



VMM-261 NATOPS AUDIT SHEET



NAME: REYNOLDS

DATE: 8 Jun 21

AUDITOR: (b)(3), (b)(6), (b)(7)c

SECTION I - GENERAL

PRIVACY ACT STATEMENT - SIGNED AND DATED / RECORD OF DISCLOSURE

PART A

- ▲ NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET REVIEW AND CERTIFICATION RECORD (3760/32A)
 - REVIEWED & CERTIFIED - REPORTING / ANNUALLY / CHANGE IN FLIGHT STATUS

PART B

- ▲ PILOTS - ONLY MOST CURRENT PCS (DIFOP) ORDERS
- ▲ ENLISTED AIRCREW - VOLUNTARY FLIGHT STATUS LETTERS
- ▲ LETTERS OF SUSPENSION / REVOCATION PERMANENTLY RETAINED

PART C

- ▲ MOST RECENT ANNUAL FLIGHT PHYSICAL CHIT (6410/2)(Only the most recent)
- ▲ ALL GROUNDING AND SUBSEQUENT UP CHITS SINCE ANNUAL
- ▲ WAIVER FORMS PERMANENTLY RETAINED

PART D

- ▲ FLIGHT EQUIPMENT RECORDS CS (DIFOP) ORDER (3760/32B)(NATOPS sign the bottom)

SECTION II - QUALIFICATIONS AND ACHIEVEMENTS

PART A

- ▲ PERMANENT RECORD OF ALL FUNCTIONAL DESIGNATIONS (3760/32C) (All previous letter from CO)
- ▲ RETENTION OF DESIGNATION LETTERS FOR ALL DESIGNATIONS (3760/32C)
(Ensure an ATF entered ion APR and logbook updated)

PART B

- ▲ PERMANENT RECORD OF ALL QUALIFICATIONS NOT INCLUDED IN PART A
- ▲ RETENTION OF DESIGNATION LETTERS FOR ALL QUALIFICATIONS (3760/32C)
(Ensure an ATF entered and logbook updated)

PART C

- ▲ PERMANENT RECORD OF CRM TRAINING AND FLIGHTS
(Matches NATOPS/Inst Check / retain annual class roster / CRM/I/F logged)

SECTION III - TRAINING

PART A

- ▲ RECORD OF ALL SCHOOLS AND COURSES ATTENDED (3260/32E)(GWOLE-1-5 no longer req)
- ▲ COPY OF ALL TRAINING COMMAND / FRS SUMMARIES SINCE 01 JAN 88

PART B

- ▲ PERMANENT RECORD OF ALL SURVIVAL TRAINING (3760/32F)
- ▲ NITE LAB TRAINING DOCUMENTATION
- ▲ ANNUAL EGRESS TRAINING DOCUMENTATION (3760/32F)
(Check EMER EGRESS completed on NATOPS check)

PART C

- ▲ ALL EXAMS PERTINENT TO AVIATION QUALIFICATIONS
(Current IGS, OPEN/CLOSED book, update coverage SEC III.C exams)

PART D

- ▲ ALL NATOPS EVALUATION RECORDS (3710/7) (Kneeboard card and report, numerical grade for open/closed book, ensure egress/CRM complete, update SEC III.C. Misc and SEC III.B. Egress, update logbook)

PART E

- ▲ ALL INSTRUMENT RATING REQUESTS (3710/2)
(Kneeboard card/application, applicant signed application, update CRM/Egress as req, update logbook)
- ▲ INSTRUMENT QUALIFICATION WAIVERS

SECTION IV - FLIGHT RECORDS

PART A

- ▲ (No longer req, MSHARP)

PART B

- ▲ PERMANENT RECORD OF ALL AIRCRAFT/MISHAPS FLIGHT VIOLATIONS INVOLVING AN AIRCREW CAUSAL FACTOR, AND FNAEB RESULTS. FNAEB ENTRY SHALL CONTAIN: ENTRIES AUTHORIZED BY PARAGRAPH 10.5.2.8, DATE OF THE FNAEB, AND CO COMMENTS. CO MAY NOT DELEGATE THIS RESPONSIBILITY. (3760/32H)

ENCLOSURE

(7)



UNITED STATES MARINE CORPS
MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE
PSC BOX 20005
CAMP LEJEUNE, NORTH CAROLINA 28542-0005

IN REPLY REFER TO:
1320
PCA
12 Mar 21

FIRST ENDORSEMENT on CMC Washington DC Basic Orders of 19 February 2021

From: Commanding General, Marine Corps Installations East
To: First Lieutenant Ross A. Reynolds 1470694730/7599 USMC

Subj: PERMANENT CHANGE OF ASSIGNMENT ORDERS

1. Delivered. Effective 0800, 12 March 2021 you will stand detached from your present station and duties and report by 1500, 12 March 2021 to COMMANDING OFFICER, ~~VMM-261 MAG-26 2D MAW~~, PSC BOX 21015, JACKSONVILLE, NORTH CAROLINA 28545 (MCC VM2) for duty.
2. No entitlements are authorized in connection with these orders.
3. Upon arrival at your new duty station you are required to recertify your entitlement to BAH per the JTR Ch 10 para 10100.C.
4. These orders are Permanent Change of Assignment Orders. ~~Duty in a flying status involving operational flights (DIFOP).~~
5. Request for retirement/resignation will be in accordance with Marine Corps Order 1900.16.

Digitally signed for authenticity with a trusted DOD Certificate on behalf of:

(b)(6), (b)(7)c

By direction

RECEIVING ENDORSEMENT

1. I have read and understand the contents of my orders. I received these orders at Jacksonville, North Carolina at 0800 on 12 March 2021. I understand that I am to report no later than 1500, 12 March 2021, to COMMANDING OFFICER, VMM-261 MAG-26 2D MAW, PSC BOX 21015, JACKSONVILLE, NORTH CAROLINA 28545 VM2 for duty. I have in my possession my medical and dental records.

R. A. REYNOLDS



MARINE CORPS BASIC ORDER

ANK: CAPT

NAME: ROSS A REYNOLDS

EDIPI: 1470694730

PMOS: 7532

JC: VM2

PRESENT COMMAND: 2D MAW (STUD PERS) JACKSONVILLE NC

HQMC ORDER DETAILS - 20210221

FMCC:

VM2

FUTURE COMMAND:

VMM 261 MAG 26 2DMAW NEW
RIVER NC

TOUR:

48 MONTHS, CONUS (OPERATIONAL-NO COST
REASSIGNMENT OR PCA)

ESTIMATED DETACH DATE:

20210311

REPORT NO LATER THAN:

20210312

BILLET:

7532, O3, DIFOP

THIS IS AN INVOLUNTARY ASSIGNMENT.

A SECRET SECURITY CLEARANCE IS REQUIRED FOR THIS ASSIGNMENT.

20210221 - Modification

PCA (DIFOP) (TOUR LENGTH 48 MONTHS)

1. DIR SNO RPT NLT 12 MAR 2021 TO CO VMM 261 MAG 26 2DMAW NEW RIVER NC (MCC VM2) DUTY IN FLYING STATUS INVOLVING OPERATIONAL FLIGHTS (DIFOP).
2. INCLUDE IN ORDERS ISSUED: REQUEST FOR RETIREMENT/RESIGNATION WILL BE IN ACCORDANCE WITH MCO 1900.16.
3. NO ENTITLEMENTS ARE AUTHORIZED IN CONNECTION WITH THIS ASSIGNMENT.

TRAVEL FUNDING DETAILS

There is no travel funding associated with these no-cost orders

ORDERS HISTORY

Original Order:

HQMC ORDER DETAILS - 20210218

FMCC:

VM2

FUTURE COMMAND:

VMM 261 MAG 26
2DMAW NEW RIVER NC

TOUR:

48 MONTHS, CONUS
(OPERATIONAL-NO COST
REASSIGNMENT OR PCA)

ESTIMATED DETACH

DATE:

REPORT NO LATER

THAN:

BILLET:

7532, O3, DIFOP



UNITED STATES MARINE CORPS
MARINE AVIATION TRAINING SUPPORT GROUP 22
TRAINING COMMAND
271 FIFTH STREET
CORPUS CHRISTI, TEXAS 78419

IN REPLY REFER TO:
1320
S-1
14 Aug 20

FIRST ENDORSEMENT on CMC Washington DC Basic Orders of 28 July 2020

From: Commanding Officer, Marine Aviation Training Support Group 22
To: First Lieutenant Ross A. Reynolds 1470694730/7599 USMC

Subj: PERMANENT CHANGE OF STATION ORDERS

Encl: (1) PERMANENT CHANGE OF STATION (PCS)

1. Delivered. Effective 0800, 17 August 2020 you will stand detached from your present station and duties and report by 2359, 22 August 2020 to COMMANDING OFFICER, VMMT-204, MAG 26, 2D MAW NEW RIVER, JACKSONVILLE, NORTH CAROLINA 28545 (MCC J9V) for duty.

2. You are authorized 0 day(s) proceed, 0 day(s) PDMRA, 0 day(s) delay chargeable as annual leave, and 5 day(s) travel via Private Vehicle in reporting to your new duty station. Your projected leave balance upon completion of authorized delay is 68.5 day(s) accrued. Your dependents authorized travel under these orders are: none

3. Should an emergency arise and you determine that more leave is required, contact your new command. Your request must include the reason, number of days requested, leave address, telephone number and your leave balance. You have given the person to be notified in case of emergency as: (b)(6), (b)(7)c address as: (b)(6), (b)(7)c telephone number: (b)(6), (b)(7)c Any change of leave address shall be reported to the Commanding Officer of your new duty station.

4. Before making any rental or lease agreements or purchasing a home, you will report to the local military family housing office at your new duty station. You will submit your travel claim to the disbursing officer at your new duty station within 5 days after completion of travel to settle travel expenses. Failure to comply will result in your pay account being checked for your travel advance. Additionally, elapsed time will be charged as leave if your travel claim has not been submitted to the disbursing officer within 30 days after completion of travel under these orders.

5. Your estimated travel entitlement is \$3,143.00 based on MCTFS data at the time the order was issued. It does not include any adjustments based on your outbound interview answers. Limit your GTCC use to no more than 80% of this amount. If traveling on Government procured transportation your reimbursement amount will be lower than this estimate. The actual amount of final entitlements will be computed upon settlement of your travel claim. Also at the time of settlement you are required to split disburse all charges placed on your card during your PCS move. Any GTCC use outside of PCS entitlements constitutes misuse. Contact your APC for any GTCC related questions and your supporting personnel administrative center for any PCS entitlement questions.

ENCLOSURE (7)

Subj: PERMANENT CHANGE OF STATION ORDERS

Your estimated travel entitlements are as follows:

<u>Travel Allowance Estimates</u>	
Member Military Air Commercial Travel:	\$0.00
Member Per Diem:	\$755.00
Member Mileage Allowance:	\$250.00
Dislocation Allowance:	\$2,138.00

Member Total Allowances:	\$3,143.00

6. A Temporary Lodging Expense (TLE) allowance is authorized for a total of 10 days (or 5 days, if from a Permanent Duty Station (PDS) in CONUS to a PDS outside CONUS) in connection with permanent change of station. These temporary lodgings must be in fact a temporary place of residence, acquired in the vicinity of your old or new PDS or both. You should try to obtain government quarters first. If available, you must obtain a statement of non-availability from the local commander, if you intend to claim TLE. If your old or new PDS where the TLE was incurred is not located at a post, camp, station, base, or depot or if it is in a city or metropolitan area, the statement of non-availability is not required.

7. Upon arrival at your new duty station you are required to recertify your entitlement to BAH within 30 days of joining the command per reference(s).

8. You are further advised that in accordance with MCO 1000.6 you may be eligible for 10 days permissive TAD house hunting, upon arrival to your new duty station.

9. For emergency medical care while traveling go to the nearest emergency room and contact your Primary Care Manager (PCM) or Tricare Regional Representative within 24 hours in order to notify Tricare that services have been received. For non-emergency, urgent or routine care please contact your present Tricare Region as these items may require a referral from your PCM. It is recommended that all routine care be completed prior to detaching from your current command. A list of Tricare regions, resources and guidance on obtaining care while en route is available at:
<http://tricare.mil/GettingCare/Traveling.aspx> or by calling 1-800-TRICARE (874-2273).

10. These orders constitute assignment to VMMT-204, MAG 26, 2D MAW NEW RIVER for duty under instructions (DUINS) in a flying status involving operational or training flights and intermediate flight training for a period in excess of 20 weeks.

(b)(6), (b)(7)c

By direction

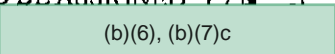
Subj: PERMANENT CHANGE OF STATION ORDERS

RECEIVING ENDORSEMENT

1. I have read and understand the contents of my orders. I received these orders at Corpus Christi, Texas 78419 on 17 August 2020. I understand that I am to report no later than 2359, 22 August 2020, to COMMANDING OFFICER, VMNT-204, MAG 26, 2D MAW NEW RIVER, JACKSONVILLE, NORTH CAROLINA 28545 (MCC J9V) for duty. I have in my possession my medical and dental records.



R. A. REYNOLDS

MCAS NEW RIVER IPAC
YOU REPORTED TO IPAC INBOUND
AT 0800 ON 20200909
MEAL CARD ISSUED Y/N
WILL GOV'T QTRS BE ASSIGNED Y/N
CHECKED IN BY 

(b)(6), (b)(7)c

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: CO:VMM-261		2. FROM: FLIGHT SURGEON NAVAL HEALTH CLINIC NEW RIVER AVIATION MEDICINE		3. DATE (YYYYMMDD) 20220203	
4. MEMBER NAME (Last, First, Middle Initial) REYNOLDS, ROSS		5. IDENTIFICATION NUMBER 1470694730		6. GRADE CAPT	
7. DATE OF BIRTH (YYYYMMDD) 19950303		8. ORGANIZATION USMC		9. TYPE OF DUTY DIACA SG1	
10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20220203		11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.			
a. X one: <input checked="" type="checkbox"/> CLEARED AFTER (X): <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver granted <input type="checkbox"/> Other (See remarks) <input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:					
b. EFFECTIVE DATE (YYYYMMDD) 20220203			c. EXPIRATION DATE (YYYYMMDD) 20230331		
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or Injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) MAY PARTICIPATE IN (X): <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION					
b. EFFECTIVE DATE (YYYYMMDD)			c. ESTIMATED DURATION OF GROUNDING		
13. REMARKS/LIMITATIONS					
<input checked="" type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.					
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upslip)					
a. TYPED NAME (Last, First, Middle Initial) (b)(3), (b)(6), (b)(7)c		b. GRADE O-3		c. PROVIDER SIGNATURE (b)(3), (b)(6), (b)(7)c	
d. DATE SIGNED (YYYYMMDD) 20220203		e. TYPED NAME (Last, First, Middle Initial) REYNOLDS, ROSS A.		f. GRADE O-3	
g. FLIGHT SURGEON COUNTERSIGNATURE (b)(3), (b)(6), (b)(7)c		h. DATE SIGNED (YYYYMMDD) 20220203			
15. MEMBER CERTIFICATION					
a. I certify that I understand the above recommendations and that I: <input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			b. AIRCREW MEMBER SIGNATURE		c. DATE SIGNED (YYYYMMDD)
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)					
<input type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE					
a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	
d. DATE SIGNED (YYYYMMDD)					

DD FORM 2992, JAN 2015

REPLACES DA FORM 4186, AF FORM 1042, AND NAVMED FORMS 6410/1 AND 6410/2, WHICH ARE OBSOLETE.

Adobe Designer 9.0

SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

NAME (Last, First, Middle Initial)

DoD ID Number

[illegible]



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR TRAINING SQUADRON 204
MARINE AIRCRAFT GROUP 26
2D MARINE AIRCRAFT WING, FMF
PSC BOX 21018
JACKSONVILLE, NC 28545-1018

3710
DSSN
01 Mar 21

From: Commanding Officer, Marine Medium Tiltrotor Training Squadron 204
To: First Lieutenant Ross A. Reynolds 1470694730/7532 USMC

Subj: DESIGNATION

Ref: (a) CNAF M-3710.7
(b) NAVMC 3500.11F
(c) A1-V22AB-NFM-000

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby designated as a Tiltrotor Second Pilot (T2P).
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
Logbook entry



DEPARTMENT OF THE NAVY
TRAINING AIR WING FOUR
245 FIFTH STREET SUITE 105
CORPUS CHRISTI TX 78419-5008

1500
Ser N00/0766
07 AUG 2020

From: Commander, Training Air Wing FOUR
To: First Lieutenant Ross A. Reynolds, 7531, USMC

Subj: DESIGNATION AS A NAVAL AVIATOR

Ref: (a) CNATRAINST 1500.4J

1. Pursuant to the provisions of reference (a), and having demonstrated those qualities of sound judgment and professional competence in your completion of the Advanced Multi-Engine Flight Training Syllabus of the Naval Air Training Command, you are designated a Naval Aviator effective 07 August 2020.

