TH-57 IN-FLIGHT GUIDE

APRIL 2017*

Commander, Training Air Wing FIVE (CTW-5)

NAS Whiting Field, Milton, FL

COMTRAWINGFIVEINST 3710.9

CHIEF NAVAL AIR TRAINING (CNATRA)
TRANING WING FIVE
NAS Whiting Field, Milton FL, 32580

1. The material in this guide is derived from Naval and CNATRA directives. It is intended for use as an in-flight reference only and is not a substitute for official publications. Forward suggestions for changes and/or errors noted to TW-5 STAN.
2. This booklet includes NASWF TW-5 In-flight Guide.

Page	**CH #**	**Page**	**CH #**	**Page**	**CH #**

R&I Number	**Date Posted**	**Initials**	**R&I Number**	**Date Posted**	**Initials**

TH57 Channelized Preset Frequencies

UHF PRESETS		
CH	FREQ	FACILITY
1	273.575	South Whiting Field ATIS
2	355.600	Clearance Delivery
3	317.650	South Whiting Field Ground
4	348.675	South Whiting Field Tower
5	303.600	HT-8 (Eightball)
6	255.100	HT-18 (Factoryhand)
7	365.700	HT-28 (Lucky)
8	253.100	HITU (Bladerunner)
9	250.000	NOLF Pace
10	358.800	NOLF Spencer
11	361.100	NOLF Santa Rosa
12	237.900	NOLF Harold
13	251.300	NOLF Site 8
14	328.200	Green Route
15	262.700	Orange Route
16	316.400	Purple Route
17	308.650	Eastern Formation Common
18	277.000	East Bay Common/Secondary Formation Common
19	311.400	Western Area/Western Formation Common
20	281.750	Eastern Area Common
VHF PRESETS		
1	121.95	Instructor Common
2	121.40	South Whiting Field Tower
3	124.85	Pensacola Approach (NDZ)
4	135.15	PNS TRACON Lakes Monitor
5	124.05	Eglin Approach
6	119.00	Pensacola Approach East (PNS)
7	118.60	Pensacola Approach West (PNS)
8	119.90	Pensacola Regional Tower (PNS)

Local Frequencies

NAS WHITING FIELD	
KNDZ Base Ops	233.7
Metro (PMSV)	316.95
South Whiting Maintenance	279.2
PENSACOLA AIR TRAFFIC CONTROL (TRACON)	
North Sector	263.125
South Sector	269.375, 385.4, 118.6
Western Arrival Radar	351.825, 118.6
Sherman GCA	278.8, 285.625, 289.8, 318.8
CENTERS	
Atlanta	351.9, 118.55
Jacksonville	251.1, 350.2, 120.2, 134.15
MOA Entry	338.3
NAS PENSACOLA (SHERMAN)	
Sherman Tower	340.2, 120.7
ATIS	266.8, 124.35
METRO	359.6
NOLF CHOCTAW	
Tower	380.8, 315.6, 121.4
Ground	336.4, 121.7
ATIS	282.0
EGLIN - DUKE FIELD	
Tower	290.425, 133.2
Ground	251.125
EGLIN - HURLBURT FIELD	
Tower	351.675, 126.5
BOB SIKES CTAF / PENSACOLA AIR CENTER / MOBILE DOWNTOWN AIR CENTER	
VHF	122.95
Bob Sikes ASOS	119.275
PETER PRINCE (MILTON T)	
VHF	122.975

SAR ASSETS	
Life Flight (via ODO or ATC) (call sign LIFEGUARD-1)	122.75
55th ARRS, Eglin (C-130 or H-60 - call sign HAWK)	252.8
Ft. Rucker/Cairns SAR (call sign FLATIRON)	OPS 347.5,127.95 ATC 237.5, 234.4,
Dannelly ANG	OPS 286.5 TWR 360.85, 119.7
USCG, Mobile (call sign COAST GUARD RESCUE)	345.0
T-6 OPERATIONS	
North Whiting Atis (Button 1)	290.325
North Whiting Clearance (Button 2)	257.775
North Whiting Ground (Button 3)	251.150
North Whiting Tower (Button 4)	306.925
Pensacola Departure (Button 5)	278.800
Pensacola Approach (North) (Button 6)	291.625
Pensacola Approach (South) (Button 7)	269.375
Area 1 Common (Button 8)	303.150
Barin RDO (Button 9)	269.425
Silverhill RDO (Button 10)	345.200
Sherman Tower (Button 11)	340.200
Pelican (Button 12)	254.900
Brewton RDO (Button 13)	257.975
Evergreen RDO (Button 14)	254.350
NMOA Common (Button 15)	341.850
JAX Center MOA (Button 16)	338.300
Jax Center Discrete (Button 17)	346.200
RI/Night Common (Button 18)	274.700
Area 3 (Button 19)	299.500
VT2 (Button 20)	350.150
Choctaw ATIS (Button 21)	290.550
Whiting WX Metro (Button 22)	316.950
Choctaw Tower (Button 24)	259.250
Cairns Approach (Button 26)	239.400
Pensacola SMOA (Button 28)	372.000
SMOA Common (Button 29)	360.725

Squadron Tactical Frequencies

HT-8	368.95
HT-18	308.20
HT-28	362.95

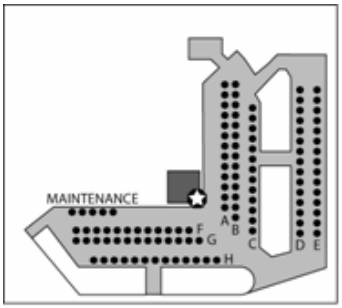
Local NAVAIDS

LOCATION	IDENT	NDB(LOM)	TACAN	VOR	ILS
NAS North Whiting	NSE	---	70X	112.3	---
NAS South Whiting	NDZ	---	---	---	110.55
NAS Pensacola	NPA	---	119X	---	109.3
Pensacola Regional	PNS	326	---	108.8	111.1
Crestview/Bob Sikes	CEW	201	106X	115.9	111.9
Mobile Downtown	BFM	---	75X	112.8	108.5
Eglin AFB	VPS	---	2X	---	110.3 109.1
NOLF Santa Rosa	NGS	---	63X	---	---
NOLF Saufley	NUN	---	---	108.8	---
Eglin AF AUX # 3 Duke	EGI	---	2X	---	111.7
VFR ONLY NAVAIDS					
Gateswood	NBJ	---	60X*	---	---
Crestview (AM radio)	WAAB	1050*	---	---	---
Florala (0J4)	FLZ	374*	---	---	---

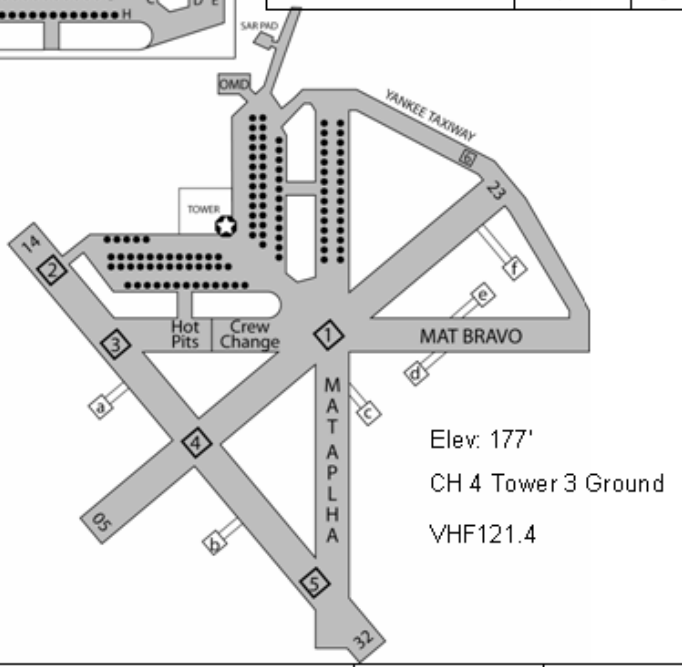
DME CUTS AND LAT/LONGS

Location	70X (NSE)		106X (CEW)		60X (NBJ)		N LAT/ W LONG
PT ABLE	155	2.5	236	18.3	-	-	30° 41.30 / 86°59.72
PT BAKER	218	2.8	241	21.0	-	-	30°41.51 / 87°03.39
PT BELL	156	3.9	230	21.6	-	-	30°39.58 / 86°58.76
PT BEND	263	6.2	248	24.3	-	-	30°43.47 / 87°07.64
PT CYPRESS	129	3.3	235	16.7	-	-	30°41.70 / 86°57.84
PT ECHO	173	9.9	224	23.0	-	-	30°35.62 / 87°00.04
PT FISH	142	4.2	231	17.2	-	-	30°40.42 / 86°57.69
PT FOG	222	7.9	238	26.2	-	-	30°39.40 / 87°06.52
PT HOTEL	132	6.2	227	16.3	-	-	30°40.09 / 86°55.48
PT HUGHES	191	6.8	230	23.0	-	-	30°37.02 / 87°03.11
PT IGOR	204	3.9	237	21.6	-	-	30°40.05 / 87°03.24
PT JUNIPER	099	6.1	240	12.8	-	-	30°43.64 / 86°53.96
PT POND	240	3.7	243	22.2	-	-	30°42.06 / 87°05.04
PT SNAKE	231	9.6	240	28.0	-	-	30°38.46 / 87°10.77
PT VERTOL	159	7.0	224	19.2	-	-	30°37.14 / 86°57.78
PT WHISKEY	196	7.8	230	24.3	-	-	30°36.13 / 87°04.42
NOLF HAROLD	120	7.2	224	13.8	-	-	30°40.72 / 86°52.78
NOLF SANTA ROSA	153	7.9	220	18.7	-	-	30°36.66 / 86°56.36
NOLF SPENCER	220	8.8	236	26.6	-	-	30°37.59 / 87°08.35
NOLF SITE 8	231	21.1	238	39.4	-	-	30°32.55 / 87°22.03
NOLF PACE	254	9.3	247	27.7	-	-	30°42.14 / 87°11.49
BAWDI	090	10.0	226	10.0	-	-	30°43.73 / 86°49.50
BEAR LAKE	060	12.8	282	8.0	-	-	30°51.85 / 86°49.78
NO NAME LAKE	037	20.6	325	14.2	-	-	31°01.78 / 86°49.82
HURRICANE LAKE	057	19.0	329	7.8	-	-	30°56.50 / 86°45.49
HORSE FARM	040	17.6	314	12.5	-	-	30°58.72/ 86°50.77
EAST BI TOWERS	054	22.0	353	9.8	-	-	30°59.88 / 86°43.22
TWR 438	144	5.5	227	17.7	-	-	30°39.24 / 86°56.81
DEATON BRIDGE	109	7.1	229	12.7	-	-	30°42.29 / 86°52.90
YELLOW RVR BRDG	155	10.7	214	20.0	-	-	30°34.27 / 86°55.48
HOBOE	180	9.0	224	23.4	-	-	30°34.42 / 87°01.45
NAVIE	233	17.0	247	36.0	133	11.5	30°35.00 / 87°18.75
GATESWOOD TACAN	263	27.1	255	45.0	-	-	30°43.37 / 87°32.62
GRAIN ELEVATOR	287	26.0	269	41.6	012	10.1	30°53.28 / 87°29.54
STEELWOOD LAKE	261	36.9	255	54.9	260	10.0	30°42.01 / 87°43.86
POND CREEK BRIDGE	238	6.4	243	24.9	-	-	30°40.85 / 87°07.91
TREE FIELD	276	8.2	253	25.8	-	-	30°45.16 / 87°10.39
TRIANGLE FACTORY	246	16.1	245	34.6	-	-	30°38.97 / 87°19.08
CHUMUCKLA SPRINGS	259	14.4	252	32.8	-	-	30°40.94 / 87°17.53
BAPTIST HOSP	214	20.8	223	37.1	-	-	30°25.78 / 87°13.84
GULF BREEZE HOSP	193	23.1	216	37.3	-	-	30°21.64 / 87°09.37
SACRED HEART HOSP	207	18.0	226	34.6	-	-	30°28.44 / 87°12.75
WEST FL HOSP	213	16.3	229	33.5	-	-	30°30.99 / 87°13.18
MOLINO X-ROADS	268	16.6	256	34.6	-	-	30°43.07 / 87°20.34
WHITE POINT	117	34.9	146	26.2	-	-	30°27.05 / 86°25.25
OSTRICH FARM	271	21.4	259	39.2	-	-	30°44.01 / 87°25.94
SANDY POINT	180	13.1	220	26.1	-	-	30°30.30 / 87°01.26
EGLIN FIELD 2	105	30.6	139	19.0	-	-	30°34.72 / 86°27.05

