

(b) (3) (A), (b) (6) : Today is the 25th of January 2019. I am (b) (3) (A), (b) (6). I am assisted by (b) (3) (A), (b) (6), staff judge advocate, and (b) (3) (A), (b) (6), court reporter. We are interviewing (b) (3) (A), (b) (6).

(b) (3) (A), (b) (6), please state your full name, spelling your last name for the record.

(b) (3) (A), (b) (6) : (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6) : (b) (3) (A), (b) (6), how would you like me to refer to you during this interview?

(b) (3) (A), (b) (6) : You can call me " sir.

(b) (3) (A), (b) (6) : , you can call me or sir.

, how long have you been in 242?

(b) (3) (A), (b) (6) : I joined July 30<sup>th</sup> of last year.

(b) (3) (A), (b) (6) : Of 18?

(b) (3) (A), (b) (6) : Eighteen. Yes, sir.

(b) (3) (A), (b) (6) : Where were you before that?

(b) (3) (A), (b) (6) : I was at MAWTS-1.

(b) (3) (A), (b) (6) : What did you do at MAWTS-1?.

(b) (3) (A), (b) (6) : I was an F-18 instructor pilot and the CAS SME.

(b) (3) (A), (b) (6) : What is MAWTS-1? What does that stand for?

(b) (3) (A), (b) (6) : Marine Aviation Weapons and Tactics Squadron.

(b) (3) (A), (b) (6) : So that's the weapons school for the Marine Corps and you're the close air support subject matter expert there?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Great. What qualifications and designations do you hold?

(b) (3) (A), (b) (6) : I am a mission commander, top gun graduate, and WTI graduate and everything that goes along with that. So --

(b) (3) (A), (b) (6) : So virtually all?

(b) (3) (A), (b) (6) : Everything except FGA.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Sir.

(b) (3) (A), (b) (6) : How many hours do you have in the morning?

(b) (3) (A), (b) (6) : About 2200, sir.

(b) (3) (A), (b) (6) : How many hours do you have wearing night vision goggles?

(b) (3) (A), (b) (6) : I couldn't tell you for sure, sir, but it's probably upwards of six to seven hundred.

(b) (3) (A), (b) (6) : Okay. Of your approximate six hundred night vision goggle hours, how many of those hours were in the ANVS-11?

(b) (3) (A), (b) (6) : Pretty significant amount being that I was previous to MAWTS-1 and VMFA-232, which I believe was the test bits squadron when ANVS-11 rolled out.

(b) (3) (A), (b) (6) : What year was that? When were you at 232?

(b) (3) (A), (b) (6) : That was from 13 to 15, roughly, sir.

(b) (3) (A), (b) (6) : Okay. So you're in the test boat squadron for the ANVS-11 night vision cueing device. Tell me a little bit about the training you received for that and your experience.

(b) (3) (A), (b) (6) : Honestly, like all things Marine Corps, when they -- well, that's a bold statement. I retract that. Similar to the --

(b) (3) (A), (b) (6) : It's okay. You can be frank.

(b) (3) (A), (b) (6) : Similar to the JHMCS roll out, it was just kind of like, here's a piece of gear; go learn on it.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : So no dedicated syllabus for it. It was just, Hey, here's this new piece of gear. Test it out. We received -- I

don't by what entity or schoolhouse or VX squadron may have given us the brief on it, but I know we received a little bit of formal training in the ready room on what the new capability possessed; and how to handle it; and how to take care of it; and how to preflight it; so on and so forth. Similar to learning on your ANVS-9s. So the classroom 1.0 hours level of instruction.

(b) (3) (A), (b) (6) : So you received about an hour of classroom instruction that was focused on the -- how to mount the device to your helmet and the capabilities of the new goggles?

(b) (3) (A), (b) (6) : Correct, sir.

(b) (3) (A), (b) (6) : Okay. What are some of the capabilities that you recall?

(b) (3) (A), (b) (6) : The capabilities provide us the heads-up display in your night vision goggles.

(b) (3) (A), (b) (6) : So that's the key benefits, basically, to JHMCS goggles?

(b) (3) (A), (b) (6) : In my opinion, it's a critical combat enabler. It's one of the most lethal piece of gears that has come online in the hornet, in my opinion.

(b) (3) (A), (b) (6) : Because of the off-more side capability?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : To be able to look over your shoulder and



see a T-box on the horizon or at range --

(b) (3) (A), (b) (6) : Exactly.

(b) (3) (A), (b) (6) : Or to see a designation on the ground?

(b) (3) (A), (b) (6) : When you're flying at night in theatre, I've got several hundred hours doing so -- I'd look over, see a muzzle flash or something, you can immediately designate, swivel all sensors over, and grab the BLU Chief POD.

(b) (3) (A), (b) (6) : That sounds pretty cool. Is that a key capability to use while conducting night vision air refueling?

(b) (3) (A), (b) (6) : It certainly helps being able to look outside and, you know, through a discipline scan, be able QA that the light source that you're joining on is, indeed, the, you know, what you have radar SA to, so on and so forth. So if you have a radar lock and you're trying to join on bearing line, your hud is oriented that way, but now you can look out with your goggles and see a TT box that corresponds with the light source that you believe to be joining on, so.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : It is a artificial --

(b) (3) (A), (b) (6) : Is it pretty useful for maintaining visual formation at close range? For example, when you're affecting a fuel transfer.

(b) (3) (A), (b) (6) : [Non verbal response.]

(b) (3) (A), (b) (6) : Like, how do you use the ANVS-11 in the tank?

(b) (3) (A), (b) (6) : So the personal technique, and what I teach to as a night systems instructor, is once you get within visual range -- let's call it 1.0 when you can start to break out the silhouette of the aircraft and not just the light source. I'll teach my guys to hit the "recky" button on the throttle in order to turn off the helmet display. So you still have the night vision goggles, but the helmet symbology has been turned off.

(b) (3) (A), (b) (6) : To de-clutter the helmet basically?

(b) (3) (A), (b) (6) : To de-clutter the helmet.

(b) (3) (A), (b) (6) : Okay. Did you provide any night systems instruction to (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6) : I did not. Unfortunately, having only joined the squadron in July, I did not have the opportunity to fly with him, or brief him on any night systems.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Just through the nature of the scheduling.

(b) (3) (A), (b) (6) : Do you have any situational awareness on the level of training the (b) (3) (A), (b) (6) had received on the ANVS-11?

(b) (3) (A), (b) (6) : I do not.

(b) (3) (A), (b) (6) : What is your billet in the squadron?

(b) (3) (A), (b) (6) : Operations Officer.

(b) (3) (A), (b) (6) : How long have you have been the  
operations officer?

(b) (3) (A), (b) (6) : I took over at the beginning of October, sir.

(b) (3) (A), (b) (6) : So -- and when was the mishap?

(b) (3) (A), (b) (6) : December 6th.

(b) (3) (A), (b) (6) : Okay. So you were the operations officer  
at the time of the mishap?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : But you don't have any awareness on the  
level of training that the mishap pilot received on the ANVS-11?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Do you have any training records that you  
keep at 242?

(b) (3) (A), (b) (6) : For pilot training officers, certainly. We have  
--

(b) (3) (A), (b) (6) : Does the pilot training officer work for  
you?

(b) (3) (A), (b) (6) : He does. Yes, sir.

(b) (3) (A), (b) (6) : Did the pilot training officer provide

you any brief on the level of training the mishap crew had on the ANVS-11?

(b) (3) (A), (b) (6): He was trained and qualified to fly on night vision goggles at night, to include the ANVS-11s. That's -- so -- do I know how many hours he had? Do I know what class he received on it? When he received that class? No.

(b) (3) (A), (b) (6): So the limit of your knowledge is his night systems qualified designation letter -- or qualification letter, and then his logbook are in his training record? That's all you knew?

(b) (3) (A), (b) (6): Correct.

(b) (3) (A), (b) (6): Do you know how many hours, roughly, that (b) (3) (A), (b) (6) had had flying at night in the hornet?

(b) (3) (A), (b) (6): His total time at night? No, sir.

(b) (3) (A), (b) (6): Okay. Did you prepare the flight schedule for the mishap?

(b) (3) (A), (b) (6): I assisted in the preparation of the flight schedule.

(b) (3) (A), (b) (6): Did your department prepare the flight schedule for the mishap?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Okay. Did you review the flight

schedule?

(b) (3) (A), (b) (6) : I did. Yes, sir.

(b) (3) (A), (b) (6) : Okay. When you reviewed the flight schedule, did you note that (b) (3) (A), (b) (6) was conducting night systems lowlight level air refueling 200 miles offshore?

(b) (3) (A), (b) (6) : When the flight schedule was signed, the air-to-air refueling training code was not on that flight schedule.

(b) (3) (A), (b) (6) : I'm not asking when the Commanding Officer signed it. I'm asking when you initialed it.

(b) (3) (A), (b) (6) : There was no night -- there was no inflight refueling scheduled for that sortie.

(b) (3) (A), (b) (6) : Were you surprised to learn that he was conducting air refueling during the mishap.

(b) (3) (A), (b) (6) : It was -- was I surprised? No. Was I --

(b) (3) (A), (b) (6) : Like, did you expect him to go to the tanker that night?

(b) (3) (A), (b) (6) : I did not expect him to go to the tanker.

(b) (3) (A), (b) (6) : So you're the operations officer who's department prepared the flight schedule, and you did not expect him to go to the tanker.

(b) (3) (A), (b) (6) : That's a true statement.

(b) (3) (A), (b) (6) : And you don't know how many hours he had

on the ANVS-11?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : And you don't know how -- what training he received on the ANVS-11?

(b) (3) (A), (b) (6) : There is not a T&R code that differentiates between -- well, there is now. We track the hours on it, but there is no requirement for hours on ANVS-9s prior to ANVS-11s. No formal paperwork on it.

(b) (3) (A), (b) (6) : Is there any training program for ANVS-11? Is there any ground training?

(b) (3) (A), (b) (6) : The formal training comes in the form of academic support package. When we introduce guys to night vision goggles, they start off on their ANVS-9s. And they get about ten hours before we start introducing them to ANVS-11s.

(b) (3) (A), (b) (6) : Okay. Is there an academic support package that assists in or that is required to be completed before someone flies with the ANVS-11s?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. Do you have that?

(b) (3) (A), (b) (6) : It's resident in our mission planning cell.

(b) (3) (A), (b) (6) : Have you reviewed it.

(b) (3) (A), (b) (6) : The last time I reviewed it was probably, maybe,

May or June of last year prior to executing orders to --

(b) (3) (A), (b) (6) : When you -- so you said you're a MAWTS instructor, so you certify night systems instructors?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : In the F-18?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : With the ANVS-11?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. And when you went out on MAWTS support to certify night systems instructors, what kind of level of information were you looking for those potential night systems instructors to have about the characteristics, capabilities, and limitations and differences between the ANVS-9 and the ANVS-11?

(b) (3) (A), (b) (6) : I'd look for them to brief the full gammit of the differences between the two, the differences --

(b) (3) (A), (b) (6) : Can you tell me some of those?

(b) (3) (A), (b) (6) : The differences in preflight, there is no diopter adjustment, so you're only concerned with your inner focus wheel.

(b) (3) (A), (b) (6) : What's the limitation associated with the absence of the diopter adjustment?

(b) (3) (A), (b) (6) : I don't -- I couldn't quote you what the limitation is. I think it's a net gain to not have to worry about

the diopter.

(b) (3) (A), (b) (6) : So the diopter doesn't -- a diopter provides no benefit on the ANVS-9?

(b) (3) (A), (b) (6) : In my personal opinion, no. That's just an extra step in order to achieve a perfect focus. So the best focus that you're going to get out of your NVGs for that evening.

(b) (3) (A), (b) (6) : What is your personal uncorrected vision.

(b) (3) (A), (b) (6) : My personal uncorrected? 20/10.

(b) (3) (A), (b) (6) : Okay. If someone had less than 20/20, would a diopter affect them? Like, what does a diopter do on the ANVS-9?

(b) (3) (A), (b) (6) : I'd have to consult the book to give you the exact answer.

(b) (3) (A), (b) (6) : So you're a MAWTS-1 night systems instructor and you certify night systems instructors, you can't tell me what a diopter does on an ANVS-9?

(b) (3) (A), (b) (6) : No, sir. I'd review it before I went out to achieve the certification.

(b) (3) (A), (b) (6) : Okay. How do -- is there any difference in how the ANVS-9 and the ANVS-11 perform under different lighting conditions?

(b) (3) (A), (b) (6) : There is a slight difference. Yes, sir. I'd



have to consult the book to tell you exactly what it is.

(b) (3) (A), (b) (6) : Okay. Do you recall the differences in the tube lengths between the ANVS-9 and the ANVS-11?

(b) (3) (A), (b) (6) : I don't recall the difference.

(b) (3) (A), (b) (6) : Do you recall what those tube lengths are?

(b) (3) (A), (b) (6) : I do not.

(b) (3) (A), (b) (6) : Are you familiar with the term "IBOX"?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Tell me about it.

(b) (3) (A), (b) (6) : It's a hoffman box. It's where we adjust --

(b) (3) (A), (b) (6) : Nope. Not "hoffman box." I'm talking about "IBOX" for night vision goggle adjustment.

(b) (3) (A), (b) (6) : Not familiar, sir.

(b) (3) (A), (b) (6) : You've never heard the term "IBOX".

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : You're a MAWTS-1 instructor who has certified NSIs, and you've not heard the term "IBOX".

Is that what --

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : -- you're telling me?

Okay. When you draft flight schedules at 242, or when you

direct your staff to direct flight schedules at 242, which they present to you for review prior to going to the Commanding Officer, how do you indicate that someone's receiving a code for the first time?

(b) (3) (A), (b) (6): There's an "at" symbol next to their name, meaning that it is evaluated.

(b) (3) (A), (b) (6): An "at" symbol?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Does that mean it's an initial code, or does that mean it's an evaluated code?

(b) (3) (A), (b) (6): It could mean both.

(b) (3) (A), (b) (6): Okay. If someone is getting an initial code, or an evaluated code, what things are different than, it's a code they're just doing for the fifth or tenth time?

(b) (3) (A), (b) (6): The "at" code implies that there's a grade sheet required.

(b) (3) (A), (b) (6): Grade sheet required. Is there a grade sheet required for going to the tanker for the first time?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Okay. Is there anything else required for going to the tanker for the first time? Any expectations on a part of the section leader providing that training?

(b) (3) (A), (b) (6): Can you repeat the question, sir? [inaudible]

section lead --

(b) (3) (A), (b) (6): Yes. The section leader is the -- so I'm a hornet section lead, I'm taking a guy to the tanker for the first time, what -- and I see he's going for the first time -- what would be different for me as that section leader as opposed to if I was taking a guy to the tanker for the tenth time?

(b) (3) (A), (b) (6): The level of depth that I included in the brief.

(b) (3) (A), (b) (6): The level of depth to include in the brief. So the section lead who's taking a guy to the tanker for the first time, would then have to allocate time and resources to providing a more academic level of brief and preparation; is that what you're trying to tell me?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Okay. So how many times had (b) (3) (A), been to the night tanker?

(b) (3) (A), (b) (6): I couldn't tell you, sir.

(b) (3) (A), (b) (6): So you prepared the flight schedule for the mishap as the operations officer, and you don't know if he's been to the night tanker or not? You don't know if it's his first time; was it his fifth time?

(b) (3) (A), (b) (6): It was not his first time.

(b) (3) (A), (b) (6) : It was not his first time? So when

(b) (3) (A), (b) (6) went to the tanker the night of the mishap, he had been to the night tanker before?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : How do you know that to be true?

(b) (3) (A), (b) (6) : Because I was in the squadron while we were down in southern frontier in pitch black, and he flew at night and went to the tanker.

(b) (3) (A), (b) (6) : Did you fly that event with him?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Did you log the T&R code?

(b) (3) (A), (b) (6) : I don't know, sir.

(b) (3) (A), (b) (6) : Do you have a grade sheet?

(b) (3) (A), (b) (6) : I don't know, sir. It wouldn't have been his first one, there wouldn't have been a grade sheet required.

(b) (3) (A), (b) (6) : I'm sorry. What?

(b) (3) (A), (b) (6) : That wasn't his first time visiting the night tanker. There was no grade sheet required for that flight, to the best of my knowledge.

(b) (3) (A), (b) (6) : Okay. I'm asking -- all of these are to the best of your knowledge.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So to the best of your knowledge, at approximately what month and year did (b) (3) (A), go to the tanker for the first time?

(b) (3) (A), (b) (6) : No idea, sir.

(b) (3) (A), (b) (6) : Have you reviewed (b) (3) (A), (b) (6) training records before you scheduled him for the mishap event?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Had anyone in your department done that?

(b) (3) (A), (b) (6) : We were on an MSHARP validation. Had somebody in my department done that, the training officer. Yes, sir.

(b) (3) (A), (b) (6) : So you mentioned MSHARP validation. So you run an MSHARP validation for every flight schedule?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. And what does the MSHARP validation do?

(b) (3) (A), (b) (6) : It balances what -- it takes a look at -- it helps us manage risk by taking a look at what codes have been logged, on what date, and what level of currency has been achieved. And it let's us know -- backs us up with potential mistakes being made.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : I.e. scheduling a guy for something that he's not

qualified to do; that's not in accordance with the syllabus; doesn't have his NATOPS complete; et cetera.

(b) (3) (A), (b) (6) : Is that a pretty effective tool?

(b) (3) (A), (b) (6) : It is.

(b) (3) (A), (b) (6) : Okay. And is that routed with the daily flight schedule before it goes to the Commanding Officer?

(b) (3) (A), (b) (6) : It is not previously. It is now.

(b) (3) (A), (b) (6) : Okay. I'm talking about during the mishap.

(b) (3) (A), (b) (6) : It was not during the mishap.

(b) (3) (A), (b) (6) : So how does the CO know that the flight schedule he's receiving is good to go? That everything is scheduled in accordance with the requirements that everybody has currency and prerequisites and all that stuff? How does the CO know that?

(b) (3) (A), (b) (6) : We give him a hot board, which speaks to the basic level of currency for being able to fly at night; when the last flight was; when the last dive was. We provide that along with the flight schedule. And he puts special trust and confidence in his operations department and the safety department and the maintenance department, that everybody's in agreement with what's going to be on flight schedule for the next day. And then he puts his signature on it.

(b) (3) (A), (b) (6) : So he's trusting the people that prepare this schedule that it's right, basically, is what you're telling me?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. And how does he verify that trust? What product did you provide him to let him know that (b) (3) (A), (b) (6) had been to the tanker before at night and had a grade sheet and did a good job and got six plugs and everything was good to do.

How did he know that?

(b) (3) (A), (b) (6) : The CO has flown with (b) (3) (A), (b) (6) a lot more than I have. And he would have flown with him most recently on a cross-country down to Okinawa where they had flown at night; where (b) (3) (A), (b) (6) was the section lead.

(b) (3) (A), (b) (6) : Did (b) (3) (A), (b) (6) conduct night systems air refueling on that mission with the Commanding Officer?

(b) (3) (A), (b) (6) : I believe they did day. I don't know if they did night. I couldn't tell you. I would have to look back at the flight schedule.

(b) (3) (A), (b) (6) : Okay. So you'd have to review your records?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. During the MAG ULT, were there any discussions about putting different people on different shifts, like

a day shift and a night shift and that kind of stuff in the weeks and months proceeding the ULT?

(b) (3) (A), (b) (6) : I was the responsible for the assignment of that. I broke our [inaudible] up into three different combat crews in order to achieve a 24-hour cycle.

(b) (3) (A), (b) (6) : Tell me more about that. How did you pick who went where and when and that kind of stuff?

(b) (3) (A), (b) (6) : I broke up quals, capabilities, personal assessment of capabilities, and made sure that there was an equal share in accordance with the Commander's intent in order to have his primaries on the first cell and secondaries on the second cell, meaning day and mid-crew. He wanted to have overlap with his secondaries.

(b) (3) (A), (b) (6) : When you say "primaries" and "secondaries," do you mean like CO, XO, Opso, Assistant Opso --

(b) (3) (A), (b) (6) : CO, Opso, Assistant Opso. Yes, sir.

(b) (3) (A), (b) (6) : So you're the Opso so you were on the first cell, I guess --

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : -- kind of like normal working hours.

(b) (3) (A), (b) (6) : Earlier. Yes, sir.

(b) (3) (A), (b) (6) : Like at 0600 or something? I don't know



the time.

(b) (3) (A), (b) (6) : 0500.

(b) (3) (A), (b) (6) : Oh okay. So you had to come in early.

(b) (3) (A), (b) (6) : Just a little bit early.

(b) (3) (A), (b) (6) : So you were like the 5 to 15-ish, or something like that?

(b) (3) (A), (b) (6) : Correct. Yes, sir.

(b) (3) (A), (b) (6) : Okay. And then, what was your second cell? What were those times, and who were some of the key members? Like the XO?

(b) (3) (A), (b) (6) : The nature of the way that the flows broke out, it was leaned a little bit left, so they were coming in at about eight to nine. And that was your XO and Assistant Opso, Assistant Ammo.

(b) (3) (A), (b) (6) : Okay. And then who was on (b) (3) (A), (b) (6) cell?

(b) (3) (A), (b) (6) : (b) (3) (A), (b) (6) was the lead mission commander.

(b) (3) (A), (b) (6) [ph]; (b) (3) -- correction; (b) (3) (A), (b) (6) ; (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6) [ph]; (b) (3) (A), (b) (6) [ph].

(b) (3) (A), (b) (6) : Who was the field-grade officer on that cell?

(b) (3) (A), (b) (6) : There was none.

(b) (3) (A), (b) (6) : How many field-grade officers were in the squadron?

(b) (3) (A), (b) (6) : There are one, two --

(b) (3) (A), (b) (6) : Roughly.

(b) (3) (A), (b) (6) : -- three, four, five, six, seven. Seven to eight.

(b) (3) (A), (b) (6) : So you had seven or eight field-grade officers, but you didn't have one field-grade officer available to be on this swing crew, the mishap crew?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Did you see any issue with that?

(b) (3) (A), (b) (6) : Negative.

(b) (3) (A), (b) (6) : So who approved flight schedule changes on the swing crew?

(b) (3) (A), (b) (6) : Approval of flight schedule changes would be the top five. It doesn't matter what crew it's coming from. That would be CO, XO, Opso, MO. And in special circumstances, the DOSS, I suppose.

(b) (3) (A), (b) (6) : So you said the top five can change the flight schedule.

(b) (3) (A), (b) (6) : CO, XO, Opso, AMO, maybe the DOSS. In our case, 242, the DOSS happened to be a lieutenant colonel who was on leave

during that time. But, he would be approved to make a change to the flight schedule in that instance.

(b) (3) (A), (b) (6) : Have you read OPNAV 3710?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Are you familiar with what it says about flight schedules?

(b) (3) (A), (b) (6) : Can I quote it verbatim? No, sir.

(b) (3) (A), (b) (6) : No. I'm not asking you to quote it. I mean as the operations officer of a squadron, you're one of the most senior instructors in the Marine Corps. I'm asking you if you know what OPNAV 3710 says about flight schedules; who can sign them, and who can change them?

(b) (3) (A), (b) (6) : The CO. Or "by direction" assigned, who can change them. I can't quote you exactly.

(b) (3) (A), (b) (6) : Have you read 1st MAW 3710 SOP for flight operations?

(b) (3) (A), (b) (6) : I have read it. I could probably use a review.

(b) (3) (A), (b) (6) : I mean, you're an aeronautically designated personnel in 1st MAW. I'm asking if you've read the Wing SOP.

(b) (3) (A), (b) (6) : Have I read it? Yes.

(b) (3) (A), (b) (6) : Okay. So when you read the Wing SOP

about flight schedules, what does it say about the information required to be in the flight schedule?

(b) (3) (A), (b) (6) : I can't tell you off the top my head. I'd have to review it.

(b) (3) (A), (b) (6) : Okay. What does it say about who can authorize changes to the flight schedule?

(b) (3) (A), (b) (6) : I'd have to review it.

(b) (3) (A), (b) (6) : Okay. Do you think it says the DOSS can make changes to the flight schedule?

(b) (3) (A), (b) (6) : [Nonverbal response].

(b) (3) (A), (b) (6) : Okay. But you just said the DOSS could change the flight schedule?

(b) (3) (A), (b) (6) : I said CO, XO, Opso, AMO, and at extreme is DOSS.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : In VMFA-242, our DOSS happens to be a lieutenant colonel.

(b) (3) (A), (b) (6) : So you think it's based on rank, not based on billet?

(b) (3) (A), (b) (6) : I believe it's the CO's discretion.

(b) (3) (A), (b) (6) : Oh, you think it's the CO's discretion?

(b) (3) (A), (b) (6) : I think my Commanding Officer has the prerogative to designate a fellow lieutenant colonel, if he so chooses, to be

able to make a change to the flight schedule, or be able to approve a change to the flight schedule. I think that's outside the realm of sanity.

(b) (3) (A), (b) (6) : And, sir, were any of those individuals, the five individuals you mentioned, on the night shift?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Okay. Was the schedule that you prepared, did it include air refueling?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Why not.

(b) (3) (A), (b) (6) : I didn't -- honestly --

(b) (3) (A), (b) (6) : Please be honest.

(b) (3) (A), (b) (6) : The first, second, and third change to what MAG ULT was going to be. When the flight schedule got signed, we did not know that there was going to be a tanker available, and we did not put it on there.

(b) (3) (A), (b) (6) : Okay. So that's good. So let's talk about that. So it sounds like the word was changing a lot at the MAG. You guys are getting whipped around a little bit.

(b) (3) (A), (b) (6) : A little bit would be an understatement.

(b) (3) (A), (b) (6) : Okay. Let's be frank. And I'm reading your nonverbals that you have some frustration with the MAG

operations, and, perhaps even Wing, about things changing. I can totally empathize with that. Okay?

So when you were the squadron operations officer preparing the weekly -- and then daily -- flight schedules to execute the MAG ULT, did you know exactly what you were doing with weeks or months in advance?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Why not.

(b) (3) (A), (b) (6) : Why not? Because I believe the plan was not sufficiently -- I hate to even use the word "planning" them. I don't think that -- I don't think any of the supporting units for the MAG training exercise fully understood what we were doing, when, where, and why.

(b) (3) (A), (b) (6) : Okay. Did you attend any planning conferences at the MAG, or any kind of meetings at the MAG?

(b) (3) (A), (b) (6) : There were two. I attended both.

(b) (3) (A), (b) (6) : When were they, and what did you guys talk about?

(b) (3) (A), (b) (6) : I can't quote you the exact dates. The last one was Wednesday of the week preceding the mishap.

(b) (3) (A), (b) (6) : Okay. And at that meeting, were you under the impression that you were tanking the night of the mishap?

(b) (3) (A), (b) (6): Yes. At that meeting, there was a tanker assigned to that bowl.

(b) (3) (A), (b) (6): Okay.

(b) (3) (A), (b) (6): But that bowl significantly changed throughout the execution of the ULT.

(b) (3) (A), (b) (6): Tell me more about that. It just -- like every time you called them, it was something different. You were getting emails saying, do this/do that; go to (b) (6), /don't go to (b) (6), (b) I mean, what --

(b) (3) (A), (b) (6): There is certainly all of that. The plan was a set of flows. They take off with a certain ordinance. They land. They hot reload, hot pit. Not necessarily in that order. They take off. They land. They hot pit. They hot load. They take off and land.

At that Wednesday, we still didn't have approval as to whether or not we were going to (b) (6), and what implications that would have on the planned flows. Speaking to the planned flows, they had standard combat loads assigned to them. Those standard combat loads had not been conveyed to the MALS ordinance officer, which is the Wednesday prior to execution on Monday. So nobody really knew what we were loading; where we were loading; why we were loading it; where we were taking it; were we supposed to drop it, or

were we supposed to not?

What is the point of this exercise? Is it to practice the time space distance problem and work on how much time does it take me to get back on hot load ordinance, and then go through the pits and, potentially, change out a crew? How much time does that require on the base in order to continue to launch and carry on with the mission? Is that the focus of this? Okay.

Have we had approval to go drop in any of the approved restricted areas out over the water? Have the notices to the mariners been released? Has the MAG CO been informed, and is he okay with the dropping of this ordinance out there? Does MALS even have the levels of ordinance to support the duration of this exercise?

All of those were unknowns on Wednesday. I left the Wednesday's meeting with such confusion that I felt like I had reached exhaustion. I was the operations officer of the squadron. I called for relief from the Commanding Officer. Sounds like I wasn't the only one to do so. Seems like 225's Opso reached the same conclusion. And both of our CO's met outside the Colonel's office simultaneously to try to get some fidelity on what was about to take place.

(b) (3) (A), (b) (6) : That sounds frustrating. And then after



the skippers came over and met with the MAG-12 CO, did you subsequently meet with (b) (3) (A), (b) (6) where he gave you, basically, the final word on what you guys were going to do?

(b) (3) (A), (b) (6) : There was still no final word on what we were going to do. We got answers on a certain number of RFIs or issues of concern that we had on him, i.e. loading HE out of the HCLA and why. And where we were going to drop it; were we going to drop it. And, basically, the level of concern on that subject met with, okay, we're just going to go inert only out of the line.

Another issue of concern was, do you understand that the flows that are presented us have us flying in excess of six and a half hours in the aircraft? That's a violation of the SOP. You have the authority to waiver that; are you going to waiver that? And the answer was, no, that's crazy; we're not going to do that.

Well, okay. This has been the plan for quite some time, which I've been voicing my concerns on. Several of us have been. And now, it is only filtering up to the MAG Commander at that point. At which point, he made the decision, No, we aren't going to do that.

Additionally, four sorties per day. Per SOP, we're only authorized three man-ups. We brought that up and said, sir, aren't you going to waive, and he said, no.

(b) (3) (A), (b) (6) : So what I'm hearing you say --

(b) (3) (A), (b) (6) : So here we are four days. This was the plan all the way along -- and I hesitate to use the word "plan" -- all the way along, and now we are, you know, Thursday morning, prior to Sunday notification, prior to Monday execution, and now we're finally getting fidelity on these answers, which we've been bringing up for quite some time. Which means changes to what we had planned for, right? So if I had -- if I was told all the way along that guy's -- that it's okay for a guy to fly six and a half hours -- in excess of. It's okay for a guy to have four man-ups in a day. You sure? Okay. Well, I'm going to start flying my guys accordingly.

When that changes, now the house of cards falls apart. And I have to find new people to flow in and manage everything that's associated with doing so. So frustrating.

(b) (3) (A), (b) (6) : I could understand that. And the net effect of that to you down at the squadron level, you just said "house of cards," so you were doing the schedule writing process where you have limited people with different qualifications. And you're trying to rack and stack all these guys, and build actual flight schedules that get published and signed in enough time for crews to properly prepare.

Did the MAG ask you to do something that's a violation of

their own SOP up until just a few days before have any effect on that? Like, if the plan was actually what you would call a "plan"

--

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : -- was actionable; was reasonable; was consistent; and determined, let's say, hypothetically, three weeks out and carved in stone --

(b) (3) (A), (b) (6) : Right.

(b) (3) (A), (b) (6) : -- and made sense, would you have been able to write better flight schedules at the squadron level?

(b) (3) (A), (b) (6) : I would have. I still -- I had brought this up previously at the two planning conferences that there is -- and this is a group-level exercise. And there is a lot going on on these flows. And instead of individual squadron schedules during this time, there ought to be one schedule where everybody sees what everybody is doing. I don't know if we have the staff depth to be able to do that. But as an example MDTC is taking place at MAG-31 right now, and there is a MAG schedule for MDTC being the Marine Division Tactics Course. A MAG-level effort. And there is one schedule signed by (b) (3) (A), (b) (6) [ph] that shows what every squadron is responsible for; where the squadron commander's jets are going to be; at what time and with what requirement.

And then, the squadrons write independent schedules in -- on the outsides of the MDTC contract for whatever's taking place outside of MDTC.

(b) (3) (A), (b) (6) : Do you feel like that's an effective way to coordinate activities among separate squadrons within the same MAG?

(b) (3) (A), (b) (6) : I think it's critical and necessary. It's just like MAWTS-1. We have all these type model series that are doing independent mission sets along the way, sometimes combined mission sets. And there is one schedule that shows what everybody is doing in all the range space out there. It's not just the hornet schedule. We've never -- that would be unsafe. So why would you, if it is a group-level exercise, why would there not be a group schedule that shows everybody what they are doing. That would have completely eliminated the confusion that took place on this night as to whether or not we were going to tank or not. That would have been known and fixed right there.

(b) (3) (A), (b) (6) : So if you had known that they were tanking, how would your schedule had been different than how it was?

(b) (3) (A), (b) (6) : It wouldn't have been. There would have been a 2201 -- correction -- a 2202 code on the schedule in addition --

(b) (3) (A), (b) (6) : So that's how it would have been

different? you would have a tanker code on there?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): What else would you have had on there to go with that tanker code? Would you have had a flight note?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Okay. Tell me what's normally included in a tanker flight note.

(b) (3) (A), (b) (6): In contact with the AAR, with SUMO. Contact or POC whoever at number. And they would work out the details.

(b) (3) (A), (b) (6): And if you knew that (b) (3) (A), (b) (6) was tanking, if you're putting a 2202 -- which I think is the tanker code you mentioned, next to his name would there have been a validation process to confirm that he had been to the night tanker before, or not, and then determine if it was his initial code or not?

(b) (3) (A), (b) (6): Yes, sir. But I can tell you that the night tanker code is a 365 refly, and he had flown within 15 days, so he was current and legal to fly at night. So he would have been approved to inflight refuel.

(b) (3) (A), (b) (6): Okay. So I'm not saying he wasn't authorized for flight. I'm not conjecturing that. I concur from my own research that he was authorized to go to the tanker at night.

He had the appropriate crew. And he had the appropriate currency to go to the tanker at night. He had been to the day tanker; he had been to the day flight. I'm tracking all that.

But what I'm asking you specifically is: Would you have known if this was his initial night tanker or not?

(b) (3) (A), (b) (6): I know that it is not his initial night tanker.

(b) (3) (A), (b) (6): How do you know that it is not his initial night tanker?

(b) (3) (A), (b) (6): Because I've been in the squadron since July, and I know that he has gone to the tanker at night.

(b) (3) (A), (b) (6): So based on your knowledge of something that happened in July in Australia, you believe that he went to the night tanker in Australia?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): And you believe that he received a grade sheet for that?

(b) (3) (A), (b) (6): I don't think that was his initial code, sir. His initial code would have been -- I don't know when. That would not have been the first time that he went to the night tanker.

(b) (3) (A), (b) (6): Okay. When do new hornet pilots usually go to the night tanker for the first time?

(b) (3) (A), (b) (6): The FRS.

(b) (3) (A), (b) (6) : Okay. Is that with the use of night vision goggles or without, normally?

(b) (3) (A), (b) (6) : Without.

(b) (3) (A), (b) (6) : Okay. So you think he probably went to the night tanker unaided, likely behind a C-130, in California when he graduated from the FRS?

(b) (3) (A), (b) (6) : I couldn't tell you.

(b) (3) (A), (b) (6) : Would you speculate that would be typical?

(b) (3) (A), (b) (6) : I would speculate that. Yes, sir.

(b) (3) (A), (b) (6) : Okay. And you think that he went to the night tanker with ANVS-11s in Australia in the summer, like, six months before the mishap?

(b) (3) (A), (b) (6) : I couldn't tell you or speculate. I assume the answer is yes.

(b) (3) (A), (b) (6) : So you assume that he went to the tanker in Australia. You don't know he went to the tanker in Australia? I'm asking you how -- here is my question --

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : -- how do you know that he went to the night tanker in Australia? How do you know that? Not why do you think that's true, but, like, how do you know that?

Do you have a grade sheet? Do you have a NAVFLEER?

(b) (3) (A), (b) (6) : I do not.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Do I know for sure? No.

(b) (3) (A), (b) (6) : Okay. So back to my previous question, if the MAG had given you reasonable notice, and you were drafting schedules that included the night tanker for (b) (3) (A), (b) (6) which is what he did, if that code had been on the schedule, would you have then had the opportunity to go into your records and validate that he had been to the night tanker before? Or, if this was his initial night tanker?

Would you have had that opportunity?

(b) (3) (A), (b) (6) : I think the fair answer is yes.

(b) (3) (A), (b) (6) : Okay. With that opportunity, what would you have done?

What would you have done differently, is what I'm asking. If you knew he's going to the night tanker, what would you have done differently?

(b) (3) (A), (b) (6) : Nothing.

(b) (3) (A), (b) (6) : You wouldn't have done anything differently?

(b) (3) (A), (b) (6) : No, sir.



(b) (3) (A), (b) (6) : You wouldn't have checked to see if it was his first time in the night tanker?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : You would have just scheduled him with (b) (3) (A), (b) (6) and sent him to the tanker without seeing if you had to indicate if it was an initial look or not on your flight schedule?

You had not have put an "at" symbol next to the 2202.

(b) (3) (A), (b) (6) : Absolutely not. I have got a training officer -- technically, I have a training officer. I have a person filling the training officer billet who is very capable.

(b) (3) (A), (b) (6) : What's his name?

(b) (3) (A), (b) (6) : ( [ph]. (b) (3) (A), (b) (6) [ph].

(b) (3) (A), (b) (6) : I don't think we've talked to him yet.

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Okay. So you would expect the PTO to do that?

(b) (3) (A), (b) (6) : Yes, sir. Along with my flight officer and my schedule officers.

(b) (3) (A), (b) (6) : So you would just trust your guys to take care of that?

(b) (3) (A), (b) (6) : I have to put a certain level of trust into them.

(b) (3) (A), (b) (6) : Okay. But you don't have any responsibility to --

(b) (3) (A), (b) (6) : I spot check that backup from time to time.

(b) (3) (A), (b) (6) would not have tripped my "spidey senses" to take a look a little bit deeper.

(b) (3) (A), (b) (6) : In your 2200 hours in the hornet, have you -- in other squadrons or at MAWTS-1 or elsewhere -- have you ever been scheduled to go do something, and then a tanker popped up, and then you went to the tanker?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : If that happened, let's assume that happened a few hours before the brief like it did in the mishap, what action steps would you have taken in your previous squadron to get approval to go to the tanker from your Commanding Officer?

(b) (3) (A), (b) (6) : I would first take a look at the currency and proficiency. If the tanker just magically popped up, I would say, alright, who's flying with me? I'd take a look and then I'd say -- make an assessment of the level of seniority that I have going there. If I need to go verify a training code to make sure that somebody's eligible to go do so, then I would do so. Once I have all my ducks in a row, I would go approach the command or the top five. I would still say that to figure out if I'm approved to do

so.

(b) (3) (A), (b) (6) : Okay. So you would seek approval form your chain of command?

(b) (3) (A), (b) (6) : I would.

(b) (3) (A), (b) (6) : Okay. And let's say, in that situation, your Commanding Officer at your previous command said, Yup, sounds good; (b) (3), you guys go to the tanker.

What documentation would be produced from that decision?

(b) (3) (A), (b) (6) : There would be a pen and ink -- red ink -- change to the corrective flight schedule that said 2201, day or night.

Okay, CO, XO, Opso.

(b) (3) (A), (b) (6) : So there would be a change to the flight schedule.

(b) (3) (A), (b) (6) : There'd be a change to the flight schedule.

(b) (3) (A), (b) (6) : To your knowledge, did that take place the night of the mishap here at 242?

(b) (3) (A), (b) (6) : It did not.

(b) (3) (A), (b) (6) : Are you satisfied with that?

(b) (3) (A), (b) (6) : I am -- there's a counseling that took place that said, hey man, you got to get approval to do so. It was sensitively approached based on the nature of the result of this.

But if I had been the approval authority, if I had gotten

woken up to make that decision, I would have said yes.

(b) (3) (A), (b) (6) : Okay. And then, what questions would you have asked before you said yes?

(b) (3) (A), (b) (6) : I said, where are -- I would have said where are you tanking? You got the altitude, you got the frequency.

Do you have the tanker card? Have you guys coordinated? Do you know what you're doing? Then, I would have said, awesome, you guy's have an actual achievable mission; something to gain from the mission that you're doing tonight because otherwise it was just taking off and landing.

(b) (3) (A), (b) (6) : So based on your nonverbal communication right now, I perceive that you feel like the scheduled event in the absence of air refueling was not a good use of assets?

(b) (3) (A), (b) (6) : No, sir. The original -- so there was an original scheduled event that mirrored our combat flows that had a takeoff time, roughly, two to three a.m. My training office approached me about an opportunity to do some night urban CAS training on one of the ranges down here.

(b) (3) (A), (b) (6) : Why didn't you guys do it?

(b) (3) (A), (b) (6) : I believe the answer is, the death of 41 -- the death of President Bush, I think, led to a national day of mourning, so we were told, hey, you're not going to fly during that time;

nobody is flying during that time. You cannot take off. You cannot even start APUs until midnight 01.

So okay, what are we doing? I guess we're going back to this range space. We have at the time.

(b) (3) (A), (b) (6): So you had -- so you said CAS, and I know a little bit about CAS, so you're probably going to do that over land. So did you have a different piece of airspace for a different time to do simulated CAS over land somewhere, and then subsequently lost that airspace?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): And --

(b) (3) (A), (b) (6): We didn't lose the airspace. We were told that we could not fly during that time due to the national day of mourning, I believe.

(b) (3) (A), (b) (6): Okay. So the airspace and the CAS code was on your flight schedule?

(b) (3) (A), (b) (6): An unsigned flight schedule, it was the plan.

(b) (3) (A), (b) (6): So a revision? So an earlier revision had different airspace and a different code on it?

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Okay. And then -- so now on -- this would be Tuesday. On Tuesday, I would think that would have

happened, right?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Because the mishap was Wednesday's flight schedule, but, you know, executed Thursday morning.

(b) (3) (A), (b) (6) : Thursday morning. Yes, sir.

(b) (3) (A), (b) (6) : So on Tuesday, you learned of the national day of mourning being in effect for Wednesday.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : And because of that, you could no longer execute your planned CAS mission?

(b) (3) (A), (b) (6) : Yes, sir. That information came in, roughly, at 1630/1700.

(b) (3) (A), (b) (6) : On Tuesday?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : What time do you guys normally sign and publish a flight schedule?

(b) (3) (A), (b) (6) : I try to sign a week's worth of flight schedules -- I try to sign it as soon as I can.

(b) (3) (A), (b) (6) : Okay. So on a typical day at 242, what time is the flight schedule published?

(b) (3) (A), (b) (6) : 13 to 1400.

(b) (3) (A), (b) (6) : So you're publishing the flight schedule

at 1400. But in this case, you're still getting changes from higher headquarters two hours after that at 1630?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. So that led to the flight schedule not only being drastically different -- different mission, different air space -- but also getting published later in the day.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : And that was because of changes from higher headquarters?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. Do you see any safety issues associated with that?

(b) (3) (A), (b) (6) : It happens all the time. I think we're used to flexing.

(b) (3) (A), (b) (6) : But do you think if, in generally, if aircrews know what they're doing with more notice, does that give them more time to prepare and --

(b) (3) (A), (b) (6) : A hundred percent.

(b) (3) (A), (b) (6) : -- results in better and safer execution.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So would you agree that late changes have impacts on safety, in general?

(b) (3) (A), (b) (6) : I do.

(b) (3) (A), (b) (6) : Would you agree that a late change to go to the tanker that's not scheduled would similarly have an impact on safety? If you follow?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So I'm just saying to consider, "change generates risk."

(b) (3) (A), (b) (6) : "Change generates risk" is a true statement.

(b) (3) (A), (b) (6) : Say to mitigate the risk. Supervision can mitigate a fluid environment?

(b) (3) (A), (b) (6) : One hundred percent.

(b) (3) (A), (b) (6) : So you had three shifts running during the ULT, but had none of the top five in the night shift, would you consider that to be the most dangerous time to be flying?

(b) (3) (A), (b) (6) : I consider it to be an elevated risk time. It was mitigated with a very senior instructor in my squadron, if you're getting at the fact that he wasn't a field grade, captains lead companies in the infantry. And (b) (3) (A), (b) (6) is a pretty damn good pilot.

(b) (3) (A), (b) (6) : Is he a WTI?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Is he a top gun grad?



(b) (3) (A), (b) (6): He would be if he wasn't fat. I'm sorry. That's probably not professional.

(b) (3) (A), (b) (6): But you have multiple WTIs and top gun grads in the squadron?

(b) (3) (A), (b) (6): Negative.

(b) (3) (A), (b) (6): How many WTIs do you have in the squadron?

(b) (3) (A), (b) (6): I have three. Two of them are lieutenant colonels, one of which was on leave, one of which is the CO.

(b) (3) (A), (b) (6): How many top gun grads do you have in the squadron?

(b) (3) (A), (b) (6): One, two. One of which was on leave.

(b) (3) (A), (b) (6): And none of which were on the night shift?

(b) (3) (A), (b) (6): No. I had a very senior and capable instructor on the night shift.

(b) (3) (A), (b) (6): Who is also not authorized to make changes to the flight schedule.

(b) (3) (A), (b) (6): No. But he has a phone and we operate at the speed of light. He could have called us. He made a mistake by not calling us and getting approval. That being said, if he had called me, I would have said yes.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : I can offer an anecdote for --

(b) (3) (A), (b) (6) : Please. Yeah. You're free to speak.

(b) (3) (A), (b) (6) : So on Thursday, prior to the Sunday's notification prior to execution, I briefed all my aircrew on what I knew about MAG ULT -- trying to get the information out, sooner rather than later, and understanding that that night crew would need to start adjusting their sleep schedule. Recognizing the risks associated with flying during that time of night. As I broke up the combat crews, I've only got so much -- I'm trying to find a better word -- skill, talent to spread around.

(b) (3) (A), (b) (6) was hand-selected to fly that shift based on my personal experience flying with him and watching him in his ground job and seeing his level of skill. He's wise beyond his years. So as I briefed how this was going to work and what the night crew, to the best of my knowledge, was going to be accomplishing mission set-wise, which wasn't much. I emphasized the fact that flying during that time of night is going to be your biggest challenge.

When I said, ready, break to the ready room, I heard him stand up and say, night crew, on me -- and I just happened to

pretend like I was going over to the fridge to get a glass of water, or a bottle of water out of the fridge, and I was listening to the conversation, to which he said, hey, has anybody flown during this time of night before? And nobody raised their hand. And he said, alright, well, you need to take this very seriously. I have. We need to start adjusting out sleep schedules right now; take it seriously. Let's not go "boom" at the club on Friday. Let's start getting our act in order because he identified that as being the biggest risk. And I just went [nonverbal response]; that's why I picked him. So I had full faith and confidence in his ability to execute during that time of night.

Do I agree that he should of called -- that he did not have approval to make a change to the flight schedule without higher approval? Yes. Again, I think for the third time now, had he called me, and it was me, I would have said, do you know where you're going? Do you know what time? Do you have the tanker card? You've talked to them? You've briefed them up? You briefed up your crew? Good to go.

(b) (3) (A), (b) (6) : Sir, how many times have you come gone to the aerial -- conducted aerial refueling as an F-18 pilot?

(b) (3) (A), (b) (6) : Hundreds of times.

(b) (3) (A), (b) (6) : And that includes both day and night?

(b) (3) (A), (b) (6): Absolutely.

(b) (3) (A), (b) (6): In all the times that you have conducted aerial refueling, post-refueling, have you ever split your section and placed an aircraft echelon left while you remained echelon right?

(b) (3) (A), (b) (6): I have departed the tanker with aircraft on the left and the right, yes.

(b) (3) (A), (b) (6): Okay. And for what reasons did you decide to split your section, placing aircraft echelon left while you remained echelon right?

(b) (3) (A), (b) (6): It depends on what the follow-on flow or mission that we're trying to accomplish is. I recognize what the book says, and that would be a deviation from SOP. And it would be -- if I were going to do that, it would be understood and approved by the tanker crew in order to do so. For what reasons? If I need to kick some guys over to this side of the range, and I'm going to go to this side of the range, there's no reason it's easier, and in my opinion, safer, to elevate and then move away from the tanker and get to the sides of the range that we're going to go to.

If there's a bunch of aircraft on the tanker, and there is multiple tankers and we need to proceed up to the lead tanker, and then out and away, that would be something to do.

(b) (3) (A), (b) (6) : And how many times have you seen that done?

(b) (3) (A), (b) (6) : The split away? A handful. And I know the book says we're supposed to depart high and right, sometimes you depart high and left to manage the range space --

(b) (3) (A), (b) (6) : With two aircraft?

(b) (3) (A), (b) (6) : -- sometimes you have to depart low and right, sometimes you have to depart low and left.

(b) (3) (A), (b) (6) : How about with only two aircraft? So one section.

(b) (3) (A), (b) (6) : I don't think that I've personally ever done that, but I wouldn't think it's outside the box. It's a deviation from SOP, but I don't believe it is an unsafe one, provided that it's briefed and understood and approved by the tanker crew.

(b) (3) (A), (b) (6) : But with a single section of F-18s, you've never seen that done?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Is that something -- if you were going to split a section, or have aircraft departing in different echelons, would that be something that you briefed prior to the mission?

(b) (3) (A), (b) (6): No. The standard is up and right. The reality of where you are at in time and space may dictate a need to brief something different on -- using time critical ORM.

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): Is there anybody inbound to the tanker; do we know where we are going? Tanker, this is what we want to do, are you okay with that? Yes. Okay.

(b) (3) (A), (b) (6): Sir.

(b) (3) (A), (b) (6): What do you know about the search and rescue capabilities in Iwakuni?

(b) (3) (A), (b) (6): We do not have any resident on Iwakuni, except for the flying boats that launch out of here. We have the griffins as well, but obviously not too much.

(b) (3) (A), (b) (6): Was the search and rescue alert status and disposition and capability for the MAG ULT briefed at any confirmation briefs that you attended? Did they talk to SAR?

(b) (3) (A), (b) (6): I don't know that there was a confirmation brief. I don't know if they talked to SAR or not. I would be surprised if they did.

(b) (3) (A), (b) (6): You didn't attend a confirmation brief for the MAG ULT as the squadron operations officer?

(b) (3) (A), (b) (6): There was no confirmation brief. I attended the

two mission planning briefs. The last brief that I attended, I would not call it a confirmation brief, which is why I raised such concern to my Commanding Officer. I believe the Commanding Officer's -- and said, we haven't seen a confirmation brief and we are the Commanding Officers of the squadrons that are participating and we would like to see something that's going on. We would like to see what has been confirmed, and what we are going to do. To which, I believe, (b) (3) (A), (b) (6) said, hey, we'll have a confirmation brief tomorrow, Friday morning, and I believe they went into that. And there was no brief; there were no slides; there was no soup to nuts, hey this is what we're going to do. There was simply a discussion.

(b) (3) (A), (b) (6): Okay. Did any products make it back to you that clearly articulated the location and alert status of SAR aircraft in support of the MAG ULT?

(b) (3) (A), (b) (6): No, sir.

(b) (3) (A), (b) (6): Did you receive, like, a map from the Wing that had, like, radiuses and pies; and show where different types of helicopters and planes and boats were;, and what their call signs, frequencies, and telephone numbers were that you could give your ODO?

(b) (3) (A), (b) (6): No, sir.

(b) (3) (A), (b) (6) : So is it suffice to say that you, as the executor who's actually flying jets in the intersouth, were not provided support from your higher headquarters for SAR -- for SAR coordination? Specific SAR coordination.

(b) (3) (A), (b) (6) : Is there room for improvement in there? I say yes. Absolutely.

(b) (3) (A), (b) (6) : Okay. I'm trying to figure out if, basically, SAR was coordinated for the event. Specifically, at that time of day.

(b) (3) (A), (b) (6) : I don't think the liaison had been with the JASDF to say that, hey, we're executing a a larger than normal exercise in these hours during these times of nights; are you going to have an alert stood up for us? I don't think that that took -- I don't know if that took place. I would be surprised to learn that it did based on how far, personally, I felt behind we were on the entirety of the plan.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : That's the kind of finer detail that --

(b) (3) (A), (b) (6) : Yeah. That's my point, right? So that's almost like a cherry -- that's like icing on a cake, right? When you have a really tight SAR planned.

(b) (3) (A), (b) (6) : Yes, sir.



(b) (3) (A), (b) (6) : And I agree that that probably didn't happen either. I just want to -- I'm trying to understand what you understood, right?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : During the normal operations at Iwakuni -- Tuesday afternoon, no MAG ULT, no nothing, just plain old day sortie. What do you think the response time would be from pulling the ejection handle to having a recovery asset on top of you in the middle of the intersouth, roughly, with a wingman on station that called on your behalf.

(b) (3) (A), (b) (6) : A wingman on station calls on my half and they are on alert. They are at their squadron during normal working hours and they are able to spin up pretty quickly, I would say 45 minutes.

(b) (3) (A), (b) (6) : So in 45 minutes, you would say -- generally, plus or minus a little bit -- you could have a JASDF, or whoever, recovery asset on top of you ready to hoist you out?

(b) (3) (A), (b) (6) : That's my assumption, but I'm just going off of --

(b) (3) (A), (b) (6) : Yeah. I just want to know how you feel, like, your perception. There's no wrong answer. I'm just trying to understand kind of like your instinct to your gut.

(b) (3) (A), (b) (6): Here's my gut, sir. The JASDF are incredibly professional and I think they're pretty good at what they do.

Is there room for process improvement in the -- like, why is there not a bat phone in my ready room where I can call direct to the SAR, and give him the information. That, I think, would significantly improve the process.

Right now, it's, you know, break out the mishap binder and start going through it. And I think that we're relying on entities that slow down the process to get things moving. They have normal working hours. Do they have a 24-hour alert? If they do, where are they at? Those are unknowns to me.

(b) (3) (A), (b) (6): Okay. Do you know what -- I still call it OPNAV, what OPNAV 3710 says about the wear of anti-exposure suits, in general.

(b) (3) (A), (b) (6): It is commander's discretion.

(b) (3) (A), (b) (6): Tracking. Do you know -- when it guides you through the decision making process, what are some of the first considerations in the decision making process for the wear of an anti-exposure suit?

(b) (3) (A), (b) (6): It's air temperature plus wind chill to equal whatever your wind chill factor is and then water temperature. Basically, you just go to the charts and you look at what the

exposure time.

(b) (3) (A), (b) (6) : Do any of those charts provide a recommendation?

(b) (3) (A), (b) (6) : They provide guidance for the CO to make a recommendation on whether or not you'll be in your anti-exposure suit or not.

(b) (3) (A), (b) (6) : The CO makes a recommendation or decision?

(b) (3) (A), (b) (6) : The CO makes the decision.

(b) (3) (A), (b) (6) : The CO makes the decision?

(b) (3) (A), (b) (6) : Absolutely.

(b) (3) (A), (b) (6) : So you believe the final determination as to the actual wear of an anti-exposure suit is at the Commanding Officer's discretion?

(b) (3) (A), (b) (6) : We are all -- every single aircrew makes a personal decision as to whether or not he's going to wear it on his or her flight. The CO can direct you to wear it.

(b) (3) (A), (b) (6) : Okay. Is search and rescue capability part of that decision making process? Are you aware?

(b) (3) (A), (b) (6) : I'm not aware, sir.

(b) (3) (A), (b) (6) : Have you ever been in a squadron where you had to make a decision about wearing a dry suit or not, or been

involved in conversations about it?

(b) (3) (A), (b) (6): I believe I see where you are going -- yes, sir. Like, transoceanic movements if I'm -- let's say I'm going to be on a ten-hour mission from Oceana to Moron de la Frontera, Spain, and I'm going to cross over a portion of the water in the middle of nowhere where I don't have any divert options anyways, and there is no SAR that's going to come and get me, and we'll be over that section of cold water for two to three hours on the entire 10/11-hour mission.

The Commander's probably going to take a look at that and, you know, pull his read room and say, hey, dress suits are optional.

(b) (3) (A), (b) (6): Okay. As a man who's crossed the North Atlantic in a harrier, I can relate to that.

(b) (3) (A), (b) (6): Yes, sir.

(b) (3) (A), (b) (6): So in that context, you're making like a risk decision right? You're like, hey, I'm going to die anyway because it's going to take you three days to find me. Dry suit or not, I'm dead -- if you even find me. And -- but I'm definitely going to be in a dry suit for twelve hours, which could result in me overheating, becoming dehydrated --

(b) (3) (A), (b) (6): Exactly.

(b) (3) (A), (b) (6): -- being extremely uncomfortable,

difficulty, you know, using the relief system, or whatever.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So in that context, you'd be like, hey, it doesn't help. So everyone's decision.

(b) (3) (A), (b) (6) : Deliberate all around.

(b) (3) (A), (b) (6) : Yeah. That'd be a good one. And then -- but that's not what we're talking about here, right? We're talking about the intersouth --

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : -- where you just said you think it's about 45 minutes, but maybe if I could say you might think it be a little bit longer than that, but it's going to take a little bit of time to get recovered.

So what would be some of your considerations about wearing a dry suit or not in the intersouth at 2 a.m. in December.

(b) (3) (A), (b) (6) : The intersouth -- I've only been out here for a little bit, but on multiple UDPs prior to this, but --

(b) (3) (A), (b) (6) : But in the UDPs, you flew in the intersouth, right?

(b) (3) (A), (b) (6) : All the time. Yes, sir.

(b) (3) (A), (b) (6) : Okay. So you've made that decision before?

(b) (3) (A), (b) (6) : Absolutely.

