE ALL SCREWS		' NA 01-8	5ADC-2-12	. AREA F	OD AND CORROIS	ON FREE					
	INSTALLED IAW		5ADC-2-12 CTED BY	. AREA F	OD AND CORROIS			MCN		JCN	

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				AD	B Work Or	·der					
Work Center 220			CF Req N	d QA Re	qd System Reason DFCS		********				
Assy Cd AAED	Buno/Serno 158815		wo st U		PILOT/INITIATOR - T b)(3), (b)(6)		<u> </u>	In F Yes		s Inspections	Modex 902
	DATE	TIME	EOC	n and a subsection of the subsection of the subsection of the subsection of the subsection of the subsection of	REPAIR CYCLE DATE	TIME	EOC			DATE	TIME
RECEIVED	09 MAR 2013	1344		IN WOR	K 09 MAR 2013	1345		COMPLET	ED	10 MAR 201	3 0724
CORRECTIVE REMOVED AN NA-01-85ADC	ND REINSTALLED	SAME D	FCS CC	MP AIR		WRONG	BIT TEST	. SYSTEM C			
									HEUK	0000	
									HECK.	0000	
CORRECTED CIV (b)(6)	***		CTED B					: :		JCN	

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				AD	BW	Vork Or	der						
Work Center 13B			CF Reqd N	QA Re N		stem Reason S IN MANUAL			<u></u>				
Assy Cd AAED	Buno/Serno 158815		WO Star U	· · · · ·	PILOT/IN	NITIATOR (b)(6)			**************************************	In Proce Yes	ss Inspections	Mode 902	
	DATE	TIME	EOC			PAIR CYCLE	TIME	EOC		1.00	DATE	I	
RECEIVED	20 FEB 2013	0305		IN WORK		20 FEB 2013	0306		COMF	LETED	09 MAR 201		TIME 1652
	" WORKS 4.0. BL	JT IN MA	NUAL, "Co	OLD" WC	DRKS AI	ND "HOT" GOE	ES BACK	TOWA	RM.				
CORRECTIVE A REMOVED AND (b)(3), (b)(6)	ACTION D REPLACED CA	BIN TEM	IP SENSO	R, DUAL	. TEMP	SENSOR AND) THERM/			CKED GO	od inflight	BY LC	DR
CORRECTED E CIV (b)(6)	3Y	INSPE CIV (CTED BY (b)(6)			MAINT CON CIV	ITROL (b)(6)		MCN 2GS1	ND2	JCN QH0051190		

A second s

Buno/Serno 158815 DATE					ADIOS #1/3 INO	D					
DATE		U	1		/INITIATOR	F			In Proces	ss Inspections	Modex
DATE				LT (b)(No		902
T	TIME	EOC			DATE	TIME	EOC				
09 MAR 2013	1031		IN WOR	RK	09 MAR 2013	1051			1 Pres	DATE	TIMI
/				<u></u>			<u> </u>		LETED	09 MAR 201	1
CTION										······	
	HF 1/2/3 / 1-85ADC-	4ND PERF ·2-23.5.3 4	⁻ orme Area f	D RADI OD AN	IO CHECKS BET ID CORROSION	TWEEN A FREE	IRCRAF	T AND E	AGLE BAS	SE. CHECKS 4	4.0 IN
(INSPEC	CTED BY			MAINT CONT			MON	T		
	CIV	(b)(6)						MCN		JCN	
	2 RECEIVE ON D #3 NO TRANS CTION ELF TEST ON U WITH NAVAIR 0	2 RECEIVE ONLY. KEY/ D #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 / WITH NAVAIR 01-85ADC-	2 RECEIVE ONLY. KEY/NO MOD N D #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERF WITH NAVAIR 01-85ADC-2-23.5.3	2 RECEIVE ONLY. KEY/NO MOD WHEN D#3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORME WITH NAVAIR 01-85ADC-2-23.5.3 AREA F	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANS D #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RAD WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AN	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANSMIT. RADIO #2 D #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RADIO CHECKS BE WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AND CORROSION	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANSMIT. RADIO #2 WORKS 0 #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RADIO CHECKS BETWEEN A WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AND CORROSION FREE	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANSMIT. RADIO #2 WORKS TRANS #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RADIO CHECKS BETWEEN AIRCRAF WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AND CORROSION FREE	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANSMIT. RADIO #2 WORKS TRANSMIT AND 2 #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RADIO CHECKS BETWEEN AIRCRAFT AND E/ WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AND CORROSION FREE	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANSMIT. RADIO #2 WORKS TRANSMIT AND RECEIVE 0 #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RADIO CHECKS BETWEEN AIRCRAFT AND EAGLE BAS WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AND CORROSION FREE	2 RECEIVE ONLY. KEY/NO MOD WHEN TRANSMIT. RADIO #2 WORKS TRANSMIT AND RECEIVE 4.0 (UPDATE:) #3 NO TRANSMIT) CTION ELF TEST ON UHF 1/2/3 AND PERFORMED RADIO CHECKS BETWEEN AIRCRAFT AND EAGLE BASE. CHECKS 4 WITH NAVAIR 01-85ADC-2-23.5.3 AREA FOD AND CORROSION FREE

107					B Wor'Or	uer				
Work Courser 13B			CF Reqo N	QA Rec	d System Reason	E				1
Assy Cd AAED	Buno/Serno 158815		WO Sta	itus Cd P		E			Process Inspections	Modex
RECEIVED	DATE	TIME	EOC		REPAIR CYCLE DATE	TIME	EOC	No		902
DISCREPANC	08 MAR 2013	1426		IN WORK	< 08 MAR 2013	1530		COMPLETE	DATE D 09 MAR 201	TIM 3 105
ORRECTIVE EPLACED LO	ACTION X CONVERTER I	EMALE S	SUPPLY (ONNECT	FOR IAW NA 01-85AD					

				AL	Лр	work	der					
Work Ce.			CF Reqd	QA Re	eqd S	System Re			í			
120	·····		N	N		STBD MAIN TIRE	WORN					
Assy Cd	Buno/Serno		WO Sta	tus Cd I	PILO	T/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		D		CIV	(b)(6)				No		902
					I	REPAIR CYCLE			I.	*****	1	
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	07 MAR 2013	2104	Z	IN WOR	rk	07 MAR 2013	2105	z	COMPL	ETED	07 MAR 201	3 2206
DISCREPANC	Ý							łł		·····		
STARBOARD I	VIAN MOUNT TIF	RE WORK	N BEYONI) LIMITS	S.							
CORRECTIVE								******				
REMOVED AN CORROSION F	D REPLACED ST FREE.	BD MAIN	I MOUNT	TIRE IA	W NA	A01-85ADC-2-3. S	ERVICED	TIRE IA	W NA01-8	35ADC-2-	1. AREA FOD	AND
			·····									
CORRECTED	BY	INSPE	CTED BY			MAINT CON	ITROL		MCN		JCN	
CIV (b)(6)		CIV	(b)(6)			CIV (b)(6)			2GS1C)4Z	QH0066172	
					·····	I					1	

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	-		Magazan (1965-1- million - second	AD	8 Worldr	der					~	and the second se
Work Centor	I		CF Reqd	QA Reqd	System Reason							-
210			N	N	BOXES SWAPPE	D						
Assy Cd	Buno/Serno		WO Stat	us Cd PIL	OT/INITIATOR			In P	Proces	s Inspections	Modey	
AAED	158815		U	CA	P T _{b)(3), (b)(6)}			No	10000	s mspections	902	•
					REPAIR CYCLE						JUZ	
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	т	IME
RECEIVED	07 MAR 2013	2058		IN WORK	07 MAR 2013	2059		COMPLETE	ED	07 MAR 201		145
DISCREPANC	Y		- <u></u>		······································						- 2	
CORRECTIVE												
CORRECTED					PANEL IAW NA01-		1. ARE	A FOD AND CC	DRRO	SION FREE.		
	DI		CTED BY		MAINT CON	ITROL		MCN		JCN		
CIV (b)(6)		CIV	(b)(6)		CIV (b)(6	6)		2GS1O4Y		QH0066171		
					•	•. •		· .	4			

				A]	DB	Work Or	der		ar - Sauce				
Work Center 13B			CF Req N	U QA R	- I	System Reason ECS DEFOG COL	.D						*****
Assy Cd	Buno/Serno		WO Sta	atus Cd	PILC	T/INITIATOR				In Proces	ss Inspections	Mod	ex
AAED	158815		D		MAJ	(b)(3), (b)(6)				Yes		902	2
			•			REPAIR CYCLE						L	
	DATE	TIME	EOC			DATE	TIME	EOC			DATE		TIME
RECEIVED	06 MAR 2013	2030	z	IN WC	RK	06 MAR 2013	2258	z	COMP	ETED	07 MAR 201	13	1715
	S FULL COLD IN	ALL SE	TTINGS.										
CORRECTIVE REMOVED AN NA01-85ADC-2	D REPLACED DE	EFOG TE	MP CON	TROL V	/ALVE	IAW NA01-85ADC	C-2-6. OP		ED GOOI) ON 75%	LPT IAW		
CORRECTED	BY	INSPI	ECTED B	Y		MAINT CON	NTROL		MCN	******************	JCN		
CIV (b)(6)		CIV	(b)(6)			CIV (b))(6)		2GS1	D2D	QH0065121		

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				ADB	6 Work Or	der						
Work Center 220			CF Reqd N	QA Reqd N	System Reason DEFOG / TEMP C	ONT C/P						
Assy Cd	Buno/Serno		WO Stat	tus Cd PIL	OT/INITIATOR				In Proces	s Inspections	Mo	dex
AAED	158815		D	CIV	(b)(6)			. *	Yes		90	2
					REPAIR CYCLE							
	DATE	TIME	EOC		DATE	TIME	EOC			DATE		TIME
RECEIVED	07 MAR 2013	1048	z	IN WORK	07 MAR 2013	1052	Z	COM	PLETED	07 MAR 201	13	1702
DISCREPANCY			NECTOR	BURNED U	IP AND HAS BROK	EN PIN IN	I IT.					
				REMOVED	AND REPLACED [DEFOG /T	EMP CC	NTROL	VALVE CA	NNON PLUG.	. Cŀ	IECKS
CORRECTED	BY	INSP	ECTED B	Y	MAINT CO	NTROL		MCN	1	JCN		
CIV (b)(6)		CIV	(b)(6)		CIV (b)	(6)		2GS	1040	QH0066147	7	

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		•		AD	B Work O	der					
Work Center			CF Req	d QA Rec	d System Reason		······				
210			N	N	ILS						
Assy Cd	Buno/Serno		WO Sta	atus Cd P	ILOT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815		Ρ	N	IAJ (b)(3), (b)(6)				Yes		902
					REPAIR CYCLE			I			I
	DATE	TIME	EOC		DATE	TIME	EOC			DATE	TIME
RECEIVED	06 MAR 2013	2030	L	IN WOR	K 07 MAR 2013	0203	L	COMP	LETED	07 MAR 20	13 1218
											,
CORRECTIVE	ACTION										
	ND REPLACED IL Y. AREA FOD A				C-2-14. SYSTEM IS	STILL INTE		NT. REF	ER TO M	CN 2GS14Ö F	OR NEW
CORRECTED											
OUNCOLD	Вү	INSPE	CTED B	3Y	MAINT CO	NTROL		MCN		JCN	

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Work Center 210			CF Req N	1	System Reason TOP DECK RELA	Y BOX 2	-					•
Assy Cd	Buno/Serno		WO Sta		DT/INITIATOR			In Pr	oces	s Inspections	Modex	<
AAED	158815		υ	CIV	(b)(6)			Yes			902	
					REPAIR CYCLE							
T	DATE	TIME	EOC	····	DATE	TIME	EOC			DATE	Т	IME
RECEIVED	07 MAR 2013	1014		IN WORK	07 MAR 2013	1020		COMPLETE	D	07 MAR 20	13 1	101
CORRECTIVE A SECURED ANE CORROSION F	RESAFETY W	IRED TOP	P DECK 1 10065120	RELAY#2 IAV	V NA 01-85ADC-2 D2C FOR QA FOD	-14. CHEC FREE.			RITY	. AREA FOD	AND	
SECURED AND	RESAFETY W. REE. REFER TO	D JCN QF	P DECK I 10065120	RELAY#2 IAV 0 MCN 2GS10	V NA 01-85ADC-2 D2C FOR QA FOD MAINT CC	FREE.			RITY	. AREA FOD		

					A	DB	Work Or	der					
Work Cent 220	er			CF Re N	qd QA F N		System Reason ASSIST W/ DEFO	G VLV					
Assy Cd AAED	Buno/ 15881			wo`s D	tatus Cd		DT/INITIATOR (b)(6)			1	In Proces	s Inspections	Modex 902
	DAT	E	TIME	EOC		+	REPAIR CYCLE DATE	TIME	EOC			DATE	TIME
RECEIVE	D 07 MAR	2013	1036	Y	IN WC	ORK	07 MAR 2013	1051	Y	COMP	LETED	07 MAR 201	3 1057
ASSIST 13	B WITH DEFO	og col	NTROL V	ALVE IN	NSTALLA	TION.							
ASSIST 13	B WITH DEFO	DG CO	NTROL V	ALVE IN	NSTALLA	TION.							
CORRECT	IVE ACTION						FURTHER CORRI	ECTIVE A	CTIONS				
CORRECTI	IVE ACTION MCN: 2GS10		EFOG / T		ONT C/P				CTIONS	MCN		JCN	