2. Congratulations on a job well done!

(b)(3), (b)(6), (b)(7)c

Copy to:
VT-35
MATSG-22

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IIB - MISSION QUALIFICATION RECORD

[illegible]



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
3500
DSSN
27 Oct 21

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: First Lieutenant Ross A. Reynolds 1470694730/7532 USMC

Subj: NIGHT SYSTEMS LOW ALTITUDE TACTICS QUALIFICATION

Ref: (a) NAVMC 3500.14
(b) NAVMC 3500.11
(c) A1-V22AB-NFM-000 MV-22B NATOPS Flight Manual

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems Low Altitude Tactics qualified.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
NATOPS
Logbook entry
M-SHARP

ENCLOSURE (7)



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
3500
DSSN
27 Oct 21

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: First Lieutenant Ross A. Reynolds 1470694730/7532 USMC

Subj: NIGHT SYSTEMS LOW LIGHT LEVEL QUALIFICATION

Ref: (a) NAVMC 3500.14
(b) NAVMC 3500.11
(c) A1-V22AB-NFM-000 MV-22B NATOPS Flight Manual

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems Low Light Level qualified.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
NATOPS
Logbook entry
M-SHARP



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
3710
DSSN
15 Jun 21

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: First Lieutenant Ross A. Reynolds 1470694730/7532 USMC

Subj: NIGHT SYSTEMS HIGH LIGHT LEVEL QUALIFICATION

Ref: (a) NAVMC 3500.14 Aviation Training and Readiness Program
Manual
(b) NAVMC 3500.11 MV-22B Training and Readiness Manual
(c) A1-V22AB-NFM-000 MV-22B NATOPS Flight Manual

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems High Light Level qualified.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
NATOPS
Logbook Entry
MSHARP



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
3500
DSSN
20 May 21

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: First Lieutenant Ross A. Reynolds 1470694730/7532 USMC

Subj: DAY LOW ALTITUDE TACTICS QUALIFICATION

Ref: (a) NAVMC 3500.14 Aviation Training and Readiness Program Manual
(b) NAVMC 3500.11 MV-22B Training and Readiness Manual
(c) A1-V22AB-NFM-000 MV-22B NATOPS Flight Manual

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Day Low Altitude Tactics qualified.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
Logbook entry

2 MAY 2016

CRM TRAINING & EVALUATION RECORD

1. NAME (Last, first, middle initial): <i>Reynolds, R.</i>	2. RANK:	3. EDIPI NUMBER: <i>1470694730</i>
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Note: This form shall be permanently maintained in the NATOPS Flight Personnel Training/Qualification Jacket (Section II, Part C).

CRM IMM Instructor Course	4. Date:	5. Location:
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CRM FACILITATOR TRAINING

6. T/M AIRCRAFT	7. UNIT	8. DATE

GROUND TRAINING / FLIGHT EVALUATIONS

Note: Valid for 12 months from the last day of the month in which training/evaluation was completed.

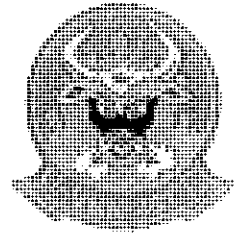
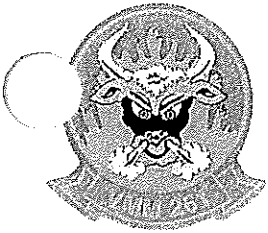
Note: Renewal flight evaluations may be completed within 60 days preceding the expiration of the current qualification.

9. T/M AIRCRAFT	10. UNIT	11. GROUND / FLIGHT	12. INITIAL / RENEWAL	13. DATE COMPLETED	14. EXPIRATION DATE
<i>T-44B</i>	<i>VT28</i>	<i>GIF</i>	<i>I</i>	<i>19 Feb 19</i>	<i>29 Feb 20</i>
<i>T44C</i>	<i>VT35</i>	<i>G</i>	<i>I</i>	<i>26 Mar 20</i>	<i>31 Mar 21</i>
<i>MV22B</i>	<i>VMMT-204</i>	<i>G</i>	<i>I</i>	<i>29 SEP 20</i>	<i>30 SEP 21</i>
<i>MV22B</i>	<i>204</i>	<i>G</i>	<i>R</i>	<i>4 JAN 21</i>	<i>31 JAN 22</i>
<i>MV22B</i>	<i>204</i>	<i>F</i>	<i>I</i>	<i>1 MAR 21</i>	<i>31 MAR 22</i>
<i>MV22B</i>	<i>261</i>	<i>G</i>	<i>R</i>	<i>4 JAN 22</i>	<i>31 JAN 23</i>
<i>MV22B</i>	<i>261</i>	<i>F</i>	<i>R</i>	<i>7 FEB 22</i>	<i>31 MAR 23</i>

* SEE SURVIVAL TAB FOR ROSTER

EXTENSIONS

15. T/M AIRCRAFT	16. UNIT	17. GROUND / FLIGHT	18. AUTHORITY	19. EXPIRATION DATE



VMM-261 TRAINING ROSTER

Topic: CIRM Awareness

Date: 1/11/22

Instructor: (b)(3), (b)(6), (b)(7)c

	Last Name, FI. MI.	Rank	Signature
1	(b)(3), (b)(6), (b)(7)c		
2	TOMKIEWICZ M.J.	CAPT	<i>[Signature]</i>
3	(b)(3), (b)(6), (b)(7)c		
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17	REYNOLDS, ROSS A	CAPT	<i>[Signature]</i>
18	(b)(3), (b)(6), (b)(7)c		
19			
20			
21			
22			
23			
24			
25			
26			
27			
28	MARRE, J.M.	COL	<i>[Signature]</i>
29	(b)(3), (b)(6), (b)(7)c		
30			
31			
32			
33			
34	Spezdy, James W	Gr1st	<i>[Signature]</i>
35	(b)(3), (b)(6), (b)(7)c		
36			
37			
38			

CLASS 21-05 CRM Initial/Refresher

CRM training was conducted IAW CNAF 1542.7(series)

Rank	Last Name	First Name	M.I.	Service	Category
(b)(3), (b)(6), (b)(7)c				USMC	I/A
				USMC	I/A
				USMC	I/A
				USMC	I/A
				USMC	I/A
				USAF	I/A
				USAF	I/A
				USMC	I/A
				USMC	I/A
1st Lt	REYNOLDS	ROSS	A	USMC	I/A
(b)(3), (b)(6), (b)(7)c					

Date: 29 Sept 2010 Signature

(b)(3), (b)(6), (b)(7)c

REYNOLDS, ROSS A

1470694730

MAINTENANCE (3M) COURSES

(b)(3), (b)(6), (b)(7)c

NAVAL AVIATOR AVIATION TRAINING JACKET (ATJ) SUMMARY CARD

NAME (LAST, FIRST, AND MIDDLE) REYNOLDS, ROSS A.				RANK/SERVICE 1STLT/USMC		DOD IDNUMBER (10-digit)		SEX/RACE/ETHNIC CODE MCX			
COLLEGE WORCESTER STATE UNIVERSITY		MAJOR/DEGREE CRIMINAL JUSTICE		PROCUREMENT SOURCE 27		AGR 6		PFAR/FOFAR 6			
CARRIER QUALIFICATION INFORMATION (GPA/BOARDING RATE)				CARRIER QUALIFICATION DATE (MONTH/YEAR)				DATE OF COMMISSION 13MAY2017			
TYPE OF TRAINING								ANTHROPOMETRIC CODE			
<input checked="" type="checkbox"/> PILOT <input type="checkbox"/> STRIKE <input checked="" type="checkbox"/> MARITIME <input type="checkbox"/> E-2/C-2 <input type="checkbox"/> E-6 <input type="checkbox"/> HELICOPTER <input type="checkbox"/> MV-22 <input type="checkbox"/> NFO <input type="checkbox"/> NAV <input type="checkbox"/> STRIKE <input type="checkbox"/> STRIKE FIGHTER <input type="checkbox"/> ATDS (E-2/C-2)								11-7-4-5			
PHASE OF TRAINING		DATE REPORTED	DATE COMPLETED	RAW SCORES			NSS		COMPOSITE SCORE 198		
				FLIGHT/DEVICE	ACAD	# UNSAT	# MARG	PHASE			ACAD
NIFE											
PREFLIGHT		24OCT2018	12DEC2018		93						50
PRIMARY		04FEB2019	10SEP2019	1.202	94.62			47.7			50.9
PRIMARY 2 (NFO)											
INTERMEDIATE 1		31OCT2019	25FEB2020	1.048	94.0			47.4			48.5
INTERMEDIATE 2											
ADVANCED		06MAR2020	07AUG2020	1.0967	98.18			50.4	57.8		

* Indicates the NSS Phase value displayed is the Flight/Device NSS score.

SUMMARY OF FLIGHT AND SIMULATOR TRAINING IN THE NAVAL AIR TRAINING COMMAND

SQUADRON	A/C / SIM MODEL	TOTAL NUMBER OF EVENTS		TOTAL NUMBER OF HOURS		FIRST PILOT HOURS		CO-PILOT HOURS		SPECIAL CREW HOURS		NIGHT HOURS		NVG HOURS	INSTRUMENT HOURS	
		SYL	N-SYL	SYL	N-SYL	SYL	N-SYL	SYL	N-SYL	SYL	N-SYL	SYL	N-SYL		ACTUAL	SIMULATED
VT-28	T-6B	47		76.3		59.7		16.6				11.7			4.2	15.2
VT-28	UTD-OFT	38		49.4		49.4										27.3
HT-18	2B42	9	1.0	11.7	1.3	10.4	1.3	1.3								9.1
HT-18	2C67	5		6.5		6.5										
HT-18	TH57B	14		23		17.7		5.3								
HT-18	TH57C	7		12.5		7.9		4.6				2.9			1.0	
VT-35	T-44C	35		72.7		59.4		13.3			12.3	5.4			7.5	13
VT-35	T-44/OFT	34		83.8		50.6		33.2				4.3				32.5

REASON FOR ATTRITION (ENTER CODE)				PHASE/STAGE AT TIME OF ATTRITION				DATE OF ATTRITION		PIPELINE CHANGE/PROGRAM CHANGE	
										APPROVED <input type="checkbox"/> YES <input type="checkbox"/> NO	
E OF DESIGNATION 07AUG2020		FLEET REPLACEMENT SQUADRON ASSIGNMENT VMMT-204 MCAS NEW RIVER, NC				NEW PIPELINE/PROGRAM					

NAVAL AVIATOR AVIATION TRAINING JACKET (ATJ) SUMMARY CARD

PRIOR FLIGHT TIME

FAA PILOT CERTIFICATE: ☐ PRIVATE ☐ COMMERCIAL ☐ ATP

CIVILIAN TOTAL HOURS: IFS: ☒ COMPLETE ☐ WAIVED

DESIGNATED MILITARY AVIATOR ☐ TOTAL HOURS: AIRCRAFT COMMANDER HOURS:

TRAINING REVIEW BOARD ACTIONS

PHASE	STAGE	REASON FOR BOARD	CTW RECOMMENDATION

CARRIER QUALIFICATIONS (FOR STUDENT NAVAL PILOTS ONLY)

PHASE	DATE QUAL	A/C MODEL	LANDINGS		REMARKS
			T & G	ARRESTED	
INTERMEDIATE					
ADVANCED					

COMMENTS:

NAME (LAST, FIRST, AND MIDDLE) RANK/SERVICE DOD IDNUMBER (10-digit)

REYNOLDS, ROSS A. 1STLT/USMC

ADVANCE PHASE

CNATRAINST 1500.4

NAVAL AVIATOR TRAINING STAGE GRADES - PROP

a. Enter Stage Grade on Each Newly Designated NA (CNATRA PROVIDED ADVANCE STAGE AVERAGE PERIODICALLY.)

b. Retain Original In ATJ.

NAME:				Advance Squadron	Designation Date	Assignment
1stLt Reynolds, Ross A.				VT-35	07-Aug-20	MCAS New River, NC
STAGE	Squadron Average	Student's Grades	Flight Waived	Remarks: (Specific comments required on below average block of training)		
CONTACT	N/A	1.140				
INSTRUMENT	N/A	1.074				
NAV(ONAV)	N/A	0.000				
NAV(VNAV)						
NAV(SAR)						
NAV(LL)						
USMC FORM	N/A	1.051				

CO'S APPRAISAL OF FRS PREPAREDNESS.

1stLt Reynolds successfully completed the advanced flight training syllabus. The syllabus consisted of 35 flights in the T-44 aircraft and 34 events in the T44-OFT flight simulator. He will be a welcomed asset to his next command. This officer meets all criteria and is prepared for the successful completion of the FRS curriculum.

SIGNATURE	DATE
(b)(3), (b)(6), (b)(7)c	4 AUG 2020

CNATRA 1542/5B (REV.8-88)

ENCLOSURE

(7)

PINK SHEET SUMMARY (FRONT)

Record all flight violations, accidents, incidents, unsatisfactory events, delinquency reports and administrative actions on this sheet. Information concerning accidents/incidents REQUIRE SPECIAL HANDLING IAW OPNAVINST 3750.6. An entry shall be made from each activity/squadron listing NONE where appropriate-if no adverse events occurred in each section 1, 2, and 3.

SECTION 1 - FLIGHT VIOLATIONS/ACCIDENTS/INCIDENTS

DATE	ACTIVITY/SQUADRON	BRIEF DESCRIPTION	CAUSE	
12DEC2018	NASC	API	NONE	
12SEP2019	VT-28	PRIMARY	NONE	
25FEB2020	HT-18	INTERMEDIATE/HELO	NONE	
07AUG2020	VT-35	ADVANCED	NONE	

SECTION 2 - UNSATISFACTORY EVENTS (Include all PINK and YELLOW sheet events)

DATE	TRNG SQUADRON	STAGE/EVENT	MAJOR DIFFICULTY	
12DEC2018	NASC	API	NONE	
12SEP2019	VT-28	PRIMARY	NONE	
25FEB2020	HT-18	INTERMEDIATE/HELO	NONE	
07AUG2020	VT-35	ADVANCED	NONE	

SECTION 3 - STUDENT TRAINING REVIEW BOARDS/PROGRESS CHECKS

DATE	TRNG SQUADRON	TRB/IPC/FPC/APC	DISPOSITION	
12DEC2018	NASC	API	NONE	
12SEP2019	VT-28	PRIMARY	NONE	
25FEB2020	HT-18	INTERMEDIATE/HELO	NONE	
07AUG2020	VT-35	ADVANCED	NONE	

REMARKS

STUDENT'S NAME (LAST, FIRST AND MIDDLE INITIAL)
REYNOLDS, ROSS A.

RANK
1STLT

DOD ID NUMBER

CNATRA 1542/90 (Rev 10/17)

PINK SHEET SUMMARY

(REVERSE SIDE CONTINUATION SHEET – PAGE 2)

Record all flight violations, accidents, incidents, unsatisfactory events, delinquency reports and administrative actions on this sheet. Information concerning accidents/incidents REQUIRE SPECIAL HANDLING IAW OPNAVINST 3750.6. An entry shall be made from each activity/squadron listing NONE where appropriate-if no adverse events occurred in each section 1, 2, and 3.

