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The Scratching Post

VT-10

The Fall 2020 Edition

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Words from the Skipper

CDR Charles “Bernie” Dennison VT-10 Commanding Officer



As we continue to combat the COVID-19 pandemic both on and off duty we must remain focused on aviation safety. While our COVID mitigation measures are a large and ever present part of both our personal and professional lives, I need all of you focused and prepared for each and every event, each and every time. I have always said that one simple mistake or one moment of bad judgement can erase the many years of hard work and dedication that have got you to this stage of your careers. COVID doesn't take a “break” just because we have to go fly. COVID doesn't care if we are tired or distracted. However, if we remain focused we will effectively mitigate potential hazards while continuing to execute the world's best NFO training!

This edition of The Scratching Post will discuss Winter Riding, Distracted Driving, Blown Tires, ATC and Communication Difficulties, and ADS-B. Each of these activities and potential hazards can be reduced or all together avoided if you practice effective time-critical ORM and strive to improve your Crew Resource Management skills.

Congratulations to the entire Wildcats team, Staff and Students, during Fiscal Year 2020 as we filled all of our required Fleet Replacement Squadron quotas! This is no small feat and a milestone only achieved by your hard work and dedication to our mission.

Finally, while I have a few months left in the squadron, this will be my final edition of the Scratching Post. I have been truly amazed by our entire cadre of Staff and Students during my time at VT-10. You are truly the best and brightest of our great nation and your talent, dedication, and professionalism will ensure America's combat dominance and global power projection far into the future.

Take care of yourself and each other! Fly, Fight, and Always Win!

Skipper



The XO Snarl

CDR Jason “JAY” Agostinelli VT-10 Executive Officer



It is a real honor to offer my first input to the renowned Grampaw Pettibone Award Winning *Scratching Post*. VT-10 has a strong history of fostering a proactive safety culture. Often we think safety principles only focus on flight operations, but statistically it is the *off-duty threat* that can catch us off guard. Recreational mishaps like the ones discussed in this issue happen. Our goal is to help prevent them from happening to *you!* Winter riding brings challenges as weather conditions can change rapidly causing hazardous roads. In the other off-duty article you'll read that even when you have a great ORM plan mishaps out of your control can still occur. The issue of distracted drivers is not new and I believe it's getting worse. I recently saw a lady driving down Gulf Beach Highway with a dog on her lap, applying makeup and talking on the phone all at the same TIME! Oh and let's not forget she was operating a motor vehicle. Keep your head on a swivel out there Wildcats!

It would be irresponsible of me if I didn't bring up the continuing COVID threat we face. The area has recently relaxed some of the restrictions place upon all of us. If you've been paying attention to the news we are not even close to putting this pandemic behind us. Just because we can do something such as eating at a crowded restaurant doesn't mean we *should* do it. Please use sound judgement out there and keep you, your family and, your shipmates safe. The following pages have some great commentary, share it with your family and friends. **The bottom line is we cannot afford to lose any of you to mishaps on or off duty.** You are all National Resources, talented, committed, and most of all irreplaceable!

Think safety and Operational Risk Management both at work and at home and don't accept unnecessary risk in your professional or personal lives. Our calling challenges us to become experts in managing risk effectively, so we make the remarkable appear routine. But remember there is nothing routine about Naval Aviation. Pay attention to the details. Talk through your plan with colleagues, family, or friends. Become the risk management experts your Nation, Navy, and Family need you to be, to be successful on duty and off. See you around the Jungle!

Train hard! Fly Safe!

XO



Winter Riding

--LT Kyle "Rainman" Barry



As we start to move into the colder winter weather months I wanted to take a second and discuss riding in a cold weather environment. The possibility for snow is low here in Pensacola and the surrounding area, but it is not out of the question. Potential snow aside, with the lower temperatures comes a greater risk. Gear selection is important. In addition to all required PPE, make sure you are wearing appropriate gear for the weather. As we begin to operate in a colder environment, remember these DO's before hoping on a bike this fall and winter:



DO dress in layers and invest in a good pair of warm weather gloves. The last thing you want to be focused on is being cold instead of the road.

DO wear reflective and lighter colored clothing due to the reduced daylight hours, make yourself visible to other drivers on the road!

DO check the weather before you ride and be aware of local road conditions. It can get cold enough to form ice here so take it slow and be cautious of road conditions. If it does snow, chances are that they will spread sand or salt which can result in reduced traction for you. If you are in doubt, don't ride!