South Whiting Field

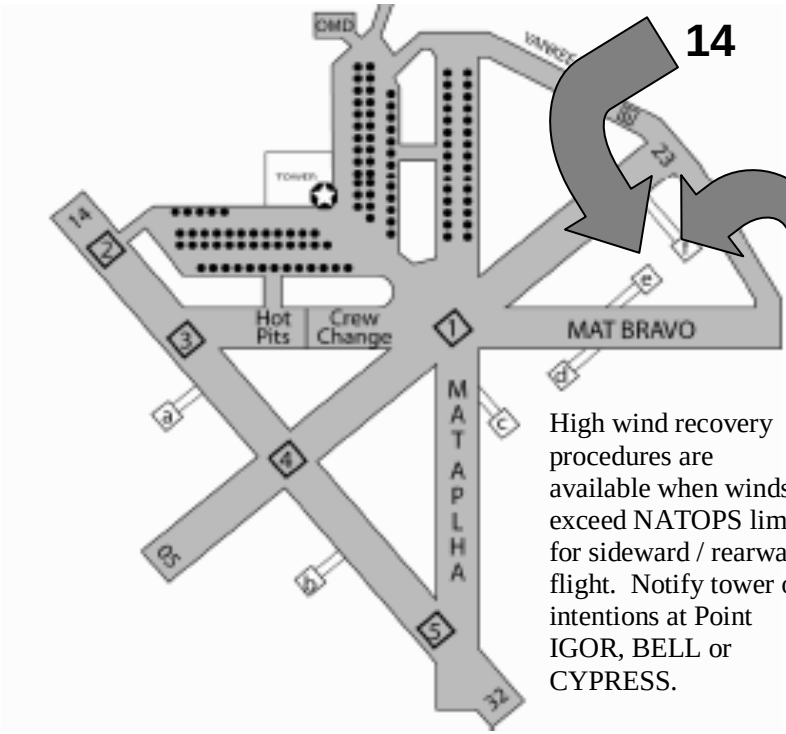


Location	Duty Runway	Takeoff Spot
TH-57C Line (A-E) and Crew Change Area	5, 14, 23	Spot 1
	32	Spot 4
TH-57B Line (F-H)	5, 14	Spot 1
	23, 32	Spot 2



Destination	Duty Runway	Landing Spot
TH-57C Line (A-E)	5, 23, 32	Spot 1
	14	Spot 4
TH-57B Line (F-H)	5, 14	Spot 2
	23, 32	Spot 1
Hot Refuel and Crew Change Areas	5, 14, 32	Spot 3
	23	Spot 4

South Whiting Field High Wind Recovery Procedures



Landing 05, 32: land on runway and taxi to any line A thru H to park maintaining nose alignment into wind.

Landing 14, 23: land Pad E and taxi to Mat Bravo maintaining nose alignment into wind.

NOTES:

- Sliding is authorized during day time operations to preclude potential loss of T/R effectiveness. If excessive wind precludes safe operations, land and shutdown.
- If shutdown on Mat Bravo is required, wait near aircraft for tow tractor & PC cart.
- When landing on Pad E, runway 23, tower will direct maintenance aircraft to land until recovery is complete.

WEATHER REQUIREMENTS

DAY VFR

Day Operations at KNDZ	Ceiling-Vis.
- Low work only (NOTE 1)	300-1
- Day Special VFR Takeoff and Operating Minimum- - HLT/East Bay Operations	500-1 (NOTE 2)
- NOLF Operations (NOTE 3) - Low Level Navigation Flights (NOTE 4) - Formation Flights (T/o and land at OLF)	600-1 (NOTE 2)
- Contact Solos - Syllabus Instrument Training Flights (NOTE 5) - Formation Flights (in Formation Operating Areas) - Navigation Flights	1000-3
- Navigation Solo Flights (NOTE 6)	1500-3

NOTE 1: Transition to forward flight is prohibited.
NOTE 2: Special VFR clearance is required.
NOTE 3: 600-1 required for operations at that NOLF.
NOTE 4: 600-1 required for operations while on the route.
NOTE 5: Only those flights that are conducted under VFR. Not applicable to flights filing operating under IFR.
NOTE 6: VFR Navigation Solos shall ensure 1500-3 exists upon departure and at all times en-route, and is forecast for the destination plus/minus one hour of the planned arrival time. Instrument Navigation Solos shall ensure 1500-3 exist upon departure and at the destination plus/minus one hour of the arrival time.

NIGHT VFR

Night Operations	Ceiling-Vis.
- NDZ traffic pattern only (NOTE 1)	600-1
- All other Night Operations	1000-3
- Night Basic Instruments (NOTE 2)	2000-3

NOTE 1: Departure from the local pattern is not authorized.
NOTE 2: Ceiling/visibility refers to conditions in the instrument training areas. Night BI minimum altitude is 1500 ft MSL. In order to conduct all BI syllabus maneuvers while maintaining cloud clearance, a minimum of 3000 ft cloud base is necessary.

WIND LIMITS

Flight Regime	Winds or Gusts (above)
- Contact Solo Flights	Winds – 15 KTS (NOTE 1) Gusts – 20 KTS Tailwind – 0 KTS (NOTE 2)
- Navigation Solo	Winds – 20 KTS Gusts – 25 KTS Tailwind – 5 KTS
- Dual Contact/NVD Flights	Winds – 20 KTS Gusts – 25 KTS
- All Other Flight Operations	Winds – 35 KTS Gusts – 35 KTS
NOTE 1: When gusts exceed 15 KTS the FDO shall request a PIREP from any NOLF where solos will be or are currently operating. NOTE 2: Does not apply to Contact Solos during taxi and hover operations. Solos shall minimize tailwind component during taxi and hover operations to the maximum extent possible.	

SAR Signals	
HELICOPTER SIGNAL	**INTERPRETATION**
Low pass at crash equipment toward direction from which they came; repeat	Return to assigned station.
Short dives and zooms	This is the way.
Turn to the right	Turn right next road.
Turn to the left	Turn left next road.
Circling	Here is your stop.
Fishtailing	Turn back, you are wrong.
Hovering alongside crash equipment	Stop, go by foot.
Hovering	I am over the crashed aircraft.

GPS FLIGHT PLANS AND ROUTE CHECKPOINTS

FPL 1-10 are locked flight plans and can be loaded for modification as the active flight plan (FPL 0).
FPL 11-25 are available for custom flight plans.

FPL#	NAME	Description
1	NF	3 NM box around alpaca farm
2	EAST	Eastern Instrument Area
3	WEST	Western Instrument Area
4	FROM	Eastern Formation Area
5	2915A	Approximation of R-2915A
6	GREN	Green Route
7	ORNG	Orange Route
8	PURP	Purple Route
9	HOSP	Hospital Route
10	WFORM	Western Formation Area

HOSP1	UWF MEDICAL CENTER
HOSP2	SACRED HEART HOSP
HOSP3	BAPTIST HOSPITAL
HOSP4	GULF BREEZE HOSPITAL

PACE COURSE RULES

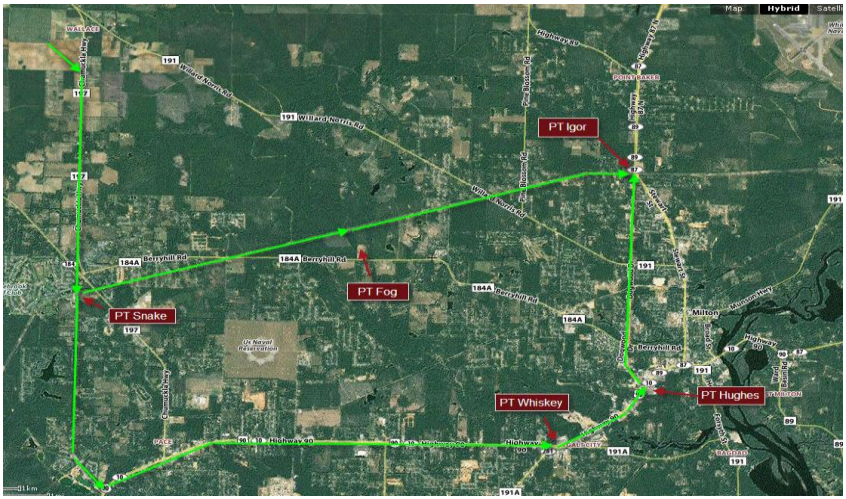
ARRIVING

From Point POND turn to a heading of 290° to intercept the unimproved road that heads approximately 315°. Follow that road to Point BEND (first bend in road). Continue along the road and turn 270° to over fly Tree Field.

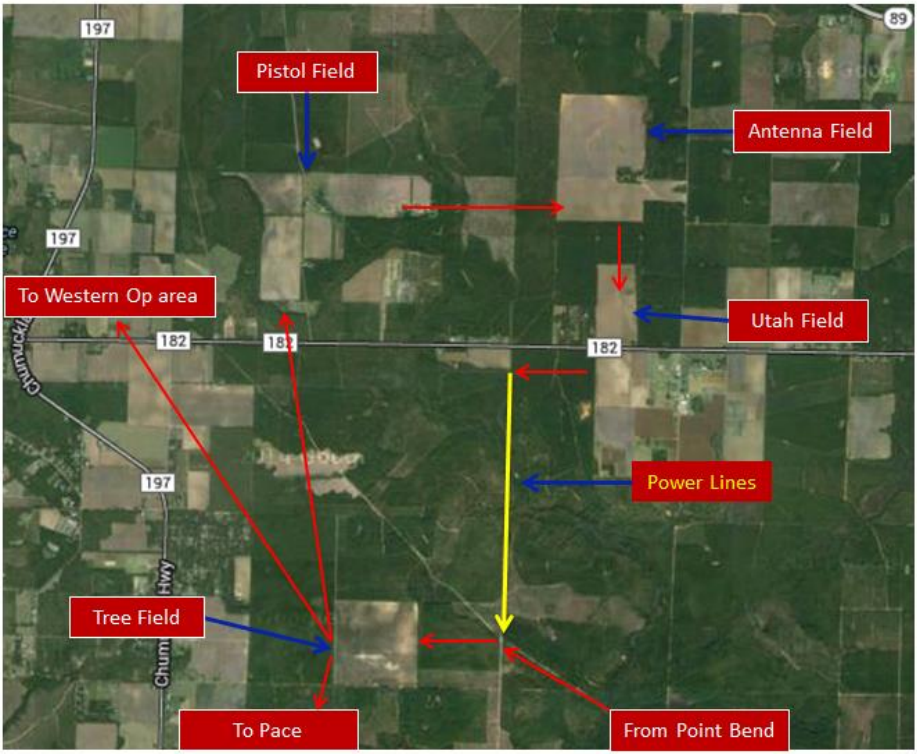
From Tree Field: Turn directly to NOLF Pace and descend to 700' MSL.