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Work Center 210			CF Red N	qd QA R		tem Reason UHF #3 SIDET	ONE		4	-	*****
Assy Cd	Buno/Serno				PILOT/INI				In Proce	ess Inspections	Modey
AAED	158815		P		MAJ (b))(3), (b)(6)			No	iss mapeonons	902
						PAIR CYCLE			<u>L</u>		
	DATE	TIME	EOC	···		DATE	TIME	EOC		DATE	TIME
RECEIVED DISCREPANCY	06 MAR 2013	2345	G	IN WO	RK 06	6 MAR 2013	2346	G	COMPLETED	07 MAR 201	3 0149
CORRECTIVE ANI		ADIO 3 R	T IAW N	IA01-85A	DC-2-13, C	CHECKS GOC	DD ON DE	CK IAW	' NA01-85ADC-2-2	3.5.3	
	D REPLACED RA		T IAW N		DC-2-13, C	CHECKS GOO		CK IAW	NA01-85ADC-2-2	3.5.3	
		ADIO 3 R	T IAW N	IA01-85A	DC-2-13, C	CHECKS GOC	DD ON DE	CK IAW	' NA01-85ADC-2-2	3.5.3	

				AD	B Wo	rk Or	der						
Work Center 210			CF Reqd N	QA Req	d System	Reason ANKER							
Assy Cd	Buno/Serno	、 、	1	tus Cd P	ILOT/INITI	ATOR				In Proc	cess Inspections	Mode	ex
AAED	158815	~, 	P	c	IV (b)(6	5)				Yes		902	
					REPAI	R CYCLE							
	DATE	TIME	EOC		D.	ATE	TIME	EOC			DATE		TIME
RECEIVED	06 MAR 2013	2030	L	IN WORI	< 06 M	IAR 2013	2100	L	со	MPLETED	07 MAR 20	13	0144
RAD ALT MAS	SKS/UNMASKS IN	TERMIT	TENTLY A	BOVE AN	ND BELOW	V 5KFT.							
CORRECTIVE REMOVED AN	ACTION ID REPLACED TH	IE RADA	LT BLANK	ker IAW	NA01-85AI	DC-2-18, C	HECKS G	00D 1/	AW NAC	1-85ADC-;	2-23.5.4 AFACF	F	
CORRECTED	BY	INSPE	ECTED BY	(1	MAINT CO	NTROL		MC	N	JCN		
CIV (b)(6)		CIV	(b)(6)		0	CIV (b)(6	6)		2G	S1020	QH0065125	5	

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				A	UB Y	work Ur	aer					
Work Center 210			CF Reqd N	QA R		System Reason RADALT						
Assy Cd AAED	Buno/Serno 158815		WO Stat P	1		/INITIATOR				1	s Inspections	
			F		MAJ	(b)(6) REPAIR CYCLE				No		902
	DATE	TIME	EOC		r	DATE	TIME	EOC			DATE	TIME
RECEIVED	06 MAR 2013	2030	L	IN WO	RK	06 MAR 2013	2031	L	COMF	LETED	07 MAR 201	3 0055
CORRECTIVE A REMOVED ANI AFACF REFER	D REPLACED RA	Adalt R/ D20 For	t IAW NA QA FOD I	01-85A FREE E	.DC-2-1 3LANKE	18, CHECKS GOO ER REPLACEME	DD IAW N NT		ADC-2-23	.5.4		
CORRECTED E	ВҮ	INSPE	CTED BY	,		MAINT CON	ITROL	`	MCN		JCN	
CIV (b)(6)		CIV	(b)(6)			CIV (b)(6))		2GS1	O2E	QH0065122	

				ADD	work ur	aer	100	~			
Work Center 210	· ·		CF Reqd N		System Reason UHF #1 INOP		 (•
Assy Cd AAED	Buno/Serno 158815		WO Stat U		DT/INITIATOR				In Proce	•	Modex 902
	DATE	TIME	EOC		REPAIR CYCLE DATE	TIME	EOC			DATE	TIME
RECEIVED DISCREPANC	06 MAR 2013	2030		IN WORK	06 MAR 2013	2031		COMF	LETED	06 MAR 201	
<i>c</i> *											
CORRECTIVE	NNECTORS ON	PILOTS	AND ECM	0-1 ISC CO	NTROL PANELS. :	SYSTEM	CHECKS		IAW NA 0	1-85ADC-2-13.	AREA FO
CORRECTIVE RESEATED CC	DNNECTORS ON ION FREE.		AND ECM	0-1 ISC CO	NTROL PANELS.		CHECKS	GOOD	IAW NA 0	1-85ADC-2-13.	AREA FO

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				AI)B v	Work (Drder						
Work Center			CF Reqd	QA Re	eqd S	ystem Reaso	n						
020			N	N		DD: 3/9/2013	14 DAY SPEC	2	- Contract				
Assy Cd	Buno/Serno	¢	WO Sta	tus Cd	PILOT	/INITIATOR			······································	In Proces	s Inspections	Mod	lex
AAED	158815		U		CIV	(b)(6)				No	·	902	
	•				F	REPAIR CYC	LE			1		I	
	DATE	TIME	EOC			DATE	TIME	EOC			DATE		TIME
RECEIVED	03 MAR 2013	0631		IN WOR	к	00 000	0000		COMF	LETED	03 MAR 20	13	2110
• •													
13A/03MAR13	14 DAY SPECIAI	(6) 1	CTION IAW 3B/03MAR (b)(6)	13/0919	9/CIV	DC-6-3: 110/0 (b)(6) , 210 13/1832/CIV)/03MAR13/08	5/CIV 01/CIV	(b)(6) (b)(6)		IAR13/2015/C 3MAR13/1944		(b)(6) b)(6)
PERFORMED 13A/03MAR13	14 DAY SPECIAI /0948/CIV (b) /03MAR 13/2042/	(6) 1: ′CIV	3B/03MAR	.13/0919 , 310/0	9/CIV	(b)(6) , 210 13/1832/CIV)/03MAR13/08	6/CIV 01/CIV					

<u>.</u>

				ADB	Work Or	·der				
Work Center 020			CF Reqd N	QA Reqd	System Reason DD: 2/23/2013 28	B DAY SPE		·		
Assy Cd AAED	Buno/Serno 158815		WO Sta U	tus Cd PIL CIV	OT/INITIATOR			In Proces	ss Inspections	Modex 902
			- 		REPAIR CYCLE					
	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	17 FEB 2013	0553		IN WORK	00 0000	0000		COMPLETED	19 FEB 201	3 0842
CORRECTIVE PERFORMED 18FEB13@082		- INSPEC ₆₎ 18F	CTION. 040 EB13@23	0-AM1 (b)(3), 943, 230-CIV	(b)(6) 18FEB2013 , 1 (b)(6)	3A-CIV 19FE	(b)(6) EB13@08	17FEB13@0851 338.	, 13B-CIV (b)(6)
CORRECTED	BY	INSPE	ECTED BY	(MAINT CO	NTROL		MCN	JCN	
									1	

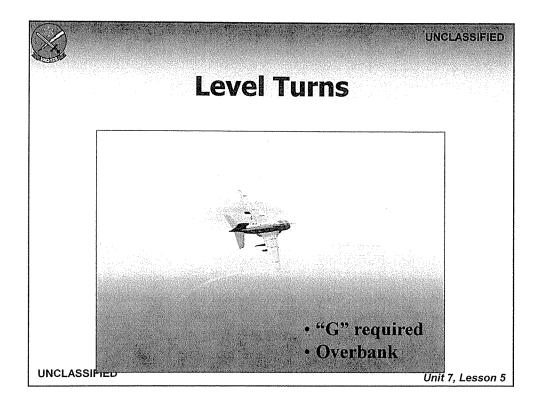
											• * •••••• •• • ••••••	
				AI	DB	Work O	rder					
Work Center 020			CF Reqd		eqd	System Reason		· .				
			N	<u> </u>		DD: 2/23/2013	56 DAY SPE					
Assy Cd	Buno/Serno		1	tus Cd	PILC	DT/INITIATOR				In Proces	s Inspections	Modex
AAED	158815	,	U		CIV	(b)(6)				No		902
						REPAIR CYCL				J		
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	17 FEB 2013	0553		IN WO	RK	00 0000	0000		COMF	LETED	19 FEB 201	3 0913
DISCREPANC	Y						******	·\$			<u>}</u>	
PERFORM 56	DAY SPECIAL INS	P INSP	ECTION									
							•					Í
CORRECTIVE												
		NODEC			(1) (2)							
(b)(6)	56 DAY SPECIAL 18FEB13@2130, 3	10-CIV	(b)(6)	19-10-Aivi	(b)(3), FFB	(b)(6) 18FEB13@ 13@0901.)2141, 140-C	(b)	6) 18F	-EB13@23	47, 230-CIV(b)	(6)
(-)(-)	_ , _		(0)(0)									
CORRECTED	ΒΥ	INSPE	ECTED BY	(MAINT C	ONTROL		MCN		JCN	
		Сіл	(b)(6)			CIV	(b)(6)		2GS1	N7C	QH0048042	

- Sheriff (b)(6) (b)(6) D Coordingtes of inpact > heading & Coordinates of Farthest field 1729 39.4/1182857.8 B Names of Candomors (Dermanne to properly (* OCOPY of Sites Site survey (DALL NON-Priv. Photos (All)) Dist of witherres 9) EI Reports 19) Flight Data Recorders / ATC TRANSCIPT, etc. 47 29 43.4 118 28 46.8 point of 47 29 58.6 IMPACT \$ 118 29:05.8 2 118 29.65.2 47 25 41.1 472939.4 Encliso

(b)(6)

(b)(3), (b)(6) CDR (XO VAQ-135)
Erom: (b)(3), (b)(6) LT (b)(3), (b)(6) @med.navy.mil] t: Wednesday, April 24, 2013 1:10 PM (b)(3), (b)(6) CDR (XO VAQ-135) Subject: RE: Doc RE: Doc Signed By: (b)(3), (b)(6) i@navy.mil
Sir, I'm still waiting on the autopsy results (we never received a preliminary either - I've pinged the CAPT at the armed forces medical examiner a couple times and will do so again today. I'm expecting the full report any day now), but here's what I can tell you from my own assessment at the crash site.
 Death was instantaneous for all three mishap crewmembers and was due to blunt force trauma Review of the medical records showed all three crewmembers had current flight physicals and appropriate waivers as needed. There were no current medical problems or conditions noted in the medical record review.
Feel free to let me know if you need anything else from me - I'll let you know when I get the full autopsy report as well.
V/R
(b)(6) (b)(3),(b)(6) , M.D. LT MC(FS/FMF) USN Flight Surgeon, VAQ-129
p: (b)(6) e: (b)(3), (b)(6) @med.navy.mil
Original Message From: (b)(3),(b)(6) CDR (XO VAQ-135) [mailto: (b)(3),(b)(6) @navy.mil] Sent: Tuesday, April 23, 2013 12:08 PM To: (b)(3),(b)(6) CDR VAQ 131 XO, B2699 R211 Cc: (b)(3),(b)(6) LT VAQ-129, B2737 RM232; Dettori, Nathan J LT Subject: RE: Doc
Thanks, (b)(6)
- Break -
(b)(6)
understand that you may not have the final results of autopsies, etc., but you could provide a short summarization of your review of medical records and preliminary autopsies (if there are any), I would greatly appreciate it. Previous JAGMAN Investigations contained statements such as the following:

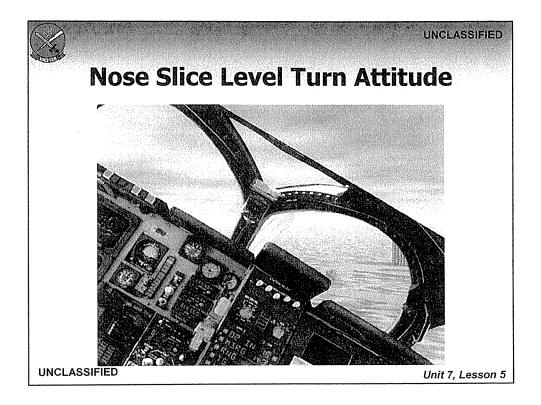
Encl (51)



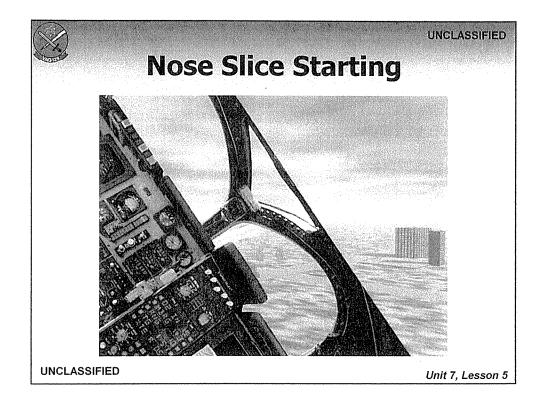
- When turning, "G" is required to maintain level flight. The amount of "G" required increases as AOB increases. If sufficient "G" is not applied, you lose altitude at an accelerated rate, just like bunting the nose
- Over-bank is using excessive bank angle for the "G" loading. The result is the same as under-pulling; **an accelerated loss of altitude.** As indicated in the video, humans are not likely to sense a small roll rate