SECTION 1 - FLIGHT VIOLATIONS/ACCIDENTS/INCIDENTS (Continued)

DATE	ACTIVITY/SQUADRON	BRIEF DESCRIPTION	CAUSE	

SECTION 2 - UNSATISFACTORY EVENTS (Include all PINK and YELLOW sheet events) (Continued)

DATE	TRNG SQUADRON	STAGE/EVENT	MAJOR DIFFICULTY	

SECTION 3 - STUDENT TRAINING REVIEW BOARDS/PROGRESS CHECKS (Continued)

DATE	TRNG SQUADRON	TRB/IPC/FPC/APC	DISPOSITION	

REMARKS

STUDENT'S NAME (LAST, FIRST AND MIDDLE INITIAL)
REYNOLDS, ROSS A.RANK
1STLT

DOD ID NUMBER

CNATRA 1542/90 (Rev 10/17)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, First, Middle Initial)

RANK/RATE

DoD ID Number

TYPE OF TRAINING

COURSE CATEGORY

AVIATION PHYSIOLOGY

EMERGENCY EGRESS

WATER SURVIVAL

LAND SURVIVAL DWEST, SERE

DATE

GRADE

UNIT

DATE

GRADE

UNIT

DATE

GRADE

UNIT

DATE

GRADE

UNIT

MV-22 EMERGENCY
EGRESS

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(b)(3), (b)(6), (b)(7)c

DATE

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(b)(3), (b)(6), (b)(7)c

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UNIT

MV-22 EMERGENCY
EGRESS

SIGNATURE

SIGNATURE

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(b)(3), (b)(6), (b)(7)c

DATE

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UNIT

DATE

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UNIT

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UNIT

DATE

GRADE

UNIT

2022 AEROMED

SIGNATURE

SIGNATURE

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SIGNATURE

(b)(3), (b)(6), (b)(7)c

(b)(3), (b)(6), (b)(7)c

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TRAINING ACTIVITIES

1. Pensacola, FL

4. Lemoore, CA

7. Patuxent River, MD

2. Miramar, CA

5. Jacksonville, FL

8. Whidbey Island, WA

3. Norfolk, VA

6. Cherry Point, NC

9. Other (List)

10. Other Information

ENCLOSURE

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET												
SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING												
NAME (Last, First, Middle Initial)								RANK/RATE		DoD ID Number		
REYNOLDS, ROSS								2NDLT		1470694730		
COURSE CATEGORY	TYPE OF TRAINING											
	AVIATION PHYSIOLOGY			EMERGENCY EGRESS			WATER SURVIVAL			LAND SURVIVAL, DWEST, SERE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
INTERMEDIATE WATER SURVIVAL TRAINING							9-Jul-18	Q	1			
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
							(b)(3), (b)(6), (b)(7)c					
LAND SURVIVAL TRAINING										03-Dec-18	Q	1
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
										(b)(3), (b)(6), (b)(7)c		
T-LEB Level A egress												
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	(b)(3), (b)(6), (b)(7)c			(b)(3), (b)(6), (b)(7)c								
Class: 1+4 Exp. 31 Dec 2022												
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
							(b)(3), (b)(6), (b)(7)c					
Level A Training SENSORY PROBLEMS/ SPATIAL D ALSS												
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	(b)(3), (b)(6), (b)(7)c			(b)(3), (b)(6), (b)(7)c								
Class: 3 Exp. 31 Dec 2022												
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
							(b)(3), (b)(6), (b)(7)c					
ITE Lab Training INDOC System: ANVIS-9												
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	(b)(3), (b)(6), (b)(7)c											
SP/SD												
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	(b)(3), (b)(6), (b)(7)c											
TRAINING ACTIVITIES												
1. Pensacola, FL				4. Lemoore, CA				7. Patuxent River, MD				
2. Miramar, CA				5. Jacksonville, FL				8. Whidbey Island, WA				
3. Norfolk, VA				6. Cherry Point, NC				9. Other (List)				
10. Other Information												

Date 4 JAN 2021

ENCLOSURE (7)

[illegible]

(b)(3), (b)(6), (b)(7)c

Sign

(b)(3), (b)(6), (b)(7)c

Subj: AEROMEDICAL TRAINING (04 Jan 21)

	LAST	FULL FIRST	RANK	PLATFORM	SQUADRON
23	(b)(3), (b)(6), (b)(7)c			V-22	261
24				V-22	261
25	KEYNOLDS	ROSS	CAPT	V-22	261
26	(b)(3), (b)(6), (b)(7)c			V-22	261
27				V-22	261
28				V-22	261
29				V-22	261
30				V-22	261
31				V-22	261
32				V-22	261
33				V-22	261
34				V-22	261
35					
36					
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1/2 E

(b)(3), (b)(6), (b)(7)c

/S/

(b)(3), (b)(6), (b)(7)c

3710/5100
DSS
04 Jan 21

From: Aeromedical Safety Officer, Marine Aircraft Group 26
To: VMM-261 Department of Safety and Standardization

Subj: AEROMEDICAL TRAINING

Ref: (a) CNAF M-3710.7
(b) WgO 5100.29

1. The following personnel completed Annual Aeromedical training as required by reference (a) and (b). Topics include Sensory Problems / Situational Awareness, Radios, Human Factors, Human Performance, and FAILSAFE Program.

	LAST	FULL FIRST	RANK	PLATFORM	SQUADRON
1	(b)(3), (b)(6), (b)(7)c				
2					
3					
4					
5					
6	TOMKIEWICZ	MATTHEW	CAPT	V-22	261
7	(b)(3), (b)(6), (b)(7)c				
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					

/S/

(b)(3), (b)(6), (b)(7)c

13 Mar 20

MEMORANDUM

From: Aeromedical Safety Officer, TW-4
To: NATOPS Officer

Subj: CNAF M-3710.7 LEVEL A ANNUAL ADJUNCTIVE TRAINING

1. The personnel listed below have completed the following CNAF M-3710.7
NASTP Level A Annual Adjunctive Training on 13 Mar 2020:

T-44 Emergency Egress Training
ALSS Items
Sensory Problems/Spatial Disorientation
Laser Hazards

Rank	Name	Squadron
(b)(3), (b)(6), (b)(7)c		VT-31
		VT-31
		VT-31
		VT-31
		VT-31
		VT-31
		VT-31
		VT-31
		VT-31
		VT-31
		VT-35
		VT-35
		VT-35
		VT-35
		VT-35
		VT-35
		VT-35
		VT-35
	1STLT	REYNOLDS, ROSS A.
	(b)(3), (b)(6), (b)(7)c	VT-35

(b)(3), (b)(6), (b)(7)c



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
20 Nov 2019

From: Officer in Charge, Naval Survival Training Institute

To: **2ND LIEUTENANT ROSS REYNOLDS**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) CNAF M-3710.7

1. In accordance with reference (a), **2ND LIEUTENANT ROSS REYNOLDS** has received **AC INDOC CLASS 3** on **20 Nov 2019** at Aviation Survival Training Center **PENSACOLA**.

2. **2ND LIEUTENANT ROSS REYNOLDS** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Dec 2022** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircrafts only:

Class 3: AH-1, H-3, H-46, H-53, H-60, H-72, H-92, OH-58C, TH-57, UH-1, V-22

(b)(6), (b)(7)c

~~By direction~~

(b)(6), (b)(7)c

05 Nov 19

From: Assistant Aeromedical Safety Officer, TW-5
To: CTW-5 NATOPS Officers

Subj: CNAF M-3710.7 LEVEL A ANNUAL AEROMEDICAL TRAINING

1. The listed personnel have completed the following CNAF M-3710.7 Level A Annual Training Requirements on November 05, 2019.

- a. Sensory Problems/Spatial Disorientation Training
- b. ALSS
- c. AN/PRC-90 Radio

(b)(3), (b)(6), (b)(7)c		8
		8
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		18
		18
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		18
Reynolds, Ross	1 st Lt	18
(b)(3), (b)(6), (b)(7)c		18
		28
		28
		28
		28
		28
		28
		28

(b)(3), (b)(6), (b)(7)c

22 Feb 19

MEMORANDUM

From: Aeromedical Safety Officer, TW-4

To: NATOPS Officer

Subj: CNAF M-3710.7 LEVEL A ANNUAL ADJUNCTIVE TRAINING

1. The personnel listed below have completed the following CNAF M-3710.7 NASTP Level A Annual Adjunctive Training on 22 Feb 2019:

T-6B Ejection Seat Training
T-6B Emergency Egress Training
Aeromedical Aspects of Ejection
Hypoxia Awareness Training
G-LOC/G-tolerance Improvement Procedures
Sensory Problems/Spatial Disorientation
ALSS Items

<u>Rank</u>	<u>Name</u>	<u>Squadron</u>
	(b)(3), (b)(6), (b)(7)c	VT-28
		VT-28
		VT-28
		VT-28
2NDLT	REYNOLDS, ROSS A.	VT-28
		VT-28
		VT-28
		VT-27

(b)(3), (b)(6), (b)(7)c



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
10 Dec 2018

From: Officer in Charge, Naval Survival Training Institute

To: **2ND LIEUTENANT ROSS REYNOLDS**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) CNAF M-3710.7

1. In accordance with reference (a), **2ND LIEUTENANT ROSS REYNOLDS** has received **AC INDOC CLASS 1** on **10 Dec 2018** at Aviation Survival Training Center **PENSACOLA**.

2. **2ND LIEUTENANT ROSS REYNOLDS** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Dec 2022** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircrafts only:

Class 1: AV-8, EA-6, F/A-18, F-16, S-3, T-2, T-38, T-45, T-6

Class 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-38A, C-40, C-9, E-4, E-6, NU-1B, P-8, T-1A, T-39, T-44, U-6A

For

(b)(6), (b)(7)c

By direction

(b)(6), (b)(7)c

SECTION IIIC - EXAMINATION RECORD

NAME (Last, First, Middle Initial)

REYNOLDS, Ross A

DoD ID Number

1470694730

NATOPS EXAMS

[illegible]



VMM-261 PILOTS OPEN BOOK NATOPS

Revised 03 Feb 2021

NAME: CAPT ROSS REYNOLDS

DATE: 02 FEB 2022

GRADE: 3-99

GRADED BY: (b)(3), (b)(6), (b)(7)c

1. The MV-22 is a multi-mission aircraft within many applications. These applications include the following:

- Medium lift assault support
- Tactical Recovery of Aircraft and Personnel (TRAP)
- Emergency evacuation
- Fleet logistics support
- Logistics support ashore
- Long range logistics support
- Medical Evacuation

2. The maximum VTOL gross weight of the V-22 is 52,600 lbs sea level; maximum Short Takeoff (STO) gross weight is 57,000 lbs; and maximum alternate gross weight is 60,500 lbs.

3. The nose to tail length of the V-22 is 57 ft 4 in.

4. Each DFU controls operation of two MFDs, with the capability of controlling all four MFDs in the event of a DFU failure.

5. There are five main Aircraft Interface Units (AIUs) on the aircraft: the Avionics Bay Interface Unit (ABIU), two Nacelle Interface Units, the Wing Interface Unit, and the Drive Systems Interface Unit (DSIU).

6. The DSIU, located on the midwing forward equipment shelf, monitors and controls the Emergency Lubrication System, and monitors for oil debris in the PRGB, TAGBs, MWGBs, and both engines.

7. The APN-194 radar altimeter provides aircraft altitude above ground level (AGL) from 0 to approximately 4500 ft.

8. Stall warning is provided for nacelle angles between 0° and 35°.

9. The Stall rate warning is initiated when the vertical velocity exceeds the vertical velocity limit with airspeed less than 60 kts and nacelle angle greater than 65°.

10. If the aircraft was Shut down without a proper system log off, the MCs will attempt to restore the aircraft configuration available prior to loss of power. This is referred to as a warm start.

NEED CLOSURE

BOIL



This is to certify that

1st Lt Ross Reynolds

has successfully completed the following training course:

IGS - Tiltrotor Credit Course

Identifier: B7863B9592494A2F984B07F80C74209A

12/14/2021

Marine Corps Aviation Learning Management System Enterprise

ENCLOSURE (7)

Evaluatee CARLOS REYNOLDS
 EDIPI 1470694730
 Instructor (b)(3), (b)(6), (b)(7)c
 Date of Flight 02 FEB 22
 Total Hours 268.4
 Model Hours 79.8
 Flight Duration 2.0
 Buno FD-1
 Date of Last Evaluation 01 MAR 2021
 Expires 3 MAR 2022

Open Book Date and Grade 02 FEB 22 / 3.99
 Closed Book Date and Grade 02 FEB 22 / 4.0

Turn in completed ATF to S-3 Pilot Training
 Correct TMR code entered into MSHARP

Phase I Ground Evaluation

Open/Closed Book
 Oral Exam

Phase II Flight Evaluation

1. Preflight:

- *a. Records check
- *b. Crew briefing
- *c. Flight Planning

DTM load procedure

d. Preflight check

2. Start/engage/post-engagement:

- a. Start/Engage
- b. Post-engagement

NOT START - FIRE

*3. Taxi:

- a. Procedures
- b. Taxi

4. Takeoff/transition:

- *a. procedures
- b. Type takeoff

(1) Vertical

(2) STO

(3) Crosswind

(4) Maximum Gross ☒

*c. Transition to airplane mode

5. Climb/cruise

- *a. Procedures
- *b. Power control
- *c. Aircraft control
- *d. CMS utilization/knowledge

(1) CDU/EICAS

(2) MFDs

(3) Digital Map

(4) FLIR

(5) Key Pad functions

e. Slow flight airplane mode

f. Steep turns

g. Stalls

*6. Approach and landing:

- a. Procedures
- b. Power control

c. Aircraft control

d. Type of landing

* (1) Vertical

* (2) ROL - single engine

* (3) No-Hover

(4) Crosswind

(5) Maximum gross - HIGH DA

(6) Steep

a. Normal

b. Nose Low

(7) Confined area landing

*7. Emergency Procedures (critical area/sub area)

a. Procedures - ADS #3 FAIL - GEAR UNSAFE

b. Aircraft control - ENG FAIL

*8. Cockpit Resource Management

- a. Decision Making
- b. Assertiveness
- c. Mission analysis
- d. Communication
- e. Leadership
- f. Adaptability/Flexibility
- g. Situational Awareness

9. Shutdown/ post-flight

- a. Shutdown
- b. Post flight inspection

*10. Debriefing

Phase III Mission Evaluation Areas

1. Confined area landing (critical area/sub area):

- a. Procedures
 - (1) Zone evaluation
- b. Approach
- c. Power control
- d. Aircraft control

2. Navigation

3. Instrument Procedures

4. LAT

5. Special/Other

Narrative of Flight: 0222 PTP - BRIDGEPORT TO MULTIPLE FIELDS FOR
DAY PICKUP + ISOP. PATTERN WORK, MULTIPLE EPC +
SYS FAIL - SINGLE ENG, ICING, ADS, UNSAFE GEAR,
ABNORMAL START.