From Spencer Field: Climb to 1100' MSL and proceed to the Pond Creek Bridge. At the Pond Creek Bridge, turn left to follow Highway 191 to the northwest and descend to 900' MSL. Abeam the radio tower, descend to 700' MSL.

DEPARTING



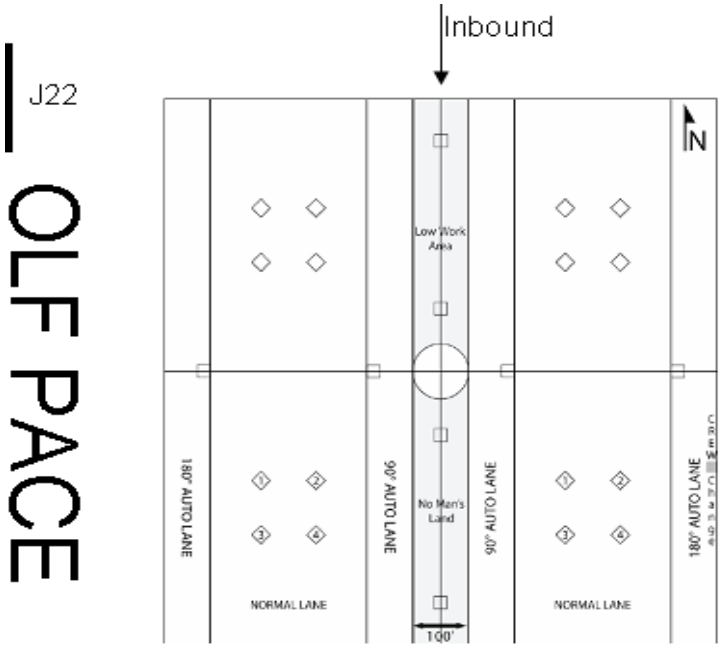
OPERATIONS NORTH OF TREE FIELD



For contact work north of Pistol Field, aircraft may operate from 700-1200' MSL.

J22

OLF PACE



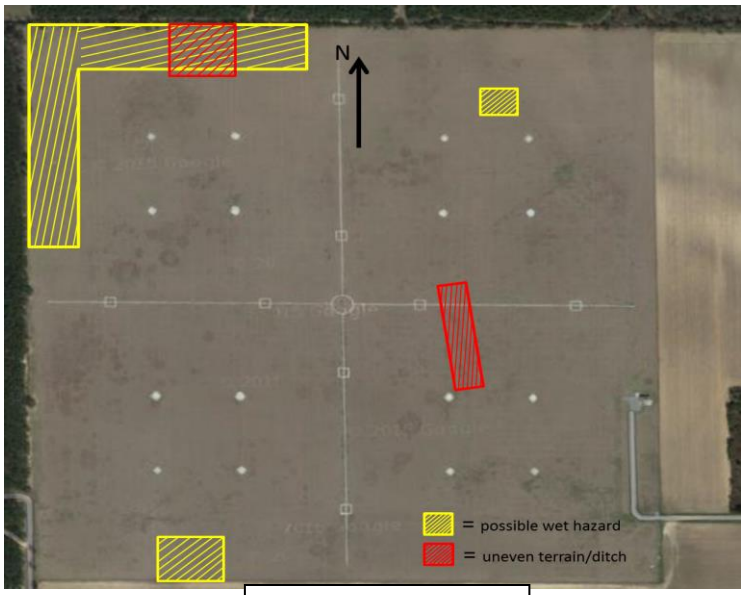
*Transition only from downwind half of field

ELEV: 204'

CH 9

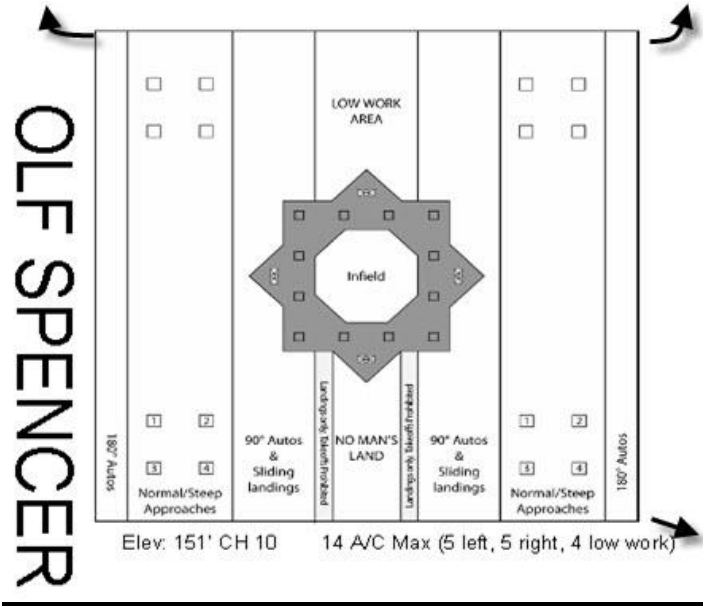
8 A/C Max, 4 per side

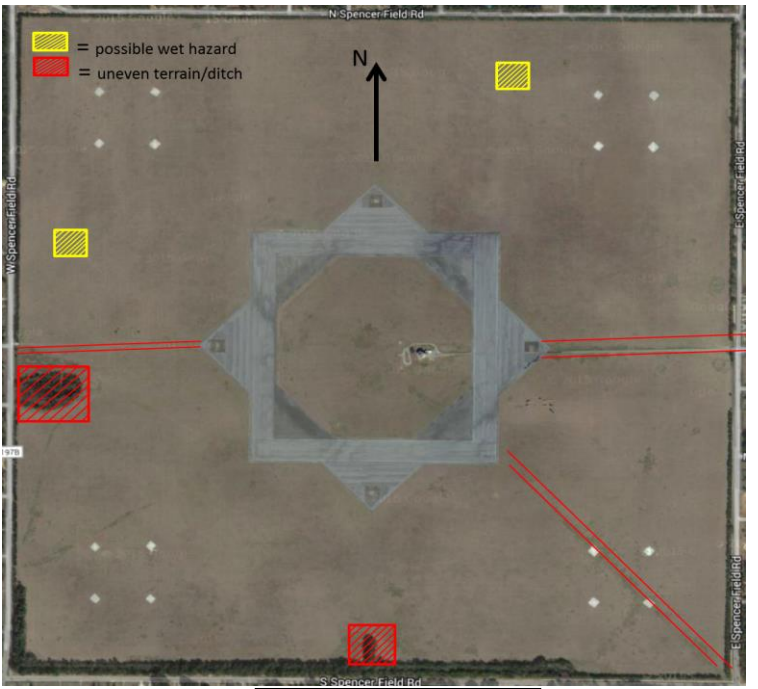
Depart



Surface Hazards

SPENCER COURSE RULES

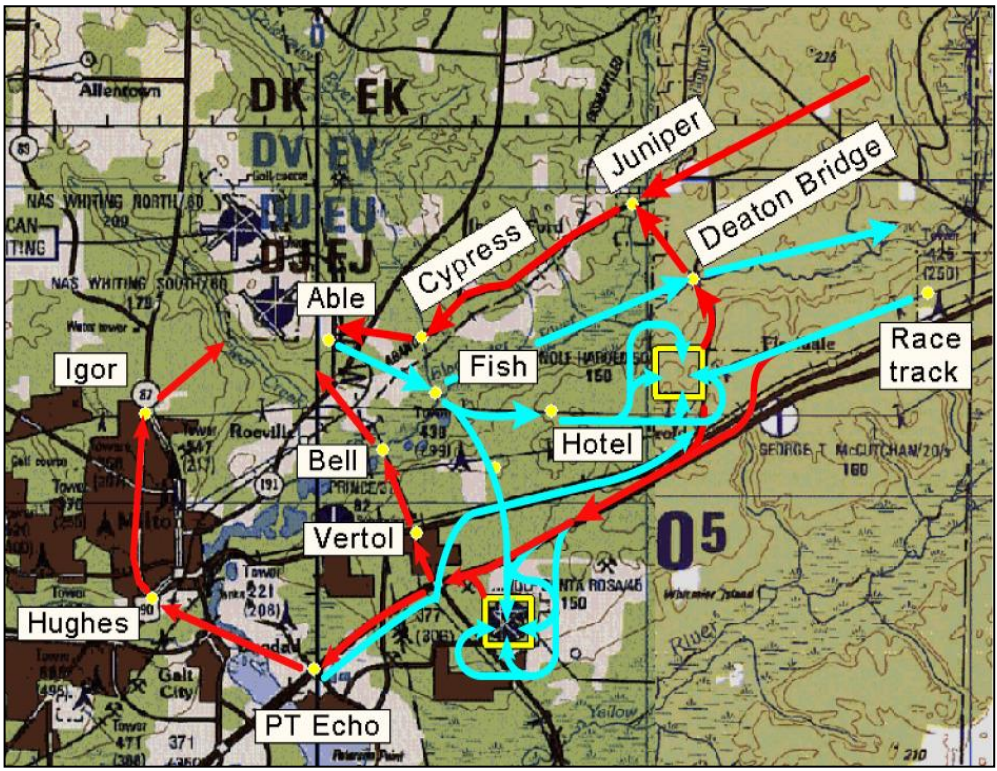




Surface Hazards

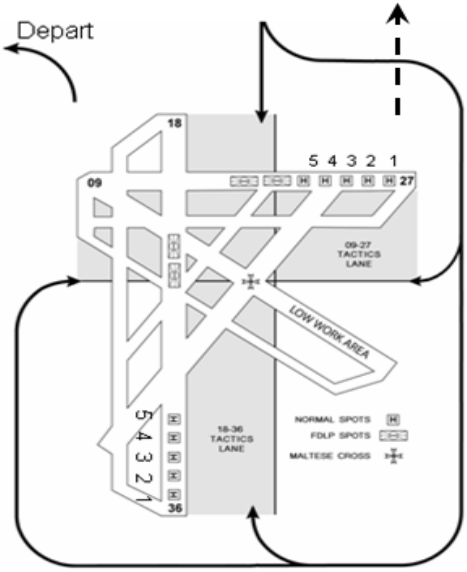
SANTA ROSA AND HAROLD COURSE RULES

ARRIVING AND DEPARTING



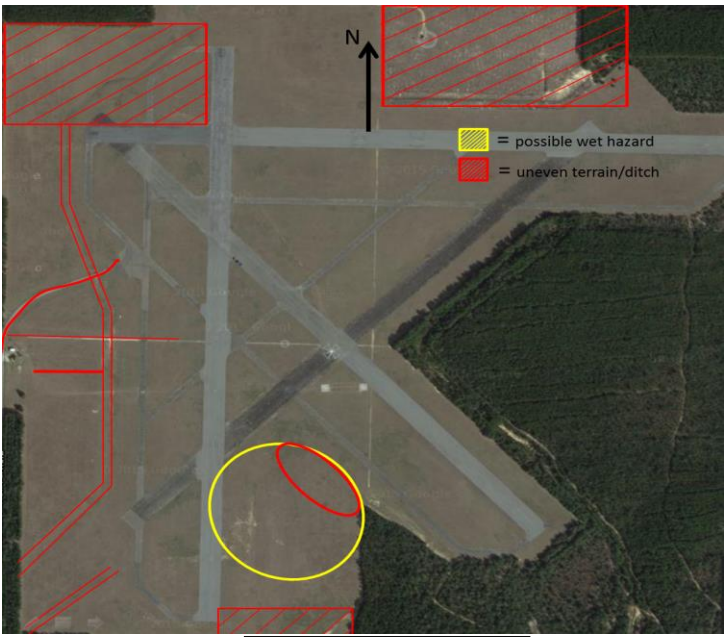
Aircraft departing from Santa Rosa to Harold shall depart from the northeast corner, climb to 900’ MSL direct to Point HOTEL. Traffic established on the power lines from Point FISH has the right of way.