(b) (3) (A), (b) (6) : Okay. Tell me about that.

(b) (3) (A), (b) (6) : It's -- well, the CO having made the decision based on what the outside air temperature is versus the water temperature. Typically in the intersouth, the water temperature is averaged throughout the year. A little bit warmer than the surrounding areas around here, so it's always this, hey, the air is cold, but the water is warm. What are we going to do here? What's the smart thing to do? And I've seen commanders go both ways on the decision. You know, balancing the, you know, the dynamic nature of the mission that you're doing in the intersouth, and wearing that poop suit, and everything that it does to you versus, you know, what the conditions are at that time.

Flying outside of the normal workday -- and I think the assumption is that the JASDF are very professional and good at their job. And they have a fairly rapid response to come get you.

(b) (3) (A), (b) (6) : Yeah. But it's not about professionalism. It's about alert status, right?

(b) (3) (A), (b) (6) : Absolutely.

(b) (3) (A), (b) (6) : Okay. So the question goes to you: When you wrote a flight schedule for somebody to fly at 2 o'clock in the morning in intersouth, and reviewed that and forwarded that to your

Commanding Officer as the operations officer, did you consider the alert disposition of search and rescue?

(b) (3) (A), (b) (6) : I did not. And I will take that as a hit on me. It's a lesson learned for myself.

(b) (3) (A), (b) (6) : Okay. It's not a counseling session, I'm just asking if that came up?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Okay. So back to the dry suit piece -- and everybody's different right? I'm a fat guy, some guys are skinny, whatever. Some guys are old or young, but for you personally, how long do you think you can personally survive in 68 degree water without a dry suit? How many hours of useful consciousness and how many hours until you expire at 68 degree water, personally, would you [inaudible] to guess.

(b) (3) (A), (b) (6) : Me, personally, I would say that I would exceed the chart, whatever the book says.

(b) (3) (A), (b) (6) : I'm saying without a dry suit.

(b) (3) (A), (b) (6) : Yes, sir. Without a dry suit, I think I would be okay for -- I think I've got a little bit higher cold tolerance than most people. I grew up in southern California. I surfed without a wet suit in the winter. Like, I have a cold tolerance so I think --

(b) (3) (A), (b) (6) : Can you pick a number? Would you be

willing to pick a number? I'm trying to compare that number to what you think the SAR response time is to understand perhaps what decisions you may have made in the background, right?

(b) (3) (A), (b) (6) : I'm in my full gear and I'm in my shark taco --

(b) (3) (A), (b) (6) : I don't know what a "shark taco" is.

You're calling a dry suit --

(b) (3) (A), (b) (6) : No. The raft. If I'm in the raft up out of the water and --

(b) (3) (A), (b) (6) : Let's say you didn't get in the raft for it. Let's say you couldn't get in the raft, your arm is broken, whatever. You couldn't make your way to the raft.

(b) (3) (A), (b) (6) : Right.

(b) (3) (A), (b) (6) : So I want you immersed in 68 degree water, unable to get in your raft, your raft failed. How long do you think you could last until you're unconscious in 68 degree water and your flight suit?

(b) (3) (A), (b) (6) : Is my LPU inflated?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : I'd say 4 to 5 hours.

(b) (3) (A), (b) (6) : Okay. So you say 4 to 5 hours of useful consciousness. How long you think until you're dead?

(b) (3) (A), (b) (6) : Probably six.



(b) (3) (A), (b) (6) : Six hours?

(b) (3) (A), (b) (6) : Five to six.

(b) (3) (A), (b) (6) : Okay. So you would balance that understanding with your understanding of search and rescue. And you would, perhaps, if I'm not guiding you too much, sub-consciously, you would think a helicopter can find you and pull you out before you die in 68 degree water?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Without a dry suit?

(b) (3) (A), (b) (6) : I think so.

(b) (3) (A), (b) (6) : Okay. That's a fair answer. That's where I was going.

Judge, do you got anything?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : So we've asked you a lot of tough questions today, and I know this has been unpleasant for you. It's quite unpleasant for me as well, believe me.

(b) (3) (A), (b) (6) : Thank you for doing it.

(b) (3) (A), (b) (6) : What I'm -- I want to give you the floor, and I'm asking you to be extremely frank, okay?

What do you think could have prevented this mishap?

(b) (3) (A), (b) (6) : More flight time.

(b) (3) (A), (b) (6) : Tell me more about that. How many --  
what is the average number of flight hours your pilots are getting?

(b) (3) (A), (b) (6) : I haven't seen a hot board that has --

(b) (3) (A), (b) (6) : So the witness is producing a document.  
It's labeled "Pilot Hot Board". And it basically looks like a giant  
red square. The WIZO, everything on here is red, a couple of yellow  
blocks. I don't have my -- oh, I do have my glasses.

This is published 1/28/19, which confuses me because --

(b) (3) (A), (b) (6) : That's a predictive outlook for tomorrow -- or  
for Monday. I'm sorry.

(b) (3) (A), (b) (6) : So this is the document that you use to  
prepare next week's flight schedule. And I see the average total  
flight time in the fiscal year is 15 hours. So that means since  
October, most of your guys have only gotten 15 hour.

What's Headquarters Marine Corps guidance on the number of  
flight hours per month a pilot is supposed to receive?

(b) (3) (A), (b) (6) : I believe the Naval Safety Center says it's 15  
hours per month to say, safe in an aircraft.

(b) (3) (A), (b) (6) : Okay. And I'm going to go back to the  
total flight time 90 just to take out the holidays. And I know you  
guys route it down in the total flight time in the last 90 days, on  
average, is ten hours. So that would be your guys are only getting

three hours a month?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So you feel like you can safely operate a high performance fighter jet with three hours of flight time a month?

(b) (3) (A), (b) (6) : I think it's dependent on experience and capability, but it puts our younger guys with less experience at a significant elevated risk.

(b) (3) (A), (b) (6) : May I have this document?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. I'm going to include this in my report. And what it clearly shows at a glance is that you guys are not getting anywhere near the amount of flight time required to safely operate the F-18. And given that the factors of this mishap, it was mid-air collision, which is directly tied to proficiency that it could only be contributory.

Would you agree?

(b) (3) (A), (b) (6) : I'd agree. It was legal and current to fly the flight, but --

(b) (3) (A), (b) (6) : And sir, could you explain, so when the color red appears or when the color yellow appears on the hot board, what does that mean?

(b) (3) (A), (b) (6) : It means he's not --

(b) (3) (A), (b) (6) : So what does "red" mean?

(b) (3) (A), (b) (6) : "Red" means below where you should be, so 15 hours per month. If you're not getting 15 hours per month, it'll pop red. "Yellow" is your on glide slope to achieve it.

(b) (3) (A), (b) (6) : But have not yet achieved it?

(b) (3) (A), (b) (6) : Correct. "White" would be you are current in it. So last flight, for instance, you see 4's and 9's. All right. This is a 1 in 15 look because after you trip 15 days, you pop certain requirements to go fly again.

So you can see (b) (3) (A), (b) (6) [ph] hasn't flown in 58 days.

(b) (3) (A), (b) (6) , since he's been on the mishap board, that's not -- no. That's his dive delivery. I'm sorry. I'm looking at the wrong column, so last flight. (b) (3) (A), (b) (6) [ph] hasn't flown in 41 days. Myself, I haven't flown in 40 days, so on and so forth.

(b) (3) (A), (b) (6) : So is this a document that you review as you are preparing and routing the flight schedule that you referred to before?

(b) (3) (A), (b) (6) : Yes, sir. And it works left to right. So is he EP current? Has he done a dedicated emergency procedures, sim or flight in the last 30 days? If he's on for air to ground deliveries, has he executed a dive within 30 days? Has he executed

-- when was his last flight? For instance, is he going to fly at night? Do I have him on the flight schedule? Has he flown within 15 days.

Anybody in red would not be eligible to fly at night. Anybody in yellow would not be eligible to fly at night without first receiving a day flight.

Then, you can look at the "last night" column there as well as just to gauge how long --

(b) (3) (A), (b) (6) : So that's something that you reviewed with (b) (3) (A), before his schedule went. So he would have been white in this column before you scheduled him just to fly at night?

(b) (3) (A), (b) (6) : Yes, sir. It would have been white in the "Last Flight," "Last Night," and his "EPSIM."

(b) (3) (A), (b) (6) : Okay. That's good. Thank you.

Any talk about using Ambien or Go/No-Go pills for the week?

(b) (3) (A), (b) (6) : Did that discussion come up?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : What was the guidance from your Commanding Officer to the squadron?

(b) (3) (A), (b) (6) : The guidance was from the Wing Commander, that

they were not authorized for use during the exercise.

(b) (3) (A), (b) (6) : How did the Wing Commanding General communicate that guidance?

(b) (3) (A), (b) (6) : I believe that it came down via the MAG.

(b) (3) (A), (b) (6) : How did the MAG communicate that guidance? You're giving the right answer. You know it to be true. I want to understand how it's communicated down.

(b) (3) (A), (b) (6) : I can't recall if it was during one of the planning sessions or if it was an email or if it was a phone call. I can't tell you the exact meeting that I received that word, but it was --

(b) (3) (A), (b) (6) : -- passed verbally.

(b) (3) (A), (b) (6) : I think 225, would be (b) (3) (A), (b) (6), put up a formal request for the usage of them, and it was met with a hard no from the Commanding General.

(b) (3) (A), (b) (6) : And, sir, how was that communicated to 242? How did you notify the squadron that that would not be authorized?

(b) (3) (A), (b) (6) : It was both an email and in, like, one of our official chat windows on WhatsApp.

(b) (3) (A), (b) (6) : So a squadron-wide email went out?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : And then, also, within one of your chat groups? An all squadron-member chat group it went out?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Do you think that you might have an email that says that still in your records?

(b) (3) (A), (b) (6) : I could search for you, sir.

(b) (3) (A), (b) (6) : If you have an email that says, don't take Ambien or Go-pills, or something to that effect, that would support this investigation. I ask that you forward it to me.

(b) (3) (A), (b) (6) : I will.

(b) (3) (A), (b) (6) : If you don't have it, please send me an email saying, I looked and I couldn't find it.

(b) (3) (A), (b) (6) : I will. Yes or no. I will do.

(b) (3) (A), (b) (6) : I think I'm done.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : The judge will swear you out.

[(b) (3) (A), (b) (6) warned, sworn, and excused.]

(b) (3) (A), (b) (6)

I was the Commanding

Officer of VMGR-152 from May of 2016 through June of 2018.

During my career from January 1992 to November 2018, I served three tours at VMGR-152 (2001-2004, 2010-2012, 2015-2018), one at VMGR-452 (2006-2009), and a tour as the C/KC-130 class desk at PMA-207 (2012-2015).

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I had just transitioned from being the MAG-12 XO around January of 2016 and served as the Special Projects Officer until the change of command of VMGR-152 in May 2016. I was aware that there was a midair in April 2016 during a refueling evolution between an aircraft from VMGR-152 and VMFA-242. The F-18 from VMFA-242 hit the left hose in the aileron area of the jet, which luckily pulled the jet down and to the right. The F-18 crew did not see the tanker, and did not realize they hit the KC-130. While correcting the downward motion of the jet from the resistance of the hose, the F-18 pilot pulled up right in front of the KC-130. The KC-130 crew saw the jet maneuver in right front of them at the 10 o'clock position. (Later when I did my own math based on the amount of hose that was still on the jet when they landed, the dimensions of an F-18, and the dimensions of a KC-130, I came to the conclusion that the F-18 missed the tail of the KC-130 by 5-10 ft. at most)

By the end of May 2016 both VMGR-152 and VMFA-242 had turned over commands. When I took over command in at the end of May I was told that NO investigations, either AMB or CI, had been initiated for the mishap. I was told by a VMGR officer who went to begin the investigation in April, that when they went to get pictures of the F-18, despite obvious damage to the aircraft, the VMFA-242 maintainers were already taking it apart in order to fix it. I also have an email from my DSS that stated there was a delay in initiating the investigation, "due to undue command influence from adjacent and higher units." I don't know why an investigation was not initiated when the OPNAV 3750 is clear that if you suspect one occurred you begin an investigation and later if the cost drops below the mishap threshold then you can terminate the investigation. Additionally per the JAGMAN, "When required. CIs are likely to be the appropriate investigative tool for incidents involving: aircraft mishaps; explosions; ship stranding or flooding; fires; loss of government funds or property..."

In my opinion, in hindsight I know exactly why investigations were not initiated for the April 2016 mishap and that is due to the command climate that existed in VMFA-242 at the time. As the MAG-12 XO, I had several incidents where I spoke to the VMFA-242 XO in order to get information or people for Wing or higher command requirements. I would routinely get told by the 242 XO that, "my CO said we're not doing that." I would hand these incidents off to the MAG-12 CO to handle as "CO business," but I strongly feel that in the case of VMFA-242 investigating the April 2016 mishap this was another "my CO said we're not doing that," moment.

Since I inherited the April 2016 mishap, I was involved in the endorsing chain. The primary factor that VMFA-242 tried to push was the causal factor was a communication error. Since we can conduct EMCON tanking, to say hitting the tanker was a communication error is grasping at straws. In my

(b) (3) (A), (b) (6)



opinion, there is one reason and one reason alone that you would hit the tanker and it is that the receiver pilot did not see it. The NATO STANDARD ATP-3.3.4.2 AIR-TO-AIR REFUELLING (ATP-56) manual clearly states more than 50 times that tanking is a visual maneuver. For a two-seat fighter aircraft to have a midair because they didn't see it clearly demonstrated a procedural or equipment failure that needed to be identified.

I learned of the December 2018 mishap from Japanese news reports just hours after it happened. When I found out that VMFA-242 had another midair with a KC-130 I was livid. For the same F-18 unit to not have learned the lesson from the April 2016 mishap is criminal. I stated it in my endorsement of the April 2016 mishap, if it wasn't for the refueling hose catching the jet that midair would have been a Class A. How did they not take that near-miss as a wake-up call? How could a unit that hit another plane not be so on their game with refueling procedures is unfathomable to me. VMGR-152 went almost 50 years without a mishap. VMFA-242 hit a KC-130 twice in less than 3 years. To me it's blatantly obvious where the issue lies.

There are a couple of incidents that stand out to me that sums up how the Marine Corps in general views VMFA-242, and incidents to highlight 242's own way of doing business.

While I was the MAG-12 XO, a Capt came over from VMFA-242 because (b) (3) (A), (b) (6) wanted to initiate a FFPB on him. (b) (3) (A), (b) (6) I can't remember his first name) (b) (3) (A), (b) (6) came to discuss his options to VOLTERM or get FFPB'd. He told me that after his first tour in F-18s (which I also believe was VMFA-242) he didn't want to fly F-18s, told the monitor he didn't want to fly F-18s, and said he didn't want to go back to a F-18 squadron. Of course MMOA sent him back to VMFA-242. He said he was having trouble getting back up to speed after this FAC tour and in VMFA-242 if you weren't aggressive and one of the CO's boys then you were ostracized. He ended up VOLTERMING and I'm not sure where he ended up eventually, but he was on the MAG staff for a while afterward.

Another one was at a hail-and-farewell that was held at (b) (3) (A), (b) (6)'s house around June-July of 2018. I attended with (b) (3) (A), (b) (6) for a short period of time. I know (b) (3) (A), (b) (6) and (b) (3) (A), (b) (6) were fare-welled at this event, but I can't recall the name of the Capt that made the event stick out in my head. This Capt's farewell speech went on for at least 25 minutes. That's not an exaggeration. My first thought was what kind of ego this kid had that he felt the need to speak that long. My COC speech the month prior was 10 minutes at most and this guy kept going on and on. The gist of his whole speech was how good he was, and that there may be three other guys that were good, but the rest of the pilots were worthless. I'm not kidding. I recall that (b) (3) (A), (b) (6) and I made comments along the lines of, "What the hell is this, The Seinfeld 'airing of the grievances?'" It was that contentious of a speech.

No matter how much I'm still in disbelief of the mishap, it's still not much of a surprise. While there are some very professional pilots in the F-18 community, there are a still lot of "cowboys." When an F-18 colleague was told of this recent midair his reaction was, "they probably just swapped paint." To be that nonchalant about two aircraft hitting each other from a senior pilot shows the attitude they have with flying formation. I have had repeated issues with my career when I'm trying to manage the tanker flow,

(b) (3) (A), (b) (6)

the receiver has been told to "go reform," and I look to the three o'clock position and the jet is literally feet off my wingtip. There have been times where the jet is so close I can clearly see the pilot's facial features. Those were the moments I was most worried about mid-air; if that pilot got distracted for a second it would have been catastrophic. To me, the community in general just seems to be on their own program.

It's tragic if this mishap identifies that the same issues that contributed to the 2016 mishap contributed to the 2018 mishap. Issues that were identified in the 2016 SIR should have been corrected and if they were not then someone needs to be accountable. When I was at PMA-207, any recommendations in SIRs that had us as the action officer were followed up by the either the Naval Safety Center or NAVAIR in general, I can't recall specifically which. However we were required to send updates on the status of the recommendations for mishaps. Based on what I suspect happened in this mishap, either no one followed up with VMFA-242 or 242 totally disregarded the lessons learned from their near miss and six Marines paid for it with their lives. Someone needs to be held accountable for what was in my mind a 100% preventable accident that cost us six aircrew and two airframes.

(b) (3) (A), (b) (6)







(b) (3) (A), (b) (6)

12/3/2018 3:48:09 PM(UTC+9)

MAG-12=0  
Weather=1  
ATARS=2

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF73826 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 3:55:24 PM(UTC+9)

Everyone shoot doc a message and ask for Ambien, he's playing hard ball issuing it out.

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7344C (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 5:23:33 PM(UTC+9)

Well that dude is not a bro. Quoting Natops in a chat...

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF755CA (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 5:34:06 PM(UTC+9)

That is very un dude

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7553F (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 5:53:35 PM(UTC+9)

Talked to him about it today...MAG-12 Flight Surgeon is quoting the CG's directive about "no performance enhancing...." for the exercise.

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7543A (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:04:10 PM(UTC+9)

We can get Ambien for a flight to the states but not for this ULT nonsense...

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF75375 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:13:10 PM(UTC+9)

Did you ask about the modafinil or just ambo?

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF75090 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:24:25 PM(UTC+9)

Modafinil is shit anyways

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF798EC (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:24:35 PM(UTC+9)

Dextroamphetamine is legit.

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF79848 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:24:44 PM(UTC+9)

Can we get that?

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF797B1 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:25:07 PM(UTC+9)

Think they stopped passing out dex DoD wide now.

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF795D9 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)



(b) (3) (A), (b) (6)

12/3/2018 6:26:09 PM(UTC+9)

152 flight doc is cool. Just walk in and tell him you have trouble sleeping.

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF79504 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)















(b) (3) (A), (b) (6)













12/3/2018 6:28:22 PM(UTC+9)







All I want is Ambo so I can pass out with two screaming kids running around this tiny ass apartment...

**Source file:** Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF79426 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)

Enclosure 57

☆		(b) (3) (A), (b) (6)	12/3/2018 6:28:37 PM(UTC+9)
		I got a couch. <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7938E (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 6:28:49 PM(UTC+9)
		I got a decent air mattress <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF792EA (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 6:28:57 PM(UTC+9)
		Just bring headphones I jerk off a lot <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7923B (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 6:32:35 PM(UTC+9)
		I miss Derpes... <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF791B4 (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 6:49:48 PM(UTC+9)
		Derpes never goes away man. <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7910F (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 6:49:59 PM(UTC+9)
		That shits for life. <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7DF99 (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 7:28:19 PM(UTC+9)
		Anyone know if Coco's is 24 hours? <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7D4B1 (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/3/2018 7:28:43 PM(UTC+9)
		Closes at 23 <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF7D42F (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:38:17 AM(UTC+9)
		Attachments:  Tip cake is not a great cook <a href="https://mmg-fna.whatsapp.net/d/f/AlcsbwRHzz9BRJji-IUI_8LE0NsjwqALeG9jBGU540j9.enc">https://mmg-fna.whatsapp.net/d/f/AlcsbwRHzz9BRJji-IUI_8LE0NsjwqALeG9jBGU540j9.enc</a> <a href="#">8e41a177-ae99-433a-ae1-f93e2f71ca0d.jpg</a> <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF83619 (Table: ZWMESSAGE, ZWAGROUPMEMBER, ZWAMEDIALITEM, Size: 33865728 bytes) Hodor/Applications/group.net.whatsapp.WhatsApp.shared/Message/Media/13868433725-1496204160@g.us/8/e/8e41a177-ae99-433a-ae1-f93e2f71ca0d.jpg : (Size: 180862 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:40:05 AM(UTC+9)
		My burger turned out great, basically cooked itself <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF8356E (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:40:50 AM(UTC+9)
		#nightcrew <b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF834ED (Table: ZWMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	

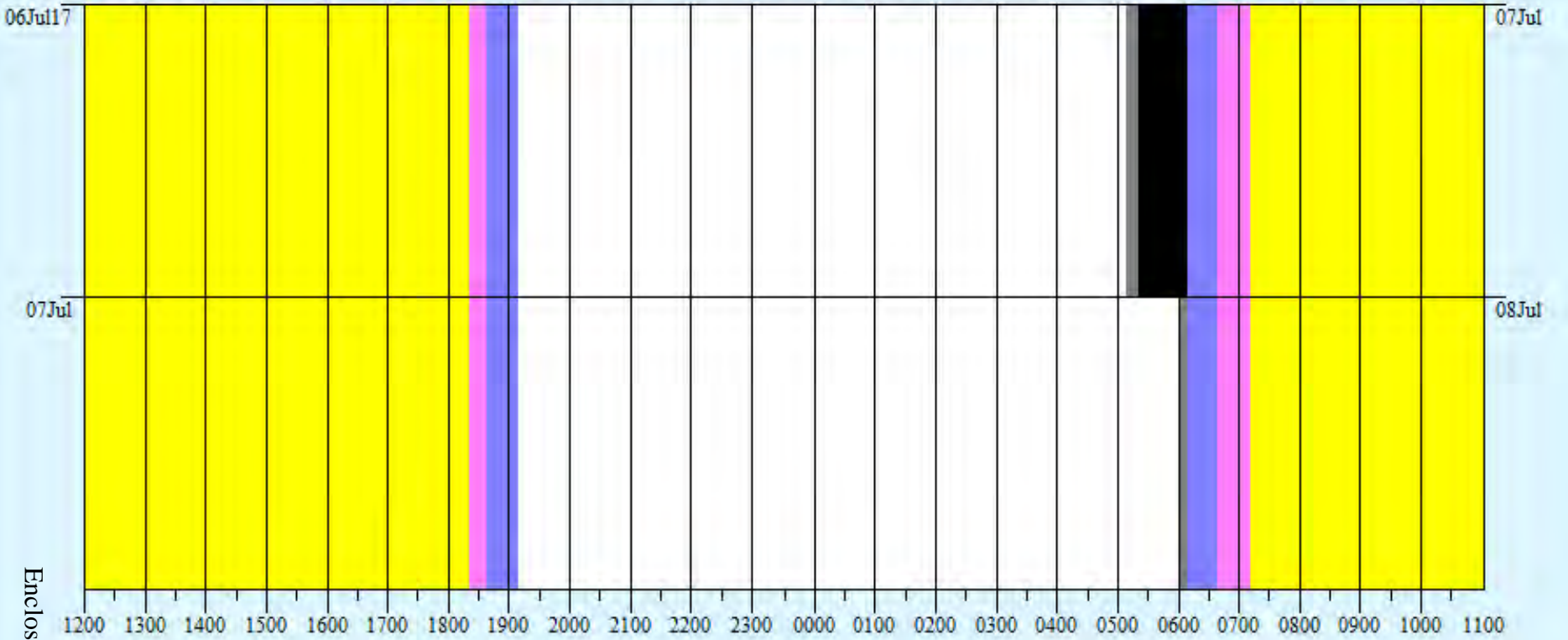
☆		(b) (3) (A), (b) (6)	12/4/2018 7:42:53 AM(UTC+9)
		Name the artist playing when your burger was being cooked Typo and it's a slap bet...	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF83300 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:43:16 AM(UTC+9)
		30 sec	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF83282 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:44:20 AM(UTC+9)
		Attachments:	
			
		Driving home in traffic this morning <a href="https://mmg-fna.whatsapp.net/d/f/AkJvRfnda7e0g1OK1iWQ_oFAgVAQPewwWiayu5YxBMAk.enc">https://mmg-fna.whatsapp.net/d/f/AkJvRfnda7e0g1OK1iWQ_oFAgVAQPewwWiayu5YxBMAk.enc</a> <a href="#">a5d35884-328a-428b-972d-c45f22cfce57.mp4</a>	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF831F5 (Table: ZWAMESSAGE, ZWAMEDIAITEM, Size: 33865728 bytes) Hodor/Applications/group.net.whatsapp.WhatsApp.shared/Message/Media/13868433725-1496204160@g.us/a/5/a5d35884-328a-428b-972d-c45f22cfce57.mp4 : (Size: 192013 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:45:32 AM(UTC+9)
		(b) (3) treats you degenerates...	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF8315A (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:46:56 AM(UTC+9)
		<a href="https://itunes.apple.com/us/album/dukey-treats/285177204?i=285177297">https://itunes.apple.com/us/album/dukey-treats/285177204?i=285177297</a>	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF8309F (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:56:26 AM(UTC+9)
		FYI: melatonin is minimum 24hrs grounding.	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF87E6F (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 7:56:36 AM(UTC+9)
		Foiled again (b) (3) !	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF87DE2 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 8:25:14 AM(UTC+9)
		Hahaha this Doc is ridiculous	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF87CBF (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 8:45:56 AM(UTC+9)
		Yah this is some nonsense...	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF87A9F (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 9:00:32 AM(UTC+9)
		#hingedoc	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF87146 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 9:13:19 AM(UTC+9)
		(b) (3) brought up a good point. We should demonstrate our willingness to comply with docs bullshit by placing some caffeine pills and melatonin gummies on top of the ODO desk. We can put a "up" and "down" sign next to the appropriate bottle.	
		<b>Source file:</b> Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF872EC (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	

☆		(b) (3) (A), (b) (6)	12/4/2018 9:14:47 AM(UTC+9)
		I just had the exact same thoughts...	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF875A1 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 9:15:14 AM(UTC+9)
		Except...we should get a picture of it on HIS desk.	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF87463 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:22:05 PM(UTC+9)
		If anyone wants to inquire directly with Disbursing about their Australia voucher, I hear the buck stops with (b) (3) (A), (b) (6) : DSN (b) (3) (A), (b) (6)	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF90BD9 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:26:54 PM(UTC+9)
		I hear coffee is a 12 he downer.	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF90B2F (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:27:01 PM(UTC+9)
		Water is 7	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF90A9C (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:27:41 PM(UTC+9)
		I just won't eat anything to be safe	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF909F6 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:28:18 PM(UTC+9)
		Do less....well you have to do more than that....you are doing too much.	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0xF90925 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:41:50 PM(UTC+9)
		I've been screen shotting all his responses to Derpes... he recommends we get him out here on TAD at least for the Guam det....	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0x12EDF3E (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:42:52 PM(UTC+9)
		This has nothing to do with Safety. (b) (3) (A), (b) (6) , can we get some Monsters and Rockstars for the coffee mess?	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0x12EDE60 (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:46:49 PM(UTC+9)
		There are some in the fridge already	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0x12EDDAC (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 4:47:38 PM(UTC+9)
		Is the Flight Schedule getting release any time soon?	
		I will take 2 Monsters and a Rockstar!	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0x12EDCCE (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	
☆		(b) (3) (A), (b) (6)	12/4/2018 5:03:32 PM(UTC+9)
		We're getting away from the whole "flight schedule" concept and just flying as the jets become available	
		Source file: Hodor/Applications/group.net.whatsapp.WhatsApp.shared/ChatStorage.sqlite : 0x12EDBDA (Table: ZWAMESSAGE, ZWAGROUPMEMBER, Size: 33865728 bytes)	

THE FOLLOWING 333 PAGES OF THIS ENCLOSURE HAVE BEEN REMOVED DUE TO BEING COMPLETELY REDACTED UNDER B(6), B(7)



# Lite Level Planning Calendar


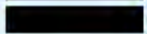


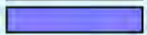



Enclosure 59

*Location:* **RAAF Base Tindal**

*Lat/Lon:* **14-31S 132-22E**

*Time Offset:* **+0930**

-  Sun Above Horizon
-  Moon Below Horizon
-  Low Moonlight Level ( < 0.0022 lux)
-  High Moonlight Level ( >= 0.0022 lux)
-  Nautical Twilight
-  Civil Twilight



9 March 2019

To whom it may concern:

I joined VMFA(AW)-242 in July 2014. I left the squadron in April 2018. The last year I was there, I served as the pilot training officer. I was responsible for drafting training schedules and ensuring that aircrew met requirements for proficiency and currency with the resources available. In the case of (b) (3) (A), I flew with him for both a day and night tanking mission. This is reflected in the grade-sheets in his aircrew training jacket. I'm fairly confident that he flew a CORONET down to Guam in 2018, but other than that, I have no recollection of (b) (3) tanking flight history.

I can speak to the practice of logging Training & Readiness (T&R) codes from an instructor perspective while I was at VMFA(AW)-242. We would often squeeze as much training into every available flight hour that we could. The intent was not to short change the training to aircrew. We made every effort to follow the T&R, and ensure that the aircrew met the mission performance standards in order to demonstrate proficiency.

In the case of the 2201 and 2202 event grade-sheets for (b) (3) (A), it seems as though (b) (3) (A), did not have issues behind the tanker (based on the grade-sheet comments). Despite only performing "one plug", he must have demonstrated proficiency by meeting all of the performance standards. In the case of the 2202, the event was scheduled to perform multiple additional codes during the same two hour flight evolution. It is always desirable to give any student as many looks as possible for each training objective, but if proficiency is displayed at the minimum requirement, I would often move on to different training objectives. Although I don't recollect the exact event (from the grade-sheet), I imagine my mindset was to maximize the training value on the most difficult and complex portion from all of the events scheduled for that sortie. Therefore, if (b) (3) (A), demonstrated proficiency in plugging on the tanker, I probably decided to focus the remaining range/flight/scheduled time on other important training objectives. Conducting night intercepts, for example, may have been one of training aspects I elected to prioritize over making repeated contact with the tanker basket. The material readiness condition of the hornet fleet, resulting in limited flight hour availability, paired with the perceived pressure to maintain operational readiness most likely contributed to this decision making process.

I do not recall my exact understanding of the number of plugs required to log a tanker code on the date in question. However, based on all the information available to me now, it seems that my understanding was that one plug was sufficient.

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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**From:** (b) (3) (A), (b) (6)  
**Sent:** Tuesday, February 5, 2019 7:53 AM  
**To:** (b) (3) (A), (b) (6)  
**Cc:** (b) (3) (A), (b) (6)  
**Subject:** RE: MSHARP data for the mishap crew?  
**Signed By:** (b) (3) (A), (b) (6)

Sir,

We'll have safety / ops look into this over the next week.

I'm not concerned about viewing the data at all. Changing/modifying would be a concern--although the IO/AMB took records immediately to mitigate that.

My focus is on deploying the squadron to Guam tomorrow.

We've got a couple of Pro A's to fly this morning, DCO brief is at 1500, you are welcome to attend sir.

6 Feb: 1100 Cell 1 launch, 2200 MB departure

Looking like we'll have to slide 2nd cell 24 hours for a couple of nagging gripes on 06 / 00. Holding firm to 11 jets on the Transpac, feel we'll have 9 to make 6 for Wednesday and will start all, launching 2 airborne spares.

Very respectfully,

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6), USMC  
Commanding Officer  
Marine All Weather Fighter Attack Squadron 242  
DSN: 315-255-3800  
Com: (b) (3) (A), (b) (6)  
BB: (b) (3) (A), (b) (6)  
(b) (3) (A), (b) (6)

-----Original Message-----

**From:** (b) (3) (A), (b) (6)  
**Sent:** Tuesday, February 5, 2019 7:19 AM  
**To:** (b) (3) (A), (b) (6)  
**Cc:** (b) (3) (A), (b) (6)

Subject: MSHARP data for the mishap crew?

(b) (with any thoughts from (b) and (b) )

Is the MSHARP data for the mishap crew is still available to anyone with an MSHARP account? If that is true- What is the correct / legal / by the book method we need to follow so individuals can't have access to that - view/change/modify. ... While still maintaining the data for future use?

Is that a sqdn action, AMB action? Etc?

SF

(b)

(b) (3) (A), (b) (6) : Today is Friday the 25th of January, 2019. We're in Iwakuni, Japan. I am (b) (3) (A), (b) (6) assisted by (b) (3) (A), (b) (6) and (b) (3) (A), (b) (6).

Next witness is (b) (3) (A), (b) (6). (b) (3) (A), (b) (6), can you please state your full name, spelling your last name for the record.

(b) (3) (A), (b) (6) : Yeah. (b) (3) (A), (b) (6). Last name is (b) (3) (A), (b) (6).

(b) (3) (A), (b) (6) : (b) (3) (A), (b) (6), how would you like me to refer to you in this interview?

(b) (3) (A), (b) (6) : However you want.

(b) (3) (A), (b) (6) : Can I call you (b) (3) ?

(b) (3) (A), (b) (6) : Absolutely.

(b) (3) (A), (b) (6) : Okay. (b) (3), I know that's you call sign, I'd like you to call me (b) (3), okay?

(b) (3) (A), (b) (6) : Roger.

(b) (3) (A), (b) (6) : (b) (3), what is your current billet description?

(b) (3) (A), (b) (6) : My current billet description is the MAG-12 Commanding Officer.

(b) (3) (A), (b) (6) : And what are the primary responsibilities of the MAG-12 Commanding Officer?

(b) (3) (A), (b) (6) : Primary responsibilities are ensure mission accomplishment, responsible for everything within the MAG.

(b) (3) (A), (b) (6) : What is your military occupational specialty?

(b) (3) (A), (b) (6) : I am a F-18 Wizzo. So --

(b) (3) (A), (b) (6) : 7525?

(b) (3) (A), (b) (6) : 7525, but then for Colonel's it's 8042.

(b) (3) (A), (b) (6) : How long have you been flying the Hornet, sir.

(b) (3) (A), (b) (6) : I've been flying the Hornet since about 1993 in the FRS.

(b) (3) (A), (b) (6) : So let me do some math, 26 years?

(b) (3) (A), (b) (6) : Doing the math it's probably -- yeah, its probably about 25, 26 years.

(b) (3) (A), (b) (6) : How many years do you have in the Hornet?  
I mean, how many hours do you have in the Hornet?

(b) (3) (A), (b) (6) : I have over -- just over 3,000 hours.

(b) (3) (A), (b) (6) : Where were you in December of 2018?

(b) (3) (A), (b) (6) : December 2018, I was here in Iwakuni for a squadron and MAG and MAW exercise.

(b) (3) (A), (b) (6) : Tell me a little bit about that exercise at the unclassified level.

(b) (3) (A), (b) (6) : Yeah. So we'd have to go into it at the classified level to get into details, but essentially it was training just to produce assorties [ph] and to get ready for increased combat capability.

(b) (3) (A), (b) (6) : Okay. Was there a plan to do some 24 hour operations during that week as well?

(b) (3) (A), (b) (6) : There was.

(b) (3) (A), (b) (6) : What was the purpose of doing 24 hour operations?

(b) (3) (A), (b) (6) : The purpose was to exercise the system and to fly sororities throughout hours of the night to increase combat capability and preparation.

(b) (3) (A), (b) (6) : How many days notice did you provide to the squadron commanders that they'd be expected to fly in the late hours?

(b) (3) (A), (b) (6) : Months. We knew that going into -- going into this. So whatever that is, months, and then it was constantly identified going into it. There was a flow that talked about that, again, months prior. Then Ops, you'd have to talk to the Ops O about a delegation of how each one are signed up for what sororities. But those hours were known and what events guys were flying for what windows.

(b) (3) (A), (b) (6) : So from your perspective, the squadron commander would've had ample time to identify crews to be flying in the early morning hours and give them time to adjust their circadian rhythms?

(b) (3) (A), (b) (6) : Right. And so then we had specific conversations about that. There was some talk about using PEDS or not. PEDS were not authorized by the CG, were not authorized. So then you'd have to control circadian rhythm based on flows. The flows were provided enough so that squadron CO's could look at the draft flow, write their schedules in advance, and figure out what crews they had to schedule so they could backwards plan, and whatever we're going to be flying at. You know, once that night, Thursday night, they could then figure out how they were going to fly Monday and Tuesday, how they were going to work the circadian rhythm for that.

And we also talked about that going in multiple times and also the Friday prior, just reaffirming that they had to make sure that they were scheduled and that the squadron ORM's flight schedule is really going to drive that to make sure that they had what they needed and they get reiterated on that Friday prior that PEDS were not authorized.

(b) (3) (A), (b) (6) : Okay. When you say PEDS, you're

referring to performance enhanced drugs and you're talking about go pills and no-go pills?

(b) (3) (A), (b) (6) : Affirmed.

(b) (3) (A), (b) (6) : For example Ambian --

(b) (3) (A), (b) (6) : Affirm.

(b) (3) (A), (b) (6) : -- or some type of stimulant?

(b) (3) (A), (b) (6) : Affirm.

(b) (3) (A), (b) (6) : And you're telling me that they were not authorized?

(b) (3) (A), (b) (6) : They were not. There was talk about getting them authorized. 225 asked that week prior, so we went back at the CG and put that request in and after discussion they were not authorized. So passed back down to the squadron CO's the beginning of that Friday prior that they were not authorized and that they -- essentially didn't have to fly sororities if they couldn't work their circadian rhythm. If they could work their circadian rhythm, they felt comfortable with it, then they would fly the sororities. If they were relying on the PEDS to fly the night sororities, and then because we weren't using the PEDS then they'd have to fly the night sororities. But they were able to balance their crew day, there were no issues brought up to me.

(b) (3) (A), (b) (6) : Okay. Did you have any cancellations



during the ULT?

(b) (3) (A), (b) (6) : There were. There were some cancellations for weather [inaudible] also cancellations by the squadrons for different events going on in the first two days, I believe, and that's up to the squadron CO's. Like anything else, if something wasn't right, didn't feel right, they could cancel an event for whatever reason.

(b) (3) (A), (b) (6) : Did you reprimand anybody for canceling a flight?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Did you address a large group and express gross dissatisfaction with any cancellations?

(b) (3) (A), (b) (6) : No. Not at all.

(b) (3) (A), (b) (6) : So from your perspective, you feel like you made it clear that safety was paramount?

(b) (3) (A), (b) (6) : Absolutely. Safety is everything. So over the past, you know, year I've installed something for at least one squadron commanders. We always say crawl, walk, run. I dumbed it down so it's crawl, crawl, crawl. Sometimes you gotta make sure that you take those phases and at any point you can stop, prevent, and the only thing that you've gotta do is just make sure you communicate to higher, you know, if an event was canceled for

whatever reason so we can all track it and then figure out how we can go into the next event if there is a lesson learned from why you canceled the previous event and that would be the only thing. Just communicate that to higher.

(b) (3) (A), (b) (6) : Were you surprised to learn that the mishap aircrew were conducting an air refueling on the morning of the exercise?

(b) (3) (A), (b) (6) : So there was, you know, you go back to it, it was not on the schedule. So --

(b) (3) (A), (b) (6) : When you say schedule, you mean squadron flights?

(b) (3) (A), (b) (6) : Squadron flights schedule. Yes, sir. So in the flows, there is a -- tankers were there, right, so again, for the ULT exercise we weren't dictating specifically what missions that they had to fly, right, so they were going to go to fly whatever codes they needed to get, they could get specific codes. So it wasn't, hey, on each sorority you were getting these things, right. So there were -- had tankers available, if they wanted to incorporate tankers, and in that case there were tankers available, the C-130's were there. It was in the flows that were identified, like I said, previously, the tankers were there.

(b) (3) (A), (b) (6) : Okay. So just to clarify, when you say

it wasn't on the schedule, you understand now that it wasn't on the fighter squadron schedule.

(b) (3) (A), (b) (6) : It wasn't on the fighter squadron schedule but the C-130's had it on their schedule, they were ready to go, it was in the flows that the tankers were there. Absolutely.

(b) (3) (A), (b) (6) : So at the MAG, at the Wing, MAG, and C-130 squadrons perspective, it was all scheduled days in advance?

(b) (3) (A), (b) (6) : It was. And it was in the flows. Absolutely.

(b) (3) (A), (b) (6) : But we've, kind of, understand now from 242's perspective, it wasn't understood until later?

(b) (3) (A), (b) (6) : Correct. Based on their schedule that it was not on there.

(b) (3) (A), (b) (6) : Okay. You were a squadron commander, obviously, before you were a MAG commander?

(b) (3) (A), (b) (6) : I was F-18 squadron commander.

(b) (3) (A), (b) (6) : And so as a F-18 squadron commander, you produced and sign flight schedules authorizing flight?

(b) (3) (A), (b) (6) : I did.

(b) (3) (A), (b) (6) : Did that flight schedule include TNR codes?

(b) (3) (A), (b) (6) : It did.

(b) (3) (A), (b) (6) : Would it be typical for a crew in your

gun squadron to go out and execute something that's not indicated on the flight schedule in the TNR code?

(b) (3) (A), (b) (6) : I would say that is abnormal and that's not what's expected. Any changes to the flight schedule should be approved by the CO or the XO, if you look at the F-18 SOP it clearly delineates that. It says the XO or CO for changes to flight schedule, and further, if you look at the ODO it also talks about the ODO's responsible for getting approval for any changes and then passing that down from ODO to ODO in terms of changes of approval and even in terms of hot pit or what the flow is for the jets. And so in terms of a changed schedule that that should have been, it would've been signed off by the CO.

(b) (3) (A), (b) (6) : And the mishap was 6 weeks ago and we've all reviewed the records since then in several contexts so we're both aware that we don't think that happened at 242.

(b) (3) (A), (b) (6) : Correct. Knowing the facts that we know, then it would appear that that did not happen.

(b) (3) (A), (b) (6) : Yes, sir. What can you tell me about the search and rescue capabilities that reside here in Iwakuni?

(b) (3) (A), (b) (6) : So, we'll back up to since it's post -- so what we know now, is we know that it's actually -- they're in alert 15 when the Japanese are flying up to alert, one hour when Japanese

are not flying it's notification to two. That's post mishap when we start digging into it. Pre mishap, it was about two hours. What I was told in our discussions, and that was when there's a F-18 that crashed several years ago, and from those discussions it was that it was the Japanese response was timely and the efforts worked fairly well and it was about a two hour response.

It appears that that is not the case, that it's less than that if the Japanese are flying and it's more than that if the Japanese are not flying.

(b) (3) (A), (b) (6) : Were the Japanese flying during the mishap?

(b) (3) (A), (b) (6) : They were not. To the best of my knowledge.

(b) (3) (A), (b) (6) : Did -- what steps did your headquarters take to assure search and rescue was available and at the best alert level before executing the exercise?

(b) (3) (A), (b) (6) : It would be the normal posture. So if we -- there weren't specific steps taken in addition to what we did for normal flying.

(b) (3) (A), (b) (6) : So to ask that question another way, did we specifically advise or request the Japanese self-defense force to have alert statuses adjusted in support of our training?

(b) (3) (A), (b) (6) : We did not. The only thing we did is we

notified the field hours and the station as to when we were going to be flying. Notified station that we needed external -- or extra hours for flying at nights and so that was approved because they had to get extra ATC controllers and everything else. So the coordination was done with station in terms of flying that external to normal field hours.

(b) (3) (A), (b) (6) : At Marine Corps Air Stations back CONUS, and I realize we're here in Japan right now, but say back at Beaufort or Miramar, for example, under what cognizance does search and rescue reside? Is that under the MAG or is that under the station?

(b) (3) (A), (b) (6) : I wouldn't be able to answer that one, I'd have to defer. Normally, the Coast Guard is what provides it back in the states and then I think when -- it varies, basically when there's [inaudible] then station had some and now stations don't have those assets so I think it depends upon the location that you're at and what assets each station has. But I'd have to defer it to somebody that has the definitive answer on that.

(b) (3) (A), (b) (6) : Okay. Do you know what the sea surface temperature was in the Intra-South during the exercise?

(b) (3) (A), (b) (6) : I'm being told it was 70.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : But I don't know that for a fact. Other than what I was told.

(b) (3) (A), (b) (6) : Was that part of your confirmation briefing process?

(b) (3) (A), (b) (6) : It was part of the dry suits are down to the CO level to figure out whether or not they were going to fly with their dry suits. That was at the CO level.

(b) (3) (A), (b) (6) : As a squadron commander I know you probably had to make decisions like that when you commanded at VMFA. What reference would you go to for the rules/regulations for the wear of the anti-exposure suit?

(b) (3) (A), (b) (6) : Yeah. So you'd go to the OPNAV, you'd get your DOSS involved on the OPNAV looking at charts in there. There's something new -- decision points is no decision points less than 50 feet. You don't have a decision and then with the combination of outside air temperature, there are some decision up to 50 to 60 and then you've got to weigh that in with temperatures of body fat, all those other factors and the time expected in the water.

(b) (3) (A), (b) (6) : Okay. How long do you think a person can survive in 70 degree water without a dry suit?

(b) (3) (A), (b) (6) : It's going to depend upon the body fat of the individual.

(b) (3) (A), (b) (6) : For yourself, you're kind of a lean guy.

So for you.

(b) (3) (A), (b) (6) : Yeah, I'm a little guy, so it's going to be a couple of hours.

(b) (3) (A), (b) (6) : A couple? Three hours or so?

(b) (3) (A), (b) (6) : About three plus hours. Depending upon, well, all the other conditions.

(b) (3) (A), (b) (6) : Okay. So with that information --

(b) (3) (A), (b) (6) : And it depends also if you're wearing other undergarments and everything else besides the exposure suit.

(b) (3) (A), (b) (6) : Okay. And would you be dependent upon your squadron commanders to do the math on that and make those decisions?

(b) (3) (A), (b) (6) : Yeah, the squadron commanders are the ones who decide the flight schedule and ultimately make the decision on whether or not there's going to be exposure suit directed or not.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : And also because there were multiple type/model series. So every type/model series is a little bit different. And so if it was a one-type model series it would be different but because, again, we've got F-35's, F-18's, and C-130's, some are crew, some are non-crew, and they have different things,



that's the other reason for the CO making those ultimate decisions for each specific type-model series.

(b) (3) (A), (b) (6) : So the theme of what you're saying is decentralized command and control. You're expecting CO's at different type/model series to take into consideration the ventilation features of their anti-exposure suits --

(b) (3) (A), (b) (6) : Well absolutely. They've got the best SA as to their crews, as to their specific suits they're wearing, their training, and then also all those things. That's why, again, it's all in the flight schedule, they sign the flight schedule, that ultimately puts all those factors down that the O-5 commander has intimate responsibility of for as anywhere from 15 to 25 aircrew as opposed to making that decision at the MAG level for various type-model series.

(b) (3) (A), (b) (6) : You've flown a fair amount at night, I assume. In the Hornet?

(b) (3) (A), (b) (6) : I have.

(b) (3) (A), (b) (6) : Have you flown with the ANVS-9?

(b) (3) (A), (b) (6) : So most of my -- in that experience has been previous. It was the ANVS-9 and actually before that, the old cats eyes. Was not with the 11.

(b) (3) (A), (b) (6) : Have you ever --

(b) (3) (A), (b) (6) : I've never flown with the 11. I hadn't flown with a helmet till I got out here so I wanted the comfort level with the help before I used the ANVS-11.

(b) (3) (A), (b) (6) : Okay. So do you have a JHMCS helmet.

(b) (3) (A), (b) (6) : I have a JHMCS helmet, yes.

(b) (3) (A), (b) (6) : Okay. Do you have a specific SOP or training program at the MAG level that directs how many hours somebody needs on the 9's before they go to the 11's?

(b) (3) (A), (b) (6) : There's not a specific MAG directed program.

(b) (3) (A), (b) (6) : Okay. Have you received any training on the ANVS-11?

(b) (3) (A), (b) (6) : I have not. Again, I'm waiting for -- till I get more comfortable with the JHMCS before I do the 11. So I have not gotten training on the 11.

(b) (3) (A), (b) (6) : Okay. You've been to the tanker at night, back in the day with the ANVS-9's, I assume.

(b) (3) (A), (b) (6) : I have.

(b) (3) (A), (b) (6) : And likely with Marine Corps KC-130J's?

(b) (3) (A), (b) (6) : Mainly C-130's. A lot of the time it was over, obviously, in Iraq, in the dessert. And with various models, and then tanking in the day on transpax [ph] and everything else with Air Force assets.

(b) (3) (A), (b) (6) : So when you go to the tanker at night on the KC-130, what type of external lighting configuration would you expect to see on the 130, and what type of external lighting configuration would you expect to see on the respective Hornets?

(b) (3) (A), (b) (6) : So the lighting configuration is going to depend, I think -- ambient conditions and what's out there, but it would be a variation of either covert or overt for the tankers based upon what the conditions were.

(b) (3) (A), (b) (6) : Okay. And who's going to direct the external lighting of the tanker, typically?

(b) (3) (A), (b) (6) : Well the C-130's will have whatever's set depending on if there's any other out there, but if you want a different condition then the lead pilot can direct the C-130 to take it to whatever tanking configuration, a lighting configuration makes sense for the ambient conditions.

(b) (3) (A), (b) (6) : So assuming a section of Hornets then, the Hornets section leader could make a request to the refueling area commander to adjust the external lighting in the C-130?

(b) (3) (A), (b) (6) : Affirmative.

(b) (3) (A), (b) (6) : Okay. Who controls movement of the receivers around the tanker?

(b) (3) (A), (b) (6) : The movement of receivers around the tanker is

controlled by the tanker. They own that. Once you get there, they will control that, where they're putting you, whether it's the single ship or four ship in movement from the fourth ship to the first ship or wherever you are in the formation; to include, departing the tanker.

(b) (3) (A), (b) (6) : And in general, assuming two Hornets and one C-130, from start to finish, from what altitude and from what side to what side would the receivers move? Per the ATP-56?

(b) (3) (A), (b) (6) : Yeah. Per the ATP-56, it's very specific, right. So you're going to come in, you're going to come up to the left. In this case, there's a individual back observer, you'll come in when you clear down, you'll tank and when you're done tanking, you'll be cleared over to the right. It's essentially how that'll work. And then the departure will be the instructions of the tanker of where you're going to park the tanker. Mostly, away from the tanker.

(b) (3) (A), (b) (6) : Would you assume that the commanding officers of your three fighter squadrons would conduct air refueling in compliance with ATP-56 from low left to high right?

(b) (3) (A), (b) (6) : Correct.

(b) (3) (A), (b) (6) : Is there anything we haven't touched on this morning that you feel is germane to the mishap?

(b) (3) (A), (b) (6) : Is that all the questions?

(b) (3) (A), (b) (6) : That's all the questions.

(b) (3) (A), (b) (6) : Yeah. So I think the other thing to look at is just in terms of, you know, mentoring and equip, you know, what the squadrons have for manpower I think would be the other piece of this. In terms of where the squadrons are, when you look at 242, they are compared to a UDP squadron, less manning and less equipment than a UDP squadron. So I think that that also looks into this, so there's no WTI's in the squadron right now, that's been identified to higher headquarters so there's not WTI's in the PTOWTO billets at this point, and aircrews are considerably less than the crews when a UDP unit comes out here. I don't know if that make sense.

(b) (3) (A), (b) (6) : It does. So do you feel like young high-performing Staff NCOs and officers specifically seek and desire to come and serve in Iwakuni?

(b) (3) (A), (b) (6) : I think that's an interesting question. I think that, I think you get all types, like any squadron. I think though, that the fill rate when you look here and, again, compare it to a UDP squadron, there's no pre-deployment training plan like a UDP squadron, you don't stabilize, a UDP squadron stabilizes. They come over with all of their aircraft. So 12 aircraft, 242 may have aircraft that are in work or whatever so they don't have a full

[inaudible] of aircraft. And then, they've only got what [inaudible] provides it for people. And, generally, again, when you compare it to a UDP squadron, it's less in terms of crews, qualified crews, and qualified experience maintainers.

(b) (3) (A), (b) (6) : Do you -- do you know what the -- or what is your target number of flight hours per month for your aircrews here at MAG-12?

(b) (3) (A), (b) (6) : Yeah. So the minimum throughout the Marine Corps, it's about 15 is what you say for the average. It varies by that model series, but it's about 15 is what you use. The goal is to get 15 combined using simulator -- it's off air flight time that you want, but if you can't get the flight that should be combined simulator and flight time. 242 is beneath the 15 hours.

(b) (3) (A), (b) (6) : So they mitigate that with simulator time?

(b) (3) (A), (b) (6) : Simulator time. And that goes another the question, the simulator out here there's only three simulators, now four, and there's only one desimulator so there's not adequate simulators out here either.

(b) (3) (A), (b) (6) : Have you made a request to higher headquarters to increase investments in simulators?

(b) (3) (A), (b) (6) : We have. That's been identified.

(b) (3) (A), (b) (6) : What about other material resources, maintenance material support, for example. Is it part supply out here at MAG-12 the same as it might be say, back at MAG-11?

(b) (3) (A), (b) (6) : Yes. So part supply is actually better, generally speaking, out here for the supply level. Time to get out here takes a little bit longer, obviously, for overseas, but the big issue is just the qualified maintainers to actually, to do all that work.

(b) (3) (A), (b) (6) : Okay. Have you ever had to tell General Weidley that you canceled an event because of weather or you didn't feel comfortable with it?

(b) (3) (A), (b) (6) : I'll say yes, but I'll clarify. So have I ever been fearful of telling that I can't do something, no. So I can't quantify exactly what, but I've got no issue of telling him we can't do an event. So, for example, we were going to fly to an airfield less than -- or about 7,000 foot airfield and I canceled sororities on that Wednesday because of some other considerations that I wasn't comfortable with and there was no pushback whatsoever.

(b) (3) (A), (b) (6) : So I mean, to ask the question, frankly, do you feel like the Wing Commanding General has a good attitude toward safety?

(b) (3) (A), (b) (6) : Absolutely. And, in fact, he sent an email

out again on that Friday and reiterated it the Friday prior about, you know, don't push it, don't accept unnecessary risks, it's not worth losing, you know, aircraft or anything. And I reiterated that to the squadron commanders the same way. So there's no undue influence and he will -- if we have to stop something -- there's no push back from his level whatsoever.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Does that answer that one?

(b) (3) (A), (b) (6) : It does. Thank you. That's touched on all the topics I have, (b) (3) (A), (b) (6) .

(b) (3) (A), (b) (6) : (b) (3) (A), (b) (6) , I'll give you the last word if there's anything you'd like to add.

(b) (3) (A), (b) (6) : I've got nothing else to add to the questioning, unless you have any other questions.

(b) (3) (A), (b) (6) : No, sir. That concludes it. The judge will swear you out.

[(b) (3) (A), (b) (6) was warned, sworn, and departed.]




(/)





Type any word...

(/add.php?term=tuck)

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**tuck (/define.php?term=tuck)**

when a male does a tuck, he "**tucks (/define.php?term=tucks)**" [sex \(/category.php?category=sex\)](/category.php?category=sex) his penis and **testes (/define.php?term=testes)** back through his legs which encompasses **the look (/define.php?term=the%20look)** of a females genitals

does it look **better (/define.php?term=better)** **tucked (/define.php?term=tucked)** or **untucked (/define.php?term=untucked)**?

by **Don Gulliver (/author.php?author=Don%20Gulliver)** April 05, 2003

 463 194

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## tuck (/define.php?term=tuck)

A **discreet (/define.php?term=discreet)** action performed in public in which a guy has to tuck his penis into the wasteline of his pants to hide his boner, so the people hes with and the **general public (/define.php?term=general%20public)** cannot see that he has a raging **hard on (/define.php?term=hard%20on)**

*dude its not fair everytime i see **hot chicks (/define.php?term=hot%20chicks)** at **victoria (/define.php?term=victoria)** secrets, i have to tuck it...its **just not (/define.php?term=just%20not)** right!*

**#penis (/tags.php?tag=penis)** **#tuck (/tags.php?tag=tuck)** **#public (/tags.php?tag=public)** **#cock (/tags.php?tag=cock)** **#balls (/tags.php?tag=balls)**

by **kyleshaffer21 (/author.php?author=kyleshaffer21)** July 24, 2008



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## Boocake (/define.php?term=Boocake)

**A play (/define.php?term=A%20play)** on the word **Bukkake (/define.php?term=Bukkake)**, used to describe ejaculating on a partner's face in situations when more **discretion (/define.php?term=discretion)** may be needed, such as work, school, church, etc.

When I asked Erin if she would like some **boocake (/define.php?term=boocake)**, she was **intrigued (/define.php?term=intrigued)**, yet completely unaware that she would resemble a **glazed doughnut (/define.php?term=glazed%20doughnut)** by the end of the night.

[#bukkake \(/tags.php?tag=bukkake\)](/tags.php?tag=bukkake) [#facial \(/tags.php?tag=facial\)](/tags.php?tag=facial) [#money shot \(/tags.php?tag=money%20shot\)](/tags.php?tag=money%20shot) [#cumshot \(/tags.php?tag=cumshot\)](/tags.php?tag=cumshot) [#load \(/tags.php?tag=load\)](/tags.php?tag=load)

by **Pork.Chop.Express (/author.php?author=Pork.Chop.Express)** May 26, 2008



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(b) (3) (A), (b) (6) : All right. Good morning, today is Thursday the 24th of January, 2019. I'm (b) (3) (A), (b) (6) assisted by (b) (3) (A), (b) (6) and (b) (3) (A), (b) (6). We're in Iwakuni, Japan. We're interviewing (b) (3) (A), (b) (6) ?

