

IUT RESPONSIBILITIES

CDO DUTY

All O3 IUTs can expect to be assigned as TRAWING FIVE Command Duty Officer (CDO) and/or Supernumery while at the FITU. Duty is a one-week period, 0800 Monday to 0800 the next Monday, including holidays. Prior to standing the watch, all IUTs will attend a CDO Watch Brief. You will be scheduled for the CDO brief.

Watch turnover is 1530, Monday in the second deck lounge of the Wing building. Instructions and duties will be given at that time. Flight suit is considered the uniform of the day

The FITU Senior Watch Officer (SWO) is the Senior Scheduler. You must notify the SWO NLT the 15th of the month if you will be on leave or have “no duty” day requests during the coming month.

Wing CDO is essentially an “after hours” duty with the following exception:

Flights are considered secondary to duty. All pending CDO action must be concluded prior to departure, or flights must be delayed or cancelled. Therefore, you may fly after 0800 but must be on deck and able to assume CDO duty NLT 1600, in other words, ODB 1500.

RUNWAY DUTY OFFICER (RDO)

These requirements per COMTRAWINGFIVEINST 1601.1Series

MANDATORY O3 FOR VT-2
MANDATORY O4 AND BELOW FOR VT-3 AND VT-6!

You are required to stand three (3) full RDO watches. One RDO must be conducted at Brewton and is required POV. Two RDOs are coordinated with the squadron manning the station. For these you will fly with the assigned RDO. The RDO card (*found in your training jacket*) must be signed off by the Watch Officer at each outlying field you visit. Return the RDO card to your training jacket when you have obtained all of the required signatures. Briefly, requirements for RDO:

- (1) After you complete NATOPS, you may snivel for RDO visits.
- (2) Review the COMTRAWINGINST 1601.1Series. See R&I binder.
- (3) You must do the TW-5 RDO WHEELS WATCH and the NASWF ODO lectures **PRIOR** to your first visit. These should be scheduled, but if you are past the block on the board, snivel for them. Wheels Watch is given after part two of the Course Rules lecture, in the same room, same day.
- (4) Observe and/or discuss civilian arrivals and departures with the duty RDO at either OLF Brewton or OLF Evergreen.

(5) One watch must be stood at the solo field (Evergreen).

(6) IUT must open one OLF and close one OLF.

(7) Observe a qualified RDO manage a multiple aircraft landing pattern before manning the helm on the first watch.

(8) The IUT should log a minimum of 50 landings over the course of the three watches.

POV DRIVING DIRECTIONS

BREWTON: Exit NAS Whiting Field via the main gate. Turn right (north) at the signal light (Florida Hwy 87). Continue north for approximately 32 miles toward Brewton. Hwy 87 becomes Alabama Hwy 41. Brewton airport is about 3.5 miles north of the Alabama State line.

FLYING TO RDOs.

THE NAVFLIR. Stay with the RDO until he completes the NAVFLIR. Return copies of the NAVFLIR to the NAVFLIR box on the FITU Admin desk. This will ensure the flight time is entered in your log book.

(1) The Mission Flight Code for RDO visits is 2R2.

(2) Show take off and landing times for each leg flown.

HUREVAC OPERATIONS

IUTs holding a current T-6B Instrument Check and NATOPS qualification are eligible for HUREVAC flyaway operations during hurricane season. Be prepared to depart at a moment's notice. Send or take your family away EARLY.

Past experience teaches us to have an evacuation plan ready and implement it before emergency conditions exist. Heavy traffic in any direction out of Pensacola makes last minute evacuations impossible. If you plan to leave the area, obtain hotel reservations for your family 4-5 days prior to the anticipated hurricane arrival. Hotels going north fill rapidly when a hurricane is approaching. When you return, give the FITU OIC (and your squadron CO) a status report of any damage, etc. Expect to operate radios and other "gopher" duties if you are "MED Down" as the hurricane approaches.