OLF SANTA ROSA



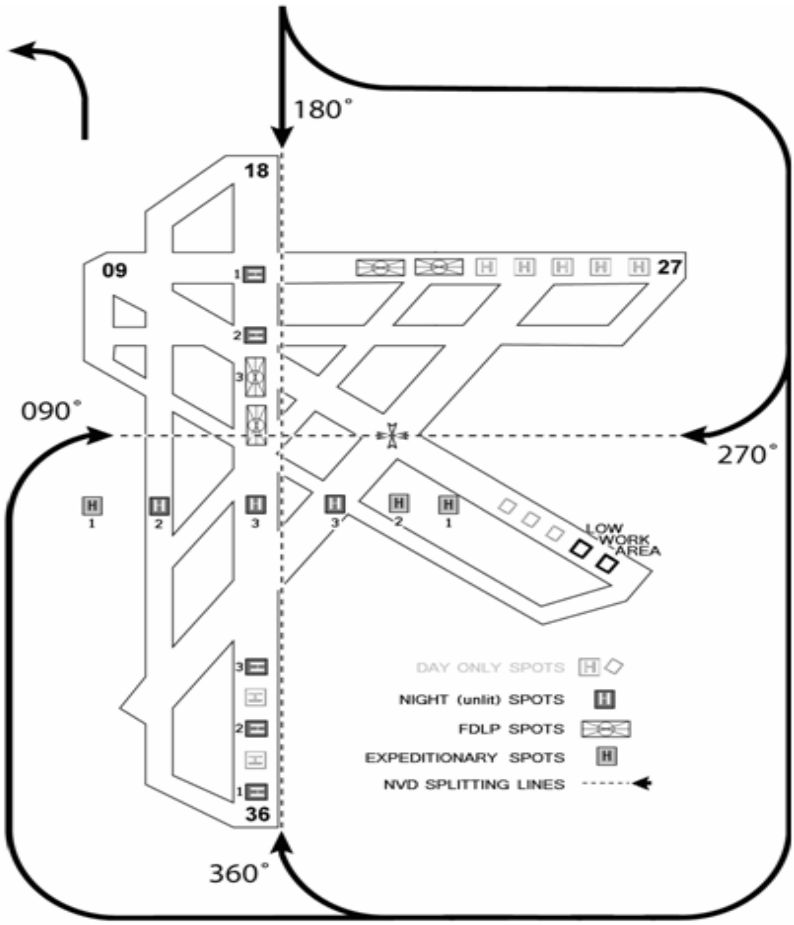
Elev: 150' 12 A/C max, 8 normal, 4 auto

Ch 11



Surface Hazards

SANTA ROSA NVD OPS

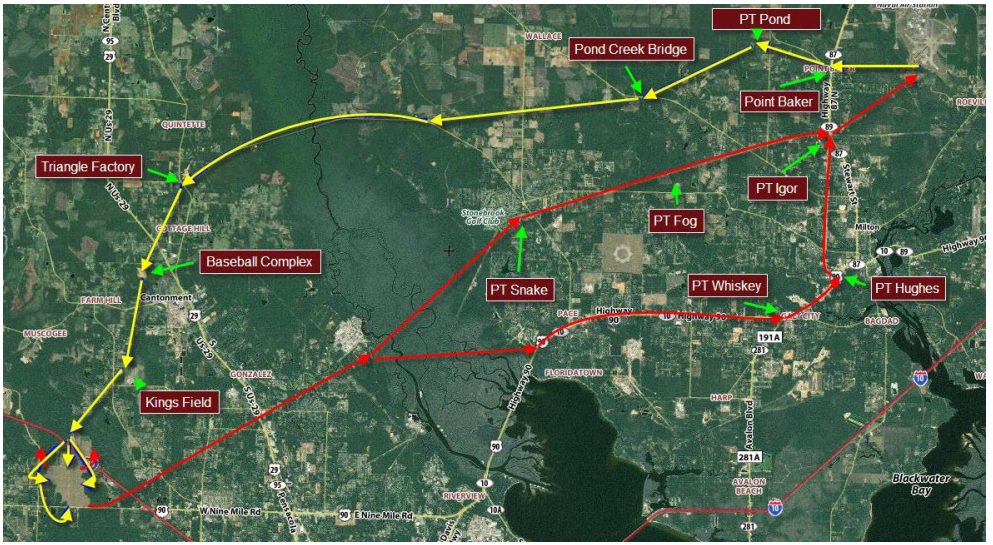


Elev: 150 7 A/C Max, 3 per side, 1 in low work

Ch 11

SITE 8 COURSE RULES

ARRIVING AND DEPARTING

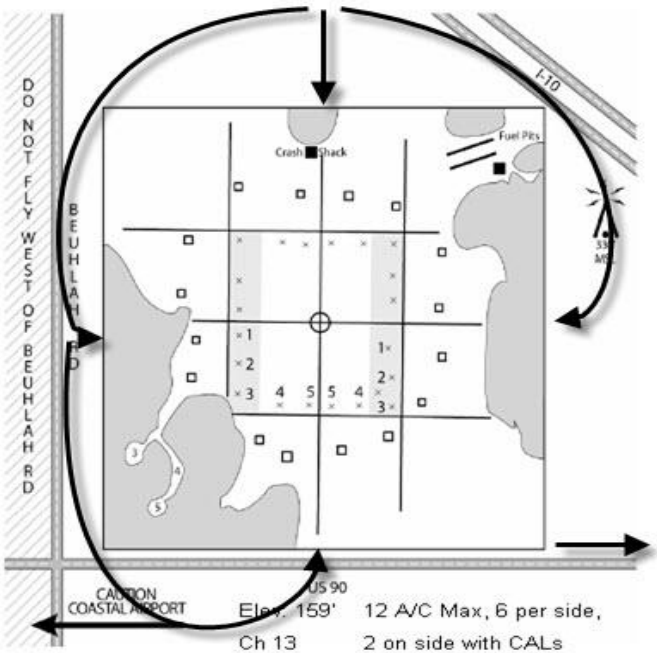


Arrival: From Point POND turn to 250˚ to Pond Creek Bridge. At Pond Creek Bridge, switch UHF to channel 13, squawk 1200, climb to 1100' MSL on 260˚ heading to intercept Hwy 184.

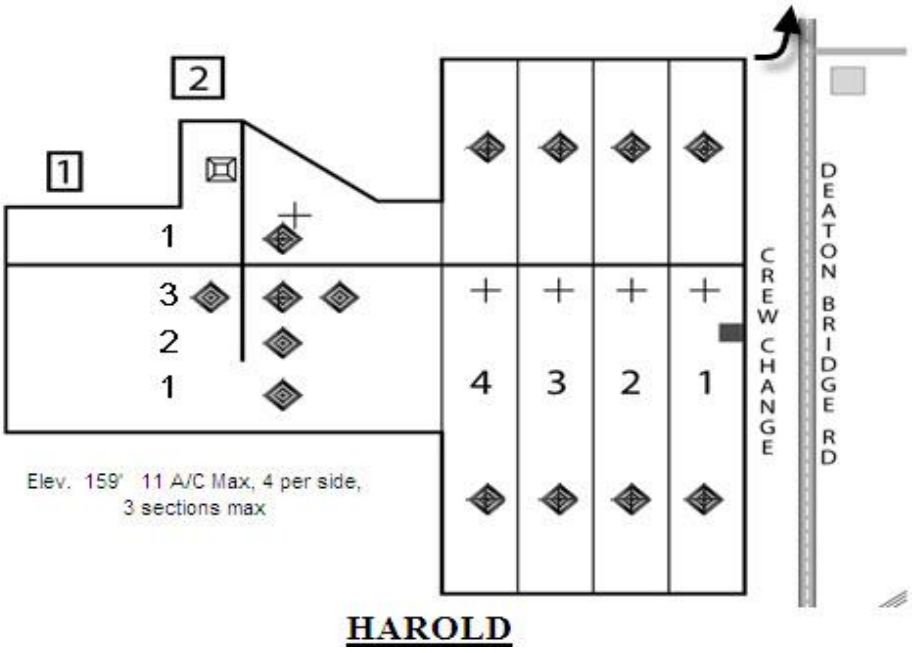
Parallel the north side of Hwy 184 and continue west to Triangle Factory. From the Triangle Factory turn to 205˚ heading & go toward Baseball Complex, and descend to 700' MSL. From the Baseball Complex, turn to 190˚ heading direct to northwest corner of King's Field.

Departure: Turn 060˚ and go toward 2 white geodesic domes. Climb to 900' MSL and 100 KIAS. Once across Highway 29 turn to 080˚. Remain south of Solutia Chemical Plant and north of the Gulf Power Plant. Intercept power lines for Point SNAKE arrival or maintain course to intercept HWY 90 for a Point WHISKEY arrival.

OLF SITE 8



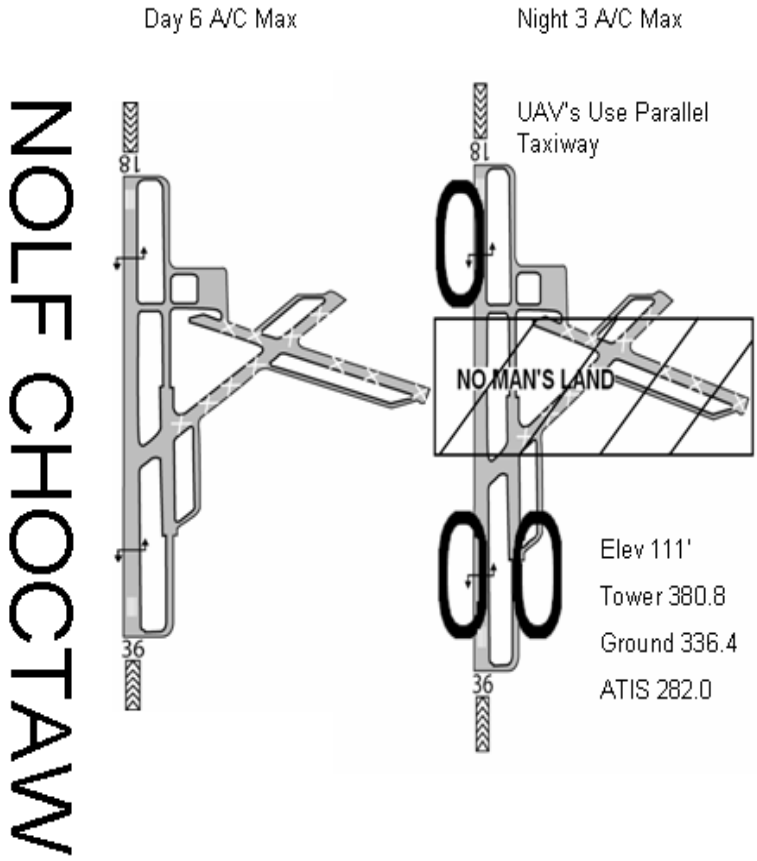
Surface Hazards



Departure from the Southeast corner is authorized to transit to Santa Rosa, Choctaw, or the East Bay. 900' MSL, turn south to remain north of HWY 90 until abeam Point HOTEL.