(b) (3) (A), (b) (6) : (b) (3) (A), sir.

(b) (3) (A), (b) (6) : (b) (3) (A), . Thank you, (b) (3) (A), (b) (6). (b) (3) (A), (b) (6), can you please state your full name for the record, spelling your last name.

(b) (3) (A), (b) (6) : Yep. Name is (b) (3) (A), (b) (6). (b) (3) (A), (b) (6).

(b) (3) (A), (b) (6) : And (b) (3) (A), (b) (6), how would you like me to refer to you?

(b) (3) (A), (b) (6) : (b) (3) (A), (b) (6) is fine, sir.

(b) (3) (A), (b) (6) : Just (b) (3) (A), , can I just call you (b) (3) (A), ?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. You can call me (b) (3) (A), (b) (6) or sir. Whatever you'd like, okay?

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Where were you in December of 2018?

(b) (3) (A), (b) (6) : So during the week that the mishap occurred,

sir, I was TAD to Okinawa for exercise Yamasukura [ph] 75.

(b) (3) (A), (b) (6) : Okay. When -- on approximately what day did you depart Iwakuni for Okinawa?

(b) (3) (A), (b) (6) : I departed about December 2nd. I believe --

(b) (3) (A), (b) (6) : And approximately what day did you return?

(b) (3) (A), (b) (6) : I returned December 7th, returned early from the exercise as soon as I could following the news.

(b) (3) (A), (b) (6) : So you were absent from and you did not directly participate in the MAG ULT?

(b) (3) (A), (b) (6) : Correct.

(b) (3) (A), (b) (6) : Did you participate in any of the planning?

(b) (3) (A), (b) (6) : Sir, I'm the logistics officer for the squadron so I was present at some of the [inaudible] meetings while hammering out logistical stuff as far as, how we were going to get Marines to the staging area to go to (b) (6), and that sort of thing. I was not involved in any of the flight related aspects of the exercise.

(b) (3) (A), (b) (6) : Okay. How many hours do you have in the Hornet?

(b) (3) (A), (b) (6) : I've got about 600, sir.

(b) (3) (A), (b) (6) : Six hundred hours. And what is your MOS?

Are you a 7525?

(b) (3) (A), (b) (6) : Seventy-five, twenty-five.

(b) (3) (A), (b) (6) : Okay. Where did you receive your training to be a 7525?

(b) (3) (A), (b) (6) : Yeah, so all of the primary advance were completed at Pensacola, Florida wing in about summer of 2012. Then transferred to VMFAT-101 in Miramar. Completed the FRS December of 2013.

(b) (3) (A), (b) (6) : Okay. And what was your first gun squadron?

(b) (3) (A), (b) (6) : VMFA-AW224 in Beaufort, South Carolina.

(b) (3) (A), (b) (6) : How was that?

(b) (3) (A), (b) (6) : Good, sir.

(b) (3) (A), (b) (6) : And then when did you get to Iwakuni?

(b) (3) (A), (b) (6) : I got here June 23rd of 2018.

(b) (3) (A), (b) (6) : So June of '18. So you've only been in this squadron about six months.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Did you notice any differences between 224 and 242?

(b) (3) (A), (b) (6) : Not particularly.

(b) (3) (A), (b) (6) : Okay. What job did you have at 224?

(b) (3) (A), (b) (6) : 224, I was ground safety, CMCC, and then ended up in Skeds. Did Skeds for a year and then I was the Flight O before I left.

(b) (3) (A), (b) (6) : So as the daily schedule writer, was the daily schedule writer process and schedule development process in 224 and 242 the same as far as you can tell?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. Did you guys use an ORM worksheet at 224?

(b) (3) (A), (b) (6) : We did.

(b) (3) (A), (b) (6) : Did you use one at 242?

(b) (3) (A), (b) (6) : I'm not sure. I was never --

(b) (3) (A), (b) (6) : You're not sure. Have you ever flown at 242?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : How many times have you flown at 242?  
Been here six months.

(b) (3) (A), (b) (6) : Six months. I flew quite a bit in Australia. Since then, I haven't flown a whole lot. So total probably 30 or 40 times.

(b) (3) (A), (b) (6) : In those 30 to 40 flights, do you ever

recall reviewing and signing an ORM worksheet at the ODO desk before you walked to the jet?

(b) (3) (A), (b) (6) : I do not.

(b) (3) (A), (b) (6) : And those other, presumably, 300 flights at 224, do you remember doing that?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So would you consider --

(b) (3) (A), (b) (6) : Usually the flight lead would fill out the ORM sheet.

(b) (3) (A), (b) (6) : Okay. So would you consider that a difference between 224 and 242?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : I mean, you shook your head no and then you said yes. So which one is it?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Okay. Did -- you said you routed the flight schedule at 224?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So on the flight schedule at 224, did it include review by the ASO, the Ops O, the XO, and the AMO before the commanding officer signed it?

(b) (3) (A), (b) (6) : So I would take it to training officers



first, make sure they were good with it. A Safety rep -- not necessarily have to be the ASO, but either the ASO or the DOSS, have maintenance take a look at it, and the OPSO, and then finally the Skipper.

(b) (3) (A), (b) (6): Okay. Just so -- did you ever look at a flight schedule at 242 in the six months you've been here?

(b) (3) (A), (b) (6): Yes, sir. Everyday.

(b) (3) (A), (b) (6): Everyday. In those everydays that you looked at a flight schedule, did you notice that it did or did not have an ASO review?

(b) (3) (A), (b) (6): Sorry --

[Phone rings in background.]

(b) (3) (A), (b) (6): You can turn the volume down. Hit the volume button all the way down on that.

[(b) (3) (A), (b) (6) did as directed.]

(b) (3) (A), (b) (6): Yeah, I think it's right there. We get like random calls, it's pretty awesome.

(b) (3) (A), (b) (6): So I think I misunderstood. I have not -- I do not review the schedules before they are signed.

(b) (3) (A), (b) (6): I understand that. Yeah, I'm talking about when you fly. If you go to fly the jet and you look at the flight schedule at the ODO desk or whatever is published in hard

copy --

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : -- and you notice the bottom in 224 schedule bottom, that it had this CO signature as well as XO, Ops O, AAMO, perhaps even Ordinance, or somebody else had initialed the bottom of the schedule. Do you remember seeing that?

(b) (3) (A), (b) (6) : It was just the CO's signature.

(b) (3) (A), (b) (6) : So 224, only the commanding officer reviewed the flight schedule?

(b) (3) (A), (b) (6) : Correct. We had a routing sheet that the ASO and maintenance and OPSO would sign off on. But not the actual schedule itself.

(b) (3) (A), (b) (6) : Interesting.

(b) (3) (A), (b) (6) : So the -- on the router sheet there was a signature block for Safety, Ops, and maintenance.

(b) (3) (A), (b) (6) : And then what did you do with that routing sheet in Beaufort?

(b) (3) (A), (b) (6) : We just had it in there when we presented the schedule to the Skipper and he would just -- if anyone had any comments, they would put them on that routing sheet.

(b) (3) (A), (b) (6) : And then after the CO signed the hard schedule in Beaufort, what did you do with the routing sheet?

(b) (3) (A), (b) (6) : So we gave the signed schedule and the routing sheet to the -- our Ops clerks and they had like a clipboard hanging up, they would two-hole punch and put them on there.

(b) (3) (A), (b) (6) : So at 224 you'd retain the routing sheet?

(b) (3) (A), (b) (6) : I believe so. I'm not one hundred percent sure on that but I believe so.

(b) (3) (A), (b) (6) : And 224, did the flight schedule include an ORM worksheet for each event?

(b) (3) (A), (b) (6) : I believe it did. It was --

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : -- we would rate -- we assessed each sorority as low, medium, or high risk. And if medium or high, then we'd have to have some sort of mitigation or comments or sort of -- that sort of thing.

(b) (3) (A), (b) (6) : And why did you guys do that?

(b) (3) (A), (b) (6) : Just for safety purposes, sir. Just so that --

(b) (3) (A), (b) (6) : I understand that. What order directive -- directed you to do that?

(b) (3) (A), (b) (6) : I'm not sure.

(b) (3) (A), (b) (6) : Could it be the MAG-31, MAG order 3710 SOP for flight operations?

(b) (3) (A), (b) (6) : It could be. I honestly don't know what the -- where it's written down that we had to do that. I just did it.

(b) (3) (A), (b) (6) : You just did it because you're a new guy and you do as you're told?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Okay. So do you guys -- have you seen a like document at 242?

(b) (3) (A), (b) (6) : I have not.

(b) (3) (A), (b) (6) : Why not? Why do you think 242 does not use an ORM worksheet? That's my question.

(b) (3) (A), (b) (6) : I don't know. I haven't working in Ops. Since I've been here I've been at the four. I can't speak to --

(b) (3) (A), (b) (6) : But you've executed flight operations though?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : As a wizzo.

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Do you feel well qualified to be a wizzo?

(b) (3) (A), (b) (6) : I do.

(b) (3) (A), (b) (6) : Why is that?

(b) (3) (A), (b) (6) : I've done everything the Marine Corps has

asked me to do. I've gotten qualifications. I've -- I mean --

(b) (3) (A), (b) (6) : Okay. Those are some good answers. Are you familiar with OPNAV 3710?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Have you read it?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Do you know what it says about dry suits?

(b) (3) (A), (b) (6) : I believe the outside -- air temperatures below 60 degrees in a certain water temperature -- I'd have to review it but certain ranges there are at the discretion of the CO and then below certain range it's required that you wear them.

(b) (3) (A), (b) (6) : So how many times have you worn a dry suit in the back seat of a Hornet? Roughly.

(b) (3) (A), (b) (6) : Ten times.

(b) (3) (A), (b) (6) : How many times have you done it in Iwakuni?

(b) (3) (A), (b) (6) : I did with the Bangles. I wore it with the Bangles when I was here on UDP.

(b) (3) (A), (b) (6) : I'm sorry. How many times have you done it with 242?

(b) (3) (A), (b) (6) : 242. I have not.

(b) (3) (A), (b) (6) : Do you have the dry suit issued to you?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : When's the last time you put it on and had it fit checked?

(b) (3) (A), (b) (6) : Probably when I first checked in.

(b) (3) (A), (b) (6) : Have you ever seen a flight note on a 242 flight schedule that required to wear a dry suit? Anti-exposure suits.

(b) (3) (A), (b) (6) : Not that I can recall.

(b) (3) (A), (b) (6) : Have you ever been in a meeting with the commanding officer or executive officer where the wear of dry suits was directed under certain conditions?

(b) (3) (A), (b) (6) : Not that I can recall.

(b) (3) (A), (b) (6) : Do you know what their survival time is without a dry suit in 68 degree water?

(b) (3) (A), (b) (6) : I'd say 30 minutes.

(b) (3) (A), (b) (6) : So you think in 30 minutes in 68 degree water a person would expire? Maybe based on your understanding.

(b) (3) (A), (b) (6) : Sixty-eight degrees, probably three hours.

(b) (3) (A), (b) (6) : They die or they go unconscious in three hours?

(b) (3) (A), (b) (6) : Unconscious.

(b) (3) (A), (b) (6) : Okay. Do you -- what kind of survival

training have you had? You've been to SERE School, you've been to Helo Dunker --

(b) (3) (A), (b) (6) : SERE School, yes, sir. Helo Dunker; three times, including the initial, the API. So I just went there as part of my refresh about eight months ago. It's a --

(b) (3) (A), (b) (6) : Where'd you do that?

(b) (3) (A), (b) (6) : Cherry Point.

(b) (3) (A), (b) (6) : Were you required to enter a one man raft while wearing all your flight equipment with inflated LPU's?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : You weren't?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Were you -- it required to enter a full size raft with assistance of others?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. So you're telling me here today that as a 7525, you have no recall of having to climb into a one-man raft in the swimming pool during the required quarter annual survival training?

(b) (3) (A), (b) (6) : That's correct.

(b) (3) (A), (b) (6) : Okay. Have you ever attempted to enter a one-man raft in a training environment wearing all your equipment?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : So you've been in the Helo Dunker three times and you don't have any recall of climbing into a little raft?

(b) (3) (A), (b) (6) : Correct. Other than the small raft they have at the end where they hoist you up.

(b) (3) (A), (b) (6) : I'm talking about the one-man raft, the little rubber one that's like six-feet long. Are you familiar with the one-man raft?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : How are you familiar with it?

(b) (3) (A), (b) (6) : Just from talking at it -- or talking about it.

(b) (3) (A), (b) (6) : Have you ever handled one inflated?

(b) (3) (A), (b) (6) : Not that I recall.

(b) (3) (A), (b) (6) : When you say talking about it, when do you remember talking about it?

(b) (3) (A), (b) (6) : During the survival training, the Helo Dunker, Swimfis [ph] training.

(b) (3) (A), (b) (6) : Are you aware of the effects on emersion on hypothermia in a survival situation, specifically, a person will last longer if they're underwater partially submerged or fully submerged in cold water. Are you familiar with that phenomenon?



(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Do you know how much faster heat is extracted from the body by water compared to air of the same temperature and what that factor is?

(b) (3) (A), (b) (6) : I know it's significantly faster. I don't know the exact number.

(b) (3) (A), (b) (6) : Where did you go to SERE school?

(b) (3) (A), (b) (6) : West Coast, Coronado.

(b) (3) (A), (b) (6) : Did they talk about cold weather survival at all in Coronado?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : What year did you do that?

(b) (3) (A), (b) (6) : That would have been 2012.

(b) (3) (A), (b) (6) : Do you know what OPNAV 3710 says about performance-enhancing drugs?

(b) (3) (A), (b) (6) : There's three different categories. Category I is like Gatorade, protein, stuff like that is generally okay; category II is under the approval of the flight surgeon; and then category III is like a no-go.

(b) (3) (A), (b) (6) : What's an example of a category II?

(b) (3) (A), (b) (6) : Category II, maybe like a -- caffeine pills, sleeping pills, something like that.

(b) (3) (A), (b) (6) : So go, no-go's are under the approval of the flight surgeon?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So it's your understanding that the squadron flight surgeon can authorize the use of go and no-go drugs?

(b) (3) (A), (b) (6) : That's my understanding. Yes. With CO's discretion.

(b) (3) (A), (b) (6) : Okay with CO -- so the flight surgeon can issue it with the squadron commanding officers approval; is that your understanding?

(b) (3) (A), (b) (6) : It's ultimately up to the squadron CO, yes. I'm sure that the flight doc wouldn't just do that without at least talking to the CO first. And that's just a guess though.

(b) (3) (A), (b) (6) : And you're a captain in the Marine Corps. How long have you been a captain. Five years?

(b) (3) (A), (b) (6) : About five years.

(b) (3) (A), (b) (6) : So you're -- are you selected for major now?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : So you're on the upcoming field grade?

(b) (3) (A), (b) (6) : Yes. Okay. So you're like a year and a half away from being a field grade officer in a fleet hornet squadron

should you choose to remain on active duty; is that correct?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : And it's your belief that the O-5, Lieutenant Colonel Commander can authorize the use of go and no-go drugs? If I was a new guy asking you that question, that's how you would answer it?

(b) (3) (A), (b) (6) : I would say it's -- if the flight doc okay's it.

(b) (3) (A), (b) (6) : Okay. Are you aware if go and no-go drugs were authorized for this wing ULT?

(b) (3) (A), (b) (6) : As far as I -- my understanding is they were not.

(b) (3) (A), (b) (6) : How did you come to have that understanding?

(b) (3) (A), (b) (6) : Just from some conversations. I know there was some chatter about it on our group chat -- WhatsApp group.

(b) (3) (A), (b) (6) : WhatsApp, what is WhatsApp? I'm not familiar. I'm 47 years old, man, you've got to bring me in --

(b) (3) (A), (b) (6) : So it's like -- just messaging, like --

(b) (3) (A), (b) (6) : Like on your cell phones, on your iPhones?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : And that's a way you got to formal --

(b) (3) (A), (b) (6) : So we have like a group chat window, kind of, thing and it's, kind of --

(b) (3) (A), (b) (6) : Actually it sounds pretty cool. Pretty efficient, good way to communicate.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So you guys talk about like official and unofficial things like social events as well as when the AOM is or whatever?

(b) (3) (A), (b) (6) : Correct.

(b) (3) (A), (b) (6) : Sounds pretty good. I wish we would have had that in the '90s. Saved me a lot of time calling the ODO. So on that chat, did you observe or participate in conversations where there was discussion of the use of go or no-go pills?

(b) (3) (A), (b) (6) : I did.

(b) (3) (A), (b) (6) : What do you recall?

(b) (3) (A), (b) (6) : I recall that the -- I don't remember who said it but I believe it was the flight doc. First off, he's like no. My understanding was that the MAG CO specifically said that there would be no use of go, no-go's during the exercise.

(b) (3) (A), (b) (6) : So you're understanding that in the electronic chat room that you observed, (b) (3) (A), (b) (6) gave an order

not to use go, no-go pills which was relayed by your squadron flight surgeon?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Did (b) (3) (A), (b) (6) offer different guidance?

(b) (3) (A), (b) (6) : No. Not that I saw.

(b) (3) (A), (b) (6) : Okay. Did any squadron crew members express dissatisfaction with that decision?

(b) (3) (A), (b) (6) : There was a little bit.

(b) (3) (A), (b) (6) : Yeah, that's understandable. And what was the basis of that? Like what was their complaint?

(b) (3) (A), (b) (6) : I think it just had to do with flying really irregular hours. Long workdays, the, you know, people -- people aren't exactly used to flying at 0100, 0200 in the morning. So just, kind of, helping us adjust to that schedule.

(b) (3) (A), (b) (6) : Yeah, that's understandable. How long have you known (b) (3) (A), (b) (6) ?

(b) (3) (A), (b) (6) : I met (b) (3) (A), (b) (6) when I checked into the bats about six months ago.

(b) (3) (A), (b) (6) : And you're both wizzo's. Did you guys ever participate in the same flight events?

(b) (3) (A), (b) (6) : I don't think we have actually.

(b) (3) (A), (b) (6) : Did you ever plan events together?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Did you ever come into contact with him socially?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : How's he doing?

(b) (3) (A), (b) (6) : He's -- he's well.

(b) (3) (A), (b) (6) : What do you know about his personal life? Married, kids, single?

(b) (3) (A), (b) (6) : (b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (3) (A), (b) (6) : (b) (6), (b) (7)(C)

(b) (3) (A), (b) (6) : (b) (6), (b) (7)(C)

(b) (3) (A), (b) (6) : (b) (6), (b) (7)(C)

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : (b) (6), (b) (7)(C)

(b) (3) (A), (b) (6) : (b) (6)

(b) (3) (A), (b) (6) : And he was scheduled to fly from midnight to five a.m.?

(b) (3) (A), (b) (6) : Yeah, if that's what the schedule said.

(b) (3) (A), (b) (6) : Are you aware that he's mishap aircrew for the accident?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Are you aware roughly what time of day  
the accident took place?

(b) (3) (A), (b) (6) : About 0200.

(b) (3) (A), (b) (6) : Okay. Have you ever conducted aerial  
refueling in the F-18?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Many times?

(b) (3) (A), (b) (6) : Many times.

(b) (3) (A), (b) (6) : Day and night?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : With night vision goggles?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : With ANVS-11 and ANVS-9?

(b) (3) (A), (b) (6) : ANVS-9's.

(b) (3) (A), (b) (6) : ANVS-9?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : At 224 or here at 242?

(b) (3) (A), (b) (6) : Both.

(b) (3) (A), (b) (6) : Both. So you've been at the tanker at  
night in 242?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : With goggles?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Do you recall the light level condition?

(b) (3) (A), (b) (6) : So the -- the only time I did it with 242 was off a -- I think it was a Canadian C-130.

(b) (3) (A), (b) (6) : Down in Australia?

(b) (3) (A), (b) (6) : In Australia.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : And they didn't have any covert lighting.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : So they -- I remember the lights on the boom being very bright, like pretty much blew me on the goggles. Like, it was almost better to -- to go unaided.

(b) (3) (A), (b) (6) : So what'd you do?

(b) (3) (A), (b) (6) : I don't recall, sir. I think --

(b) (3) (A), (b) (6) : Who was your pilot?

(b) (3) (A), (b) (6) : It was (b) (3) (A), (b) (6), sir.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : We had just -- I think we had a night strike [inaudible] a section. I hit the tanker. I remember some comments about the lights being really bright, it was a little bit hard to see, but we tanked no issues and --



(b) (3) (A), (b) (6) : What are some techniques that you guys use when the lights are really bright? What are some things that you guys do to -- assuming you cannot adjust the tankers lights.

(b) (3) (A), (b) (6) : Okay. Assuming we can't adjust our lights, then maybe looking over the goggles would be one thing.

(b) (3) (A), (b) (6) : So outside the cockpit under goggle scan; is that what you're saying?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Ever any discussion or consideration to flipping the goggles up?

(b) (3) (A), (b) (6) : I believe after that flight -- after we started flying with these things a few times, I think that was discussed. I don't remember if --

(b) (3) (A), (b) (6) : When you say these things, do you mean ANVS-9 or ANVS-11?

(b) (3) (A), (b) (6) : ANVS-9's.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Just the weird lighting on this Canadian C-130's, I think there was some discussion about tanking unaided. I remember it being briefed, I don't remember the specifics of it.

(b) (3) (A), (b) (6) : Does the C-130 have a white light on the horizontal stabilizer of the C-130 that shines forward to eliminate

the back of the C-130 during night aerial refueling? Are you familiar?

(b) (3) (A), (b) (6) : Yes, sir. That sounds correct.

(b) (3) (A), (b) (6) : Do you know what that light's called?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Have you ever seen it illuminated?

(b) (3) (A), (b) (6) : No, we're usually covert when we tank off the U.S. C-130's.

(b) (3) (A), (b) (6) : Why is that?

(b) (3) (A), (b) (6) : Just for tactical reasons.

(b) (3) (A), (b) (6) : So you're saying that --

(b) (3) (A), (b) (6) : And it also doesn't --

(b) (3) (A), (b) (6) : Go ahead.

(b) (3) (A), (b) (6) : -- it also doesn't bloom out the goggles.

(b) (3) (A), (b) (6) : So when you go to the United States Marine Corps KC-130J, you normally request or select the tanker to go covert?

(b) (3) (A), (b) (6) : Yes. From my experience.

(b) (3) (A), (b) (6) : And when the tanker is covert, what overt lights are then visible?

(b) (3) (A), (b) (6) : None.

(b) (3) (A), (b) (6) : Okay. So it's suffice to say unless

you're looking through the 40 degrees straight through your field of view of the goggles then you would not see the tanker; would that be true?

(b) (3) (A), (b) (6) : That's correct. You'd be 10 feet away from it and see nothing.

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b)

(b) (3) (A), (b) (6) : (b) (6), (b)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b)

(b) (3) (A), (b) (6) : Okay. And so you -- aircraft -- participating aircraft scheduled, planned, and briefed, or authorized either covert or lights out in the airspace?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Why do you believe that to be true?

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : What would it mean if the flight schedule said "do regard", "Intra-South, do regard." What does that communicate to you?

(b) (3) (A), (b) (6) : In regards to what, sir? Just --

(b) (3) (A), (b) (6) : So if you read a flight note on the flight schedule that said that you were scheduled to go operate in the Intra-South, do regard; what would that communicate to you?

(b) (3) (A), (b) (6) : Do regard means we would be using that airspace under the assumption that nobody's keeping civilian traffic out of there, or other military flights.

(b) (3) (A), (b) (6) : So how would that affect your decision making about the use of lights?

(b) (3) (A), (b) (6) : In that case, it'd still probably -- I mean, obviously wouldn't want to be covert until we're joined up on the C-130, and then still have them go covert when we're tanking, then the F-18's would keep their lights on. I think that would -- they'd still see the lights from our aircraft, we're close proximity.

(b) (3) (A), (b) (6) : So you'd keep the lights on the Hornet?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. And if the lights are on on the Hornet and the probe is extended at night, what is the probe light doing on the Hornet? Is it off or on?

(b) (3) (A), (b) (6) : It should be on.

(b) (3) (A), (b) (6) : Is there a switch to secure the probe light?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : How do you secure the probe light on a Hornet with the probe light out?

(b) (3) (A), (b) (6) : We'd switch to --

(b) (3) (A), (b) (6) : Have you ever been to the tanker at night on the goggles with the probe light off in an F-18?

(b) (3) (A), (b) (6) : Not that I can recall.

(b) (3) (A), (b) (6) : So you recall --

(b) (3) (A), (b) (6) : Only when we go --

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : -- I'm sorry. Only when we're in, like, night mode.

(b) (3) (A), (b) (6) : Okay. What is night mode?

(b) (3) (A), (b) (6) : So it's basically the, like, covert lighting

for --

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6), (b) (1)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6),

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : (b) (6), (b) (1) (A)

(b) (3) (A), (b) (6) : Thank you. Okay. Thank you. So have  
you flown with JHMCS?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Day?

(b) (3) (A), (b) (6) : Just day.

(b) (3) (A), (b) (6) : Have you -- so you have not flown with  
the ANVS-11?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Have you been issued the ANVS-11?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Why not?

(b) (3) (A), (b) (6) : So they had to get me a new visor and that sort of thing when I checked in. So, checked in, pretty much chopped straight to Australia. Was there for three months, came back, finally got the ball rolling on the JHMCS, they had to recut my visor and get a new helmet and everything so it was taking some time. I had just now gotten it. Not sure why I haven't gotten the ANVS-11's yet.

(b) (3) (A), (b) (6) : So what is your ANVS-11 transition training schedule?

(b) (3) (A), (b) (6) : I'm not sure.

(b) (3) (A), (b) (6) : So someday when your ANVS-11 shows up in the box and flight lead lets you know, hey sir, we have your ANVS-11's. What action steps will you be required to take before you are authorized to dawn the ANVS-11 and fly with them at night?

(b) (3) (A), (b) (6) : I'm not sure.

(b) (3) (A), (b) (6) : Sufficive to say that based on your answer --

(b) (3) (A), (b) (6) : I'll have to ask.

(b) (3) (A), (b) (6) : Okay. You'll have to ask.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So do you have any peers that got

ANVS-11's for the first time in the recent months?

(b) (3) (A), (b) (6) : I don't believe so.

(b) (3) (A), (b) (6) : So you're under the impression that when your ANVS-11's come in, you can just go fly with them?

(b) (3) (A), (b) (6) : No. I would definitely want to get some training first. Like maybe go to a night lab or something like that.

(b) (3) (A), (b) (6) : Okay. So the Aviation Medical Officer might, the AMSO might provide you training?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : What's his or her name?

(b) (3) (A), (b) (6) : Female Lieutenant -- starts with an R.

(b) (3) (A), (b) (6) : Is she at the squadron or the MAG?

(b) (3) (A), (b) (6) : She's at the MAG.

(b) (3) (A), (b) (6) : Okay. Have you received training from her before?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : What was that?

(b) (3) (A), (b) (6) : Night lab.

(b) (3) (A), (b) (6) : When did you do that?

(b) (3) (A), (b) (6) : It was right after I checked in, like that first week I checked in.



(b) (3) (A), (b) (6) : So July of '18?

(b) (3) (A), (b) (6) : June or July. Yes, sir.

(b) (3) (A), (b) (6) : Were any other members of your squadron there?

(b) (3) (A), (b) (6) : Yes. It was probably about ten of us.

(b) (3) (A), (b) (6) : Mishap aircrew there? (b) (3) (A), (b) (6)

(b) (3) , (b) (3) , (b) (3) ?

(b) (3) (A), (b) (6) : I don't remember them being there. No.

(b) (3) (A), (b) (6) : Okay. Did you receive -- were any of the personnel there equipped with the ANVS-11?

(b) (3) (A), (b) (6) : I don't know.

(b) (3) (A), (b) (6) : Was ANVS-11 briefed or discussed?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : What was briefed and discussed?

(b) (3) (A), (b) (6) : It was all ANVS-9 stuff.

(b) (3) (A), (b) (6) : Okay. Were there other VMFAAW-242 aircrew there?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. Would it be fair to say that at least one of those people were probably issued and authorized the ANVS-11?

(b) (3) (A), (b) (6) : Probably.

(b) (3) (A), (b) (6) : Do most of the guys in your squadron have ANVS-11?

(b) (3) (A), (b) (6) : I'd say it's about 50/50.

(b) (3) (A), (b) (6) : So only about half the crew's in your squadron have ANVS-11? Roughly.

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. Have you ever had any "all officers" training events where ANVS-11 capabilities and limitations were discussed in detail?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Are there any restrictions on the use of ANVS-11?

(b) (3) (A), (b) (6) : I don't know off the top of my head.

(b) (3) (A), (b) (6) : Are there any restrictions on the use of ANVS-9 while conducting air refueling?

(b) (3) (A), (b) (6) : Not that I'm tracking.

(b) (3) (A), (b) (6) : Are you authorized to conduct night systems air refueling in the F-18?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : So you're authorized to look through the tubes while maintaining position and conducting fuel transfer, join and departure from the tanker at night wearing ANVS-9's with the

goggles down looking through the tubes?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : In all light-level conditions?

(b) (3) (A), (b) (6) : That's my understanding, yes.

(b) (3) (A), (b) (6) : Are you night systems qualified?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Where did you receive that training?

(b) (3) (A), (b) (6) : The initial training, sir?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : That would've been back at 224.

(b) (3) (A), (b) (6) : Did you fly with a night system's  
instructor?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Did he discuss night systems air  
refueling? Or she.

(b) (3) (A), (b) (6) : I don't remember. It was, like, four or five  
years ago. I don't remember.

(b) (3) (A), (b) (6) : Have you ever received any instructions  
on air refueling specifically?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Did they talk about day and night  
considerations?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : What were some of the things that were discussed about the night considerations for air refueling?

(b) (3) (A), (b) (6) : Just things like -- basically adjusting the tankers light level, if you need to.

(b) (3) (A), (b) (6) : When you say light level you mean lighting condition?

(b) (3) (A), (b) (6) : Lighting condition. Yes, sir.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : That sort of thing, just being real slow and smooth and methodical about everything. Big thing with the join, just like, the perception through the goggles. May not get the same visual cues that we're used to during the daytime, so just be real slow and smooth on a join.

(b) (3) (A), (b) (6) : So you say perception use through the goggles. Do you mean that due to the limited field of view and the lack of depth perception, that it might be more difficult for air crew to ascertain the position around the tanker at night looking through the goggles; is that what you're saying?

(b) (3) (A), (b) (6) : Yes. I think that's a fair statement.

(b) (3) (A), (b) (6) : Okay. Air refueling, in general, under both day and night conditions, in general, how could a Hornet crew

arrive to the tanker?

(b) (3) (A), (b) (6) : So --

(b) (3) (A), (b) (6) : Left, right, top, bottom?

(b) (3) (A), (b) (6) : So it should join it to left echelon.

(b) (3) (A), (b) (6) : Left echelon?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. And then what? Assuming the  
tanker crew clears you.

(b) (3) (A), (b) (6) : Yep. So they'll then clear the stern, if  
it's two baskets, DASH 1 will take the right, DASH 2 will join on  
the left.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : If, you know, the switch safe call that  
they're clear to join and then plug. Once satisfied, back out,  
remain in a stern until you're cleared into right echelon and then  
you go into right echelon, DASH 1 being closest to tanker and DASH 2  
stepped back from him.

(b) (3) (A), (b) (6) : And then, when and how would you depart  
the tanker?

(b) (3) (A), (b) (6) : Generally high and to the right.

(b) (3) (A), (b) (6) : And then which way would you turn if you  
were going to turn? If you're on the right side.

(b) (3) (A), (b) (6) : Right.

(b) (3) (A), (b) (6) : You would turn -- so you'd turn away from the tanker?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Generally. Who controls aircraft movement around the tanker? Assuming two Hornets and one tanker.

(b) (3) (A), (b) (6) : The tanker pilot.

(b) (3) (A), (b) (6) : What is his billet for -- what's that called? What's the tanker pilot called? You got the lead Hornet guy is called the section leader and the DASH 2 is called a wingman, what's the tanker pilot called?

(b) (3) (A), (b) (6) : AR -- I'm not sure.

(b) (3) (A), (b) (6) : You're not familiar with the -- have you heard of the ATP-56?

(b) (3) (A), (b) (6) : I know the name, I'm not sure I've read it.

(b) (3) (A), (b) (6) : Okay. Are you familiar with 1st MAW wing order 3710?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : What is that?

(b) (3) (A), (b) (6) : It's the Wing SOP.

(b) (3) (A), (b) (6) : SOP for flight operations?

(b) (3) (A), (b) (6) : Yes.

(b) (3) (A), (b) (6) : Have you read it?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay. Judge?

(b) (3) (A), (b) (6) : You were talking about, you guys have like an official WhatsApp group chat among the squadron. Do you guys have unofficial group chats. [Inaudible.] There's like official group chats for official business and unofficial group chats.

(b) (3) (A), (b) (6) : That is correct. Yes.

(b) (3) (A), (b) (6) : Okay. In your unofficial group chats, did you guys also discuss the use of go, no-go pills or the frustrations?

(b) (3) (A), (b) (6) : It was discussed, yes.

(b) (3) (A), (b) (6) : Okay. Would you be willing to take screenshots and send us both the official and unofficial group chats from the WhatsApp and send it to us in email?

(b) (3) (A), (b) (6) : I'm not sure. I don't even know if I have them. I just got a new phone like two days ago. So --

(b) (3) (A), (b) (6) : And you don't have your old phone anymore?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : What happened to your old phone?

(b) (3) (A), (b) (6): I do still have it, but since I changed -- I can't get on WhatsApp on my old phone anymore. I can try.

(b) (3) (A), (b) (6): Okay.

(b) (3) (A), (b) (6): I can try. I can send it to you.

(b) (3) (A), (b) (6): Okay. I appreciate it. Yeah, so just, really, like, two or three weeks prior to the mishap until the last chat you have on there. We'll provide you with our email addresses.

(b) (3) (A), (b) (6): Okay.

(b) (3) (A), (b) (6): Okay.

(b) (3) (A), (b) (6): And you can just give it to the judge and he'll give it to me. And I'll tell you -- if there's anything in there that's unrelated to the mishap, we don't care about that. So --

(b) (3) (A), (b) (6): So you want just stuff that's related to the --

(b) (3) (A), (b) (6): No, I want the full conversations and we'll sort through it.

(b) (3) (A), (b) (6): Everything, like, the week of the mishap or --

(b) (3) (A), (b) (6): Yeah, about two to three weeks prior to the mishap up until through the present day.



(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : And what I'm trying to tell you to put you at ease because I have no idea what's on there. If there's bafoonery [ph], that's completely unrelated to any of this, it won't be something I'll make an issue out of. If that makes sense. Because I don't know what's on there, but if you guys are in there making fun of (b) (3) (A), (b) (6) or whatever about something completely unrelated, that's not going to come to his attention out of you providing this information. I'm just trying to determine what the dead people thought about the use of go and no-go pills.

Do you understand?

(b) (3) (A), (b) (6) : Yes, sir.

(b) (3) (A), (b) (6) : Okay.

(b) (3) (A), (b) (6) : Yeah, but with that. Don't delete anything, just take screenshots of whatever you have and send it to us. Okay? All right, sir.

(b) (3) (A), (b) (6) : Are there any factors related to this mishap, any facts or circumstances related to this mishap that you would like to share at this time that I haven't asked you about?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : Is there anything that you would like to add?

(b) (3) (A), (b) (6) : No, sir.

(b) (3) (A), (b) (6) : Is there anything that you'd like to  
clarify?

(b) (3) (A), (b) (6) : No.

(b) (3) (A), (b) (6) : The judge will swear you out.

[(b) (3) (A), (b) (6)] was warned, sworn, and departed.]

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fluffer



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bascule



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Definition of *fluffer* in English:

**fluffer**



**NOUN**

*US  
slang*

In the pornographic film industry: a person employed to stimulate a male actor to ensure that he has an erection when required. Hence: a person employed to prepare or warm up an audience for another act.

**Origin**

1970s; earliest use found in Screw. Apparently from fluff + -er.

**Pronunciation**

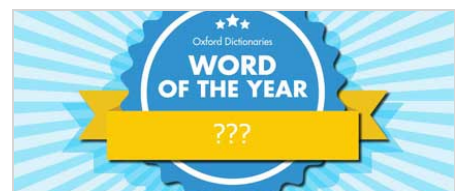
**fluffer** /ˈflʌfə/



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## VMFA(AW)-242 F/A-18D BuNo 165416 Cat I Strike (1S0) XRay

<b>XRAY Status Code:</b>	<input type="text" value="P"/>	
<b>ORG Code:</b>	<input type="text" value="GF7"/>	<b>ORG Short Name:</b> <input type="text" value="VMFA(AW)-242"/>
<b>Action Date/Time:</b>	<input type="text" value="Dec 6, 2018 1:52:00 AM"/>	
<b>BUNO:</b>	<input type="text" value="165416"/>	
<b>Acft Status Code:</b>	<input type="text" value="1S0"/>	
<b>Remarks:</b>	<input type="text" value="LAST XRAY 087. AIRCRAFT BUNO 165416 STRICKEN IAW COMNAVAIRFORINST 4790.2C DUE TO MISHAP. LOCAL TIME OF STRIKE IS 0152."/>	
<b>Op Status:</b>	<input type="text"/>	<b>Location:</b> <input type="text" value="Iwakuni"/>
<b>Fleet Assigned:</b>	<input type="text"/>	<b>Supply Org:</b> <input type="text" value="GHZ"/>
<b>Strike Damage Cat:</b>	<input type="text" value="1"/>	<b>Strike Damage Emp:</b> <input type="text" value="A"/>
<b>Strike Damage Cause:</b>	<input type="text" value="A"/>	<b>Strike Damage Disp:</b> <input type="text" value="2"/>
<b>Est Completion Date:</b>	<input type="text"/>	<b>FID/PED:</b> <input type="text" value="Dec 6, 2018"/>
<b>ASPA:</b>	<input type="text"/>	
<b>Action Code:</b>	<input type="text" value="S"/>	<b>TMS:</b> <input type="text" value="FA-18D"/>
<b>PUC:</b>	<input type="text" value="000132"/>	<b>PUC Received From:</b> <input type="text"/>
<b>In-service PUC:</b>	<input type="text"/>	
<b>POC Name:</b>	<input type="text"/>	
<b>POC Phone:</b>	<input type="text"/>	
<b>POC Email:</b>	<input type="text"/>	
<b>OOMA Serno:</b>	<input type="text" value="20180120"/>	
<div><a href="#">BUNO History</a></div>		

## VMGR-152 KC-130J BuNo 167981 Cat I Strike (150) XRay

<b>XRAY Status Code:</b>	<input type="text" value="P"/>	
<b>ORG Code:</b>	<input type="text" value="GL3"/>	<b>ORG Short Name:</b> <input type="text" value="VMGR-152"/>
<b>Action Date/Time:</b>	<input type="text" value="Dec 6, 2018 1:50:00 AM"/>	
<b>BUNO:</b>	<input type="text" value="167981"/>	
<b>Acft Status Code:</b>	<input type="text" value="150"/>	
<b>Remarks:</b>	<input type="text" value="LAXT XRAY 077. AIRCRAFT BUNO 167981 STRICKEN IAW COMNAVAIRFORINST 4790.2C DUE TO MISHAP. LOCAL TIME OF STRIKE IS 0150.//"/>	
<b>Op Status:</b>	<input type="text"/>	<b>Location:</b> <input type="text" value="Iwakuni"/>
<b>Fleet Assigned:</b>	<input type="text"/>	<b>Supply Org:</b> <input type="text" value="A8D"/>
<b>Strike Damage Cat:</b>	<input type="text" value="1"/>	<b>Strike Damage Emp:</b> <input type="text" value="A"/>
<b>Strike Damage Cause:</b>	<input type="text" value="A"/>	<b>Strike Damage Disp:</b> <input type="text" value="2"/>
<b>Est Completion Date:</b>	<input type="text"/>	<b>FID/PED:</b> <input type="text" value="Dec 6, 2018"/>
<b>ASPA:</b>	<input type="text"/>	
<b>Action Code:</b>	<input type="text" value="S"/>	<b>TMS:</b> <input type="text" value="KC-130J"/>
<b>PUC:</b>	<input type="text" value="000397"/>	<b>PUC Received From:</b> <input type="text"/>
<b>In-service PUC:</b>	<input type="text"/>	
<b>POC Name:</b>	<input type="text"/>	
<b>POC Phone:</b>	<input type="text"/>	
<b>POC Email:</b>	<input type="text"/>	
<b>OOMA Serno:</b>	<input type="text" value="20180108"/>	

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UNITED STATES MARINE CORPS  
1ST MARINE AIRCRAFT WING  
UNIT 37101  
FPO AP 96603-7101

3130  
G3  
17 Nov 00

From: Commanding General, 1st Marine Aircraft Wing  
To: Commandant of the Marine Corps (DCMC, Aviation)  
Via: (1) Commanding General, III Marine Expeditionary Force  
(2) Commanding General, Marine Forces Pacific

Subj: REMOVAL OF MCAS IWAKUNI USMC SEARCH AND RESCUE CAPABILITY

Ref: (a) ICAO, Annex 12

1. 1st MAW supports the removal of the MCAS Iwakuni USMC Search and Rescue (SAR) capability and the formal integration of MCAS Iwakuni SAR requirements into the Japanese National SAR Plan. The deactivation of the MCAS Iwakuni USMC SAR has the concurrence of Marine Corps Bases Japan. Both 1st MAW and Marine Corps Bases Japan recommend MCAS Iwakuni act as the lead agent in developing the POA&M for the deactivation.

2. Japanese SAR assets provide adequate SAR coverage for MAG-12 and transient U.S. aircraft. Per the reference, Japan is responsible for overall SAR coverage throughout Japan. There are 127 Japanese SAR vehicles (88 ships/boats and 39 SAR aircraft) within 100 miles of MCAS Iwakuni that provide 24-hour coverage (varying between 15 min to 2-hour standby) to all MAG-12 local operating areas. Japanese weather launch minimums are similar to existing minimums (500'/1nm visibility for helicopters).

3. The removal of the USMC SAR capability at MCAS Iwakuni will allow the return of approximately 55 Marines to the operating forces. Request the resulting modification to the MCAS Iwakuni manpower structure not result in additional 1st MAW FAP billets to fill MCAS Iwakuni billets previously filled by SAR personnel.

4. 1st MAW concerns may be directed to (b) (3) (A), (b) (6), Deputy AC/S G-3 at DSN 315-645-7321. A detailed brief of implementation, costs and savings is available from (b) (3) (A), (b) (6), OIC, MCAS Iwakuni SAR, DSN (b) (3) (A), (b) (6).

(b) (3) (A), (b) (6)

Copy to:  
CG, MCBJ  
CO, MCAS IWAKUNI  
AC/S G-3, 1st MAW

Enclosure 70

"REPRODUCED AT GOVERNMENT EXPENSE AT A COST OF 26c PER PAGE COPY"



(b) (3) (A), (b) (6)

last seen 2/27/19 at 3:12 PM



Sat, Nov 3

Hey doc do you have a few minutes to talk sometime today?

I know it's Saturday man I'm sorry.

Fri, Nov 30

Hey doc, this ULT thing is going on Sunday. I'm on the graveyard. The skipper said he authorized everyone's for downers, and possibly uppers.

Mon, Dec 3

I'm sure you know by now but the CG did not authorize go/no-go pills for this ULT thing...

I didn't know a CG approval was required. How about Ambien?

The goal being to sleep during the day with (b) (3) (A), (b) (6) running around my apartment. 4 10mg would cover this whole exercise.

Fri, Dec 7





UNITED STATES MARINE CORPS  
MARINE AERIAL REFUELER TRANSPORT SQUADRON 152  
MARINE AIRCRAFT GROUP 12  
MCAS IWAKUNI  
1st MARINE AIRCRAFT WING, MARFORPAC  
UNIT 37220, FPO AP 96310-7220



Wednesday December 5, 2018 (18339)

DUTIES		FIELD HOURS		SCHEDULED		DEC		QTR		FY	
FDO:	(b) (3)		0630-2300	KC-130J	5	6.5	503 / 36.4	1509 / 1164.4	7047 / 1164.4		
SDD:	(A), (b)			Total	5	6.5	FCST / ACT	FCST / ACT	FCST / ACT		
UVA:	(6)										

BMNT: 0603	SR / SS: 0702 / 1701	MR / MS: 0436 / 1551	ILLUM: 5%	EENT: 1800	LLL: 1814-0550*	HLL: 0549-0603, 1800-1814
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FLIGHTS										
EVENT	TMS	C/S	SHW/BRF/ETD/ETA	ICAO	CREW		TMR	MSN	SBTP	NOTES
1	KC-130J	SUMO 51	0500/0700/0800/1130	RJOI/RJOI	A C CM1 I CM3 CMT XC	(b) (3) (A), (b) (3) (b) (3) (A), (b) (6)	2M1	CAT	2/2.0	FN: 1
2	KC-130J	SUMO 51	0900/1100/1300/1630	RJOI/RJOI	A C CM1 I CM1 I CM1 I CM1 I CM1 I CM3 CM3 CMT	(b) (3) (A), (b) (6) (b) (3) (b) (3) (b) (3) (b) (3) (b) (3) (b) (3) (b) (3) (b) (3)	2M1 2L4	CAT	2/2.0	FN: 2
3	KC-130J	SUMO 41	2130/2330/0030/0300	RJOI/RJOI	(b) (3) (A), (b) (6) CM1 (b) (3) (A), (b) (6) CM3 (b) (6), (b) (3)	3600,2151 3600,2151 6928,2150 3650 3650	2Q6	NVIS FWAAR	1/2.5	
4	KC-130J		TBD		A C CM1 CM1 CM3	(b) (3) (A), (b) (6)		STBY/ FCF		FN: 3

EVENT DETAILS								
EVENT	FISO	ROF	FRAME	EQUIPMENT	FUEL	PRIORITY	MISSION NUMBER	RTB
1	MAG-12 ULT	RJOI-RKTH-RJOI	CARGO	RADALT,RADAR, TCAS,WINCH	30K	1	GL3833990	05 DEC 18
2	MAG-12 ULT	RJOI-RKTH-RJOI	CARGO	RADALT,RADAR, TCAS,WINCH	30K	2	GL3833991	05 DEC 18
3	MAG-12 ULT	RJOI-ITRA S-RJOI	CARGO	(1)HSD,RADALT, RADAR,TCAS	58K	3	GL3833992	06 DEC 18

GENERAL NOTES:

1. ALL AIRCREW WILL BRING GAS MASKS AND WEAPONS CARDS.
2. SHOUT NANOS WILL REMAIN ON AND IN GPS TRANSMIT FOR ALL AIRCRAFT IN FLIGHT.

AIRCRAFT ENROUTE:

SUMO 29/167983 (RODN) ETA 07 DEC 18: (b) (3) (A), (b) (6)

FLIGHT NOTES:

1. SUMO 51 WILL HOTSEAT TO SUMO 51. CREW WILL LOAD CHALK 11.
2. SUMO 51 WILL HOTSEAT TO SUMO 51. CREW WILL LOAD CHALK 12.
3. (b) (3) WILL SHOW IN ACCORDANCE WITH CREW REST. STANDBY CREW CHECK IN AND OUT WITH FDO AND MAINTENANCE CONTROL. CREW DAY IS 0700-1900.

QUESTION OF THE DAY:

Q: WHAT DOES THE RWR TGT SEP SWITCH DO?

A: IT ALLOWS THE AIRCREW TO IDENTIFY INDIVIDUAL RWR SYMBOLS IF MULTIPLE THREATS APPEAR ON THE SAME BEARING AND PRIORITY

ACT (b) (3)  
(A), (b) (6)

DOS (b) (3)  
(A), (b) (6)

OPS (b) (3)  
(A), (b) (6)

MAINT (b) (3)  
(A), (b) (6)

COMMANDING OFFICER

(b) (3) (A), (b) (6)

# VMGR-152 RISK ASSESSMENT WORKSHEET

## MSHARP REVIEW

FDO

Event #: 3

Mission: NVB F-16AR

5 DEC 18

INSTRUCTIONS:

1. MSHARP REVIEW AND 24-HOUR RISK ASSESSMENTS WILL BE ACCOMPLISHED BY FDO, AND THE FLIGHT BRIEF RISK ASSESSMENT WILL BE ACCOMPLISHED BY THE PIC/MSHARP COMMANDER.

2. AN ADDITIONAL RISK ASSESSMENT WORKSHEET FOR EACH MISSION WILL BE ROUTED WITH THE SCHEDULE ON THE DAY PRIOR TO MISSION EXECUTION.

3. BLOCK 2 CREW ASSIGNMENT ONLY REQUIRES AIRCREW NAMES IF THEY ARE IDENTIFIED AS A MEDICAL OR HIGH ON MSHARP REVIEW BLOCK 3.

4. IF THE RISK LEVEL IS NOT DICTATED BY THE WORKSHEET OR MISSION TAG MATRIX, THEN USE THE RAC MATRIX ON BACK SIDE TO ASSIGN A RISK LEVEL.

5. ANY IDENTIFIED HAZARD THAT RESULTS IN A MEDICAL OR HIGHER RISK MUST BE ADDRESSED IN THE RISK MITIGATION BOX.

6. AN APPROPRIATE MITIGATION STRATEGY SHOULD BE IDENTIFIED TO REDUCE ELEVATED RISK LEVELS.

7. THE FINAL RISK LEVEL IS THE HIGHEST IDENTIFIED RISK LEVEL AFTER MITIGATION.

## 2. CREW ASSIGNMENT

(b) (3) (A)

CM, LM

## 3. MSHARP REVIEW

T, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z

Non-Proficient

Proficient

Non-Current

Current

Non-Current

Current

Non-Current

Current

Non-Current

Current

Non-Current

Current

Non-Current

Current

## 24-HOUR RISK ASSESSMENT

FDO/DOSS

### 1. MISSION PLANNING

Task	Task	Risk
1. TRAINING / FAMI	L	M
2. TACNAV	L	M
3. FORM	L	M
4. ALTZ	L	M
5. ONAV / LRN	L	M
6. IAR	L	M
7. ADGR	L	M
8. AIR DELIVERY	L	M
9. LAT	L	M
10. IDENTAC / ASE	L	M
11. NIGHT SYSTEMS	L	M
12. FCF	L	M
13. PACOCARGO	L	M
OTHER	L	M

\*See reverse for specific task. More than three (3) Core Skills during a single sortie will constitute a Medium Risk.

### 2. AIRCREW FATIGUE FACTORS

Crew Day	Crew Time	Operating Environment	Familiar	Unfamiliar
<15 hrs	0500-1600 / 1700-0459	L	L	M
15-18 hrs		L	L	M
>18 hrs		L	L	M

\*Low Risk if crew is acclimated to night flying

### 3. SUPPORTED COMMAND RELATIONSHIP

Non-Combat	Combat Operations	MAV/MAG	MAO/T	US	Other
L	L	L	L	L	H

### 4. OTHER IDENTIFIED HAZARDS

Risk	L	M	H
	L	M	H

Initial if no risks are identified

FDO

DOSS

CO

There is no mission in peacetime so important that it must be accomplished at the expense of safe and sound operating procedures.