10º O	ver-bank	dina minanya na manana manana ina manana manana ina manana manana manana manana manana manana manana manana man Manana manana m
60-70° AOB	71- 81º AOB	75- 85°AOB
60° = 2G	71° = 3G	75° = 4G
7.0 SEC	5.4 SEC	4.8 SEC
9.9 SEC	6.1 SEC	5.8 SEC
	60-70° AOB 60° = 2G 7.0 SEC	60° = 2G 71° = 3G 7.0 SEC 5.4 SEC

- As shown, over-bank of as little as 10° can generate VERY SHORT Time To Impacts. The "G" indicated would hold a level turn at the intended AOB. The accelerated altitude loss caused by insufficient "G" and over-banking is so drastic that it must be stopped prior to 50% of the time to impact value
- Above 70° AOB, the TIME TO IMPACT for a 10° over-bank is less than 6 secs. Therefore, the situation must be recognized and a recovery initiated in less than 3 secs. The VISUAL CUE to accelerated altitude loss in a turn is NOSE SLICE TO THE INSIDE OF THE TURN

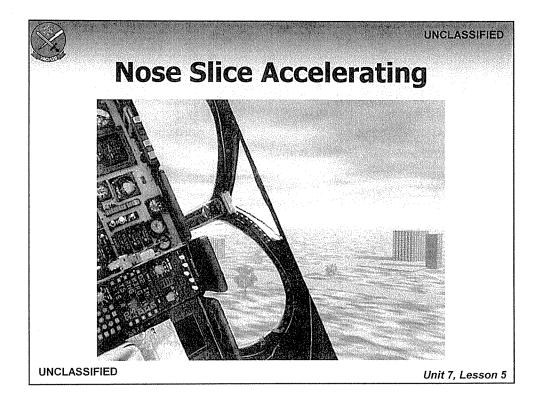


• This slide shows a level turn attitude. The velocity vector and FPA are above the horizon

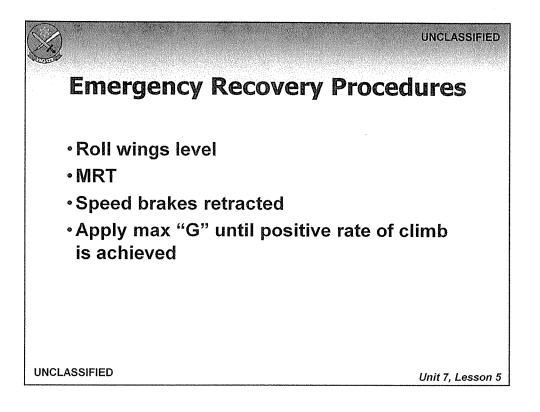


• If insufficient "G" is applied or an over-bank exists, THE NOSE WILL MOVE DOWN AND INTO THE DIRECTION OF THE TURN. The velocity vector and FPA are now below the horizon

UNCLASSIFIED

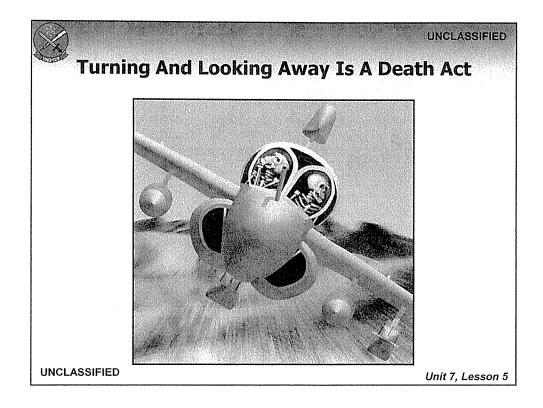


 If not stopped, the nose slice will accelerate down and into the turn. In this slide, the velocity vector and FPA are well below the horizon, and the aircraft is rapidly accelerating toward the ground. THE ONLY SOLUTION AT THIS POINT IS TO LEVEL THE WINGS AND PULL UP



- Emergency Recovery Procedures are:
- Roll wings level (UNLOADED)
- MRT
- Speed brakes retracted
- Apply max "G" until positive rate of climb is achieved

UNCLASSIFIED



• The rapidity with which one loses altitude in a turn gave rise to this famous saying:

"Turning and looking away is a DEATH ACT!"

1					1 1 11		VA V A					
Work Center			CF Reqd	QA R	leqd	System Reason						
210	a.		N	N		RADALT			-			
Assy Cd	Buno/Serno		WO Sta	tus Cd	PILO	T/INITIA OR				In Proces	s Inspections	Modex
AAED	158815		Р		LTJG), (b				Yes		902
					•	REPAIRSCYCLE						
	DATE	TIME	EOC			DATE	TIME	EOC			DATE	TIME
RECEIVED	09 MAR 2013	1024	L	IN WO	RK	09 MAR 2013	1120	L	COMP	LETED	10 MAR 201	3 2201
DISCREPANC	Y							- -			••••••••••••••••••••••••••••••••••••••	
CORRECTIVE	ACTION											
CANNIBALIZE	D (BUNO: 158805 ADC-2-23.5.4. AR	MCN: 20 EA FOD	GS1OCP) AND COI	. Remo Rrosio	OVED ON FR	AND REPLACED REE.	RAD ALT	r/t Ia\	N NA 01-8	35ADC-2-1	8. OP CHEC	KS GOOD
CORRECTED	BY	INSPE	CTEDBY	(MAINT COL			MCN		JCN	
CIV (p)(q)		CIV	(b)(d)						2GS1	081	QH0068253	

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y I				
ROUTINE		ZYUW RUCLFVA000	0 1321308	
R 111308Z MAY	12 MILLINGTON TN//PERS4320			
COMTRAWING VAQRON ONE PERSUPP DET PERSUPP DET	SIX PENSACOLA FL//JJJ// TWO NINE//JJJ// NORTH ISLAND CA//JJJ// WHIDBEY ISLAND WA//JJJ/ PENSACOLA FL//JJJ//	7	VAQ- ADMIN/ CHECKA PRINT	ASDO
UNCLAS //NO1321/			SIGN (b)	
MSGID/GENADMIN/C SUBJ/BUPERS ORDE RMKS/	R//	ſ	DATE	
OFFICIAL C ENS WILLIA XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	1332 XXX-XX Solution HANGE DUTY ORDERS FOR M BROWN MCILVAINE III, XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	USN XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	NQ-129 IN/ASDO
***************************************	PART ON	E	PHINI 7-60 7 ((b)(3), (b)(6)
FROM STU TRAWING	DETACHING ACTIV REPORTING SENIOR, DETAC 6 NAV FLGT OFF TRG FATION FL, PENSACOLA			(b)(6) TIME
FROM DUTY UNDER INVOLVING	INSTRUCTION IN A FLYING	STATUS A	ACC: 342	· · · · · · · · · ·
	ING SUPPORT: PERSUPPDET		JIC: 43081	
	INTERMEDIATE (01) ACT	IVITY (M)		
PORT IN JUN 12 STU CRAW/CRAG LOCATION: WA, WH			EDA: 16 JUN 1 JIC: 30694	.2
FOR TEMPORARY DU FLYING	FY IN A FLYING STATUS IN	VOLVING A	ACC: 350	
FOR APPROXIMATELY PERSONNEL ACCOUNT	Y 3 DAY(S) FING SUPPORT: PSD WHIDBE	Y ISLAND		
	OF TEMPORARY DUTY IN A F		JIC: 43138 /OLVING	
FLYING AND WHEN DIRECTEI	D, DETACH.	E	DD: 18 JUN 1	.2
REPORT NET 16 JUN	- INTERMEDIATE (02) ACT N 12 BUT NLT 18 JUN 12	IVITY (M)	- DA: 18 JUN 1	0
TO STU CSF DETACH LOCATION: CA, NOR	IMENT NORTH ISLAN		JIC: 30669	2
	TY UNDER INSTRUCTION IN . LVING FLYING	A FLYING A	ACC: 341	
	ING SUPPORT: PSD NORTH	ISLAND		
TO INCLUDE 12 DAY	(S) AT SERE	υ	UIC: 42827	
CLASS: 21601 CC UPON COMPLETION C	DNV: 120618 GRAD: 120629 DF TEMPORARY DUTY UNDER			
16 JUN 12 . REPO TRANINATE LEAVE S		ND NOT EARLIER T IER THAN DATE WI N-PAYMENT OF PER	LL DIEM FOR	-
DER MILPERSMAN - MEMBER ADVISED:	1320-140. NO PERDIEM/LODGING RE	IMBURSEMENT AUTH	ORIZED AT AN	Y
				End (56)

INTERMEDIATE STOP(S) IN THE SAME GEOGRAPHIC LOCATION AS THE ULTIMATE DUTY STATION. - MEMBEP DIRECTED: FOR EACH INTERMEDIATE STOP, IF GOVERNMENT WARTERS ARE AVAILABLE (BQ/SHIPBOARD BERTHING) AND THE BASE HAS A)VERNMENT MESS APPROPRIATED FUND FOOD SERVICE ACTIVITY/GALLEY VAILABLE TO THE TRAVELER, USE OF THE GOVERNMENT MEAL PER DIEM RATE IS DIRECTED. IF GOVERNMENT MESSING IS NOT AVAILABLE OR IS PARTIALLY AVAILABLE, OBTAIN AN ENDORSEMENT TO THAT EFFECT FROM THE HOST COMMAND. JFTR PARA U4400 APPLIES. NO PER DIEM/LODGING REIMBURSEMENT IS AUTHORIZED IF THE INTERMEDIATE STOP IS IN THE SAME GEOGRAPHIC LOCATION AS THE ULTIMATE DUTY STATION. EXCEPTION TO THIS POLICY IS ARDUOUS SEA DUTY IDENTIFIED IN JFTR U5120D AND LISTED IN OPNAVINST 4650.17. ----- ULTIMATE ACTIVITY (M) -----REPORT NOT LATER THAN JUL 12 EDA: JUL 12 TO STU CRAW/CRAG VAQ 129 UIC: 30694 PERMANENT DUTY STATION WA, WHIDBEY ISLAND FOR DUTY UNDER INSTRUCTION IN A FLYING STATUS ACC: 342 INVOLVING FLYING BSC: 99990 PRD: 1307 PERSONNEL ACCOUNTING SUPPORT: PSD WHIDBEY ISLAND UIC: 43138 ----- ACCOUNTING DATA -----PCS ACCOUNTING DATA: MAC CIC: 3N3E2XXX CIC: A53E229F LOA: 1721453.2251 210 00022 068566 2D SO1C9N 000222342008 SDN: N0002212CS01C9N TAC: N3A2 TEMDUINS ACCOUNTING DATA FOR FY-12 ORIGINAL LOA: 1721804.22MM 210 62980 0 068566 2D 001C9N 00022208100E N: N0002212T001C9N PART ΤWΟ EUPERS ORDER: 1332 XXX-XX-(PERS-432N) OFFICIAL CHANGE DUTY ORDERS FOR ENS WILLIAM BROWN MCILVAINE III, USN - MEMBER ADVISED: IF THIS ORDER CONTAINS FY13 FUNDING, PROGRAM/FUND ALLOCATION IS ISSUED IN ANTICIPATION OF ENACTMENT OF THE FY13 DOD APPROPRIATIONS ACT OR A FY13 CONTINUING RESOLUTION (CR) AND IS SUBJECT TO AVAILABILITY OF FUNDS AND ALL PROVISIONS OF WHICHEVER ACT CHARGES AGAINST THIS PROGRAM/FUND ALLOCATION MAY NOT IS APPLICABLE. BE INCURRED PRIOR TO 01 OCTOBER 2012. ----- DETACHING ACTIVITY (M) ------ PERMANENT CHANGE OF STATION (PCS) TRAVEL INFORMATION DETAILS: PER BUPERSINST 7041 (SERIES): TRANSFERRING COMMANDS PASS/PERSONNEL SERVICING OFFICES ARE RESPONSIBLE FOR ENSURING MEMBERS FULLY COMPLETE THE PCS TRAVEL INFORMATION FORM (NAVPERS 7041/1) WITHIN 3 DAYS OF RECEIPT OF ORDERS OR IMMEDIATELY UPON RECEIPT OF PCS ORDERS IF DETACHMENT IS IN LESS THAN 90 DAYS. COMMANDS USING NSIPS WEB SHOULD DIRECT MEMBER TO CREATE AND THEN USE THEIR OWN SELF SERVICE ACCOUNT TO COMPLETE AND SUBMIT THE 7041/1 ON-LINE. INSTRUCTIONS TO CREATE A SELF SERVICE ESR (ELECTRONIC SERVICE RECORD) ACCOUNT ARE LOCATED ON THE NSIPS SPLASH SCREEN, HTTPS://NSIPS.NMCI.NAVY.MIL/ (UNDER'USER INFORMATION'). MEMBER SHOULD LOGON TO THEIR ESR ACCOUNT, THEN DOUBLE-CLICK THE 'UPDATE PCS TRAVEL' ICON ON THEIR HOMEPAGE TO ACCESS THE AUTOMATED NAVPERS 7041 TRAVEL INFORMATION FORM. FOR CONVENIENCE, THERE IS AN 'AUTO-FILL' FEATURE WHICH AUTOMATICALLY COMPLETES THE PCS ITINERARY FROM THE MEMBER'S CURRENT ACTIVE ORDERS. MEMBER NEED ONLY COMPLETE OR ADJUST PCS TAILS SPECIFIC TO DEPENDENT TRAVEL, HOUSEHOLD GOODS WEIGHTS AND/OR SHIPMENTS. COMMANDS PASS/PERSONNEL SERVICING OFFICES NOT USING NSIPS WEB SHOULD PROVIDE THE NAVPERS 7041/1 FORM TO MEMBER, AND UPON

MEMBER'S COMPLETION, VERIFY THEN MAIL TO: DIRECTOR, PERMANENT CHANGE STATION VARIANCE COMPONENT, 1240 EAST 9TH STREET, SUITE 967, CLEVELAND OH 44199-2088.