CHOCTAW COURSE RULES

Entry: From Point FISH turn to intercept the Northeast corner of Tower 438 Field. Switch UHF to channel 11 and report, "Tower 438 for East Bay," to the Santa Rosa ADO. From Tower 438 follow I-10 to Point ECHO. Call clear with Santa Rosa. Switch to Choctaw Tower on 380.8 and report, "5 miles north inbound." Remain at 900' MSL and complete the landing checklist.

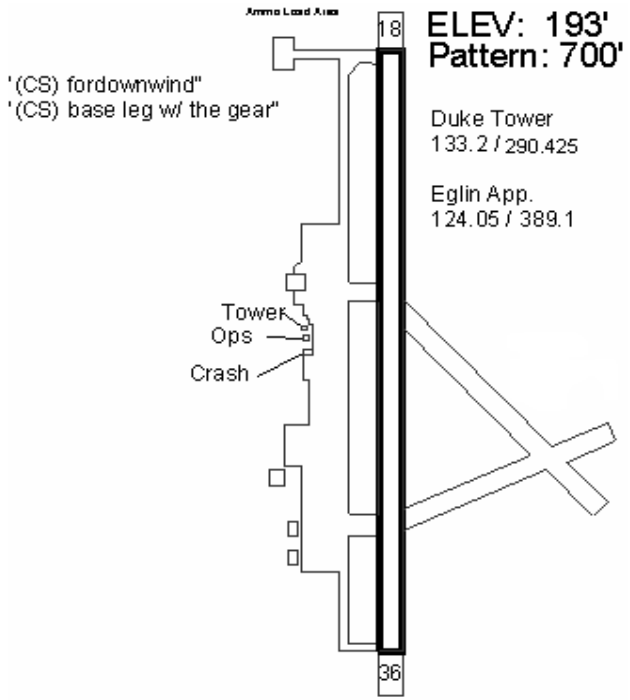


Departure: From the downwind Runway 18 or straight out from Runway 36 at 700' MSL and report clear of class D. Once clear climb to 900' MSL to Point ECHO. Point VERTOL arrivals are not authorized from Choctaw or the East Bay.

DUKE COURSE RULES

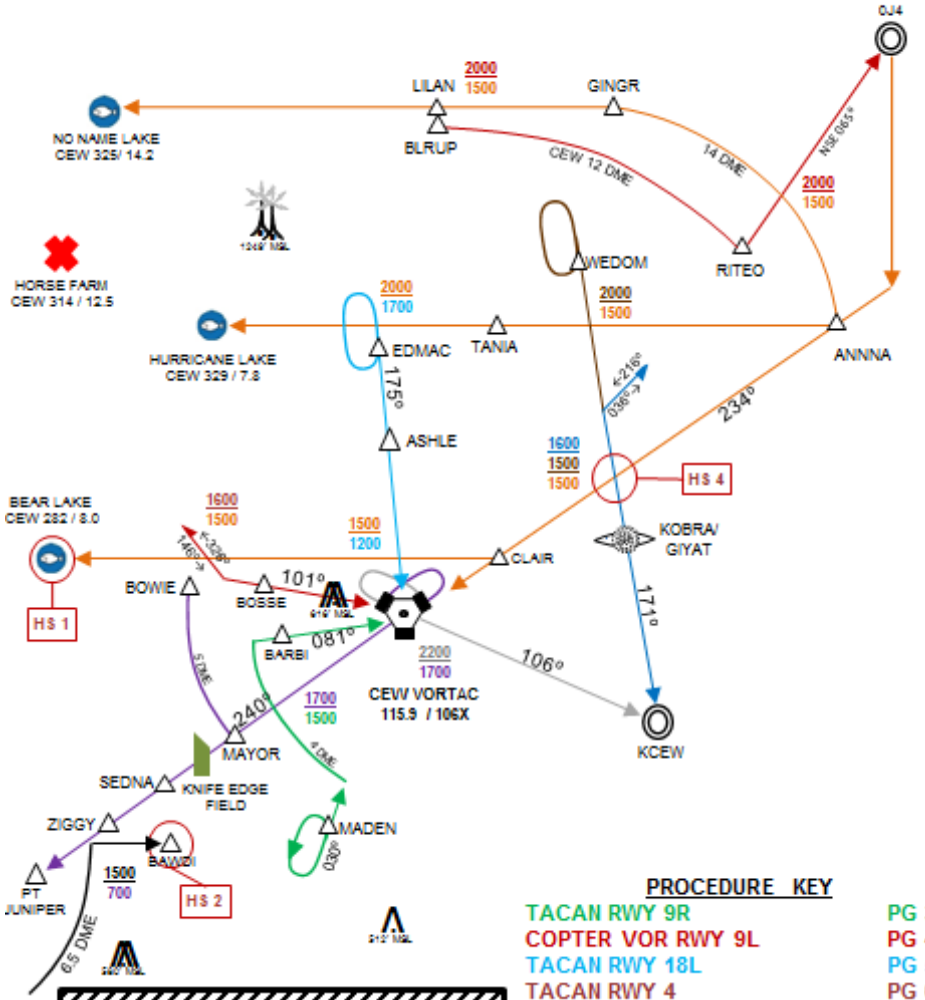
Entry: From Point FISH, fly heading 130° toward Highway 90, 900' MSL during the day, 1300' MSL at night. Switch UHF to channel 12. Remain north of Highway 90. Report, "Point FISH for Duke" to the Harold ADO if Harold is open. Report "Harold, inbound to Duke" to Eglin Approach on VHF 124.05. After the Crestview VORTAC 180 radial (lumber mil) proceed to Point ROCK (intersection of HWY 85 and I-10). At Point ROCK contact tower on 290.425 or 133.2. Complete the landing checklist.

Duke Field (Eglin Aux)



Departure: Maintain 700' MSL and 100 KIAS. Fly 320° to Highway 85. Follow to the Shoal River Bridge (Crestview VORTAC 143 radial at 9.6 DME). Then turn toward Interstate 10 and report, "Shoal River Bridge Clear." Climb to 1100' MSL, turn the searchlight on, contact Eglin Approach on 124.05, and head northwest to Highway 90. Stay parallel and north of Highway 90 until Point RACETRACK. Descend to 700' MSL during the day, maintain 1100' MSL at night, contact Harold ADO with intentions. Abeam Point HOTEL, intercept I-10, climb/descend to 900' MSL and continue for a Point VERTOL or ECHO arrival.

EASTERN TRAINING AREA OVERLAY



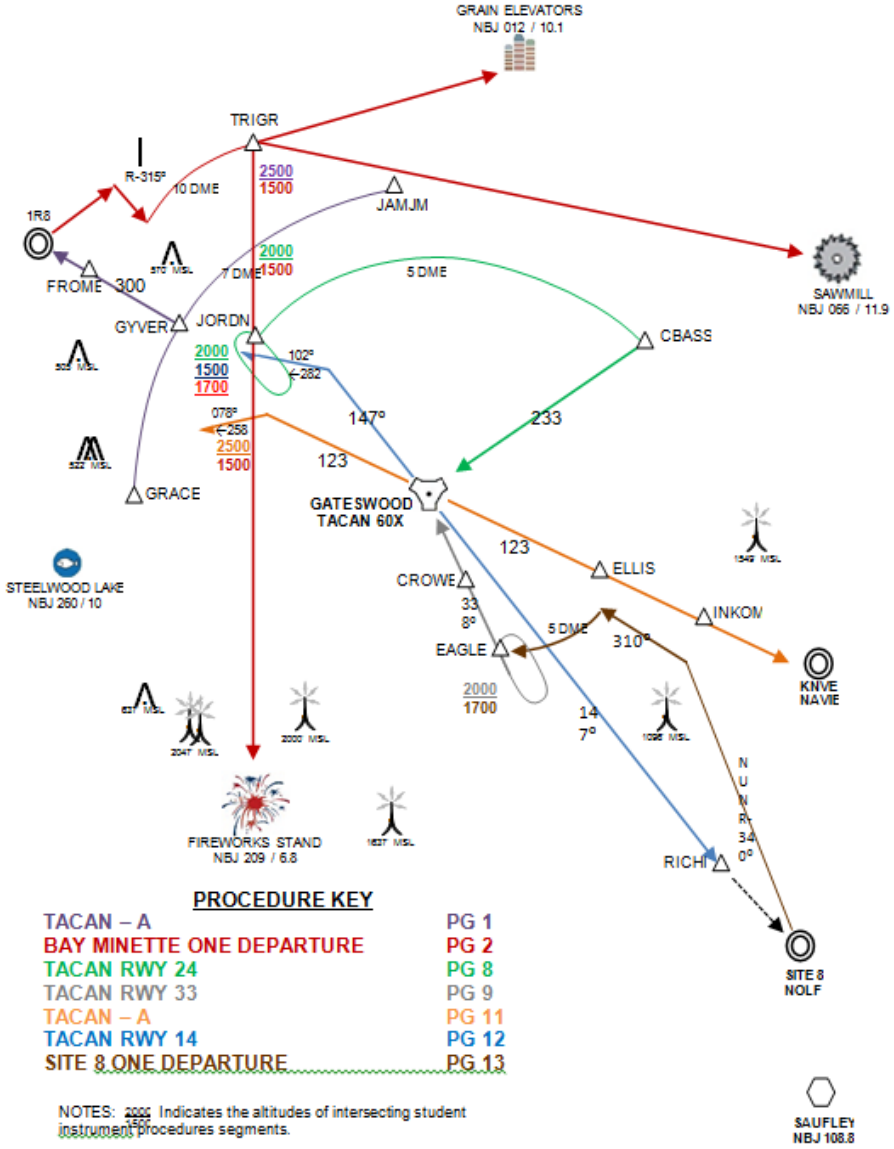
PROCEDURE KEY

TACAN RWY 9R	PG 3
COPTER VOR RWY 9L	PG 4
TACAN RWY 18L	PG 5
TACAN RWY 4	PG 6
BURRITO ONE DEPARTURE	PG 7
VOR/DME – A/240	PG 10/14
BAWDI DEPARTURE	PG 15
ILS or LOC RWY 17	VOL 19
RNAV (GPS) RWY 17	VOL 19
VOR - A	VOL 19

NOTES::

1. 2000/1500 Indicates the altitudes of intersecting student instrument procedure segments.
2. For Hazard Spot descriptions refer to page VII of the Student Instrument Approach and Departure Procedures.

WESTERN TRAINING AREA OVERLAY



PROCEDURE KEY

TACAN – A	PG 1
BAY MINETTE ONE DEPARTURE	PG 2
TACAN RWY 24	PG 8
TACAN RWY 33	PG 9
TACAN – A	PG 11
TACAN RWY 14	PG 12
SITE 8 ONE DEPARTURE	PG 13

NOTES: 2000/1500 Indicates the altitudes of intersecting student instrument procedures segments.