Strengths NAVLOG + LOAD COMP

Weaknesses EP PROCEDURE + CRM

Notes

NATOPS EVALUATION REPORT

1. NAME (Last, first, middle initial)		2. RANK:	3. EDIPI NUMBER:	4. DATE OF LAST EVALUATION:
REYNOLDS, ROSS, A		CAPT	1470694730	01-Mar-2021
5. UNIT:	6. CREW POSITION & QUALIFICATIONS:		7. HOURS IN MODEL:	8. DATE OF CHECK FLIGHT:
VMM-261	T2P		83.1	07-Feb-2022
9. TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL:	11. AIRCRAFT BUNO:	12. FLIGHT DURATION:	13. EXPIRATION DATE:
271.7	MV-22B	CFTD-1	2.0	31-Mar-2023
NATOPS EVALUATION				
14a. REQUIREMENT		14b. DATE COMPLETED	14c. GRADE	
			Q	CQ
OPEN BOOK EXAMINATION		02-Feb-2022	3.9	
CLOSED BOOK EXAMINATION		02-Feb-2022	4.0	
ORAL EXAMINATION		07-Feb-2022	Q	
EVALUATION FLIGHT		07-Feb-2022	Q	
OVERALL FINAL GRADE: QUALIFIED				
14d. REMARKS OF EVALUATOR:				
<p>Mission overview - CR22 PTP (high altitude, snow/ice enviro). Originated at Bridgeport, route to airfield for pax pickup, MGW takeoff, to another airfield for ROL pax drop. Second ASR to expeditionary airfield for pax pickup into LZ. Multiple patterns at zone (white out RVL). STTO at Bridgeport had abnormal starts, enroute multiple EPs (e.g. single engine approach due to ice build up and comp stall, IPS failures, ADS Fail, unsafe gear, and multiple display failures).</p> <p>Capt Reynolds performed his NATOPS check in the MV-22B Simulator. He demonstrated sound judgment and adherence to flight procedures. Capt Reynolds responded well to dynamic flight profiles in a challenging environment, during the safe execution of the mission.</p> <p>Capt Reynolds is well qualified as a T2P in the MV-22B.</p> <p>Strengths: Mission Planning - NAVLOG and Load Comp</p> <p>Weakness: EP Procedures and CRM (Communication)</p> <p>Annual Egress was performed IAW CNAF M-3710.7 Series.</p> <p>Annual CRM evaluation flight conducted IAW CNAFINST 1542.7C.</p>				
15a. PRINT NAME OF EVALUEE:		15b. RANK:	15c. DATE:	15d. SIGNATURE:
R. A. REYNOLDS		CAPT	09-Feb-2022	REYNOLDS.ROSS.ARTHUR.1470 694730 Digitally signed by REYNOLDS.ROSS.ARTHUR.1470694730 Date: 2022.02.09 15:25:29 -0500
16a. PRINT NAME OF INSTRUCTOR:		16b. RANK:	16c. DATE:	16d. SIGNATURE:
(b)(3), (b)(6), (b)(7)c			09-Feb-2022	(b)(3), (b)(6), (b)(7)c
17. REMARKS OF UNIT COMMANDER:				
18a. UNIT COMMANDER:		18b. RANK:	18c. DATE:	18d. SIGNATURE:
(b)(3), (b)(6), (b)(7)c			10 Feb 22	(b)(3), (b)(6), (b)(7)c

VMM-261 INSTRUMENT EVALUATION FORM

Evaluate CAR E/NOLOS, ROSS
 Evaluate EDIPI 1470694730
 DOB 02 MAR 95
 Instructor (b)(3), (b)(6), (b)(7)c
 Date of Flight 31 JAN 21
 no _____
 Total years flying 3
 Total flight time(all years) 263.4
 Total flight time (MV-22) 74.8
 Date of last instrument Check 28 FEB 21

Approaches			
	Last 6 Months	Last 12 Months	Total All Years
Precision	<u>13</u>	<u>20</u>	N/A
Non-Precision	<u>7</u>	<u>14</u>	N/A
Flight Time			
Actual	<u>0.0</u>	<u>5.4</u>	<u>18.3</u>
Simulated	<u>4.2</u>	<u>9.0</u>	<u>58.0</u>

Instrument Ground School

Date Attended 14 DEC 21
 Test Grade PASS

17
14

Phase I Ground Evaluation


	Q	CQ	U
Brief	<u>17</u>	<u>11</u>	<u>11</u>
Flight Planning	<u>17</u>	<u>11</u>	<u>11</u>

Phase II Flight Evaluation

1. Instrument Take-Off	<u>17</u>	<u>11</u>	<u>11</u>
2. Turn Pattern	<u>17</u>	<u>11</u>	<u>11</u>
3. Climbs/Descents	<u>17</u>	<u>11</u>	<u>11</u>
4. Unusual Attitudes	<u>17</u>	<u>11</u>	<u>11</u>
5. Partial Panel	<u>17</u>	<u>11</u>	<u>11</u>
6. Instrument Approaches			
a. Tacan	<u>17</u>	<u>11</u>	<u>11</u>
b. ILS	<u>17</u>	<u>11</u>	<u>11</u>
c. PAR	<u>17</u>	<u>11</u>	<u>11</u>
d. ASR	<u>17</u>	<u>11</u>	<u>11</u>
7. Communication	<u>17</u>	<u>11</u>	<u>11</u>
8. Navigation	<u>11</u>	<u>11</u>	<u>11</u>
9. Emergency Procedures	<u>17</u>	<u>11</u>	<u>11</u>

NATOPS INSTRUMENT RATING REQUEST

1. NAME (Last, first, middle initial): REYNOLDS, ROSS.		2. RANK: CAPT	3. EDIPI NUMBER: 1470694730	4. DATE OF LAST EVALUATION: 28 FEB 2021
5. UNIT: VMM-261	6. CREW POSITION & QUALIFICATIONS: T2P		7. HOURS IN MODEL: 74.8	8. DATE OF CHECK FLIGHT: 31 JAN 22
26 AIRCRAFT MODEL: MV-22B	10. AIRCRAFT BUNO: CFTD-6	11. FLIGHT DURATION: 2.0		12. EXPIRATION DATE: 28 FEB 2023

13. MISCELLANEOUS SUMMARY			18. INSTRUMENT PILOT TIME			
ITEM	LAST 6 MO.	LAST 12 MO.	ITEM	LAST 12 MO.	LAST 6 MO.	TOTAL ALL YEARS
PRECISION APPROACHES	13	20	ACTUAL	3.5	0.0	18.3
			SIMULATED	15.0	7.2	58.0
NON-PRECISION APPROACHES	7	14	INSTRUMENT PILOT TIME TOTAL	18.5	7.2	76.3
			TOTAL YEARS FLYING EXPERIENCE (Military and Commercial)	3		
14. TOTAL PILOT TIME			263.4			
15. CURRENT RATING: STANDARD			19. THIS IS TO CERTIFY THAT THE APPLICANT HAS... <input checked="" type="checkbox"/> SATISFACTORILY <input type="checkbox"/> UNSATISFACTORILY COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL. 20. 1ST EXAM(Grade): PASS 21. 2ND EXAM(Grade): 22. 3RD EXAM(Grade): 23. EXAMINING OFFICER: MCALMS WEBSITE, VERIFIED 24. RANK: O-3 25. UNIT: VMM-261 26. DATE OF EXAM: 14 DEC 2021			
16. ISSUED RATING: STANDARD						
17. SIGNATURE OF APPLICANT: 						

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)	X		1	FLIGHT PLANNING	X	
	2	CLIMBING, DESCENDING, AND TIMED TURNS*	X		2	CLEARANCE COMPLIANCE	X	
	3	STEEP TURNS*	X		3	INSTRUMENT APPROACHES	X	
	4	RECOVERY FROM UNUSUAL ATTITUDES*	X		4	COMMUNICATIONS AND NAVIGATION EQUIPMENT	X	
	5	VOR/TACAN POSITIONING	X		5	EMERGENCY PROCEDURES	X	
	6	PARTIAL PANEL AIRWORK*	X		6	VOICE PROCEDURES	X	
	7				7			

* Not required when evaluation is conducted under actual instrument conditions.

29. FLIGHT EXAMINER: (b)(3), (b)(6), (b)(7)c	30. RANK:	31. DATE: 7 FEB 2022	32. SIGNATURE: (b)(3), (b)(6), (b)(7)c
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33. REMARKS:
SIM was a quick round robin flight IVO of Miramar and San Diego airfields. The flight executed the LAKEE3 departure to KNKX to a LOC/DME-B approach. The flight went missed approach and had to conduct no-gyro vectors to a PAR. The rapid transition and non-standard climb gradients provided a valuable learning point for all participants. During this rapid flight evolution, minor and major emergency procedures coupled with a rather varsity IFR procedure provided a good evaluation for all aircrew members. SNM handled a black cockpit due to dual DEU failures as well as an elevator hard over. Good learning points all around. Good to progress.

Strengths: IFR planning

Areas for Improvement: Memory Eps and mission handling.

34. UNIT COMMANDER: (b)(3), (b)(6), (b)(7)c	35. RANK:	36. DATE: 10 FEB 22	37. SIGNATURE: (b)(3), (b)(6), (b)(7)c
--	-----------	------------------------	---

NAME Reynolds, Ross A

FILE OR SERIAL NO. 1470694730

DESIGNATION: NO. USMC

DATE 4 Feb 19

LOG NO. 1 FROM 11 APR 2019

TO _____

IF FOUND, PLEASE RETURN TO

CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT
WASHINGTON, D.C. 20350

OPNAV FORM 3760-31 REV. (4-63)

1

ENCLOSURE (8)

(e. g. instrument card, patrol plane commander, aircraft type, CarQual, etc.)
(To be signed by Commanding Officer or authorized deputy)

Make entries on lines, or in rubber stamp impressions anywhere on the page.

(e. g. instrument card, patrol plane commander, aircraft type, CarQual, etc.)
(To be signed by Commanding Officer or authorized deputy)

Make entries on lines, or in rubber stamp impressions anywhere on the page.

MONTH FEBRUARY YEAR 2022

F - ADF
G - GCA
I - ILS

L - LF range
O - OMNI
R - Radar

T —TACAN
S —Simulated
J —Jet

[illegible]

SIM	NIGHT TIME	LANDINGS					CATAPULT	STD INST. APPR. COM- PLETED			REMARKS
		CARRIER			SEA/ LAND	NO.		TYPE	S		
		ARR	TEG	BOL							
	2.5				F-1 M-5 6-1 L-6					23283 2643 (b)(3), (b)(6), (b)(7) 2242 2440 (b)(3), (b)(6), (b)(7) 2081 2340 (b)(3), (b)(6), (b)(7) 2240 2241	
0.3							1	A			
0.7	1.5				R-1 U-1		3 3	A B			

Pilot-time report submitted through last (or, -----) day of this month; notes enclosed (initials)

YEAR 2022

A = Automatic
C = CCA

F — ADF
G — GCA
I — ILS

L — LF range
O — OMNI
R — Radar

T - TACAN
S - Simulated
J - Jet

DAY	AIRCRAFT		KIND OF FLIGHT CODE*	PILOT TIME				APPROPRIATE CREW TIME
	MODEL	SERIAL NUMBER		TOTAL PILOT TIME	FIRST PILOT	CO-PILOT	A/C COMDR.	
08	MVNB	NM685	1A1	0.2	0.2			
9	MV22B	168330	2N4	2.8	1.4	1.4		
10	MV22B	168330	174	2.3	1.2	1.1		2.7
TOTAL THIS PAGE								
BROUGHT FORWARD				21.1	10.8	10.3		2.7
TOTAL TO DATE								
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR				

[illegible]

Pilot-time report submitted through last (or, _____) day of this month; notice of closure.

STMS

TOTALS, THIS FISCAL YEAR

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Log Book for Capt REYNOLDS, ROSS 1/1/2017 - 3/31/2022

Generated on 04/25/2022 1230 UTC-04:00

Date Range Totals										Hours										Landings										App				T&R						NAVLIR
Totals	TMS	Device	Type	TPT	FPT	CPT	ACMDR	ACT	SIM	NIGHT	HLL	LLL	6	F	P	S	J	W	R	M	9	L	0	S	E	1	2	A	B	T&R 1	T&R 2	T&R 3	T&R 4	T&R 5	T&R 6					
4/29/2019	T-6B	Baseline	Aircraft	3.6	2.4	1.2							9																											
5/24/2019	T-6B	Baseline	Aircraft	11.1	8.8	2.3		0.7					40																											
6/28/2019	T-6B	Baseline	Aircraft	12.4	10.1	2.3							61																											
7/24/2019	T-6B	Baseline	Aircraft	22.5	17.3	5.2				1.7			50																											
8/29/2019	T-6B	Baseline	Aircraft	10	8.5	2.5		1.2	6.7	5.6																		7	14											
9/10/2019	T-6B	Baseline	Aircraft	16.7	12.7	3		1.6	8.3	4.2			1	3																										
12/30/2019	TH-57B	Baseline	Aircraft	19.0	16.4	4.6							93																											
1/16/2020	TH-57B	Baseline	Aircraft	5.5	4.0	1.7							44																											
2/25/2020	TH-57B	Baseline	Aircraft	6.1	5.4	0.7		1	2.8				6	21																										
4/23/2020	T-44C	Baseline	Aircraft	7.8	6.9	0.9		10																					1											
5/19/2020	T-44C	Baseline	Aircraft	15.5	12.6	2.9	0.4		2.7	1.4	1.2																													
6/30/2020	T-44C	Baseline	Aircraft	26.4	26	0.4		5.8	8.9	2.1	2.7																													
7/29/2020	T-44C	Baseline	Aircraft	21.1	14.9	6.2	1.7	1.3	5.1																		1	2	2	6										
10/16/2020	MV-22B	FFS2	Simulator	1		1																													DPV32BU					
10/21/2020	MV-22B	FFS3	Simulator	2	1	1																													PKHBLU					
10/22/2020	MV-22B	ICLE	Simulator	2	1	1																													WMSAVM					
10/27/2020	MV-22B	FFS3	Simulator	2	1	1																													4DANCE					
10/28/2020	MV-22B	FFS2	Simulator	2	1.9	0.1																													BMKDFWE					
10/30/2020	MV-22B	FFS3	Simulator	2	2																														AQHW5X					
11/2/2020	MV-22B	FFS2	Simulator	2	1.9	0.1																													LWVGLUY					
11/5/2020	MV-22B	FFS2	Simulator	2	2																														2YCD58					
11/6/2020	MV-22B	FFS3	Simulator	2	2																														SNM001					
11/10/2020	MV-22B	FFS2	Simulator	2	1.4	0.1																													1153Z4					
11/16/2020	MV-22B	FFS3	Simulator	2	2																														07BZ41					
11/17/2020	MV-22B	CFTD-1	Simulator	2	2																														UJGQ01					
11/18/2020	MV-22B	FTD	Simulator	2	2																														STLJ02					
11/30/2020	MV-22B	FFS2	Simulator	2	2																														00EDWPA					
12/1/2020	MV-22B	168691	Aircraft	1.5	1	0.5																													00CG20					
12/2/2020	MV-22B	FFS3	Simulator	2	2																														00EDWPA					
12/4/2020	MV-22B	168329	Aircraft	2	1.6	0.4																													00CG20					
12/7/2020	MV-22B	CFTD-6	Simulator	2	2																														00EDWPA					
12/9/2020	MV-22B	168683	Aircraft	1.6	1.2	0.2																													00CG20					
12/10/2020	MV-22B	FFS2	Simulator	2	2																														00EDWPA					
12/11/2020	MV-22B	168295	Aircraft	1.5	1.2	0.3																													00CG20					
12/14/2020	MV-22B	CFTD-1	Simulator	2	1	1																													00EDWPA					
12/15/2020	MV-22B	FFS3	Simulator	2	2																														00CG20					
12/16/2020	MV-22B	168694	Aircraft	1.5	1.1	0.4																													00EDWPA					
12/21/2020	MV-22B	CFTD-6	Simulator	2	2																														00CG20					
12/22/2020	MV-22B	FFS2	Simulator	2	2																														00EDWPA					
12/22/2020	MV-22B	FTD	Simulator	2	2																														00CG20					
12/23/2020	MV-22B	168683	Aircraft	1.6	1.2	0.3																													00EDWPA					
1/5/2021	MV-22B	168693	Aircraft	1.4	1.1	0.3																													00CG20					
1/6/2021	MV-22B	FTD	Simulator	2	1.7	0.3																													00EDWPA					
1/7/2021	MV-22B	FFS3	Simulator	2	2																														00CG20					
1/8/2021	MV-22B	168694	Aircraft	1.6	1.2	0.3																													00EDWPA					
1/11/2021	MV-22B	FTD	Simulator	2	2						2	2																								00CG20				
1/12/2021	MV-22B	CFTD-1	Simulator	2	2																														00EDWPA					
1/13/2021	MV-22B	CFTD-1	Simulator	2	1.7	0.3					2	2																								00CG20				
1/14/2021	MV-22B	168029	Aircraft	2	1.7	0.3																													00EDWPA					
1/15/2021	MV-22B	FFS1	Simulator	2	2						2	2																								00CG20				
1/19/2021	MV-22B	CFTD-6	Simulator	2	1						2	2																								00EDWPA				
1/20/2021	MV-22B	168646	Aircraft	2	1.7	0.3																													00CG20					
1/21/2021	MV-22B	168691	Aircraft	3.6	1.8	1.7					3.6	2.6			10																					00EDWPA				
1/22/2021	MV-22B	168691	Aircraft	2	1.5	0.5					10	3	35																											

[illegible]

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 Capt REYNOLDS, ROSS A - MV-22B Pilot
 Crew Performance between 1/1/2015 - 3/18/2022
 Generated on 03/24/2022 1043 UTC-04:00