IF DETACHING FROM OR REPORTING TO A UNIT WHEN IT'S AWAY FROM DMEPORT/PDS, MEMBER IS AUTHORIZED TRAVEL VIA THE UNIT'S HOMEPORT/ PDS UNDER JFTR U5120F TO ASSIST WITH TRANSPORTATION OF DEPENDENTS AND/OR HHG, PICK UP PERSONAL ITEMS OR PERSONALLY DRIVE HIS/HER POV FROM THE HOMEPORT.

- MEMBER ADVISED: REQUIRED TO CONTACT HIS/HER NEAREST MILITARY TREATMENT FACILITY (MTF), MEDICAL DEPARTMENT REPRESENTATIVE OR TRICARE SERVICE CENTER PRIOR TO TRANSFER FOR COUNSELING ON URGENT OR EMERGENCY MEDICAL CARE DURING PCS MOVES. UPON ARRIVAL AT NEW DUTY STATION, MEMBER IS REQUIRED TO CONTACT THE NEAREST MTF, MEDICAL DEPARTMENT REPRESENTATIVE, OR TRICARE SERVICE CENTER TO SELECT A PRIMARY CARE PROVIDER. THESE POINTS OF CONTACT CAN ALSO PROVIDE INFORMATION ON HEALTH CARE OPTIONS AVAILABLE FOR FAMILY MEMBERS NOT ENROLLED IN TRICARE PRIME. GENERAL TRICARE INFORMATION IS AVAILABLE ON THE WEB AT: HTTP://WWW.TRICARE.OSD.MIL.

- MEMBER DIRECTED: UPON RECEIPT OF ORDERS, IF ENROLLED IN THE EXCEPTIONAL FAMILY MEMBER PROGRAM (EFMP), MEMBER IS DIRECTED TO HAVE THE DETACHING EFMP COORDINATOR AND THE HEALTH BENEFITS ADVISOR (HBA) WHO IS THE TRICARE REPRESENTATIVE CONFIRM CARE FOR THE FAMILY MEMBER(S) WITH THE GAINING EFMP COORDINATOR AND HBA. ADDITIONAL EFMP INFORMATION CAN BE FOUND ON THE WEB AT:

HTTP://WWW.NPC.NAVY.MIL/COMMANDSUPPORT/EXCEPTIONALFAMILYMEMBER/ THE EFMP IS GOVERNED BY OPNAVINST 1754.2D AND SECNAVINST 1754.5B. AND MILPERSMAN 1300-700.

- FOR MORE INFORMATION ON YOUR NEXT PERMANENT CHANGE OF STATION (PCS) VISIT HTTPS://WWW.HOUSING.NAVY.MIL THIS WEBSITE PROVIDES ON AND OFF BASE HOUSING AND GENERAL INFORMATION ABOUT NAVY AND MARINE CORPS

DETACHING COMMAND: IF TRANSOCEANIC TRAVEL WILL BE PERFORMED MEMBER, PORT CALL ASSIGNED BY THE NAVY PASSENGER TRANSPORTATION OFFICE WILL CANCEL THE REPORT NOT LATER THAN DATE, AT RECEIVING COMMAND, AND SHALL CONSTITUTE THE SPECIFIC DATE MEMBER IS TO REPORT FOR TRANSPORTATION. IF THIS IS AN ORDER MODIFICATION, CANCELLATION OR MODIFICATION OF PORT CALL MAY BE REQUIRED. IF SO, IMMEDIATELY CONTACT SERVICING NPTO. OPNAVINST 4650.1S SERIES REFERS. - DETACHING COMMAND: ENSURE MEMBER HAS A COMPLETED AND DOCUMENTED HIV TEST WITHIN 24 MONTHS OF EDD. EVERY EFFORT SHOULD BE MADE TO ENSURE RESULTS ARE RECEIVED PRIOR TO TRANSFER. HOWEVER, IF RESULTS ARE NOT RECEIVED, ENSURE MEMBER'S MEDICAL/DENTAL RECORD REFLECTS THAT THE MEMBER'S TEST WAS COMPLETED AND AWAITING RESULTS. TEST RESULTS SHOULD BE FORWARDED TO NEW DUTY STATION UPON RECEIPT FOR INCORPORATION IN MEDICAL/DENTAL RECORDS.

- THIS TRANSFER FUNDED FOR MEMBER AND AUTH DEPENDENTS AS REFLECTED ON SERVICE RECORD PAGE TWO, PER JFTR U5215, DEPENDENTS ACQUIRED ON OR PRIOR TO THE EFFECTIVE DATE OF ORDERS ARE AUTH TRAVEL/TRANSP ALLOWANCES FROM THE PLACE AT WHICH ACQUIRED TO THE NEW PDS, UP TO THE TVL/TRANSP ENTITLEMENT FOR TVL FROM OLD PDS TO THE NEW PDS. PLEASE REFER TO JFTR APPENDIX A FOR DEFINITION OF EFFECTIVE DATE OF PCS ORDERS.

MEMBER ADVISED: SURVIVAL, EVASION, RESISTANCE AND ESCAPE (SERE),
 ⁿ-2D-4635, LENGTH 12 DAYS. STUDENTS MUST BRING WITH THEM: SERVICE
 FORD, ORIGINAL ORDERS, MEDICAL AND DENTAL RECORDS, MEDICAL

AEENING FORM (COMPLETED WITHIN 14 DAYS OF THE CLASS CONVENE) AND NATOPS TRAINING JACKET. STUDENTS WHO EXCEED THE BODY FAT STANDARDS

Date 16 JAN 13 Status	16 JAN 13 PATTERSON (b)(6)			Fime 1,5					
Cē	M	Attitude Towa							
All Above Avera	ge , Below Average, and U	UNSAT Items Require C	omments						
			A 4				СОМ	1 11	
A. Professional	Skills				0 2.0) 1.0			
1. Preflight Pr	reparation		<u> 14 명하는 14 명</u> 하		<u>an an an an a</u>		1111		
2. Brief									
3. Copilot Sk	ills			+			.		
4. NATOPS/V	WSOM Knowledge			+-				<u> </u>	
5. Safety/ORN	М				-				
6. CRM - D A	MCLA/FS			+					
Event Perform	mance						////	<u>।</u> ব্যাহারি	
1. Departure T	urn Stall			<u> </u>	' '	n teanga tér Kanggara Kanggara		ingen fo Gestande Gestande	
2. Unaccelerat	ed Stall						-		
3. Approach-T	o-Stall						_		
4. Accelerated	Stalls					┼──┤	-		
5. Unusual Att	itude Recovery								
6. Aerobatics						3 • North 1 •			
A. Flaperon	Roll							به ترکیل کرد. ۱۹۹۲ - مربو در ۱۹۹۲ - مربو در	
B. Wingover									
C. Barrel Ro	11 -						7		
D. Loop					////				
E. Half-Cuba	n 8			1111			\overline{r}		
F. Immelman	n						-		
G. Split S					////				
H. Oblique					┟────┤				
7. Confidence M	laneuvers				////	ant star and	- 10 KG	1.0.2	
A. Nose High	Nose Low Maneuver	<u>an hatu o go do ang kulu kasa ng</u>				1997 - 1997 1997 - 1997 1997 - 1997 - 1997			
	lose Low Maneuver								
. Performance N					////				
. Zero Airspeed	Maneuver								
. Post-Stall Gyra						'			
	-		////	////	////	/			





		AA 4.0	A 3.0	BA 2.0	U 1.0	сом	INC
11. Spin Recovery						2	
12. Break Turn Stall						/	
13. Stall In The Landing Patterr	L					/	
14. Roll and Go Demo		////				~	
15. Low Altitude Awareness							
A. Navigation		////	////	////		/	
B. Altitude/AGL Control		////	////	////		~	
C. Terrain Avoidance		////				/	
D. Ridgeline Crossing		////		////			
E. Turn & Look Demo		////	////	////			
	Total (33)		6			27	
	with good Knowledge a	int		euti	m		
		iné		euti	2~		
		int		(b)(6)	2~~		
		ind	-e.t.	(b)(6)	200		
		int	-e.t.		2~		1
		-	-e.t.	(b)(6)	200		
		-	-e.t.	(b)(6)	200		I
		-	-e.t.	(b)(6)	2~~		
		-	-e.t.	(b)(6)	200		
omments: All itens complete		-	-e.t.	(b)(6)	200		
		-	-e.t.	(b)(6)	2~~		

NW-12 Aerobatics/Stalls/Spins/Low Altitude Awareness (5.10)

VAQ-129 Gradesheet

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Date , Student 15 JAN 13 PATTER SON	Instructor (b)(6)	Tin							
Status Comp	Attitude Toward Flight								
All Above Average , Below Average, and UN			M						
		AA	A	BA	U	сом	T		
A. Professional Skills		4.0	3.0	2.0	1.0		-		
1. Preflight Preparation									
						////			
2. Brief			-			////			
3. Copilot Skills			-				T		
4. NATOPS/WSOM Knowledge			~	1			T		
5. Safety/ORM				1	1	1111	\dagger		
6. CRM - D A M C L A/F S			V	1	1		╀		
B. Event Performance			Sec.			20,35%			
1. Ground Procedures				<u> </u>	100,869-				
2. Starting/Ground/Taxi Phase (Plus 2)									
A. Centrifugal Pump Failure (4)	anna an an an Anna ann an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna Anna an Anna Anna an An				<u> </u>	V.			
B. L. HYD. CHECK VALUE F	ALL		1.	1,			t		
C. WET START (L) 3. Takeoff Phase			Y	1	1		T		
							115.000		
A. Engine Failure, Takeoff Continued									
B. Rudder Shift Failure (57A/31L17	ER)		////			V	ľ		
C. NWW TEMP. (ON TAXI)		////		////			1		
4. In-flight Phase									
A. Double Engine Flameout B. Flaperon Pop-Up In Flight			////	////					
C.						V			
5. Approach Phase	a farfan sweddin diwl a san a sweddin	////			artist en se	an an an an an an an an an an an an an a	સંગત		
A. Landing Gear Unsafe Down (L. M	A)		· · · · ·		na shinin ta San shinin ta				
B.			////	////					
C. Approaches/Landings						////	20		
1. TACAN/GCA/ACLS Approaches: #	3		V						
2. Single Engine Approaches: # (V			////			
3. No Flap/No Slat Approaches: # (/				////			
4. Post landing Procedures			1			////			
# of Landings:				g _{ul} yik	g geografia i		j. N		
	Total (22	<u> </u>	13	<u>al dinan</u>	<u></u>	7			

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NOMMENTS

A.1-6 O.K. MISSION PREP. O.K. PRIEF.

B. EVENT I NORMAL PROCEDURES O.K. 2A-C.G.K. ON THESE STARTING PROCEDURES/G.P.'S. 3C ON TAXI, OK. BA TO SA AT NUW. O.K. 3B (TO DEMO) STATS. SHIFT FAIL TO NO FLAP/NOSCAT. OK. 4A O.K. TO 4B ON RTB. O.K. GOOD CRM, WORKED WELL WITH PILOT. O.K. PROCEDURES AND NATOPS KNOWLEDGE.