DO check your T-CLOCS before riding just as you would in any other part of the year. When the bike is cold, your tires are also cold which will result in less traction until they are warmed up. Take it slow out of the gate and warm up your tires with acceleration and braking being mindful of the traction of the road you're on.



DO increase your following distance. Maintain a few car lengths of space ahead of you to allow more time to react to hazards, such as cars ahead stopping or sliding on ice or sand/salt, or being able to see something on the road. In optimally-dry conditions, it takes an experience rider about 85 feet to stop a bike traveling at 35 mph. An average car is around 16 feet, so it would take about FIVE car lengths to stop. And of course, the faster you're riding or the worse the road conditions, the more distance you should maintain.

Ride safe out there!



ADS-B and Me!

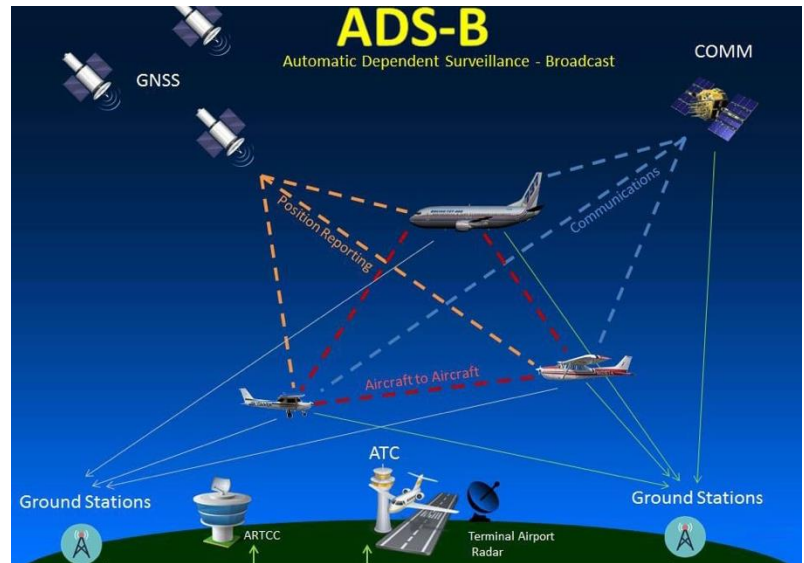
LT Ariel "Bambi" Baltis



What will the new FAA ADS-B requirements mean for the military?

Automatic Dependent Surveillance-Broadcast is part of the FAA's NextGen Airspace Overhaul Program. As of January 2020, all aircraft operating in US controlled airspace *must* be equipped with ADS-B Out. ADS-B relies on WAAS-GPS satellites instead of ground radar to gather and report aircraft data to ATC. This data, which includes flight ID, altitude, and horizontal and vertical velocity, is periodically pushed to ATC in a "squit." This differs from a transponder "squawk" which waits for an interrogation to transmit data. The increased accuracy of ADS-B data will eventually allow for reduced separation requirements and the ability to accommodate more direct routing.

Use of the ADS-B Out system is outlined in AIM Chapter 4, but how does this system apply to the military? Operational units can get a waiver from the FAA to secure their systems when in a mission status (we don't always want to advertise our location to the world, do we?) For the purposes of training aircraft, there is no reason to secure the system. The T-6A has a 1090MHz Extended Squitter. Specifics can be found in NFM IC-37 with a description on page 1-86. The IC updated our procedures to align with AIM requirements. Specifically, the FLT ID must match the filed callsign. If it does not, a CSMM (callsign mis-match) will be generated which can delay ATC services. Additionally, ADS-B is required to be on anytime the aircraft is airborne AND moving on the surface. This means that our transponder will be set to ALT chocks-chocks, as is described in the new Hollywood Script. The weight-on-wheels switch will swap modes for us automatically.



“ADS-B is required to be on anytime the aircraft is airborne AND moving on the surface.”

Update rates on the ground will be slower and altitude information will not be broadcast.