## FLIGHT BRIEF RISK ASSESSMENT

TPC

\*Schedule changes for crew swap or additions must be approved by CO or by direction representative. \*Review 24-hour Risk Assessment

### 1. PER CHANGE

Change	No	Yes	TPC
Aircrew Changes	L	M	
Schedule Changes	L	M	

### 2. WEATHER/ENVIRONMENTAL FACTORS

Conditions	None	Limited	Severe
Clouds	L	L	M
Turbulence	L	L	M
Thunderstorms	L	L	M
Phase of Flight	L	L	M
Takeoff	L	L	M
Destination	L	L	M
Crosswind Component (KTS)	L	L	M
Takeoff	L	L	M
Landing	L	L	M
Runway Conditions (RCR)	L	L	M
Runway Surface Conditions	L	L	M
Runway Length	L	L	M

### 3. BASH (IF REPORTED)

Takeoff	Low	Mod	Severe
OP Area	L	M	H
Destination	L	M	H

### 4. WEIGHT AND BALANCE CATEGORY

Takeoff	A/B/C	D	E
Landing	L	M	H

### 5. MISSION PLANNING TIME

MAV / MAGTF / US	>12 hours	12-18 hrs	<6 hours
L	L	M	H

### 6. HUMAN FACTORS

Illness	L	M	H
Medication	L	M	H
Stress	L	M	H
Alcohol	L	M	H
Fatigue	L	M	H
Endings	L	M	H

### 7. CREW REST

Rest	>8 hrs	6-8 hrs	<6 hrs
L	L	M	H

### 8. CREW DAY

Risk	L	M	H
	L	M	H

### 9. OTHER IDENTIFIED HAZARDS

Risk	L	M	H
	L	M	H

### Flight Brief Overall Risk Assessment

Indicated by	DOSS INITIALS	CONTRAILS	TPC Signature
(3) (A) (9)	(3) (A) (9)	(3) (A) (9)	(3) (A) (9)

NOTE: NOT ALL RISKS CAN BE MITIGATED TO A LOW

## AAR BRIEFING CARD

### TRACK INFORMATION:

TRACK NAME:	ITRA-S 15 (W-173)	TRACK DATE:	6-Dec-18
ARCT:	0100-0300L	RV TYPE:	ECHO
NUMBER OF TANKERS:	1	RV ALT:	17K
SPARE:	N/A	JOINUP ALT:	16K
SIMULTANEOUS:	YES	AR ALT:	17K
LIGHTING:	OVERT	AIRSPEED:	230 KIAS
ALT SET:	29.92	JOKER/BINGO	15K
LIGHT SIGNALS:	STANDARD/OVERT	MSA:	N/A

### TANKER / RECEIVER INFORMATION

TANKER C/S:	SUMO 41		
TANKER TACAN:	92Y		
RCVR C/S (1):	PROFANE 11/12		
RCVR C/S(2):			
ARCT	0100-0300L		
RCVR TACAN:	29Y		
RCVR MODE 1:			
RCVR MODE 3:	AS ASSIGNED		
FUEL RQD EA:	8K		
FUEL RQD TOT:	16K		
RCVR TCN SEP:			

### COMMUNICATIONS / PRESETS ( \* Denotes Secure)

PRIMARY:	290.8	TERTIARY:	136.15
SECONDARY:	303	EMCON COND:	1

### TRACK LOCATION INFORMATION

ID	ACP	HDG	DIS	MGRS / LAT LON	ELEV
	PT X-Ray	134	93	N33 24.13 E132 16.60	
	PT Yukon			N32 27.93 E133 44.82	
CP	ARCP			SUC/112/55	
TP	ARTP	253	30	KRE/147/73	

RCVR POC: (b) (3) (A), (b)

TANKER POC: MAJ BROPHY 255-2113

# VMFA (AW) -225 SCHEDULES





UNITED STATES MARINE CORPS  
Marine All Weather Fighter Attack Squadron 225

Marine Air Group 12  
1ST Marine Air Wing  
UNIT 89059  
FPO AP 96610-9059  
ODO: (DSN 315) 255-2418  
Thursday, December 6, 2018 (18340)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS ARE CONDUCTED IAW MCO 3100.28



SUNRISE: 0656  
SUNSET: 1701  
MOONRISE: 0026  
MOONSET: 1339  
EENT: 1800  
FIELD HOURS 0630-2200, NOISE ABMT (2101-0639L)  
SCHEOS O: 1206  
12/7

SNO:  
SDC:  
DNCO:  
ADNCO:  
ODO:

(b) (3)  
(b) (3)  
(A), (b) (6)

1530-1930  
1930-2200  
2200-LPOD

TYPE ACFT: F/A-18D  
DAILY SORTIES: 24  
HOURS SCHED: 29.2  
PROJECTED  
MONTHLY SORTIES / HOURS: 144 / 235.6  
QUARTERLY SORTIES / HOURS: 580 / 754  
FY SORTIES / HOURS: 2043 / 2855.9

ELOWN AS OF: 5 DEC 2018  
9/7/18  
304 / 478.3  
304 / 478.3

FCF CREW

(b) (3)  
(b) (3)  
(A)

WSO  
(b) (3)  
(A)

EVENT	CALLSIGN	BRF	ETD	ETA	DEP	ARR	PILOT	WSO	T&R	TMR	MSN	FLT PLAN	RANGE	TAC FUEL	PRI	NOTES	ORDNANCE				
1	VIKNG41	0445	0645	0715	RJOI	RKTH	(b) (3) (A), (b) (6)	(b) (3) (A), (b) (6)	6103, 2102	1A1	NAV	DD-1801	AIRWAYS	19	HP / HL	A	1	ABC			
2	VIKNG43	0445	0645	0830	RJOI	RJOI			2102	TBD	TBD	TAC	JOI-41	ITRA N2	(0700-0915)	18	HP	C	2	ABC	
3	VIKNG41	0445	0800	0930	RKTH	RKTH			6103	TBD	1A7	AI	DD-1801	R-110, MOA 6	(0815-0845)	19	HP / HL	A	1	ABC	
4	VIKNG43	0445	0900	1045	RJOI	RJOI			3704	TBD	TBD	TAC	JOI-42	ITRA-E	(0815-1100)	18	T	C	2	ABC	
5	VIKNG41	0445	1100	1230	RKTH	RJOI			6103	TBD	6301, 3704	1A7	AI	DD-1801	R-110, MOA 6	(1130-1200)	19	HP / HS	A	3	ABC
6	VIKNG45	1130	1330	1400	RJOI	RJOI					6103, 2102	1A1	NAV	NA	GCA PATTERN	19	T	A	A	ABC	
7	VIKNG51	1530	1730	1800	RJOI	RJOI					2102							B	A	ABC	
8	VIKNG51	1530	1845	2015	RJOI	RJOI					6103, 2102	1A1	NAV	NA	GCA PATTERN	19	HP	A	A	ABCD	
9	VIKNG53	1700	1900	2030	RJOI	RJOI					2102							B	B	ABCD	
10	VIKNG53	1700	2130	2300	RJOI	RJOI					6103, 3302	1A7	SCAR	JOI-1	R-567/AB, R-654	19	HP / HS	A	4, 8	ABCD	
11	VIKNG55	1945	2145	2315	RJOI	RJOI					3302				(1830-2030)			B	B	ABCD	
12	VIKNG55	1945	0000	0030	RJOI	RJOI					6103, 3203	1A7	AR	JOI-1	R-567/AB, R-654	18	HP	C	4	ABCD	
SECTION LEAD	\$ DIVISION LEAD	# MISSION COMMANDER	- INSTRUCTOR	% PROFICIENCY	@ EVALUATEE	I BRIEFING OFFICER			3203				(1830-2030)			D	D	ABCD			
									6103, 2102	2K4	RED	JOI-40	ITRA S 12-15, 22-25, 32-33	18	HP	A	5, 6	ABCD			
									2102				(2200-0200)			B	B	ABCD			
									6103, 2403	1A6	AWI	JOI-40	ITRA S 12-15, 22-25, 32-33	19	HP	C	5	ABCD			
									2403				(2200-0200)			D	D	ABCD			
									6103, 2102	1A1	NAV	JOI-40	ITRA S 12-15, 22-25, 32-33	19	HP	A	6, 7	ABCD			
									2102				(2200-0200)			B	B	ABCD			

FLIGHT NOTES:

- 1 - HOT LOAD THEN UNLOAD GBU-12. DO NOT T/O W/ ORDNANCE
- 2 - AAR PROVIDED BY VMGR-152  
ARCT 1: 0720, ITRA N, TAKE 18K  
ARCT 2: 0915, ITRA E, TAKE 18K
- 3 - HOT REFUEL, INTERNALS ONLY FOR EVT 5
- 4 - FLIGHT LEADS COORD SCAR / AR
- 5 - FLIGHT LEADS COORD AWI / RED AIR
- 6 - HOT REFUEL, PRIOR TO SHUTDOWN, NO TRUCK FUEL AFTER 2230
- 7 - TRANSIT TO AREA AND RTB
- 8 - HOT PIT, HOT LOAD, THEN UNLOAD 1X GBU-31. DO NOT USE JAM SMS CODE / CONN

ORDNANCE NOTES:

- A - 2X TANKS
- B - LPOD
- C - CATM-9X
- D - CHAFF / FLARE

QUESTIONS OF THE DAY:

- EQOD: LOSS/FLUCTUATIONS OF CABIN PRESSURIZATION
- NOOD: COCKPIT PRESSURIZATION SCHEDULE

POHANG COA

GROUND EVENTS

START END  
0600 0615  
0630 0645  
0700 0800  
1500 1800  
1800 1915

SUBJECT  
FOOD MEETING  
FOOD WALK  
CUB  
CUB  
MAINT MEETING

LOCATION  
MAINT CONTROL  
FLIGHT LINE  
MAG BLDG  
MAG BLDG  
MAINT CONTROL

% PROFICIENCY

@ EVALUATEE

I BRIEFING OFFICER

PERSONNEL

ALL REQUIRED  
ALL AVAILABLE  
(b) (3) (A)

ALL REQUIRED  
ALL AVAILABLE  
(b) (3) (A)

OPSO: (b) (3) (A)

DOSS: (b) (3) (A)

AMO: (b) (3) (A)

COMMANDING OFFICER:

(b) (3) (A), (b) (6)

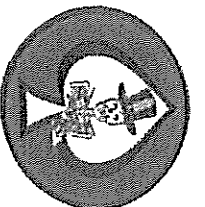
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UNITED STATES MARINE CORPS  
Marine All Weather Fighter Attack Squadron 225

1ST Marine Air Wing  
UNIT 89059  
FPO AP 96610-9059  
ODO: (DSN 315) 255-2418  
Thursday, December 6, 2018 (18340)

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS ARE CONDUCTED IAW AFM 1100.28  
THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS



SUNRISE: 0658  
SUNSET: 1701  
MOONRISE: 0028  
MOONSET: 1333  
EENT: 1800  
FIELD HOURS 0630-2200 NOISE ABAT (2101-0629L)  
SCHEDS: O 126  
127

SOC  
SOC:  
DNCO:  
ADNCO:  
ODO:

0415 - 0730  
0730-1130  
1130-1530

1530-1930  
1930-2200  
2200-LPOD

TYPE ACFT: F/A-18D  
DAILY SORTIES: 24  
HOURS SCHED: 29.2  
PROJECTED  
144 / 236.6  
580 / 754  
2043 / 2655.9

FLOWN AS OF: 5 DEC 2019  
9 / 11.8  
304 / 478.3  
304 / 478.3

FCF CREW

PILOT

WSO

EVENT	CALLSIGN	BRF	ETD	EVA	DEP	ARR	PILOT	WSO	T&R	MSN	FLT PLAN	RANGE	TAC	FUEL	PRI	NOTES	ORDNANCE	
1	VIRNG41	0445	0645	0715	RJOI	RJOI	(b) (3) (A), (b) (6)	(b) (3) (A), (b) (6)	6103, 3202	1A7	AR	JOI-1	R-567/AB, R-654	19	HP	A	ABC	
2	VIRNG43	0445	0645	0830	RJOI	RJOI			TBD	TAC	JOI-41		ITRA N2	18	T	C	1, 2	ABC
3	VIRNG41	0445	0830	0930	RJOI	RJOI			6103				(0700-1915)					ABC
4	VIRNG43	0445	0900	1045	RJOI	RJOI			6103, 2102	1A7	AR	JOI-42	R-567/AB, R-654	19	HP / HS	A	8	ABC
5	VIRNG45	0900	1100	1230	RJOI	RJOI			2102	TBD	TAC	JOI-42		(0700-1200)				ABC
6	VIRNG45	0900	1330	1400	RJOI	RJOI			6103				ITRA E	18	T	C	1, 2	ABC
7	VIRNG51	1530	1730	1800	RJOI	RJOI			6103, 3202	1A7	AR	JOI-1	R-567/AB, R-654	19	HP	A	3	ABC
8	VIRNG51	1530	1845	2015	RJOI	RJOI			3202				(0700-1200)					ABC
9	VIRNG53	1700	1900	2030	RJOI	RJOI			6103, 2102	1A1	NAV	NA	GCA PATTERN	19	T	A	8	ABC
10	VIRNG53	1700	2130	2300	RJOI	RJOI			2102				GCA PATTERN	19	HP	A		ABCD
11	VIRNG55	1945	2145	2315	RJOI	RJOI			6103, 3502	1A7	SCAR	JOI-1	R-567/AB, R-654	19	HP / HS	A	4, 8	ABCD
12	VIRNG55	1945	0000	0030	RJOI	RJOI			3502				(1830-2030)					ABCD
SECTION LEAD	\$ DIVISION LEAD	# MISSION COMMANDER	- INSTRUCTOR	% PROFICIENCY	@ EVALUATEE	BRIEFING OFFICER	6103, 3203	1A7	AR	JOI-1	R-567/AB, R-654	18	HP	C	4	ABCD		
							3203				(1830-2030)					ABCD		
							6103, 2102	2M4	RED	JOI-40	ITRA S 12-15, 22-25, 32-33	18	HP	A	5, 6	ABCD		
SECTION LEAD	\$ DIVISION LEAD	# MISSION COMMANDER	- INSTRUCTOR	% PROFICIENCY	@ EVALUATEE	BRIEFING OFFICER	2102				(2200-0200)					ABCD		
							6103, 2403	1A5	AWI	JOI-40	ITRA S 12-15, 22-25, 32-33	19	HP	C	5	ABCD		
							2403				(2200-0200)					ABCD		
SECTION LEAD	\$ DIVISION LEAD	# MISSION COMMANDER	- INSTRUCTOR	% PROFICIENCY	@ EVALUATEE	BRIEFING OFFICER	6103, 2102	1A1	NAV	JOI-40	ITRA S 12-15, 22-25, 32-33	19	HP	A	6, 7	ABCD		
							2102				(2200-0200)					ABCD		

FLIGHT NOTES:

- 1-AAR PROVIDED BY VMGR-152  
ABCT 1: 0720, ITRA N, TAKE BK
- 2-R-567/AB, 654, AVAILAS E (0700-1200) AS REQUIRED
- 3-HOT REFUEL ANTENNAS ONLY FOR EVT 5
- 4-FLT LEADS COORD SCAR / AN
- 5-FLT LEADS COORD AM
- 6-HOT REFUEL PRIOR TO SHUTDOWN, NO TRUCK FUEL AFTER 2230
- 7-TRANSIT TO AREA AND RTB
- 8-HOT PTL, HOT LOAD, THEN UNLOAD 1x GBL-31 DO NOT USE JDAM SMS CODE / CONN

ORDNANCE NOTES:

- A-2x TANKS
- B-LPOD
- C-CATM-9X
- D-CHAFF / FLARE

QUESTIONS OF THE DAY:  
EODD: LOSS/FLUCTUATIONS OF CABIN PRESSURIZATION  
NCOO: COCKPIT PRESSURIZATION SCHEDULE

OPSO: (b) (3) (A)

DOSS: (b) (3) (A)

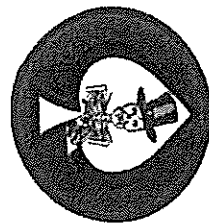
AMO: (b) (3) (A)

NO POHANG COA

UNCLASSIFIED/FOR OFFICIAL USE ONLY

COMMANDING OFFICER:

(b) (3) (A), (b) (6)



Marine All Weather Fighter Attack Squadron 225

UNIT 89059

ODO: (DSN 315) 255-2418

**Wednesday, December 5, 2018 (18339)**

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDER.

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS ARE CONDUCTED MAW MCO 3800.2B

SDO  
SDC  
DNCO  
ADNCO  
ODO  
FCF CREW

(b) (3)  
(A), (b)  
(6)

TYPE ACFT	FI/-180
DAILY SORTIES	14
HOURS SCHED	16.0
<b>PROJECTED</b>	
MONTHLY SORTIES / HOURS	144 / 235.6
QUARTERLY SORTIES / HOURS	590 / 754

FLOWN AS OF 4 DEC 2018  
7196  
302/476.1  
302/476.1

PLAN	CALLSIGN	BRF	ETO	ETA	DEP	ARR	PILOT	WSO	TER	THR	ASN	FLYPLAN	RANGE	TAC FILE	PRI	NOTES	ORDNANCE
	VIKING41	0515	0700	0745	RJ01	RKTH			6103 2102	1A1	NAV	DD-1801	AIRWAYS	17	HP	A	1, 2
									2102						B		AB
2	VIKING43	0515	0730	0915	RJ01	RJ01			6103 3202	1A7	AR	JO1-25	R-110, MOA-6HLL (0815-0845)	18	HP	C	AB
									3202						D		AB
3	VIKING41	0515	0830	0900	RKTH	RJ01			6103 2102	1A1	NAV	DD-1801	AIRWAYS	17	HP / HS	A	AB
									2102						B		AB
4	VIKING43	0515	1000	1145	RJ01	RJ01			6103 2102	1A1	NAV	DD-1801	AIRWAYS	18	NA	C	AB
									2102						D		AB
5	VIKING45	0800	1000	1045	RJ01	RKTH			6103 2102	1A1	NAV	DD-1801	AIRWAYS	18	HP	A	1, 2
									2102						B		AB
6	VIKING45	0800	1115	1200	RKTH	RJ01			6103 2102	1A1	NAV	DD-1801	AIRWAYS	18	HP / HS	A	AB
									2102						B		AB
7	VIKING47	1130	1300	1430	RJ01	RJ01			6103 2102	1A1	NAV	DD-1801	AIRWAYS	18	NA	A	AB
									2102						B		AB

# POHANG COAL

ORDNANCE NOTES:  
A - 2x TANKS  
B - LPOD

2-RKTH PPR WINDOWS:  
EVT 1/3 (0745-0830)  
EVT 5/8 (0940-1115)  
AS REQUIRED (1215-1300)

QUESTIONS OF THE DAY:  
EQOD - ABORT  
NOOD - MAX GROSS LANDING WEIGHT

OPSO: (b) (3)  
DOSS: (b) (3)  
AMO: (b) (3)

UNCLASSIFIED//FOR OFFICIAL USE ONLY

COMMANDING OFFICER:

(b) (3) (A), (b) (6)





Marine All Weather Fighter Attack Squadron 225

UNIT 89059

FPO AP 96610-9059

ODO: (DSN 315) 255-2418

Wednesday, December 5, 2018 (18339)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDER

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS ARE CONDUCTED IAW MCO 3800.22B

SDO  
SDC  
DNCO  
ADNCO  
ODO  
FCF CREW

(b) (3)  
(A), (b)  
(6)

0530-1100  
1100-LPOE  
WSO

WSO

TYPE ACFT	F/A-18D
DAILY SORTIES	12
HOURS SCHED	216
MONTHLY SORTIES / HOURS	PROJECTED
QUARTERLY SORTIES / HOURS	144 / 235.6
FY SORTIES / HOURS	580 / 754
	2043 / 2655.5

FLOWN AS OF: 4 DEC 2018  
7/9.6  
302/476.1  
302/476.1

ORDNANCE NOTES:	GROUND EVENTS
A - 2x TANKS	START
B - LPD	END
	MAINT MEETING
	0600
	0615
	0700
	0800
	CUB
	1500
	CUB
	1800
	1815
	MAINT MEETING
QUESTIONS OF THE DAY:	
EOD - ABORT	
NOD - MAX GROSS LANDING WEIGHT	

**NO POHANG COA**

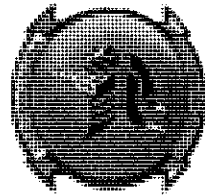
OPSO:  $\frac{9}{3}$       DOSS:  $\frac{9}{3}$       AMO:  $\frac{9}{3}$

COMMANDING OFFICER:

UNCLASSIFIED//FOR OFFICIAL USE ONLY

(b) (3) (A), (b) (6)





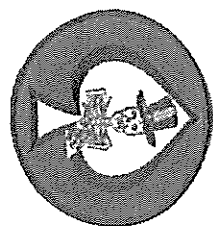
UNITED STATES MARINE CORPS  
Marine All Weather Fighter Attack Squadron 225  
Marine Aircraft Group 12  
1ST Marine Aircraft Wing  
UNIT 89059

FPO AP 96610-9059

ODO: (DSN 315) 255-2418

Monday, December 3, 2018 (18337)

THIS FIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS  
ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS ARE CONDUCTED IAW MCD 3500.28



SUNRISE 0700  
SUNSET 1701  
MOONRISE 0233  
MOONSET 1441  
EENT 1800  
FIELD HRS 0630-2300 (NOISE ABATEMENT 0730-0740)  
1115-1125 2100-2200  
QUIET HRS / RAMP FREEZE (0910-0930)  
SCHEDS O 12/4

SDO  
SDC  
DNCO  
ADNCO  
ODO  
FCF CREW  
PM

0715-1015  
1015-LPOD  
WSO

TYPE ACFT  
DAILY SORTIES  
HOURS SCHED  
MONTHLY SORTIES / HOURS  
QUARTERLY SORTIES / HOURS  
FY SORTIES / HOURS

F/A-18D  
8  
20.0  
PROJECTED  
144 / 187.2  
410 / 555  
1602 / 2093.4

FLOWN AS OF 30 NOV 2018  
0/0  
0/0  
0/0

CALLSIGN	BRF	ETD	ETA	DEP	ARR	PILOT	WSO	T&R	TMR	MSN	FLY PLAN	RANGE	TAC	FUEL	PRI	NOTES	ORDNANCE
VIKING41	0545	0745	1015	RJOI	RJOI	(b) (3) (A), (b) (6)	(b) (3) (A), (b) (6)	6103, 3503 3503	1A7	SEAD	JOI-40	ITRA S 12-15, 22-25, 32-33 (0745 - 0945)	18	HP / HL	A	1, 2	ABCODE
DEALR43	0545	0745	1015	RJOI	RJOI	(b) (3) (A), (b) (6)	(b) (3) (A), (b) (6)	6103, 2102 2102	2K4	RED AIR	JOI-40	ITRA S 12-15, 22-25, 32-33 (0745 - 0945)	19	NA	C	1, 2	ABCODE
VIKING41	0545	1115	1345	RJOI	RJOI	(b) (3) (A), (b) (6)	(b) (3) (A), (b) (6)	6103, 3503 3503	1A7	SEAD	JOI-40	ITRA S 12-15, 22-25, 32-33 R-109 (1115-1345)	18	NA	A	3	ABCODE
DEALR43	0545	1115	1345	RJOI	RJOI	(b) (3) (A), (b) (6)	(b) (3) (A), (b) (6)	6103, 2102 2102	2K4	RED AIR	JOI-40	ITRA S 12-15, 22-25, 32-33 (1115-1345)	19	NA	C	3	ABCODE

1. SECTION LEAD \$ DIVISION LEAD # MISSION COMMANDER - INSTRUCTOR % PROFICIENCY @ EVALUATE I BRIEFING OFFICER

FLIGHT NOTES:  
1 - EVT 2 AIR SPARE / RED AIR FOR EVT 1. BRIEF TOGETHER  
2 - LAND NET 0930 (QUIET HRS)  
3 - EVT 4 AIR SPARE / RED AIR FOR EVT 3. BRIEF TOGETHER

ORDNANCE NOTES:

A - 2x TANKS  
B - LPOD  
C - CATM-9X  
D - CHAFF / FLARE  
E - 1 x CATM AIM-129D  
F - 1x CATM-88E

GROUND EVENTS

START END SUBJECT  
0545 1300 FLY W/ VAF AAWY-242  
0630 0615 PAC / BAGGAGE TRANSPORT TO UMA  
0630 0645 MAINT MEETING  
0700 0700 FOD WALK  
1300 - CUB  
1500 - DEPART FOR POHANG  
1800 - CUB  
1815 MAINT MEETING

LOCATION

VAF AAWY-242 APC  
BUILDING 1366  
MAINT CONTROL  
FLIGHT LINE  
MAG WAR ROOM  
UMA WAR ROOM  
MAG WAR ROOM  
MAINT CONTROL

PERSONNEL

ALL REQUIRED  
ALL REQUIRED  
ALL AVAIL  
AND ALL REQUIRED  
ALL REQUIRED

QUESTIONS OF THE DAY:  
EQOD - APY FIRE  
NQOD - EGT LIMITATIONS

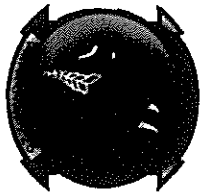
OPSO: (b) (3)

DOSS: (b) (3)

AMO: (b) (3)

COMMANDING OFFICER:

(b) (3) (A), (b) (6)



UNITED STATES MARINE CORPS  
Marine All Weather Fighter Attack Squadron 225

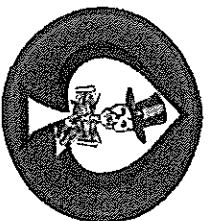
Marine Aircraft Group 12  
1ST Marine Aircraft Wing  
UNIT 89059

FPO AP 96810-9059

ODO: (DSN 315) 255-2418

Monday, December 3, 2018 (18337)

THIS FLIGHT SCHEDULE CONSISTS OF OFFICIAL DUTIES  
ALL DOMESTIC TACTICAL AND RECONNAISSANCE MISSIONS ARE CONDUCTED IN ACCORDANCE WITH 3500.26



Enclosure 73

SUNRISE 0700  
SUNSET 1701  
MOONRISE 0233  
MOONSET 1441  
EENT 1800  
FIELD HRS: 0630-2300 (NOISE ABATEMENT 0730-0740, 1115-1125, 2100-2300)  
QUIET HRS / RAMP FREEZE (0910-0930)  
SCHEDS O: 123  
124

SIDC  
SDC  
DNCO  
ADNCO  
ODO  
FCF CREW  
PM

0715-1015  
1015-LPQD  
WSO

TYPE ACFT  
DAILY SORTIES  
HOURS SCHED  
F/A-18D  
6  
130  
MONTHLY SORTIES / HOURS  
QUARTERLY SORTIES / HOURS  
FY SORTIES / HOURS  
PROJECTED  
144 / 187.2  
410 / 555  
1602 / 2083.4

FLOWN AS OF 30 NOV 2018  
0/0  
0/0  
0/0

T	CALLSIGN	BRF	ETD	ETA	DEP	ARR	PILOT	WSO	TAR	THIR	MSN	FLT PLAN	RANGE	TAC	FUEL	PRI	NOTES	ORONANCE
1	VIRNG41	0545	0745	1015	RJOI	RJOI	(b) (3), (b) (6)	(b) (3), (b) (6)	6103 3503	1A7	SEAD	JOI-40	ITRA S 12-15, 22-25, 32-33 (0745-0945)	18	HP / HL	A	1	ABCD EFG
2	DEALR43	0545	0800	0930	RJOI	RJOI	(b) (3), (b) (6)	(b) (3), (b) (6)	6103 2102	2K4	RED AIR	JOI-40	ITRA S 12-15, 22-25, 32-33 (0745-0945)	19	NA	C	1, 2	ABCD
3	VIRNG41	0545	1115	1345	RJOI	RJOI	(b) (3), (b) (6)	(b) (3), (b) (6)	6103 3503	1A7	SEAD	JOI-40	ITRA S 12-15, 22-25, 32-33 R-109 (1115-1345)	18	NA	A		ABCD EFG
SECTION LEAD \$ DIVISION LEAD # MISSION COMMANDER - INSTRUCTOR % PROFICIENCY @ EVALUATE 1 BRIEFING OFFICER																		

FLIGHT NOTES:

- 1 - EVT 2 AIR SPARE / RED AIR FOR EVT 1, BRIEF TOGETHER
- 2 - LAND NET 0930 (QUIET HRS)

ORDNANCE NOTES:

- A - 2x TANKS
- B - LPQD
- C - CATM-9X
- D - CHAF / FLARE
- E - 1 x CATM AIM-120D
- F - 2x LAU-118 W/ AGM-88E SMS CODE
- G - 2x LAU-118 W/ AGM-88B/C SMS CODE
- H - 2x CATM AGM-88E
- I - 2 x CATM AGM-88B/C

QUESTIONS OF THE DAY:

- GOOD - ARU FIRE
- NO - EGT LIMITATIONS

GROUND EVENTS

START	END	SUBJECT
0545	1300	FLY W/ VMFAWV-242
0630	0630	PAX / BAGGAGE TRANSPORT TO UMA
0630	0630	MAINT MEETING
1300	1530	FOD WALK
1800	1815	DEPART FOR POHANG
		ADM
		MAINT MEETING

LOCATION

WMEFAWV-242	MPC
6103 2102	BUILDING 1368
6103 3503	MAINT CONTROL
	FLIGHT LINE
	UMA
	READY ROOM
	MAINT CONTROL

PERSONNEL

ALL REQUIRED	ALL REQUIRED
ALL REQUIRED	ALL REQUIRED
ALL AVAILABLE	ALL REQUIRED
ALL OFFICERS	ALL REQUIRED

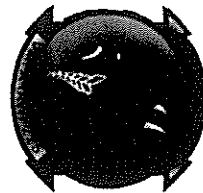
OPSO:

DOSS:

AMO:

COMMANDING OFFICER:

(b) (3), (A), (b) (6)



UNITED STATES MARINE CORPS  
Marine All Weather Fighter Attack Squadron 225

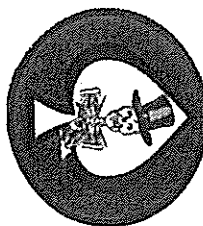
Marine Aircraft Group 12  
1ST Marine Aircraft Wing  
UNIT 89059

FPO AP 96610-9059

ODO: (DSN 315) 255-2418

Sunday, December 2, 2018 (18336)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS  
ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS ARE CONDUCTED IAW MCD 3800.28



SUNRISE 0659  
SUNSET 1701  
MOONRISE 0130  
MOONSET 1407  
EENT 1800  
FIELD HRS 0630-2300 (NOISE ABATEMENT ALL DAY)  
SCHEDULED 12/2  
12/3

SDO  
SDC  
DNCO  
ADNCO  
ODO  
FCF CREW

(b) (3)  
(b) (A), (b) (6)  
(b) (3)  
(b) (3)

1100-1400  
1400-1900  
WSO

TYPE ACFT F/A-18D  
DAILY SORTIES 2  
HOURS SCHED 16  
PROJECTED  
144 / 187.2  
410 / 555  
1602 / 2093.4  
FLOWN AS OF: 30 NOV 2018  
0/0  
0/0  
0/0

IT	CALLSIGN	BRF	ETD	ETA	DEP	ARR	PILOT	WSO	T&R	TMR	MSN	FLT PLAN	RANGE	TAC	FUEL	PRI	NOTES	ORDNANCE
1	VKMG41	1130	1300	1345	RJOI	RJOI	(b) (3), (b) (A), (b) (6)	(b) (3), (b) (A), (b) (6)	2102	1A1	CONHOP	JOI-1	R-567/AB, R-654 (9-11K)	NA	NA	A	1	AB
2	VKMG43	1400	1530	1615	RJOI	RJOI	(b) (3), (b) (A), (b) (6)	(b) (3), (b) (A), (b) (6)	2102	1A1	CONHOP	JOI-1	(1300-1700)	NA	NA	A	1, 2	AB
- SECTION LEAD \$ DIVISION LEAD # MISSION COMMANDER - INSTRUCTOR % PROFICIENCY @ EVALUATE I BRIEFING OFFICER																		

FLIGHT NOTES:

- 1 - SURVEY AC IN PIE (SFC-BK)
- 2 - CREW DAY NET 1400
- 3 - ITTRA S AVAILABLE FOR PRO AS REQ (1300-1700)

ORDNANCE NOTES:

- A - 2x TANKS
- B - LPOD

GROUND EVENTS

START	END	SUBJECT	LOCATION	PERSONNEL
0830	0900	MAINT MEETING	MAINT CONTROL	ALL REQUIRED
0900	0915	FOD WALK	FLIGHT LINE	ALL AVAILABLE
1500	1530	NIGHT AIRCREW ARRIVAL	HANGAR	NIGHT PAGE AIRCREW
1500	1530	ORM OPT	CONFERENCE ROOM	(b) (3), (b) (A), (b) (6)
1600	1700	DH MEETING	CONFERENCE ROOM	(b) (3), (b) (A), (b) (6)
1800	1845	PROMOTION / AWARDS FORMATION	HANGAR	ALL HANDS
1845	1900	MAINT MEETING	MAINT CONTROL	ALL REQUIRED

OPSO: (b) (3), (b) (A), (b) (6)

DOSO: (b) (3), (b) (A)

AMO: (b) (3), (b) (A)

COMMANDING OFFICER

(b) (3), (b) (A), (b) (6)

# VMFA (AW) -242 SCHEDULES





UNITED STATES MARINE CORPS

MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242

Marine Aircraft Group 12

Marine Corps Air Station Iwakuni, Japan

1st Marine Aircraft Wing MARFORPAC

Unit 37310 FPO-AP 96310-7310

Sunday, December 2, 2018 (18336)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MCO 3900.28



Sunrise: Sunset: EENT: Airfield Hours:	0659 1701 1800 0630-2300	SOC: SOC: DNCO: ADNCO:	(b) (3) (b) (3) (A), (b) (6)	SUBJECT OF THE WEEK: POWER PLANT		TYPE ACFT: F/A-18 DAILY SORTIES/HOURS SCHED: 0 / 0.0 MONTHLY SORTIES/HRS: 148 / 171.6 QUARTERLY SORTIES/HRS: 404 / 566.4 FY SORTIES/HRS: 2105 / 2842.9	FLOWN AS OF 29 NOV 61 / 78.5 98 / 149.0 98 / 149.0				
FLIGHT NOTES: NO FLIGHT NOTES				GENERAL NOTES: 1. 1000 SHOWTIME FOR DAY FLIGHT CREW. 2. 1900 NIGHT MAINTENANCE MEETING.				REQUIRED ORDNANCE: NO ORDNANCE NOTES			

FLIGHT EVENTS:  
No Flight Events

(b) (3) (A), (b)  
(6)

CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS



UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242  
Marine Aircraft Group 12

Marine Corps Air Station Iwakuni, Japan  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO-AP 96310-7310

Monday, December 3, 2018 (18337)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS  
ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MCO 3800.28



Source:	0700	SPO:	(b) (3)	ODO:	(b) (3) (A), (b) (6)	TYPE ACFT:	F/A-18
Sunset:	1702	SOC:	(b) (3)			DAILY SORTIES/HOURS SCHED:	6/12.6
ESNT:	1800	DMCO:	(b) (3)			MONTHLY SORTIES/HRS:	PROJECTED
Airfield Hours:	24 Hours	ADNCO:	(b) (3)			QUARTERLY SORTIES/HRS:	145 / 171.6
						FY SORTIES/HRS:	404 / 566.4
							2105 / 2842.9

Schedule Written By: (b) (3)

FLIGHT EVENTS:													
WT	CS	IRF/ETD/ETA	ICAO	CREW	MISSION	TMR	AREA	FLIGHT PLAN	FUEL	TAC	Priority	GRID	NOTES
1-1	Profane 01	0545/0745/1015	RJO/RJO	*	3704	1A7	ITRA S (0745-0915)	J01-2	HP	17	1	AB CDE I	1
1-2	Profane 02				3704				HP		2	AB CDE I	
2-1	Ivan 11	0545/0800/0935	RJO/RJO		2102	2K4	ITRA S (0745-0915)	J01-2	T	17	3	AB CDE G I	2
3-1	Profane 21	0545/1130/1345	RJO/RJO	*	3704	1A7	ITRA S (1130-1315)	J01-2	T	17	1	AB CDE F I	1
3-2	Profane 22				3704				T		2	AB CDE F I	
4-1	Ivan 31	0545/1130/1300	RJO/RJO		2102	2K4	ITRA S (1130-1315)	J01-2	T	17	3	AB CDE H I	3

\* SECTION LEAD

\*\* DIVISION LEAD

@ ACUI

# MISSION COMMANDER

+ BRIEFING OFFICER

\$ INSTRUCTOR

% CMMR

FLIGHT NOTES:

1. ARCT PROVIDED BY SUMO. POC SUMO READY ROOM DSN 255-2152
2. PROVIDE TURNING SPARE FOR EVENT ONE. LAUNCH NO EARLIER THEN 0800
3. PROVIDE AIRBORNE SPARE FOR EVENT THREE.

GENERAL NOTES:

1. 0700 MAINTENANCE MEETING.
2. 0715 FOD WALK.
3. 0730-0740 NOISE ABATEMENT. STRAIGHT IN APPROACHES ONLY.
4. 0910-0930 QUIET HOURS. NO TURNING AIRCRAFT.
5. 1115-1125 NOISE ABATEMENT. STRAIGHT IN APPROACHES ONLY
6. 1900 NIGHT CREW MAINTENANCE MEETING.

REQUIRED ORDNANCE:

- A - 2 X TANKS
- B - LPD
- C - CMTA-9X
- D - CMTA-120
- E - LAU-118 / SIM IDAM
- F - AGM-88C / SIM IDAM
- G - LAU-118
- H - AGM-88E
- I - 30 CHAFF/20 FLARES

CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS





UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242

Marine Aircraft Group 12  
Marine Corps Air Station Iwakuni, Japan  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO-AP 96310-7310

Monday, December 3, 2018 (18337)

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MCO 3800.28  
THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS



Sunrise: 0700	300	ODO	TYPE ACFT: F/A-18	DAILY SORTIES/HOURS SCHED: 8/17.5	FLOWN AS OF 29 NOV
Sunset: 1702	30C			PROJECTED	61/79.5
EVENT: 1800	DMCO		SUBJECT OF THE WEEK: POWER PLANT	MONTHLY SORTIES/HRS: 148/171.6	98/149.0
Airfield Hours: 24 Hours	ADNCO			QUARTERLY SORTIES/HRS: 404/566.4	98/149.0
				FY SORTIES/HRS: 2105/2842.9	

Schedule Written By: [REDACTED]

FLIGHT EVENTS:									
WT	C/S	BH/ETD/ETA	ICAO	CRW	#	MISSION	IMR	AREA	FLIGHT PLAN
1-1	Propane 01	0545/0750/1015	RIOI/RIOI			3704	1A7	ITRA S (0745-0915)	JOI-2
1-2	Propane 02					3704			HP/HR
1-3	Propane 03					3704			HP/HR
1-4	Propane 04					3704			HP/HR
2-1	Propane 21	0545/1130/1345	RIOI/RIOI			3704	1A7	ITRA S (1130-1315)	JOI-2
2-2	Propane 22					3704			T
3-1	Ivan 31	0545/1120/1300	RIOI/RIOI			2102	2K4	ITRA S (1130-1315)	JOI-2
3-2	Ivan 32					2102			T

\* SECTION LEAD \*\* DIVISION LEAD @ ACU # MISSION COMMANDER \* BRIEFING OFFICER S INSTRUCTOR % CMMR

FLIGHT NOTES: 1. DIRECT PROVIDED BY SUMO. POC SUMO READY ROOM DSN 255-2152 2. [REDACTED] TURNING SPARE FOR EVENT 1-3	GENERAL NOTES: 1. 0700 MAINTENANCE MEETING. 2. 0700 CUB AT MAG-12 WAR ROOM [REDACTED] ATTEND. 3. 0715 FOD WALK. 4. 0730-0740 NOISE ABATEMENT. STRAIGHT IN APPROACHES ONLY. 5. 0910-0930 QUIET HOURS. NO TURNING AIRCRAFT. 6. 1115-1125 NOISE ABATEMENT. STRAIGHT IN APPROACHES ONLY. 7. 1500 CUB AT MAG-12 WAR ROOM [REDACTED] ATTEND. 8. 1900 NIGHT CREW MAINTENANCE MEETING	REQUIRED ORDNANCE: A - 2 X TANKS B - IPOD C - CATM-9X X2 D - CATM-120 X2 E - LAU-118 / GBU-32 INERT X2 F - AGM-88C / GBU-32 INERT X2 G - AGM-88E / GBU-32 INERT X2 H - 60 CHAFF/60 FLARES
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CHANGE 1  
CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS



UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242  
Marine Aircraft Group 12  
Marine Corps Air Station Iwakuni, Japan  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO-AP 96310-7310



Monday, December 3, 2018 (18337)  
THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS  
ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MICO 3800.2B

Sunrise: 0700	SPO:	ODO:	TYPE ACFT: F/A-18
Sunset: 1702	SOC:	(b) (3)	DAILY SORTIES/HOURS SCHED: 8/17.5
EENT: 1500	DMCO:	(b) (3)	PROTECTED
Airfield Hours: 24 Hours	ADNCO:	(b) (3)	MONTHLY SORTIES/HRS: 148 / 171.6
		POWER PLANT	QUARTERLY SORTIES/HRS: 404 / 566.4
			FY SORTIES/HRS: 2105 / 2842.9
			FLOWN AS OF 29 NOV 61 / 78.5
			98 / 149.0
			98 / 149.0
			Schedule Written By: (b) (3)

EXT	CS	BRF/ETD/ETA	ICAO	CREW	FLIGHT EVENTS:	TIME	AREA	FLIGHT PLAN	FUEL	TAC	Priority	GOV	NOTES
1-1	Profane 01	0545/0750/1015	RJO/RJO	**		1A7	ITRA S (0745-0915)	JOI-2	HP / HR	17	1	AB CDEH	1 2
1-2	Profane 02			*		3704			HP / HR		3	AB CDEH	
1-3	Profane 03			%		3704			HP / HR		2	AB CDEH	
1-4	Profane 04			*		3704			HP / HR		4	AB CDEH	
2-1	Profane 21	0545/1130/1345	RJO/RJO	*		1A7	ITRA S (1130-1315)	JOI-2	T	17	1	AB CDFH	1 2
2-2	Profane 22			*		3704			T		2	AB CDFH	
3-1	Ivan 31	0545/1130/1300	RJO/RJO	*		2102	ITRA S (1130-1315)	JOI-2	T	18	3	AB CDEH	
3-2	Ivan 32			*		2102			T		4	AB CDEH	1 2

FLIGHT NOTES:  
1. ARCT PROVIDED BY SUMO. POC SUMO READY ROOM DSN 255-2152  
2. (b) (3) AND (b) (3) TURNING SPARE FOR EVENT 1-3.

GENERAL NOTES:  
1. 0700 MAINTENANCE MEETING.  
2. 0700 CUB AT MAG-12 WAR ROOM (b) (3) ATTEND.  
3. 0715 FOD WALK.  
4. 0730-0740 NOISE ABATEMENT. STRAIGHT IN APPROACHES ONLY.  
5. 0910-0930 QUIET HOURS. NO TURNING AIRCRAFT.  
6. 1115-1125 NOISE ABATEMENT. STRAIGHT IN APPROACHES ONLY.  
7. 1500 CUB AT MAG-12 WAR ROOM (b) (3) ATTEND.  
8. 1900 NIGHT CREW MAINTENANCE MEETING.

REQUIRED ORDNANCE:  
A - 2X TANKS  
B - LPD  
C - CATM-9X X2  
D - CATM-120 X2  
E - LAU-118 / GBU-32 INERT X2  
F - AGM-88C / GBU-32 INERT X2  
G - AGM-88E / GBU-32 INERT X2  
H - 60 CHAFF/60 FLARES

CHANGE 1

CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS



UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242

Marine Aircraft Group 12  
Marine Corps Air Station Iwakuni, Japan  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO-AP 96310-7310

Tuesday, December 4, 2018 (18338)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS  
ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MCO 3900.2B



Sunrise: 0701	SOC	ODO	TYPE ACFT: F/A-18
Sunset: 1701	SOC		DAILY SORTIES/HOURS SCHED: 6 / 20.0
EEENT: 1800	BMCO		PROJECTED
Airfield Hours: 24 Hours	ADNCO		MONTHLY SORTIES/HRS: 112 / 145.6
			QUARTERLY SORTIES/HRS: 404 / 566.4
			FY SORTIES/HRS: 2105 / 2842.9
			FLOWN AS OF 2 DEC 1 / 1.3
			104 / 155.7
			104 / 155.7

FLIGHT EVENTS:									
RT	CLS	BRF/RTD/ETA	ICAO	MISSION	TIME	AREA	FLIGHT PLAN	FUEL	TAC
1-1	Propane 01	0700/0900/4235	RI0/RI0	3202 3301	1A7	R-567 (0900-1200)	JOI-1	HP/HR	17
1-2	Propane 02	0501/1104		3202 3301		ITRA-N2 (0830-1215)		HP/HR	2
2-1	Propane 11	0700/1330/0005	RI0/RI0	3704	1A7	ITRA-4 (1345-1645)	JOI-37	HP	17
2-2	Propane 12	0700/1330/0005	RI0/RI0	3704				HP	2
3-1	Propane 21	1600/1800/2330	RI0/RI0	3704	1A7	ITRA 5 (1815-2100)	JOI-2	HR/T	17
3-2	Propane 22	1940/2135		3704				HR/T	2

\* SECTION LEAD \*\* DIVISION LEAD @ ACUI # MISSION COMMANDER \* BRIEFING OFFICER S INSTRUCTOR % CMMR

FLIGHT NOTES: 1. ARCT PROVIDED BY SUNO. POC SUNO READY ROOM DSN 255-2152. 2. TURNING SPARE FOR EVENT 1. 3. USE 33 WIP CODE FOR BRU-55. (SIM GRU-12) 4. CHANGE WIP CODE TO FO. 5. DOWNLOAD ORDNANCE AND HOT PIT. PROVIDE TURNING SPARES FOR EVENT 3. 6. EVENT 3 COLD START. PROCEED TO TAC VAL FOR HOT LOADING OF EVENT 2 ORDNANCE	GENERAL NOTES: 1. 0700 MAINTENANCE MEETING. 2. 0700 CLUB AT MAG-12 CO'S CONFERENCE ROOM. 3. 0715 FOD WALK. 4. 1500 CLUB AT MAG-12 CO'S CONFERENCE ROOM. 5. 1900 NIGHT CREW MAINTENANCE MEETING.	REQUIRED ORDNANCE: A - 2 X TANKS B - LPDO C - CATM-9X X2 D - CATM-120 X2 E - IAU-118 F - BRU-55 G - AGM-88C / GRU-32 INERT X2 H - 60 CHAFF/60 FLARES
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CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS





UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242  
Marine Aircraft Group 12  
Marine Corps Air Station Iwakuni, Japan  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO-AP 96310-7310  
Tuesday, December 4, 2018 (18338)



ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MCO 3900.28

Sunrise: 0701 Sunset: 1701 EENT: 1800 Airfield Hours: 24 Hours	SPO SDC DMCO ADICO	ODO: (b) (3), (b) (A), (b) (6)	TYPE ACFT: F/A-18 DAILY SORTIES/HOURS SCHED: 6 / 20.0 MONTHLY SORTIES/HRS: 112 / 145.6 QUARTERLY SORTIES/HRS: 404 / 566.4 FY SORTIES/HRS: 2105 / 2842.9	FLOWN AS OF 2 DEC 1 / 1.3 104 / 155.7 104 / 155.7
SUBJECT OF THE WEEK POWER PLANT		Schedule Written By: (b) (3), (b) (A), (b) (6)		

FLIGHT EVENTS:														
AVT	C/S	BRF/ETD/ETA	ICAO	CREW	MISSION	TIME	AREA	FLIGHT PLAN	FUEL	TAC	Priority	ORD	NOTES	
1-1	Profane 01	0700/0900/1215	RIOI/RIOI	[REDACTED]		3202 3301	LA7	R-567 (0900-1200)	HP/HR	17	1	A B C D E F	1 2 3	
1-2	Profane 02					3202 3301		ITRA-N2 (0830-1215)	HP/HR			2	A B C D E F	
2-1	Profane 11	0700/1330/1645	RIOI/RIOI			3704	LA7	ITRA S (1345-1645)	JOI-37	HP	17	1	A B C D G H	1 4 5
2-2	Profane 12					3704				HP		2	A B C D G H	
3-1	Profane 21	1600/1800/2130	RIOI/RIOI			3704	LA7	ITRA S (1815-2100)	JOI-37	HR/TT	17	1	A B C D G H	1 6
3-2	Profane 22				3704				HR/TT		2	A B C D G H		
* SECTION LEAD @ ACU # MISSION COMMANDER - BRIEFING OFFICER S INSTRUCTOR % CMMR														

\* SECTION LEAD \*\* DIVISION LEAD @ ACU # MISSION COMMANDER - BRIEFING OFFICER \$ INSTRUCTOR % CMMR

<b>FLIGHT NOTES:</b> 1. ARCT PROVIDED BY SUMO. POC SUMO READY ROOM DSN 255-2152 2. TURNING SPARE FOR EVENT 1. 3. USE 33 WIP CODE FOR BRU-55. (SIM GBU-12) 4. CHANGE WIP CODE TO FO 5. DOWNLOAD ORDNANCE AND HOT PIT. PROVIDE TURNING SPARES FOR EVENT 3. 6. EVENT 3 COLD START. PROCEED TO TAC VAL FOR HOT LOADING OF EVENT 2 ORDNANCE.	<b>GENERAL NOTES:</b> 1. 0700 MAINTENANCE MEETING. 2. 0700 CUB AT MAG-12 CO'S CONFERENCE ROOM. ATTEND. 3. 0715 FOD WALK. 4. 1500 CUB AT MAG-12 CO'S CONFERENCE ROOM. ATTEND. 5. 1900 NIGHT CREW MAINTENANCE MEETING.	<b>REQUIRED ORDNANCE:</b> A - 2 X TANKS B - IPOD C - CATM-9X X2 D - CATM-120 X2 E - LAU-118 F - BRU-55 G - AGM-88C / GBU-32 INERT X2 H - 60 CHAFF/60 FLARES
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CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS



UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242  
Marine Aircraft Group 12  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO AP 96310-7310

Wednesday, December 5, 2018 (18339)

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MCO 3500.28



Suprise: 0702	SPO	ODO	TYPE ACT: F/A-18
Sunset: 1701	SOC		DAILY SORTIES/HOURS SCHED: 10/12.8
EENT: 1800	DHCO:		MONTHLY SORTIES/HRS: 148 / 171.6
Artfield Hours: 24 Hours	ADMO		QUARTERLY SORTIES/HRS: 404 / 566.4
			FY SORTIES/HRS: 2105 / 2842.9
			FLOWN AS OF 29 NOV 61 / 78.5
			98 / 149.0
			98 / 149.0
			Schedule Written By: [REDACTED]

LT	CR	REF/ETD/ETA	ICAO	CREW	MISSION	IMR	AREA	FLIGHT PLAN	RUL	TAC	Priority	ORD	NOTES
1-1	Bat 01	1100/1300/1335	RIO/RKTH		2102	212		1801	HP	17	1	ABCD	1
1-2	Bat 02				2102				HP		2	ABCD	
2-1	Bat 01	1100/1415/1535	RKTH/RKTH		3202	1A7	R-567 (1430-1515)	1801	HP	17	1	ABCD	2
2-2	Bat 02				3202				HP		2	ABCD	
3-1	Bat 01	1100/1620/1750	RKTH/RIOI		3202	1A7	MCOA 6/R-110 (1630-1700)	1801	T	17	1	ABCD	3
3-2	Bat 02				3202				T		2	ABCD	
4-1	Profane 11	2215/0015/0145	RIOI/RIOI		2102	1A6	ITRA-S (0000-0430)	JOI-2	HP/HR	17	1	ABCD	4.5
4-2	Profane 12				2102				HP/HR		2	ABCD	
5-1	Profane 11	2215/0245/0415	RIOI/RIOI		3202	1A7	ITRA-S (0000-0430)	JOI-2	T	17	1	ABCD	4.6
5-2	Profane 12				3202				T		2	ABCD	

EVENT	REF/ETD/ETA	DET	CREW	IMR COMMS	MCET	NOTES
1-1	0800/0900/1100	C	@	2307	RIOI	
2-1	1200/1300/1500	C	@	2302	RIOI	

<b>FLIGHT NOTES:</b> 1. PPR TIME 1335-1505 2. PPR TIME 1535-1620 3. FLIGHT BELOW 7,000 MSL 4. AS IS DUE REGARD AFTER 2245. NO FLIGHT ABOVE FL 290 5. USE 33 WIP CODE FOR BRU-55. (31M GRU-12) 6. CHANGE WIP CODE TO FO	<b>GENERAL NOTES:</b> 1. 0700 MAINTENANCE MEETING. 2. 0700 CUB AT MAG-12 CONFERENCE ROOM 3. 0715 FOD WALK. 4. 1500 CUB AT MAG-12 CONFERENCE ROOM 5. 1900 NIGHT CREW MAINTENANCE MEETING.	<b>REQUIRED ORDNANCE:</b> A - 2 X TANKS B - FOD C - CATM-9X X2 D - CATM-120 X2 E - LAU-118 F - BRU-55 G - AGM-88C / GBU-32 INERT X2
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CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS



UNITED STATES MARINE CORPS

Marine Aircraft Group 12

Marine Corps Air Station Iwakuni, Japan  
1st Marine Aircraft Wing MARFORPAC  
Unit 37310 FPO-AP 96310-7310

Wednesday, December 5, 2018 (18339)

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS

ALL DOMESTIC TACTICAL AIR RECONNAISSANCE MISSIONS WILL BE CONDUCTED IAW MACO 5200.26



Surfnet Sunset EENT Airfield Hours	0702 1701 1800 24 Hours	SID SNC DHCO ADHCO	ODO (b) (3) (A), (b) (6)	TYPE ACFT: F/A-15 DAILY SORTIES/HOURS SCHED PROJECTED MONTHLY SORTIES/HRS QUARTERLY SORTIES/HRS FY SORTIES/HRS	10/12.0 145 / 171.6 404 / 566.4 2105 / 2041.1	FLOWN AS OF 29 NOV 61 / 78.5 98 / 149.0 99 / 149.0
Schedule Written By: (b) (3) (A)						

EXT	CS	REF/ED/ELA	ICAO	CREW	MISSION	TMR	AREA	FLIGHT PLAN	FILE	JA	PRIORITY	GRID	NOTES
1-1	Bat 01	1100/1300/1335	RIO/DETH	(b) (3) (A), (b) (6)	2102	212			HP	1*	1	ABCD	1
1-2	Bat 02	1100/1415/1535	RNM/RMTH	(b) (3) (A), (b) (6)	2202	1A7	F-567 (1A30-1515)		HP	1*	2	ABCD	2
2-1	Bat 01	1100/1620/1750	RNM/RMTH	(b) (3) (A), (b) (6)	2202	1A7	MCHA 6/R-110 (1630-1700)		HP	1*	1	ABCO	3
3-1	Bat 01	2215/0015/0145	RIO/RIO	(b) (3) (A), (b) (6)	2102	LA6	ITRA-5 (0000-0130)		HP/HG	1*	1	ABCO	4
4-1	Profane 11	2215/0015/0145	RIO/RIO	(b) (3) (A), (b) (6)	2102	LA6	ITRA-5 (0000-0130)		HP/HG	1*	2	ABCO	4
4-2	Profane 12	2215/0015/0145	RIO/RIO	(b) (3) (A), (b) (6)	2102	LA6	ITRA-5 (0000-0130)		HP/HG	1*	2	ABCO	4
5-1	Profane 11	2215/0015/0145	RIO/RIO	(b) (3) (A), (b) (6)	2102	LA7	ITRA-5 (0000-0130)		HP/HG	1*	1	ABCO	4
5-2	Profane 12	2215/0015/0145	RIO/RIO	(b) (3) (A), (b) (6)	2102	LA7	ITRA-5 (0000-0130)		HP/HG	1*	2	ABCO	4

EXT	REF/ED/ELA	QEI		CEM	TMR CODES	ICSI	NOTES
1-1	0200/0900/1100	C	Q	b (3) (A), (b) (6)	2307		R01
2-1	1200/1300/1500	C	Q		2302		R01
		Consists	S				

- FLIGHT NOTES:
1. PPR TIME 1335-1505
  2. PPR TIME 1335-1620
  3. NO FLIGHT BELOW 7,000 MSL
  4. ITRA-5 IS DUE REGARDING 2345, NO FLIGHT ABOVE FL 290
  5. USE 33 WIP CODE FOR BRU-55, (SIM GRU-13)
  6. CHANGE WIP CODE TO FD

- GENERAL NOTES:
1. 0700 MAINTENANCE MEETING
  2. 0700 CLUB AT MAG-12 CONFERENCE ROOM
  3. 0715 POD WALK
  4. 1500 CLUB AT MAG-12 CONFERENCE ROOM
  5. 1900 NIGHT CREW MAINTENANCE MEETING

- REQUIRED ORDNANCE:
- A - 2 X TANKS
  - B - LPD
  - C - CMTA-9X X2
  - D - CMTA-120 X2
  - E - LAU-11B
  - F - BRU-55
  - G - AGM-88C / GBU-32 INERT X2

CELEBRATING 75 YEARS OF DEATH FROM THE DARKNESS



Pilot HOTBoard

1/28/2019

Warning		>=60	>=15	>=15	>=15	<=15.0	<=10.0	<=30.0	<=45.0	<=10.0	<=100.0	<=12.0	<=2	<=2	<=6	<=12	<=6	<=12
Name		EP Sim	Dive	Last Flight	Last Night	TFT 30	SIM 30	TFT 60	TFT 90	Nite 30	TFT FY	Act Inst FY	14-Day Flights	30-Day Flights	PA 180	PA 365	NPA 180	NPA 365
Permanent																		
(b) (3) (A)	01-14-2019 / 14	08-19-2018 / 188	01-24-2019 / 4	12-28-2018 / 54	8.5	0	19	10.5	0	24	3.3	3	6	0	0	6	9	
	01-11-2019 / 17	12-01-2018 / 189	12-08-2018 / 40	08-22-2018 / 185	0	8.8	4.8	11.8	0	10.8	1	0	0	4	14	5	19	
	01-08-2019 / 20	11-18-2018 / 14	12-10-2018 / 40	11-18-2018 / 10	0	1	4.3	11.8	0	10.8	4.2	0	0	8	8	8	13	
	01-08-2019 / 20	07-04-2018 / 110	01-19-2019 / 9	08-23-2018 / 180	12	0	14.3	20	0	20.8	9.8	9	12	0	0	10	22	
	01-09-2019 / 19	01-04-2019 / 24	01-04-2019 / 24	12-04-2018 / 60	1.4	1.7	4.8	11.8	0	10.8	6.1	0	1	0	13	5	15	
	01-08-2019 / 20	04-09-2018 / 205	01-19-2019 / 9	11-04-2018 / 16	2.7	4	5.4	11.2	0	12.9	1.8	2	2	0	18	5	20	
	01-24-2019 / 4	-	01-19-2019 / 9	09-20-2018 / 180	8.1	8.5	11.3	10.5	0	12.7	1.4	8	8	6	9	9	11	
	01-09-2019 / 19	11-08-2018 / 181	01-24-2019 / 4	11-16-2018 / 73	2.7	7	0	10.7	0	14.5	4.1	2	2	0	8	7	16	
	01-11-2019 / 17	11-14-2018 / 175	01-19-2019 / 9	11-05-2018 / 434	2.7	6.5	1.8	9.8	0	5.8	0	2	2	0	0	0	0	
	01-24-2019 / 4	11-18-2018 / 175	01-19-2019 / 9	12-08-2017 / 418	0	9.3	3.2	8	0	0	0	0	0	0	8	8	0	
	01-08-2019 / 20	09-14-2018 / 275	01-24-2019 / 4	12-06-2018 / 64	1.8	0	1.6	9.8	0	10.8	3.8	4	4	0	9	11	18	
	01-11-2019 / 17	11-14-2018 / 75	01-24-2019 / 4	08-15-2018 / 182	4.8	7.7	2.8	2.4	0	10.5	1.1	0	0	0	7	3	0	
	01-10-2019 / 18	10-10-2018 / 180	01-19-2019 / 9	12-04-2018 / 55	0	5.5	4.7	6.8	0	14.5	8.9	0	0	15	59	13	38	
	01-10-2019 / 18	08-25-2018 / 152	12-21-2018 / 36	08-22-2018 / 158	0	8.8	1.9	5.4	0	14.1	1.7	0	0	4	14	0	11	
	01-11-2019 / 17	10-20-2018 / 115	12-10-2018 / 40	10-06-2018 / 52	0	5.3	4.1	0	0	3.8	1.5	0	0	5	13	7	15	
	12-17-2018 / 42	08-02-2018 / 115	12-05-2018 / 52	12-08-2018 / 50	0	3.5	4.9	14.8	0	10.2	0	0	0	0	0	0	14	
Avg:					2.5	4.6	5.8	10.4	0.0	15.5	3	2	2	4	12	6	14	

WSO HOTBoard

Warning		>=60	>=15	>=15	>=15	<=15.0	<=10.0	<=30.0	<=45.0	<=10.0	<=48.0
Name		EP Sim	Dive	Last Flight	Last Night	TFT 30	SIM 30	TFT 60	TFT 90	Nite 30	TFT FY
Permanent											
(b) (3) (A)	01-08-2019 / 20	08-31-2018 / 190	01-24-2019 / 4	11-28-2018 / 46	1.3	3.1	3.1	18.1	0	0	20.7
	01-10-2019 / 18	09-27-2018 / 172	01-24-2019 / 4	11-14-2018 / 17	2.2	5.8	5.2	10	0	0	11.5
	-	-	-	-	0	0	0	0	0	0	0
	01-08-2019 / 20	12-18-2018 / 118	01-19-2019 / 9	12-05-2018 / 54	12.7	0	20.5	27.8	0	0	31.2
	01-08-2019 / 19	01-04-2019 / 24	01-04-2019 / 24	06-23-2018 / 158	1.8	1	4.3	8.1	0	0	8.5
	01-08-2019 / 20	08-24-2018 / 157	01-10-2019 / 18	08-07-2018 / 114	0	7	4.4	8.1	0	0	12.8
	11-29-2018 / 60	10-18-2018 / 174	11-30-2018 / 60	11-27-2018 / 42	0	0	3.3	6.4	0	0	11.4
	01-10-2019 / 18	11-08-2018 / 185	01-24-2019 / 4	11-14-2018 / 17	0.9	1.8	7.4	18.7	0	0	18.1
	01-11-2019 / 17	11-14-2018 / 175	12-21-2018 / 36	08-23-2018 / 118	0	8.8	8.8	18.1	0	0	24.9
	01-11-2019 / 17	12-01-2018 / 138	01-24-2019 / 4	12-06-2018 / 51	2.7	5.5	19.5	18.7	0	0	16.3
	12-18-2018 / 41	11-14-2018 / 175	12-05-2018 / 52	11-08-2018 / 191	0	4	4.3	10.8	0	0	12.1
	12-18-2018 / 41	11-02-2018 / 118	12-14-2018 / 40	12-05-2018 / 54	0	0	8.2	10.8	0	0	13.1
	10-23-2018 / 37	08-11-2018 / 118	11-28-2018 / 110	08-31-2018 / 110	0	0	1.5	1.1	0	0	8.2
Avg:					2.1	2.6	6.3	11.8	0.0	15.5	

MATSS Iwakuni WSO HotBoard

Warning		>=60	>=15	>=15	>=15	<=15.0	<=10.0	<=30.0	<=45.0	<=10.0	<=48.0
Name		EP Sim	Dive	Last Flight	Last Nite	TFT 30	SIM 30	TFT 60	TFT 90	Nite 30	TFT FY
Permanent											
(b) (3) (A)	01-19-2019 / 7	02-24-2018 / 170	01-19-2019 / 7	02-24-2018 / 207	8.0	0	12.4	18.8	0	0	12.2
	01-08-2019 / 18	08-01-2018 / 171	01-19-2019 / 7	11-01-2018 / 95	3.9	0	4.6	15.2	0	0	15.3
Avg:					7	0	9	16	0	17.2	

MAG-12 - FA-18D Pilot/WSO 30 60 90

	LAST FLIGHT	TFT30	TPT30	TFT45	TPT45	TFT60	TPT60	TFT90	TPT90	FYTFT	LAST ACMDR	LAST NVG	LAST NIGHT
Permanent													
(b) (3) (A)	01/17/19	2.8	2.8	2.8	2.8	3.7	3.7	3.7	3.7	4.8	01/17/19	04/15/15	04/15/15
	01/14/19	2.2	2.4	2.4	2.9	3.5	3.5	3.5	3.5	4.3	01/14/19	04/18/18	04/18/18
	LAST FLIGHT	TFT30	SCT30	TFT45	SCT45	TFT60	SCT60	TFT90	SCT90	FYTFT	LAST ACMDR	LAST NVG	LAST NIGHT
	01/17/19	3.1	1.4	8.0	3.3	4.1	4.1	3.9	3.5	4.1		11/28/17	11/28/17

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# APPENDIX 1 - ODO CHRONOLOGICAL LOG

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\* LANGLEY AFB -

TIME	CALLER	PHONE #	EVENT/INFORMATION
0152	(b) (3) (A), (b) (6)	1-800-851-3051	BEACON GOING OFF AT 0147 AF RESCUE COORDINATION CENTER
0158		11	SECOND BEACON GOING OFF / RADAR INFORMED
0203			REPORTS PE12 AND S041 WENT DOWN
0217		MAG-12 SWO	
0220			MAG SDO NOTIFIED
0220	(b) (3) (A), (b) (6)		RECALLED
0220			SAR ACTIVATED WAITING ON LIASION AT FUKUOKA
0230	(b) (3) (A), (b) (6)	VMGR-152 SDO	FDO NOT THERE, SO CO NOTIFIED, RECALL INITIATED
0240			DP50 NOTIFIED
0240			TOWER NOTIFIED, WAITING ON SAR INFO FROM APP CTRL
0245			SAR FREQ 276.3
0250	(b) (3) (A), (b) (6)		RECALLED TO FLY SAR ASSET
0258			NOTIFIED 205, (b) (3) (A), (b) (6) AND (b) (3) (A), (b) (6)
0254			SAR LAUNCHED - NO DETAILS
			(b) (3) (A), (b) (6) - TECON
0258			AIRCREW DID NOT WEAR DRYSUITS
0259	(b) (3) (A), (b) (6)		WEATHER AT TIME AND CURRENT BEING EMAILED
0305			VMGR-152 RECALLED
0310			XO CREATING OPREP-3 TIME STAMP 051812Z
0317	(b) (3) (A), (b) (6)		BINGO BACK TO R001-17 MIN OUT - PASSED DATA TO WHITESNAKE. STROBES IN WATER AT N 32 37.78 E 135 03.16. NUMBER UNKNOWN.
0320	(b) (3) (A), (b) (6)		05 READY FOR CREWS TO WAIT
0322	(b) (3) (A), (b) (6)		JAPANESE AIR SELF-DEFENSE FORCE TO LAUNCH US-2 TIMELINE UNKNOWN



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TIME	CALLER	PHONE #	EVENT/INFORMATION
0323			COORDINATING WITH MAG-12 MOC TO START
			COORDINATING WITH JASDF
0325	(b) (3) (A), (b) (6)		REQUESTING INFORMATION
0331			VMGR-152 WORKING TO LAUNCH SO SAR ASSET
0335			NAVAL SAFETY CENTER CONTACTED (LATE ENTRY)
0344			09 ON DECK, 05 LAUNCHES
0345		255-7594	PAD CALLED
0347			(b) (3) (A), (b) (6) REPORTS SAR ASSETS LAUNCH
			OUT OF ASHIYA AND RJFN
0352			(b) (3) (A), (b) (6) - PHONE REPORT
0405			152 PRE-FLIGHTING WAITING ON JASDF DE-CONFLICT
0412			US-2 ON STANDBY, BAT 91 OVER SITE AT 9.5K FT
0415	(b) (3) (A), (b) (6)		(b) (3) (A), (b) (6) GETS EMAIL INFORMING JASDF INTENT TO LAUNCH AT 04
0417			SAR LAUNCH 0406 EST. TIME ON STATION 0540 OUT
			OF ASHIYA "RESUE HELO 71"
0420			ADJUTANT CALLS TO GET NAMES
0425			152 STILL TRYING TO COORDINATE DECONFLICTION.
0425			(b) (3) (A), (b) (6) - UPDATED T/O TIME FOR RESCUE
			71, UPDATE ON SAR ASSET HERE, TRANSLATOR BEING
			SENT TO BASE OPS. C130 WILL LAUNCH WHEN
			DECONFLICTED.
0437			IVORY 20 TAKING OFF, WILL BE AT 11K. SUMO
			SPINNING UP TO LAUNCH. RADAR- (b) (3) (A), (b) (6)
			1 <sup>st</sup> SAR ENTERING AREA. IVORY CLRC T/O IN 5 MIN.