1/11/2013	Student, Pattersoy	Instructor (b)(6)	Tin	ne	Train		F187		
Status			(b	Flight SA (b)(6)					
All Abque Average	, Delow Average, and	UNSAI Items Require Con	AA 4.0	A 3.0	BA 2.0	U	CON		
A. Professional S	kills		4.0	5.0	2.0	1.0	<u> </u>		
1. Preflight Pre	paration			V					
2. Brief				1111	7111				
3. Copilot Skill	S	на на при на при на при на при на при на при на при на при на при на при на при на при на при на при на при на							
4. NATOPS/W	SOM Knowledge			1/					
5. Safety/ORM									
6. CRM - D A I	MCLA/FS			$ \mathcal{L} \rangle$	<u> </u>				
B. Event Perform	ance			10					
1. CDNU Powe	r-Up						./		
2. EGI Alignme	ents						10		
3. Navigation P	ages								
A. FPLAN									
B. PROG					////		1/		
C. RNAV				////			0		
4. Nav Updates	& Degraded Modes	•				1			
A. Navigatio	n Updates				<i>[]]]</i>		1		
B. Stand Alo	ne/Dead Reckoning	toscusselin Brief					1/		
C. In-Flight	Alignments			////			·		
5. EFIS Display	Ś								
A. HSI Mode	S	· · · · · · · · · · · · · · · · · · ·		////	////		1		
B. Display D	own/Composite			////			V		
6. Approaches									
A. ILS: # _ [- Vm 16 T.C	CM		////	////		V		
B. TACAN:	# _ Vmar 1 A	HNCU					V		
C. GCA/ACI	_ Vm/ 16 T.C #_L_ Vm x 1 K _S: #_L_ Vm y 1	YN44		////	////				
7. Secure Traine					////	/	\sim		
		Total (2	0)						
Vo 155065 - AQ-129 Gradesheet	Good Refre	cher - Sennffr id Copilot	werde	nes	CO. Revis	mî- ied /1			
	'n varia a	last C.h		*****					

	Nr 2 Femiliarization /DAI				-	1		
Dete	Nr-3 Familiarization/RAI							
Date	Student DAHZRSW (b)(6)	Instructor (b)(6), (b)(3)	Tin		Aire	raft 900		
Status	(0)(0)		100 100	20	••••••	100		
Status	Complete	Attitude Toward F		SAT				
·····		IGHT OFFICER SKILI						
	All Above Average, Below Average	erage, and UNSAT Items				· · · · · · · · · · · · · · · · · · ·	r	
			AA 4.0	A 3.0	BA 2.0	U 1.0	сом	
A. Profession	al Skills							
1. Preflight	Preparation			X				
2. Brief				Y	1			1
3. Copilot S	kills		×	RE		1		
4. NATOPS	S/WSOM Knowledge			×		1		
5. Safety/Ol	RM			1		-		†
6. CRM - D	AMCLA/FS	an an an an an an an an an an an an an a					////	
B. Event Perfe	ormance				潮的			
1. Ground P	rocedures: CS or HS: <u>HS</u>		<u>9 m. (1960) (1970)</u>	5		o ja seguro i o i	////	3.25
2. CDNU/C	DI/EGI/INS/RADAR Procedur	es		Ϋ́				
3. Commun	ications			7	[
4. Takeoff/I	Depature			×				
5. Enroute n	avigation			8				
6. ALE-39 S	6. ALE-39 Set-up/Operation						////	-
7. RADAR		X						
8. Single En	gine Rate-of-Climb Demo		-	×			////	
	-To-Stall Series			×			////	
10. Performa	nce Turns		-	5			////	
11. Unusual A	Attitude Recoveries			×			////	
12. Unusual A	Attitude Confidence Maneuvers			7			////	
13. Aerobatic	S			X	¢		////	
14. HARM P	rocedures/HCP Operation			×			////	
15. Approach	es:							
A. TACA	N:			×			////	
	Num	ber :		\wedge			////	
B. GCA/A	ACLS:						////	
	Num	ber :		X			////	
C. Simula	ted Single Engine			×			////	
D. No Fla	p/No Slat Approach			×			////	
		Total (24)	1	23				
Dpr	= 2 2.				l			
r K.	د ه د ر ه ج							

VAQ-129 Gradesheet

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Date Student PATTE	RSON	Instru	(b)(6)	Tin	1e	Aircı A	aft 6B		
Status Constant	<u>b</u>	At	titude Toward Fl	ight					
 All Above Av			OFFICER SKILLS nd UNSAT Items		re Con	nment	<u>s</u>		
				AA 4.0	A 3.0	BA	U	сом	IN
A. Professional Skills				4.0	3.0	2.0	1.0		(ja)
1. Preflight Preparation	<u>, 1999, 1997, 1997, 1997, 1997</u> , 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997	<u>a da na activada</u>		110.34399	ang sang sang sang sang sang sang sang s	102-968		1111	- Cons
2. Brief	·····	······································						////	
3. Copilot Skills								////	
4. NATOPS/WSOM Kno	wledge	· · · · · · · · · · · · · · · · · · ·			, 1			////	
5. Safety/ORM					i			////	
6. CRM - D A M C L A/F	S S			1	1			////	
B. Event Performance					UK SA				
1. Ground Procedures:	CS	or HS:		an ann an Shaarda ay a	T		her of the lands	////	a.c.proper
2. Communications					1			////	
3. Takeoff/Departure/Clin	nb-out								
4. Enroute Navigation		······································						////	
5. Navigation Systems (C	DI/INS/EGI/CI	ONU)							
A. Initialization									
B. Normal Operation		1							
C. Degraded Operation								////	
6. RADRAR									
A. Procedures								////	
B. Picture Building								////	
C. Scope Interpretation								////	
D. Navigation		1. N. 1. M. F. M. M. S. M. M. M.						////	
7. Approaches:									
A. Enroute TACAN Ap	*							////	
B. Enroute ILS Approac	ch							////	
C. NUW TACAN		Numbe						////	
D. NUW GCA/ACLS:		Numb						////	
		:	Total (21)						

(b)(6)

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		NF-9 Mod-E	Escort Low Level /LAA-2(17.	.05))		And Inc. 1990 1990 1990		
and the second s	Date	Student PATERSON	Instructor (b)(6), (b)(3)	Tin		Aire 9					
\bigcirc	Status	•	Attitude Toward Fl	100							
	Ca	OMP	5.AT								
	A		FLIGHT OFFICER SKILLS Average, and UNSAT Items	-	. Co		10				
		i nouve niverage, below 2	iverage, and ONSAT hems	AA	A	BA					
		and a state of the		4.0	3.0	2.0	1.0	COM	INC		
	A. Professional										
	1. Preflight Pr	eparation			×	ļ		////			
	2. Brief	11			<u>}</u>			////			
	3. Copilot Ski			*				////			
	}	VSOM Knowledge			×			////			
	5. Safety/ORN		×	<u> </u>		////					
		MCLA/FS			5	and the			New York Street		
		B. Event Performance 1. Ground Procedures: CS or HS:									
			7								
		I/RADAR Procedures			¥						
	3. Takeoff/De				- ¥.						
. ······	4. Enroute Na				>			////			
$\langle \rangle$	5. Low Level 6. Chart Interp		<u> </u>	 		////					
and the second s	7. Low Altitud		<u>×</u>			////					
		TB Procedures and Comm	unications					////			
	9. HARM				7		TRANS.				
	A DESCRIPTION OF A DESC		26909990 - X	19222343	BERE SE	////	MEREDIA				
		A. Preflight & Ground Procedures B. HCP Procedures						////			
	C. Target D		na ana amin'ny faritr'o ana amin'ny faritr'o amin'ny fari		<u>}</u>			////			
	D. Practice				<u>۲</u>						
	D. I lactice		T-+-! (10)		×						
			Total (18)		17						
	DET										
	PRESS.										
		(b)(6	3)								
		(b)(3), ((b)(6)								
		CAPT	USIC								
L. T	VAO-129 Gradeshe	et	. 1		<u>.</u>	Re	evised	05 A	pril 20		

OR HAVE FAILED THEIR LAST PRT WILL NOT BE ACCEPTED FOR TRAINING. ADDITIONALLY, STUDENTS WHO HAVE RECEIVED A SMALL POX VACCINE WITHIN 30 DAYS OF THE CLASS CONVENE WILL NOT BE ALLOWED IN THE COURSE. LEASE NOTE: IF YOU ARE UNABLE TO ATTEND DURING YOUR SCHEDULED CLASS ATES, FUTURE QUOTA AVAILABILITY IS LIMITED, WHICH COULD RESULT IN SIGNIFICANT DELAYS. FOR MORE INFORMATION, ACCESS THE CSF WEBSITE AT: HTTPS://WWW.NETC.NAVY.MIL/CENTERS/CSF/ WHEN CHECKING IN, REPORT IN THE UNIFORM OF THE DAY (CIVILIAN ATTIRE IS NOT AUTHORIZED). FOR SAN DIEGO/WARNER SPRINGS: IF THE FIRST WORK DAY IS EARLIER THAN YOUR CONVENE DATE, RPT TO TSC DET SAN DIEGO, BLDG 861, RM 107 (COMM 619-545-8292/9728). IF UNABLE TO CHECK IN WITH TSC DET, CHECK IN WITH NAS NORTH ISLAND QUARTERDECK, BLDG 678, FOR REPORTING ENDORSEMENT. IF BILLETING IS REQUIRED, CHECK IN WITH CENTRAL BILLETING, BLDG 1500, RODGERS RD, COMM 619-545-9551. ON YOUR CONVENE DATE, RPT TO BLDG 618, NAS NORTH ISLAND AT 0630. STUDENT CONTROL WILL CHECK YOU IN ON THE FIRST DECK (COMM 619 767-1434). ----- ULTIMATE ACTIVITY (M) ------ MEMBER ADVISED: FOR GOVERNMENT LODGING INFORMATION VISIT WEBSITE WWW.DODLODGING.NET OR CALL TOLL FREE 1-877-NAVY-BED (1-877-628-9233) TO DETERMINE GOVERNMENT LODGING AVAILABILITY IN THE VICINITY OF OLD AND NEW PERMANENT DUTY STATIONS. RESERVATIONS ARE REQUIRED TO ENSURE ROOM AVAILABILITY. - MEMBER ADVISED: CHILDCARE INFORMATION AND REGISTRATION FOR NEW DUTY STATION IS AVAILABLE AT: HTTPS://WWW.CNIC.NAVY.MIL/CYP - SAVE MONEY THE FLEET AND FAMILY SUPPORT CENTER HAS PROGRAM INITIATIVES THAT SAVE MONEY ON RENT, SECURITY DEPOSITS, AND HOME BUYING COST. REDUCE TIME SPENT ON FINDING SUITABLE AND AFFORDABLE HOUSING. LEARN ABOUT PROGRAMS THAT WILL SAVE TIME AND MONEY BY VISITING THE LOCAL FLEET AND FAMILY SUPPORT CENTER. - DESIGNATOR CHANGED TO 1320 EFFECTIVE UPON BEING DESIGNATED A MAVAL SLIGHT OFFICER. NAVAL HOSPITAL OAK HARBOR (NHOH) IS DESIGNATED AS AN EXCEPTIONAL AMILY MEMBER PROGRAM (EFM) CATEGORY 5 FACILITY. HOWEVER, AS A SMALL COMMUNITY HOSPITAL, SOME SPECIALTY SERVICES ARE LIMITED. FOR MORE DETAILED INFORMATION ON THE EFM PROGRAM AND AVAILABILITY OF SERVICES AT NHOH, LOG ON TO: HTTP://NHOH.MED.NAVY.MIL AND CLICK ON EFM INFORMATION LINK. XXXXXX WILLIAM XXXXXXX XXXXXX WELCOME TO WHIDBEY XXXXXXX 🐛 🔄 XXXXXX AND THE VIKINGS OF VAQ-129 XXXXXXX ----XXXXXX VISIT THE VIKING WEB PAGE AT XXXXXXX -HTTP://WWW.VAQ129.NAVY.MIL/ XXXXXXX XXXXXX FRS CLASS 12-10 CONVENES 06JUL12, 0730 HGR 12. POC, STUDENT CONTROL * 444 8 191200 New MERCENE AL SE OFFICER CAPT (b)(3), (b)(6) DSN (b)(6) / (b)(6) COMM (b)(6) -XXXX. the street ORDERS TO THE VAQ COMMUNITY MAY INCLUDE FOLLOW ON ORDERS FOR OVERSEAS all and a second second ASSIGNMENT (I.E. HOMEPORT JAPAN). ----- SPECIAL INSTRUCTIONS ------ MEMBER ADVISED: IN CASES WHERE THESE ORDERS CONFLICT WITH THE JOINT FEDERAL TRAVEL REGULATIONS OR ANY OTHER REGULATION, THE REGULATION PREVAILS MEMBER ADVISED: IAW MILPERSMAN 1320-308, AUTHORIZE TRANSPORTATION COST REIMBURSEMENT FOR EXCESS BAGGAGE UP TO AND NOT TO EXCEED THE FOLLOWING: (A) ONE (1) PIECE FOR PILOTS, AIRCREW, DIVERS, AND PERSONNEL WHO MUST CARRY SPECIAL ISSUE GEAR WITH THEM (B) TWO (2) PIECES FOR ATTACHES. SERVICE MEMBERS IN RECEIPT OF PCS ORDERS TO PORWARD DEPLOYED UNITS ARE ADVISED THAT CERTAIN AIRLINES MAY CHARGE CESS BAGGAGE FEES. REIMBURSEMENT MAY BE REQUESTED IN ACCORDANCE TH JOINT FEDERAL TRAVEL REGULATIONS (JFTR) U3015-B UPON REPORTING TO YOUR ULTIMATE DUTY STATION. CONTACT PERS-40CC FOR ENLISTED

PERSONNEL OR COGNIZANT DETAILER FOR OFFICERS. CONSULT YOUR LOCAL HOUSEHOLD GOODS (HHG) PERSONAL PROPERTY OFFICE REGARDING SPECIFIC HHG AND PERSONAL PROPERTY SHIPMENT ENTITLEMENTS.