Proficiency	Simulation	Knowledge	Incomplete					
Instructor Name	Event	Method	Needs Additional Training	Overview	Plan/Brief	Execution	Instructor Comments	
(b)(3), (b)(6), (b)(7)c	FAM(1)-1030	Logged	No	na	na	na	na	
	FAM(1)-1031	Logged	No	na	na	na	na	
	FAM(1)-1032							
	FAM(1)-1033							
	FAM(1)-1034							
	FAM(1)-1035							
	FAM(1)-1036							
	FAM(1)-1037							
(b)(3), (b)(6), (b)(7)c	FAM(1)-1038							
	FAM(1)-1039	Logged	No	C	C	C	C	
	FAM(1)-1070							
	FAM(1)-1071							
(b)(3), (b)(6), (b)(7)c	FAM(1)-1072	Logged	No	Good.	Good.	Good.	Good.	
	FAM(1)-1073							
	FAM(1)-1074							
	FAM(1)-1075							
	FAM(1)-1076							
	FAM(1)-1077							
	FAM(1)-1078							
	FAM(1)-1080							
	FAM(1)-1081							
	FAM(1)-1082							
	FAM(1)-1083							
	FAM(1)-1084							
	FAM(1)-1085							
	FAM(1)-1086							
	(b)(3), (b)(6), (b)(7)c	NAV(1)-1200	Logged	No	Pass/Complete	Pass/Complete	Pass/Complete	Pass/Complete
NAV(1)-1201		Logged	No	Pass/Complete	Pass/Complete	Pass/Complete	Pass/Complete	
NAV(1)-1202		Logged	No	c	c	c	c	
INST(1)-1230								
(b)(3), (b)(6), (b)(7)c	NAV(1)-1231	Logged	No	C	C	C	C	
	NAV(1)-1232	Logged	No	C	C	C	C	
	NAV(1)-1233	Logged	No	C	C	C	C	
	INST(1)-1240							
(b)(3), (b)(6), (b)(7)c	INST(1)-1241							
	INST(1)-1242							
	NAV(1)-1243	Logged	No	c	c	c	c	
	NAV(1)-1244	Logged	No	c	c	c	c	
(b)(3), (b)(6), (b)(7)c	CAL(1)-1332							
	CAL(1)-1333							
	CAL(1)-1340							
	CAL(1)-1341							
	CAL(1)-1342							
	CAL(1)-1343							
	FORM(1)-1440	Logged	No	Complete IAW T&R.	Complete IAW T&R.	Complete IAW T&R.	Complete IAW T&R.	
	FORM(1)-1440							
(b)(3), (b)(6), (b)(7)c	FCLP(1)-1530							
	FCLP(1)-1540							
	NAV(1)-1630	Logged	No	na	na	na	na	
	NAV(1)-1631	Logged	No	C	C	C	C	
	NS(1)-1632							
	NS(1)-1633							
	NS(1)-1634							
	NS(1)-1640							
	NS(1)-1641							
	NS(1)-1642							
	REV(1)-1830							
	REV(1)-1831							
(b)(3), (b)(6), (b)(7)c	REV(1)-1832							
	REV(1)-1840							
	REV(1)-1841							
	FAM(1)-1030	Logged	No	Local area Lejeune complex and Oak Grove familiarization simulator.	SNM prepared by reviewing all applicable SOPs and being able to talk through the comm sequence of all the local controlling agencies. SNM was well prepared for the brief.	The flight departed down the blue line into the Camp Lejeune range complex and SNM was shown all the local course rules south of the airfield. The flight then proceeded to Oak Grove where we conducted CALs/RVLs and finally some exposure to TAAR.	Good to progress. Good warm up simulator event.	
(b)(3), (b)(6), (b)(7)c	FAM(1)-1030	Logged	No	Local area Lejeune complex and Oak Grove familiarization simulator.	SNM prepared by reviewing all applicable SOPs and being able to talk through the comm sequence of all the local controlling agencies. SNM was well prepared for the brief. Additionally, SNM was able to talk through the squadron's SOP for IFR operations in trail.	The flight departed down the blue line into the Camp Lejeune range complex and SNM was shown all the local course rules south of the airfield. The flight then proceeded to Oak Grove where we conducted CALs/RVLs and finally some exposure to TAAR.	Good to progress. Good warm up simulator event	

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Capt REYNOLDS, ROSS A - MV-22B Pilot
Crew Performance between 1/1/2015 - 3/18/2022
Generated on 03/24/2022 1043 UTC-04:00

(b)(3), (b)(6), (b)(7)c	Valid Mission	Logged	No	Simulator event was a IFR trail departure to TAVFORM maneuvering in Single Ship and Section CALs. Weather was 1000' BKN at the departure airfield with 15-25 kt winds on deck and enroute. CAVU inside the LZ and during the conduct of the TACFORM.	SNM planned a valid section landing plan at LZ Caledonia, taking into consideration the ANTPP recommended landing site dimensions as well as potential RVL parameters. During the brief SNM knew the material well and that translated into his situational awareness being high through the event.	During execution SNM made all the required section communications during the IFR trail portion. This involved numerous off route deviations and unplanned climbs/descents. Once conducting TACFORM, initially performed the maneuvers while the instruction made the communications. These roles switch part of the way through. CAL training began with a straight in MATA from 7000' to a 50' MSL elevation straight in tactical approach. After the initial approach SNM performed all of the ANTPP approaches as both the lead and D2 aircraft. SNM was well trimmed and flew stable profiles to the deck.	Remember to fly all your profiles and maneuvers as if you are a part of a larger flight. Stay stable and on predictable parameters based off the codified procedures. When you have to deviate, do it early and get back on profile quickly.
(b)(3), (b)(6), (b)(7)c	Valid Mission	Logged	No	Simulator event was a IFR trail departure to TAVFORM maneuvering in Single Ship and Section CALs. Weather was 1000' BKN at the departure airfield with 15-25 kt winds on deck and enroute. CAVU inside the LZ and during the conduct of the TACFORM.	SNM planned a valid section landing plan at LZ Caledonia, taking into consideration the ANTPP recommended landing site dimensions as well as potential RVL parameters. During the brief SNM knew the material well and that translated into his situational awareness being high through the event.	During execution SNM made all the required section communications during the IFR trail portion. This involved numerous off route deviations and unplanned climbs/descents. Once conducting TACFORM, initially performed the maneuvers while the instruction made the communications. These roles switch part of the way through. CAL training began with a straight in MATA from 7000' to a 50' MSL elevation straight in tactical approach. After the initial approach SNM performed all of the ANTPP approaches as both the lead and D2 aircraft. SNM was well trimmed and flew stable profiles to the deck.	Remember to fly all your profiles and maneuvers as if you are a part of a larger flight. Stay stable and on predictable parameters based off the codified procedures. When you have to deviate, do it early and get back on profile quickly.
(b)(3), (b)(6), (b)(7)c	Valid Mission	Logged	No	Section flight east of the R-5306D over the Atlantic Ocean. Winds 320/5 CAVU.	Planning products and brief prepared by IP. Flight brief conducted by the IP via PowerPoint. T&R brief conducted prior to flight without issues. Planned to depart KNCA via Hospital Point to P1 K, conduct TACFORM and then split the flight for single ship training.	Departed KNCA as a section to the ocean. Flight paralleled the beach line in combat spread. Flight conducted a crawl, walk, run approach using first Check turns, then TAC turns, and Pumps. PUI did a good job of getting the aircraft quickly to 60 AOB while holding alt and airspeed; the definition of a hard turn. IP discussed the importance of both aircraft maintaining their flight contracts, hard level turns on call to maintain predictability. Remember, always cheat, after pumps clean up the trail. TACFORM maneuvers are useful to both navigate the flight but also to help get the flight back into position.	IP intentionally didn't conduct Cross or Split turns due to low relevance in tactical and training missions.
(b)(3), (b)(6), (b)(7)c	Valid Mission	Logged	No	Simulator event was an IFR trail departure to TAVFORM maneuvering in Single Ship and Section CALs. Weather was 1000' BKN at the departure airfield with 15-25 kt winds on deck and enroute. CAVU inside the LZ and during the conduct of the TACFORM.	SNM planned a valid section landing plan at LZ Caledonia, taking into consideration the ANTPP recommended landing site dimensions as well as potential RVL parameters. During the brief SNM knew the material well and that translated into his situational awareness being high through the event.	During execution SNM made all the required section communications during the IFR trail portion. This involved numerous off route deviations and unplanned climbs/descents. Once conducting TACFORM, initially performed the maneuvers while the instruction made the communications. These roles switch part of the way through. CAL training began with a straight in MATA from 7000' to a 50' MSL elevation straight in tactical approach. After the initial approach SNM performed all of the ANTPP approaches as both the lead and D2 aircraft. SNM was well trimmed and flew stable profiles to the deck.	Remember to fly all your profiles and maneuvers as if you are a part of a larger flight. Stay stable and on predictable parameters based off the codified procedures. When you have to deviate, do it early and get back on profile quickly.

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(b)(3), (b)(6), (b)(7)c	NAI (b)(3), (b)(6), (b)(7)c	Logged	No	Simulator event was a IFR trail departure to TAVFORM maneuvering in Single Ship and Section CALs. Weather was 1000' BKN at the departure airfield with 15-25 kt winds on deck and enroute. CAVU inside the LZ and during the conduct of the TACFORM.	SNM planned a valid section landing plan at LZ Caledonia, taking into consideration the ANTPP recommended landing site dimensions as well as potential RVL parameters. During the brief SNM knew the material well and that translated into his situational awareness being high through the event.	During execution SNM made all the required section communications during the IFR trail portion. This involved numerous off route deviations and unplanned climbs/descents. Once conducting TACFORM, initially performed the maneuvers while the instruction made the communications. These roles switch part of the way through. CAL training began with a straight in MATA from 7000' to a 50' MSL elevation straight in tactical approach. After the initial approach SNM performed all of the ANTPP approaches as both the lead and D2 aircraft. SNM was well trimmed and flew stable profiles to the deck.	Remember to fly all your profiles and maneuvers as if you are a part of a larger flight. Stay stable and on predictable parameters based off the codified procedures. When you have to deviate, do it early and get back on profile quickly.
(b)(3), (b)(6), (b)(7)c	NAI (b)(3), (b)(6), (b)(7)c	Logged	No	Section flight with TACFORM prior and section CALs following. Winds 320/5 CAVU.	Planning products and brief prepared by IP. Flight brief conducted by the IP via PowerPoint. T&R brief conducted prior to flight without issues. Planned to depart KNCA via Hospital Point to Pt K, conduct TACFORM and then conduct single ship CALs to both ITG and Waypoints.	Conducted Cals in LZ Bluebird with LH to South due to shifting winds. Student conducted CONV and APLN mode patterns to a landing point without obscuration. BAW was above average for this stage. Tendency is to remain high on final, typically this was 50-70 feet high at both .5 and .3. Ultimately this manifests itself with a higher descent rate at end game to get rid of vertical energy. Correction is either a much greater TCL reduction after turning final or a 200 FPM descent at the 180 turn (IP understands this is counter to the MDG). With either correction, remember that your left thumb has to be connected to the left wrist. As you pull the nacelles off the thrust vector becomes more vertical which means you must exaggerate your TCL reduction.	Unable to conduct high speed 90 APLN mode approaches.
(b)(3), (b)(6), (b)(7)c	NAI (b)(3), (b)(6), (b)(7)c	Logged	No	Section flight with TACFORM prior and section CALs following. Winds 320/5 CAVU.	Planning products and brief prepared by IP. Flight brief conducted by the IP via PowerPoint. T&R brief conducted prior to flight without issues. Planned to depart KNCA via Hospital Point to Pt K, conduct TACFORM and then conduct single ship CALs to both ITG and Waypoints.	Conducted Cals in LZ Bluebird with LH to South due to shifting winds. Student conducted CONV and APLN mode patterns to a landing point without obscuration. BAW was above average for this stage. Tendency is to remain high on final, typically this was 50-70 feet high at both .5 and .3. Ultimately this manifests itself with a higher descent rate at end game to get rid of vertical energy. Correction is either a much greater TCL reduction after turning final or a 200 FPM descent at the 180 turn (IP understands this is counter to the MDG). With either correction, remember that your left thumb has to be connected to the left wrist. As you pull the nacelles off the thrust vector becomes more vertical which means you must exaggerate your TCL reduction.	Unable to conduct high speed 90 APLN mode approaches.
(b)(3), (b)(6), (b)(7)c	NAI (b)(3), (b)(6), (b)(7)c	Logged	No	Section flight with TACFORM and single CALs prior. Winds 320/5 CAVU. Operations conducted in LZ Bluebird.	Planning products and brief prepared by IP. Flight brief conducted by the IP via PowerPoint. T&R brief conducted prior to flight without issues. Planned to depart KNCA via Hospital Point to Pt K, conduct TACFORM and then conduct single ship CALs to both ITG and Waypoints. Flight to reconstitute in Bluebird for section CALs.	Passed the lead to the -2 aircraft once on deck in Bluebird. Conducted multiple CONV and APLN mode patterns to waypoints without obscuration. Focus on the cruise principles and flying tight formation. Staying close to the lead aircraft will minimize the need to change energy states on the aircraft as you turn final. Ultimately this will allow you to intercept the final on parameters. Continue to manage the art of flying form off lead and getting on the course line to the landing point.	Overall good event. Would have been smoother if lead had been capable, but it's just not an excuse. Do what you need to do to get into your lane on profile. Remember for the next time you're lead. Always fly like you have a division behind you, hit the numbers, fly smooth, climb predictably.

(b)(3), (b)(6), (b)(7)c	11/1/2021	Logged	No	Single ship flight within the R-5306D into LZ Bluebird. CAVU conditions with no winds.	PUI compiled all briefing and mission products which were satisfactory for this stage. PUI developed and loaded a turning APPR mode into the zone as instructed. T&R brief covered all applicable discussion items in detail and PUI demonstrated a strong understanding of planning, procedures, automation systems, and common sense when flying in obscuration. Well prepared for the event.	PUI departed KNCA as a single and flew his planned route to the LZ for the APPR mode. En route, the IP directed the editing of the APPR parameters, which the PUI successfully did on the CMS without incident. As the IP narrated the PUI executed an APPR mode to a fully Hover Coupled landing. PUI then flew multiple CONV and APLN mode patterns to the spot using No-Hover, Assisted No-Hover, Hover Coupled, and the "Double Tap" Assisted No-Hover from APPR mode hand off. On the whole, the landings were safe, and >90% were within the ANTP parameters. PUI has a slight tendency to be fast at the 20' checkpoint but corrects by adding power prior to descending. Carrying the approach faster and higher will actually correct for this tendency since the PUI tends to be slightly slow at the 50' check point. Assisted No-Hovers were consistently fast due to using the counter	Above average performance for this stage, very good BAW, good feel for the simulator's performance. Keep up the good work.
(b)(3), (b)(6), (b)(7)c	11/1/2021	Logged	No	Single ship flight within the R-5306D into LZ Bluebird. CAVU conditions with no winds.	PUI compiled all briefing and mission products which were satisfactory for this stage. PUI developed and loaded a turning APPR mode into the zone as instructed. T&R brief covered all applicable discussion items in detail and PUI demonstrated a strong understanding of planning, procedures, automation systems, and common sense when flying in obscuration. Well prepared for the event.	PUI departed KNCA as a single and flew his planned route to the LZ for the APPR mode. En route, the IP directed the editing of the APPR parameters, which the PUI successfully did on the CMS without incident. As the IP narrated the PUI executed an APPR mode to a fully Hover Coupled landing. PUI then flew multiple CONV and APLN mode patterns to the spot using No-Hover, Assisted No-Hover, Hover Coupled, and the "Double Tap" Assisted No-Hover from APPR mode hand off. On the whole, the landings were safe, and >90% were within the ANTP parameters. PUI has a slight tendency to be fast at the 20' checkpoint but corrects by adding power prior to descending. Carrying the approach faster and higher will actually correct for this tendency since the PUI tends to be slightly slow at the 50' check point. Assisted No-Hovers were consistently fast due to using the counter	Above average performance for this stage, very good BAW, good feel for the simulator's performance. Keep up the good work.
(b)(3), (b)(6), (b)(7)c	11/1/2021	Logged	No	Flight departed as a section to 13NC with winds 180/10 CAVU. Planned to conduct single ship CALS followed by section CALS once complete.	Planned to enter 13NC as singles with one aircraft working in EMU and the other in BAT. Conduct all variations of RVL profiles in a simulated RVL environment. Flight brief conducted by SL and T&R discussion found no deficiencies. Planning and briefing products created by SL with help from PUI.	Entered LZ BAT on a INAV Direct APPR mode to a double tap. No issues, you should have confidence using the APPR mode, it works, ask to use it. PUI then conducted a hand flow to Hover Coupled approach to demo how this technique could be used to land inside a very tight area with obscuration. Remaining time split between No-Hover and Assisted No-Hover approaches. While these approaches are faster and require less power, they are more perishable. Tendency was to slow down just a little too much and then shallow out the rate of descent while feeling for the ground. Remember the acceleration cue should be just a little ahead of the destination waypoint marker, and you'll still be on the numbers for the approach. Keep the rate of descent coming as you close with the ground, this is actually safer than trying to grease it on and starting to dance around at 2 feet with a 50k	Overall, this was an above average event. PUI demonstrates both strong trimming habits and a sound scan. Flight only conducted one Assisted No-Hover due to a landing gear malfunction that required a return to home base.