# APPENDIX 1 - ODO CHRONOLOGICAL LOG

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TIME	CALLER	PHONE #	EVENT/INFORMATION
0444	MAG-12 ADJ		CASUALTY BRANCH - MESSAGE DELIVERY NOT AUTHORIZED WITHOUT THEIR APPROVAL
0445			SCOTT AFB TANKER CONTROL. LAUNCHING SAR ASSET. (b) (3) (A), (b) (6) (b) (3) (A), (b) (6)
			N 32 41 02.6 E 134 43 23.2 BEACON SCOTT AFB UNKNOWN KIND
0449	SCOTT - AFB		BEACON CODE - F-18, (b) (3) (A), (b) (6) PACOM
			(b) (3) (A), (b) (6)
0500			(b) (3) (A), (b) (6) COORDINATES WITH CHAPLAIN
			PARK. SUMOS NOT GOTTEN AUTHORITY TO LAUNCH YET.
0504			2 SAR ASSETS AT 1K IN AREA. BT 91
			ORBITING ON BOUNDARY, 1 SAR ASSET AT 6K
			30NM TO THE NORTH. ADDITIONAL SAR ASSETS
			ON THE WAY, 100NM SOUTH AT 900FT. SEAPLANE
			US-2 LAUNCHED. 152 PLANNING LAUNCH IN
			20 MIN.
0513			CALLED BASE WX TO UPDATE SEA STATE.
0515			RADAR REPORTS BAT 91 RETURNING. SEAPLANE
			OVER SHIMIZU.
0522			CHAPLAIN PARK COORDINATED WITH (b) (3) (A), (b) (6)
			(b) (3) (A), (b) (6)
0526			A/K 05 RTB, 10 MENS OUT, SAR HELD ON
			STATION. 0500 NO JOY ON LAST KNOWN
			RES. SEAT BEACON GOING OFF WHOLE TIME ON
			STATION. FLEW BEARING LINE BETWEEN TWO
			GIVEN POINTS.

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TIME	CALLER	PHONE #	EVENT/INFORMATION
0528	(b) (3) (A), (b) (6)		CALLED TO CONFIRM EJECTIONS, CMC
			BEING BRIEFED BEACONS IDENTIFIED
0531			PCR'S SUBMITTED TO CASUALTY CENTER
0534			COORDINATION WITH 152 ON LAT/LONGS
0540	152 ODO		IVORY GOT POINTS PASSED TO THEM. STANDING
			BY.
0546	MAG 12 ADJ		SECOND PERSON NEEDS TO BE IDENTIFIED
			TO GO WITH (b) (3) (A), (b) (6) RECOMMENDED
			SECOND CACC, TEAMS OF TWO, DONE IN
			ALPHAS.
0556			BAT 91 (AIC 05) ON DECK, LINE SHUTDOWN
0557			ORIGINAL LAT/LONG PELL PASSED AAS 5
			AIC IN CONCENTRATED CIRCLE. 1 AIC COMING
0600	MAG DOSS		MAG DOSS - SAR RECOVERS (b) (3) (A), (b) (6)
			CONDITION ASSESSED OKAY
* 0611	MAG MELES		(b) (3) (A), (b) (6) PICKED UP BY JASDF SAR,
			CONSCIOUS, COMING BACK TO KSOI TO
			REFUEL AND TAKE HIM TO HOSPITAL THEN
			HEADING BACK OUT
0615	MAG 12 ADJ		NOT AUTHORIZING OFFICIAL NOTIFICATION
			TO (b) (3) (A), (b) (6) (b) (6) SQUADRON WILL
			HANDLE IT THEMSELVES.
0618	MAG 12 ADJ		NO CONTACT AUTHORIZED WITH RESCUEES
			(b) (6)

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TIME	CALLER	PHONE #	EVENT/INFORMATION
0633			SAR HELD LANDING LOCATION
0637	MC OPS CENTER		(b) (3) (A), (b) (6) - NEEDS CPREP-3 UPDATE
			MAG IS HANDLING IT
0641			SAR HELD NOT SUZE LANDING LOCATION
			THREE AIRCRAFT IN SAME PLACE S-15 ITAS
			WON'T BE ABLE TO SEE HELDS
0646	(b) (3) (A), (b) (6)		(b) (3) (A), (b) (6) - BROKEN ARM AT RESCUE BASE
			DIDN'T USE STEERING IN CHUTE TWO
			LIGHTS IN WATER CLOSE TO EACH OTHER
			TOWARDS MIDDLE OF ITAS DIDN'T SEE
			FLARES, DIDN'T USE STRIBE, SOMEONE
			ELSE FOUND OTHER AIRCREW (NOT CONFIRMED)
			ASKED IF OTHER PLANE WENT DOWN.
			AT JASDF NAVAL BASE, FLY TO RJDF IN
			10-15 MIN
0659	(b) (3) (A), (b) (6)		KOMATSUNA, ABOUT TO LEAVE
0708	BASE OPS		Called asking about Bat 31 flight info
			(b) (6), told him it was cancelled for
			operational requirements. Individual wanted
			more info, hung up on him.
0747	RJ01 Base Ops		JMSDF held w/ (b) (3) (A), (b) (6) Shadow 65,
			new ETA 0840L to JASDF line.
0800	Skipper		Local notifications complete.
0807	RJ01 Base Ops		Shadow 65 is five out.

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TIME	CALLER	PHONE #	EVENT/INFORMATION
0816	(b) (3) (A), (b) (6)		Coordinating with (b) (3) (A), (b) (6) and (b) (3) (A), (b) (6)
			(b) (3) (A), (b) (6) (152 ASD) on how investigation would proceed. Squadrons will do two separate investigations until single AMB is convened.
0822	Base Radar		(b) (3) (A), (b) (6) replaced (b) (3) (A), (b) (6) on day view, currently (1) US-1 and (1) US-2 in area sweeping ITRA-5 S 14/15/24/35/33, JASDF transferring control to them as of 10 min ago
0825	(b) (3) (A), (b) (6)		(b) (3) (A), (b) (6) on deck R101 being taken to clinic
0840	Base PMO		PMO Lieutenant calls (b) (3) (A), (b) (6) about getting (b) (3) (A), (b) (6) (b) (3) (A), (b) (6) a pass onto the base. Will email him the proper form to be filled out.
*Late 0838	CO		Notification of (b) (3) (A), (b) (6) (b) (3) (A), (b) (6) is not confirmed.
0849	(b) (3) (A), (b) (6)		(b) (3) (A), (b) (6) is w/ (b) (3) (A), (b) (6) at clinic, doctors asked him if he made a lat/long transmission from his CSEL approximately two hours ago, which he did not.
0906	(b) (3) (A), (b) (6)		No new information since last call.

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TIME	CALLER	PHONE #	EVENT/INFORMATION
			Scope still shows two aircraft sweeping ITRA-S.
0907	(b) (3) (A), (b) (6)		Working on compiling info, asked that we send over AAR card to her via email.
0908	(b) (3) (A), (b) (6)		At base PMO, asked about location of (b) (3) (A), (b) (6) (b) (6)
0931	WX		BRN 020 Water temp currently 21°C, sea state waves E/NE at 7kts, wave height 1.9 meters. Base weather will update every hour.
*Late entry 0917	(b) (3) (A), (b) (6)		Asked if any SA to pass from other aircrew who were on scene commanders. Second aircrew reported beacon going off for entire flight. MAG is trying to find ways to track aircraft position
0944	152 CO		(b) (3) (A), (b) (6) looking for (b) (3) (A), (b) (6)
0945	WX		(b) (3) (A), (b) (6) will send Wx updates constantly
0950	White Snake		253-3656 White Snake #
0958			3 AC in search area TORA 0/4 AF KC135R 0030 in comms with Dialect (Japanese) controlling ITRA-S
1005			(b) (3) (A), (b) (6) has a visitor's pass valid though I SAN, currently @ (b) (3) (A), (b) (6) house

# **APPENDIX 1 - ODO CHRONOLOGICAL LOG**

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TIME	CALLER	PHONE #	EVENT/INFORMATION
1010	MAG		(b) (3) (A), (b) (6) Directs meeting at 1030
1012	(b) (3) (A), (b) (6)		Phone call to collect (b) (3) (A), (b) (6)
			phone and wallet. Key is on (b) (3) (A), (b) (6)
			(b) (3) (A), (b) (6) (b) (3) (A), (b) (6) looking into it.
1020	(b) (3) (A), (b) (6)		Called looking for an update on (b) (3) (A), (b) (6) will call (b) (3) (A), (b) (6) directly.
1035			(b) (3) (A), (b) (6) - (b) (3) (A), (b) (6) no broken bones
1037			(b) (3) (A), (b) (6) (b) (3) (A), (b) (6) 270 left land
			turns 15K' A/S 250, C-130 wings level from 15K to clouds @ 12K between 270-280
1048			Coord all A/C in area rescue CS
			Freq 247.0 all A/C Fly above 31Kft - (b) (3) (A), (b) (6)
1054			RADAR - No update 3 A/C in ITRA-S
1116	CHAT		(One) Personnel discovered in Water, not yet recovered.
1125			AMB heading to clinic to interview (b) (3) (A), (b) (6)
1158	CHAT		Person in water wrapped in parachute appears unconscious. SMSDF ship attempting pickup 1200L
1156	(b) (3) (A), (b) (6)		(b) (3) (A), (b) (6) requested to contact MAG (b) (3) (A), (b) (6)
1206L			(b) (3) (A), (b) (6) assumes ODO.



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[illegible]



(b) (3) (A), (b) (6)

---

**From:** (b) (3) (A), (b) (6)  
**Sent:** Thursday, December 6, 2018 3:48 AM  
**To:** (b) (3) (A), (b) (6)  
**Cc:**  
**Subject:** Mishap Initial ATC Details  
**Signed By:** (b) (3) (A), (b) (6)

Sir,

Initial timeline details from ATC below.

1656Z (0156L): PROFN11 contacted WhiteSnake range monitor and reported crash and downed aircraft. Coordinates: N32 38.63 E134 38.12 (Within ITRA South S-15)  
PROFN11 fuel remaining for overhead holding until 1756Z (0256L)  
Iwakuni ATC notified Fukuoka ACC be landline to request Search and Rescue (SAR)

1746Z (0246L): JASDF Air Defense Facility "DIALECT" notified Iwakuni ATC that SAR are planning launch

1750Z (0250L): Fukuoka ACC informed the Iwakuni ATMC Liaison that the Japan Rescue Coordination Center (RCC) would not direct SAR launch

1754Z (0254L): PROFN11 reported to WhiteSnake observing active strobe lights at coordinates N32 37.78 E135 03.16

1825Z (0325L): PROFN11 returning to RJOI due to fuel

1837Z (0337L): PROFN11 landed RJOI

1845Z (0345L): Iwakuni ATC received flight plan clearance for another MAG12 aircraft to proceed to ITRA South area. Not yet called for taxi.

Regards, (b) (3)  
(A)

(b) (3) (A), (b)  
(6)

Air Traffic and Airspace Manager  
MCAS Iwakuni

(b) (3) (A), (b) (6)

## CANNED ROUTE FLIGHT WEATHER BRIEFING FOR:

PENINSULA + R110 RANGE

THIS BRIEF IS INTENDED FOR LOCAL AREA OR CANNED/STEREO ROUTE FLIGHTS ONLY

## PART I - TAKEOFF DATA

1. DATE 181205	2. ACFT Type/NO. FA-18	3. DEP PT/ETD RJOI 0600	4. RWY TEMP 18C/64F	5. DEWPOINT 11C/52F	6. TEMP DEV +3	7. PRES ALT -170 FT	8. DENSITY +320 FT
9. SFC WIND 01005KT	10. CLIMB WINDS SEE CROSS SECTION		11. LOCAL WEATHER WATCH/WARNING/ADVISORY NONE			12. RSC/RCR N/A	
13. REMARKS/TAKEOFF ALTN FCST VALID FOR 0300Z-0600Z DEPARTURES *ENROUTE/MISSION DATA VALID 0300Z-0800Z							

## PART II - ENROUTE &amp; MISSION DATA

14. FLT LEVEL/WINDS/TEMP <input type="checkbox"/> SEE ATTACHED	15. SPACE WEATHER			16. SOLAR/ LUNAR	LOCATION
SFC- FL300 SEE CROSS SECTION	<input type="checkbox"/>	NO IMPACT	MARGINAL	SEVERE	BMNT Z
	FREQ				SR Z MR Z
	GPS				SS Z MS Z
	RAD				EENT Z ILLUM %
17. CLOUDS AT FLT LEVEL <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> IN AND OUT		18. OBSCURATIONS AT FLT LEVEL RESTRICTING VISIBILITY <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO TYPE N/A			
19. MINIMUM CEILING - LOCATION 020 FT AGL - W. HONSHU		20. MAXIMUM CLOUD TOPS - LOCATION 240 FT MSL - W. HONSHU		21. MINIMUM FREEZING LVL - LOCATION 020 FT MSL - KOREA	
22. THUNDERSTORMS		23. TURBULENCE		24. ICING	
CHART		CHART FORECAST		CHART FORECAST	
<input checked="" type="checkbox"/> NONE <input type="checkbox"/> AREA <input type="checkbox"/> LINE		<input type="checkbox"/> NONE <input type="checkbox"/> IN CLEAR <input type="checkbox"/> IN CLOUD		<input type="checkbox"/> NONE <input type="checkbox"/> RIME <input type="checkbox"/> MIXED <input type="checkbox"/> CLEAR	
ISOLATED 1 - 2%		LIGHT <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		TRACE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
FEW 3 - 15%		MODERATE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		LIGHT <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SCATTERED 16 - 45%		SEVERE <input type="checkbox"/> <input type="checkbox"/>		MODERATE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
NUMEROUS > 45%		EXTREME <input type="checkbox"/> <input type="checkbox"/>		SEVERE <input type="checkbox"/> <input type="checkbox"/>	
HAIL, SEVERE TURBULENCE & ICING, HEAVY PRECIPITATION, LIGHTNING & WIND SHEAR EXPECTED IN AND NEAR THUNDERSTORMS LOCATION		LEVELS SFC-050 / 160-200 LOCATION W.HONSHU		LEVELS 100-180/*020-040 080-140 LOCATION W.HONSHU/*S KOREA	
				FREEZING LOCATION CSTL KOREA (SEA OF JAPAN)	

## PART III - AERODROME FORECASTS

26.	27. VALID TIME	28. SFC WIND	29. VSBY/WEA	30. CLOUD LAYERS	31. ALTIMETER	RWY TEMP	PRES ALT
DEST-RKTH	0300Z-0800Z	06012KT	7SM NSW	SCT015 BKN120	30.21 INS	+12 C	-200 FT
ALTN-RKTN	0300Z-0800Z	31006KT	7SM NSW	FEW020 BKN100	30.20 INS	+09 C	-140 FT
ALTN-RKPK	0300Z-0800Z	33008KT	7SM NSW	SKC FM0700 FEW020 BKN080	30.18 INS	+11 C	-230 FT
DEST-R110	0300Z-0800Z	08020KT	7SM VCSH	BKN020 BKN120	N/A INS	N/A C	N/A FT
ALTN-RKTY	0300Z-0800Z	34004KT	7SM NSW	SCT020 BKN100	30.24 INS	+7 C	+60 FT
INFO-RKJK	0300Z-0800Z	02010G15KT	7SM NSW	FEW200	30.29 INS	+4 C	-310 FT

## PART IV - COMMENTS/REMARKS

32. BRIEFED RSC/RCR	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NOT AVAILABLE	33. PMSV	34. ATTACHMENTS	<input type="checkbox"/> YES <input type="checkbox"/> NO
35. REMARKS OB NOT FOUND FOR RKTH GENERAL NAVAL AVIATORS SHALL BE THOROUGHLY FAMILIAR WITH WEATHER CONDITIONS FOR THE AREA IN WHICH FLIGHT IS CONTEMPLATED. ATTACHMENTS IN THE CANNED ROUTE CAN BE OBTAINED VIA SHAREPOINT OR BY CALLING OR EMAILING WSB IWAKUNI @				

## PART V - BRIEFING RECORD

36. WX BRIEFED TIME 05 / 0259 Z	37. FLIMSY BRIEFING NO. RJOI CR - 145	38. FORECASTER'S NAME (b) (3)	39. NAME OF PERSON RECEIVING BRIEFING (b) (3) (A), (b) (6)
40. VOID TIME 05 / 0600 Z	41. EXTENDED TO/INITIALS	42. WX REBRIEF TIME/INITIALS	43. WX DEBRIEF TIME/INITIALS



## CANNED ROUTE FLIGHT WEATHER BRIEFING FOR:

PENINSULA + R110 RANGE

THIS BRIEF IS INTENDED FOR LOCAL AREA OR CANNED/STEREO ROUTE FLIGHTS ONLY

## AERODROME FORECASTS CONT.

26.	27. VALID TIME	28. SFC WIND	29. VSBY/WEA	30. CLOUD LAYERS	31. ALTIMETER	RWY TEMP	PRES ALT
INFO-RKSO	0300Z-0800Z	33005KT	7SM NSW	SCT100 BKN200	30.30 INS	+4 C	-310 FT
DEST-RJOI	0300Z-0800Z	01005KT	7SM NSW	SCT030	30.10 INS	+17 C	-160 FT
ALTN-RJFZ	0300Z-0800Z	29006KT	7SM NSW	FEW030	30.11 INS	+17 C	-120 FT
ALTN-RJFN	0300Z-0800Z	05006KT	7SM NSW	FEW020 SCT100	30.07 INS	+21 C	+120 FT

## COMMENTS/REMARKS CONT.

## 35. REMARKS

OB NOT FOUND FOR RKTH

GENERAL NAVAL AVIATORS SHALL BE THOROUGHLY FAMILIAR WITH WEATHER CONDITIONS FOR THE AREA IN WHICH FLIGHT IS CONTEMPLATED.

ATTACHMENTS IN THE CANNED ROUTE CAN BE OBTAINED VIA SHAREPOINT OR BY CALLING OR EMAILING WSB IWAKUNI @ (b) (3) (A), OR M\_IWKN\_SMBIWAKUNI@USMC.MIL

RJOI PA/DA: -180 / +180; SST: 72°F/22°C SEAS: 3-5FT; RKTH PA/DA: -210 / -750; SST: 72°F/22°C SEAS: 3-5FT; R-110 SST: 66°F/19°C SEAS: 3-5FT

## OBSERVATIONS:

METAR RKJK 050156Z AUTO 06005KT 10SM CLR 03/M09 A3037

## PART V - BRIEFING RECORD

36. WX BRIEFED TIME 05 / 0259 Z	37. FLIMSY BRIEFING NO. RJOI CR - 145	38. FORECASTER'S NAME (b) (3) (A), (b) (6)	39. NAME OF PERSON RECEIVING BRIEFING (b) (3) (A), (b) (6)
40. VOID TIME 05 / 0600 Z	41. EXTENDED TO/INITIALS	42. WX REBRIEF TIME/INITIALS	43. WX DEBRIEF TIME/INITIALS



# Alternate Airfield Forecast



## RKSO

Time (Z)	Wind	Vis	Wx	Sky	Lowest Altimeter
2100-0100	34007KT	9999	NSW	SCT120 BKN150	30.37
0100-0500	35005KT	9999	NSW	SCT080 BKN100	30.33
0500-0900	36005KT	9999	NSW	SCT060 BKN080	30.32
0900-1400	VRB04KT	9999	NSW	SCT060 BKN080	30.30

## RKTY

Time (Z)	Wind	Vis	Wx	Sky	Lowest Altimeter
2100-0100	29003KT	9999	NSW	BKN200	30.25
0100-0500	30004KT	9999	NSW	SCT020 BKN120	30.27
0500-0900	VRB03KT	9999	NSW	SCT020 BKN100	30.25
0900-1400	VRB03KT	9999	NSW	BKN020 BKN080	30.22

## RKTH

Time (Z)	Wind	Vis	Wx	Sky	Lowest Altimeter
2100-0100	30010KT	9999	NSW	SCT025	30.21
0100-0500	33012KT	9999	NSW	SCT015 BKN025	30.23
0500-0900	01010KT	9000	-SHRA BR	SCT010 BKN020	30.22
0900-1400	35008KT	8000	SHRA BR	BKN005	30.17





# Alternate Airfield Forecast



## RKTN

Time (Z)	Wind	Vis	Wx	Sky	Lowest Altimeter
2100-0100	33004KT	9999	NSW	SKC	30.29
0100-0500	34006KT	9999	NSW	SCT020 BKN080	30.28
0500-0900	VRB03KT	9999	NSW	SCT015 BKN020	30.28
0900-1400	VRB03KT	9999	NSW	SCT010 BKN020	30.24

## RKPK

Time (Z)	Wind	Vis	Wx	Sky	Lowest Altimeter
2100-0100	34007KT	9999	NSW	SKC	30.23
0100-0500	35005KT	9999	NSW	FEW015 BKN080	30.22
0500-0900	36005KT	9999	NSW	FEW010 SCT020 BKN070	30.22
0900-1400	33006KT	9999	NSW	FEW010 BKN020	30.18

## RKJK

Time (Z)	Wind	Vis	Wx	Sky	Lowest Altimeter
2100-0100	01015G21KT	9999	NSW	BKN120	30.36
0100-0500	01010KT	9999	NSW	BKN110	30.32
0500-0900	02012KT	9999	NSW	BKN080	30.32
0900-1400	03010KT	9999	NSW	BKN080	30.28

# AIS JAPAN

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DATE: 12/05/2018 14:12

KEYS: LOCATION: RJOI,RJFZ,RJFN

PERIOD: [18/12/05 14:12] -[18/12/06 02:12]

SCOPE: A,E,W,AE,AW,EW

**New** :Issued within 24 hours    **!** :Urgent     :Figures are attached  :Linked AIP-SUP

## RJOI

1198-18 FROM 18/11/07 15:00 TO PERM  
E)REF DOD FLIP  
AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
RJOI/IWAKUNI HI-TACAN RWY02  
(PROFILE VIEW)  
ADD IN TEXT  
FIX/DME MILEAGE  
JELIP/5  
INTERCEPT ALTITUDE(BTN JELIP AND WEGAT)  
1200(MINIMUM ALTITUDE)

1197-18 FROM 18/11/07 15:00 TO PERM  
E)REF DOD FLIP  
AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
RJOI/IWAKUNI HI-TACAN RWY02  
(PLAN VIEW)  
ADD IN TEXT  
JELIP  
DME MILEAGE 5

1196-18 FROM 18/11/07 15:00 TO PERM  
E)REF DOD FLIP  
AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
RJOI/IWAKUNI HI-TACAN RWY02  
(PLAN VIEW)  
CHANGE TO READ  
FIX/DME MILEAGE  
WEGAT/8 SACOG/11 STADK/14  
INSTEAD OF  
FIX/DME MILEAGE  
WEGAT/7 SACOG/8 JELIP/13

1195-18 FROM 18/11/07 15:00 TO PERM  
E)REF DOD FLIP  
AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
RJOI/IWAKUNI HI-TACAN RWY02  
(PROFILE VIEW)  
CHANGE TO READ  
FIX/DME MILEAGE  
WEGAT/8 SACOG/11 STADK/14  
INTERCEPT ALTITUDE(BTN WEGAT AND SACOG)  
2200(MINIMUM ALTITUDE)  
INTERCEPT ALTITUDE(BTN SACOG AND STADK)  
2900(MINIMUM ALTITUDE)  
INTERCEPT ALTITUDE(BTN STADK AND SHIMN)  
3400(MINIMUM ALTITUDE)  
INSTEAD OF  
FIX/DME MILEAGE  
WEGAT/7 SACOG/8 JELIP/13

INTERCEPT ALTITUDE(BTN WEGAT AND SACOG)  
 1900(MINIMUM ALTITUDE)  
 INTERCEPT ALTITUDE(BTN SACOG AND JELIP)  
 2300(MINIMUM ALTITUDE)  
 INTERCEPT ALTITUDE(BTN JELIP AND SHIMN)  
 3300(MINIMUM ALTITUDE)

1194-18 FROM 18/11/07 15:00 TO PERM  
 E) REF DOD FLIP  
 AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
 RJOI/IWAKUNI HI-TACAN RWY02  
 (PROFILE VIEW)  
 CHANGE TO READ  
 VERTICAL DESCENT ANGLE  
 3.06  
 INSTEAD OF  
 VERTICAL DESCENT ANGLE  
 3.10

1193-18 FROM 18/11/07 15:00 TO PERM  
 E) REF DOD FLIP  
 AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
 RJOI/IWAKUNI HI-TACAN RWY02  
 (PROFILE VIEW)  
 ADD IN TEXT  
 VGSI AND DESCENT ANGLE NOT COINIDENT WITH VGSI 3.0/TCH 67

1192-18 FROM 18/11/07 15:00 TO PERM  
 E) REF DOD FLIP  
 AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
 RJOI/IWAKUNI HI-TACAN RWY02  
 CHANGE TO READ  
 KNOTS/FPM  
 60/240 120/480 180/720 240/960 300/1200 360/1440  
 CONTROLLING OBSTACLE 1457  
 CAUTION: MISSED APPROACH MINIMUM CLIME RATE TO 2100  
 INSTEAD OF  
 KNOTS/FPM  
 120/440 180/660 240/880 300/1100 360/1320  
 CONTROLLING OBSTACLE 1313  
 CAUTION: MISSED APPROACH MINIMUM CLIMB RATE TO 3300

1191-18 FROM 18/11/07 15:00 TO PERM  
 E) REF DOD FLIP  
 AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
 RJOI/IWAKUNI HI-TACAN RWY02  
 MSA NEU 25NM  
 CHANGE TO READ  
 MSA(BTN 070 AND 213)  
 5400  
 MSA(BTN 213 AND 303)  
 4000  
 INSTEAD OF  
 MSA(BTN 070 AND 213)  
 5500  
 MSA(BTN 213 AND 303)  
 4300

1190-18 FROM 18/11/07 15:00 TO PERM  
 E) REF DOD FLIP  
 AIP PAGE RJOI AD2-24.5(CHANGE TO READ)  
 RJOI/IWAKUNI HI-TACAN RWY02  
 CHANGE TO READ  
 CIRCLING  
 RMK: CIRCLING NOT AUTHORIZED W OF RWY 02-20. CAT D REMAIN WITHIN  
 2.8NM.  
 INSTEAD OF  
 RMK: CIRCLING NOT AUTHORIZED W OF RWY 02-20.

1189-18 FROM 18/11/07 15:00 TO PERM  
 E) REF DOD FLIP

AIP PAGE RJOI AD2-24.5 (CHANGE TO READ)  
RJOI/IWAKUNI HI-TACAN RWY02  
CHANGE TO READ  
MISSED APPROACH: CLIMBING RIGHT TURN TO 3300 TO INTERCEPT NEU R-130  
TO BAALL AND HOLD.

INSTEAD OF  
MISSED APPROACH: CLIMB TO 700 VIA NEU TACAN R-189, THEN TURN RIGHT  
TO 3300. INTERCEPT AND PROCEED ON R-130 TO BAALL  
AND HOLD.

1188-18 FROM 18/11/07 02:00 TO 19/01/31 08:00  
D) 2018 NOV 07 0200/0800 NOV 08-2019 JAN 31 0100/0800  
E) UNMANNED ACFT (HEL):  
1. FLT AREA: BOUNDED BY FLW POINTS  
340232N1315115E 340112N1314926E  
335942N1315211E 340204N1315358E  
(AROUND KUDAMATSU-SHI IN YAMAGUCHI)  
2. NUMBER : 1  
3. CHARACTERISTICS: LEN/0.4M WID/0.5M WT/3.4KG COLOR/WHITE  
F) SFC G) 1400FT AMSL

1177-18 FROM 18/11/07 15:00 TO PERM  
E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
RJOI/IWAKUNI RNAV (GPS) RWY02  
(PLAN VIEW)  
MSA RW02 25NM  
CHANGE TO READ  
MSA 5400  
INSTEAD OF  
MSA 5500

1176-18 FROM 18/11/07 15:00 TO PERM  
E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
RJOI/IWAKUNI RNAV (GPS) RWY02  
(PLAN VIEW)  
CHANGE TO READ  
TAZZZ (WAYPOINT (NON-COMPULSORY))  
PPOPS (WAYPOINT (NON-COMPULSORY))  
INSTEAD OF  
TAZZZ (FLYOVER POINT)  
PPOPS (FLYOVER POINT)

1175-18 FROM 18/11/07 15:00 TO PERM  
E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
RJOI/IWAKUNI RNAV (GPS) RWY02  
(PLAN VIEW)  
CHANGE TO READ  
KNOTS/FPM  
60/260 120/520 180/780 240/1040 300/1300 360/1560  
CONTROLLING OBSTACLE 1457  
CAUTION: MISSED APPROACH MINIMUM CLIMB RATE TO 2100  
INSTEAD OF  
KNOTS/FPM  
60/280 120/560 180/840 240/1120 300/1400 360/1680  
CONTROLLING OBSTACLE 1778  
CAUTION: MISSED APPROACH MINIMUM CLIMB RATE TO 2800

1174-18 FROM 18/11/07 15:00 TO PERM  
E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
RJOI/IWAKUNI RNAV (GPS) RWY02  
(PROFILE VIEW)  
ADD IN TEXT  
VGSI AND GLIDEPATH NOT COINCIDENCE VGSI 3.00/TCH 67.

1173-18 FROM 18/11/07 15:00 TO PERM  
E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
RJOI/IWAKUNI RNAV (GPS) RWY02  
(PROFILE VIEW)  
INTERCEPT ALTITUDE  
CHANGE TO READ  
(BTN TAZZZ AND STYNE)



1960 (MINIMUM ALTITUDE)  
 INSTEAD OF  
 (BTN TAZZZ AND STYNE)  
 1980 (MINIMUM ALTITUDE)  
1172-18 FROM 18/11/07 15:00 TO PERM  
 E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
 RJOI/IWAKUNI RNAV(GPS) RWY02  
 (PLAN VIEW)  
 INTERCEPT ALTITUDE  
 COR TO READ  
 (BTN PPOPS AND TAZZZ)  
 3200 (MINIMUM ALTITUDE)  
 INSTEAD OF  
 (BTN PPOPS AND TAZZZ)  
 3300 (MINIMUM ALTITUDE)  
1171-18 FROM 18/11/07 15:00 TO PERM  
 E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
 RJOI/IWAKUNI RNAV(GPS) RWY02  
 1. DELETE TEXT  
 SERVE  
 INTERCEPT ALTITUDE (BTN PPOPS AND SERVE)  
 3300 (MINIMUM ALTITUDE)  
 2. DELETE VIEW  
 (PLAN VIEW)  
 SERVE (FLYOVER POINT)  
1170-18 FROM 18/11/07 15:00 TO PERM  
 E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
 RJOI/IWAKUNI RNAV(GPS) RWY02  
 (PROFILE VIEW)  
 CHANGE TO READ  
 GP 3.00/TCH 55  
 INSTEAD OF  
 GP 3.02/TCH 50  
1169-18 FROM 18/11/07 15:00 TO PERM  
 E) REF AIP PAGE RJOI AD2-24.7 (CHANGE TO READ)  
 RJOI/IWAKUNI RNAV(GPS) RWY02  
 CHANGE TO READ  
 MISSED APPROACH: CLIMBING RIGHT TURN TO 6000  
 DIRECT MYE VOR/DME AND HOLD,  
 CONTINUE CLIMB-IN-HOLD TO 6000.  
 INSTEAD OF  
 MISSED APPROACH: CLIMB TO 700, THEN CLIMBING RIGHT TURN TO 6000  
 DIRECT MYE VOR/DME AND HOLD,  
 OR AS DIRECTED BY ATC. MAX 230 KIAS.

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Ministry of Land, Infrastructure, Transport and Tourism

1/23/2019 - W	Name	Notes
1000 ✓	(b) (3) (A), (b) (6)	
1100 ✓		1st tour brand new guy
1130 ✓		Mishap ODO, new guy
1300 ✓		1st tour new guy
1330 ✓		1st tour
1400 ✓		1st tour
1430 ✓		1st tour
1500 ✓		1st tour
1600 ✓	Guam Pre-Deployment brief	All hands required
1/24/2019 - T		
0800 ✓	(b) (3) (A), (b) (6)	2nd tour, new to squadron
0900 ✓		2nd tour
1000 ✓		1st tour <i>On leave</i>
1100 ✓		2nd tour, new to squadron
1300 ✓		1st tour
1400 ✓		1st tour
1500 ✓		
1600 ✓		
1700 ✓		
1800 ✓		
1/25/2019 - F		
0800 ✓	Backup time <i>Mitch</i>	
0900	(b) (3) (A), (b) (6)	1st tour, unavailable Wed-Thurs
1000		
1200		
1400	Departure	

(b) (3) (A), (b) (6)

**From:** (b) (3) (A), (b) (6)  
**Sent:** Friday, January 11, 2019 1:18 PM  
**To:** (b) (3) (A), (b) (6)  
**Subject:** FW: JAGMAN Next Week's Schedule  
**Signed By:** (b) (3) (A), (b) (6)

Good afternoon Sir,

Just wanted to share this with you FYSA.

R/S

(b) (3) (A), (b) (6)

-----Original Message-----

**From:** (b) (3) (A), (b) (6)  
**Sent:** Friday, January 11, 2019 12:46 PM  
**To:** (b) (3) (A), (b) (6)  
**Cc:** (b) (3) (A), (b) (6)  
**Subject:** RE: JAGMAN Next Week's Schedule

Soup,

No worries. I'll put you down for the 17th. New schedule as follows:

Wednesday January 16th

1000-1100 (b) (3) (A), (b) (6) (Plans/FOPS) ✓  
1100-1200 (b) (3) (A), (b) (6) (AOPS/FOPS) ✓  
Lunch  
1300-1400 (b) (3) (A), (b) (6) (COPS) ✓  
1400-1500 (b) (3) (A), (b) (6) (MATSS OIC)

Thursday January 17th

0800-0900 (b) (3) (A), (b) (6) (MAG XO)  
0900-1000 (b) (3) (A), (b) (6) (152 FDO and Sched Writer)  
1000-1100 (b) (3) (A), (b) (6) (152 OpsO)  
1100-1200 (b) (3) (A), (b) (6) (MAG OpsO) ✓

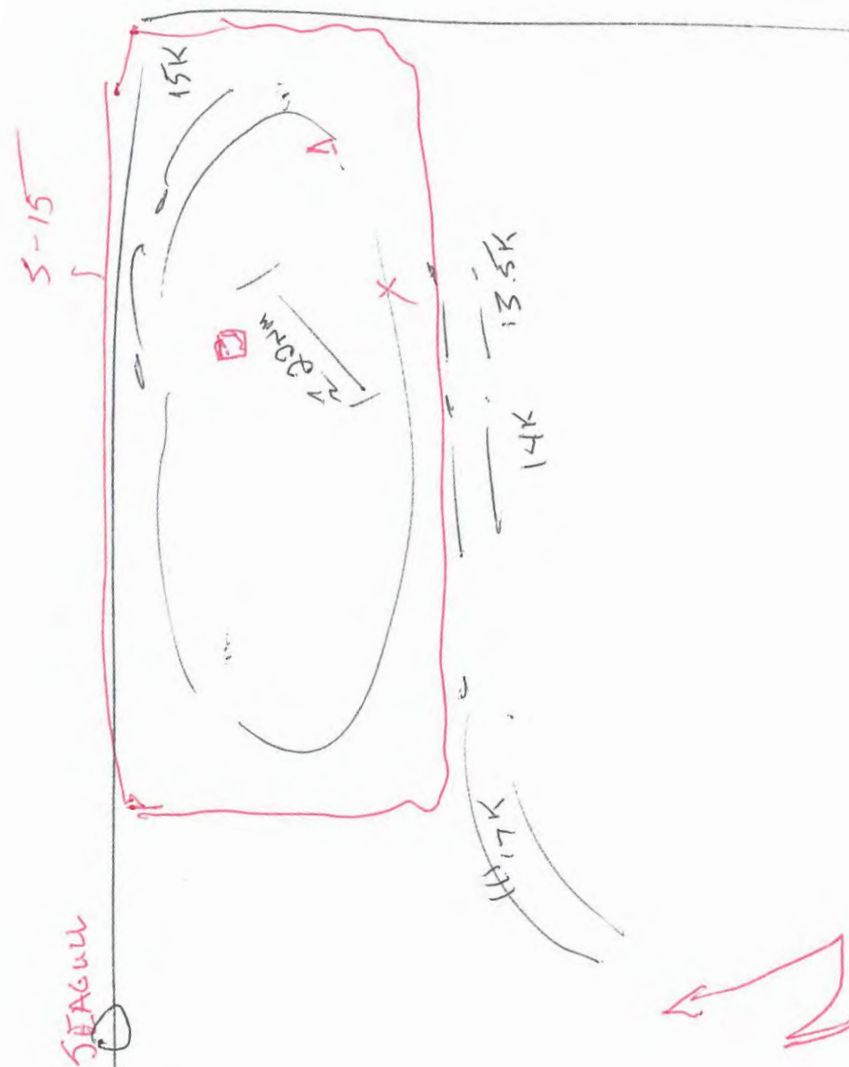
Thursday January 24th

0700-0800 (b) (3) (A), (b) (6) (MAG CO)  
0800-0900 (b) (3) (A), (b) (6) (152 CO)

Adj, I have not heard of any other changes, please send out calendar invites for (b) (3) (A), (b) (6) with location in CO's conference room.

V/R,





TRA 5

2018/2/13

(9) (9)  
(9) (9)  
(9) (9)

①

②

1

1

1

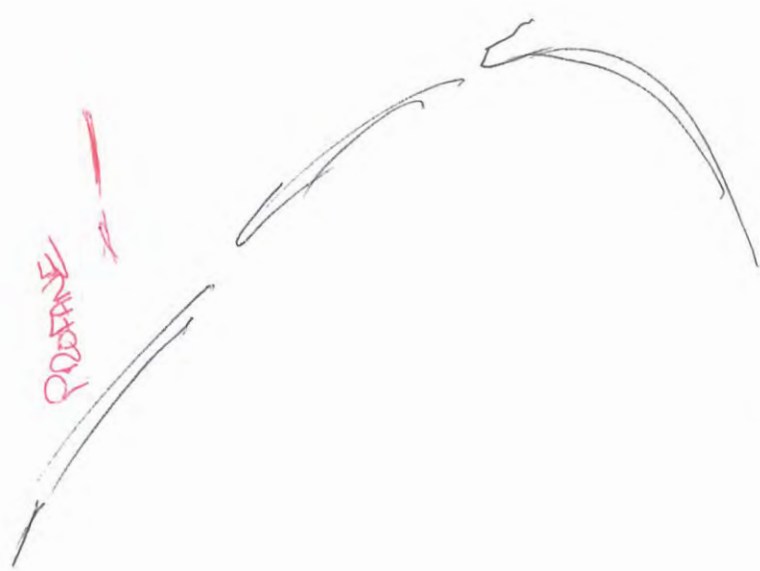
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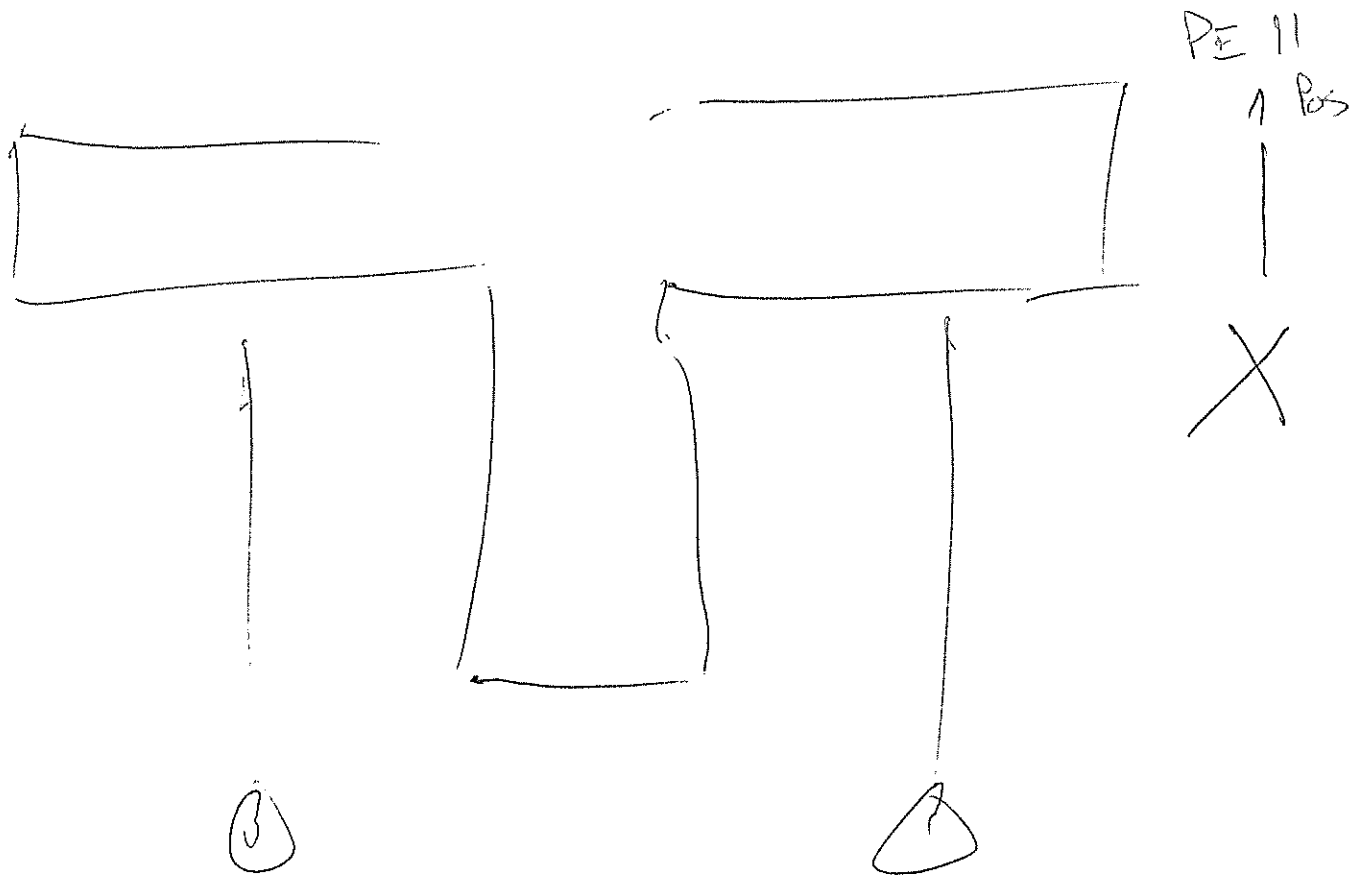
2



11

20181213

000000



JAW 2018 1213

Enclosure 80 3



④

JAW 2018 12 13



name (b) (3) (A), (b) (6)

date

project

tasks

Thursday (30 Nov 18)

- Timeline MAG UUT

- Senior "Guy" : 2200-0800

- Felt comfortable w/ shift

"CMMR"

- track proficiency in Tr R syllabus  
- Based on mission specifics

- Seaside "Atca" ?

Sunday

- 2000 - 0600

Monday

shift to 2100

Mishap

- 1845 wake up (8.5-9 hrs)

- 2030-2045 : show up to work

- call from (b) (3) (A), (b) (6) (At Ops) VMGR-152

• give gas + go home early

• Not scheduled

• said he would send out

- Sierra 15 (NW corner)

- 17 K ft

- Printed 5 copies of cord card

Normally brief - 2 hrs

that night - 1.5 hrs

- he did not need additional time

TAC SOP : Appx B

Brief last ~10 min

• mostly SOP

• wish more depth . . . .

Sec CR

2202

Currency : 1.4 hrs.

night AR :

400-500 times tanking

takeoff 0057

name

date

project

tasks

U

"Mids" 7 Not functioning

SUMO 41  
• Radioed

0150L : Impact  
Whitesnake : 0203L

name (b) (3) (A), (b) (6)

date

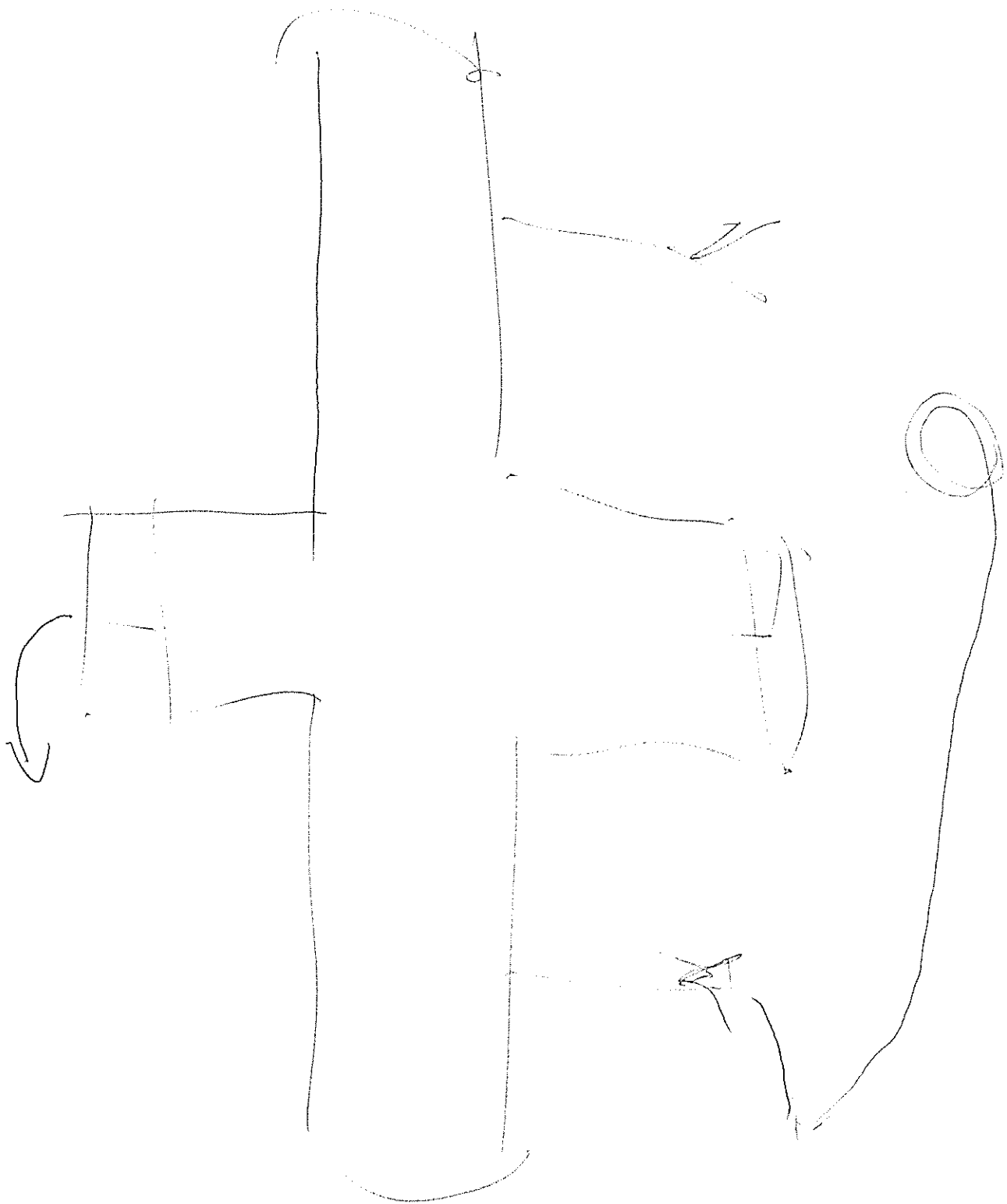
project

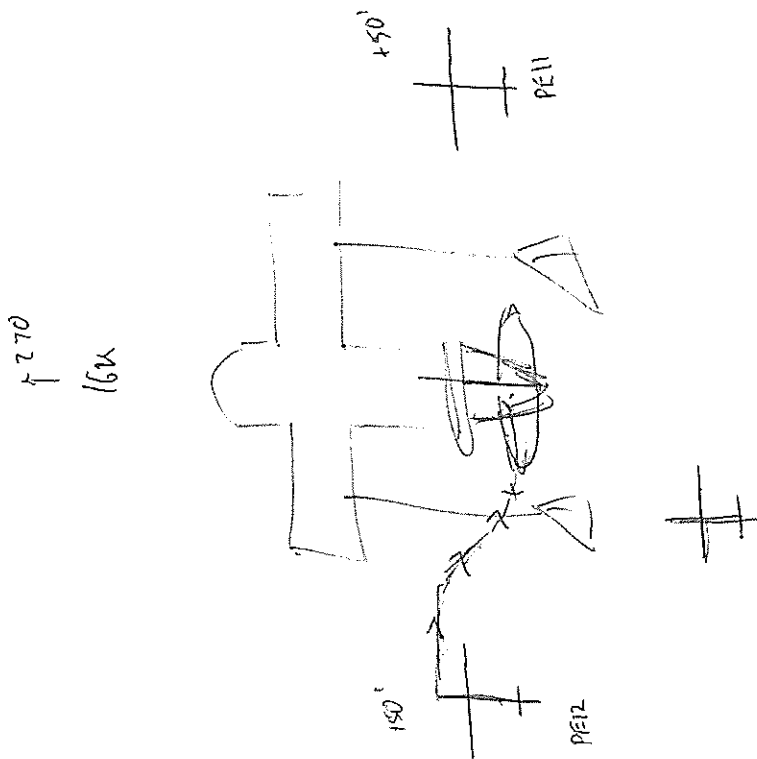
tasks

coordination card

water . 0200 - 0300

ARCT :





name (b) (3) (A), (b) (6)

date

project

tasks

Tuesday

2000-0700

Wed (6 Dec 18)

showed up @ 1930 - 1st flight

- Not tactical

• Demonstrate ability

✓ Knew he was executing flight, to conduct operations  
but no tanker

Mark 2

Whitesnake:

passed - lat long

- ODO

(4) "Bat"

When you land: SAR on station

MAG-12 produced FLO's on  
SIPR

1st time saw

- On Monday, 3 flights

- Flight sched had 2

Briefed @ scheduled time (2215)

ODO said sumo 41 called

on flight code: 2102 (Fam flight)

1st

3203 (Navy Arm Recon)

2nd flight

Sched

Sched D

Aircrew or signal (time, miss, ranges) ... (posted in Ready Room)

- Anything affect ODM: CO → XO

- Wouldn't consider tanker a signal. A

• part of exercise

VMG-152  
• generated mission



UNITED STATES MARINE CORPS  
MARINE ALL WEATHER FIGHTER ATTACK SQUADRON 242  
MARINE AIRCRAFT GROUP 12  
1ST MARINE AIRCRAFT WING  
UNIT 37310  
FPO, AP 96310-7310

IN REPLY REFER TO

3740

S-3/Tng

10 Jul 18

From: Commanding Officer

To: (b) (3) (A), (b) (6)

Subj: FLIGHT QUALIFICATIONS AND DESIGNATIONS

Ref: (a) NAVMC DIR 3500.50C  
(b) NAVMC DIR 3500.14D  
(c) CNAF-M 3710.7  
(d) F/A-18 ADMIN SOP REV 4

1. Having fulfilled the requirements set forth in the references, you are hereby granted the following qualifications and designations:

Operations Duty Officer	31 January 17
Night Systems	31 January 17
Air Combat Maneuvering	31 January 17
Low Altitude Tactics	31 January 17
Section Lead	31 January 17
Low Altitude Tactics Instructor	8 June 17
Division Lead	19 June 17
Forward Air Controller (Airborne)	2 November 17
Mission Commander	26 February 18
Fighter Attack Instructor	29 June 18

(b) (3) (A), (b) (6)

Copy to:  
ATJ  
NATOPS





# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AI-3704: DAY MED ALT AI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 4 DATE: 11 April 2018  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					x		<b>Learning Points</b> <ul style="list-style-type: none"> <li>Be more vocal when calling tied and letting lead know if you are delaying takeoff for a reason</li> <li>Good tether between the section</li> <li>Good work maintaining position and sight</li> <li>Employed sim ordnance on the target</li> <li>Don't be so conservative with your missiles. Had a shot opportunity towards the end of the VUL.</li> <li>Expeditious rejoin and RTB</li> </ul>
2. Brief	x						
3. Admin				x			
4. TacAdmin					x		
5. Tactical Execution					x		
6. TCC					x		
7. Debrief				x			
8. Mission Performance Standards					x		
a) Recognize and react appropriately to threats.				x			
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.					x		
c) Deliver weapons on planned DPI.					x		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					x		
e) Take valid shots.				x			
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Executed as -4 of VMFA-533 Division AI, with 121 sweep. 7 v 3. Threat: J-11b, Event Completed							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAA-2507: 2V2 BVR (NTD) VID SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 6 JULY 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					x		<p>Brief: Well prepared.</p> <p>Admin: Standard departure out to the R-225. Good work joining in spread but remember to join on the right side per the brief. No issues on the return coming in for the visual straight in.</p> <p>TacAdmin: Dash 2 will be negative Heat, RWR degd. Conducted standard G-warm, Fwd Qtr RWR checks and expendables check. Proper TacAdmin complete and no issue starting the vul.</p> <p>Following the knock it off strive to maintain high SA of where other aircraft are. Initially had SA to lead's aircraft but would eventually mistake that for the bandit. Unless you have a valid reason for keeping the pod operational go ahead and put it to stby during the fence out as well.</p> <p>Conduct: Conducted two total sets. Both Hostile. SK/SSK/BZ flow with -2 delousing -1. Overall good job maintaining VMS all day and keeping your aircraft in proper position. Taking valid shots with a few exceptions.</p> <p>First run will see dash two taking a lofted shot and executing the out per timeline. Work on the pitch in re-attack radar mech, no shot taken on SSK due to rdr mech (elevation). When flowing cold again radar mech would be an initial resulting in dash two being clean attempting to find the merge. Listen to AIC, Bandit was at 25K and scan volume was not bracketing the altitude. Led to being clean on the delouse.</p> <p>Second run dash two will again be taking lofted shots. Re-attack mech was better resulting in more shots per timeline. Better radar mech when flowing cold also resulted in dash 2 finding the merge and a successful delouse. Overall much improvement from the first run.</p> <p>Debrief: Remember to write down the information regarding shots taken so that it may be recalled during the debrief. Went over the finer points regarding the AIM-120. Overall a solid flight with an upward trend as the conduct went on. Continue to maintain VMS and proper position like you did and continue to remain in the books.</p> <p>Press.</p>
2. Brief					x		
3. Admin					x		
4. TacAdmin					x		
5. Tactical Execution				x			
6. TCC					x		
7. Debrief					x		
8. Mission Performance Standards							
a) intercept geometry (2D/3D)				x			
b) timeline awareness				x			
c) meld/sort mechanics					x		
d) maneuvering target mechanics	x						
e) RWR awareness				x			
f) weapons employment					x		
g) merge mechanics				x			
h) SRR mechanics				x			
i) standardized comm				x			
j) notch mech				x			
k) merge clean-up					x		
l) VID mech					x		
m) Maintain mutual support.					x		
n) Take valid shots.					x		
9. Administrative flight requirement (if required).							
REMARKS							
Mission to conduct 2v2 intercepts in the R-225							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

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\*Mandatory comments in remarks section for items scored at this level.