MEMBER ADVISED: SHIPPING HHG? HAVE MOVE QUESTIONS? WANT TO MAKE A IFFERENCE? NOW YOU CAN PROCESS YOUR HHG SHIPMENT APPLICATION AND RECEIVE COUNSELING ON LINE AT YOUR CONVENIENCE AT: WWW.MOVE.MIL. YOU MUST COMPLETE THE CUSTOMER SATISFACTION SURVEY AFTER MOVE IS COMPLETE. CONTACT TRANSPORTATION SPECIALIST TO ANSWER QUESTIONS AND PROVIDE GUIDANCE CONCERNING YOUR HHG SHIPMENT MONDAY THROUGH FRIDAY 0800-1700 EASTERN TIME AT 800-444-7789 COMM: 757-443-1719 DSN: 312-646-1719 OR BY EMAIL AT: HOUSEHOLDGOODS@NAVY.MIL. - MEMBER DIRECTED: FOR INFORMATION REGARDING YOUR ULTIMATE DUTY STATION CONTACT THE NEAREST DEPARTMENT OF DEFENSE FAMILY SERVICE CENTER OR RELOCATION ASSISTANCE OFFICE. 1-800-372-5463.

- COMPLY WITH MILPERSMAN 1320-090 AND 1320-100 REGARDING TRAVEL AND AUTHORIZED PROCEED TIME IN EXECUTION OF THESE ORDERS.

- FOR COMMAND MAILING ADDRESS CONSULT THE STANDARD NAVAL DISTRIBUTION LIST (SNDL) ONLINE AT HTTP://DONI.DAPS.DLA.MIL/SNDL.ASPX OR VISIT YOUR PSA, PSD OR ADMIN OFFICE.

- YOU ARE OBLIGATED TO SERVE SIX YEARS FOLLOWING COMPLETION OF TRAINING DATE WITHIN THE NAVAL AVIATION TRAINING COMMAND. (REFER PDM 06-N131-01).

(SIGNED)

C. A. COVELL REAR ADMIRAL, U. S. NAVY

COMMANDER NAVY PERSONNEL COMMAND - MEMBER ADVISED: YOUR SATISFACTION MATTERS WE'D LIKE YOUR FEEDBACK; TELL US ABOUT YOUR ORDERS NEGOTIATION EXPERIENCE BY TAKING A 5-10 MINUTE SURVEY AT: HTTPS://WWW.SURVEYMONKEY.COM/S/HVLKJHY SURVEY PASSWORD IS: NAVY

CRMAT 501: REMEMBER TO READ YOUR ORDERS IN THEIR ENTIRETY RS433F PERS433E PERS432

___NNN

TRAINING SUPPORT OFFICE, CORONA BLDG 861 / ROOM 107 / 819-545-9728 / FAX: 619-543 1. Reported 630 6/18/12 Departed	DO, CA -7137 / DSN 735
TIME DATE	TIME DATE
2. Completed Survival Evasion Resistance and Escape (SERE WEST)
CIN: A-2D-4635 CDP: 06T8 CLASS NUMBER:	
3. PER JFTR 410SD you were performing field duty, for is not Payable during the following periods of ethne:	

4. Carry out remainder of basic orders

(b)(6)

VAQ-129 ADMIN/ASDO CHECK-IN/OUT PRINT (b)(3), (b)(6) SIGN (b)(6) DATE JOSUNIZ TIME LOUY



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OBSERVATIONS OF MisHAP Site taken 14 MAR 2013 - Aircraft pieces AND WRECKAGE site ENCOMPASS APPROX 50 ACRES, Spanning 3 Separate poriculture Fields - Mainly wheat. - Impact site is approximately 35 FT Long, 15 feet wide an 10 feet deep at its deepest part. - Overwhelming spell of JET FUEL - Pieces at uncilente pre predomingally SMG/1 - ENGINES AND Miscellaneous girframe pieces an the largest parts. - Engines appeared to be turning et impact - Heading is Approx 130 MAG. - Walke the site with AMC (b)(3), (b)(6); points discussed : - The team conducted of multiple sweeps looking for Remains - Much was farms End (63)

AMC (b)(3), (b)(6) Cont'd - the showed me the point of farthest point of impact - nopease Appears to be landing geor strut. Flew in the Ai-KOPPOX. 3/4 mile. - the asiste with salvage and noted conduir / theory : That ECMO 3' Seat EJECtion COMU- 3 pilled System How been initiated. The HANDLE, Firing motor had been "fired." pilot/ecmo 1 - the notical that ECMOZ mo HAD Not pilot's seat's pourcet motor had not been initiated - He picked up The Port spead Brake Left wing from the exact lastin where down impact Bagon. - All items on top of Aircreft, including human remains and gear in the courset, were to the left (if facing in direction of Flight path) of the impact crater, all items on Bottom of Aircraft were to the right. 2. 3 & top Mc pieces Z misc 3 Bottom

- MY ASJESSmend: Aircraft struck The Grand Left wing down at a step augh poor 4 with lots of energy.

Hey homie....129 has not had any other Class "A" mishaps that were not related to a 4 1/2 bearing failure or a fire, but I will keep digging. I am currently looking at other community stuff, mostly Hornets and Harriers, to see if they have any Class A low levels mishaps. One question though...when you say VAQ-129's mishaps, do you mean A/B/C's or just A's? I can find of the info, but will have to use diff data bases to do so.....just need to know where go look :)

Other than that, how are things going with the SIR? You guys need any help with anything? Anyhoo, I hope you guys are doing well. I am standing by for additional tasking!!!

:)

(b)(6)

-----Original Message-----From: (b)(3),(b)(6) LT VAQ-129, OPS Sent: Tuesday, April 09, 2013 19:30 To: (b)(3),(b)(6) LCDR NAVSAFECEN, 111A Subject: 129 Mishap's

(b)(6) ,

Are you able to find all of VAQ-129's mishaps? The question has come up if 129 has ever had any other low level mishaps. I looked on the Pulse Tracker and that goes back to 2000 (and one that has posted a date of 1969) so I don't think it's a complete listing. Just curious if you had a big excel spreadsheet that you could sort / filter by UIC, squadron, etc. Thanks!

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(b)(6)

12 APR 2013

Encl (90



MEMORANDUM

From: Aviation Safety Analyst, Naval Safety Center To: Commanding Officer, VAQ 129

Subj: SAFETY SURVEY RESULTS - OPERATIONS/TRAINING DEPARTMENTS

- Ref: (a) COMNAVSAFECENINST 5100.8
 - (b) OPNAVINST 3710.7U
 - (c) OPNAVINST 3750.6R
 - (d) OPNAVINST 3500.39B
 - (e) MCO 3500.27B

1. Overall, the Operations and Training Departments are well managed by capable officers who take ORM into account when producing squadron planning products. There are several significant areas of concern detailed below.

2. Notable Takeaways:

- The daily and weekly flight schedules in both the E/A-18G and E-6B side of operations are well planned and sufficiently vetted. Both products are taking into account ORM while maximizing available resources.

The practice of rotating scheduling officers works well in an FRS squadron and is noted as a best practice for this type of command.
The communication between OPS and maintenance is above average.

- Replacement aircrew training is well tracked and managed.

- Instructor qualifications are well tracked and reviewed by the commanding officer weekly.

- ODOs are experienced and empowered to make appropriate changes to the flight schedule when required.

3. Discrepancies Noted:

- The current SOP is signed by the previous CO and needs to be updated and signed.

- The EA-6B operations officer needs a designation letter or designation in the 1301.

(b)(5)

Subj: SAFETY SURVEY RESULTS - OPERATIONS/TRAINING DEPARTMENTS

5. Concerns:

- The lack of a simulator for the EA-6B is a significant safety concern. Approximately 40 CAT-1 aircrew are still in the EA-6B pipeline and are limited by the lack of a local simulator. The transition from a HUD aircraft (T-45) to a non-HUD aircraft for CAT-1 students is made more difficult due to inability to build scan patterns during simulator events. Proficiency for both active duty and reserve aviators is limited by lack of access to a simulator to regain currency after a period of not flying. Projected funding for simulator detachments is not currently available beyond the near future making mitigation through detachment planning difficult.

- The lack of available dry suits for students is limiting the use of overwater airspace for training.

6. To contact the Naval Safety Center analyst for your aircraft type, contact the Aviation Operations Division at DSN 564-3520 ext 7811 (comm. 757-444-3520) or email us at SAFE-CODE11@NAVY.MIL.

(b)(6)

(b)(3), (b)(6) LCDR USN

PTTUZYUW RHOIAAA1234 0761318-UUUU--RHSSSUU. ZNR UUUUU P 061315Z MAY 13 FM COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO// TO FLTREADCEN NORTHWEST WHIDBEY ISLAND WA//SUPPLY// VAQRON TWO ZERO NINE//QAR/QAS// AIG 423 INFO COMNAVAIRPAC SAN DIEGO CA//N421/N421A/N421F3/N422// COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO/PMA234/ PMA234J52// COMVAQWINGPAC WHIDBEY ISLAND WA//MAINT// FLTREADCENSOUTHEAST JACKSONVILLE FL//EA-6BFST/ CUSTSRVREP// NAS WHIDBEY ISLAND WA//AIMD/N432/NA// PEOTACAIR PATUXENT RIVER MD//PMA234// ВΤ UNCLAS//N04790// MSGID/GENADMIN/MIL-STD-6040(SERIES)/B.0.01.00 /COMNAVAIRSYSCOM PAX DRPO/-/-/-/USA/UNCLASSIFIED// SUBJ/EA-6B CAT I EI FINAL REPORT - AOA INDICATOR - 158815 MISHAP// REF/A/DOC/COMNAVAIRFORINST 4790.2B/15MAY2012// REF/B/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/261831ZMAR2013// REF/C/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/291332ZMAR2013// REF/D/DOC/NAVAIR 05-20NB-57/01NOV2009// NARR/REF A IS THE NAVAL AVIATION MAINTENANCE PROGRAM. REF B IS THE ORIGINAL DEFICIENCY REPORT SUBMITTED BY VAORON ONE TWO NINE. REF C IS THE PRELIMINARY REPORT WHICH ASSIGINED EI CONTROL NR. WC3EI-EA-6B-0015-13M. REF D IS DEPOT MAINTENANCE WITH IPB ANGLE OF ATTACK INDICATOR.// POC/ '-/FLTREADCENSOUTHEAST JACK/LOC:EA-6B FST (b)(6) //DSN: TEL: '/ (b)(6) (b)(6) GENTEXT/REMARKS/THIS MESSAGE WAS AUTO GENERATED FROM THE JDRS WEBSITE FOR NON-WEB SITE CAPABLE ORGANIZATIONS. THE REPORT WAS ORIGINATED BY: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST. IF RESPONSE VIA WEB SITE IS NOT POSSIBLE, TO: LINE RECIPIENTS SHOULD ADDRESS RESPONSE DIRECTLY TO: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST WHEN APPROPRIATE. THIS DEFICIENCY REPORT WILL BE PROCESSED VIA THE JDRS WEBSITE. FOR FURTHER DETAILS OR REAL TIME STATUS VISIT THE JDRS WEB SITE AT: JDRS.MIL. 1. VAQ-129/N09995 2. N09995-13-1067 3. TMS/MDS: EA-6B, BUNO: 158815, NOMENCLATURE: AOA INDICATOR, P/N: SLZ9078, S/N: UNK, LOT/BATCH NR: UNK, NSN: UNK - 000843737, CONTRACT NR: UNK, WUC/LCN: 56860 4. FLTREADCENSOUTHEAST JACKSONVILLE FL 5. ICN: WC3EI-EA6B-0015-13M TIME SINCE NEW: N/A TIME SINCE REWORK: N/A 6. LAST REPAIR DATE: NA 7. BACKGROUND (DESCRIPTION OF DEFICIENCY): IAW REF A, REF B REPORTED 8. COMPONENT WAS RECOVERED FROM CLASS A MISHAP SITE OF EA-6B PROWLER 158815. REF C ASSIGNED EI CONTROL NR. WC3EI-EA6B-0015-13M. 9. DESCRIPTION OF FINDINGS (VALIDATION OF DEFICIENCY): A. UPON RECEIPT, A VISUAL EXAMINATION OF THE EI EXHIBIT WAS PERFORMED. REF D