Pre-Filed Flight Plans

SOUTH WHITING FIELD (KNDZ)

NDZ 101	OTP	17	NDZ	NAVIE1 NAVIE NBJ/D1+20 IVORY Remarks: OTP/FF IFR RTB	NDZ	OTP TO NDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
NDZ 102	VFR	22	NDZ	NAVIE1 NAVIE NBJ/D1+30 NPI NBJ/D1+30 NAVIE Remarks: 2 DELAYS IN WEST OP AREA	NDZ	VFR TO NDZ VIA GATESWOOD, SITE 8, GATESWOOD	4+10
NDZ 103	VFR	22	NDZ	NAVIE1 NAVIE NBJ/D1+30 NAVIE Remarks: DELAY WEST OP AREA	NDZ	VFR TO NDZ VIA GATESWOOD	2+00
NDZ 104	IFR	40	NDZ	PENSI V241 SJI MOB ®D1+00 MOB NDZ		IFR TO NDZ VIA TERM AREA DELAY MOB	0+45
	IFR	30		MOB LOXLY V241 PENSI IVORY	NDZ		0+45
NDZ 105	IFR	17	NDZ	IVORY/D2+00	NDZ	IFR TO NDZ	0+15
NDZ 106	VFR	15	NDZ	BAWDI1 BAWDI/D1+30 BAKOS CEW240012 Remarks: DELAY EAST BI AREA/LAKES	NDZ	VFR TO NDZ VIA LAKES	2+00
NDZ 107	VFR	15	NDZ	BAWDI1 BAWDI CEW/D1+30 CEW240012	NDZ	VFR TO NDZ DELAY: CEW VORTAC	2+00

PENSACOLA INTERNATIONAL (KPNS)

VFR/IFR ROUND ROBIN

PNS 101	VFR	22	NDZ	PENSI PNS ®D1+30 PNS NDZ		VFR TO NDZ VIA TERM AREA DELAY PNS THROUGH PENSI	0+15
	VFR	22		PNS IVORY	NDZ		0+15
PNS 102	IFR	30	NDZ	PENSI PNS ®D1+30 PNS NDZ		IFR TO NDZ VIA TERM AREA DELAY PNS THROUGH PENSI	0+15
	IFR	17		PNS IVORY	NDZ		0+15
PNS 103	VFR	22	NDZ	NUN PNS ®D1+30 PNS NDZ		VFR TO NDZ VIA TERM AREA DELAY PNS THROUGH NUN	0+15
	VFR	22		PNS IVORY	NDZ		0+15

PNS 104	IFR	30	NDZ	NUN PNS ®D1+30 PNS NDZ		IFR TO NDZ VIA TERM AREA DELAY PNS THROUGH PENSI	0+15
	IFR	17		PNS IVORY	NDZ		0+15

PREPO OPS

PNS 105	VFR	22	NDZ	NSE180002	PNS	VFR TO PNS VIA __ OP AREA (PREPO)	2+00

NAS PENSACOLA/SHERMAN FIELD (KNPA)

VFR/IFR ROUND ROBIN

NPA 101	VFR	22	NDZ	VPTHR NPA ®D1+30 NPA NDZ		VFR TO NDZ VIA TERM AREA DELAY NPA	0+15
	VFR	22		NPA IVORY	NDZ		0+15
NPA 102	IFR	30	NDZ	NUN NPA ®D1+30 NPA NDZ		IFR TO NDZ VIA TERM AREA DELAY NPA	0+15
	IFR	17		NPA IVORY	NDZ		0+15

ANDALUSIA/SOUTH ALABAMA REGIONAL (79J)

IFR STOPOVER

79J 101	VFR	10	NDZ	CEW	79J	VFR TO 79J	0+45
79J 101R	VFR	10	79J	CEW	NDZ	VFR TO NDZ	0+45
79J 102	IFR	30	NDZ	BAKOS V241 CEW/D0+30 GALON	79J	IFR TO 79J	0+45
79J 102R	IFR	40	79J	GALON V241 CEW/D0+30 CEW240015 IVORY	NDZ	IFR FROM 79J TO NDZ	0+45

BAY MINETTE MUNICIPAL (1R8)

VFR/IFR STOPOVER

1R8 101	VFR	22	NDZ	NAVIE NAVIE1 NBJ/D1+30	1R8	VFR TO 1R8 VIA GATESWOOD DELAY: WEST OP AREA	2+00
1R8 101R	VFR	22	1R8	NBJ/D1+30 NAVIE	NDZ	VFR FROM 1R8 TO NDZ VIA GATESWOOD DELAY: WEST OP AREA	2+00
1R8 102	IFR	40	NDZ	PENSI V241 LOXLY RERME	1R8	IFR TO 1R8	0+45
1R8 102R	IFR	30	1R8	BRATT V241 PENSI IVORY	NDZ	IFR FROM 1R8 TO NDZ	0+45

BOB SIKES/CRESTVIEW (KCEW)

IFR ROUND ROBIN

CEW 101	IFR	50	NDZ	CEW CEW ®D1+30 CEW NDZ		IFR TO NDZ VIA TERM AREA DELAY CEW	0+15
	IFR	40		CEW CEW240015 IVORY	NDZ		0+15

VFR STOPOVER

CEW 102	VFR	10	NDZ	BAKOS	CEW	VFR TO CEW	0+15
CEW 102R	VFR	10	CEW	BAKOS	NDZ	VFR TO NDZ	0+15

EGLIN AIR FORCE BASE/DESTIN-FORT WALTON BEACH (KVPS)

IFR ROUND ROBIN

VPS 101	IFR	30	NDZ	NGS VARRE TUFER VPS ®D1+00 VPS NDZ		IFR TO NDZ VIA TERM AREA DELAY VPS	0+30
	IFR	40		VPS DESTN VARRE IVORY	NDZ		0+30

FLORALA MUNICIPAL (0J4)

VFR/IFR STOPOVER

0J4 101	VFR	15	NDZ	BAWDI1 BAWDI BAKOS/D1+30 Remarks: DELAY EAST BI AREA/LAKES	0J4	VFR TO 0J4 VIA LAKES	2+00
0J4 101R	VFR	15	0J4	BAKOS/D1+30 Remarks: DELAY EAST BI AREA/LAKES	NDZ	VFR FROM 0J4 TO NDZ VIA LAKES	2+00
0J4 102	VFR	15	NDZ	BAWDI1 BAWDI CEW/D1+30	0J4	VFR TO 0J4	2+00
0J4 102R	VFR	15	0J4	CEW/D1+30	NDZ	VFR FROM 0J4 TO NDZ	2+00
0J4 103	VFR	10	NDZ	CEW	0J4	VFR TO 0J4	2+00
0J4 103R	VFR	10	0J4	CEW	NDZ	VFR FROM 0J4 TO NDZ	2+00
0J4 104	IFR	30	NDZ	CEW/D1+30 OGITE	0J4	IFR TO 0J4 VIA TERM AREA DELAY CEW	0+15
0J4 104R	IFR	40	0J4	CEW/D1+30 IVORY	NDZ	IFR FROM 0J4 TO NDZ VIA TERM AREA DELAY CEW	0+15

JACK EDWARDS (KJKA)

VFR/IFR STOPOVER

JKA 101	VFR	22	NDZ	NAVIE1 NAVIE NBJ/D1+30 Remarks: DELAY WEST OP AREA	JKA	VFR TO JKA VIA GATESWOOD	2+00
JKA 101R	VFR	22	JKA	NBJ/D1+30 NAVIE Remarks: DELAY WEST OP AREA	NDZ	VFR FROM JKA TO NDZ VIA GATESWOOD	2+00

JKA 102	IFR	40	NDZ	PENSI PNS ®D1+00 PNS JKA		IFR TO JKA VIA TERM AREA DELAY PNS	0+15
	IFR	40		PNS NUN	JKA		0+15
JKA 102R	IFR	30	JKA	NUN PNS ®D1+00 PNS NDZ		IFR FROM JKA TO NDZ VIA TERM AREA DELAY PNS	0+15
	IFR	30		PNS IVORY	NDZ		0+15

MOBILE DOWNTOWN (KBFM)

VFR/IFR STOPOVER

BFM 101	VFR	22	NDZ	NAVIE1 NAVIE NBJ/D1+30	BFM	VFR TO BFM VIA GATESWOOD DELAY:WEST OP AREA	2+00
BFM 101R	VFR	15	BFM	NBJ/D1+30 NAVIE	NDZ	VFR FROM BFM TO NDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
BFM 102	IFR	40	NDZ	PENSI V198 LOXLY BFM	BFM	IFR TO BFM	0+45
BFM 102R	IFR	30	BFM	BFM LOXLY V198 PENSI IVORY	NDZ	IFR FROM BFM TO NDZ	0+45

MOBILE REGIONAL (KMOB)

VFR/IFR STOPOVER

MOB 101	VFR	22	NDZ	NAVIE1 NAVIE NBJ/D1+30	MOB	VFR TO MOB VIA GATESWOOD DELAY:WEST OP AREA	2+00
MOB 101R	VFR	15	MOB	NBJ/D1+30 NAVIE	NDZ	VFR FROM MOB TO NDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
MOB 102	IFR	40	NDZ	PENSI V241 SJI	MOB	IFR TO MOB	0+45
MOB 102R	IFR	30	MOB	LOXLY V241 PENSI IVORY	NDZ	IFR FROM MOB TO NDZ	0+45

MOB 103	IFR	40	NDZ	PENSI PNS ®D1+00 PNS MOB		IFR TO MOB VIA TERM AREA DELAY PNS	0+15
	IFR	40		PNS LOXLY V241 SJI	MOB		0+30
MOB 103R	IFR	30	MOB	LOXLY V241 PENSI PNS ®D1+00 PNS NDZ		IFR FROM MOB TO NDZ VIA TERM AREA DELAY PNS	0+30
	IFR	30		PNS IVORY	NDZ		0+15

MONROE COUNTY (KMVC)

VFR STOPOVER

MVC 101	VFR	22	NDZ	NAVIE1 NAVIE NBJ/D1+30	MVC	VFR TO MVC VIA GATESWOOD DELAY:WEST OP AREA	2+00
MVC 101R	VFR	22	MVC	NBJ/D1+30 NAVIE	NDZ	VFR FROM MVC TO NDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00

PETER PRINCE FIELD (2R4)

2R4 101	VFR	10	NDZ	NSE180002	2R4	VFR TO 2R4 VIA __ OP AREA (PREPO)	2+00

LEGEND:

0J4 - FLORALA
1R8 - BAY MINETTE
2R4 - PETER PRINCE
79J - ANDALUSIA
BFM - MOBILE DOWNTOWN
CEW - CRESTVIEW
JKA - JACK EDWARDS
MVC - MONROEVILLE
MOB - MOBILE REGIONAL
NBJ - GATESWOOD
NGS - SANTA ROSA
NPA - NAS PCOLA (SHERMAN)
NPI - SITE 8
NUN - SAUFLEY
OTP - VFR ON-TOP CLEARANCE
PNS - PENSACOLA INTL
SJI - SEMMES
VPS - EGLIN AFB