SAA-2507: 2V2 BVR (NTD) VID SIM

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SAA-2506: BVR RADAR & SRR (NTD) SIM

STUDENT: (b) (3) (A), (b) INSTRUCTOR: (b) (3) (A), (b)  
 FLIGHT POSITION: Dash 2 DATE: 29 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		TacAdmin: -If you are given the inside of the turn for forward quarter RWR checks then be a little more aggressive to make the merge happen. -I will receive STT only indications in the forward quarter. You are able to spike the other FTR with PDI at PB1 out of AIM-9X set. -Good job maintaining sight all day today, including through aggressive maneuvers for maneuvering targets. -Be thinking about what you need to do with your jet to be in position when you take a commit. You may be committing for cold so be thinking about basic tac form things to stay in position.  Conducted 5 sets of a 2v2 intercept with two runs hostile and three bogey.  Lessons learned / things to think about: -Good work maintaining sight and taking shots when required. -Nicely done realizing and vocalizing when you have ROE solved. -Radar mechanics were good as they were on his 1v1 event. A few times you would be working off the bottom of the radar screen but it wouldn't be long until you corrected it. When you get out of SCAN RAID it should be in your habit pattern to decrement the range. Good job with maneuvering target mech, try to tighten down to the exact numbers. -Nice work taking valid shots and gaining tally 2 for a majority of the intercepts. -Continue to work on SRR. It is one of the first things to fall out when we get task saturated. You have to be able to do that, fly form, and execute a good lookout doctrine at the same time. -3D geometry and tether for ID. For one of the IDs the tether between 1 and 2 may have (-2 negative yardstick, no SA display recorded for PPLI debrief) broken down resulting in 1 not being able to support 2. Unable to assess the tether in the debrief but it may have gotten beyond the recommended numbers, likely due to both 1 and 2 maintaining an offset beyond the recommended numbers.  Debrief: -Whiteboard and tape debrief. -Good job knowing what to look for to validate your shots, but be able to validate the shot within a couple seconds. -Good job asking questions on what you should be studying in the future.  Press.
2. Brief				X			
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief						X	
8. Mission Performance Standards							
a) intercept geometry (2D/3D)				X			
b) timeline awareness					X		
c) meld/sort mechanics						X	
d) maneuvering target mechanics						X	
e) RWR awareness					X		
f) weapons employment						X	
g) merge mechanics					X		
h) SRR mechanics				X			
i) standardized comm					X		
j) notch mech					X		
k) merge clean-up					X		
l) Take valid shots.					X		
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Conducted 2v2 AWI within the R-225.  Overall slightly above average to above average event for (b) (3) with some learning points for future improvement. Good job executing new tactics for the first time, maintaining site, and taking shots.  Brief: (b) (3) will not know one of the defensive ranges on the HSGP SB TL and will not know what program to set his ALE-47 to for the A/A reactive flare program.  Admin: no issues.							

(b) (3) (A), (b) (6)

X

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(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAA-2505: RADAR/EA/COMBAT SYS

STUDENT: (b) (3) (A), (b) INSTRUCTOR: (b) (3) (A), (b)  
 FLIGHT POSITION: Dash 2 DATE: 29 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p>Conduct:</p> <p>Good work maintaining yourself on timeline and utilizing the radar mech described during the brief. Weakest point will be comm during this event. A few times the WSO will get out a comm call that should have been the pilot.</p> <p>Things to think about and focus on in the future:</p> <p>-3D geometry on L+D flow.</p> <p>-2 will be spiked approaching the merge on a group declared bogey and take a shot prior to solving for ID. When asked in the debrief if he had solved for ID (b) (3) (A), stated that he took being spiked as HA/HI and thus had solved for POE. The briefed ROE to get to hostile was PEI+LOF with PEI being satisfied by NCTR or a VID (eyeball was not briefed in order to facilitate ID and merge mechanics). Don't make up your own ROE and possibly frat someone.</p> <p>-On the same run 2 will break high and to the right approaching the merge, yielding angles and turning room to the bogey. You don't want to yield angles and turning room like that. Continue to the merge, wait for the appropriate visual cues, and then take out the turning room.</p> <p>-Good job taking out the turning room and maneuvering out of plane on other merges and taking shots. Just realize what going nose high will and will not buy you, and if you can retain, add, or don't bleed energy to leave yourself the option to go out of plane on deck.</p> <p>-Took 1x invalid 9X with the 50 mil SHPI.</p> <p>-Good notch on subsequent bogey run, broke lock. Use the same mechanics and technique on future notches.</p> <p>-After breaking lock with the notch 2 will pitch in and have no SA to the bogey, who will end up 1nm in trail. You have to clean the merge up. We could have accomplished this today by pitching in in accordance with the recommendation.</p> <p>-Need to clean up the shot comm and shot status updates.</p> <p>-Good radar mech. Keep doing what you're doing with the radar.</p> <p>Debrief: Conducted a tape debrief to analyze timeline awareness and proper shot doctrine as well as QA radar mech. Cleared up any confusion remaining from the initial brief. Biggest things to work on are ROE adherence and shot comm.</p> <p>Press.</p>
2. Brief					X		
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution				X			
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards							
a) Understand and demonstrate sufficient knowledge of air-to-air combat systems and displays.					X		
b) Execute appropriate counter EA TTPs.					X		
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
<p>Sim completed as a flight. Conducting 1v1 AWI. Overall average event fo (b) (3)</p> <p>Brief: Initial confusion with what transition range is for a short burn timeline when executing DR tactics. In the future just reference the standard number. In a brief for a mission with an A/A portion you'll likely hear a missionized shot doc briefed, i.e. shoot ___ but NLT TR.</p> <p>Admin:</p> <p>Taking off our of YPDN via the Darwin 6 departure. No issues during join up. Conducted pre-mission tanking with KC-130. Nice job with tanker procedures and being quick into the basket.</p> <p>Standard RTB with a VFR straight in at YPDN. Give a "clear" call once you have good separation when being detached for a visual straight in.</p> <p>TacAdmin:</p> <p>When holding at assigned points prior to each vul maintain 350kts on the jet so that you can fly tactically at any time.</p>							

(b) (3) (A), (b) (6)

X

Instructor Sign

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AA-2504: 1V1 DISSIMILAR BFM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Single DATE: 15 FEB 2018

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Brief: Conducted coordination brief with 304 squadron aircrew. All else standard.
2. Brief							
3. Admin							Admin:
4. TacAdmin							Significant delay on deck due to ATC issues will see the section hold on deck for approx. 40 min. Conducted a Mil power takeoff with a very slow rendezvous in order to make the best use of gas. No issues on the RTB as a single. All else standard.
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards							TacAdmin:
a) Deny opponent weapon employment opportunities.							Conducted an expendables check and G-warm. Long intercept (approx. 25 miles) once inside the area in order to meet with adversary F-15. Aircrew will have to be more directive with the Japanese pilot to get the fight set up. Fuel at this point would allow for only 1 set. Following the KIO, took some effort to get de-confliction from the section of F-15s with one aircraft appearing to initially join on Bat 22. Once de-confliction solved no further issues.
b) Achieve first weapons employment opportunity.							
c) Gain a positional advantage.							
d) Employ follow-on weapons.							
e) Transition to offensive or defensive BFM.							
f) Separate or kill attacker.							
g) Take valid shots.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							Conduct:
Cope North 2018: Conducted Dissimilar BFM against Japanese F-15s (304 <sup>th</sup> Squadron based out of Naha, Okinawa.							1 set complete.
							F-15 will call a right-to-right but will severely float his turn, forcing aircrew to update to a left-to-left. This will yield a very offensive merge. F-15 will maneuver oblique nose high to the left and then reverse, going oblique nose high to the right. Bat 22 will pull across adversary's tail following the merge and go pure nose low.
							Aircrew will momentarily go blind then immediately pick up the adversary to their right, causing a wide low to high merge. Bat 22 will go nose low again following this merge and find themselves in a slightly offensive position with both aircraft heading towards the deck.
							Bat 22 will be bingo at this time.
							Overall factors outside our control forced a short set (ATC delays, distance to range). Event is complete.
							Press

X

Instructor Sign

(b) (3) (A), (b) (6)

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**F/A-18 AVIATION TRAINING FORM**  
**NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)**  
**AA-2503: 1V1 NEUTRAL BFM (HA/ROLLER)**

STUDENT: **(b) (3) (A), (b) (6)** INSTRUCTOR: **(b) (3) (A), (b) (6)**  
 FLIGHT POSITION: Dash 2 DATE: 19 NOV 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	UNSAT	1	2	3	4	REMARKS
1. Mission Preparation					x		Brief: Full execution brief conducted day prior. Quick Admin/TacAdmin brief conducted prior to flight. Standard.  Admin: 10 second go departure out of Yokota Air Base straight into routing for the working area. No issues on the transit or RTB.  TacAdmin: Continue to build off previous event (2502) learning points.  Conduct: 1xFlats 1xRoller 2x Butterfly sets  On the Flats would start off with the adversary being restricted to MIL in order to facilitate training. <b>(b) (3) (A), (b) (6)</b> will find himself high and slightly out front of the adversary aircraft, thus allowing the bandit to "tree" and prevent room for taking shots. Set will end in a KIO.  Good performance on the roller. Managed to maintain a neutral to slightly offensive position and able to take a shot. Continue to max perform the aircraft. Do not cut off the top of the roller too early when pulling across to the adversary. Fight will continue down to the deck for a KIO.  Initial butterfly set will set both aircraft electing to go up into the vertical. Setting a stacked merge with the adversary low. BFM error conducted on the pass as <b>(b) (3) (A), (b) (6)</b> will maneuver aircraft nose low too early and become slightly defensive.  Next set will elect to go nose low. Better job at maintaining a pure vertical maneuver. Maximize your inside/outside scan as during this set you will go ballistic before continuing the fight. KIO for bingo and RTB.  Overall a continued improving trend from the last event. As you continue to study and gain more experience doing BFM you will see your performance increase.  Press.
2. Brief					x		
3. Admin					x		
4. TacAdmin				x			
5. Tactical Execution				x			
6. TCC				x			
7. Debrief					x		
8. Mission Performance Standards							
a) Deny opponent weapon employment opportunities.				x			
b) Achieve first weapons employment opportunity.				x			
c) Gain a positional advantage.			x				
d) Employ follow-on weapons.				x			
e) Transition to offensive or defensive BFM.				x			
f) Separate or kill attacker.	x						
g) Take valid shots.					x		
9. Administrative flight requirement (if required).	x						
<b>REMARKS</b> Executed 1v1 HABFM in the R-XXX off the coast of Tokyo. Taking off from Yokota Air Base conducting cross country operations. This will be <b>(b) (3) (A), (b) (6)</b> second sortie of the day.  Pass.  Improving Trend. Good Adherence to HABFM Axioms. With more experience you will see improvements in game plan development.							

11/24/2017

**X** **(b) (3) (A), (b) (6)**

Instructor Sign

DND - Not:

UNSAT\* - Signed by **(b) (3) (A), (b) (6)**

Requires substantial input from the

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AA-2503: 1V1 NEUTRAL BFM (HA/ROLLER)

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AA-2502: 1V1 DEFENSIVE BFM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -2 DATE: 19 Nov 2017  
 CREW POSITION: \_\_\_\_\_

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		
2. Brief					X		
3. Admin					X		
4. TacAdmin				X			
5. Tactical Execution				X			
6. TCC			X				
7. Debrief					X		
8. Mission Performance Standards							
a) Defeat initial weapons employment.				X			
b) Maneuver to deny follow-on WEZ.				X			
c) Neutralize attacker.	X						
d) Separate or kill attacker.	X						
e) Take valid shots.	X						
9. Administrative flight requirement (if required).	x						
<b>REMARKS</b>							
Pass.							
ADMIN/TACADMIN: Ensure to place the LIT Pod to STBY on all flights, regardless of planned use or not. Execute a hard turn when "checking" for the Perch otherwise the range and AOT setup will not be correct.							
TR: 1 Snapshot inside < 1000' and <500' pass.							
SSO: 1xInvalid range, see above (miss).							
9K: DBT Nose Low, ensure to respond to queries regarding DBT. Not Max performing (living at 20-24α) when SN is a factor or queried to MPP. Executing a 10 deg ONL PDT at 5k above the deck. Lives around 200 on deck. Late Gun Recognition. Hit the Deck							
6k: NH Break Turn. Not MPing, High ODA, late to no Guns D. Hit the deck.							
3k: No recognition of Gun at start and no initiation of mechanics when directed. Fast on deck, High ODA.							
3k: Delayed reaction for Guns D. Good follow on LV placement. Must honor a Deck Save call, especially when proven to not be able to live a 100-200'.							
Improving trend. Good adherence to Axiom 2 post Guns D.							

11/24/2017

X

(b) (3) (A),  
(b) (6)

Instructor Sign

DND - Not.

UNSAT\* - L Signed by (b) (3) (A), (b) (6)

Requires substantial input

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- \*Mandatory comments in remarks section for items scored at this level.

AA-2502: 1V1 DEFENSIVE BFM

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
NS-2404: MED ANGLE DIVE/POP/ STRAFE

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 7 JUL 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							*See NS 2401 Gradesheet for details.
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards							
a) Adhere to USMC FA-18 ADMIN SOP.							
b) Know and understand visual illusions associated with NVD usage.							
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.							
d) Adhere to tactical abort parameters.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Conducted NS 2401, 2402, 2404 in the R-225. High lux night.							

(b) (3) (A), (b) (6)  
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(b) (3) (A), (b) (6)

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**F/A-18 AVIATION TRAINING FORM**  
 NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
 NS-2402: FAM/FAM/FAWI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 7 JUL 17  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							*See NS 2401 Gradesheet for details.
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards							
a) Adhere to USMC FA-18 ADMIN SOP and USMC FA-18 TACSOP.							
b) Maintain visual mutual support.							
c) Maintain briefed formations.							
d) Conduct safe rendezvous.							
e) Conduct radar intercept to arrive within valid LAR.							
f) Take valid shots.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Conducted NS 2401, 2402, 2404 in the R-225. High lux night.							

X

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(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SNS-2401: FAM SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 7 JUL 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p>Brief: Continue to look for opportunities to brief portions of the event. This will come to benefit you later on. Briefed ordnance. Standard.</p> <p>Admin: Night section go out of YPDN towards the R-225. Conducted aircraft lighting demonstration as well as working the different formations for a night section on the transit out to the area. As the wingman you can own lead's lights so make sure to verbalize how you would like them.</p> <p>Good work being smooth and expeditious on the night tanking. Would drop back a little too far prior to getting into position behind the basket but this will improve with experience. No issues on the RTB for the VFR straight-in to YPDN.</p> <p>TacAdmin: Conducted G-warm and expendable checks. Don't be afraid to tell lead to stby if you need to set your system up for expendable checks. Forgot to box sim in the air-to-air mode. Understand you are working your NVGs and getting used to flying at night but don't let things like system set up fall out.</p> <p>For the A/G portion standard read back of coordinates to BFTA. Work on recording the appropriate DDI as well to back yourself up. Attempted laser spot checks but wingman will be deadeye. Good work being off lead's altitude minus a few occasions. Remember the altitude difference is a safety feature that allows us room for error. Standard fence out and night BDA.</p> <p>Conduct: A/A portion – Executed as a 1v1 Hostile. Good work beginning the mech for lofting the shots but system set up as mentioned in TacAdmin would hinder that. Good timeline awareness throughout the vul. Since you were a single be very aggressive on executing your out in order to preserve the reattack. Notch was effective for parameters (slightly hot) but would not break lock. Unable to gain radar SA/Tally at the merge and would KIO for training objectives met. Good block awareness.</p> <p>A/G portion – Wingman would be deadeye so lead will laser in each LGTR. Working the different night section positions throughout the runs. Good practice with the J-lase comm but adding in extraneous information based on the profile.</p> <p>Debrief: Conducted a thorough tape debrief as well as instruction on radar mech and proper laser comm. Overall a safe night event for (b) (3) (A), (b) (6). Continue to clean up the minor TacAdmin points and continue to study and grow with each event.</p> <p>Press.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Adhere to USMC FA-18 ADMIN SOP.					X		
b) Demonstrate an understanding of visual illusions associated with NVD usage.					X		
c) Maintain briefed formations.					X		
d) Conduct safe rendezvous.					X		
e) Conduct radar intercept to arrive within a valid LAR.				X			
f) Take valid shots.					X		
g) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
h) Adhere to tactical abort parameters.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conducted NS 2401, 2402, 2404 in the R-225. High lux night.							

(b) (3) (A), (b) (6)

DND - Not. ☒ Requires substantial input from the instructor.  
 UNSAT\* - ☐ Requires input from the instructor.  
 1 - Safe but minimal input from the instructor.  
 2 - Correct.  
 3 - Correct.  
 4\* - Unusually high degree of ability. Requires no input from the instructor.  
 \*Mandatory comments in remarks section for items scored at this level.

(b) (3) (A), (b) (6)

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AA-2501: 1V1 OFFENSIVE BFM

STUDENT: (b) (3) (A), (b) (6) & (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -2 DATE: 2017 09 29  
 CREW POSITION: -2 Pilot (b) (3) (A), (b) (6) WSO (b) (3) (A), (b) (6)

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<u>Admin:</u> Section Go out of ROI. -2 will start slightly sucked but will correct expeditiously. 4.0 Bingo- got us back with approximately a 2.8 on deck  <u>Tac Admin:</u> When talking Secure, give the system time to be ready to transmit (wait for the beep) so you're not cutting yourself off.  <u>Conduct:</u> SSD: One "skip it" due to not pulling to the inside as the Shooter, otherwise, employment was safe. As the target, as soon as you hear "snap" start the reversal to prevent getting too far on the sets. Effective gun defense on the maneuvering target.  9k Set- Valid F3 to start. Improper pursuit curve post F-3 (need to Level Wings momentarily) resulting in an early Attack Window Entry. Late Ditch Follow. Did not max perform throughout (was at 370kts at one point in the DF). L-Hand turns, no follow-on shots. Ended on the deck in a slightly offensive lufberry. Check Airspeed on Ditch Follow (WSO TCC: "Airspeed"/"Unload") and Weapon Selection (WSO TCC: "Go Heat")  6k Set- Valid F-3 to start, Ditch Follow, Role Reversal. Level Wings momentarily post Initial F-3, did not max perform in ditch follow. Invalid Gun attempt in the middle of first ditch follow resulted in a role reversal. Failed to transition to DBFM, resulting in being shot twice.  3k Set- Valid F-2 to start, 2x Ditch follow to the right. Neutralized on deck Gun Weave. (WSO TCC: "Nose is off" to tell pilot he can regain airspeed)  HABFM – Short BFLY set. Both go up. Didn't have the appropriate airspeed for the desired gameplan. Missed shot opportunity en route to slow speed merge. Early redefinition resulting in becoming defensive.  <u>TCC:</u> -Check Airspeed to QA Max Performance Numbers and be directive to Pilot if he's not hitting those numbers -QA weapons selection to what is most appropriate (ex. don't fly through a WEZ and go straight for a gunshot), be directive as required -Honor Sensor Nose- Call it out on ICS and put out expendables; if not sure if the pilot is doing it, just do it and call it out on ICS; Call Guns-D over ICS even if it is in a Canned Set.
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution			X				
6. TCC				X			
7. Debrief	X						
8. Mission Performance Standards			X				
a) Maintain offensive position.			X				
b) Employ follow-on weapons.				X			
c) Separate prior to becoming neutral.	X						
d) Take valid shots.				X			
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conduct AA-2501 Offensive BFM in the R-134  -1: IKE / SCOJO -2: GUANO 2 / GUANO 4  Overall: Average for stage/experience. Biggest takeaways was failure to max perform the airplane, improper weapons selection and failure to transition to HA/DBFM.  Shot tally: SSD: 1V, 1I, 1D 9K: VF3, IG 6K: VF3, IG 3k: VF2							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND -  
 UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.  
 1 - Safe but limited proficiency. Requires frequent input from the instructor.  
 2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.  
 3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.  
 4\* - Unusually high degree of ability. Requires no input from the instructor.  
 \*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### NS-2405: SEC IAM DELIVERIES

STUDENT: (b) (3) (A), (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 14 JUL 2017

CREW POSITION: Pilot / WSO

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					✓		Brief: Standard. Discussed Night considerations, proper TCC and keys for success.
2. Brief					✓		
3. Admin					✓		
4. TacAdmin					✓		Admin: 10 sec go out of YPDN for the standard departure out to the R-22S. Practiced maintaining formation at different ranges and aircraft and light setting. No issues for remainder of transit to the area. RTB to YPDN for the straight in. No issues.
5. Tactical Execution					✓		
6. TCC					✓		
7. Debrief					✓		
8. Mission Performance Standards							
a) Adhere to USMC FA-18 ADMIN SOP.					✓		TacAdmin: Conducted G-warm from the tac wing position and expendable checks. Standard. Dash two will get a gun gas caution prior to beginning the roll in and will commence all gun runs simulated. No issues for the OTR and BDA. When switching from A/G to A/A remember to give the WSO a few more moments to complete BDA on the last run.
b) Acquire and designate briefed target with sensors.					✓		
c) Maintain mutual support and proper visual lookout with NVD scan adhering to mission crosscheck times.					✓		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					✓		
e) Adhere to tactical abort parameters.					✓		
9. Administrative flight requirement (if required).							Conduct: Performed 6 total runs. 2x Gun bunt, 2x Med angle and 2xPop deliveries. Good parameters for both sim gun runs. First run will be valid for parameters but invalid for SE. 2nd run will be overall valid.
REMARKS							
Conduct night GP deliveries in the R-225/BFTA.							
<p>Good Event overall for both lands to (b) (3) (A), (b) (6)!</p> <p>Keep up with the good attitude and mission prep.</p> <p>It only gets more difficult from here.</p> <p>Congrats! NS goal!</p>							<p>Moving towards the two 30 degree dive deliveries. First run will be invalid for ASL, valid SE and valid for effects. Second run will be similar to the first. Moving the pattern down to the pops, good LAT checks and pop mechanics. First pop run will be overall valid. Second pop run will be invalid for ASL but valid for SE.</p> <p>Overall common trends included <u>pulling past the ASL</u> and <u>executing a J-hook back</u>. Overcorrecting back to the ASL causing unnecessary <u>overshoots</u>. Steps to correct this include having a more forceful unload when reaching the ASL, using the top of the velocity vector to point towards the crotch of the release que and easing on the corrections. Good WSO TCC with working the pod and helping to fine tune corrections for each of the 6 runs.</p> <p>Debrief: Conducted a thorough tape debrief to validate each run and assess lessons learned.</p>

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### NS-2405: SEC IAM DELIVERIES

STUDENT: (b) (3) (A), (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 11 JUL 2017

CREW POSITION: Pilot / WSO

PASS: ☐ INCOMPLETE: ☒ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>Brief:</b> Talked about night considerations and proper NVG setup.  <b>Admin:</b> 10 sec go out of YPDN towards the R-225. (b) (3) (A), will be flying a sucked position on the transit out to the area. While this may be more comfortable for you as a wingman realize that lead also needs to maintain sight and you are creating more work for them. Corrections to fix this is to maintain a better night scan and constantly check airspeed, heading and altitude to make sure you are doing all you can to remain in the proper position. This will get easier as you gain more experience flying at night. No issues on the RTB for VFR straight in to YPDN.  <b>TacAdmin:</b> Standard expendables check and G-warm. Better job at maintaining position but continue to refine the sight picture WRT bearing line. Keep comm within the cockpit to a minimum so that you can better hear any calls from lead. Remember that on the BDA checks you do NOT elevate above lead's aircraft.  <b>Conduct:</b> Will start with a spacer pass over the I3 Target area. Conducting two 30 DEG roll-ins. Initial parameters were fine but due to some NVG issue (b) (3) (A), will not drop on the first two passes.  Moving towards the 15 DEG pop attacks. Good parameters setting up for the run and good LAT checks. Good parameters going into the pops with you dropping slightly high. Good safe escapes and overall both runs valid for parameters.  Last run will be a single gun bunt. Airspeed will be too fast (530 kts) going into the attack. Good dive angle but a late trigger pull will have you coming off right at the bottom of the Z-diagram. Realize that this is not where you want to be, doubly so at night, because the assumptions for the Z diagram are no longer valid. Good TCC by the WSO by first calling "Airspeed" and then ultimately the "Pull Up". Employment was ultimately valid, albeit poor. Inexperienced sight picture lead to this and a breakdown in both aircrew scans lead to a poor 9k check. Getting better at this comes with experience but continue to develop both your sight pictures.  <b>Debrief:</b> Conducted a tape debrief to validate drops and assess lessons learned.
2. Brief	X						
3. Admin				X			
4. TacAdmin				X			
5. Tactical Execution				X			
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards				X			
a) Adhere to USMC FA-18 ADMIN SOP.				X			
b) Acquire and designate briefed target with sensors.					X		
c) Maintain mutual support and proper visual lookout with NVD scan adhering to mission crosscheck times.				X			
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
e) Adhere to tactical abort parameters.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conducted night medium, low angle deliveries and gun strafe in the R-225 BFTA.  Incomplete for no drops on the 30 DEG dive deliveries due to a flight gear issue and only one strafe with the gun. More reps needed..							

7/14/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by: (b) (3) (A), (b) (6)

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3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

NS-2405: SEC IAM DELIVERIES

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### NS-2403: 2V2 INTERCEPTS

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 13 JUL 2017

CREW POSITION: Pilot / WSO

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>TacAdmin:</b> Standard expendables check and G-warm. Better job maintaining position. Remember to acknowledge lead's comm calls. No issue on the BD checks heading out of the area.  <b>Conduct:</b> Began the first run in the north heading south. Dash 2 will be on the western side. Good job maintaining VMS and proper position. RDR DEGD will prevent dash 2 from shooting but good work following lead up lofting his shots and good expendables use executing the out. Remember to use SRR. Be quicker getting your radar set up for the pitch in mechanics. Still fighting the RDR DEGD so no shots out of dash 2, still maintained SA and timeline awareness with off board data.  2 <sup>nd</sup> run will, again, have the flight starting off in the north with dash 2 on the west. Performed a SENS bit on the radar that showed pass but still having a degraded radar for remainder of the flight. Slightly late executing the notch and would be roughly 30 degrees cold. Good TCC by WSO on providing the initial heading and follow on corrections, good work by the pilot on maintaining sight of lead during the entire maneuver and putting out expendables. Just remember to vocalize you're doing so. If you feel yourself getting task saturated maintaining sight, don't be afraid to pass the radar. Coming into the merge dash two will be on the northern side behind lead, with lead in the south being the first to the merge. Will be visual lead and tally two.  3 <sup>rd</sup> run starts off the same. Executing a bogey VID. Good work maintaining sight and floating the turn when lead pitches in for the VID. Good headwork of switching to the AIM-9 and good knowledge of how to rapidly switch between targets using the bump acq logic. Dash 2 will have lead in sight and tally two in a good position to engage.  <b>Debrief:</b> Conducted a tape debrief to assess lessons learned and ways to improve in the future.
2. Brief					X		
3. Admin				X			
4. TacAdmin				X			
5. Tactical Execution				X			
6. TCC				X			
7. Debrief				X			
8. Mission Performance Standards							
a) Adhere to USMC FA-18 ADMIN SOP.				X			
b) Maintain visual mutual support.					X		
c) Perform proper radar mechanics.				X			
d) Adhere to briefed air-to-air timeline.					X		
e) Take valid shots.	X						
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conducted 2v2 Night Intercepts in the R-225 – Overall, average event.  <b>Brief:</b> Discussed night related keys for success in maintaining VMS throughout the event.  <b>Admin:</b> 10 sec go out of YPDN towards the R-225. (b) (3) (A), (b) (6) will be flying a sucked position on the transit out to the area. While this may be more comfortable for you as a wingman realize that lead also needs to maintain sight and you are creating more work for them. Corrections to fix this is to maintain a better night scan and constantly check airspeed, heading and altitude to make sure you are doing all you can to remain in the proper position. This will get easier as you gain more experience flying at night. No issues on the RTB for VFR straight in to YPDN.							

(b) (3) (A), (b) (6)

In

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

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\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

AS-2310: BUDDY LASE/BOMB/ SECTION IAM FLIGHT

STUDENT: (b) (3) (A), (b) (6)

INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2

DATE: 28 JUN 17

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p>Conduct:</p> <p>Intent is to drop the 4xLGTR in both the buddy bomb/lase profiles. Initial confusion on Capt Resilard's part about which profile would be occurring first and as such incorrect/no comm would go resulting in the first pass being a no drop.</p> <p>Conducted a second pass with an example of the comm that would go smoothly. Realize that unlike dropping GBU-16s you must be as close to lead as possible when dropping LGTRs in order to match the parameters as best as possible. Have a harder LGB crank in order to stiff arm the target and have more pod time to insure that laser energy is on the target.</p> <p>Overall today was a below average event. J-lase comm needed work and while it was improving from the first run it was still not where it should have been. Same with position keeping during the buddy bomb profiles.</p> <p>Debrief:</p> <p>Conducted a thorough tape debrief validating each drop and understanding what is required to make dropping LGBs more successful in the future. Continue to listen and act on the critiques and as always continue to remain in the books and study.</p> <p>Press.</p>
2. Brief					X		
3. Admin				X			
4. TacAdmin				X			
5. Tactical Execution			X				
6. TCC				X			
7. Debrief					X		
8. Mission Performance Standards							
a) Adhere to USMC FA-18 ADMIN SOP.					X		
b) Acquire/designate target with TPOD.					X		
c) Maintain proper geometry for weapons support until impact.				X			
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
e) Adhere to tactical abort parameters and safe escape maneuvers.					X		
9. Administrative flight requirement (if required).	X						
REMARKS							
<p>Practice dropping LGTRs in the R-225 BFTA</p> <p>Brief: Standard</p> <p>Admin:</p> <p>When taking off out of YPDN remember to fly the SID until 10 tac or when vectored off of the SID. From there you can cut the corner to close the gap on leads aircraft via geometry. Lead's aircraft would be dissimilarly configured and as a result would gain airspeed at a faster rate. If you notice this just come up on the radio and ask them to give you a little.</p> <p>Good job with tanker ops and plugging the basket in a smooth and expeditious manner. Probe would slip out but you would quickly work it back in. Keep in mind that when that happens you must request a reconnect. Cannot do so at your own volition.</p> <p>TacAdmin:</p> <p>Good laser checks flowing into the area. Continue to better profile your jet and use geometry to your advantage to keep a better position. No need to use the speedbrake as much as you did. Standard BD checks.</p>							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

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3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

AS-2310: BUDDY LASE/BOMB/ SECTION IAM FLIGHT



# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAS-2309: BUDDY LASE/BOMB/LMAV/ LGB/TPOD SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 27 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Brief: Standard
2. Brief					X		
3. Admin					X		Admin:
4. TacAdmin					X		Slightly slow on the initial join up. No issues remainder of flight.
5. Tactical Execution				X			TacAdmin:
6. TCC							Good work maintaining a safe separation during the BDA. Lead aircraft had a few issues to work out. Standard.
7. Debrief					X		Conduct:
8. Mission Performance Standards				X			Overall intent is to practice multiple runs with the buddy bomb/lase profiles and practice the laser comm. Remember to switch between manual and auto during the bomb profiles. Would have a no drop on the first pass due to a switchology error. Be harder on yourself during SAPDART and if it helps continue to vocalize it.
a) Acquire/designate target with TPOD.				X			
b) Maintain proper geometry for weapons support until impact (buddy lase).	X						
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.				X			
d) Adhere to tactical abort parameters and safe escape maneuvers.					X		
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Sim conducted as a flight. Dropping two GBU-16 in the BFTA  Good knowledge in the brief. Keep that up.  -2 laser was dead eye. Frist run was a buddy bomb profile, lead lase. -2 did not drop due to switchology errors. Had the TDC assigned to the LPOD when dropping out of manual. Make sure the TDC is assigned to the HUD for this. Second and third pass, no issues. Successful drop from manual on the second and third was a drop on a coordinate while lead was in the overhead.  Single gun run before RTB utilizing the bunt strafe profile. Started out a little fast and did not push hard enough to ever get the target in sight. Basically arched over the target and aborted the run.  No issues with admin or tac admin, to or from the area.							Dropped on the second pass and third passes and switched to sim mode for each follow on pass. Would only have time for one gun pass due to fuel considerations. Good work profiling the jet working it down from altitude to save fuel. Would be fast coming in on the gun run and with the gusty tailwinds would cause your aircraft to have a substantial arc during the bunt. Good work recognizing it wasn't going to work and taking your own abort.  Debrief: Conducted a tape debrief to validate each drop and clean up the laser comm.  Press.

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

SAS-2309: BUDDY LASE/BOMB/LMAV/ LGB/TPOD SIM



# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SAS-2308: TPOD/JDAM/LJDAM SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 26 JUN 17

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Overall: Slightly above average event for Guano for the above average strafes for having not shot the gun in a long time. Good job capturing the debrief points.  Brief: Demonstrated how to use the GPS crypto keys to load JDAM and how to plan.
2. Brief					X		
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution						X	
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards							Admin: -Good job listening to the brief and recording the stores displays on the ground. 10 sec go out of YPDN for the Darwin 6 departure out to the R-225. On the transit out to the area work hard to be that .9 – 1.0 abeam distance. A few times Capt Resilard would be at 1.1 – 1.2. Ways to fix this include matching leads Nav heading and making small adjustments to see what that gets you in relation to the abeam distance.
a) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
b) Adhere to tactical abort parameters and safe escape maneuvers.				X			
c) Execute proper procedures for weapon programming and release.					X		No issues on the RTB. Conducted a VFR straight In to YPDN due to Noise Abatement procedures. Don't trim stubs to zero when back on deck.
9. Administrative flight requirement (if required).							
REMARKS							TacAdmin: Prior to entering the working area make sure to automatically close the distance in order to conduct expendable checks. Continue to work on your tacform position keeping. Trust in the G to maintain. Not an overall issue but a few times you would end up sucked but quickly correcting.  Conduct: (b) (3) (A), first time seeing the target so conducted a target recce prior to dropping any ordnance. From there came around and conducted two passes dropping JDAM. The first drop will be a pre-planned and the second was a coordinate passed from -1 to -2 who then input the coordinate into the system. No issues with JDAM execution. JDAM deliveries were unassessable for tapes. There has been a rash of CVRS issues recently so that was likely the issue. Make sure to remember to gripe the jet if your displays don't record.  Following the drops conducted 3x25* strafes. For it being the first time shooting the gun in the fleet the 3x strafes were above average. All strafes were valid for parameters, aimpoint, and effects. One strafe overall invalid due to safe escape. Technique was very good and (b) (3) (A) was threading the needle with the pipper on all of his deliveries. Nice job.
AS2308 Sim conducted as a flight. Flight taking off out of YPDN to the Bradshaw Range complex to employ JDAM and the gun.							
Press.							

(b) (3) (A), (b) (6)

Instructor Sign

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

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SAS-2308: TPOD/JDAM/LJDAM SIM

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SAS-2307: TPOD/LGB/LMAV SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 8 JUN 2017

CREW POSITION: Pilot

PASS: ☒ INCMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation						✓	<p>Brief: Was able to sit down with (b) (3) (A), (b) (6) and go through the lectures on LGB preflight + employment.</p> <p>Admin: Standard departure out the R-247. Taking off via a 10 sec go. Dash 2 would start the join and take a bit too much of a cut away to make the join happen, kept it safe but would wind up pulling too much power and would be sucked on lead for the climb out to altitude. RTB was standard for the initial and pitch back at YPDN.</p> <p>TacAdmin: G warm standard and began set up towards the target. Good set up on the LPOD making sure you aren't putting out laser energy. Standard fence out and BDA for the RTB.</p> <p>Conduct: Practiced multiple runs as a solo setting up and employing the LGB. Practice comm and mech to make sure the pod isn't being masked. Overall a smooth process and a couple of runs the WSO reminded you to arm the laser. To fix that just add the pod to the end of your sapdard checks.</p> <p>From there swapped out roles with the wingman being the one to lase and lead setting up for the attack run (b) (3) (A), (b) (6) will practice flying the pattern "Dorito of Death" around the target. Took a lot of getting used to working out the geometry and timing. Still not proficient but an improving trend on each run.</p> <p>Debrief: Drew out a diagram and talked about how to set yourself up for success. Proficiency will come with experience but it is imperative to get practice time now to help that along.</p> <p><i>Big take away is that as the lasing platform you must put your jet in position to provide the laser energy based on the profile planned (cont/delay)</i></p>
2. Brief						✓	
3. Admin						✓	
4. TacAdmin						✓	
5. Tactical Execution						✓	
6. TCC						✓	
7. Debrief						✓	
8. Mission Performance Standards						✓	
a) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.						✓	
b) Adhere to tactical abort parameters and safe escape maneuvers.						✓	
c) Execute proper procedures for weapon release and guidance.						✓	
9. Administrative flight requirement (if required).						✓	
<b>REMARKS</b>							
<p>Conducted the LGB fam flight in the R-247. Practiced self-lase and buddy-lase.</p> <p>Sim completed as a flight.</p>							

X (b) (3) (A), (b) (6)

Instructor Sign

(b) (3) (A), (b) (6)

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\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SAS-2306: SACT FLIGHT

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 7 JUN 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		TacAdmin: Standard G warm and getting the systems set up for the event. No need to have the HUD repeater on the left DDI for extended periods during this phase of flight. On the BD checks coming home there would be a bit of confusion on the altitude to level off at. Other than that no issues.
2. Brief					X		
3. Admin				X			Conduct: Maintain a higher energy state on the jet in order to perform the aircraft as need be to defeat the threats. If (b) (3) (A), maintained a tighter weave and maintained the required G loads on the jet it would have worked out well. The Fix for this is to not make such excessive movements on the jet and keep the maneuvers within parameters. Deploying chaff too early, debriefed real-time.
4. TacAdmin				X			
5. Tactical Execution			X				Keep the comm concise to avoid jamming up the radios. Avoid pulling too far past your required reversal point. Conducted a thorough tape debrief and identified the issues to fix that would have made the weave work out better. Overall Capt Resilard had a safe flight and made continuous improvements on the conduct. Continue to learn from each event and stay in the books.
6. TCC				X			
7. Debrief				X			Overall, good flight with good learning points. (b) (3) (A) has a great attitude and was attentive during brief and debrief. He has shown an eagerness to learn his craft to survive and be lethal in the airplane. Thanks for the opportunity. Press (b) (3) (A)
8. Mission Performance Standards							
a) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.	X						Overall, good flight with good learning points. (b) (3) (A) has a great attitude and was attentive during brief and debrief. He has shown an eagerness to learn his craft to survive and be lethal in the airplane. Thanks for the opportunity. Press (b) (3) (A)
b) Adhere to tactical abort parameters and safe escape maneuvers.	X						
c) Correctly assess the threat based upon the briefed scenario and aircraft system cueing.				X			
d) Correctly perform briefed TTPs while maintaining situational awareness and mutual support.			X				
9. Administrative flight requirement (if required).			X				
<b>REMARKS</b>							
<p>Practiced surface to air counter tactics in the R-247.</p> <p>Brief: Good knowledge overall in regards to SACT. A few mix ups on certain numbers but (b) (3) (A), knew the maneuvers to be performed cold.</p> <p>Admin: Section Go out of YPDN for the standard departure out to R-247. (b) (3) (A) would pull his throttles a little too much on the section go and as such would be in a sucked position during the climb out. To fix that make sure you do not pull the throttles out of burner. Pull the throttles to min-burner and a small application of the brakes. Slightly sucked on the climb out to altitude. Once established and headlining into the area no issues.</p> <p>On the return home no issues. Lead will report TCN issues. As a flight we would manage the arc and come in for the initial and pitch.</p>							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SAS-2305: SACT SIM

STUDENT: (b) (3) (A), (b) INSTRUCTOR: (b) (3) (A), (b)

FLIGHT POSITION: Bat 2 DATE: 26 May 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Brief (b) (3) (A), show up prepared for the event. Keep studying the elements of Air Interdiction and how it all relates to SACT.
2. Brief					X		
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards							
a) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
b) Adhere to tactical abort parameters and safe escape maneuvers.					X		Admin: Started off airborne. Working through some sim issues would flex to using GBU-12 vice 38 in the interest of time.
c) Correctly assess the threat based upon the briefed scenario and aircraft system cueing.					X		
d) Correctly perform briefed TTPs while maintaining situational awareness and mutual support.					X		
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Mission was to conduct SACT and treat the event as an actual Air Interdiction.							TacAdmin: Overall good work maintaining sight throughout the sim. Understood that the visuals in the sim are difficult but still keep yourself in a position where lead can see you.
Two pre-planned targets on locations at Iwakuni with a co-located SAM site.							
							Conduct: Conducted multiple runs to practice penetrating into an SA-3 WEZ and executing good defending comm and procedures. Overall (b) (3) showed an improving trend on each run. Good work maintaining sight and SA going in from the A/A environment to the A/G environment. While initially on the first few runs there were areas to be improved on (b) (3) (A), applied the critiques and by the end of the evolution the section was able to successfully fight their way into the target, defend with mutual support, employ weapons on the target and fight their way back out. One thing that falls out of our scan a lot when doing SACT is airspeed management. You can fix it with an overbank, ease of the pull (if appropriate), or AB if it's not an IR missile... but don't use AB and waste fuel to compensate for poor mech. Don't forget to jettison the appropriate stores at the appropriate times. We conducted multiple runs and on the later runs started putting an air-to-air picture out there so that you could see how hard it can sometimes be to transition from an A/A mindset to A/G and SACT. Good job maintaining sight throughout the outs and employing on timeline.
							Solid improvement on each run and multiple good learning points for 1 <sup>st</sup> Lt Resilard. Continue to stay in the books. What I appreciate during this event and during the previous event that I did with (b) (3) (A), is that he listens to the instruction and incorporates it from run to run. Keep doing that.
							We talked about it a lot and one thing I want you to focus on is understanding SACT deconfliction. Be spring loaded to get the comm out and adjust razors as appropriate to maximize your ability to defend. You can take the supporting and engaged fighter roles and apply it to multiple different skill sets.
							(b) (3)

(b) (3) (A), (b) (6)

X

Instructor Sign

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AS-2304: MED/LOW ANGLE SGL/SEC POP (GP/STRAFE)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 9 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Admin: Standard departure out of YPDN. Conducted a section take off with a climb out to FL240. -2 cleared for weapons checks on the climb out. No issues on the transit out to the area. RTB is standard coming in for the initial and pitch.
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							TacAdmin: -2 will check in negative LPOD. Complete the G warm and begin set up for the strafe pattern. On the fence out -2 will be a bit far from lead and take a moment to join up. No issues for the BDA.
6. TCC							
7. Debrief							Conduct: In total will conduct 3x gun strafe runs, 2x15 degree roll-ins and 2x15 degree section pops. First strafe will begin up at altitude. Good ASL and piper placement. Overall good parameters but will be slow on the airspeed. Will transition to the published Z for the next two gun strafes. Again, overall good parameters but will be slow on the airspeed.
8. Mission Performance Standards							
a) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.							
b) Adhere to tactical abort parameters, when applicable.							
9. Administrative flight requirement (if required).							To fix this make sure to keep a good scan flowing. While bunting from higher altitudes it may be necessary to bring the throttles to idle, but from the altitudes we were working with about midrange would have set you up for success.
<b>REMARKS</b>							
AS 2304. Strafe attacks + Section pops conducted into the R-247..							<p>Following the completion of the gun strafes the flight will transition to the 15 degree roll-ins as a solo. Good improvement on your pull to the ASL. Had better tracking time and ASL placement than previous events, will still find yourself working the slightly shallow wire. Still refining the overall mech. Continue to refine your scan.</p> <p>Moving onto the section pops. Good job setting up and voicing LAT checks. Form was good but continue (based on your comfort level) to work it down to 500ft. As it was you were maintaining the 600-800ft range. Good work performing the jet and being where you need to be to make the attacks work and be on timeline. Don't forget the "popping" comm. On the first pop pulled a bit too aggressive on the climb out and just barely missed the airspeed by a few knots. On the second run good job correcting the errors made on the first pop.</p> <p>Overall another safe flight for Capt Resilard and good basic procedures on the conduct. Proficiency will come with more experience. Conducted a tape debrief and validated each run. PRESS</p>

6/12/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by (b) (3) (A), (b) (6)

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AS-2304: MED/LOW ANGLE SGL/SEC POP (GP/STRAFE)

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AS-2303: HI/MED ANGLE DIVE (GP)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 6 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Admin: Section Go departure out of Darwin. (b) (3) (A), (b) (6) maintained a good parade position rolling the down the runway and during takeoff. Passing about 5k ft (b) (3) (A), (b) (6) began to slowly slide aft. To fix this keep in mind that with both aircraft heavy any slight changes in power will make it harder to catch back up. Also realize that once the takeoff is completed you do not need to maintain the exact same altitude, use that geometry to your advantage.
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards					X		
a) Adhere to WASP delivery parameters and TOPGUN valid delivery criteria.					X		
b) Recognize errors in delivery techniques and makes corrections.					X		Beginning descent into the area from FL240 to 15k (b) (3) (A), (b) (6) would flush out slightly in front of lead. Again don't have to be on the exact same altitude. Make it work for you. No issues maintain spread or tac wing. RTB uneventful with a fan break back at YPDN.
c) Adhere to tactical abort parameters.					X		
9. Administrative flight requirement (if required).	X						
REMARKS							<p>Conduct: Completed 7 runs on a small set of buildings located in the southern R-247. 3x45 degree and 4x30 degree. Overall trend was to work a wide pattern and not pulling far enough to the target. Good 135 degree overbank and initial pull to the target but still unloading just a bit too soon. Careful to not let your velocity vector drift up when coming down the chute. Good work adding in your heading to the "IN" call.</p> <p>Overall (b) (3) (A), (b) (6) conducted a safe evolution for his second flight in the squadron. Conducted a tape debrief and went through A/G validation for each drop. Continue to work on your mech and review CCIP modes.</p> <p>Good flight for Guano. Press!</p>
<p>Departed out of Darwin Australia to conduct High and Medium angle attacks in the R-247 as a section.</p>							

6/7/2017

X (b) (3) (A), (b) (6)

Instructor Sign

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AS-2303: HI/MED ANGLE DIVE (GP)

## 2000 Level (Core Phase) Grade Sheet Tracker

Event	Date Complete	Instructor	Grade Sheet Y/N
SFAM 2101 EP SIM	24 MAY 2017	(b) (3) (A), (b) (6)	Y
FAM 2102 DAY FAM/1V0/1V1/AWI	5 JUN 2017		
AAR 2201 DAY AAR	21 JUN 2017		Y
NAAR 2202 NIGHT AAR	7 JUL 2017		Y
SAS 2301 HI/MED/LOW ANGLE DIVE/BUNT	24 MAY 2017		Y
SAS 2302 SGL/SEC POP MED/LOW ANGLE DIVE/BUNT/STRAFE	25 MAY 2017		Y
AS 2303 HI/MED ANGLE DIVE	6 JUN 2017		Y
AS 2304 MED/LOW ANGLE SGL/SEC POP	9 JUN 2017		Y
SAS 2305 SACT	26 MAY 2017		Y
AS 2306 SACT	7 JUN 2017		Y
SAS 2307 TPOD/LGB/LMAV	8 JUN 2017		Y
SAS 2308 TPOD/JDAM/LJDAM	26 JUN 2017		Y
SAS 2309 BUDDY LASE/BUDDY BOMB/TPOD	27 JUN 2017		Y
AS 2310 BUDDY LASE/BUDDY BOMB TPOD	28 JUN 2017		Y
SNS 2401 FAM	10 JUL 2017		Y
NS 2402 FAM/FORM/AWI	7 JUL 2017		Y
NS 2403 2V2 INT	13 JUL 2017		Y
NS 2404 SEC DELIVERIES LGW/IAM	7 JUL 2017		Y
NS 2405 MED ANGLE DIVE/POP/STRAFE	14 JUL 2017		Y
AA 2501 OBFM	29 SEP 2017		Y
AA 2502 DBFM	19 NOV 2017		Y
AA 2503 HABFM	19 NOV 2017		Y
AA 2504 DISSIMILAR BFM	15 Feb 2018		Y
SAA 2505 BVR RADAR L&D	29 JUN 2017		Y
SAA 2506 SEC BVR RADAR VID	29 JUN 2017		Y
SAA 2507 SEC BVR L&D/L&L	6 JULY 2017		Y
AA 2508 2V2 OR 2V2 SEM/TAP THE CAP	30 JAN 2018		Y
AA 2509 2V2 BVR	18 JAN 2018		
SLAT 2601 LAT			
LAT 2602 SGL SHIP LAT			
LAT 2603 SEC LAT			



# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AR-3202: DAY AR

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 26 AUG 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>Brief:</b> Standard SCAR brief.  <b>Admin:</b> Section Go out of RODN into the area. RTB to RODN via Section landing.  <b>TacAdmin:</b> Standard. On the RTB remember that FENCE out should be auto cleared into parade to conduct BDA checks.  <b>Conduct:</b> Starting to hold overhead Lead will hold at 6k and direct dash 2 to hold at 6.5 or above. This will go misunderstood on Dash 2's part and wingman will also hold at 6k. Each aircraft takes a 90 degree offset from each other to aide in sensor tasking. Later on in the flight it will become noticed that both aircraft are on the same altitude. Wingman will push the nose low to create a safe pass. (Instructor Comment: when I asked you what altitude you were at, you responded with "6,000". That was before you saw me, and it was later observed that you were actually at 5,700' which was out of our range space. In addition to poor CAS holding procedures by violating the stack assignment from the JTAC, this also could have resulted in a flight violation if it had been a trend. My assessment of the nearly co-altitude pass was that you were not visual until I had crossed your flight path within about 2,000'... that is dangerous). Reset the holding altitudes and continued with the mission.  Slasher 01 is providing targets for the area. Saw a good mix of target points being passed as well as coordinates being passed. Executed one GBU-12 attack as a single. Two GBU-12 Attacks as a section. When directed into tacwing make sure to remain in position. A couple of times during this flight dash 2 would end up sucked behind lead.  <b>Debrief:</b> One safety of flight with both aircraft holding at the same altitude. This is noticed by both aircrew before any dangerous situation arose but it should not have been a possibility in the first place. Be off leads altitude to allow you both to be safe so that you can all concentrate on being tactical. Conducted a thorough debrief and also watched the tapes to confirm the radio comms.
2. Brief	X						
3. Admin					X		
4. TacAdmin		X					
5. Tactical Execution					X		
6. TCC				X			
7. Debrief	X						
8. Mission Performance Standards					X		
a) Conduct visual and sensor reconnaissance of assigned area and detect targets.					X		
b) Employ appropriate weapon and tactics for threat and target type.					X		
c) Minimize threat exposure and perform appropriate threat countertactics.					X		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Day AR conducted in the MEUEX CTA. SCAR platform provided by Slasher 01.  <u>Instructor Comments:</u> (*4) The safety of flight referred to on the right requires attention. In the debrief, Resilard was queried on why he was on the same altitude as lead. The response was that he heard lead tell him to be on 6000' and that lead was taking 6,500'. After later reviewing the tapes, it was very clear that lead assigned himself to 6,000', meaning that wing SHOULD NOT be on 6,000'. The biggest "other" here is the fact that wing mis-heard a clear comm call from lead. There is no way to remedy this in flight, as wing was confident that he was doing the right thing despite a clear gameplan passed from lead. That is why it is very unsafe. If there is "confusion" that can be remedied by fessing up and re-gaining deconfliction. But being confident that you heard something that was never said does not permit follow-on clarification and could ultimately result in a mid-air collision. The biggest take-away here is to improve your active listening. This event is complete for tactical execution, but make sure you focus on sound TACADMIN procedures (safe holding) in future events.							