WAS USED TO IDENTIFY INDICATOR COMPONENTS AND PART NUMBERS. THE FOLLOWING ANGLE OF ATTACK (AOA) INDICATOR DISCREPANCIES WERE IDENTIFIED: (1) ONLY A PARTIAL INDICATOR WAS RECEIVED, MISSING CASE P/N 953-49-1. (2) INDICATOR BEZEL P/N 956-11 MISSING GLASS. (3) INDICATOR POINTER P/N 913-487 WAS COMPRESSED AGAINST THE INDICATOR DIAL ASSY P/N 953-35. (4) COMPRESSION DAMAGE TO BEZEL FACE ASSEMBLY. Β. INDICATOR OFF FLAG IS DISPLAYED. С. INDICATOR POINTER COMPRESSED AGAINST THE DIAL ASSY AT THE 20 UNITS AOA POSITION. INDICATOR DIAL OPTIMUM APPROACH FIXED INDEX SET AT 17 UNITS. D. Ε. INDICATOR STALL WARNING INDEX IS MISSING BUT THE LOCATION ON THE DIAL WHERE THE STALL WARNING INDEX WAS ATTACHED IS AT THE 21 UNITS AOA POSITION. F. INDICATOR CLIMB INDEX IS AT 10 UNITS AGA POSITION. INDICATOR CRUISE INDEX IS AT THE 9 UNITS AGA POSITION. G. Η. LIGHT BULB ANALYSIS OF THE INDICATOR RED LIGHTING WAS PERFORMED REVEALING LIGHT BULB FILAMENT FRACTURES CONSISTENT WITH BEING NOT ILLUMINATED AT IMPACT. SEE ATTACHED LAB REPORT IN JDRS. 10. CONCLUSIONS: A. THE AOA INDICATOR POINTER ASSY IS CONNECTED TO A GEAR AND SHAFT ASSEMBLY THAT IS DRIVEN BY AN ELECTRICAL WINDING ASSY. WHEN ELECTRICAL POWER IS REMOVED FROM THE INDICATOR, THE POINTER IS NOT FREE TO MOVE IF THE INDICATOR IS EXPOSED TO X, Y OR Z AXIS G FORCES. THE POINTER ASSEMBLY WAS ALSO RIGIDLY COMPRESSED AGAINST THE INDICATOR DIAL ASSEMBLY MOST LIKELY BY THE DESTRUCTION OF THE BEZEL GLASS DURING IMPACT. BASED ON THESE TWO FACTS THE INDICATOR POINTER WAS MOST LIKELY AT APPROXIMATELY 20 UNITS OF AOA AT IMPACT. Β. THE LIGHT BULB ANALYSIS CONFIRMS THE INDICATOR INTERNAL BACK LIGHTING WAS NOT ELECTRICALLY POWERED AT IMPACT. ELECTRICAL POWER TO THE LIGHT BULBS WOULD NOT HAVE BEEN AVAILABLE AT THE AOA INDICATOR FOR ANY OF THE FOLLOWING LIKELY REASONS: (1) THE INSTRUMENT LIGHT THUMBWHEEL ON MASTER LIGHT CONTROL PANEL (04A3) WAS IN THE OFF OR ZERO POSITION. (2) THE NVIS/NORMAL SWITCH ON MASTER LIGHT CONTROL PANEL (04A3) WAS IN THE NVIS (NIGHT VISION) POSITION. (3) 1.5 TO 5 VOLTS AC WAS DISABLED DUE TO SOME TYPE OF FAILURE OF THE AIRCRAFT AC ELECTRICAL POWER DISTRIBUTION AND CONTROL SYSTEM. 11. **RECOMMENDATIONS: NA** 12. RELATED INFORMATION: NONE. 13. PENDING ACTIONS: NA JDRS WEB SITE HAS A SUPPORTING DOCUMENT ATTACHED. ACCESS WEB 14. SITE TO VIEW SUPPORTING DOCUMENTS. 15. THIS IS CONSIDERED CLOSING ACTION ON CAT I EI RCN: N09995-13-1067, INVESTIGATION CONTROL NUMBER WC3EI-EA6B-0015-13M.// ΒT #1234 NNNN

PTTUZYUW RHOIAAA1234 0761318-UUUU--RHSSSUU. ZNR UUUUU P 031738Z MAY 13 FM COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO// TO FLTREADCEN NORTHWEST WHIDBEY ISLAND WA//SUPPLY// AIG 423 VAQRON ONE TWO NINE//N4/NA/QAS// INFO COMNAVAIRPAC SAN DIEGO CA//N421/N421A/N421F3/N422// COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO/PMA234/ PMA234J52// COMVAQWINGPAC WHIDBEY ISLAND WA//MAINT// FLTREADCENSOUTHEAST JACKSONVILLE FL//EA-6BFST// NAS WHIDBEY ISLAND WA//AIMD/N432/NA// COMNAVSAFECEN NORFOLK VA//NA// BTUNCLAS//N04790// MSGID/GENADMIN/MIL-STD-6040(SERIES)/B.0.01.00 /COMNAVAIRSYSCOM PAX DRPO/-/-/-/USA/UNCLASSIFIED// SUBJ/EA-6B CAT I EI FINAL REPORT - ACCELEROMETER// REF/A/DOC/COMNAVAIRFORINST 4790.2B/15MAY2012// REF/B/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/261820ZMAR2013// REF/C/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/291327ZMAR2013// REF/D/DOC/NAVAIR 05-20KH-2, CHG 2/01MAY1967// NARR/REF A IS THE NAVAL AVIATION MAINTENANCE PROGRAM. REF B IS THE ORIGINAL DEFICIENCY REPORT SUBMITTED BY VAQRON ONE TWO NINE. REF C IS THE PRELIMINARY REPORT WHICH ASSIGNED EI CONTROL NR. WC3EI-EA6B-0012-13M. REF D IS ILLUSTRATED PARTS BREAKDOWN MANUAL, ACCELEROMETER PART NUMBER 3426-5G-B2.// POC/ (b)(6) !/-/FLTREADCENSOUTHEAST JACK/LOC:EA-6B FST //DSN: /TEL: (b)(6) (b)(6) 11 GENTEXT/REMARKS/THIS MESSAGE WAS AUTO GENERATED FROM THE JDRS WEBSITE FOR NON-WEB SITE CAPABLE ORGANIZATIONS. THE REPORT WAS ORIGINATED BY: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST. IF RESPONSE VIA WEB SITE IS NOT POSSIBLE, TO: LINE RECIPIENTS SHOULD ADDRESS RESPONSE DIRECTLY TO: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST WHEN APPROPRIATE. THIS DEFICIENCY REPORT WILL BE PROCESSED VIA THE JDRS WEBSITE. FOR FURTHER DETAILS OR REAL TIME STATUS VISIT THE JDRS WEB SITE AT: JDRS.MIL. 1. VAQ-129/N09995 2. N09995-13-1063 TMS/MDS: EA-6B, BUNO: 158815, NOMENCLATURE: ACCELEROMETER, P/N: 3. 3534100, S/N: UNK, LOT/BATCH NR: UNK, NSN: UNK - 015240632, CONTRACT NR: UNK, WUC/LCN: 51X3Z 4. FLTREADCENSOUTHEAST JACKSONVILLE FL 5. ICN: WC3EI-EA6B-0012-13M 6. TIME SINCE NEW: N/A TIME SINCE REWORK: N/A 7. LAST REPAIR DATE: NA BACKGROUND (DESCRIPTION OF DEFICIENCY): A. IAW REF A, REF B 8. REPORTED COMPONENT RECOVERED FROM CLASS A MISHAP SITE OF EA-6B REF C ASSIGNED EI CONTROL NR. WC3EI-EA6B-0012-13M. REF D AIRCRAFT. IS UTILIZED FOR IDENTIFICATION OF INDICATOR COMPONENTS AND PART NUMBERS CALLED OUT BELOW. UPON 9. DESCRIPTION OF FINDINGS (VALIDATION OF DEFICIENCY): A.

RECEIPT OF EI EXHIBIT A VISUAL EXAMINATION WAS PERFORMED IDENTIFIYING THE FOLLOWING DISCREPANCIES: THE ONLY INDICATOR PARTS RECEIVED ARE HALF OF SPRING MECHANISM (1)ASSEMBLY P/N 1616860-1, INDICATOR DIAL P/N C34-5G, MAIN POINTER P/N 722218-1, PLUS POINTER P/N 722217-1 AND MINUS POINTER P/N 722216-1. THE INDICATOR DIAL IS COMPRESSED AGAINST THE SPRING MECHANISM (2)ASSEMBLY. (3) THE MAIN POINTER IS HALF MISSING BUT IS ALIGNED TO POINT AT THE POSITIVE 8 1/2 G POSITION ON THE DIAL. THE PLUS POINTER ASSEMBLY IS INTACT AND ALIGNED WITH (4)APPROXIMATELY THE POSITIVE 10 G POSITION. THE MINUS POINTER IS HALF MISSING BUT IS ALIGNED TO POINT AT THE (5)NEGATIVE 1 G POSITION. (6) ALL THREE NEEDLE POINTERS ARE COMPRESSED AGAINST THE INDICATOR DIAL. B. REFER TO PHOTOS ATTACHED TO JDRS WEBSITE FOR THIS EICN. 10. CONCLUSIONS: A. THE COMPRESSION DIRECTION OF THE INDICATOR DIAL AND POINTER NEEDLES INDICATES THE DAMAGE MOST LIKELY OCCURED AT IMPACT. THE DIAL AND POINTER NEEDLES APPEAR TO HAVE BEEN FORCED THROUGH THE INDICATOR FACE GLASS LOCKING THE THREE POINTER NEEDLES IN THE POSITIONS DESCRIBED IN THE DESCRIPTION OF FINDINGS PARAGRAPH. UTILIZING REF D, ANALYSIS OF POINTER MECHANISM ASSEMBLY P/N Β. 1616860-1 CONFIRMS THE INDICATOR PART NUMBER IS 3426-5G-B1 VICE 3534100 AS LISTED IN THE REF B. 11. RECOMMENDATIONS: NA 12. RELATED INFORMATION: NA 13. PENDING ACTIONS: NA 14. JDRS WEB SITE HAS A SUPPORTING DOCUMENT ATTACHED. ACCESS WEB SITE TO VIEW SUPPORTING DOCUMENTS. 15. THIS IS CONSIDERED CLOSING ACTION ON CAT I EI RCN: N09995-13-1063, INVESTIGATION CONTROL NUMBER WC3EI-EA6B-0012-13M.//

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PTTUZYUW RHOIAAA1234 0761318-UUUU--RHSSSUU. ZNR UUUUU P 301626Z APR 13 FM COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO// TO FLTREADCEN NORTHWEST WHIDBEY ISLAND WA//SUPPLY// VAQRON ONE TWO NINE//QAS// AIG 423 INFO COMNAVAIRPAC SAN DIEGO CA//N421/N421A/N421F3/N422// COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO/PMA234/ PMA234J52/4.1.1.1/ACEFST// COMVAQWINGPAC WHIDBEY ISLAND WA//MAINT// FLTREADCENSOUTHEAST JACKSONVILLE FL//EA-6BFST/ CUSTSRVREP// NAS WHIDBEY ISLAND WA//AIMD/N432/NA// PEOTACAIR PATUXENT RIVER MD//PMA234// COMNAVSAFECEN NORFOLK VA//NA// BT UNCLAS//N04790// MSGID/GENADMIN/MIL-STD-6040(SERIES)/B.0.01.00 /COMNAVAIRSYSCOM PAX DRPO/-/-/-/USA/UNCLASSIFIED// SUBJ/EA-6B CAT I EI FINAL REPORT - ATTITUDE REFERENCE INDICATOR// REF/A/DOC/COMNAVAIRFORINST 4790.2B/15MAY2012// REF/B/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/261841ZMAR2013// REF/C/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/281504ZMAR2013// REF/D/DOC/NAVAIR 05-20QA-62/01JUL2009// REF/E/RPT/MESR 2013JX01050/25APR2013// NARR/REF A IS THE NAVAL AVIATION MAINTENANCE PROGRAM. REF B IS MISHAP EI REQUEST FOR THIS COMPONENT. REF C IS THE PRELIMINARY EI RESPONSE. REF D IS TECHNICAL MANUAL, DEPOT LEVEL MAINTENANCE WITH IPB, ATTITUDE REFERENCE INDICATOR. REF E IS AN FRCSE JAX MATERIALS ENGINEERING REPORT.// POC/ (b)(6) /-/FLTREADCENSOUTHEAST JACK/LOC:EA-6B FST //DSN: (b)(6) /TEL: 11 (b)(6) GENTEXT/REMARKS/THIS MESSAGE WAS AUTO GENERATED FROM THE JDRS WEBSITE FOR NON-WEB SITE CAPABLE ORGANIZATIONS. THE REPORT WAS ORIGINATED BY: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST. IF RESPONSE VIA WEB SITE IS NOT POSSIBLE, TO: LINE RECIPIENTS SHOULD ADDRESS RESPONSE DIRECTLY TO: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST WHEN APPROPRIATE. THIS DEFICIENCY REPORT WILL BE PROCESSED VIA THE JDRS WEBSITE. FOR FURTHER DETAILS OR REAL TIME STATUS VISIT THE JDRS WEB SITE AT: JDRS.MIL. 1. VAQ-129/N09995 2. N09995-13-1069 3. TMS/MDS: EA-6B, BUNO: 158815, NOMENCLATURE: ATTITUDE INDICATOR, P/N: 501-1277-01, S/N: UNK, LOT/BATCH NR: UNK, NSN: UNK - 010882352, CONTRACT NR: UNK, WUC/LCN: 56X1T FLTREADCENSOUTHEAST JACKSONVILLE FL 4. 5. ICN: WC3EI-EA6B-0010-13M 6. TIME SINCE NEW: N/A TIME SINCE REWORK: N/A LAST REPAIR DATE: NA 7. 8. BACKGROUND (DESCRIPTION OF DEFICIENCY): IAW REF A, REF B REPORTED THAT AN ATTITUDE REFERENCE INDICATOR, ID-1791A/A, WAS RECOVERED FROM THE CRASH SITE OF BUNO 158815. REF C REQUESTED SHIPMENT OF THE

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EXHIBIT AND ASSIGNED EI CONTROL NR. WC3EI-EA6B-0010-13M.

