

PRI 2 Formation Stan Notes

10 NOV 2015

***** WARNING: THESE STAN NOTES ARE MEANT TO SUPPLEMENT THE FTI. STUDENTS ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND OPNAV CONTENT *****

Ground School:

Once you are issued the Formation FTIs, start to study them even if you haven't had Formation ground school yet! Use down time to study the FTI and MEMORIZE it so that when it comes time to brief the events you only have to practice the chair-flying of the briefs. There should be no excuse that you didn't have enough time to prep for these flights. These notes have been created to bridge the gap between the way we do things and the FTI. These notes are merely a supplement to the FTI.

Preparation:

- Check out the formation brief video from the SDO. This video is a demonstration of a good brief and a bad brief. It is not meant to replace the FTI. If you merely attempt to mimic the video it will be glaringly apparent to your IPs. The video is also available on the VT-10 training website.

- Use the Formation Kneeboard Cards provided on the VT-10 Website for your planning and to use in the flight. Beware of old/outdated cards that might be floating around via other students.

- Briefing Board templates are on contained within the same file as the kneeboard cards. These are a 90 percent solution. They are a template that you should tailor to your flight. For example, if you plan on doing a section takeoff, your board should not have (Section/Interval) on it. Make sure your KBC matches your briefing board.

- Find IPs and ask them any questions you might have about the flight(s) prior to the briefs.

- **DD-175 Correction to FTI:** Per the General Planning publication, the Aircraft Designation and TD Code box should list the following: # of aircraft/Aircraft Designation/Navigation Equipment. For example, a section of T-6As with GPS should be listed as **2/TEX2/G** instead of 2xTEX2/G.

F4001/4002:

- Know the FTI!

- Know the SOP as it relates to formation
- Call your IPs the night prior to find out where they want to go (MOA/R-2908). R-2908 is the standard.
 - If going to R-2908 (Prop formation working area) be familiar with the CTW-6 in-flight guide referencing that area. If your IP wants to go to the R-2908 you will most likely still be filed for the NPA-633. On departure when checking with departure control "KATT 6XX flight of two, passing one thousand for three thousand, request status of R-2908". If ATC tells you it is cold you will most likely cancel IFR once clear of class C. This also clues ATC into the fact that you will not be going to the MOA. **You need to check the Jacksonville center NOTAMS (KZJX) to see if the R-2908 is scheduled to be active.**
- Make your briefing board professional looking (straight lines, correct colors, etc). A sloppy board is the fastest way to make a bad first impression!
- Lead should brief and is responsible for the Conduct portion of the brief. Lead can delegate to Wing to brief the Admin and you can split up the Emergencies.
- Practice use of the models and make sure that the IPs can see what you are demonstrating.
- Practice the time hack (sync your own watches with GPS time or the Naval Observatory prior to the brief). Have one person standing by to do the time hack as the other starts the brief. As the time gets near, the time hacker can interrupt his partner to do the hack:
 - "In 45 seconds the time will be 0530 local... ten seconds... five, four, three, two, one, hack. The time is now 0530 local."
- After a lead change the new wingman says "good hits" to the new lead on tac frequency to let him know his transponder is working. The new wingman will not squawk STBY until he gets a TAS hit from the new lead to ensure someone in the section is squawking ALT.
- The lost sight exercise will happen in a turn into or away from wingman, so have a plan to brief either scenario because in flight it will be dictated by area management.
- Practice all the radio comms with your form partner
 - Check in on aux/NAV check/clnc
 - Radio freq changes and procedures via Pri/Aux
 - FENCE In/out
 - G-Warm prep call
 - Terminate/KIO

- Contrary to the T-6 specific FTI, in the fleet **ALL RENDEZVOUS WILL BE CO-ALTITUDE!** Students are only responsible for briefing what the published and CNATRA approved FTI says, but this point should at least be noted, and may be worth mentioning in the brief as well.

- Think about hand signal cadence and coordination with IP.

-Typically you will conduct an RNAV approach to your destination with your IP giving you simulated vectors or you vectoring yourself. Following the RNAV approach on the F4001 you will depart and re-enter for the break to a full stop. Keep in mind runway requirements for centerline and staggered landings.

F4002:

-Typically you will conduct a section approach at the beginning of the flight. Again, VFR with your IP giving you vectors to final, or you just vectoring yourself.

-On the way to the R-2908 you may have your wingman check the status of the R-2908 prior to entering.

-Once you are fenced-in and ready to begin your called tac turn sequence you will preface with "the following will be a series of called/un-called tac turns". When the training objectives are complete you will terminate the sequence.

Event Rehearsal Guidance:

-Refer to the Event Rehearsal Guidance when scheduled. It details how to best utilize this scheduled simulator time to prepare for your form flights. Students who have done really well in forms have taken this to heart.

Training rules:

- Like the SOP, you're expected to know, understand, and abide by these even if we don't spend a lot of time explaining them. There are some fighter-specific terms that you haven't been introduced to—particularly in the Tail Chase TRS—so ask questions if something is not clear.

- Generally you just read through these verbatim, with one exception: **Departure/Spin Procedures**. Someone in the brief needs to rattle off the boldface, and it won't be an IP. Get used to this: in Large Force Exercises conducted at venues like TOPGUN and Red Flag, the FNG for each type/model/series represented stands up and spouts them off for the audience.

Time hacks:

- GPS is the gold standard for timing, and it's used by everyone for a lot of different reasons. Two big ones:

- Synchronizing frequency-hopping radios so you can talk.
- Synchronizing fires (Close Air Support, artillery, mortars, naval guns, etc) so you can kill bad guys.

- You will plan on your jet already having GPS time loaded, but you'll expect it to dump when you need it most. Your watch then becomes the critical element in reestablishing comms and accomplishing your mission. Get in the habit now of hacking your watch accurately.

Comm checks (on deck):

- Get used to doing these. In the future, not only will you check multiple radios, you will also check different functions of the radios (frequency hopping and crypto).

- As the FNG in a Hornet/Growler squadron, you'll be flying with a senior pilot. That means he'll be the section lead, and *that* means you'll be doing comm checks on Day 1 in the fleet.

- Conducted as a roll-call for the same reasons as in grade school: so you know who's missing.

- Pass the numbers for the nav check in bearing, THEN distance.

Section vs. interval takeoff:

- Section takeoff: typically done with low ceilings. Although counterintuitive at first, a section go is pretty much your only shot at joining in parade prior to hitting a 500' ceiling.

FENCE out and area exit

- In the fleet, fencing out will safe up weapons systems and other things that could deploy from your airplane and hurt people on the ground. With that in mind, be sure to FENCE out within the confines of your operating area!

Emergency Procedures:

Brief these up from the section standpoint. Don't get into how individual aircraft will execute boldface- that will be briefed in the singles brief. We all know how to perform an aborted takeoff: PCL-Idle, Brakes-As required. The important thing for our briefing purpose is what happens as one of the aircraft aborts and the other continues (or not, as appropriate).

Section Missed Approach

Replace Paragraph 604.5 of Chapter 6 - Section Recovery in the 2013 Formation FTI with the following:

During an approach, if either decision height or minimum descent altitude is reached and the field is not in sight, Lead should initiate a missed approach by smoothly increasing power to arrest the sink rate and gradually rotating the nose to commence a climb. Once a rate of climb is established, the Lead SNFO will report "aircraft climbing, Wingman in position, gear up" to the Lead pilot. The Lead pilot will then pass a head nod signaling both aircraft to simultaneously raise their gear and flaps. Wing will give Lead a thumbs up to signal that their gear and flaps are up and they are ready to proceed past 150 KIAS.