HUREVAC/CCX FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
HDC7	IFR	040	NDZ SJI V552 PCU HDC	IFR TO HAMMOND	1+45
HDC8	VFR	025	NDZ HDC	VFR TO HAMMOND	1+45
HKS7	IFR	040	NDZ GCV V11 MHZ HKS	IFR TO HAWKINS	2+00
HKS8	VFR	025	NDZ HKS	VFR TO HAWKINS	2+00
JAN7	IFR	040	NDZ GCV V11 MHZ JAN	IFR TO JACKSON	2+00
JAN8	VFR	025	NDZ JAN	VFR TO JACKSON	2+00
GTR7	IFR	040	NDZ MVC EWA IGB GTR	IFR TO GOLDEN TRIANGLE	2+00
GTR8	VFR	025	NDZ GTR	VFR TO GOLDEN TRIANGLE	2+00
TCL7	IFR	040	NDZ MVC LDK TCL	IFR TO TUSCALOOSA	1+35
TCL8	VFR	025	NDZ TCL	VFR TO TUSCALOOSA	1+35
BHM7	IFR	050	NDZ CEW V115 VUZ BHM	IFR TO BIRMINGHAM	2+10
BHM8	VFR	025	NDZ BHM	VFR TO BIRMINGHAM	2+05
MGM9	IFR	050	NDZ PIGON MGM	IFR TO MONTGOMERY	1+00
MGM8	VFR	025	NDZ MGM	VFR TO MONTGOMERY	1+00
MCN7	IFR	030	NDZ CEW V241 EUF MCN	IFR TO MID GEORGIA	2+20
MCN8	VFR	025	NDZ MCN	VFR TO MID GEORGIA	2+15
ABY7	IFR	030	NDZ CEW V241 RRS PZD ABY	IFR TO SW GEORGIA RGNL	1+35
ABY8	VFR	025	NDZ ABY	VFR TO SW GEORGIA RGNL	1+30

LEGEND:

ABY – SOUTHWEST GEORGIA REGIONAL
BHM – BIRMINGHAM-SHUTTLESWORTH
CEW – CRESTVIEW VORTAC
EUF – EUFAULA VORTAC
EWA – KEWANEE VORTAC
GCV – GREENE COUNTY VORTAC
GTR – GOLDEN TRIANGLE REGIONAL
HDC – HAMMOND NORTHSHORE REGIONAL
HKS – HAWKINS FIELD
IGB – BIGBEE VORTAC
JAN – JACKSON-MEDGAR WILEY EVERS
LDK – CRIMSON VORTAC
MCN – MIDDLE GEORGIA REGIONAL
MGM – MONTGOMERY REGIONAL
MHZ – MAGNOLIA VORTAC
PCU – PICAYUNE VOR/DME
PZD – PECAN VORTAC
RRS – WIREGRASS VORTAC
TCL – TUSCALOOSA REGIONAL

PRECAUTIONARY EMERGENCY LANDING

A PEL SHALL TERMINATE A FLIGHT UNTIL APPROPRIATE MAINTENANCE AND COMMAND APPROVAL IS GIVEN TO RESUME FLIGHT.

In the event of a suspected hard landing, stinger strike, or aircraft impact with other objects (birds, deer, trees, etc.), the PIC shall land as soon as possible and inspect the aircraft. Contact the squadron's FDO/ODO for follow-on action and directions.

BIRD STRIKE CHECKLIST:

1. Note any unusual vibrations

2. Land as soon as possible

AFTER LANDING:

1. Note any unusual instrument indications or control malfunction

AFTER SHUTDOWN:

1. Inspect the point of impact (if known)

2. Inspect all the following areas:

   a. All external surfaces for any visible dents, distortions, scratches, nicks, or debris.

   b. All exposed flight controls, particularly the MRB and TRB pitch change links.

   c. Engine inlet for FOD or other damage.

   d. Horizontal, vertical stabilizers and the tail boom for cracks, looseness, etc.

   e. Main and tail rotor blades.

3. **ENSURE MAINTENANCE AND COMMAND APPROVAL ARE GRANTED FOR ONE TIME FLY BACK TO SOUTH WHITING FIELD PRIOR TO STARTING AIRCRAFT.** Perform normal start with particular attention to the flight controls.

4. Perform a 5 minute 100% Nr ground run, noting vibrations and normal engine operations. If any visible damage or unusual vibrations are detected, the aircraft shall be recovered by maintenance. If no damage or vibrations are noted, the aircraft may be flown back to South Whiting Field for further maintenance inspection.

NOTE: This checklist does not supersede or replace applicable NATOPS and SOP requirements.

HARD LANDING/TAIL STRIKE CHECKLIST

1. Shutdown.
2. Inspect main rotor mast for indentation at static stop contact area.
3. Inspect the static stops for deformation.
4. Inspect the main rotor blades for damage.
5. Inspect skid tubes and cross tubes for damage, distortion etc. Check attachment points.
6. Inspect the spike plate for sheared of loose rivets.
7. Inspect isolation mount for contact with main drive shaft coupling.
8. Inspect cowling access doors and crew compartment doors for fit and alignment.
9. Inspect tail boom, fuselage exterior, and bathtub area for buckling, etc.
10. Inspect tail boom attach fittings.
11. Inspect tail skid mounting for looseness or damage.
12. Inspect tail rotor blades.
13. Check flight controls for smooth operation and proper swash plate deflection.
14. Inspect the Nr tach-gen and surrounding components.
15. Inspect fuel, oil, and hydraulic system for damage and leaks.

IF NO DAMAGE FOUND:

1. Call squadron ODO/FDO. With Commanding Officer or designated representative permission, aircraft may be flown directly back to Whiting for maintenance inspection.

2. After engine start, check main rotor at flat pitch for 1 per/rev vibrations. If vibrations exist, shutdown and notify ODO/FDO. Aircraft is DOWN and will be recovered by maintenance.

If VISIBLE DAMAGE, UNUSUAL VIBES, or HAC UNCERTAINTY or RESERVATIONS:

1. Aircraft is DOWN and will be recovered by maintenance.

TW-5 On-Scene Commander Checklist

1. Set Bingo Fuel

2. Record pertinent information:

    a. Fire

    b. Survivors seen

    c. Assistance currently at scene

    d. Access to zone via aircraft and ground vehicles

e. Determine GPS coordinates

3. Notify NASWF ODO - UHF 233.7 - Relay information, including GPS Coordinates. If ODO unavailable, relay information to either Whiting Tower.

4. Contact approach control agency for that sector and declare emergency. Relay information. Inform them you will be on UHF 282.8 and monitoring VHF and UHF guard frequencies.

5. Switch to UHF 282.8 - SAR Common Frequency to coordinate as On Scene Commander. NASWF ODO, crash crews, and other rescue ground and air assets will all monitor this frequency.

6. Assign aircraft to assist / lead Crash Crew to scene as necessary.

7. Control traffic in and around the scene.

8. OSC designates and briefs his relief.

NEAR MID-AIR COLLISION REPORT

1. DATE, TIME, DAWN, DUSK, NIGHT.

2. LOCATION.

3. MODEL/BUNO REPORTING A/C, DEST.

4. MODEL OF OTHER A/C, DESTINTATION., COLOR.

5. TYPE OF FLIGHT PLAN, ALTIMETER SETTING.

6. DETAILED WX CONDITIONS, ALTIMETER SETTING.

7. APPROX. COURSE OF EACH AIRCRAFT.

8. SEPARATION DISTANCE AT FIRST SIGHTING CLOSEST POINT.

9. DEGREE OF EVASIVE ACTION TAKEN / INJURIES.

10. IFF CODE.

11. PILOTS NAME.

*DELIVER INFORMATION TO SQUADRON SAFETY OFFICER FOR DISPOSITION.

OPNAV 3750.6 series

OIL/HYDRAULIC SERVICING

ENGINE OIL

Check oil w/in 15 MINUTES of shutdown for quantity. (NOTE: if past 15 minutes the engine must be spun for 30 seconds to prevent over servicing). Do not add oil unless the level is below the weld on the tank. Service the engine oil reservoir to the bottom of the filler neck. Use a VIDS/MAF to record the amount of oil added. This data will be added to oil consumption record upon your return.

CAUTION: Do not mix MIL-L-7808 with MIL-L-23699.

NOTE: Oil consumption greater than 1 quart per FIVE flight hours is considered excessive. Notify Squadron ODO.

NOTE: The fuel sample bottle is for FUEL ONLY.

TRANSMISSION OIL

Service the transmission to the point that the fluid level is at the center of the bull's eye after the transmission has cooled (approx. 30 min or casing is cool to the touch). If oil level appears to be low turn the rotor head in the normal direction of travel for at least 2 turns when cold. Use a VIDS/MAF to record the amount added.

HYDRAULIC FLUID

Prior to removing the SAFETY Clip to open the filler cap, wipe any water or contaminants away from the area. Add fluid until the level is just at the bottom of the screen. Secure the filler cap and reinsert the SAFETY Clip. Ensure the clip is seated properly by viewing it from the transmission access door.

NOTE: MIL-H-5606 may be mixed with MIL-H-83282A if it is the only fluid available, but call the Squadron ODO first.

CAUTION: Do not remove the screen inside the hydraulic reservoir as it is designed to remove water contamination.

NOTE: It is easy to improperly seat the filler cap and cause a leak. Ensure the lip of the cap is seated on the rubber gasket and not canted or touching the reservoir edge.

AEROSHELL 555 – Transmission (Blue)
AEROSHELL 560 – Engine (Orange)

"Christie" = Battery charging device.

CROSS COUNTRY POPPED HYDRAULIC FILTER BUTTON

1. Do NOT reset the button. Call squadron ODO.
   a. If no secondaries in flight, ground turn at flat pitch, 100% Nr for 15min, with filter popped.
   b. After initial 15 min, reset button while still turning.
   c. IP performs control check, ONLY pre-takeoff cyclic X, with hydraulics on, at flight idle for a minimum of 20 cycles. Inspect the button after 20 cycles of control checks. If the filter did not pop, further flight is authorized.
2. The above process is authorized for two hydraulic filter pops. Upon the third pop, the aircraft is down until appropriate maintenance is performed.
3. Do not perform, or have any maintenance performed on the bird without authorization from Wing maintenance officer.

CONTACT FDO/ODO FOR FURTHER INSTRUCTION
FDO/ODO POC: Mr. Glenn White 623-7140 or cell: 393-3080.

BHT-206A/B-series-MM4

CARBON LOCK PROCEDURES

If blade won't turn backwards on preflight:

Homefield:
1. Call troubleshooter.

Away from homefield:
1. Turn blade forward to 90-270.
2. Proceed with start.
3. Shutdown if blade fails to turn by 25% Ng.
4. Repeat start.
5. Shutdown if blade fails to turn by 25% Ng.
6. Rotate main rotor backwards from the hub before repeating start.

If unable to rotate: Aircraft is DOWN. Call base for instructions. DO NOT attempt to force the rotor. Stop rotation if clatter is encountered.
If able to rotate: Repeat start.
7. Aircraft is down if third attempt is unsuccessful.

Note 1: Do not exceed starter/TOT limits. Use GPU as required.
Note 2: Always do a MAF if carbon lock is encountered.