(b)(3), (b)(6), (b)(7)c	Planned	Logged	No	Flight departed as a section to 13NC with winds 180/10 CAVU. Planned to conduct single ship CALS followed by section CALS once complete.	Planned to enter 13NC as singles with one aircraft working in EMU and the other in BAT. Conduct all variations of RVL profiles in a simulated RVL environment. Flight brief conducted by SL and T&R discussion found no deficiencies. Planning and briefing products created by SL with help from PUI.	Entered LZ BAT on a INAV Direct APPR mode to a double tap. No issues, you should have confidence using the APPR mode, it works, ask to use it. PUI then conducted a hand flow to Hover Coupled approach to demo how this technique could be used to land inside a very tight area with obscuration. Remaining time split between No-Hover and Assisted No-Hover approaches, while these approaches are faster and require less power, they are more perishable. Tendency was to slow down just a little too much and then shallow out the rate of descent while feeling for the ground. Remember the acceleration cue should be just a little ahead of the destination waypoint marker, and you'll still be on the numbers for the approach. Keep the rate of descent coming as you close with the ground, this is actually safer than trying to grease it on and starting to dance around at 3 feet with a 50K.	Overall, this was an above average event. PUI demonstrates both strong trimming habits and a sound scan. Flight only conducted one Assisted No-Hover due to a landing gear malfunction that required a return to home base.
(b)(3), (b)(6), (b)(7)c	Planned	Logged	No	Flight departed as a section to 13NC with winds 180/10 CAVU. Planned to conduct single ship CALS followed by section CALS once complete.	Planned to enter 13NC as singles with one aircraft working in EMU and the other in BAT. Conduct all variations of RVL profiles in a simulated RVL environment. Flight brief conducted by SL and T&R discussion found no deficiencies. Planning and briefing products created by SL with help from PUI.	Entered LZ BAT on a INAV Direct APPR mode to a double tap. No issues, you should have confidence using the APPR mode, it works, ask to use it. PUI then conducted a hand flow to Hover Coupled approach to demo how this technique could be used to land inside a very tight area with obscuration. Remaining time split between No-Hover and Assisted No-Hover approaches, while these approaches are faster and require less power, they are more perishable. Tendency was to slow down just a little too much and then shallow out the rate of descent while feeling for the ground. Remember the acceleration cue should be just a little ahead of the destination waypoint marker, and you'll still be on the numbers for the approach. Keep the rate of descent coming as you close with the ground, this is actually safer than trying to grease it on and starting to dance around at 3 feet with a 50K.	Overall, this was an above average event. PUI demonstrates both strong trimming habits and a sound scan. Flight only conducted one Assisted No-Hover due to a landing gear malfunction that required a return to home base.
(b)(3), (b)(6), (b)(7)c	Planned	Logged	No	SNM planned a LZ IVO Yuma, AZ. The SIM consisted of single and section HLL CALS and culminated in a few RVLs for practice.	SNM planned an LZ diagram which he briefed for the execution of the SIM. The landing plan was good and the diagram was appropriate for the scope of the learning objectives of the sim. The brief was an exposure opportunity which was used to highlight the points necessary to convey to the crew in order to show what is different dangerous or difficult about this flight today. Remember to think through the SLAP considerations. Its not just another data point. It has implications to the execution of your flight.	During the sim SNM struggle to keep his scan moving. Particularly his VVI. The profiles for the various CAL patterns were good and provided repeatable sight pictures at 5 nm out from the zone. The featureless terrain of the desert further emphasized the need to back up the outside scan with an inside scan of your instruments. After 5-6 landings in the lead aircraft, SNM conducted 5-6 landings in the D2 position. Throughout the event the VVI scan was the common trend. His profiles became more stable towards the end of the sim before fatigue set in.	This takes practice. Knowing what to look and what is providing valuable data is difficult for night operations. Always be able to fall back on your instrument scan.

(b)(3), (b)(6), (b)(7)c	REYNOLDS, ROSS A	Logged	No	SNM planned a LZ IVO Yuma, AZ. The SIM consisted of single and section HLL CALs and culminated in a few RVLs for practice.	SNM planned an LZ diagram which he briefed for the execution of the SIM. The landing plan was good and the diagram was appropriate for the scope of the learning objectives of the sim. The brief was an exposure opportunity which was used to highlight the points necessary to convey to the crew in order to show what is different dangerous or difficult about this flight today. Remember to think through the SLAP considerations. Its not just another data point. It has implications to the execution of your flight.	During the sim SNM struggle to keep his scan moving. Particularly his VVI. The profiles for the various CAL patterns were good and provided repeatable sight pictures at 5 nm out from the zone. The featureless terrain of the desert further emphasized the need to back up the outside scan with an inside scan of your instruments. After 5-6 landings in the lead aircraft, SNM conducted 5-6 landings in the D2 position. Throughout the event the VVI scan was the common trend. His profiles became more stable towards the end of the sim before fatigue set in.	This takes practice. Knowing what to look and what is providing valuable data is difficult for night operations. Always be able to fall back on your instrument scan.
(b)(3), (b)(6), (b)(7)c	REYNOLDS, ROSS A	Logged	No	Event was flown in Dash 2 under VFR conditions with marginal weather in the W-122 during day TG. Weather improved over the course of the flight into the night window. Flight conducted in the W-122, followed by Bladen Lakes, Hotseat, then night operations at Oak Grove	PUI had a solid plan to encompass all training goals. All products were to standard and conducive to mission success. The PUI was well versed on all discuss items and required only minor rudder steers. Overall good knowledge of the material during the T&R Brief and was well prepared for execution.	The flight departed KNCA and went straight to the W-122. Your STARS during day TG were rough starting out, but with practice you were able to smooth out your commands. Remember, the next time you do these could be in combat, so chair these when you can, so that you can efficiently / effectively walk your crew chief onto the threat for quick attention. Good job remaining relaxed during marginal weather. Remember, its not always sunshine and rainbows during training. Remain calm and collected, continue to fly the aircraft, and proceed safely. Good job being assertive when uncomfortable. Continue to practice. Night TG was cancelled due to aircraft MX.	Stay in the books and continue in syllabus.
(b)(3), (b)(6), (b)(7)c	REYNOLDS, ROSS A	Logged	No	Event was flown in Dash 2 under VFR conditions with marginal weather in the W-122 during day TG. Weather improved over the course of the flight into the night window. Flight conducted in the W-122, followed by Bladen Lakes, Hotseat, then night operations at Oak Grove. Both the single and Section HLL CALS were flown at Oak Grove.	PUI had a solid plan to encompass all training goals. All products were to standard and conducive to mission success. The PUI was well versed on all discuss items and required only minor rudder steers. Overall good knowledge of the material during the T&R Brief and was well prepared for execution	Overall not a bad SS and SEC CAL flight conducted under night systems for the first time. Much like we discussed during the T&R brief, your biggest friend when flying goggles is your scan. More specifically, keeping your scan moving IOT pick up on longitudinal and lateral drift cues in the hover. We utilized several ITG tools to include an IR chem stick as well as the IR strobe. You were able to land to the waypoint as well as ITG very well, and got consistently better with practice. Each of your practice landings were different, some high, some low, some fast, some slow. This is just indicative of something different dropping out of your scan during each pattern attempt. Eventually, you were able to identify your errors and tied it all together for a few good patterns. The importance of the scan will become much more important when you conduct this execution in the LLL.	Proceed in syllabus and continue to build experience.
(b)(3), (b)(6), (b)(7)c	REYNOLDS, ROSS A	Logged	No	SIM was conducted in conjunction with the section LLL CAL sim. SNM alongside the other student prepared an LZ diagram and pulled an ECOTDA for the LZ. LZ was west coast in the desert at a dirt runway.	SNM was well prepared for the brief and was able to accurately describe the mechanics of the goggles as well as the impacts LLL has vice HLL. His knowledge was on par with that expected of a student at this stage. Keep it up.	During execution SNM was far ahead of the plane in his situational awareness as well as his trim control. His deviations were due to a slow scan which, when identified, were rapidly corrected. Safe landings were conducted on most landings with only 1 waveoff call needed due to a poor approach profile. His ability to fly the LLL RVLs was undiminished when we transitioned to the section event. Remember to set yourself up on a long final and trim in to be hands off. The rest is a video game.	Great event for 1st Lt Reynolds.

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Capt REYNOLDS, ROSS A - MV-22B Pilot
Crew Performance between 1/1/2015 - 3/18/2022
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(b)(3), (b)(6), (b)(7)c	NSLL(2)-2380	Logged	No	SIM was conducted in conjunction with the section LLL CAL sim. SNM alongside the other student prepared an LZ diagram and pulled an EOTDA for the LZ. LZ was west coast in the desert at a dirt runway.	SNM was well prepared for the brief and was able to accurately describe the mechanics of the goggles as well as the impacts LLL has vice HLL. His knowledge was on par with that expected of a student at this stage. Keep it up.	During execution SNM was far ahead of the plane in his situational awareness as well as his trim control. His deviations were due to a slow scan which, when identified, were rapidly corrected. Safe landings were conducted on most landings with only 1 waveoff call needed due to a poor approach profile. His ability to fly the LLL RVLS was undiminished when we transitioned to the section event. Remember to set yourself up on a long final and trim in to be hands off. The rest is a video game.	Great event for 1st Lt Reynolds.
(b)(3), (b)(6), (b)(7)c	NSLL(2)-2380	Logged	Yes	Incomplete due to aircraft malfunction.	Incomplete due to aircraft malfunction.	Incomplete due to aircraft malfunction.	Incomplete due to aircraft malfunction.
	NSLL(2)-2381	Logged	No	Flight originated at KCRW and all of the training was executed in the nearby Nicholas County Training Area. All of the flight time was dedicated to LLL CAL training. The first half of the flight focused on landings to a visual point, with chem sticks utilized as ITG. The second half of the flight was dedicated to INAV waypoint landings to a different LZ. Flown in conjunction with 2381.	Simple plan and basic products were adequate for mission success. The PUI had a strong grasp of LLL considerations and an understanding of all CAL procedures.	Flight commenced from KCRW after a hotseat and refueling evolution. We executed a VFR departure direct to the training area. The lack of cultural lighting in the area forced a sensor integration discussion as the PUI quickly noticed the lack of detail in his NVG image. The IP executed the first landing, and the crew chiefs marked the zone with red chemsticks to provide some additional visual cues to the PUI. Multiple CAL patterns were flown, to include tactical straight-ins, 90s, and 180s. The rolling terrain in the area made it difficult to judge pattern altitudes. Overall tendency was to be slow and high, with some loss of nose control at the bottom of the approach (heading and nose up/high). We then moved to a different zone, identified an ideal landing point, and again executed multiple landings while varying the approach types. Tendencies remained the same, with the PUI.	You performed well, given that you had a much darker environment and had more terrain to contend with than your peers on their initial LLL flight IVO KNCA. That being said, you need to ensure that you begin working on getting your head outside to help you determine your closure rates. You were very vertical and you being off profile earlier in the approach. Once you incorporated a more deliberate outside scan, your approach profiles were smoother and you made less large control inputs at endgame. Remember to make all of your big corrections early in the approach, so that everything from 0.3 inbound is predictable and repeatable. Lastly, use everything you have to your advantage, to include the environment. If your NVGs aren't working well, incorporate the FLIR into your scan. If there's significant terrain around, ensuring your HAT is activated can help you find a clean approach corridor. If there are trees around, use them and the optical flow they provide to help you determine how fast you're moving over the ground. Keep these things in mind as you move through the rest of the LLL syllabus. Good work.
(b)(3), (b)(6), (b)(7)c	NSLL(2)-2381	Logged	Yes	Incomplete due to aircraft malfunction.	Incomplete due to aircraft malfunction.	Incomplete due to aircraft malfunction.	Incomplete due to aircraft malfunction.
	NSLL(2)-2381	Logged	No	Flight originated at KCRW and all of the training was executed in the nearby Nicholas County Training Area. All of the flight time was dedicated to LLL CAL training. The first half of the flight focused on landings to a visual point, with chem sticks utilized as ITG. The second half of the flight was dedicated to INAV waypoint landings to a different LZ. Flown in conjunction with 2381.	Simple plan and basic products were adequate for mission success. The PUI had a strong grasp of LLL considerations and an understanding of all CAL procedures.	Flight commenced from KCRW after a hotseat and refueling evolution. We executed a VFR departure direct to the training area. The lack of cultural lighting in the area forced a sensor integration discussion as the PUI quickly noticed the lack of detail in his NVG image. The IP executed the first landing, and the crew chiefs marked the zone with red chemsticks to provide some additional visual cues to the PUI. Multiple CAL patterns were flown, to include tactical straight-ins, 90s, and 180s. The rolling terrain in the area made it difficult to judge pattern altitudes. Overall tendency was to be slow and high, with some loss of nose control at the bottom of the approach (heading and nose up/high). We then moved to a different zone, identified an ideal landing point, and again executed multiple landings while varying the approach types. Tendencies remained the same, with the PUI.	You performed well, given that you had a much darker environment and had more terrain to contend with than your peers on their initial LLL flight IVO KNCA. That being said, you need to ensure that you begin working on getting your head outside to help you determine your closure rates. You were very vertical and made significant nose adjustments late in your approach, which was a result of you being off profile earlier in the approach. Once you incorporated a more deliberate outside scan, your approach profiles were smoother and you made less large control inputs at endgame. Remember to make all of your big corrections early in the approach, so that everything from 0.3 inbound is predictable and repeatable. Lastly, use everything you have to your advantage, to include the environment. If your NVGs aren't working well, incorporate the FLIR into your scan. If there's significant terrain around, ensuring your HAT is activated can help you find a clean approach corridor. If there are trees around, use them and the optical flow they provide to help you determine how fast you're moving over the ground. Keep these things in mind as you move through the rest of the LLL syllabus. Good work.