ADS-B Out only sends data to ATC and provides no information to the user. For pilots to receive this data they need ADS-B In. This can be installed in the aircraft or accessed via a variety of portable receivers. ADS-B In (978MHz) can provide a lot of data in flight that will greatly enhance situational awareness. The two main types of data are TIS-B (Traffic Information Service-Broadcast) and FIS-B (Flight Information System-Broadcast). TIS-B provides traffic information for other aircraft with ADS-B and those entered into the system by ATC. This information can be passed plane-plane if on the same frequency, or relayed through a ground rebroadcast station. FIS-B provides weather, NOTAMS, TFRs, and other useful information. The complete list of information and update cycles can be found in AIM Table 4-5-3.

As the NextGen Airspace Overhaul continues there will be more equipment and procedure changes. As professional military aviators it is important for us to remain up to date and comply with these updates moving forward.

Sources: Everything explained for the professional pilot Freeflightsystems.com; T-6A NFM; VT-10 Hollywood Script



You Have the Controls...Now Drop your Cellphone

--LT Connor Lennard (VT-6)



Let's take a look at distracted driving and how YOU can commit to being safer on the road.

As aviators who use risk management on a daily basis, it is critical to remember that checking your phone while driving is a decision that affects more than yourself. Distracted driving is a dangerous behavior with a potential or lethal consequences. The National Safety Council estimates that 9 people are killed and over 100 are injured daily by distracted driving accidents. In 2016, the lives of my parents and our whole family were irrevocably altered due to actions of a single driver on a North Carolina road.



Here is my story:

My dad was a Navy doctor, an Ironman triathlete and an avid cyclist. He took pride in beating every 18 year old at the hospital in the PRT. In the fall of 2016, he and my mom were deciding where to go for his next set of orders. Sigonella, Italy was close to the top of the list due to their love of travel and sailing.

At about 0600, during his daily bike commute to work, he was struck by a distracted driver. A nearby witness saw a truck drift across two empty lanes into the three foot shoulder my dad was riding in and my dad was thrown 400 feet off the side of the road. The driver kept going and was never identified. My dad was life-flighted (thank you helo pilots!) to the nearest trauma center due to his eleven fractured vertebrae. For the medically inclined, that included the C2 vertebrae which could have paralyzed him for life if handled incorrectly at the scene or in route.

He had multiple surgeries over the next six months to stabilize his spine with rods which required a C-collar for five weeks and a turtle brace for six months. He also had a broken nose, broken ribs, a broken finger, road rash and a head laceration that required several staples. After weeks in the hospital and months of

“A nearby witness saw a truck drift across two empty lanes... my dad was thrown 400 feet off the side of the road.”

recovery, he was able to return to limited duty at the hospital while still going to rehab at the Wounded Warriors Clinic in Camp Lejeune. Fortunately, as active duty, Tricare covered the over \$150,000 medical bill. He retired from the Navy in 2017, ending a 29 year career.



CAPT Lennard, USN in the hospitalized after being struck by a distracted driver.



Finally, discharged from the hospital, happy to be walking again.

As phones become more and more important to our daily lives, it becomes harder to resist the pull of checking a text message or notification. We have to recognize that most technology is designed to make life *easier*, not to necessarily *safer*. Remember, you do not have authority to accept the risk of your distracted driving for everyone on the road with you.

I would like to provide you with methods to prevent yourself from driving while distracted.

Statistics

If you are someone who remembers facts and figures, take a look at the following numbers. It is important to remember that distracted driving is a lethal behavior that killed **2,841** people in 2018. And it is not just the drivers who were using their phones. By driving distracted, you are endangering the lives of everyone on the road. **605** passengers and **506** pedestrians

were killed in 2018 in addition to **1,730** drivers. And the cost does not stop there. An estimated **400,000** people were injured by collisions involving distracted drivers as well. Together, the NHTSA (National Highway Traffic Safety Administration) estimates that in 2010 alone, distracted driving cost Americans **\$39 billion** in damages, healthcare costs, lost wages and more.

Legal Ramifications

Florida bans using a handheld device while driving and it is a primary offense which means police officers can pull you over for distracted driving alone. Keep in mind, in addition to the financial penalties, distracted driving can result in three points added to your license getting you closer to a suspension. Even if you believe your scan is so great you don't need to worry about distracted driving, you will still face consequences that could be avoided simply by waiting to check your phone.

I hope that no matter what motivates you and what kind of person you are, you can find something in this article to remember the next time you hear the notification chime from your phone while driving. It can be easy to justify making exceptions but even small lapses greatly increase the risk to yourself and others. I find it easier to make a pledge to myself and stick to it. A good example from the NHTSA is below:

I pledge to:

- Protect lives by never texting or talking on the phone while driving.
- Be a good passenger and speak out if the driver in my car is distracted.
 - Encourage my friends and family to drive phone-free.