Rolls Royce Manual
250-C20 engine series

Required Equipment IMC
NATOPS

1. Cyclic force trim
2. Ministab flight control system
3. Main generator
4. Standby generator
5. Battery protection circuit
6. IVSI
7. Two attitude indicators. (one powered by standby Battery w/electrical failure)
8. One operable communication system
9. One operable navigation system appropriate to route flown.
10. Radar Altimeter
11. Other equipment as required by operating rules.
    *Flashlight (per page 5-7)

CNAF-M 3710.7

1. Airspeed indicator
2. Altimeter
3. Turn and slip indicator
4. Clock with hours, minute, and sweep hand (or digital)

Required Equipment Night
NATOPS

1. All instrument and circuit breaker panel lights
2. All exterior lights
3. Operable communications radio
4. Attitude gyro
5. Radar altimeter

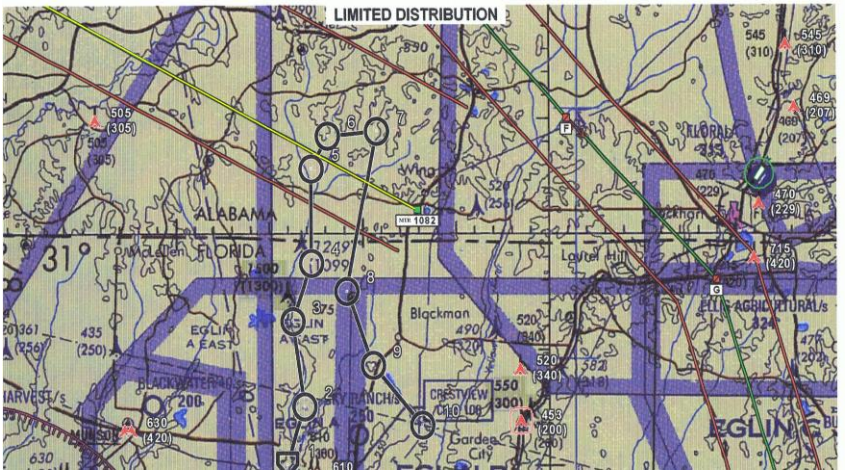
* Flashlight (per page 5-7)

MTRS IN THE EAST

1. Military Training Routes 1082, 1084 and 1085 are VFR routes in the east. The routes are flown from 100' to 1500' AGL. MTR 1082 intersects TW-5's purple route IVO checkpoints five, six, and seven. The MTRs are also west of Florala. Aircrew shall refer to the most current VFR sectional, but they may use
the attached picture with the purple route overlay as a reference tool.

2. Aircrew are advised that they may call the scheduling activity, Range Control, at (850)882-5800 for MTR advisories during preflight planning. Aircrew may also contact Gainesville Radio on 255.4, 122.2, or 122.45 for inflight advisories and activity status.

3. Aircrew are advised to continue to maintain VFR see and avoid procedures in the area.



MISSION PREBRIEF

I. HUMAN FACTORS
- a. Any personal / family / relationship issues?
- b. Any health issues / medications?
- c. Any work distractions?
- d. Rebrief ORM issues and NATOPS by exception if delayed.

II. CREW REST / CREW DAY
- a. When did all aircrew leave yesterday? 12 hours debrief to arrival for first official duty.
- b. When did all aircrew enter the squadron for official duties?
- c. How many consecutive scheduled days? Maximum of 6 consecutive scheduled days.
- d. How many graded events today? Maximum of two graded events.

III. REVIEW OF TRAINING JACKET
- a. Incomplete Flights - Determine necessary maneuvers to complete.
- b. Unsatisfactory Flights - Determine if SNA should progress to next event.
- c. End of Block Flights - Determine necessary maneuvers to perform.

IV. CURRENCY / CUMULATIVE FLIGHT TIME
- a. SNA - Warm-up criteria:
  - (1). 7-13 calendar days (within stage) - 1 Optional.
  - (2). 14 calendar days (regardless of stage) - 1 Mandatory, 1 Optional.
- b. IP - Flown in last 21 calendar days?
  - (1). Night/NVG current – 90/45 days.
  - (2). Model and/or Stage current - 90 days.
  - (3). Contact "B" / AEMP current - 21 days.
- c. IP cumulative flight time - waivers.

V. IP REQUIREMENTS - On-wing, Standardization, IPC or FPC instructor?

VI. Operating Environment
- a. Current / forecast / Wx requirements for flight.
- b. Wind effect on aircraft performance.
- c. SIGMETS / WW / CWW.
- d. Hot environment (heat/humidity) - dehydration, fatigue, aircraft performance.
- e. Cold environment (icing) - freezing level, minimums, water temp levels.
- f. Sunset / SLAP Data.

SITUATION OVERVIEW

MISSION STATEMENT (SPECIFIC EMPHASIS ON?)

EXECUTION OF MISSION

I. CONCEPT OF OPERATIONS - MISSION OVERVIEW

II. SCHEME OF MANEUVER
- a. SEQUENCE OF EVENTS
- b. ROUTE / COURSE RULES
- c. MANEUVERS
- d. OLF OPERATIONS
- e. RTB

III. MISSION SPECIFIC ORM (OPPOSITE SIDE)

ADMINISTRATIVE

I. FLIGHT EQUIPMENT CURRENCY

II. READ & INITIAL CURRENT

III. SNA DOUBLE SCHEDULED
- a. Cancel second event if previous flight in block was unsat and notify flight leader
  - (1). F4101/2, T3101/2 and T4101/T4201 are not considered double scheduled events.

IV. FOD AWARENESS

V. HOT START AVOIDANCE

IV. Training Improvement Process (TIP)
- a. End of Stage Critiques are mandatory
- b. Anyone can recommend a syllabus change via the Stan Department

V. Training Time Out - TTO Policy applies to all flights in the TH-57

VI. Discussion Items

NATOPS BRIEF

Contact 'B/C' (C40-47,49)
Low work -5'
Defensive posturing
Dynamic Rollover
Full autos: 45 gal max
Prac autos: 2500' DA/5kts wind
Autos: attitude, flare, full
Sim eng failure at alt
Waveoffs (Power on/off)
Cut guns +/-45 deg

Tactical 'B' (T40)
Prac autos: 2500' DA/5kts wind
High speed approaches
Waveoffs (Power on/off)
DA/winds
Doors off 02/03 only
CAL zone ops
Pinnacle ops
Externals
Inadvertant Rear Seatbelt Release

Solo flights (C44/N42/N47)
Hot seat procedures
Quick stops
No tailwinds on C44
>5kt tailwind for N43/N44
10 hour crew day
Currency
1 day for C44
5 days for N43/44

Contact (IUT, DEMO & IP/IP)
Low Nr recovery
Sim eng failure on t/o
H/S low level auto
Sim stuck pedals in hover/alt
Sim loss of T/R thrust
Complacency
"Fights on, Fights off"
Co-Pilot Defensive Posturing
AEMP 100ft gate

Basic Instruments (I40-42)
ITOs
Unusual attitudes
Working area traffic
Observer responsibilities

Radio Instruments (I43-45)
ITOs
Missed approach/climb out
Comm discipline
Working area traffic
Observer responsibilities
EKB Use

Low Level Nav (N43/N44/N45)
Traffic calls
Torque awareness
Rad alt no lower than 150'
Low-level lookout
Bird/obstacle avoidance
Low-level engine failure
DA/winds
360/180/90 (Pattern at OLF)

Navigation (N40-42)
"Get There-its"
Fatigue
Complacency
Weight vs. Torque
FLIP Airfield diagram
Required Pubs
Hot Start Prevention
EKB Use

SAR (S42)
Bird/obstacle avoidance
Low-level lookout
Water survival (Flotation)
Water temp:
51°-60°F Aramids required
<50°F-LLBI over land

Formation (F40-41)
Closure rates
Landing pattern
Acute on inside of turn
Torque considerations
Low level lookout
Working area traffic

Night contact/Nav (C48/N41)
Low work
Closure rates
SA in pattern
Night autos to runway
Lookout/obstacle avoidance
Working area traffic
Night Lighting

NVD (V40)
Low work
Exterior lighting
Closure rates
Scan pattern
Visual illusions
Working area traffic
Fog: Temp/dew pt spread <2°
Rad alt no lower than 300'

Warm-up (Winger/IP)
Checklist
Course rules
Autos
Complacency

IP-IP
Complacency
"Fights on, Fights off"

CONTACT BASE / CLOSEOUT FLIGHT PLAN

STUDENT / IP ORM ASSESSMENT

SAFETY OF FLIGHT ISSUES OR CONCERNS

MISSION DEBRIEF

STUDENT EVALUATION OF THEIR PERFORMANCE
- ASK FOR OVERALL EVALUATION
- ASK FOR SPECIFIC STRONG POINTS & WEAK POINTS

IP EVALUATION OF MISSION SUCCESS
- WERE TRAINING OBJECTIVES MET? (COMPLETE / INCOMPLETE)
- WAS MISSION SUCCESSFUL? (PASS / UNSAT / MARGINAL)
- STRONG POINTS AND WEAK POINTS

IP ASSESSMENT OF PLANNING

LEVEL OF PREPARATION FOR FLIGHT
KNOWLEDGE OF PROCEDURES
FLIGHT PLANNING (DD-175, MAP PREP, JET LOG, PFPS, ROUTE SELECTION)
RECOMMENDATIONS FOR PROBLEM AREAS IN STUDY SKILLS OR FLIGHT PREPARATION

IP ASSESSMENT OF BRIEFING

WERE LEARNING OBJECTIVES ACCOMPLISHED IAW BRIEFING?
QUALITY OF DISCUSSION ITEM KNOWLEDGE
OVERALL QUALITY OF STUDENT BRIEF

EXECUTION OF MISSION

CHECKLISTS / GROUND OPERATIONS
TAKEOFF / LANDING / TERMINAL OPERATIONS
COURSE RULES / ROUTE OF FLIGHT
COMMUNICATIONS CONFIDENCE / ABILITY
SITUATIONAL AWARENESS AND HEADWORK
GRADE CARD REVIEW
- INDIVIDUAL MANEUVER PERFORMANCE
- DISCUSS ITEMS BELOW MIF / CTS

SPECIFIC FOCUS AREAS / EMPHASIS ITEMS FOR NEXT FLIGHT

ADMINISTRATIVE

RETURN FUEL PACKET (AS APPLICABLE)
WRITE MAFs
COMPLETE NAVFLIR
SUBMIT AND PRINT ATF AND ATS
SUBMIT AVIATION SAFETY AWARENESS PROGRAM (ASAP) DATA
NOTIFY DUTY OFFICER IF CHANGES TO SCHEDULE ARE NECESSARY TO ENSURE 12 HOURS CREW REST

QUESTIONS?

I. UNSATISFACTORY OVERALL SORTIE GRADE:

a. UNSAT FLIGHTS SHALL NOT BE DEBRIEFED IN THE AIRCRAFT.
(1). If IP has second event, debrief will be conducted face to face in the crew change.
(2). Instruct SNA to inform his/her Flight Leader and all applicable personnel immediately.
b. If SNA is scheduled for second event, notify duty office for cancellation.

II. UNSATISFACTORY EVENT GUIDANCE:

a. If event remains in block, student shall progress to the next event until second consecutive UNSAT event or third cumulative UNSAT in the same block. Document on yellow paper.
b. IF End of Block, repeat last event in the block until SNA meets MIF, or second consecutive UNSAT event. Document on yellow paper.
c. Check ride, second consecutive or third cumulative in stage UNSAT event shall be documented on a pink ATF and delivered to Logs & Records ASAP following completion of IP's flights.

III. INCOMPLETE EVENTS:

a. Annotate completed maneuvers for documentation on SNA's Aviation Training Summary (ATS) for completion on next flight.
b. Inform SNA's flight leader for appropriate scheduling.
c. Clone the event in TIMS by clicking on the sheep button.