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(b)(3), (b)(6), (b)(7)c	2.411	Logged	No	<p>Flight of 2 MV-22s from KNCA executing VR-084 with CALs at LZ Bat. Due to 2 coplots in -2 aircraft and multiple initial Xs for this PUI, entire VR route was executed twice with a hotspot back at KNCA in between. CALs conducted after both iterations with L-HR management discussed on both the TACFORM/NAV and LAT initial Xs.</p> <p>Wx was LLL (no moon), CAVU, winds out of the north at 5-15 knots on the LAT route. Dry air presented a definable horizon, even when feet wet.</p> <p>Note that portions of this gradesheet will appear on the following codes due to their simultaneous completion: 2382X, 2383X, 2643X.</p>	<p>PUI participated in all aspects of mission planning. A couple big learning points during mission planning: planning a turning approach mode on JMPS, validation of all waypoint names/locations versus briefing aids to ensure accurate depiction; airspace consideration when conducting LAT/NAV.</p> <p>A thorough T&R brief was conducted on all three initial Xs. PUI's knowledge was a little bit rusty but met the standard required of his position in syllabus.</p>	<p>TACFORM was conducted for 90NM at 1000' AGL along the route confines of the VR-084. Following a 20' PPV tip-in to the route, the flight executed more than a dozen maneuvers including pumps, TAC turns, check turns, and shuffles. PUI was exposed to the use of these maneuvers in order to control L-HR timing, reset the formation in 1.0NM spread, or alter downrange course while fixing an improper intraplane DME.</p> <p>PUI's scan was a little slow at first, as is expected for both an initial X and for a pilot who has not flown nights in >55 days. That being said, his ability to hold a level VVI was quite good until reaching 55-60 degrees ACB. At this ACB, tendency was to let the VVI drop out of scan and develop a high ROC/ROD. This tendency improved throughout the conduct of the event.</p>	<p>This was a good initial X for the Lt Reynolds. There are definite areas of improvement to build upon for subsequent flights, and the fact that he had not even flown in the previous 30 days resulted in us "knocking off some rust" as we went through the flight. Combined with an initial X and PUI's second or third time (ever) flying in LLL conditions, I'd say this was a slightly above average showing.</p> <p>PUI displayed during this event that he was ready for section CALs and LLL LAT, which were executed later on this hop.</p>
(b)(3), (b)(6), (b)(7)c	2.411	Logged	No	<p>Flight of 2 MV-22s from KNCA executing VR-084 with CALs at LZ Bat. Due to 2 coplots in -2 aircraft and multiple initial Xs for this PUI, entire VR route was executed twice with a hotspot back at KNCA in between. CALs conducted after both iterations with L-HR management discussed on both the TACFORM/NAV and LAT initial Xs.</p> <p>Wx was LLL (no moon), CAVU, winds out of the north at 5-15 knots on the LAT route. Dry air presented a definable horizon, even when feet wet.</p> <p>Note that portions of this gradesheet will appear on the following codes due to their simultaneous completion: 2382X, 2383X, 2643X.</p>	<p>PUI participated in all aspects of mission planning. A couple big learning points during mission planning: planning a turning approach mode on JMPS, validation of all waypoint names/locations versus briefing aids to ensure accurate depiction; airspace consideration when conducting LAT/NAV.</p> <p>A thorough T&R brief was conducted on all three initial Xs. PUI's knowledge was a little bit rusty but met the standard required of his position in syllabus.</p>	<p>PUI did a good job of CALs were conducted in LZ Bat with an initial landing via a section turning approach mode to land heading 010. On deck lead change was initially conducted in order to get reps from the -2 position. Overall, 2 approaches from lead and 7 approaches from -2 position were executed, the majority of which were conversion mode CALs due to time constraints. One tactical approach was completed at the end of the event.</p> <p>PUI did a nice job given this was his second LLL CAL event (ever) and first in >50 days. In downwind, PUI tended to get sucked due to insufficient lead angle turn to downwind, but was able to correct his position with a little forward nacelle. Recommend for subsequent patterns that the instructor demo and emphasize the importance of maintaining a good lead angle on TAC lead in order to close distance between flight before downwind. This will be more</p>	<p>This was a strong event, overall above average given the PUI's proficiency and currency in the environment. With the caveat that PUI needs more exposure in LLL conditions to prevent currency lapses of 50-60 days in these conditions, PUI is well qualified to be designated NSQ.</p> <p>Congrats!</p>
(b)(3), (b)(6), (b)(7)c	2.411	Logged	No	<p>SIM event was conducted in conjunction with the night TAAR simulator.</p>	<p>SNM was well prepared for the brief and discussion items. Stay in the books, there is a lot of information in the SRD / ATP that is pertinent and helpful (eg. fuel capacity/burn rates for various platforms, specific aircraft limitations for both us and the refueling asset).</p>	<p>SNM struggled with trim and maintaining a stable position behind the basket in an astern position. He seemed to do better with a longer run in profile which speaks to the lack of trim immediately behind the basket. Remember that if you have a trimmed astern position (10-15' behind the basket) is way closer than you think! then you will have a much easier time making that last power input for the contact. When you aren't the pilot at the controls, the CRM cadence of calling out the baseline mast torque and whether you are falling behind or ahead of that is huge. Keep that in your scan and TRIM!</p>	<p>Tanking in the simulator is notoriously difficult. When you do this in the plane you will find it to be much easier. Keep it up and keep practicing when you have the chance in the sim.</p>

(b)(3), (b)(6), (b)(7)c	AAR(2)-2440	Logged	No	SIM event was conducted in conjunction with the day TAAR simulator.	SNM was well prepared for the brief and discussion items. Stay in the books, there is a lot of information in the SRD / ATP that is pertinent and helpful (eg. fuel capacity/burn rates for various platforms, specific aircraft limitations for both us and the refueling asset).	SNM struggled with trim and maintaining a stable position behind the basket in an astern position. He seemed to do better with a longer run in profile which speaks to the lack of trim immediately behind the basket. Remember that if you have a trimmed astern position (10-15' behind the basket is way closer than you think) then you will have a much easier time making that last power input for the contact. When you aren't the pilot at the controls, the CRM cadence of calling out the baseline mast torque and whether you are falling behind or ahead of that is huge. Keep that in your scan and TRIM!	Tanking in the simulator is notoriously difficult. When you do this in the plane you will find it to be much easier. Keep it up and keep practicing when you have the chance in the sim.
(b)(3), (b)(6), (b)(7)c	AAR(2)-2441	Logged	No	Event was flown in Dash 2 under VFR conditions with marginal weather in the W-122 during day TG. Weather improved over the course of the flight into the night window. Flight conducted in the W-122, followed by Bladen Lakes. Hotseat, then night operations at Oak Grove	PUI had a solid plan to encompass all training goals. All products were to standard and conducive to mission success. The PUI was well versed on all discuss items and required only minor rudder steers. Overall good knowledge of the material during the T&R Brief and was well prepared for execution.	The flight departed KNCA and went straight to the W-122. Your STARS during day TG were rough starting out, but with practice you were able to smooth out your commands. Remember, the next time you do these could be in combat, so chair these when you can, so that you can efficiently / effectively walk your crew chief onto the threat for quick attrition. Good job remaining relaxed during marginal weather. Remember, its not always sunshine and rainbows during training. Remain calm and collected, continue to fly the aircraft, and proceed safely. Good job being assertive when uncomfortable. Continue to practice. Night TG was cancelled due to aircraft MX.	Stay in the books and continue in syllabus.
(b)(3), (b)(6), (b)(7)c	TG(2)-2543	Logged	No	SS LAT on the VR-1266 during Day VFR conditions. Winds 180/10. Scenario and guidance provided by the PTO. Once complete, join a section to conduct section LAT.	Flight planned by PUI based on inputs from PTO for an unfamiliar area. PUI produced all landing diagrams, and mission load products. Flight brief conducted by PTO, a LATI. T&R brief covered all applicable discussion items with no major deficiencies noted.	Flight departed MCAS Yuma as a single and proceeded to VR-1266 without incident. PUI conducted a tactical descent from 4500 to the surface and began LAT maneuvering. After discussing speed rush baseline, optical flow, and TCIs the crew moved to vertical maneuvers. Bunts and rolls were conducted over terrain along the route. All obliques variations were conducted after demos from the IP. Tendency was for the student to exaggerate or float the vertical component and overbank on the slice back to the deck. Remember this is a fluid motion whose intention is to get away from defensive flares and then return as quickly as possible to the safety of the low altitude environment. None of the maneuvers were unsafe and the PUI has a strong academic understanding of the procedures.	Training complete the flight joined for section LAT.
(b)(3), (b)(6), (b)(7)c	LAT(2)-2544	Logged	No	Section LAT on the VR-1266 during Day VFR conditions. Winds 180/10. Scenario and guidance provided by the PTO.	Flight planned by PUI based on inputs from PTO for an unfamiliar area. PUI produced all landing diagrams, and mission load products. Flight brief conducted by PTO, a LATI. T&R brief covered all applicable discussion items with no major deficiencies noted. Planning products incorrectly annotated times and FPM based on an APPR mode landing, this led to the missing of L-Hour.	Flight departed MCAS Yuma as a section and proceeded to VR-1266 without incident. PUI conducted a tactical descent from 4500 to the surface and began LAT maneuvering. All obliques variations were conducted in combat spread. IP emphasized the planning, and execution of formation maneuvering in combat spread. Contour flight and low level flight were conducted in varying terrain as required. LATI discussed the merits and drawbacks of both. Flight missed L-Hour due to planning issues.	Well prepared to continue in stage.

Capt REYNOLDS, ROSS A - MV-22B Pilot
Crew Performance between 1/1/2015 - 3/18/2022
Generated on 03/24/2022 1043 UTC-04:00

(b)(3), (b)(6), (b)(7)c	Latent	Logged	No	<p>Event executed on a LAT route in Michigan that is being concurrently planned for an upcoming ETR. Conditions in sim were set to CAVU, winds 090@10, HLL conditions (new moon, 50' elev, +15 brightness).</p> <p>Section departed KMMN for entry in to LAT route which terminated at KAPN. Event covered fighting conditions and FENCE checks en route, followed by TACFORM and all vertical maneuvers (executed two times at a minimum). Sys TOT discussion held throughout with conversion mode LAT for 20NM on the LAT route.</p>	<p>PUI prepared the event in conjunction with a second copilot, who was the -2 PF for this event. Brief and smartpack products were produced smartly. Issues with the brick prevented draw files from being displayed on DIGMAP, but this will be corrected for subsequent flights on this route.</p>	<p>Section departed KMMN and conducted a demo of L2-L6 en route, lead change, repeat. Once complete with light show, crew executed FENCE checks - make sure you have a copy of the TPG fence checks readily available! (MAGTAB, kneeboard, etc.).</p> <p>Entry conducted in to LAT environment using 50% rule from 4,500' MSL to 600' MSL to display potential to overspeed aircraft utilizing max performance dive. Once level, TOT discussion ensued to display how to utilize TACFORM to manage timing.</p> <p>PUI executed PF duties during LAT to practice maneuvering en route. TACFORM and vertical maneuvers executed within standard. Tendencies noted: slight overbanks while maneuvering, small deviations from assigned heading in spread, and VVI deviations during max performance/hard turns. All of these can be...</p>	<p>Good event for PUI. Knowledge was solid, preparation evident. Some small PF skills to clean up with additional reps. Ready for progression in the aircraft.</p>
(b)(3), (b)(6), (b)(7)c	Latent	Logged	No	<p>Flight originally planned as a section but was reduced to a single due to mx issues. Weather was VFR with winds variable.</p>	<p>The PUI was heavily involved in the flight planning process and assisted both the Section Land Dash 2 TAC with all planning and products. Student had an excellent working knowledge of all T&R discuss items and was well prepared for the flight.</p>	<p>The day SS LAT into Caledonia went without any major issues. You were smooth and controlled on all pilot inputs, to include all LAT maneuvers. You did a good job keeping us on timeline as well, and properly oriented on the LAT route. TOT was shot into LZ Caledonia and we executed numerous SS CALS for training. All landings were within the ANTP standard and each improved throughout.</p>	<p>Solid work today, proceed in syllabus.</p>
(b)(3), (b)(6), (b)(7)c	Latent	Logged	No	<p>Flight was 2x V-22 "Elvis 11" departing KNCA for entry on VR-042 from D to I. PUI was PF for -2 aircraft on a 2.5 hour sortie. Wx CAVU, winds calm, BASH extreme (moderate per AHAS).</p>	<p>PUI participated in mission planning and conducted T&R discuss for initial code prior to execution. Mission planning (a joint effort amongst the copilots) was well done, mission products were useful and timely, and the plan worked well. PUI was prepared for discuss items. Knowledge was average.</p>	<p>PUI acted as PF for duration of the event. Section conducted VFR trail procedures for 0440 en route to VR-042. In the LAT environment, multiple TACFORM and vertical maneuvers were conducted. Vertical maneuvers were generally good. TACFORM maneuvers suffered from a slow scan, which resulted in insufficient AOB during the turns and excess TCL upon roll out. Resulting tendency was to end up closer to TAC lead than anticipated (once instance saw IP take controls due to A/A of 4 DME) and subsequent acceleration due to failure to reset TCL following roll-out.</p> <p>As LAT progressed, PUI's scan improved, as well as CRM w/ brevity codes and call outs. TCTs were executed well. As -2, IP and PUI had a constant discussion regarding L-HR, planning/management techniques, and decision-making. In support of this...</p>	<p>Big takeaways from this event: PUI was perhaps a little rusty from inadequate currency and he is still a very new copilot in the squadron. Recommend on subsequent flights and sims to work in a HUD/instrument crosscheck scan to support TACFORM maneuvers. Reaching 30° AOB (check turns) or 60° AOB (all hard turns) does not need to be "jerky", but it needs to be deliberate. You should have recognized how uncomfortable it was to go "belly up" to lead at endgame due to an inadequate initial AOB.</p> <p>PUI has a solid understanding and PTT proficiency on vertical maneuvers.</p> <p>While no additional training in AC is required, additional chair flying/simulator practice on developing TACFORM PF skills is recommended, specifically with regards to establishing an effective instrument crosscheck and developing a sight picture for hard/max performance turns.</p> <p>Ready to progress to NS LAT events.</p>
(b)(3), (b)(6), (b)(7)c	Latent	Logged	No	<p>Section flight under HLL conditions along the VR-084 to LZ Bat. Winds 230/5 CAVU.</p>	<p>Flight planning and briefing products produced by the PUI were adequate for mission success. Its easier to start the planning in Z times and then you don't have to remember to convert from L to Z when you run the NAVLOGs. Flight brief conducted by the NSI, T&R Brief showed no issues.</p>	<p>Flight departed on time and entered the VR-084 at CP B. Flight conducted vertical maneuvers and TACFORM to orient and train in the NS LAT environment. PUI BAW was above average and NSI demo'd the roles of the PF and PNF WRT Terrain Clearance tasks and mission management. Flight maneuvered to stay on timeline and shot an approach to RWY 23 at 13NC vice LZ Bat due to adjacent traffic.</p>	<p>Good event, continue in stage.</p>