Sources: NHTSA.gov.

“Remember you do not have authority to accept the risk of your distracted driving for everyone on the road with you.”



Dual Blown Tire Lesson Learned

--LT Nick "Mofu" Jones



It was a day like any other....

As a newly qualified formation pilot I was conducting my 5th event with SNFOs. The plan was to conduct the event in the Wahoo airspace then land at Jack Edwards for fuel and food. I was in the wingman position as our section entered the JKA area. Lead announced over CTAF that our intentions were to conduct a right-hand overhead break to runway 09 for a full stop landing. At the time of that call, there was a civilian King Air at the hold short and a second general aviation aircraft in the left-hand pattern. Our flight conducted a normal 3-second break to the right downwind and coordinated our full stop with other airborne traffic. We established 3,000 feet of aircraft separation for Jack Edwards' 100 feet wide runway per the FTI. As the section moved through the 90 and lead rolled out on final, the King Air took the runway unannounced and departed runway 9 causing a non-briefed and unexpected dual wave off for the section.

At this time, the lead IP assumed that the section had been dissolved due the "kiss off" being passed prior to the break. As wing, I assumed the section was still intact as there was no coordination over TAC frequency to dissolve the section. Both aircraft entered the right downwind maintaining previously established FTI values for spacing. The civilian aircraft in the left-hand pattern announced his intentions to perform a full stop landing, placing us #2 for the full stop. As lead rolled through the 90 position to final, we continued to maintain what we considered at least 3,000 feet of separation and took flaps landing to increase separation and reduce roll out distance. As the lead aircraft crossed the threshold our focus shifted to inside the aircraft ensuring our checklist was complete and focusing on landing parameters for the selection of full flaps. Little did we

know

"I assumed the section was still intact as there was not coordination over TAC frequency to dissolve the section."

that lead also elected to take flaps landing and after touch down made preparation to exit the runway at the first available taxiway, A2.

This may have created no issue on a different day, but the aforementioned civilian full stop had also exited the runway at A2 and was blocking lead's ability to clear the runway. As we touched down and began our roll out, I noticed an increased rate of closure occurring between the section aircraft. Power was at idle with flaps landing and we were quickly



decelerating through 85 knots. Due to this, it was decided a wave off was not a safe course of action



and I began to apply normal braking with increasing pressure as we moved closer to the lead aircraft. As a result of my airspeed, flap configuration, and judicious application of braking both tires were blown in the process. When the aircraft were approximately 1000 feet from each other, the lead aircraft was able to taxi off the runway allowing us to maintain centerline and roll to the next taxiway, A3. It was clear that at least one tire had blown, so I elected to shut

down the aircraft on A3 for maintenance action. Upon inspection, I saw that not just one, but *both* tires had blown.

Lessons learned

While in the pattern on a formation flight, establishing and maintaining nose to tail separation at a given position, for example the 90 or when rolling final, is good, but that should not give your brain the “green light” for the full stop. Since this day I have adopted a technique that I call “*groove awareness*.” This is a final check in the groove to visually confirm you have appropriate separation prior to touching down. For instance, at KJKA you should see lead’s aircraft approximately half way down the runway (taxiway A3) prior to continuing for a full stop as it is roughly 6,962 feet long. This determination comes from proper mission planning and destination airfield diagram study.

“Since that day, I have adopted a technique that I call ‘*groove awareness*.’”

Another important note is that FTI values are minimum values. So 3,000 feet separation not necessarily the goal to maintain, but a minimum value for safety of flight. Nothing says you can’t land 4,000 feet in trail.

I believe this situation also gave me perspective on how to consider my wingman when I am tasked with leading a section. Communications may be denied in the Fleet but we’re in an orange and white aircraft in Pensacola. Use your TAC frequency whenever required for safety of flight and never assume both IPs are on the same page with non-briefed situations.

As a final general statement for newly qualified formation instructors, keep a large safety window and fight the urge to operate the aircraft above your skill level. Your super-hot parade position for the home field overhead will come with time.



“Unable. Contact Pensacola Approach on 120.65”

LT Joe “Crazy Joe” Hilby



As flight instructors, every one of us has asked the question: What is required to get into Class C airspace?