9/14/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by (b) (3) (A), (b) (6)

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AR-3202: DAY AR



# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### CAS-3106: NIGHT CAS

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 25 AUG 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p><b>Brief:</b> Standard CAS brief. Already experienced with area with operating in same location earlier in the day. Discussed night considerations when using NVGs in a night urban cas environment.</p> <p><b>Admin:</b> Night Section Go departure out of RODN towards the MEUEX CTA. Good position keeping on the departure. On the RTB dash 2 will end up a few miles behind lead heading back to RODN. Wingman will attempt to get aboard too quickly and miss a call from lead saying that he is slowing to 250kts. This ends up in the wingman zooming past lead and having to take a cut away to slow down. This puts wingman further from lead and will have to follow lead in for the arrival to RODN. Too much of a tight turn to final for dash 2 and vice severely wrapping up the turn dash 2 will elect to go around and come back for a second try. Keys for improvement include understanding that under NVGs you have poor depth perception. This makes judging closure difficult. Also do not be in a hurry to execute the rejoin. Half the speed and twice the caution when flying at night.</p> <p><b>TacAdmin:</b> No G-warm due to quick entry into the area. Would skip BDA checks for reasons mentioned above.</p> <p><b>Conduct:</b> Entered into the overhead block 6-9k. Conducted two deliveries.</p> <p>1. Type II BOC. 1xGBU38. Wingman will receive a target that is between two buildings. Due to cloud coverage and line of sight acquisition of said target would be prove to be difficult. Continuous talk on would finally see dash two captured.</p> <p>2. Type II BOT. 1xGBU-12. Lead and wingman will remain in the overhead to find the targets. Better comm here on the push-pull of information and would lead to a quick correlation for a GBU-12 weapon release with dash 2 following in 1 min spacing.</p> <p>Overall good work maintaining de-confliction and plotting all your targets. Continue to practice not giving read backs until you have plotted the coordinate.</p> <p><b>Debrief:</b> Discussed in detail keys to improve the rejoin. Event is complete but would like to add on a 3106 sim when available to make up for the low number of attacks.</p>
2. Brief	X						
3. Admin				X			
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Comply with JCAS TTPs.					X		
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
d) Execute appropriate threat counter tactics.	X						
e) Execute proper JCAS comm.					X		
f) TOT +/- 15 secs.					X		
g) Achieve effects on target or weapon impact within CEP.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
<p>Conducted Night CAS in the MEUEX CTA.</p> <p><u>Instructor Comments:</u> Concur with the assessment to the right. Despite being NS complete, continue to focus on the differences of operating at night, vice during the day. As was emphasized in the brief and de-brief, first prioritize survivability. With safe deconfliction established you will be able to shift the predominance of your focus to tactical execution. Nice work. The join buffoonery is not desired, but as long as you are safe, improvement will come with experience.</p>							

9/14/2017

X

(b) (3) (A), (b) (6)

Instructor Sign

DND - Not

UNSAT\* - L

Signed by: (b) (3) (A), (b) (6)

Requires substantial input

ent.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

CAS-3106: NIGHT CAS

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

SAS-2302: MED/LOW ANGLE SGL/SEC POP/DIVE(GP(HIGH DRAG) /ROCKETS/STRAFE) SIM

STUDENT: (b) (3) (A), (b) (6)

INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Bat 2

DATE: 25 May 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Brief: Good brief. (b) (3) (A) showed up prepared with the appropriate products. Went down to comm/nav for a quick lecture on how to load comm 1 crypto.
2. Brief					X		
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		Admin: Started on deck at Iwakuni, engines running. Worked through how to set up comm crypto. Standard departure out to the R-567. Remember to do a good cockpit sweep as the wing tank switch was set to off.
6. TCC					X		
7. Debrief						X	
8. Mission Performance Standards							
a) Adhere to WASP delivery parameters and TOPGUN valid delivery criteria.					X		TacAdmin: Treat each sim as an actual flight so don't forget to conduct a G-warm and turn on the RWR gear. Use your LDDI as your working DDI. Do not forget to audible LAT checks complete.
b) Maintain briefed formation, visual mutual support, and achieve briefed attack separation via timing.					X		
c) Adhere to tactical abort parameters.					X		
9. Administrative flight requirement (if required).							Conduct: Target was the North Dam in the R-567. Good job working down towards the terrain and making the appropriate corrections when the RADALT went off.
REMARKS							
Mission to conduct low ingress pop attacks.							(b) (3) (A) showed an improving trend on each run. Good work listening and applying the critiques discussed on each run. Trend was to pull through the ASL and to also have a shallow off set angle. Good job making corrections and executing a dive toss when necessary but continue to work on setting that correct offset angle the first time. Towards the later runs there would be improvement in this area. 13 runs as a solo.
Conducted 13 deliveries as a single ship and 3 deliveries as a section.							Don't forget to put in the altitude for your target! For the sections pops, nice work maintaining sight and fixing your position. The first two section pops will be detached. (b) (3) (A) would be told to action and didn't quite hit 90 off for the abeam, still able to employ weapons and execute the off target rendezvous. On the second run (b) (3) (A) would action on his own and set the appropriate beam angle for an overall better run. The final run would be an attached pop. Again, good work maintaining formation. Late to start the pop but would make some corrections to still allow for safe employment of weapons.
							Overall (b) (3) (A) showed an improving trend through the sim. Receptive to critiques and did well applying said critiques on each run. Good job listening to the instruction and applying it from run to run. Keep studying and keep refining the Admin and TacAdmin.
							(b) (3) (A), (b) (6)

Instructor Sign

DND - Not.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

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3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

SAS-2302: MED/LOW ANGLE SGL/SEC POP/DIVE(GP(HIGH DRAG) /ROCKETS/STRAFE) SIM

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAS-2301: HI/MED/LOW ANGLE DIVE (GP(LOW DRAG)/CBU) SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Single DATE: 24 May 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p>The key to fixing all of these variations is have to work on having a consistent good start. When (b) (3) (A), did have good starts the parameters and effects worked out well. It is when you are constantly making corrections is when you would see the no drops.</p> <p>Working on the gun strafe took more fine tuning. Debrief real time about the hot gun scenario. It would take (b) (3) (A) a few passes to get accustomed the gun strafe. Nail your heading on the diamond and begin your push over and maintain that constant bunt. Position the reticule to the diamond and check your parameters to make sure everything is valid. Arm up only when the gun is pointed at the deck.</p> <p>Overall a good sim to knock off a lot of rust for (b) (3) (A). Continue to study and learn from each event. Maintain a positive mental attitude and take the lessons learned and apply it to the next event.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
b) Recognize errors in delivery techniques and makes corrections.					X		
c) Adhere to tactical abort parameters.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
<p>Basic Circle the wagon flight to knock off rust and get acquainted with the A/G environment.</p> <p>Brief: Standard</p> <p>Admin: Standard departure out to the R567. Introduction to the targeting pod. See 2101 gradesheet for further details</p> <p>TacAdmin: Start off with a spacer pass over the Prison. Would conduct 11 roll ins followed by multiple gun strafes. Overall (b) (3) (A) is working to get accustomed to the pattern. Remember that the Z diagram will be written in AGL and you must do the mental math to compensate for target elevation. This will cause (b) (3) (A), to fly low on the initial two passes.</p> <p>Trends included pulling through the ASL, high airspeed and variations in the pattern work. Don't wait until the velocity vector is on the ASL to begin your roll. Start right before and that should alleviate the constant corrections.</p> <p>Keep your airspeed in the scan. Would fly the Z diagram depicted airspeed around the pattern but realize that is putting you fast coming down the chute. Keep the HSI in your scan as well to ensure you are not getting too wide or too tight on the pattern. Good work ripping at the same distance each time but that angle in relation to the run in had too much variation causing you to do more work to correct and have less tracking time.</p>							<p>Press.</p> <p><u>Instructor Comments:</u> Nice assessment of the learning objectives.</p>

X

Instructor

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 UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.  
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 3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.  
 4\* - Unusually high degree of ability. Requires no input from the instructor.  
 \*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AAR-2202: NIGHT AAR

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 7 JUL 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Tanking: Good work being smooth and expeditious on the night tanking. Would drop back a little too far prior to getting into position behind the basket but this will improve with experience. Good procedures and comm.  <u>Instructor Comments:</u> Nice work.
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution							
6. TCC							
7. Debrief	X						
8. Mission Performance Standards					X		
a) Adhere to USMC FA-18 ADMIN SOP.					X		
b) Adhere to Air-to-Air Refueling Manual.					X		
c) Execute safe rendezvous procedures.					X		
d) Use proper communications procedures.					X		
e) From a stabilized position, successfully engage the basket expeditiously.					X		
f) Respond quickly and safely to all communications and communication out signals from the tanker aircraft.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conducting night A/A and A/G events in the R-225. Mid mission tanking provided by C-130. 1 night plug.							

7/19/2017

X (b) (3) (A), (b) (6)  
 Instructor Sign

Signed by: (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

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\*Mandatory comments in remarks section for items scored at this level.

AAR-2202: NIGHT AAR

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AAR-2201: DAY AAR

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 21 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>Tanking:</b> Good job being smooth and expeditious getting into the basket. It helped with managing the timeline for the LFE. Work on not sliding so far back from the hose as it will only take up more time slowly sliding forward. Once you have more experience you will be able to position yourself closer to the hose and start from there.  <b>Instructor Comments:</b> Real nice job on the tanker. Always remember to remain calm when behind the basket. Everyone gets the "tanker blues" at some point, so don't ever let a bad day on the tanker effect your confidence. For this evolution, real nice job being safe and expeditious.
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards					X		
a) Adhere to USMC FA-18 ADMIN SOP.					X		
b) Adhere to Air-to-Air Refueling Manual.					X		
c) Execute safe rendezvous procedures.					X		
d) Use proper communications procedures.					X		
e) From a stabilized position, successfully engage the basket expeditiously.					X		
f) Respond quickly and safely to all communications and communication out signals from the tanker aircraft.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conduct two ship red air in support of larger Australian force exercise. Conducted pre-mission tanking on an RAAF KC-30. Conducted one plug..							

7/19/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by: (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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4\* - Unusually high degree of ability. Requires no input from the instructor.

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AAR-2201: DAY AAR

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SFAM-2101: EP SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Single DATE: 24 May 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<u>Instructor Comments:</u> Nothing additional to add. Welcome to the squadron, it's going to be a blast.
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Execute the correct NATOPS immediate action and troubleshooting procedures.					X		
b) Make appropriate flight leadership decisions.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
First sim for (b) (3) (A), Goal was to knock off the rust from being out of the cockpit and an introduction towards the local area and TCC.  Brief: Standard Admin: Would be on deck engines running. Brief overview of what is accomplished in the cockpit by the pilot and wso. Introduced to comm checks both in the clear and secure.  Standard instrument clearance out of Iwakuni into the R567. No issues on the taxi, takeoff, and departure. Good work handling the EPs.  Press.							

(b) (3) (A), (b) (6)

Instructor Sign

(b) (3) (A), (b) (6)

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3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SOAAW-3603: SCREEN / CLOSE ESCORT SIM

STUDENT: (b) (3) (A), (b) INSTRUCTOR: (b) (3) (A), (b)  
 FLIGHT POSITION: -4 DATE: 2 DEC 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							NKX Sim Det
2. Brief							
3. Admin							Used New Common Timeline
4. TacAdmin							
5. Tactical Execution							Admin and Tac Admin- Sim Standard
6. TCC							
7. Debrief							Run 1:
8. Mission Performance Standards							-Time Line adherence on Skate Flow
a) Maintain mutual support.							-POD Mech
b) Execute proper radar mechanics.							-radar mech
c) Target as directed.							
d) Recognize threat tactics.							Run 2:
e) Take valid shots.							-Time Line
f) Timeline awareness.							-3D geometry
g) Tactical decision making IAW mission objectives.							-How to solve offboard for a PHID
9. Administrative flight requirement (if required).							
REMARKS							Overall Improving trends as the sim det progresses.
							See grade sheet for SAAD 3401.

X

Instructor Sign

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

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4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

**F/A-18 AVIATION TRAINING FORM**  
 NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
 SOAAW-3601: SWEEP SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 1 DEC 2017  
 CREW POSITION: PILOT

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Run 1: -Time Line adherence on Skate Flow -POD Mech- QA, ensure L+S is boxed, get a FLIR Track and use your A/A Pod Bold Face -Good radar mech used techniques discussed to get radar SA at range.  Run2: S-G Hostile -Create an L+S on the PPLI at Redec Range/Call -Time Line adherence on Short Skate Flow -Check Shot Doc based on Flow and Targeting  Overall Improving trends as the sim det progresses. <i>see grade sheet for SAAD-3401.</i>
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards							
a) Execute proper radar mechanics.							
b) Target as directed.							
c) Recognize threat tactics.							
d) Take valid shots.							
e) Timeline awareness.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
NKX Sim Det  Used new Common Timeline  Admin and Tac Admin- Sim Standard							

**X**

Instructor Sign

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50C, F/A-18 T&R MANUAL (5 APR 2016)  
SL: Admin/TacAdmin Brief

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: N/A DATE: 29 DEC 17  
 CREW POSITION: N/A

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Admin: -Started 19 seconds late. Make sure your watch is up to date. - For a new pilot/wso joining the squadron make sure to brief more in depth on combat systems. - Talked about techniques for marker set up - Don't need to start off the brief as formal as you did. Quick intro into what everyone will be doing will suffice. - Don't forget to brief weather for the divert fields - Spent a bit too much time talking about the timeline. Something as simple as "walk as required to start APU on time" - Leave waypoints 1-10 open - Draw arrows on the board and use it to your advantage. - Discussed techniques for briefing the comm plan quickly. - Good work slowing down the tempo for the brief, may have been a bit too slow at times but it is getting better. - Overall put some more thought and discussion into the actual departure routing, LCLS point and Risk to Force and Risk to Mission. - Good time for the admin brief and good work briefing the EPs.  TacAdmin: - Leverage what is standard and talk about what is not. - Go more in depth on combat systems such as MIDS, CIT, DCS - More in depth on secure comms - Discussed techniques for briefing TacAdmin and how to improve. - A bit out of order on the Fence out comm in regards to doing a Battle Damage Assessment. - Think about the event prior and know what you need to cover and what can be standard.  Overall average brief. Room for improvement in a lot of areas but making steady improvements.
2. Brief					X		
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief					X		
8. Mission Performance Standards							
9. Administrative flight requirement (if required).							
REMARKS							
Practiced Admin/TacAdmin briefing.							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
LFE-4601: DAY LFE

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 21 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<u>INSTRUCTOR COMMENTS</u>  GREAT JOB ON THE TANKER.  WHENEVER YOU'RE RED AIR  ALWAYS FOCUS ON HOW YOU CAN  BEST FACILITATE BLUE AIR  ACHIEVING THEIR TRAINING  OBJECTIVES.
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards					X		
a) Effectively integrate into the LFE package.					X		
9. Administrative flight requirement (if required).					X		
<b>REMARKS</b>							
Conduct two ship red air in order to support larger Australian force exercises.  Brief: Conducted a red air brief at local squadron spaces followed by a crew brief back at the squadron spaces.  Admin: Conducted a section take off out of YPDN for a standard departure out to the LFE airspace. Set up for the rendezvous with the KC-30.  Good job being smooth and expeditious getting into the basket. It helped with managing the timeline for the LFE event. Work on not sliding so far back from the hose as it will only take up more time slowly sliding forward. Once you have more experience you will be able to position yourself closer to the hose.  TacAdmin: Weapons check standard. No G-warm for time and limited maneuvering factors. Fence out and BDA standard.  Conduct: Begin the VUL as a two ship in support of other red air in the area. Throughout the flight good work maintaining VMS when applicable and staying in your block at all times.  This is (b) (3) (A), first experience as a red air and also first experience participating in an LFE. A lot of learning and exposure occurred on this event. Crew coordination managing comm and fuel management aided in maintaining situational awareness.  Good work hanging on and remain in the books. Press.							

(b) (3) (A), (b) (6)

Instructor Sign

(b) (3) (A), (b) (6)

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3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SAI-3703: MED ALT AI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Pilot DATE: 10 AUG 2017

CREW POSITION: Dash 2

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>TacAdmin:</b> Standard expendable checks. Continuing with routing towards pre-planned targets. Check qual just means check your JDAM health. Don't forget to double check your radar set up and sanitize the airspace per the threat.
2. Brief					X		
3. Admin					X		
4. TacAdmin				X			
5. Tactical Execution				X			
6. TCC				X			
7. Debrief				X			
8. Mission Performance Standards							
a) Recognize and react appropriately to threats.	X						
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.					X		
c) Deliver weapons on planned DPI.			X				<b>Conduct:</b> Following 'Attack' call flight will switch to A/G mode. A brief recce of the target on the pod prior to releasing ordnance. Lead will call In Zone but dash 2 will not have an In Zone indication. The reason for this is due to the target coordinates being inputted into the Launch Point vice the Target. This will go unnoticed by dash 2 pilot. Learning point here is to QA your system thoroughly beforehand because as when things get more dynamic and hectic it will not be easier. As you get more experience and repetitions the easier this will become.
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
e) Take valid shots.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
SAI 3703. Conducted as a two-ship. Overall, average event.							<b>Following the A/G mission the flight will find a radar picture and execute SSK flow. Good work taking all valid air to air shots. Good sort and mech. Continue to work on the comm. Strive to shoot, and say the comm as you are executing your out. On the pitch in, good work again taking shots. Dash 2 will be untargeted and will proceed to the merge. Radar picture will be clean.</b>
Brief: Standard  Admin: Started the sim on deck. Working full system set up as single seat. Standard 10 sec go departure into the running join. No an issue today but realize during actual operations there will be extensive comm chatter. Continue to be an active listener on the comms..							
							<b>Debrief:</b> Conducted a tape debrief to assess lessons learned and keys for improvement. Biggest take away is properly checking your JDAM. The entire flight went smooth just clean that part up and you will be solid. Continue to stay in the books and maintain a good attitude.

(b) (3) (A), (b) (6)

X

Instr

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### AI-3702: LOW ALT AI

STUDENT: (b) (3) (A), (b) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 16 AUG 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p><b>Conduct:</b> Entered into the ITRA and began climb up to FL30. Asking AIC for picture calls. AIC responded clean and formation began looking low to cover the blind zone. Dash 2 will have a brick pop up at 7k ft that will go unnoticed until the last minute, at which point could not regain radar SA. Keys to fix this involve developing a good scan. Understand that you are eyes out flying form but remember to repeatedly glance at your Radar. When you see that brick place your cursor over it and begin your counter deceptive meld. Once that is complete call it out and have AIC declare the group.</p> <p><b>Flight will proceed into the attack phase. Continue to work on you're JDAM validation. Complete it on the DDI that is recording first. Valid sim JDAM employment from both aircraft.</b></p> <p><b>Coming off target the flight will receive a pop up group call with the bandit being low and climbing near the wingman's position. Dash 2 attempts to gain tally and will be unsuccessful. A lot happening quick but remain within your block. Discussed in the debrief about what you would do real world if you come to a merge low SA.</b></p> <p><b>Section will begin to flow cold with the bandit returning to the east. Flight will turn back in to set up for another presentation but lack of time on range space would not allow this.</b></p> <p><b>Debrief:</b> Debriefed with Red Air and conducted a white board debrief. Tape debrief conducted after to assess key learning points and ways for improvement. Over all mission success with the C3 nodes being destroyed. Continue to work on using your radar to gain SA and continue to practice your JDAM val.</p> <p><b>Instructor Comments:</b> Not awesome performance from anybody on this fight. Overall, we did not employ any AMRAAM. The red air presentation was challenging, and they got the best of both of us. Agree with the comments above. Nice admin and tacadmin from -2. Overall, average for -2, below average for -1.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution				X			
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Recognize and react appropriately to threats.				X			
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.					X		
c) Deliver weapons on planned DPI.					X		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
e) Take valid shots.	X						
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
<p>AI 3702 conducted in the ITRA</p> <p><b>Brief:</b> Standard. Set ALR to AI vice Norm.</p> <p><b>Admin:</b> No issues getting out the line. Slight delay in taking off waiting for Red Air to troubleshoot and traffic. Depart out of Iwakuni via 10sec go. Dash 2 will attempt to complete the join before losing lead in the clouds. Called blind and maintained a safe separation. Picked up lead on radar and continued for the radar trail departure.</p> <p>VMC on top and proceeded towards the ITRA training area.</p> <p>RTB back to Iwakuni and split the section up for separate PARs. Watch your airspeed, was a little fast and closing the distance on lead. Non-issue but if you got too close you would have been waved off and had to come around for another PAR.</p> <p><b>TacAdmin:</b> Performed a G-warm and Fwd Qtr RWR checks. Checked JDAM on deck and in transit.</p>							

9/14/2017

X (b) (3) (A), (b) (6)

Instructor Sign

(b) (3) (A), (b) (6)

DND - Not Signed by (b) (3) (A), (b) (6)

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

AI-3702: LOW ALT AI

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAI-3701: LOW ALT AI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -2 DATE: 29 Nov 2011  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							First Run: - 2 Groups Hostile, Narrow Azimuth -SSK 2 – North / 1-South -Narrow down azimuth and decrease bar scan to get a quicker return when you know exactly where the group is. -Won't get Target Acquisition, use different modes and polarities on POD -2 shoots Contact declared Bogey -No BDA  Second Run: -Same as first run -Early Commit on Groups well beyond Commit Range -Call Goalie if situation applies -Better work acquiring the target and getting BDA
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards							
a) Recognize and react appropriately to threats.							
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.							
c) Deliver weapons on planned DPI.							
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.							
e) Take valid shots.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
NKX Sim Det  Used New Common Timeline  Admin and Tac Admin- Sim Standard  Bombing Yuma AF in R-2301 W							

X

\_\_\_\_\_  
Instructor Sign

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

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**F/A-18 AVIATION TRAINING FORM**  
 NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
 AAD-3404: NIGHT DCA (AREA DEFENSE) W/ EA

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 2 DEC 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS	
1. Mission Preparation							See grade sheet for SAAD 3401 Day DCA. 30 NOV 2017	
2. Brief								
3. Admin								
4. TacAdmin								
5. Tactical Execution								
6. TCC								
7. Debrief								
8. Mission Performance Standards								
a) Execute proper radar mechanics.								
b) Execute proper targeting.								
c) Execute proper cold ops.								
d) Maintain visual/fluid mutual support.								
e) Execute proper VID mechanics.								
f) Take valid shots.								
g) Timeline awareness.								
h) Tactical decision making IAW mission objectives.								
9. Administrative flight requirement (if required).								
<b>REMARKS</b>								
NKX Sim Det								
Used new Common Timeline								
Admin and Tac Admin- Sim Standard								

**X**

Instructor Sign

(b) (3) (A), (b) (6)

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\*Mandatory comments in remarks section for items scored at this level.

**F/A-18 AVIATION TRAINING FORM**  
 NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
 SAAD-3403: DCA (AREA DEFENSE) W/ EA

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 2 DEC 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS	
1. Mission Preparation							See grade sheet for SAAD 3401 Day DCA. 30 NOV 2017.	
2. Brief								
3. Admin								
4. TacAdmin								
5. Tactical Execution								
6. TCC								
7. Debrief								
8. Mission Performance Standards								
a) Execute proper radar mechanics.								
b) Execute proper targeting.								
c) Execute proper cold ops.								
d) Maintain visual/fluid mutual support.								
e) Execute proper VID mechanics.								
f) Take valid shots.								
g) Timeline awareness.								
h) Tactical decision making IAW mission objectives.								
9. Administrative flight requirement (if required).								
<b>REMARKS</b>								
NKX Sim Det								
Used new Common Timeline								
Admin and Tac Admin- Sim Standard								

X

Instructor Sign

(b) (3) (A), (b) (6)

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\*Mandatory comments in remarks section for items scored at this level.





# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SSEAD-3502: HARM SIM (PP/TOO)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 3 DATE: 1 Nov 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation	x						Brief: Standard. Demonstrated how to plan HARM on JMPS.  Admin: Working through issues with the sim to get everything up and running but would eventually get all three aircraft up and out towards the area.  Followed checklist to get HARM appropriately set up on deck. No issues on the transit out to the area.  TacAdmin: Conducted expendable checks and G warm. No issues.  Conduct: Manual threat loaded on deck, no issues.
2. Brief	x						
3. Admin					x		
4. TacAdmin					x		
5. Tactical Execution					x		
6. TCC					x		
7. Debrief	x						
8. Mission Performance Standards					x		
a) Effectively mission plan for HARM.					x		
b) Deliver PB HARM IAW TACSOP tactics with a TOT +/- 15 secs.					x		
c) Effectively employ HARM in TOO mode.					x		
9. Administrative flight requirement (if required).	x						
<b>REMARKS</b>							
Conducted SSEAD 3502 operating as Dash 3 in a 3-ship providing a SEAD window for strikers.							PB shots taken on appropriate system to provide SEAD window as briefed with Dash 3 detaching to manage his own timing per the game plan. Working through sim issues again to get the HARM working, mostly troubleshoot getting HARM out of STBY. Would eventually get it and sorted and would see Dash 3 taking the first HARM shot one sec late per the brief. Good second shot as well. Brief was to take 4 PB shots on a 45" spacing maneuver profile, only two shots taken due to flight leadership.  Setting up TOO mode for the HARM would again see some issues with the sim. Flight would set up a counter-rotating CAP point. Lead will drive dash 3 around for a bit but would eventually get settled to have sensors constantly looking down range. TOO mode would finally work towards the end. This is (b) (3) third sim of this event due to previous sim issues and the cumulative knowledge and practice with TOO is enough to complete.  During the RTB the flight will have a pop up group declared by AIC. Dash 3 will not be targeted in but maintained formation and radar SA as per HSGP.  Overall working through a lot of sim technical issues but good learning in the employment of the HARM.  INSTRUCTOR NOTES: Be more vocal if conduct is not being executed IAW the brief and tactfully inform lead if your sensors are working better than others. No rank in the cockpit!

11/1/2017

X

Instructor Sign

Signed by: (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

1 - Safe but limited proficiency. Requires frequent input from the instructor.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

SSEAD-3502: HARM SIM (PP/TOO)

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SSEAD-3501: SLAM-ER/JSOW SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 8 NOV 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Brief: Standard. Demonstrated how to plan SLAM-ER on JMPS.
2. Brief					X		
3. Admin					X		Admin: Working through issues with the sim to get everything up and running but would eventually get all three aircraft up and out towards the area.
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		Followed checklist to get SLAM-ER appropriately set up on deck. No issues on the transit out to the area.
7. Debrief					X		
8. Mission Performance Standards					X		
a) Effectively mission plan for JSOW and SLAM-ER.					X		TacAdmin:
b) Deliver JSOW with a TOT +/- 15 secs.					X		Conducted expendable checks and G warm. No issues.
c) Execute proper procedures for marriage checks.					X		
d) Execute proper procedures for weapon programming and release.					X		Conduct:
e) Execute proper procedure for weapon terminal guidance (SMAU).					X		Set up CAP to provide time to manage weapons per the game plan. Working through sim issues again to get the SLAM-ER working. Would eventually get it and sorted and would see Dash 2 taking the first shot. Good second shot as well.
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Conducted SSEAD 3501 operating as Dash 2 in a 2-ship.							Setting up TOO mode for the weapon would again see some issues with the sim. Flight would set up a counter-rotating CAP point. TOO mode would finally work towards the end. This is Capt Resilard's third sim of this event due to previous sim issues and the cumulative knowledge and practice with TOO is enough to complete.
							Overall working through a lot of sim technical issues but good learning in the employment of the SLAM-ER.

X

Instructor Sign

DND - Not applicable or not observed.

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2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAAD-3401: DCA (AREA DEFENSE)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 30 Nov 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Multiple events completed each day during the sim det. Flowing from event to event the lessons learned from each sim will be compounded with another as the day progress. While the individual details involved in each sim are combined to create a general picture of the student progress.
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							Common trends for the sim det include:
7. Debrief							-Time Line adherence
8. Mission Performance Standards							-Radar Mechanics
a) Execute proper radar mechanics.							-3D Geometry
b) Target as directed.							Admin:
c) Execute proper cold ops.							Sim standard briefs with the group participating on the sim det.
d) Maintain visual/fluid mutual support.							TacAdmin:
e) Execute proper VID mechanics.							See above.
f) Take valid shots.							Tactical Execution:
g) Timeline awareness.							Leveraging having a division fully operable sims with highly competent sim operators to build effective and repeatable habit patterns. A good upwards trend throughout the week for the A/A execution.
h) Tactical decision making IAW mission objectives.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
NKX Sim Det							TCC:
Used new Common Timeline							Operated mostly as single seat but still maintain that communication between the lead aircraft.
							Debrief:
							Paused the sims after each run to get a quick debrief real time. Will have a full tape debrief at the conclusion of each event.
							Mission Performance Standards:
							-Good practice with the POD Mech when operating as single seat. Multiple repetitions on using the LPOD in A/A to gain a visual acquisition. Ensure L+S is boxed and the FLIR is set up properly.
							-Dealing with advanced threats. Good use of radar techniques to get radar SA at range.
							- Good use of off-board sensors to help maintain SA both to the hostiles and the friendlies. Good use to maintain sensor spread.
							-Biggest other in the A/A piece of sim training was the shot towards a friendly aircraft through a designation on the SA page. Debriefed in depth how this happened and how to avoid it from happening again
							Overall this was a great opportunity to leverage the sim usage at Miramar to build solid, repeatable habit patterns.

X

DND - Not: Instructor Sign

UNSAT\* - L

1 - Safe but

2 - Correct. Recognizes and corrects errors. Requires occasional input from the instructor.

3 - Correct. Efficient, skillful, and without hesitation. Requires minimal input from the instructor.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

Requires substantial input from the instructor.

(b) (3) (A), (b) (6)

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SSCAR-3301: SCAR SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: -2 DATE: 5 October

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					x		Despite the fact there were no cautions or lights, the board speeds were a clear indication that a safe stop with normal brakes could not be made. I talked to my personal technique of doubling the board plus 10-15 kts. Ex 5 Board 115kts and tempering that with GW, altitude, and runway conditions.
2. Brief					x		
3. Admin			x				
4. TacAdmin					x		
5. Tactical Execution				x			
6. TCC			x				
7. Debrief					x		
8. Mission Performance Standards				x			
a) Effectively locate and pass targets to AR assets.							
b) Prioritize targets in accordance with target precedence list.				x			Overall average event for Resilard. Take the sim as seriously as the jet with the limited sortie environment we're in. Use this to build your experience and learn from it.
c) Effectively coordinate target attacks.				x			
d) Effectively pass target and threat information to AR assets and C3.				x			
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
<p>Conducted SCAR on Korean IC set as a 2 ship.</p> <p>Conduct included a section of F-16 and a section of A-10. Average execution with tasking out AR players, deconfliction, and coordinating attacks. Coordinated multiple attacks on IDF, TBM, and armor. Used SPINS for ingress and egress</p> <p>Learning Points were:</p> <ul style="list-style-type: none"> <li>-Sanitize the airspace before going A/G over hostile territory with significant terrain/blind zones. MiG-21 VISCAP was in the area, only reason it was picked up was due to a simism of showing up on jackyl.</li> <li>-SPINS; be familiar with the check-in formats and routing system.</li> <li>-When a TPL 1 was called out by JSTARS, use you AR assets to prosecute/help find if you can't. SCAR left the AR players out and spent extra time trying to find. AR players were calling nothing to report in the south. (Target wouldn't show up in the sim, but real world I would have brought another section up to assist).</li> <li>-Don't hold AR players in a MANPAD WEZ, block12-14 with 2-3k foot terrain.</li> <li>-Give AR players a SITREP</li> <li>-Be a little more directive when giving smack tasking when using altitude deconfliction. You don't need to give a full 9-line, but general Final Attack geometry will ensure bomb fall line deconfliction. Wasn't a factor today.</li> </ul> <p>Biggest other of the flight was the landing. SR02 had a brake failure on touchdown with a 7k runway, 2.5ish gas, and 3x 500lb bombs on board. There were no Hyd Cautions or any other cautions. Passing the 3 Board, speed was 115-120kts and passing the 2 Board speed was 80-90 kts. SR 02 ran off the end of the runway. The first time anything was said TCC wise was past the 2 Board when SCOJO asked if he was going to stop. There are multiple options in this scenario. Go Around being the first, then either selecting E-Brakes and/or dropping the hook if you do not go around.</p>							

DND - Not.

UNSAT\* - L

1 - Safe but

2 - Correct.

3 - Correct.

4\* - Unusu

\*Mandatory comments in remarks section for items scored at this level.

Instructor Sign

Requires substantial input from the instructor.

I input from the instructor.

minimal input from the instructor.

≥ instructor.

Student Sign

SSCAR-3301: SCAR SIM

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### AR-3203: NIGHT AR

STUDENT: (b) (3) (A), (b) (6) (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 28 AUG 2017

CREW POSITION: Pilot / WSO

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>Brief:</b> Standard  <b>Admin:</b> Night Section Go out of RODN towards the W-174. RTB via night section landing. Following the completion of the knock off. The flight will attempt to rejoin. Lead will be visual and begin executing a left turn to remain in the area and facilitate the join. Dash 2 will be visual and begin a turn but will actually be visual of a random aircraft also heading in the direction of RODN. Attempting to join on this aircraft dash 2 will exit the area. Will pick up a squawk from ATC and continue towards RODN while lead comes for the join.  How to fix this includes using your system to your advantage. The A/A TCN showed an increasing range that went unnoticed until the WSO pointed it out. Understanding that lead was trying to rejoin the flight before exiting the area. At any time if you are unsure of something just go ahead and ask the question.  <b>TacAdmin:</b> Standard. Skipped BDA checks on the RTB for reasons above.  <b>Conduct.</b> Entered into the area and conducted a high altitude sweep. Following the sweep dash 2 will be cleared off to investigate his sector for the next 15 minutes. Wingman will locate a boat and conduct two GBU-12 attacks. Good TCC on locating the target visually using the NVGs and then using the pod to get captured. Good TCC on the weapon to target match.  Following the attacks wingman will be passed coordinates from lead that would be located on the 'Porkchop'. Dash 2 will execute a successful gun attack. Would set up for another North-West attack but would abort. Third run will be similar to the first and be successful.  <b>Debrief:</b> Debriefed the KIO to the rejoin and how it is important to maintain high SA and if you do not just ask the question.
2. Brief	X						
3. Admin			X				
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC			X				
7. Debrief	X						
8. Mission Performance Standards					X		
a) Conduct visual and sensor reconnaissance of assigned area and detect targets.					X		
b) Employ appropriate weapon and tactics for threat and target type.					X		
c) Minimize threat exposure and perform appropriate threat countertactics.					X		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conducted Night AR in the W-174 off the coast of Okinawa.  <b>Instructor Comments:</b> Good recall of the event. This was a unique exposure to Armed Reconnaissance. The range did not facilitate the incorporation of multiple Target Areas of Interest due to a single land mass (Pork-chop). As such, there was an alternate search gameplan briefed. All assessment points to the right are accurate.							

9/14/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by: (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SCAS-3102: PGM CAS SIM

STUDENT: **(b) (3) (A), (b) (6)** INSTRUCTOR: **(b) (3) (A), (b) (6)**

FLIGHT POSITION: -2 DATE: 8/7/2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		on JDAM employment and then a 1.0 to 1.5 of sim time with an instructor instructing him on proper JDAM employment – without a WSO. I will happily do this if needed.
2. Brief					X		
3. Admin	X						
4. TacAdmin					X		
5. Tactical Execution				X			
6. TCC				X			
7. Debrief					X		
8. Mission Performance Standards							
a) Comply with JCAS TTPs.				X			
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.				X			Mission Prep / Brief -From the previous SCAR/AR event I went through all the types of JDAM deliveries that you can execute, and showed him the MAWTS-1 GPS Weapon ASP in addition to breaking down LMT and LTKS GBU-S4 logic and showing him the section in the TACSOP. JDAM / UDAM employment should be second nature at this point. I do not know if SNM's ground job or other admin requirements are interfering with him being able to study. -Brief leverages CAS TTPs as standard and focuses on the time from receiving the 9-line to target area tactics. Even with a 2 hour block of sim time, the "JTAC" (Barbie) arriving 20' early to set the sim up, and aircrew arriving prior to the sim block time, the sim will not be ready until ~20 minutes into the sim block.
d) Execute appropriate threat counter tactics.	X						
e) Execute proper JCAS comm.				X			
f) TOT +/- 15 secs.				X			
g) Achieve effects on target or weapon impact within CEP.				X			
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
<p>Bottom line <b>(b) (3) (A), (b) (6)</b> did a nice job in improving in most aspects of CAS procedures from previous events. Today resembled more of "section CAS" with two fighters utilizing mutual support for CAS as compared to previous events. That being said, the event is below average given -2's employment of JDAM. After a previous SCAR/AR sim with <b>(b) (3) (A), (b) (6)</b> noted poor JDAM employment. I also did his 2308 which was in Australia with 2xGBU-31. In that event we did one PP drop and one TOO-LOCK drop. The TR calls for one PP, one PP quantity, one TOO LOCK, one TOO POS REL, one TOO POS REL slew-pickle-slew, one A-QTY delivery, and two UDAM delivery. I completed the event because there were no issues with the JDAM deliveries, albeit they were the simplest deliveries you can execute, and if the expectation was that he was going to do a an evaluated event as a flight in place of the sim then the expectation would be a complete event if there were no issues with employment.</p> <p>The results of utilizing that flight in place of the sim are starting to become apparent as this is the second event in a row I have done and noted poor JDAM employment. After the SCAR/AR event I approached training and recommended that he get in the sim do practice JDAM, and volunteered to do it myself. Guano was never given that chance. Recommend <b>(b) (3) (A), (b) (6)</b> get a 0.5 to 1.0 chalk talk</p>							
<p>Admin -No issues</p> <p>TacAdmin -Select MGRS on LPOD. -Ensure VDL is transmitting. -ALR should be NORM not AI. -TGP issues may have been a result of a simism. -For -2 WSO, there is no staring call in laser checks. Good laser checks otherwise.</p> <p>First attack T2 BOC 2x38 each aircraft simo. Actual TOT is w/in 5" of assigned. Lessons learned: -2 not ready for readback until around a minute after -1 is ready. -2 WSO will input coordinates into the CAS page first, not the PPs. Remember to prioritize what is important. What you need to drop BOC is a grid and an elevation. Having everything else set up is a luxury when all you need is 480KGS / 8nm/minute to be on time. Put all that stuff in after you get your jet set up for an attack as fast as possible. -2 ends up in ~1 mile sucked tac wing. It isn't impossible to execute this delivery from that position, and you could execute an attack similar to this from spread if desired, but the briefed position was the same position for a buddy bomb profile. Recommend that after you have good readbacks take TAC WING and</p>							

X

Instructor Sign

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**F/A-18 AVIATION TRAINING FORM**  
**NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)**  
**SCAS-3102: PGM CAS SIM**

stay there while following lead around and validation. This is technique.

-Briefed comm for release to achieve simo impacts was "-1 in zone, -2 in zone." -2 will not have a LAR displayed but will still call in zone after -1 calls in zone two more times. -1 will still drop his bombs even if you are unable to drop yours. Don't call in zone if you aren't in zone. Say you're "unable release this pass, troubleshooting" or something similar.

--2 no drop due to not having a LAR. During debrief we thoroughly attempted to determine why this was. -2 utilize PP1 and PP2 for the bombs, this may have been the issue. Different LPs were also in the bombs, result of the load utilized (sim default) for the event. Likely an issue with the sim for separate preplanned. -2 would have had a TOT within 1S" if this issue didn't occur.

-I will mention it now but this is an issue on all runs. Guano doesn't have a methodical way of executing JDAM validation or he gets behind the jet and isn't able to do it while executing the attacks. I showed him the way that I execute my JDAM validation (HSI>DATA>ACFT, stores – step, DAWPN top lvl – step, DAWPN mission – stop, do on other display, verbalize) and told him that this is what his should look like (technique). For several of the attacks today the bombs will guide to the target, so valid for effects, but based off of JDAM validation you would not be able to know if they were valid were a fin to break or you had a duster.

#### Second attack

T2 BOT 1xGBU-12 each 1' spacing

-1 will have a valid release w/ drop symbology but will not see impacts. MOC did not see a bomb come off the jet. -1s laser was interrupted so it would have been invalid for laser. -1 will call negative impacts. -2 will abort. Fighters will execute successful re-attacks. Lessons learned:

-Really nice job gaining correlation. -2's sim won't be displaying the buildings by which the target (T-72s) are parked, so he is able to find them quickly. From -1s perspective they intermittently masked behind buildings. -2 does a really nice job of getting -1 correlated quickly with a laser handoff. Remember what that comm and mech was like and utilize it in the future.

-2 aborts due to -1 calling negative impact, issue with and HSI, but -2 wouldn't have been in the position to release in the first place due to flying through the release cue while nose off the target. If -1 doesn't drop you should more than likely execute your attack unless a situation arises that would preclude you from executing yours. There was an issue with your HSI (simism, not being able to delete previous 9-line so an old IP was showing), but once again you don't need the HSI completely set up. You are captured the target so release. Position yourself appropriately to execute the attack. Brief today was after good readbacks you are approved to detach to intercept your own timing for an interval attack. -2 will fly away from the target and have to make a play for FAH at the last moment and turn nose on to the target at ~2.5 miles with the release cue behind him.

-It wasn't briefed this way, but going forward I would recommend not using laser comm when you are hosting your own bomb. Just execute your attack, no need to tell everyone that you're lasing.

-Re-attacks executed, -1 within 5" of TOT, -2 19" late.

#### Third attack

T2 BOT gun 30" spacing

-No "squirters" being displayed in the sim. -1 valid params/aimpoint/safety. -2 invalid params (airspeed), valid aimpoint, safety.

-No major issues other than airspeed control on this attack. Just remember that if you execute a bunt the tendency is to get fast.

Anticipate this by keeping your airspeed under control early, and then accelerating as you get closer to release.

#### Fourth attack

T2 BOT 1x38. Fighters execute valid attacks TOT 2" early.

-No issues for this attack other than incomplete JDAM validation from -2.

-Nice job getting correlated w/ the talk on from -1.

#### Fifth attack

T2 BOT 1x38 each 1' spacing. Fighters execute valid attacks -1 10" late -2 3" early.

-Nice job with the TOT spacing. Improving trend all day today. No major issues with this attack.

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**F/A-18 AVIATION TRAINING FORM**  
**NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)**  
**SCAS-3102: PGM CAS SIM**

Sixth / Seventh attack

T2 BOC to BOT 2x38 ea

-Possibly some confusion when the JTAC calls "-1/2 good handshake, that building is your target". -1 will go TOO POS REL and employ on the target, -2 will drop on coordinate. -2 will drop on coordinate out of POS ABS but -2 WSO will be lasing the target. Not sure if there was TCC confusion with the lasing out of POS ABS but -2 will be saying the target as if dropping BOT POS REL but will drop out of POS ABS. Bombs hit target due to coordinates being good.

--2 pilot then asks for a reload to practice system entry and -2 pilot will then enter coordinates for that attack again. MOC will reload with LJDAMs for some reason which didn't affect the delivery BUT one LJDAM was dropped in GUIDE GPS or GUIDE DUAL with no laser energy provided. In the debrief I told him not to worry about it but there may be an issues with habit patterns for LJDAM set up. Guano will put the coordinates in for the target accurately for both bombs but will put an elevation of 7' for one (accurate) and ~2,000' for the other one (inaccurate). -2 will drop and the first bomb will shack the target but the second bomb is significantly off target. Issue with JDAM validation again. In the debrief Guano will say that he didn't understand why the elevation didn't automatically get inserted into the second bomb when he input the valid coordinates. I asked him if he was under the impression that the elevation will automatically populate when you input a coordinate, and he said that yes that was what he thought was supposed to happen (i.e. input coordinates and then the jet automatically inserts elevation from DTED data). This leads me to believe that he has a misunderstanding of how to properly input parameters into a JDAM.

Debrief

Validated all drops. Guano is receptive and has a good attitude, but he needs a lecture and sim instruction on how to deliver set up a JDAM for delivery without a WSO. He also needs to practice a methodical, repeatable JDAM validation habit pattern because he doesn't have one at the moment. Taking a holistic approach, I told ops that I would consider the event complete because he was supposed to go on the road for sim CAS, in the jet you cannot sim quantity / A-QTY releases, I don't think he has a major problem with flying form or hitting TOTs as a -2 (was an issue on previous events in the jet that were supposed to be sim codes, dramatic improvement today in the sim), and that the heart of the issue is an absence of habit patterns and lack of understanding of how to set up a JDAM, not necessarily CAS procedures. I will caveat all this with saying that he has flown all CAS codes with a WSO, so I don't know if he is able to execute CAS procedures on his own. If the intent were to go and drop weapons without an instructor in the back seat then the event would have been incomplete. Bottom line: Captain Resilard needs ground and sim instruction on how to properly employ JDAM and LJDAM. Recommend that the sim be on his own and in a CAS environment to the maximum extent possible in order to maximize training and confirm that he doesn't have an issue with CAS procedures outside of JDAM / LJDAM set up and employment.

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SCAS-3102: PGM CAS SIM



# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SCAS-3101: GP CAS SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 21 JUL 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<b>TacAdmin:</b> Conducted LSS while transiting to the BFTA. Checked in with Darkside Air. Use the pod to slew around the target area searching for targets. Good work inputting the data into your tablet and maintaining get formation keeping. Continue to maintain active listening on the comms.
2. Brief					X		
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution				X			
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards							
a) Comply with JCAS TTPs.				X			
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.				X			<b>Conduct:</b> First 9-line Lead will be BOT and working dash 2 to get correlated to the target. Dash 2 will be captured after a talk on. Pushing into the area both aircraft will be late and rolex the ToT by one minute. (b) (3) (A), (b) (6) will feel rushed and end up pushing too early, realizing this and perform S-turns in an attempt to make time. Will call IP inbound 2 miles within the IP. Good parameters for the rocket bunt. Good work not employing with the late cleared hot. Switchology issue with RADALT.  Ways to fix this include understanding how the ToT Adjusted. Do not feel rushed and visualize the geometry needed to make the timing work on. Good SAPDART checks early and continuously QA your timing and geometry. You received the late cleared hot because of your IP inbound call was not where you actually were and the FAC on the ground could not visualize pick up your aircraft until late.  Proceeded with an immediate re-attack. Good bunt geometry and parameters. Aimpoint will be barely off the diamond. Timely cleared hot with rockets away. Be precise with your rocket employment. Do not spam the pickle button.  For the second 9-line proceeded to hold above the target. Again, would push late with successful rocket employment. Same parameters as first run with aimpoint being slightly off the diamond. Both Aircraft will have rockets that failed to fire and as such will discontinue the mid-mission tanking and RTB back to YPDN.  <b>Debrief:</b> Conduct a thorough tape debrief to assess validate employment and assess lessons learned. Overall a big improvement from the first incomplete of this event. Continue to study and as you do more CAS events and gain more experience you will find you will make less errors. Press.
d) Execute appropriate threat counter tactics.	X						
e) Execute proper JCAS comm.					X		
f) TOT +/- 15 secs.				X			
g) Achieve effects on target or weapon impact within CEP.				X			
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Sim Conducted as a flight. CAS in the R-225 BFTA  Brief: Have load plan in case you need to jettison for any reason.  Admin: Slight confusion with ordnance on arming the jets at the end of the runway. Don't forget to turn on your landing light. Standard departure out of YPDN and out towards the R-225 to meet up with the tanker. .  Smooth tanker ops. No issue on the RTB back to YPDN for the visual straight in.							

(b) (3) (A), (b) (6)

X

In

(b) (3) (A), (b) (6)

X

Stud

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**F/A-18 AVIATION TRAINING FORM**  
**NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)**  
**SCAS-3101: GP CAS SIM**

**Instructor comments:**

All things being considered average event for (b) (3) given where he is at in the syllabus. Good attitude and good job with taking notes in the debrief and capturing them in the gradesheet.

**Brief**

- No major issues. Good job showing up prepared.
- Remember to have a load plan whenever we are employing actual weapons.

**Admin**

- No issues.

**TacAdmin**

- No major issues.
- When doing laser checks or attempting a laser handoff let the lasing platform know if you do not get a spot within a reasonable amount of time. We transitioned from one IP to another w/ -1 lasing (will end up being deadeye) and -2 staring w/ no comn.
- You can see the importance of executing laser checks. -1 jet ADB implies laser will be operational despite multiple gripes and laser checks confirm -1 is deadeye.

(b) (3) (A), (b) (6)

- Only factor (b) (6) is -1 deadeye.

**Execution**

Initial 9-line T1 BOT -1 GBU-32 -2 rockets. -1 is unable to generate acceptable coordinates so -2 will generate and then pass coordinates for -1's GBU-32. -1 will request 1' rolex TOT due to system entry error. -1 will employ w/in 15" of the rolex'd TOT. -2 will execute a low level ingress and pop and will abort due to not receiving a cleared hot. -2 will get an immediate re-attack and then execute a bunt delivery. First nine line lessons learned:

- When using generating coordinates for a JDAM utilize the target coordinate generation rule of thumb. Not utilizing it can be the difference between a successful and unsuccessful attack. Reference the NTRP for CAT coordinates.
- FAC(A) will not be visual and thus will not give -2 a cleared hot. The FAC may be utilizing the comm as an indicator of where they should be looking at in the sky to pick up your aircraft. It is especially important during type 1 control to only call IP inbound when you are actually at the IP.
- If you are given a re-attack then execute a roll-in to re-attack ASAP. Don't go out to >5 miles and then execute a bunt.
- FAC will call good hits. Delivery is invalid (parameters) for -2 for aimpoint. 1 rocket on target is better than multiple sprayed around the target.
- Good job not releasing on the first pass w/o the cleared hot.

Subsequent 9-line T2 BOT -1/2 rockets. Fighters will request to go into the overhead for BOT correlation. A talk on between -1 and the FACs will then occur, after which -1 will be given an immediate TOT followed by -2's attacks with a correction from lead's hits. -1 will command 4 rockets to fire but only 1 will fire. -2 will roll-in and rockets will fail to fire. Fighters will get an immediate re-attack type 3 window. Rockets will not fire. Fighters do not have time to head to the tanker and return for more CAS (land time). Lesson learned:

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# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### CAS-3105: URBAN CAS

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 25 AUG 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p><b>Brief:</b> Standard CAS brief. Focused on Urban specifics and detailed area study.</p> <p><b>Admin:</b> Section Go departure out of RODN to enter the MEUEX CTA blocks 6-9k. RTB to RODN via radar vectors to final for the section landing.</p> <p><b>TacAdmin:</b> Quick transit to the area. Standard check in with controllers.</p> <p><b>Conduct:</b> Tight airspace today and cloud coverage made staying in the area and remaining correlated difficult. Good work being off leads altitude and using pilot relief modes to your advantage to help alleviate the task loading and allow you to focus more on looking outside.</p> <p>Conducted three total runs with the third being supporting lead's weapon to the target.</p> <p>1. Type II BOC. GBU-38. Having sim boxed and not being at the appropriate airspeed will cause the IN RANGE / IN ZONE cue to not appear. Continued to press and sim employ two GBU-38s simultaneously. Strive to be in a better TacWing position.</p> <p>2. Type II BOT. 1xGBU12 with 2 minute spacing between attacks. Would update to a dash 2 dropping a QTY 2 while lead played goalie.</p> <p>3. Wingman will be lasing lead's GBU-12 into the target. Good work getting correlated and putting the aircraft in a good position to lase the weapon all the way to impact.</p> <p>Overall solid work in the urban CAS environment. Keep in mind that you want to have more of a push-pull of information coming from the controllers on the ground. As it was today they were mostly pushing out information.</p> <p><b>Debrief:</b> Discussed lessons learned and keys for improvement on follow on events. Also contacted the controllers to discuss what went well and what can be improved.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Comply with JCAS TTPs.					X		
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
d) Execute appropriate threat counter tactics.	X						
e) Execute proper JCAS comm.					X		
f) TOT +/- 15 secs.					X		
g) Achieve effects on target or weapon impact within CEP.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
<p>Conducted Day Urban CAS in the MEUEX CTA over Camp Hansen Okinawa in support of 5<sup>th</sup> ANGLICO.</p> <p><u>Instructor Comments:</u> This was quite a fun event. Big things to remember during Urban CAS are to evaluate the threat, then come up with a gameplan on exactly how you can best support the ground scheme of maneuver. Urban considerations are often canyons, podium effect, maintaining correlation, and moving target specifics. The good work from the JTAC allowed us to see how many of these considerations can be dealt with to effectively get ordnance on the deck. The weather added a nice real world training aspect. Nice work. Keep looking outside.</p>							

9/14/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### CAS-3104: DAY PGM CAS

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 24 AUG 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p>Conduct:</p> <p>3 total 9-lines.</p> <p>1. Type II BOC. 1xGBU12 per aircraft with dash 2 taking a 2 minute spacing. No major issues. Guano will be ~20" late off of -1's timing but the section will be given an immediate push. Immediate push may have thrown off timing. I would recommend flying for setting spacing once you have good read backs, then follow your lead around until he goes IP inbound then do your spacing maneuver. Valid parameters, aim point, safety.</p> <p>2. 9-line is a Type I BOT gun attack -2 first with -1 30" in trail. Dash 2 will be the first to roll-in followed by lead's aircraft. Lead will pass -2 the lead as -1 is negative ROVER and correlation is achieved by a ROVER talk on. -2 does a nice job correlating and then passes -1 4/6 and -1 is able to correlate immediately. -2 is within +/- 15" TOT and -1 is ~40" in trail. Valid parameters, pipper, aim point, safety. Really nice job correlating, being on time, and nice strafe.</p> <p>3. Type II BOC simo run 1xGBU-38 per aircraft. JTAC will call danger close and give initials but it is not read back. Don't forgot the mando readbacks - DAFT-P. Drop is unassessable for tapes, but -2 is in position for the attack and flight is on time.</p> <p>Overall solid runs today with dash 2's timing being within +/- 30 seconds. Quickly getting the systems set up and staying in position to engage targets in an expeditious manner. Keep using the tablet to your advantage and plot out the targets. Continue to work on improving your timing.</p> <p>Debrief: Discussed lessons learned and keys for improvement on follow on flows. Also debriefed with controllers on what went well and how things could have been improved.</p> <p>Instructor edited student comments with inputs and some clarification. Overall average event.</p>
2. Brief					X		
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief					X		
8. Mission Performance Standards							
a) Comply with JCAS TTPs.					X		
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
d) Execute appropriate threat counter tactics.					X		
e) Execute proper JCAS comm.					X		
f) TOT +/- 15 secs.					X		
g) Achieve effects on target or weapon impact within CEP.					X		
9. Administrative flight requirement (if required).							
REMARKS							
<p>Second flight of the day following the nav leg from RJOI to RODN. Conducting day PGM CAS in the W-174 off the coast of Okinawa in support of 3<sup>rd</sup> Recon.</p> <p>Brief:</p> <p>CAS standards. Emphasized talking about the working area. Routing to and from.</p> <p>Admin:</p> <p>No issues. Shot a section TACAN approach with -2 detached to 1.0 in trail prior to entering the clouds.</p> <p>TacAdmin:</p> <p>-When you hear "reference xxx accel G-warm" do not take your time getting out to 1.0 abeam. Get to 1.0 abeam immediately. We don't have the time, range space, or gas to waste. Initially Guano will go to 0.7 or so abeam and stay there for an awkward amount of time until pipped to get to 1.0 abeam.</p> <p>-Work on holding in DCS during CAS. It may seem difficult to maintain position initially but it gives you plenty of straight and level time. Utilize the pilot relief modes. A good flight lead will be on/on allowing you time to listen, write, and plot. Tac wing may feel easier to maintain position but it is more stick and rudder intensive.</p>							

X

Instr

DND - Not

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4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### CAS-3103: DAY GP CAS

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 2 AUG 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p>Brief: Standard</p> <p>Admin: Taxi the aircraft just a bit slower. Know you took the jet from a low fuel state and was concerned about getting a fuel hot but you were headed to the pits anyway so just take your time. Slightly delayed on deck but eventually will get two on the runway for a section go.</p> <p>First flight for Capt Resilard in Japan. Getting to the area happens really quick but good work being flexible getting everything done prior to entering the area. No issues on the RTB for the '350' knot 2 second break.</p> <p>TacAdmin; A little flexible with the G-warm but good work rolling with it. Standard set up to begin CAS. Slight spillage out of the area that will be recognized by lead. Quick to correct and didn't remain an issue for the remainder of the flight. Standard BDA on the way back home.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Comply with JCAS TTPs.					X		
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
d) Execute appropriate threat counter tactics.					X		
e) Execute proper JCAS comm.					X		
f) TOT +/- 15 secs.					X		
g) Achieve effects on target or weapon impact within CEP.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
Conducted 3103 GP CAS in the R-567 with Profane 11/12 providing FAC(A)							<p>Conduct:</p> <p>Checked in as a two ship to profane and began immediate talk on to the Dam. Dash 2 will be captured on the buildings just north of the dam and would take the tac lead. Initially receiving a ToT of +57 and later updated to a push when ready due to fuel management for the airborne FAC. Extensive cloud coverage but would still see a successful employment of 2x Sim Mk83.</p> <p>Following the run, due to cloud coverage, flight will request to remain in the overhead. Both aircraft will abort one run due to weather. Profane will provide FAH our discretion and will RTB for fuel. Following the update will see -2 have two more successful attacks before RTB.</p> <p>Conducted an area fam of the R-567.</p> <p>Debrief: Standard. Assessed lessons learned and keys for improvement.</p> <p>Congrats on the last flight pouty!</p>

8/4/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by: (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

DND - Not applicable or not observed.

UNSAT\* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from the instructor for safe execution and/or mission accomplishment.