DESCRIPTION OF FINDINGS (VALIDATION OF DEFICIENCY): A. 9. REFER TO NAVAIR 05-20QA-62, REF D, FIGURES 6 AND 7 FOR CLARIFICATION AND LOCATION OF ATTITUDE REFERENCE INDICATOR SUB-COMPONENTS REFERENCED BELOW. THE FRCSE MATERIALS LAB REPORT, REF E, IS INCLUDED WITH FINAL REPORT IN JDRS, AS ARE PHOTOS TAKEN DURING THE INVESTIGATION. Β. THE MISHAP ATTITUDE REFERENCE INDICATOR (ARI) WAS SEVERELY DAMAGED, WITH FACE OF THE INDICATOR MISSING, THE REAR PORTION OF THE INDICATOR COVER RIPPED OPEN AND MOST INTERNAL COMPONENTS MISSING. THE INDICATOR SPHERE WAS STILL RETAINED WITHIN THE UNIT, AND IT WAS PARTIALLY CRUSHED. THE REAR OF THE INDICATOR CASE ALONG WITH THE IDENTIFICATION PLATE AND AIRCRAFT ELECTRICAL HARNESS WAS TORN FROM THE UNIT AND WAS NOT RECOVERED. THE ONLY EXTERNAL DEBRIS FOUND ON THE INDICATOR, AS SHIPPED TO THE FST, WAS SOIL AND PLANT MATTER. THERE IS AN OVERHAUL STICKER ON THE SIDE OF THE CASE, (FRCSW NORTH ISLAND, FIRST QTR, 2009).

C. THE INDICATOR SPHERE WAS LARGELY INTACT, AND SEIZED IN POSITION. THE AIRCRAFT ATTITUDE INDICATED WAS NEARLY KNIFE EDGE, LEFT WING DOWN. DUE TO THE CRUSHING FORCES OF THE INDICATOR COVER AND HOUSING ASSEMBLY, THE FRONT OF THE INDICATOR SPHERE WAS BROKEN SO AN ACCURATE READING OF PITCH WAS NOT INITIALLY MADE.

D. THE MISHAP INDICATOR WAS FORWARDED TO THE FRCSE MATERIALS LAB, TO HAVE THE COVER CUT AWAY AND THE SPHERE REASSEMBLED, WITH THE INTENT TO GET A MORE ACCURATE PITCH READING. WHEN THE CASE WAS CUT AND PEELED BACK TO EXPOSE THE INDICATOR SPHERE, ENGINEERING DISCOVERED THAT THE INDICATOR SPHERE WAS MOSTLY INTACT AND STILL SECURED TO THE SPUR GEAR AND SPHERE HOUSING. THE SPHERE HOUSING WAS ENTIRELY INTACT AS WAS THE PORTION OF THE HOUSING ASSEMBLY (THE FRAME OF THE UNIT) WHERE IT MATES.

E. UTILIZING AN UNDAMAGED ARI FROM A SARDIP AIRCRAFT, AN ACCURATE POSITION OF THE SPHERE IN THE MISHAP ARI WAS RE-CREATED. THE ATTITUDE SPHERE WAS POSITIONED AS IN THE MISHAP UNIT FOR A DIRECT COMPARISON, AND A READING OFF OF THE GOOD ARI WAS TAKEN. THE POSITION OF THE MISHAP ATTITUDE REFERENCE INDICATOR IS NEARLY KNIFE-EDGED LEFT WING DOWN, WITH A NOSE-DOWN ATTITUDE BETWEEN 15 AND 20 DEGREES. ENGINEERING CONSIDERS THIS TO BE A RELIABLE INDICATION OF ATTITUDE AT IMPACT.

F. THERE ARE TWO ATTITUDE REFERENCE INDICATORS IN THE EA-6B AIRCRAFT, ONE IN THE FRONT COCKPIT, AND ANOTHER IN THE REAR COCKPIT. WITHOUT THE AIRCRAFT HARNESS ATTACHED TO THE UNIT, ENGINEERING WAS UNABLE TO DETERMINE WHICH ARI THIS WAS.

10. CONCLUSIONS: A. THE ATTITUDE REFERENCE INDICATOR RECOVERED FROM THE CRASH OF 158815 AND SENT TO EA-6B FST ENGINEERING FOR ANALYSIS WAS SEVERELY DAMAGED, HOWEVER THE INDICATOR SPHERE, THE SPHERE HOUSING, AND A CRITICAL PORTION OF THE HOUSING FRAME WAS INTACT. AT IMPACT, THE UNIT WAS INDICATING AN AIRCRAFT ATTITUDE OF KNIFE EDGE (APPROX 90 DEGREES) LEFT-WING-DOWN, AND A NOSE-DOWN PITCH BETWEEN 15 AND 20 DEGREES. ENGINEERING BELIEVES THIS TO BE A RELIABLE ATTITUDE INDICATION.

B. THE REAR OF THE UNIT WAS TORN AWAY ALONG WITH THE AIRCRAFT WIRING HARNESS, SO ENGINEERING WAS UNABLE TO DETERMINE WHETHER THIS ARI WAS FROM THE FRONT OR THE REAR COCKPIT.

11. RECOMMENDATIONS: NA

12. RELATED INFORMATION: NA

13. PENDING ACTIONS: NA

14. JDRS WEB SITE HAS A SUPPORTING DOCUMENT ATTACHED. ACCESS WEB SITE TO VIEW SUPPORTING DOCUMENTS.

15. THIS IS CONSIDERED CLOSING ACTION ON CAT I EI RCN: N09995-13-1069, INVESTIGATION CONTROL NUMBER WC3EI-EA6B-0010-13M.// BT #1234

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PTTUZYUW RHOIAAA1234 0761318-UUUU--RHSSSUU. ZNR UUUUU P 011954Z MAY 13 FM COMNAVAIRSYSCOM PATUXENT RIVER MD//DRPO// TO NAS WHIDBEY ISLAND WA//SUPPLY// VAQRON ONE TWO NINE//QAS/N4/NA// AIG 423 INFO COMNAVAIRFOR SAN DIEGO CA//N412C/N421M// COMNAVAIRPAC SAN DIEGO CA//N421/N421A// COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.1H/3.3.1/ 4.1.1.1/DRPO// COMNAVSAFECEN NORFOLK VA//NA// FLTREADCENSOUTHEAST JACKSONVILLE FL//4.0EICLRHS/4.5.1/ 4.8.9.2/EA-6B4.1.1/EA-6BFST/EA-6BFST.3// NAS WHIDBEY ISLAND WA//AIMD/N432// PEOTACAIR PATUXENT RIVER MD//PMA234// VAQRON ONE TWO NINE//N4/NA/QAS// BΤ UNCLAS//N04790// MSGID/GENADMIN/MIL-STD-6040(SERIES)/B.0.01.00 /COMNAVAIRSYSCOM PAX DRPO/-/-/-/USA/UNCLASSIFIED// SUBJ/EA-6B CAT I EI FINAL REPORT - LIGHT ASSEMBLY, MASTER CAUTION// REF/A/DOC/COMNAVAIRFORINST 4790.2B/15MAY2012// REF/B/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/191545ZAPR2013// REF/C/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/191751ZAPR2013// REF/D/MSG/COMNAVAIRSYSCOM PATUXENT RIVER/261826ZMAR2013// REF/E/RPT/MESR 2013JX01040/24APR2013// NARR/REF A IS THE NAVAL AVIATION MAINTENANCE PROGRAM. REF B IS THE ORIGINAL DEFICIENCY REFPORT SUBMITTED BY THE EA-6B FST AT ISSC JAX. REF C IS THE PRELIMINARY REPORT WHICH ASSIGINED EI CONTROL NR. WCSEI-EA6B-0046-13M. REF D IS VAQ-129 EIR, RCN N09995-13-1066. REF E IS ISSC JAX MATERIALS ENGINEERING REPORT.// POC/ (b)(6) /-/FLTREADCENSOUTHEAST JACK/LOC:EA-6B FST //DSN: TEL: (b)(6) (b)(6) / GENTEXT/REMARKS/THIS MESSAGE WAS AUTO GENERATED FROM THE JDRS WEBSITE FOR NON-WEB SITE CAPABLE ORGANIZATIONS. THE REPORT WAS ORIGINATED BY: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST. IF RESPONSE VIA WEB SITE IS NOT POSSIBLE, TO: LINE RECIPIENTS SHOULD ADDRESS RESPONSE DIRECTLY TO: ----- FLTREADCENSOUTHEAST JACKSONVILLE FL/EA-6BFST WHEN APPROPRIATE. THIS DEFICIENCY REPORT WILL BE PROCESSED VIA THE JDRS WEBSITE. FOR FURTHER DETAILS OR REAL TIME STATUS VISIT THE JDRS WEB SITE AT: JDRS.MIL. 1. EA-6B FST/N65886 2. N65886-13-4011 TMS/MDS: EA-6B, BUNO: 158815, NOMENCLATURE: LIGHT ASSEMBLY, MASTER CAUTION, P/N: GL806B3B, S/N: N/A, LOT/BATCH NR: N/A, NSN: UNK - N/A, CONTRACT NR: N/A, WUC/LCN: 49210 4. FLTREADCENSOUTHEAST JACKSONVILLE FL 5. ICN: WC3EI-EA6B-0046-13M TIME SINCE NEW: UBKNOWN TIME SINCE REWORK: UNKNOWN 6. 7. LAST REPAIR DATE: NA BACKGROUND (DESCRIPTION OF DEFICIENCY): A. 8. IAW REF A, REF B REPORTED COMPONENT WAS RECOVERED FROM THE CLASS A MISHAP SITE OF

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EA-6B AIRCRAFT. REF C ASSIGNED EI CONTROL NR. WC3EI-EA6B-0046-13M. Β. EXHIBIT WAS RECEIVED AS A SUBASSY OF ECMO1 INSTRUMENT PANEL RECEIVED WITH REF D EI EXHIBIT FOR AIRCRAFT CLOCK (RCN N09995-13-1066; EICN WC3EI-EA6B-0013-13M). THIS EIR WAS INITIATED BY THE EA-6B FST NOT BY THE MISHAP SQUADRON. 9. DESCRIPTION OF FINDINGS (VALIDATION OF DEFICIENCY): A. MASTER CAUTION LIGHT ASSEMBLY (04A6) LOCATED IN ECMO #1 FWD INSTRUMENT PANEL WAS RECEIVED MISSING DISPLAY DIFFUSER LABELLED MASTER CAUTION. B. THE TWIN LIGHT BULB ASSEMBLY WAS RECEIVED FULLY INTACT WITH MINIMAL DAMAGE. C. MOUNTED IN THE LIGHT BULB ASSEMBLY WERE TWO FULLY INTACT MS25237-327 LIGHT BULBS. THE TWO LIGHT BULBS WERE SUBMITTED TO THE MATERIALS LAB FOR A D. LIGHT BULB ANALYSIS. ONE OF THE TWO LIGHT BULB INTERNAL FILAMENTS DISPLAYED THE CHARACTERISTICS CONSISTENT WITH BEING ILLUMINATED DURING IMPACT. THE OTHER LIGHT BULB INTERNAL FILAMENT DISPLAYED CHARACTERISTICS CONSISTENT WITH NOT BEING ILLUMINATED AT IMPACT. SEE MATERIALS LAB REPORT (REF E) ON THE JDRS WEBSITE FOR FURTHER INFORMATION AND PICTURES. 10. CONCLUSIONS: A. THE TWO MASTER CAUTION LIGHT ASSEMBLY BULBS ARE ELECTRICALLY WIRED IN PARALLEL SO ONE BULB CAN BE INOP WITHOUT AFFECTING OPERATION OF THE OTHER BULB. IT IS CONCEIVABLE THAT ONE LIGHT BULB FILAMENT FAILED PRIOR TO IMPACT AND THEREFORE DISPLAYED COLD OR NON-ILLUMINATED FRACTURE CHARACTERISTICS. BECAUSE OF THE MATERIALS LAB ANALYSIS CONFIRMATION THAT ONE OF Β. THE TWO MASTER CAUTION LIGHT BULBS WAS ILLUMINATED AT TIME OF AIRCRAFT IMPACT (SEE REF E), IT CAN ALSO BE INFERRED THAT ONE OF THE 29 AIRCRAFT SYSTEMS THAT ARE MONITORED BY THE CAUTION ADVISORY PANEL HAD ACTIVATED THE MASTER CAUTION SYSTEM PRIOR TO IMPACT INDICATING A FAILURE OR OTHER SYSTEM DEGRADED CONDITION HAD OCCURRED. C. WHICH ONE OR MORE OF THE 29 MONITORED AIRCRAFT SYSTEMS ACTIVATED THE MASTER CAUTION LIGHT CANNOT BE DETERMINED BY THIS EI ANALYSIS ALONE. BECAUSE ONE OF THE MASTER CAUTION LIGHT BULBS WAS ILLUMINATED AT D. IMPACT, IT CAN ALSO BE CONCLUDED THAT 28 VDC ESSENTIAL BUS ELECTRICAL POWER WAS AVAILABLE ON THE AIRCRAFT PRIOR TO IMPACT. 11. RECOMMENDATIONS: NA 12. RELATED INFORMATION: NA 13. PENDING ACTIONS: NA JDRS WEB SITE HAS A SUPPORTING DOCUMENT ATTACHED. ACCESS WEB 14. SITE TO VIEW SUPPORTING DOCUMENTS. 15. THIS IS CONSIDERED CLOSING ACTION ON CAT I EI RCN: N65886-13-4011, INVESTIGATION CONTROL NUMBER WC3EI-EA6B-0046-13M.// BΤ #1234 NNNN