

EVENT REHEARSAL

Student Guide

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Event Rehearsal Simulator Guidance

Situation

CNATRAISNT 1542.162/3 provides Student Naval Flight Officers (SNFOs) with an Event Rehearsal simulator prior to each block of training.

Mission

Utilize scheduled Event Rehearsal simulator periods efficiently to prepare for follow on flight events. You shall utilize the entire scheduled time in the simulator. You will be scheduled with a partner. During one event you will be in the simulator and your partner will operate the simulator. On the second event you will switch roles. These events are mandatory and SHALL be conducted in the simulator.

Contact (C0106)

Event Rehearsal is your time to review all cockpit checklists. This event is for you to get comfortable running and executing all normal checklists. This event allows you to see what happens in the simulator when you manipulate cockpit switches, as opposed to the static cockpit at Griffith Hall. This is your opportunity to see what a normal start looks like. Event Rehearsal is your dedicated time to exercise each Checklist Study Guide. Your partner can give all Instructor responses. You should come out of this event with a good understanding of what will actually happen in the cockpit when you manipulate switches.

INAV (I0102)

This is the event for you to review all of the instrument navigation and approach procedures. Fly a canned route to include at least two INAV approaches. This event will highlight the level of proficiency required to execute your instrument procedures real time.

VNAV (N0109)

Focus on departing NPA IFR, cancelling at TRADR, and preceding to PT A on VNAV 1. Utilize the GPS map to execute the route (Flight Plan 19). Although you will not have the luxury of the visual simulator, you can still work on timing and course corrections based off distance from the GPS flight plan. Focus on 2 minute prior, MOT, and WL calls on the route. Work on your turn-point geometry and have your partner put in winds slightly different than planned and attempt to determine what the new winds are. Conduct one instrument approach.

Formation (PRI 2: F0108)(INTERMEDIATE: F0103, F0202)

You are training to become a Mission Commander, NOT a formation qualified pilot. You need to focus your preparation towards **LEADING** a formation. SNFOs rarely fail a flight for their execution as Dash 2. You should utilize your scheduled Event Rehearsal time to simulate a formation flight as the **LEAD** SNFO. Event Rehearsal is your time to get ready for **LEADING** the flight.

F0108

Simulate a flight with clear weather in the local area. Similar to contact event, your first formation flight will be in a working area (Gator South MOA, Area 1, or R-2908).

1. Review all hand signals and arm signal cadence and actually perform hand and arm signals during the Event Rehearsal period.
 - a. On the runway, conduct hand and arm signals for EPPPFANN.
 - b. On the runway, conduct hand and arm signals for run-up and takeoff for section and interval takeoffs.
 - c. On departure, conduct kicking your wingman to cruise and then bring him back into parade for the parade sequence.
2. Establish the flight in a working area and focus on keeping the formation within the working area. If you are given a UTD utilize the GPS to keep the flight in the working area. While established in the area, go through the entire Parade Sequence. Review lost sight exercise, G-Warm, fence in procedures as well as the break up and rendezvous as Lead. You will be unable to do anything useful for the tail chase sequence other than giving the tail chase hand signal.
3. Conduct one approach integrating the hand and arm signals. Kick your simulated Wingman off the ATC frequency to get ATIS. Remember you will have to slow below 150kts and it takes much longer in formation because as Lead you are limited to 20% Torque. Make sure you are giving your simulated Wingman the “prepare to lower gear and flaps signal”. Also, if you are behind on the approach, you cannot just go idle and throw the gear and flaps down or your wingman will blow right by you. Make sure you are practicing the “cleared to land” and “kiss-off” signals. If you are coming in for the break, review executing the “3 second break” or “fan break” signals.
4. You should know all of the comm switches with your simulator partner and make sure you are keying the correct radio. Get used to looking at your wingman for a thumbs up when you are transmitting on a new frequency for the first time. Frequency changes and roll calls are difficult initially.

F0103

Simulate an instrument formation profile. Again, this can be simulated as LEAD using any instrument profile. Conduct the scenario at 270kts. Pretend you have a wingman and conduct all formation procedures. Recommend focusing on instrument approaches. The terminal environment is busy as a Flight Lead. Focus on descending from cruise altitude and conducting approaches. Slowing to 150kts and configuring to BAC requires the Flight Lead to be ahead of the aircraft. Most of the approaches you will conduct in this block are Radar Vectors to Final Approach Course.

F0202

Simulate departing from KNPA and entering VR-1024 at Point A (Flight Plan 10). Recover to either KHDC or KMEI via instrument approach. If you are assigned a UTD utilize the GPS flight plan for the VR-1024. You can still practice course corrections, turn-point geometry, and timing adjustments on the route utilizing the GPS moving map if assigned a UTD. Additionally, make the appropriate Tac turn calls.