Access to Class C Airspace requires two things:

1. Two-way radio comms established; and
2. Transponder with Mode C and ADS-B Out

These requirements get drilled into our heads throughout flight training. We regurgitate said requirements on check rides and training briefs until they become memorized.

Then we turnaround and make sure the next round of Aviators and NFOs knows them.

For the most part, this surface level understanding works.

But there is an important piece of information missing.

Two-way radio comms... with who?

FAR 91.130 gives a bit more information:

“Two-way radio communication must be established with the ATC facility providing ATC services [...]”

If we are on an IFR flight plan the answer is simple. The enroute phase will end with a “Descend and maintain [altitude], contact [TRACON], on [Frequency]” and we do not give this question a second thought. If we are flying VFR, it is a bit more complicated. Looking at the VFR chart there is a small white box near the Class C shelf saying “CTC [TRACON] APP WITHIN [usually 20] NM on [VHF Frq] or [UHF Frq].” Then, looking closer to the airport, we will see the familiar magenta circles depicting the Class C shelf. If we are flying closer to that shelf (or under it) it may be tempting to forgo comms with TRACON and contact the tower controller directly. Intuitively, it makes sense being so close to the shelf to forgo the middleman.

“Two-way radio comms... with who?”

The problem is that depicted Class C shelf is TRACON’s airspace. Unlike Class D, those lines only depict where we NEED the above two requirements. Nothing else. To highlight this, look at NAS

Pensacola (Sherman Field).

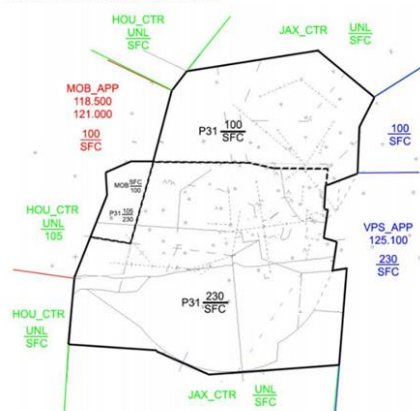
Pensacola TRACON (P31) airspace covers the entire Pensacola South MOA and most of the Alert Area (A-292). Sherman Tower only owns a small portion of airspace located *inside* the Class C shelf; their airspace is also dependent on what runways are in use. Looking at this, it is clear why tower cannot be considered the “ATC facility providing ATC services” until *after* an aircraft has flown into the Class C shelf. The aircraft would have to transit 1NM from the edge of the Class C inner-shelf before it got to towers airspace, or descend 1,200ft from the top of the outer-shelf.

Often times these questions ‘What is required to get into Class C airspace?’ or ‘Point to Class C airspace on the VFR chart?’ can seem very simple and for the most part, they are. Our memorized response will work. However, sometimes it is worthwhile to dig a bit deeper and see just how complex this system we operate in is.

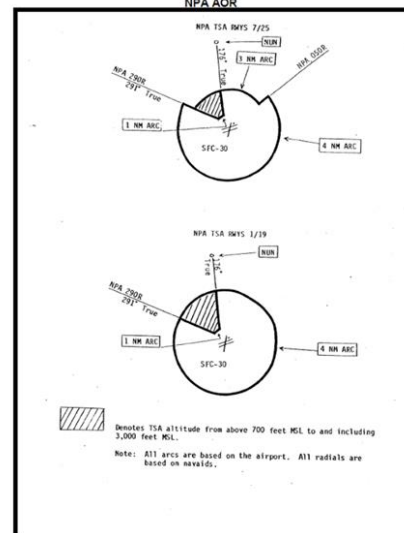


2-2. Airspace Diagrams

Figure 2-1. P31 and Surrounding Airspace



ATTACHMENT 1
NPA ACR



(left) Pensacola TRACON (P31) SOP (P31 7110.69H. (right) Pensacola TRACON, NAS Pensacola, CTW-6, 479th Flight Training Group LOA.

Safety - It's an all hands effort.

Assess the risk

Adapt the plan to mitigate risk & continue to assess

Attack the mission once risks are acceptable

while continuing to assess and adapt





Aviation Milestones



1000 Total Flight Hours

LCDR DeWitz

LCDR Hill

LCDR Jordan

LT Baltis

LT Buttrey

LT Dunn

LT Robie

LT Scott

Congratulations Wildcats! These milestones were accumulated with tremendous preparation and vigilance that all started on deck.

Well done!