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\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SCAS-3101: GP CAS SIM

STUDENT: (b) (3) (A), (b) INSTRUCTOR: (b) (3) (A), (b)  
 FLIGHT POSITION: -2 DATE: 13 July 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☒ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation			X				2) You need to come to the brief with your imagery. You need to have the location of friendlies plotted out. You need known gun target and phase lines depicted.
2. Brief			X				3) You need to update friendly positions and plot targets in the jet.
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution				X			We should strive to have no items to "clean up" after the after the brief and before walking. Inevitably there will sometimes be clean up items, but we better be able to clean them up... especially if it's imagery.
6. TCC					X		
7. Debrief				X			
8. Mission Performance Standards							
a) Comply with JCAS TTPs.				X			
b) Comply with tactical abort parameters.					X		
c) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		There were multiple errors on the kneeboard card, including our flight's callsign, IFF, weapons codes (LGB code on card when carrying MK-82 inert), takeoff numbers, and multiple bug settings. During (b) (3) (A), (b) (6) 2506 I worked with him during mission planning to create a kneeboard card after I reviewed what he had at the time and stressed to him the importance of small things like making sure the takeoff numbers are correct. This is starting to become a trend with (b) (3) (A), (b) (6) showing up to briefs unprepared.
d) Execute appropriate threat counter tactics.	X						1) There is nothing wrong with recycling products from a previous event. It is even encouraged to cut down on mission preparation time, but you have to make sure everything is accurate.
e) Execute proper JCAS comm.				X			2) Using the wrong takeoff numbers can get you killed. I mentioned to (b) (3) (A), (b) (6) a mishap where the aircrew of a Hornet prematurely rotated and ended up running off the end of the runway due to a prolonged takeoff roll as a result of the early rotation.
f) TOT +/- 15 secs.					X		3) The hard RADALT should be set to 1,900' for the 25* strafe, not 450'. If you become accustomed to the RADALT going off as your prompt that you are at OTRA or cease fire slant range and your RADALT is set at 450' then you will kill yourself.
g) Achieve effects on target or weapon impact within CEP.					X		
9. Administrative flight requirement (if required).							If you need help procuring paper imagery then ASK FOR HELP. After this event I created CAS imagery for Mount Bundy and e-mailed it to Captain Resilard.
REMARKS							Brief (b) (3) (A), (b) (6) was late to the brief and did not know what program his ALE-47 needed to be set to for surface-to-air reactive flares. -There's confusion with the weapons code when we get out to jet and see BSU-86s configured for low drag vice CFAs. I ask an ordie to run over to -2 and let them know the codes should be 30/63 but that word doesn't make it to them. This results in having to shut down the right engine to dial the correct codes in. Over time you'll be able to memorize all the weapons codes. For future reference, 31 is a weapons code for a MK-82 with CFA (82SB) and 30 is for a BSU-86 LD/HD (82YT). Generally the schedule is going to specify LD/HD if we are using BSU-86s and won't specify that when we are dropping CFAs (like it said today). This isn't a big deal but the more you know...
Conducted out of Darwin, Australia, in the Mount Bundy range w/ 3/4 JTACs and JFOs controlling. Incomplete due to not achieving TR requirements for attacks.							
Mission preparation: -Good job asking the day prior what needs to be done for the event the next day.							
(b) (3) (A), (b) (6) did not put in the appropriate amount of work for the event today. (b) (3) (A), (b) (6) was on for two flights today with this being the first flight. He was constrained in his ability to show up several hours prior to the brief in order to mission plan due to his follow on event. That being said, he had plenty of time to get the products in order the night before, but left the squadron at 1800 the day prior and showed up unprepared for the event.							
The day prior to the event I mentioned that I had seen someone with good paper imagery running around, and he should ask them for a copy. I asked if he had imagery in the brief so that I could ensure that he knew how to properly plot a grid and if not teach him, but he didn't bring any imagery to the brief. Instead he tried to procure imagery after the brief. The imagery he did procure did not allow him to properly plot grids, and he didn't attempt to plot any locations throughout the flight.							
1) How do you expect to ensure that you aren't employing ordnance on a friendly location if you don't even know where they are in relationship to where you are attacking?							

DND - Not  
 UNSAT\* -

X

1 - Safe but Instructor Sign

2 - Correct.

3 - Correct.

4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

SCAS-3101: GP CAS SIM

F/A-18 AVIATION TRAINING FORM  
NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SCAS-3101: GP CAS SIM

Admin

-Good job with the solid admin today. A little slow on the join which can sometimes be an issue if you are -2 in a division. 350 knots isn't an airspeed limit for joins if you're limiting yourself to that. Just remember to keep everything safe and under control. Good job though.

TacAdmin

-When holding in DCS make sure to be off of lead's altitude. With pilots and WSOs heads down copying nine lines there is the potential for a collision if we aren't deconflicted via altitude. Don't be afraid to use the pilot relief modes.  
-Hesitant to join up for BD checks.  
-Good job w/ TacAdmin the rest of the day.

Conduct

-T2 BOC 2x82 each simo  
-2x failed attempts at correlation  
-T2 BOT 2x82 from -1

Slasher flight will initially receive a T2 BOC 2x82 each simo. Captain Resilard will do a good job of taking tacwing and positioning himself on the appropriate side of the formation for the BOC off of -1's system. Slasher flight is going to be 35" due to lead's fault. Learning point: accelerate to 480 ground early, the jet isn't going to accelerate loaded like it is when it was slick. Regardless, -2 does a good job as mentioned but only releases one bomb. Both -2 pilot and WSO did not hear 2x82 each but on tape replay the JTAC requests 2x82 each. Mission successful.

The JTACs will then request a BOT with illumination round as the mark. 1 and 2 will both ingress twice, the first time via roll-in and the second time via bunt, on time but will be unable to contact or capture the mark. After phone debriefing with the JTACs he mentioned that the rounds they were shooting were illumination rounds that land on the deck and burn for ~45" and should have almost whited out our LPOD when in IR mode, but that they may not have been visible due to landing on backside of a hill. During the tape debrief -2's LPOD is in IR mode and in the target area the entire time, but no illumination rounds are seen.

After the second attack attempt -1 will capture another target set within 200m of the original target and receive approval from the JTAC to attack that target. A laser handoff to correlate -2 will be attempted but is unsuccessful, -2's pod may have been masked. -1 then passes a grid prior to executing the attack. -1 successfully strikes the target but -2 is unable to contact lead's hits and thus doesn't execute the attack. On tape debrief the hits are visible on the LPOD but are hard to see. Just remember how difficult the inert impacts are to see compared to HE going off and do your best to capture them. Had the flight not been almost bingo further attempts at correlation could have been made. When you are attempting to correlate your wingman the quickest way to do it is to ensure you have TXDSG boxed and your wingman can hook your designation and then correlate further. If you are not timber sweet then the quickest way is to pass coordinates via DCS, then execute a laser a handoff, and continue correlating from there. The flight is bingo immediately after -1's attack and RTBs.

Debrief:

-During the debrief I will ask Captain Resilard what the mandatory readbacks are for remarks / restrictions since he didn't read back his final attack heading on either one of his nine lines today. He did not know the mandatory read backs.  
-Captain Resilard's cell phone will go off in the debrief.

From what I have seen you don't have an issue with flying the jet but your tactical knowledge is below average as well as your notion of what the acceptable level of preparation is for an event. We stressed the importance of studying and pre-mission preparation and remember that the workload will only increase in a workup and when you get a ground job. You're being given a tremendous opportunity by currently not having a real ground job and you need to take advantage of it. If you devote yourself to fixing this knowledge gap and showing up prepared for events then I believe you have potential to be above average. Sooner than you think you're going to find yourself without the luxury of having the entire day to study and mission plan, and when you do work on flying it is going to be almost exclusively mission planning and preparation. This is a byproduct of ground job requirements and the fact that as mission complexity increases (think AWIC LFE employment) the demand for bespoke planning is essential while the knowledge base needs to already be there. Take advantage of the time you have right now so that when you find yourself mission planning an LFE where you're doing almost every skillset we have you don't place yourself in a situation where you have to run to the MPC to remind yourself what the long burn timeline numbers are.

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AA-2508: 2V1 OR 2V2 SEM/TAP-N-CAP (DISSIMILAR)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 30 JAN 2018  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Admin:
2. Brief					X		Don't wait for your lead to tell you to close it in prior to going into weather. Be preemptive. No issues on the departure or RTB.
3. Admin					X		
4. TacAdmin				X			TacAdmin:
5. Tactical Execution				X			Conducted a G-warm and expendable check. No issues. Good TacAdmin allowed the section to complete 5 sets.
6. TCC				X			Conduct:
7. Debrief				X			Completed 5 sets.
8. Mission Performance Standards				X			
a) Detect via SRR, RWR, and visual lookout.				X			1 <sup>st</sup> set will start with a group declared bogey. Conducted the appropriate timeline based on the threat. Timeline was compressed due to late radar pickup of slick super. Executed a notch and set up a good shooter-eyeball split with lead. No radar SA out of merge. Both aircraft will be clean and lead will call unable ID. Dash 2 will pick up late tally and anchor with bandit. Dash 2 will be engaged and go oblique nose high. Dash 2 will have one more merge before lead pitches in and kills the bandit.
b) Execute proper VID mech.				X			
c) Execute proper notch mech.				X			
d) Execute proper merge clean-up.				X			
e) Effective section engaged maneuvering and communication.				X			
f) Take valid shots.				X			
9. Administrative flight requirement (if required).							
REMARKS							2 <sup>nd</sup> Set will see lead on the left and Dash 2 on the right. Immediately following a Tac Left dash 2 will pick up the bandit visually, call tally and be the first to the merge. Dash 2 will go nose high. Bandit will merge with dash 2 and then switch to lead. Lead and Bandit both go high and lead reverses to force bandit into predictable 1 circle. Dash 2 will remain high and stiff arm the fight before acquiring a weapons solution and calling the kill; however, significant time elapsed for kill. Recognize you are free and get enough NRG/Weps Sep to finish the bandit off in timely manner.
Conducted Section Engaged Maneuvering in the R-134.							3 <sup>rd</sup> Set – lead in north and Dash 2 south, sx flowing east. Lead will call break right 90 into the bandit and direct the comm. Dash 2 will be the first to the merge. Bandit will switch to flow to Lead. Lead will merge and engage bandit as bandit goes nose hi. Bandit switches over the top and lead kills bandit and he flows to dash 2.
Red Air provided by VFA-195							4 <sup>th</sup> Set will go in a similar fashion.
							5 <sup>th</sup> and final set will see dash 2 ending up in the bandits control zone. Fight will KIO due to both aircraft spilling out of the area.
							Overall both aircraft worked well to maintain VMS, picking up most tallies when able. Both fighters rusty, but improving trend through sets and overall good work vs. a slick Super Hornet. While both aircraft were doing SRR both aircraft had some form of RDR DEGD. Things to work on include BFM, radar mechanics and tally comm. I would expect to see much better performance on this flight if able to fly event again soon simply due to proficiency gains made today.

2/1/2018

(b) (3) (A), (b) (6)

DND - Not ☒ (b) (3) (A), (b) (6)  
 UNSAT\* - ☐ (b) (3) (A), (b) (6)

1 - Safe but Instructor Sign  
 2 - Correct.

3 - Correct.  
 4\* - Unusu Signed by (b) (3) (A), (b) (6)

\*Mandatory comments in remarks section for items scored at this level.

Requires substantial input from the instructor.  
 Minimal input from the instructor.  
 Requires substantial input from the instructor.



# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AI-3704: DAY MED ALT AI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 4 DATE: 11 April 2018

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					x		<b>Learning Points</b> <ul style="list-style-type: none"> <li>• Be more vocal when calling tied and letting lead know if you are delaying takeoff for a reason</li> <li>• Good tether between the section</li> <li>• Good work maintaining position and sight</li> <li>• Employed sim ordnance on the target</li> <li>• Don't be so conservative with your missiles. Had a shot opportunity towards the end of the VUL.</li> <li>• Expeditious rejoin and RTB</li> </ul>
2. Brief	x						
3. Admin				x			
4. TacAdmin					x		
5. Tactical Execution					x		
6. TCC					x		
7. Debrief				x			
8. Mission Performance Standards					x		
a) Recognize and react appropriately to threats.				x			
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.					x		
c) Deliver weapons on planned DPI.					x		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					x		
e) Take valid shots.				x			
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
Executed as -4 of VMFA-533 Division AI, with 121 sweep. 7 v 3. Threat: J-11b, Event Completed							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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**F/A-18 AVIATION TRAINING FORM**  
 NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
 SOAAW-3603: SCREEN / CLOSE ESCORT SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 2 DEC 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							NKX Sim Det
2. Brief							
3. Admin							Used New Common Timeline
4. TacAdmin							
5. Tactical Execution							Admin and Tac Admin- Sim Standard
6. TCC							
7. Debrief							Run 1:
8. Mission Performance Standards							-Time Line adherence on Skate Flow
a) Maintain mutual support.							-POD Mech
b) Execute proper radar mechanics.							-radar mech
c) Target as directed.							
d) Recognize threat tactics.							Run 2:
e) Take valid shots.							-Time Line
f) Timeline awareness.							-3D geometry
g) Tactical decision making IAW mission objectives.							-How to solve offboard for a PHID
9. Administrative flight requirement (if required).							Overall Improving trends as the sim det progresses.
REMARKS							See grade sheet for SAAD 3401.

**X**

Instructor Sign

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SOAAW-3601: SWEEP SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 1 DEC 2017  
 CREW POSITION: PILOT

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Run 1: -Time Line adherence on Skate Flow -POD Mech- QA, ensure L+S is boxed, get a FLIR Track and use your A/A Pod Bold Face -Good radar mech used techniques discussed to get radar SA at range.  Run2: S-G Hostile -Create an L+S on the PPLI at Redec Range/Call -Time Line adherence on Short Skate Flow -Check Shot Doc based on Flow and Targeting  Overall Improving trends as the sim det progresses. <i>see grade sheet for SAAD -3401.</i>
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief							
8. Mission Performance Standards							
a) Execute proper radar mechanics.							
b) Target as directed.							
c) Recognize threat tactics.							
d) Take valid shots.							
e) Timeline awareness.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
NKX Sim Det  Used new Common Timeline  Admin and Tac Admin- Sim Standard							

X

Instructor Sign

(b) (3) (A), (b) (6)

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SOAAW-3601: SWEEP SIM

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50C, F/A-18 T&R MANUAL (5 APR 2016)

### SL: Admin/TacAdmin Brief

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: N/A DATE: 29 DEC 17

CREW POSITION: N/A

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							<b>Admin:</b> - Started 19 seconds late. Make sure your watch is up to date. - For a new pilot/wso joining the squadron make sure to brief more in depth on combat systems. - Talked about techniques for marker set up - Don't need to start off the brief as formal as you did. Quick intro into what everyone will be doing will suffice. - Don't forget to brief weather for the divert fields - Spent a bit too much time talking about the timeline. Something as simple as "walk as required to start APU on time" - Leave waypoints 1-10 open - Draw arrows on the board and use it to your advantage. - Discussed techniques for briefing the comm plan quickly. - Good work slowing down the tempo for the brief, may have been a bit too slow at times but it is getting better. - Overall put some more thought and discussion into the actual departure routing, LCLS point and Risk to Force and Risk to Mission. - Good time for the admin brief and good work briefing the EPs.
2. Brief					X		
3. Admin							
4. TacAdmin							
5. Tactical Execution							
6. TCC							
7. Debrief					X		
8. Mission Performance Standards							
9. Administrative flight requirement (if required).							
REMARKS							<b>TacAdmin:</b> - Leverage what is standard and talk about what is not. - Go more in depth on combat systems such as MIDS, CIT, DCS - More in depth on secure comms - Discussed techniques for briefing TacAdmin and how to improve. - A bit out of order on the Fence out comm in regards to doing a Battle Damage Assessment. - Think about the event prior and know what you need to cover and what can be standard.  Overall average brief. Room for improvement in a lot of areas but making steady improvements.
Practiced Admin/TacAdmin briefing.							

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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4\* - Unusually high degree of ability. Requires no input from the instructor.

\*Mandatory comments in remarks section for items scored at this level.

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
LFE-4601: DAY LFE

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 2 DATE: 21 JUN 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p><u>INSTRUCTOR COMMENTS</u></p> <p>GREAT JOB ON THE TANKER.</p> <p>WAENEVER YOU'RE RED AIR</p> <p>ALWAYS FOCUS ON HOW YOU CAN</p> <p>BEST FACILITATE BLUE AIR</p> <p>ACHIEVING THEIR TRAINING</p> <p>OBSECTIVES.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution					X		
					X		
					X		
					X		
					X		
					X		
<p style="text-align: center; transform: rotate(-90deg); transform-origin: left top;">TANKER COMMENTS</p> <p>ger Australian force exercises.</p> <p>7 spaces followed by a crew brief</p> <p>N for a standard departure out to the KC-30.</p> <p>into the basket. It helped with on not sliding so far back from the ling forward. Once you have more closer to the hose.</p> <p>n for time and limited ird.</p>							
<p>Conduct: Begin the VUL as a two ship in support of other red air in the area. Throughout the flight good work maintaining VMS when applicable and staying in your block at all times.</p> <p>This is Capt Resilard's first experience as a red air and also first experience participating in an LFE. A lot of learning and exposure occurred on this event. Crew coordination managing comm and fuel management aided in maintaining situational awareness.</p> <p>Good work hanging on and remain in the books. Press.</p>							

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAI-3703: MED ALT AI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Pilot DATE: 10 AUG 2017  
 CREW POSITION: Dash 2

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		TacAdmin: Standard expendable checks. Continuing with routing towards pre-planned targets. Check qual just means check your JDAM health. Don't forget to double check your radar set up and sanitize the airspace per the threat.  Conduct: Following 'Attack' call flight will switch to A/G mode. A brief recce of the target on the pod prior to releasing ordnance. Lead will call In Zone but dash 2 will not have an In Zone indication. The reason for this is due to the target coordinates being inputted into the Launch Point vice the Target. This will go unnoticed by dash 2 pilot. Learning point here is to QA your system thoroughly beforehand because as when things get more dynamic and hectic it will not be easier. As you get more experience and repetitions the easier this will become.  Following the A/G mission the flight will find a radar picture and execute SSK flow. Good work taking all valid air to air shots. Good sort and mech. Continue to work on the comm. Strive to shoot, and say the comm as you are executing your out. On the pitch in, good work again taking shots. Dash 2 will be untargeted and will proceed to the merge. Radar picture will be clean.
2. Brief					X		
3. Admin					X		
4. TacAdmin				X			
5. Tactical Execution				X			
6. TCC				X			
7. Debrief				X			
8. Mission Performance Standards							
a) Recognize and react appropriately to threats.	X						
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.					X		
c) Deliver weapons on planned DPL.			X				
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
e) Take valid shots.					X		
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
SAI 3703. Conducted as a two-ship. Overall, average event.  Brief: Standard  Admin: Started the sim on deck. Working full system set up as single seat. Standard 1D sec go departure into the running join. No an issue today but realize during actual operations there will be extensive comm chatter. Continue to be an active listener on the comms..							Debrief: Conducted a tape debrief to assess lessons learned and keys for improvement. Biggest take away is properly checking your JDAM. The entire flight went smooth just clean that part up and you will be solid. Continue to stay in the books and maintain a good attitude.

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### AI-3702: LOW ALT AI

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 16 AUG 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		<p><b>Conduct:</b> Entered into the ITRA and began climb up to FL30. Asking AIC for picture calls. AIC responded clean and formation began looking low to cover the blind zone. Dash 2 will have a brick pop up at 7k ft that will go unnoticed until the last minute, at which point could not regain radar SA. Keys to fix this involve developing a good scan. Understand that you are eyes out flying form but remember to repeatedly glance at your Radar. When you see that brick place your cursor over it and begin your counter deceptive meld. Once that is complete call it out and have AIC declare the group.</p> <p>Flight will proceed into the attack phase. Continue to work on you're JDAM validation. Complete it on the DDI that is recording first. Valid sim JDAM employment from both aircraft.</p> <p>Coming off target the flight will receive a pop up group call with the bandit being low and climbing near the wingman's position. Dash 2 attempts to gain tally and will be unsuccessful. A lot happening quick but remain within your block. Discussed in the debrief about what you would do real world if you come to a merge low SA.</p> <p>Section will begin to flow cold with the bandit returning to the east. Flight will turn back in to set up for another presentation but lack of time on range space would not allow this.</p> <p><b>Debrief:</b> Debriefed with Red Air and conducted a white board debrief. Tape debrief conducted after to assess key learning points and ways for improvement. Over all mission success with the C3 nodes being destroyed. Continue to work on using your radar to gain SA and continue to practice your JDAM val.</p> <p><b>Instructor Comments:</b> Not awesome performance from anybody on this fight. Overall, we did not employ any AMRAAM. The red air presentation was challenging, and they got the best of both of us. Agree with the comments above. Nice admin and tacadmin from -2. Overall, average for -2, below average for -1.</p>
2. Brief	X						
3. Admin					X		
4. TacAdmin					X		
5. Tactical Execution				X			
6. TCC					X		
7. Debrief	X						
8. Mission Performance Standards					X		
a) Recognize and react appropriately to threats.				X			
b) Adhere to planned air-to-air/air-to-ground timeline and target area tactics.					X		
c) Deliver weapons on planned DPI.					X		
d) Adhere to WASP delivery parameters and TACSOP valid delivery criteria.					X		
e) Take valid shots.	X						
9. Administrative flight requirement (if required).	X						
<b>REMARKS</b>							
<p>AI 3702 conducted in the ITRA</p> <p><b>Brief:</b> Standard. Set ALR to AI vice Norm.</p> <p><b>Admin:</b> No issues getting out the line. Slight delay in taking off waiting for Red Air to troubleshoot and traffic. Depart out of Iwakuni via 10sec go. Dash 2 will attempt to complete the join before losing lead in the clouds. Called blind and maintained a safe separation. Picked up lead on radar and continued for the radar trail departure.</p> <p>VMC on top and proceeded towards the ITRA training area.</p> <p>RTB back to Iwakuni and split the section up for separate PARs. Watch your airspeed, was a little fast and closing the distance on lead. Non-issue but if you got too close you would have been waved off and had to come around for another PAR.</p> <p><b>TacAdmin:</b> Performed a G-warm and Fwd Qtr RWR checks. Checked JDAM on deck and in transit.</p>							

9/14/2017

X

(b) (3) (A), (b) (6)

Instructor Sign

(b) (3) (A), (b) (6)

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AI-3702: LOW ALT AI

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAAD-3403: DCA (AREA DEFENSE) W/ EA

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 2 DEC 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS	
1. Mission Preparation							See grade sheet for SAAD 3401 Day DCA. 30 NOV 2017.	
2. Brief								
3. Admin								
4. TacAdmin								
5. Tactical Execution								
6. TCC								
7. Debrief								
8. Mission Performance Standards								
a) Execute proper radar mechanics.								
b) Execute proper targeting.								
c) Execute proper cold ops.								
d) Maintain visual/fluid mutual support.								
e) Execute proper VID mechanics.								
f) Take valid shots.								
g) Timeline awareness.								
h) Tactical decision making IAW mission objectives.								
9. Administrative flight requirement (if required).								
<b>REMARKS</b>								
NKX Sim Det								
Used new Common Timeline								
Admin and Tac Admin- Sim Standard								

X

Instructor Sign

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NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
AAD-3402: DAY DCA (AREA DEFENSE)

INSTRUCTOR: (b) (3) (A),  
(b) (6)  
DATE: 10 April 2018

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SSEAD-3502: HARM SIM (PP/TOO)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: Dash 3 DATE: 1 Nov 2017  
 CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation	x						Brief: Standard. Demonstrated how to plan HARM on JMPS.
2. Brief	x						
3. Admin					x		Admin: Working through issues with the sim to get everything up and running but would eventually get all three aircraft up and out towards the area.
4. TacAdmin					x		
5. Tactical Execution					x		Followed checklist to get HARM appropriately set up on deck. No issues on the transit out to the area.
6. TCC					x		
7. Debrief	x						
8. Mission Performance Standards					x		TacAdmin:
a) Effectively mission plan for HARM.					x		Conducted expendable checks and G warm. No issues.
b) Deliver PB HARM IAW TACSOP tactics with a TOT +/- 15 secs.					x		Conduct:
c) Effectively employ HARM in TOO mode.					x		Manual threat loaded on deck, no issues.
9. Administrative flight requirement (if required).	x						
<b>REMARKS</b>							
Conducted SSEAD 3502 operating as Dash 3 in a 3-ship providing a SEAD window for strikers.							<p>PB shots taken on appropriate system to provide SEAD window as briefed with Dash 3 detaching to manage his own timing per the game plan. Working through sim issues again to get the HARM working, mostly troubleshoot getting HARM out of STBY. Would eventually get it and sorted and would see Dash 3 taking the first HARM shot one sec late per the brief. Good second shot as well. Brief was to take 4 PB shots on a 45" spacing maneuver profile, only two shots taken due to flight leadership.</p> <p>Setting up TOO mode for the HARM would again see some issues with the sim. Flight would set up a counter-rotating CAP point. Lead will drive dash 3 around for a bit but would eventually get settled to have sensors constantly looking down range. TOO mode would finally work towards the end. This is (b) (3) (A), (b) (6) third sim of this event due to previous sim issues and the cumulative knowledge and practice with TOO is enough to complete.</p> <p>During the RTB the flight will have a pop up group declared by AIC. Dash 3 will not be targeted in but maintained formation and radar SA as per HSGP.</p> <p>Overall working through a lot of sim technical issues but good learning in the employment of the HARM.</p> <p><b>INSTRUCTOR NOTES:</b>            Be more vocal if conduct is not being executed IAW the brief and tactfully inform lead if your sensors are working better than others. No rank in the cockpit!</p>

11/1/2017

X (b) (3) (A), (b) (6)

Instructor Sign

Signed by (b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

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SSEAD-3502: HARM SIM (PP/TOO)

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SSEAD-3501: SLAM-ER/JSOW SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: Dash 2 DATE: 8 NOV 2017

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					X		Brief: Standard. Demonstrated how to plan SLAM-ER on JMP5.
2. Brief					X		
3. Admin					X		Admin: Working through issues with the sim to get everything up and running but would eventually get all three aircraft up and out towards the area.
4. TacAdmin					X		
5. Tactical Execution					X		
6. TCC					X		Followed checklist to get SLAM-ER appropriately set up on deck. No issues on the transit out to the area.
7. Debrief					X		
8. Mission Performance Standards					X		TacAdmin:
a) Effectively mission plan for JSOW and SLAM-ER.					X		Conducted expendable checks and G warm. No issues.
b) Deliver JSOW with a TOT +/- 15 secs.					X		
c) Execute proper procedures for marriage checks.					X		Conduct:
d) Execute proper procedures for weapon programming and release.					X		Set up CAP to provide time to manage weapons per the game plan. Working through sim issues again to get the SLAM-ER working. Would eventually get it and sorted and would see Dash 2 taking the first shot. Good second shot as well.
e) Execute proper procedure for weapon terminal guidance (SMAU).					X		
9. Administrative flight requirement (if required).							Setting up TOO mode for the weapon would again see some issues with the sim. Flight would set up a counter-rotating CAP point. TOO mode would finally work towards the end. This is (b) (3) (A), (b) (6) third sim of this event due to previous sim issues and the cumulative knowledge and practice with TOO is enough to complete.
REMARKS							Overall working through a lot of sim technical issues but good learning in the employment of the SLAM-ER.
Conducted SSEAD 3501 operating as Dash 2 in a 2-ship.							

X

Instructor Sign

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SSEAD-3501: SLAM-ER/JSOW SIM

# F/A-18 AVIATION TRAINING FORM

NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)  
SAAD-3401: DCA (AREA DEFENSE)

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)  
 FLIGHT POSITION: -4 DATE: 30 Nov 2017  
 CREW POSITION: Pilot

PASS: ☐ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation							Multiple events completed each day during the sim det. Flowing from event to event the lessons learned from each sim will be compounded with another as the day progress. While the individual details involved in each sim are combined to create a general picture of the student progress.
2. Brief							
3. Admin							
4. TacAdmin							
5. Tactical Execution							Common trends for the sim det include: -Time Line adherence -Radar Mechanics -3D Geometry
6. TCC							
7. Debrief							
8. Mission Performance Standards							
a) Execute proper radar mechanics.							Admin: Sim standard briefs with the group participating on the sim det. TacAdmin: See above.
b) Target as directed.							
c) Execute proper cold ops.							
d) Maintain visual/fluid mutual support.							
e) Execute proper VID mechanics.							Tactical Execution: Leveraging having a division fully operable sims with highly competent sim operators to build effective and repeatable habit patterns. A good upwards trend throughout the week for the A/A execution.
f) Take valid shots.							
g) Timeline awareness.							
h) Tactical decision making IAW mission objectives.							
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
NKX Sim Det  Used new Common Timeline							TCC: Operated mostly as single seat but still maintain that communication between the lead aircraft.  Debrief: Paused the sims after each run to get a quick debrief real time. Will have a full tape debrief at the conclusion of each event.  Mission Performance Standards: -Good practice with the POD Mech when operating as single seat. Multiple repetitions on using the LPOD in A/A to gain a visual acquisition. Ensure L+S is boxed and the FLIR is set up properly. -Dealing with advanced threats. Good use of radar techniques to get radar SA at range. - Good use of off-board sensors to help maintain SA both to the hostiles and the friendlies. Good use to maintain sensor spread. -Biggest other in the A/A piece of sim training was the shot towards a friendly aircraft through a designation on the SA page. Debriefed in depth how this happened and how to avoid it from happening again  Overall this was a great opportunity to leverage the sim usage at Miramar to build solid, repeatable habit patterns.

(b) (3) (A), (b) (6)

X

DND - Not Instructor Sign

UNSAT\* - L

1 - Safe but

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SAAD-3401: DCA (AREA DEFENSE)

# F/A-18 AVIATION TRAINING FORM

## NAVMC 3500.50B, F/A-18 T&R MANUAL (26 JUN 2012)

### SSCAR-3301: SCAR SIM

STUDENT: (b) (3) (A), (b) (6) INSTRUCTOR: (b) (3) (A), (b) (6)

FLIGHT POSITION: -2 DATE: 5 October

CREW POSITION: Pilot

PASS: ☒ INCOMPLETE: ☐ REFLY: ☐

ITEM	DND	Unsat	1	2	3	4	REMARKS
1. Mission Preparation					x		<p>Despite the fact there were no cautions or lights, the board speeds were a clear indication that a safe stop with normal brakes could not be made. I talked to my personal technique of doubling the board plus 10-15 kts. Ex 5 Board 115kts and tempering that with GW, altitude, and runway conditions.</p> <p>Overall average event for Resilard. Take the sim as seriously as the jet with the limited sortie environment we're in. Use this to build your experience and learn from it.</p>
2. Brief					x		
3. Admin			x				
4. TacAdmin					x		
5. Tactical Execution				x			
6. TCC			x				
7. Debrief					x		
8. Mission Performance Standards				x			
a) Effectively locate and pass targets to AR assets.							
b) Prioritize targets in accordance with target precedence list.				x			
c) Effectively coordinate target attacks.				x			
d) Effectively pass target and threat information to AR assets and C3.				x			
9. Administrative flight requirement (if required).							
<b>REMARKS</b>							
<p>Conducted SCAR on Korean IC set as a 2 ship.</p> <p>Conduct included a section of F-16 and a section of A-10. Average execution with tasking out AR players, deconfliction, and coordinating attacks. Coordinated multiple attacks on IDF, TBM, and armor. Used SPINS for ingress and egress.</p> <p>Learning Points were:</p> <ul style="list-style-type: none"> <li>-Sanitize the airspace before going A/G over hostile territory with significant terrain/blind zones. MiG-21 VISCAP was in the area, only reason it was picked up was due to a simism of showing up on jackyl.</li> <li>-SPINS; be familiar with the check-in formats and routing system.</li> <li>-When a TPL 1 was called out by JSTARS, use you AR assets to prosecute/help find if you can't. SCAR left the AR players out and spent extra time trying to find. AR players were calling nothing to report in the south. (Target wouldn't show up in the sim, but real world I would have brought another section up to assist).</li> <li>-Don't hold AR players in a MANPAD WEZ, block12-14 with 2-3k foot terrain.</li> <li>-Give AR players a SITREP</li> <li>-Be a little more directive when giving smack tasking when using altitude deconfliction. You don't need to give a full 9-line, but general Final Attack geometry will ensure bomb fall line deconfliction. Wasn't a factor today.</li> </ul> <p>Biggest other of the flight was the landing. SR02 had a brake failure on touchdown with a 7k runway, 2.5ish gas, and 3x 500lb bombs on board. There were no Hyd Cautions or any other cautions. Passing the 3 Board, speed was 115-120kts and passing the 2 Board speed was 80-90 kts. SR 02 ran off the end of the runway. The first time anything was said TCC wise was past the 2 Board when SCOJO asked if he was going to stop. There are multiple options in this scenario. Go Around being the first, then either selecting E-Brakes and/or dropping the hook if you do not go around.</p>							

DND - Not  
UNSAT\* - L

1 - Safe but  
2 - Correct.  
3 - Correct.  
4\* - Unusu

Instructor Sign

Requires substantial input from the  
e instructor.  
l input from the instructor.  
minimal input from the instructor.  
e instructor.

Student Sign

\*Mandatory comments in remarks section for items scored at this level.

SSCAR-3301: SCAR SIM

## NATOPS EVALUATION REPORT

1. NAME (Last, first, middle initial): (b) (3) (A), (b) (6)		2. RANK: (b) (3) (A), (b) (6)	3. EDIPI NUMBER: (b) (6)	4. DATE OF LAST EVALUATION: 10 Apr 2017
5. UNIT: VMFA(AW)-242	6. CREW POSITION & QUALIFICATIONS: PILOT		7. HOURS IN MODEL: 184.3	8. DATE OF CHECK FLIGHT: 12 Apr 2018
9. TOTAL FLIGHT HOURS: 430.7	10. AIRCRAFT MODEL: F/A-18A-D	11. AIRCRAFT BUNO: TOFT-37	12. FLIGHT DURATION: 2	13. EXPIRATION DATE: 30 Apr 2019

NATOPS EVALUATION				
14a. REQUIREMENT	14b. DATE COMPLETED	14c. GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	11 Apr 2018	Q		
CLOSED BOOK EXAMINATION	11 Apr 2018	Q		
ORAL EXAMINATION	12 Apr 2018	Q		
EVALUATION FLIGHT	12 Apr 2018	Q		
IMMEDIATE ACTION EXAM	11 Apr 2018	Q		
OVERALL FINAL GRADE: QUALIFIED				
14d. REMARKS OF EVALUATOR:  FLIGHT CONDUCTED PER CNAF M-3710.7(SERIES) AND COVERED START EMERGENCIES, TAKEOFF ABORTS, LOSS OF THRUST ON TAKEOFF, OUT-OF-CONTROL FLIGHT, INFLIGHT EMERGENCIES, SINGLE ENGINE PROCEDURES / CONSIDERATIONS, AND LOSS OF DIRECTIONAL CONTROL.  CAPT RESILARD IS RECOMMENDED TO BECOME FULLY NATOPS QUALIFIED IN THE F/A-18A-D AIRCRAFT.  CONDUCTED CRM FLIGHT EVALUATION PER CNAFINST 1542.7(SERIES).				

15a. PRINT NAME OF EVALUEE: (b) (3) (A), (b) (6)	15b. RANK: (b) (3) (A), (b) (6)	15c. DATE: 12 Apr 2018	15d. SIGNATURE: (b) (3) (A), (b) (6)
16a. PRINT NAME OF EVALUATOR: (b) (3) (A), (b) (6)	16b. RANK: (b) (3) (A), (b) (6)	16c. DATE: 12 APR 2018	

17. REMARKS OF UNIT COMMANDER:  
  
(b) (3) (A), (b) (6) IS FULLY NATOPS QUALIFIED IN THE F/A-18A-D AIRCRAFT.

18a. UNIT COMMANDER: (b) (3) (A), (b) (6)	18b. RANK: (b) (7)	18c. DATE: 23 APR 18	(b) (3) (A), (b) (6)
--	-----------------------	-------------------------	----------------------

## OPNAV 3760/32E (Rev 4-90) S/N 0107-LF-009-7600

## NAME (Last, First, Middle Initial)

(b) (3) (A), (b) (6)

RECORD ALL SPECIALIZED, FORMAL AVIATION SCHOOLS, INCLUDING:

UNDERGRADUATE PILOT / NFO

FASOTRAGRP SYLLABI

### MAINTENANCE (3M) COURSE

FRS SYLLABUS

## WEAPONS SYSTEMS

## FIRE FIGHTING

FRAMP

(b) (3) (A), (b) (6)

## NATOPS INSTRUMENT RATING REQUEST

1. NAME (Last, first, middle initial): (b) (3) (A), (b) (6)		2. RANK: (b) (3) (A) (6)	3. EDIPI NUMBER: (b) (6)	4. DATE OF LAST EVALUATION: 28 Apr 2017																																
5. UNIT: VMFA(AW)-242	6. CREW POSITION & QUALIFICATIONS: PILOT		7. HOURS IN MODEL: 184.3	8. DATE OF CHECK FLIGHT: 13 Apr 2018																																
9. AIRCRAFT MODEL: F/A-18D	10. AIRCRAFT BUNO: TOFT-16	11. FLIGHT DURATION: 1		12. EXPIRATION DATE: 30 Apr 2019																																
13. MISCELLANEOUS SUMMARY			18. INSTRUMENT PILOT TIME																																	
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16. ISSUED RATING: STANDARD																																				
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FLIGHT EVALUATION	27. PART ONE (Basic Instruments)		Q	U	28. PART TWO (Instrument flight within control areas with emphasis on VOR/TACAN where feasible)		Q	U																												
	1	INSTRUMENT TAKEOFF (Optional)	✓		1	FLIGHT PLANNING	✓																													
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33. REMARKS:  INSTRUMENT QUALIFIED PER CNAF M-3710.7(SERIES).																																				
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## NATOPS INSTRUMENT RATING REQUEST

1. NAME (Last, first, middle initial): (b) (3) (A), (b) (6)		2. RANK: (b) (3) (A), (b) (6)	3. EDIPI NUMBER: (b) (6)	4. DATE OF LAST EVALUATION: 31 May 2016																																																
5. UNIT: VMFAT-101	6. CREW POSITION & QUALIFICATIONS: PILOT		7. HOURS IN MODEL: 95.3	8. DATE OF CHECK FLIGHT: 28 Apr 2017																																																
9. AIRCRAFT MODEL: F/A-18	10. AIRCRAFT BUNO: AFT 3	11. FLIGHT DURATION: 1		12. EXPIRATION DATE: 30 Apr 2018																																																
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34. UNIT COMMANDER: (b) (3) (A), (b) (6)		35. RANK: (b) (3) (A), (b) (6)	36. DATE: 1 May 2017																																																	



*This is to certify that*

(b) (3) (A), (b) (6)

*has successfully completed the following training course:*

**IGS - Fixed Wing (TACAIR) Credit Course**

Identifier: 3FE9970C36944441B7BB65BAF8662736

**04/09/2018**

*Marine Corps Aviation Learning Management System Enterprise*



UNITED STATES MARINE CORPS  
MARINE FIGHTER ATTACK TRAINING SQUADRON 101  
MARINE AIRCRAFT GROUP 11  
3D MARINE AIRCRAFT WING, MARFORPAC  
MARINE CORPS AIR STATION MIRAMAR  
P.O. BOX 452028  
SAN DIEGO, CA 92145-2028

3740  
S-3/Trng  
25 Apr 17

From: Commanding Officer, Marine Fighter Attack Training Squadron 101  
To: Commanding Officer, Marine Aircraft Group 12

Subj: REPLACEMENT PILOT TRAINING REPORT; CASE OF (b) (3) (A), (b) (6)  
(b) (3) (A), (b) (6) 7523 USMC

1. The following data is provided as a qualitative summary of training while attached to this command.

2. General

Syllabus	CAT-I Pilot
Aircraft Type	F/A-18 A-D
Start Date	28 Mar 2016
Completion Date	21 Apr 2017

3. Qualification Status

Date Completed

NATOPS Check Flight (Trainer)	8 Jun 2016
NATOPS INST Check (Trainer)	31 May 2016

4. FRS Performance

(b) (3) (A), (b) (6) finished in the 4th percentile, 32.7 NSS ranking 133 out of the last 139 VMFAT-101 CAT-I replacement pilot graduates.

Unsatisfactory Events: SFAM 113, SCQL 104, SCQL 105, FCLP 115

Carrier Qualification: DNQ (Waived)

5. Training Areas of Interest

(b) (3) (A), (b) (6) performance was below average at VMFAT-101. He consistently displayed a positive attitude and strove to improve on each event. (b) (3) (A), (b) (6) did not qualify at the aircraft carrier due to a field disqualification because of headwork. After the disqualification the DCA waived the boat for CAT I production.

6. Professionalism/Character

(b) (3) (A), (b) (6) conducted himself as the consummate professional during his time at VMFAT-101. He is a well-respected and extremely hard working Marine Officer. I fully expect (b) (3) (A), (b) (6) to continue his performance in his next squadron.

(b) (3) (A), (b) (6)



**DEPARTMENT OF THE NAVY**  
NAVY MEDICINE OPERATIONAL TRAINING CENTER  
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT  
55 RADFORD BOULEVARD, SUITE 211  
PENSACOLA FL 32508-1091

IN REPLY REFER TO  
3760  
02 May 2017

From: Officer in Charge, Naval Survival Training Institute

To: (b) (3) (A), (b) (6)

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a) (b) (3) (A), (b) (6) has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 1 AIRCRAFT** on 02 May 2017 at Aviation Survival Training Center LEMOORE.

2. (b) (3) (A), (b) (6) received a grade of Q. All required modules were completed.

3. This qualification expires on 31 May 2021 unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:

**CLASS 1: AV-8, EA-6, F-16, F/A-18, S-3, T-2, T-45, T-6B**

**CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44**

(b) (3) (A), (b) (6)

For

**NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET**  
**OPNAV 3760/32F (Rev 4-90) S/N 0107-LF-009-7700**

**SECTION IIIB – OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING**

NAME (Last, first, middle initial)

(b) (3) (A), (b) (6)

RANK/RATE

SSN

**COURSE CATEGORY**

**TYPE OF TRAINING**

**AVIATION  
PHYSIOLOGY**

**EMERGENCY  
EGRESS**

**WATER  
SURVIVAL**

**LAND SURVIVAL,  
DWEST,  
SERE**

ROB DHT

TRAINING

Egress lect.  
VMFA 212

NITE Lab Training

INDOC REF

Other:

System: AN/AUS9

DATE GRADE UNIT  
(b) (3) (A), (b) (6)

DATE GRADE UNIT  
SIGNATURE

DATE GRADE UNIT  
SIGNATURE

DATE GRADE UNIT  
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**TRAINING ACTIVITIES**

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	20. Other (List)
7. Jacksonville, FL	14. Patuxent River, MD	21.

SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, first, middle initial) (b) (3) (A), (b) (6) RANK/RATE SSN

COURSE CATEGORY	TYPE OF TRAINING											
	AVIATION PHYSIOLOGY			EMERGENCY EGRESS			WATER SURVIVAL			LAND SURVIVAL DWEST, SERE		
CSEL	DATE 24 MAY 17	GRADE G	UNIT 12	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
17F MAW NVD REFRESHER	DATE 24 MAY 17	GRADE G	UNIT 12	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
LASER SAFETY TRNG	DATE 29 MAR 17	GRADE Q	UNIT 242	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
CSEL	DATE 21 SEP 17	GRADE Q	UNIT 242	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
NITE Lab Training INDOC / RED 17F MAW Other: System:	DATE 25 SEP 17	GRADE Q	UNIT 242	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
Annual Laser Training	DATE 10 Jan 18	GRADE P	UNIT 242	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
Annual Aeromed: AAE/GLOC/SD LASER/LEP	DATE 26 JAN 18	GRADE Q	UNIT 242	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		
CSEL	DATE 26 JAN 18	GRADE Q	UNIT 242	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (3) (A), (b) (6)			SIGNATURE			SIGNATURE			SIGNATURE		

TRAINING ACTIVITIES

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	20. Other (List)
7. Jacksonville, FL	14. Patuxent River, MD	21.

SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, first, middle initial)

(b) (3) (A), (b) (6)

RANK/RATE

SSN

On file.

TYPE OF TRAINING

COURSE CATEGORY

AVIATION  
PHYSIOLOGY

EMERGENCY  
EGRESS

WATER  
SURVIVAL

LAND SURVIVAL  
DWEST,  
SERE

DATE

GRADE

UNIT

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530 5/6/17

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RE-147 EGRESS

20160502 E-3 101

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(b) (3) (A), (b) (6)

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SIGNATURE

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UNIT

DATE

GRADE

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NITE LAB

INDOC - AN/AVS-9

HMZ CROCKER

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20170523 Q 342

(b) (3) (A), (b) (6)

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UNIT

Annual Aeromed:

AAE/GLOC/SD

LASER/LEP/AVSS

24 MAR 17 Q MAG 16

(b) (3) (A), (b) (6)

SIGNATURE

SIGNATURE

SIGNATURE

TRAINING ACTIVITIES

1. Pensacola, FL

8. Barbers Point, HI

15. Brunswick, ME

2. Miramar, CA

9. Cecil Field, FL

16. FASOTRAGRUPAC NSF, NI

3. Norfolk, VA

10. Cherry Point, NC

17. FASOTRAGRULANT

4. Corpus Christi, TX

11. Whidbey Island, WA

18. MCAS New River, NC

5. Lemoore, CA

12. Beaufort, SC

19. Okinawa

6. El Toro, CA

13. Point Mugu, CA

20. Other (List)

7. Jacksonville, FL

14. Patuxent River, MD

21.



23 NOV 2009

## NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

OPNAV 3760/32F (REV4-90) S/N 0107-LF-009-7700

## SECTION IIIB - OPERATIONAL PHYSIOLOGY &amp; SURVIVAL TRAINING

NAME (Last, First, Middle Initial)

(b) (3) (A), (b) (6)

RANK/RATE

O-1

SSN

000-00-0000

COURSE CATEGORY	TYPE OF TRAINING											
	AVIATION PHYSIOLOGY			EMERGENCY EGRESS			WATER SURVIVAL			LAND SURVIVAL, DWEST, SERE		
INTERMEDIATE WATER SURVIVAL TRAINING	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
LAND SURVIVAL TRAINING	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		

T6B EJECTION SEAT

T-45 LEVEL A TRAINING

IAW OPNAV 3710.7

EXPIRES: 30 NOV 15

T-45 LEVEL A TRAINING

IAW OPNAV 3710.7

EXPIRES: 30 JUN 16

## TRAINING ACTIVITIES

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	Other (List)
7. Jacksonville, FL	14. Patuxent River, MD	20. NASC, Pensacola, FL
		21.



UNCLASSIFIED

## Aerial Refueling



- Tanker lighting
  - KC-130T overt lighting only
  - KC-130J overt and covert capable
- Closure



UNCLASSIFIED

1. Tanking with goggles on, off, or in the up position is a decision each aircrew will have to make. When conducting aerial refueling operations be sure to brief and understand the lack of depth perception when trying to attain the proper closure.
2. With (b) (3) (A), (b) (6) most tanker lighting does not affect the aircrew. However, some tanker lighting is extremely bright and can cause the goggles to degain making it difficult to judge closure. In some tankers the tanker can go to NVG lighting or to a reduced lighting scheme if required.





Federal Aviation  
Administration

---

U.S Department of Transportation  
Federal Aviation Administration  
Airman Details Report

**Personal Information:**

(b) (3) (A), (b) (6)

(b) (3) (A), (b) (6)

**Medical Information:**

Medical Class: (b) (3) Medical Date: 12/2010

BasicMed Course Date: None BasicMed CMEC Date: None

**Certificate Information:**

Certificate: COMMERCIAL PILOT

Date of Issue: 8/8/2012

**Ratings:**

COMMERCIAL PILOT

AIRPLANE SINGLE ENGINE LAND

AIRPLANE MULTIENGINE LAND

INSTRUMENT AIRPLANE

**Limits:**

ENGLISH PROFICIENT.





**Federal Aviation  
Administration**

---

**U.S Department of Transportation  
Federal Aviation Administration  
Airman Details Report**

**Personal Information:**

(b) (3) (A), (b) (6)

(b) (7)(C), (b) (6)

(b) (7)(C), (b) (6)

**Medical Information:**

**Medical Class:** Third **Medical Date:** 5/2013

**BasicMed Course Date:** None **BasicMed CMEC Date:** None

**Certificate Information:**

**Certificate:** COMMERCIAL PILOT

**Date of Issue:** 6/15/2016

**Ratings:**

COMMERCIAL PILOT

AIRPLANE SINGLE ENGINE LAND

INSTRUMENT AIRPLANE

**Limits:**

ENGLISH PROFICIENT.

Enclosure 88

(b) (3) (A), (b) (6)

---

**From:** (b) (3) (A), (b) (6)  
**Sent:** Wednesday, January 30, 2019 6:08 PM  
**To:** (b) (3) (A), (b) (6)  
**Cc:** (b) (3) (A), (b) (6)  
**Subject:** RE: looking for an assignment letter  
**Signed By:** (b) (3) (A), (b) (6)

Sir,

I do not have knowledge of an assignment letter.

V/r,

(b) (3) (A), (b) (6)

-----Original Message-----

**From:** (b) (3) (A), (b) (6)  
**Sent:** Wednesday, January 30, 2019 4:08 PM  
**To:** (b) (3) (A), (b) (6)  
**Subject:** FW: looking for an assignment letter

(b) (3) (A), please respond and cc me.

-----Original Message-----

**From:** (b) (3) (A), (b) (6)  
**Sent:** Wednesday, January 30, 2019 4:02 PM  
**To:** (b) (3) (A), (b) (6)  
**Subject:** looking for an assignment letter

(b) (3) (A),  
That MCO 5100.29B states: "Assign, in writing, the responsibility for execution of the safety program to the deputy commander or executive officer (XO)."

I believe the VMFA(AW)-242 XO at the time of the mishap is on your AMB. Kindly request his assignment letter or an email stating that he does not have knowledge of one (signed before the mishap).

Thanks,

(b) (3) (A)

(b) (3) (A), (b) (6)

1st MAW AC/S G5 Plans



# The Cost of Silence: Normalization of Deviance and Groupthink

## Senior Management ViTS Meeting

November 3, 2014

(b) (3) (A),

Chief, Safety and Mission Assurance

(b) (3)

Deputy Chief, Safety and Mission Assurance



This and previous presentations are archived at  
[sma.nasa.gov/safety-messages](http://sma.nasa.gov/safety-messages)

# Normalization of Deviance

## Vaughan's Normalization of Deviance

“Social normalization of deviance means that people within the organization become so much accustomed to a deviation that they don't consider it as deviant, despite the fact that they far exceed their own rules for the elementary safety”

—Diane Vaughan, 1996

## Examples

- Shuttle Solid Rocket Booster O-ring received criticality 1 waivers despite design goal of no joint failures. *Joint material erosion and blow-by were accepted as risks.*
- Shuttle External Tank foam loss was viewed as maintenance issue, not a safety-of-flight issue despite observed damage and design goal of no foam loss. *Foam strikes to orbiters were accepted as risks.*
- Cruise ship *Costa Concordia* grounded on Isola del Giglio, Italy. *The ship captain consciously deviated from the approved course.*
- International Space Station Extra-vehicular Activity-23 (ISS EVA-23) water in helmet close call occurred a week after a drink bag leaked in the same suit. *Previous drink bag leaks allowed a conclusion of the same problem.*





# Groupthink

## Normalization of Deviance Can Lead to Groupthink

There's a natural human tendency to rationalize shortcuts under pressure, especially when nothing bad happens. The lack of bad outcomes can reinforce the "rightness" of trusting past success instead of objectively assessing risk.

Richard Feynman compared the practice to Russian Roulette:

"When playing Russian roulette the fact that the first shot got off safely is little comfort for the next. For a successful technology, reality must take precedence over public relations, for nature cannot be fooled."



In real life, it's more uncertain than that. We're not playing Russian roulette. When dealing with exotic new materials, thin technical margins or high-energy systems, we don't even know how many bullets are in the gun.

There are eight symptoms of groupthink. All of them need not be present for the process to influence decisions.

# Eight Symptoms of Groupthink

## Groupthink

“...a quick and easy way to refer to a mode of thinking that persons engage in when they are deeply involved in a cohesive in-group, when concurrence-seeking becomes so dominant that it tends to override critical thinking or realistic appraisal of alternative courses of action.”

—Irving I. Janis, 1982

### 1. Illusion of Invulnerability

When engineers raised the possibility of O-ring blow-by, it was said that this risk “was true of every other flight we have had.”

### 2. Belief in Inherent Morality of the Group

“I had the distinct feeling that we were in the position of having to prove that it was unsafe instead of the other way around.”

### 3. Collective Rationalization

“We were counting on the secondary O-ring to be the sealing O-ring under the worst case conditions.”



# Eight Symptoms of Groupthink continued

## 4. Out-Group Stereotypes

“My God, Thiokol, when do you want me to launch—next April?”

## 5. Self-Censorship

A no-go recommendation below 53 °F at the pad became “Lower temperatures are in the direction of badness for O-rings.”

## 6. Illusion of Unanimity

Silence is interpreted as agreement.

## 7. Direct Pressure on Dissenters

“Take off your engineering hat and put on your management hat.”

## 8. Self-Appointed Mindguards

Subject matter experts excluded from decision briefs and meetings.



# Recommendations

- 1. Never use past success to redefine acceptable performance. Consider risk decision options after in-depth analysis and objective assessment of scenario-driven probability and severity.**
- 2. Require systems to be proven safe and effective to operate to a formally acceptable risk level, rather than the opposite.**
- 3. Prevent groupthink; know and avoid its symptoms. Appoint people to represent opposing views or ask everyone to voice their opinion before discussion.**
- 4. Keep safety programs independent from those activities they evaluate.**
- 5. Balance project schedule, milestones and operational tempo against available resources based on an impartial, comprehensive risk assessment.**
- 6. Employ a rigorous systems engineering process. Seek a safe and balanced design in the face of opposing interests and conflicting restraints. Focus on assessments to optimize the overall design and not favor one system/subsystem at the expense of another.**

# Sources

- Janis, Irving and Leon Mann. *Decision making: A psychological analysis of conflict, choice, and commitment*, Free Press, 1979.
- Vaughan, Diane. *The Challenger Launch Decision*, U of Chicago Press, 1997.
- Berkes, Howard. Challenger: Reporting a Disaster's Cold, Hard Facts, NPR, Jan 28, 2006. <http://www.npr.org/templates/story/story.php?storyId=5175151>. Accessed Oct 27, 2014.
- The Shuttle Inquiry: Questions for Thiokol; Key Sections of Testimony in Inquiry on Challenger Explosion, New York Times, Feb 26, 1986. <http://www.nytimes.com/1986/02/26/us/shuttle-inquiry-questions-for-thiokol-key-sections-testimony-inquiry-challenger.html>. Accessed Oct 27, 2014.
- Bergin, Chris. Remembering the Mistakes of Challenger, NASA Spaceflight.com, Jan 28, 2007. <http://www.nasaspaceflight.com/2007/01/remembering-the-mistakes-of-challenger/> Accessed Oct 27, 2014.
- Symptoms of GroupThink. <http://www.geocities.ws/oralcompgrouphink/symptoms.htm>. Accessed Oct 27, 2014.





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# Privacy Act Data Cover Sheet







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NAVAL AIRCRAFT FLIGHT RECORD

FA30DLO

AIRCRAFT DATA (RECORD TYPE 7B)

SIDE	EXC	BUNO	TEC	ORG	TOTAL MISSION REQUIREMENT (TMR) DATA						SUPT	TOT FLT	OPS	CAT	AIRLIFT MSN	REC	ENGINE HRS				HOIST
					MSN 1	HRS 1	MSN 2	HRS 2	MSN 3	HRS 3							ENG 1	ENG 2	ENG 3	ENG 4	
					1A7	2.3											2.3	2.3			
07		164656	AMAG	FA3							AP	1	1	0							0

AIRCREW DATA (RECORD TYPE 7C; IF EXC CODE = F, L, OR R; RECORD TYPE 7D)

LINE	EXC CODE	FIRST INIT	NAME	DOD ID	SPL QUAL	SVC	FLIGHT TIME			INSTRUMENT		NIGHT TIME	LANDINGS								APPROACHES								TRAINING CODES		
							FPT	CPT	SCT	ACT	SIM		T	N	T	N	T	N	T	N	T	N	T	N	1ST	2ND	3RD				
1		I	(b) (3)	xxxxxxxxxx	A	3	2.3			2.3		2.3	F	1							2	1					3106	6707	6710		
2	E	I	(b) (3)	xxxxxxxxxx	P	8			2.3	2.3		2.3														6710	3106	6707			

LOGISTICS DATA (DEPART - RECORD TYPE 7E; ARRIVE - RECORD TYPE 7F)

								DELAY				CONFIRMED PAYLOAD							OPPORTUNE PAYLOAD				CONFIG DATA	
								1ST		2ND		PRI 1	PRI 2	PRI 3	PRI 4	PRI 5								
LINE	EXC CODE	TIME ZONE	TIME	DATE (JULIAN)	ICAO OR SHIP I.D.	SS	DISTANCE	CODE	HRS	CODE	HRS	PAX NO.	PAX NO.	PAX NO.	PAX NO.	PAX NO.	CARGO (LBS)	PAX NO.	CARGO (LBS)	1	2	MAX PAX	MAX CARGO (LBS)	
1		T	1910	16280	KNJK																			
				2125	16280	KNJK	F																	

WEAPONS PROFICIENCY DATA (RECORD TYPE 7G)

LINE	EXC CODE	LINE NO	TRAINING AREA DATA		DELIVERY DATA 1				DELIVERY DATA 2				DELIVERY DATA 3				MISC DATA 1		MISC DATA 2	
			TRAINING AREA	HRS	ORD 1	DEL 1	RUNS 1	SCORE 1	ORD2	DEL 2	RUNS 2	SCORE 2	ORD 3	DEL 3	RUNS 3	SCORE 3	CD 1	DATA 1	CD 2	DATA 2
1		1															N1	2.3		
2		2															N1	2.3		

Enclosure 92

MARKS	(NAME / GRADE / LOCAL USE)								NATOPS	MEDICAL	INSTR	WATER	PHYSIOLOGY	A/C OR MSN CMDR SIGNATURE / GRADE			
	A	B	C	D	E	F	G	H	A	B	C	D	E				
														(b) (3) (A), (b) (6)			

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NAVAL AIRCRAFT FLIGHT RECORD

Enclosure 92