Capt REYNOLDS, ROSS A - MV-22B Pilot
Crew Performance between 1/1/2015 - 3/18/2022
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(b)(3), (b)(6), (b)(7)c	MAUTHE	Logged	No	<p>Flight of 2 MV-22s from KNCA executing VR-084 with CALs at LZ Bat. Due to 2 coplots in -2 aircraft and multiple initial X's for this PUI, entire VR route was executed twice with a hotseat back at KNCA in between. CALs conducted after both iterations with L-HR management discussed on both the TACFORM/NAV and LAT initial X's.</p> <p>Wx was LLL (no moon), CAVU, winds out of the north at 5-15 knots on the LAT route. Dry air presented a definable horizon, even when feet wet.</p> <p>Note that portions of this gradesheet will appear on the following codes due to their simultaneous completion: 2382X, 2383X, 2643X.</p>	<p>PUI participated in all aspects of mission planning. A couple big learning points during mission planning: planning a turning approach mode on JIMPS, validation of all waypoint names/locations versus briefing aids to ensure accurate depiction, airspace consideration when conducting LAT/NAV.</p> <p>A thorough T&R brief was conducted on all three initial X's. PUI's knowledge was a little bit rusty but met the standard required of his position in syllabus.</p>	<p>LAT was executed on second iteration of VR-084, with 80 NM of the 100NM route executed in combat spread. This iteration of LAT was a direct build on 1.25 hours prior, when the route was executed above the LAT environment.</p> <p>PUI's tip in to the LAT environment was noteworthy; it is the closest I've ever seen a PUI get to actually achieving a 20' FPV down. Nice job not overspeeding the aircraft and recovering uneventfully to establish aircraft at 500' AGL.</p> <p>TACFORM was executed interspersed with vertical maneuvers. Vertical maneuvers were strong and no instruction was required. However, the TACFORM maneuvers were struggling, likely due to the onset of fatigue in the PUI who had been flying for >2 hours in the LLL environment at this point. Tendency was to lose altitude control at 600' AGL, as well as</p>	<p>All things considered, this initial X was average. PUI displayed a lot of common copilot tendencies that will improve with subsequent exposure to this environment and (hopefully) fewer lapses in currency. I believe there was a substantial amount of valuable exposure and training that occurred during this hop.</p> <p>Lt Reynolds- carry these lessons learned to your next LLL LAT event. It may be with a BIP, not an NSI...it is incumbent upon YOU to assess risks, communicate this to your crew, fly at your comfort level and execute the mission. Glad you finally got this code knocked out.</p>
(b)(3), (b)(6), (b)(7)c	MAUTHE	Logged	No	<p>Sim was conducted at Bridgeport during day time conditions with calm winds. Stair stepped power reductions from a 10% HIGE margin down to a 0% HIGE margin to demonstrate the various handling qualities.</p>	<p>SNM planned a TOLD/Load Comp with all appropriate components calculated to provide a feasibility of support for conducting operations at a 6000-7000 foot elevation airfield with a 900' rwy. SNM was well prepared for the brief and understood the performance limiting factors that drive the constrained operating environment of high altitude LZs.</p>	<p>During the event SNM flew smooth stable approach profiles. His tendency was to fly high and result in a steep, slow approach profile. After the completion of the landings, we flew numerous single engine profiles to demonstrate the reduced climb performance and difficult in handling during high altitude mountainous operations. We concluded the sim with pinnacle and slope landings.</p>	<p>Good to progress</p>
(b)(3), (b)(6), (b)(7)c	MAUTHE	Logged	No	<p>Sim was conducted at Marine Corps Mountain Warfare Training Center, Bridgeport, CA, in HLL conditions, CAVU, wind calm.</p>	<p>PUI's mission planning involved a site survey of a zone that was approximately 10nm from the training center and the production of a load comp for both Bridgeport and the LZ. PUI was quick to notice during the brief that the torque margins were not in accordance with the squadron SOP. PUI conducted a NATOPS brief that was adequate for mission success. Discussion included the T&R items, load computations, NATOPS procedures for MAT, and a SIR review. Excellent knowledge throughout the discussion, well done!</p>	<p>In the sim, the aircraft was positioned at step 19, with the PUI running all checklists. After a quick review of the load comp on the glass, we conducted 3 conversion patterns and 2 airplane patterns with increasing fuel loads to the runway. PUI had a tendency to cut off the pattern at the abeam, leading to an undershooting final, but was within standards on his last attempt. During the airplane patterns, we discussed terrain and aircraft performance awareness. Following the landings to the runway, we conducted the W.A.P.E.S checklist to enter the preplanned zone into RVL conditions, followed by 2 pinnacle landing. The final pinnacle landing was conducted to the highest peak in the local area, demonstrated by the instructor, that exceeded the NATOPS slope limitations and led to the feared red screen of death.</p>	<p>PUI was well prepared for the event, demonstrated through his above average knowledge for all required and not required items. Excellent job making accurate load computations on the glass. Going forward, remember that if you are off parameters (altitude, airspeed, etc.) make larger correction early in the profile to avoid an uncomfortable aircraft state close to the ground. Progress.</p>
(b)(3), (b)(6), (b)(7)c	MAUTHE	Logged	No	<p>Sim was conducted at Bridgeport during day time conditions with calm winds. Stair stepped power reductions from a 10% HIGE margin down to a 0% HIGE margin to demonstrate the various handling qualities.</p>	<p>SNM planned a TOLD/Load Comp with all appropriate components calculated to provide a feasibility of support for conducting operations at a 6000-7000 foot elevation airfield with a 900' rwy. SNM was well prepared for the brief and understood the performance limiting factors that drive the constrained operating environment of high altitude LZs.</p>	<p>During the event SNM flew smooth stable approach profiles. His tendency was to fly high and result in a steep, slow approach profile. After the completion of the landings, we flew numerous single engine profiles to demonstrate the reduced climb performance and difficult in handling during high altitude mountainous operations. We concluded the sim with pinnacle and slope landings.</p>	<p>Good to progress</p>

(b)(3), (b)(6), (b)(7)c	2780-2784	Logged	No	Day VMC on VR-084 into LZ Bat at MCOLF Oak Grove. Sortie was a combination of 2780, 2781, and 2784 training events in a VMM-East light division with 2 adjacent squadrons participating. -3 position for the entire flight. Light winds out of the southwest. PUI sat left seat, no Day HUD.	PUI fully supported the flight lead's planning efforts. Flight lead conducted all mission briefing. IP conducted the NATOPS brief. PUI was fully prepared for the T&R discussion.	PUI's training began at MCAS New River. Flight progressed to VR-084, conducting fluid 4 TACFORM along the way. Our aircraft acted as a separate "maneuver element" as if we had a -4 in cruise position behind us. Numerous TAC turns, pumps, a cross turn, and a straight oblique completed without significant errors. Majority of the route was flown in combat cruise and a NATOPS IIMC fan break was conducted at the route exit for practice. Multiple conversion mode CALs were done into LZ bat in echelon right formation without any significant errors. Trend on the conversion patterns was to be high and fast at 0.3 DME, a common trend as -3 on the inside of a turn. All landings were visual within 0.03 DME.	Lots of training and new things today on a relatively short flight. Good work keeping up with the aircraft and always working to maintain a good form position - whether combat spread or cruise.
(b)(3), (b)(6), (b)(7)c	2780-2784	Logged	No	Day VMC on VR-084 into LZ Bat at MCOLF Oak Grove. Sortie was a combination of 2780, 2781, and 2784 training events in a VMM-East light division with 2 adjacent squadrons participating. -3 position for the entire flight. Light winds out of the southwest. PUI sat left seat, no Day HUD.	PUI fully supported the flight lead's planning efforts. Flight lead conducted all mission briefing. IP conducted the NATOPS brief. PUI was fully prepared for the T&R discussion.	PUI's training began at MCAS New River. Flight progressed to VR-084, conducting fluid 4 TACFORM along the way. Our aircraft acted as a separate "maneuver element" as if we had a -4 in cruise position behind us. Numerous TAC turns, pumps, a cross turn, and a straight oblique completed without significant errors. Majority of the route was flown in combat cruise and a NATOPS IIMC fan break was conducted at the route exit for practice. Multiple conversion mode CALs were done into LZ bat in echelon right formation without any significant errors. Trend on the conversion patterns was to be high and fast at 0.3 DME, a common trend as -3 on the inside of a turn. All landings were visual within 0.03 DME.	Lots of training and new things today on a relatively short flight. Good work keeping up with the aircraft and always working to maintain a good form position - whether combat spread or cruise.
	DIV(2)-2782 DIV(2)-2783						
(b)(3), (b)(6), (b)(7)c	2780-2784	Logged	No	Day VMC on VR-084 into LZ Bat at MCOLF Oak Grove. Sortie was a combination of 2780, 2781, and 2784 training events in a VMM-East light division with 2 adjacent squadrons participating. -3 position for the entire flight. Light winds out of the southwest. PUI sat left seat, no Day HUD.	PUI fully supported the flight lead's planning efforts. Flight lead conducted all mission briefing. IP conducted the NATOPS brief. PUI was fully prepared for the T&R discussion.	PUI's training began at MCAS New River. Flight progressed to VR-084, conducting fluid 4 TACFORM along the way. Our aircraft acted as a separate "maneuver element" as if we had a -4 in cruise position behind us. Numerous TAC turns, pumps, a cross turn, and a straight oblique completed without significant errors. Majority of the route was flown in combat cruise and a NATOPS IIMC fan break was conducted at the route exit for practice. Multiple conversion mode CALs were done into LZ bat in echelon right formation without any significant errors. Trend on the conversion patterns was to be high and fast at 0.3 DME, a common trend as -3 on the inside of a turn. All landings were visual within 0.03 DME.	Lots of training and new things today on a relatively short flight. Good work keeping up with the aircraft and always working to maintain a good form position - whether combat spread or cruise.
(b)(3), (b)(6), (b)(7)c	2780-2784	Logged	No	Simulator was a section event in the Mohawk Valley against an SA-8 and a SA-29.	SNM assisted in the planning and threat assessment for the SA-8 and SA-29. During the brief the students were asked questions about these systems and demonstrated proper understanding of the strengths, weaknesses, and tactics effective at countering them.	The first half of the simulator was an ASE familiarization and CRM rehearsal. SNM demonstrated a working knowledge to turn on each system, BIT it, and operate it in a static environment against a known threat. After that the flight rejoined and departed to conduct all the GTR line numbers in the Mohawk valley.	SNM was slow on his call outs and a bit hesitant on his flare dispense. Keep practicing these maneuvers in the simulator and in the LAT environment. Use the training mode to "dispense" when conducting LAT maneuvers. Consider practicing the CRM calls inside that training environment as well. Once engaged, your job is survival first and then to consider the flight. Don't worry about what -2 is doing when you have a MANPADS flying at you.

(b)(3), (b)(6), (b)(7)c	GTR(2)-2840	Logged	No	Simulator was a section event in the Mohawk Valley against an SA-8 and a SA-29.	SNM assisted in the planning and threat assessment for the SA-8 and SA-29. During the brief the students were asked questions about these systems and demonstrated proper understanding of the strengths, weaknesses, and tactics effective at countering them.	The first half of the simulator was an ASE familiarization and CRM rehearsal. SNM demonstrated a working knowledge to turn on each system, BIT it, and operate it in a static environment against a known threat. After that the flight rejoined and departed to conduct all the GTR line numbers in the Mohawk valley.	SNM was slow on his call outs and a bit hesitant on his flare dispense. Keep practicing these maneuvers in the simulator and in the LAT environment. Use the training mode to "dispense" when conducting LAT maneuvers. Consider practicing the CRM calls inside that training environment as well. Once engaged, your job is survival first and then to consider the flight. Don't worry about what -2 is doing when you have a MANPADS flying at you.
(b)(3), (b)(6), (b)(7)c	GTR(2)-2840	Logged	No	Day SS sortie to LHD-3 within the W-122. Entered via the break, conducted Charlie patterns before moving to NS CQ via the LH-2.	Planning products and brief prepared by PUI. T&R discussion items found no lack of knowledge. PUI questions displayed a genuine study of the material. Continue to study at this level.	Entered the pattern via the overhead break APLN mode. IP demo'd the 10 nm arc to allow for a flight to align with BRC prior to the initial. Always fly like you have a division behind you. Charlie pattern demo'd by IP and then passed to PUI. Above average BAW and correction based on feedback. Tendencies to be high on glideslope and slow to stagnation prior to the deck edge dominated. Improved throughout the sortie. Remember when you come out of translational lift you want to be right at the deck edge and you have to lean forward on the cyclic as you increase TOL or the aircraft will stop short in a HOGUE. Allow the spot to come under the aircraft, anticipate the left cyclic needed to scrub off remaining drift, and make minor corrections on your own as you descend smoothly to the deck.	Above average with improvement throughout.
(b)(3), (b)(6), (b)(7)c	GTR(2)-2840	Logged	No	NS SS sortie to LHD-3. Started on the ship departed and re-entered via the LH-2. Charlie patterns until training complete.	Planning products and brief prepared by PUI. T&R discussion items found no lack of knowledge. PUI questions displayed a genuine study of the material. Continue to study at this level.	See 2930 Comments. Overall good knowledge and execution of the LH-2 to a left sidestep. Continued improvement of glideslope and closure rate management. Scan more outside, your ability to play the video game in the HUD or on the glass is a crutch you can't use at the boat. It moves which makes all of that invalid. Look outside, consciously pick your hover cues and scan them continuously.	Above average with improvement throughout.
(b)(3), (b)(6), (b)(7)c	FCLP(2)-2942	Logged	No	Flight executed IVO MCAS New River at the LHD Deck. Weather was VFR with windy light and out of the North.	Solid plan to execute multiple FCLPs at the LHD Deck. PUI was well versed on all discuss items and had a solid working knowledge of all ANTPP / Shipboard NATOPS / NATOPS procedures.	Overall solid execution. PUI was able to effectively navigate the flight down the blue line to the LHD Deck. Practice shipboard comms were demonstrated by the instructor. Your patterns today improved after each and every bounce. All control inputs were smooth with no unsafe tendencies noted. Remember, landing at the actual boat will be much more complicated, to include a pitching and rolling deck, multiple mixed T/M/S, challenging comms, and sometimes even bad weather. You have demonstrated a solid foundation today and you are ready for your first day at the boat. Remember to stay sharp and continue to hand fly your procedures and practice your shipboard comms. Remember, your scan is everything, coupled with smooth control inputs, and remaining flexible. Failure to do so can be unforgiving at the ship.	Continues in syllabus.
(b)(3), (b)(6), (b)(7)c	FCLP(2)-2942	Logged	No	Ferry flight from Harstad port to Bodo Air Base in Norway. PUI sat left seat.	PUI helped plan a 6-ship ferry in a foreign country to an unfamiliar airfield and uncertain weather. Brief was conducted by the flight lead.	Day VMC transit from a parking lot at the port and through the fjords of Norway while transiting numerous controlled airspace sectors with an uneventful recovery to home base of operations.	Typical weight/load planning and accountability considerations that go with the CAT mission were not required or performed on today's mission. Cargo being carried was pre-loaded into the aircraft and no pick-up/drop-offs were conducted.
	AE(3)-3140						
	TRAP(3)-3340						
	CAT(3)-3431						
	CAT(3)-3440						

(b)(3), (b)(6), (b)(7)c	CAT(3)-3441	Logged	No	General route of flight began at Bogue Airfield. Him and another student conducted 4 simulated drops of PARAOPS going through the full checklist. Both conducted 2 passes as the flying pilot and the non flying pilot. The drops consisted of static line and military free fall. Each student utilized their CARP diagram and received an updated release point from a simulated jump master and adjusted route of flight to accommodate for winds.	Students planned a CARP diagram and racetrack pattern for multiple executions of PARAOPS. The CARP diagram was built in accordance to the ANTTTP and Aerial Delivery handbook per UMPS. The racetrack pattern was lacking in executability. Waypoints were not named in a matter that created triggers for execution. This made executing the checklist difficult. Additionally, the pattern was built too small with sharp turns. Briefing items were covered in accordance with T&R and acceptable level of knowledge demonstrated.	The first attempted pass of PARAOPS was a no-drop due to racetrack pattern planning. However, update store waypoints and TPG calculations for slowdown parameters allowed the students to build a racetrack pattern and slowdown profile that accommodated execution. Students demonstrated the ability to fly the profile effectively within standards. Furthermore, both experienced the changes in flight characteristics for 40 flaps and high altitude/heavy aircraft.	Plan the event to be non-emotional and non-dynamic. Having a large racetrack pattern with standard rate turns will ensure that checkpoints and timings are met. Additionally, this will provide a stable platform for the jumpers in the back of the aircraft. Keep in mind that the procedures in the ANTTTP are designed for aerial delivery of cargo and minimize the aircrafts exposure to threat. However for PARAOPS and more specifically training, extending the look time out to 1 minute and 2 minutes will aid in having a stable profile for jumpers. Keep in mind that 1 minute and 2 minute calls are the points at which jumpers are allowed to leave the aircraft for static line and military free-fall.
	AD(4)-4041						
	AD(4)-4042						
	AD(4)-4070						
	AD(4)-4081						
	AD(4)-4083						
	AI(4)-4140						
	AI(4)-4141						
	AI(4)-4142						
	AI(4)-4143						
	MAT(4)-4180						
	MAT(4)-4181						
	DWS(4)-4242						
	DWS(4)-4245						
	DCM(4)-4330						
	DCM(4)-4340						
	CBRN(4)-4430						
	CBRN(4)-4431						
	CQ(4)-4470						
	CQ(4)-4480						
	CQ(4)-4481						
	CQ(4)-4482						
	CQ(4)-4483						
	HTT(4)-4490						
	SEA(4)-4540						
	RVE(4)-4580						
	ADGR(4)-4640						
	BI(4)-4740						
	AD(4)-4840						
	AC2(4)-4940						
	BIP(5)-5030						
	BIP(5)-5031						
	FRSK(5)-5130						
	FRSK(5)-5131						
	FRSK(5)-5132						
	FRSK(5)-5133						
	FRSK(5)-5134						
	FRSK(5)-5135						
	FRSK(5)-5136						
	FRSK(5)-5137						
	FRSK(5)-5138						
	FRSK(5)-5139						
	NSFR(5)-5150						
	NSFR(5)-5151						
	NSFR(5)-5152						
	FRSK(5)-5170						
	FRSK(5)-5171						
	AAR(5)-5330						
	AAR(5)-5340						
	LAT(5)-5630						
	LAT(5)-5631						
	LAT(5)-5632						
	RVLI(5)-5730						
	RVLI(5)-5731						
	RVLI(5)-5732						
	DCM(5)-5830						
	DCM(5)-5831						
	DCM(5)-5832						
	NSK(5)-5930						
	NSK(5)-5931						
	NSK(5)-5932						
	NSK(5)-5933						
	NSK(5)-5934						
	NSK(5)-5935						
	NTPS(6)-6030						
	NTPS(6)-6031						
	NTPS(6)-6032						

(b)(3), (b)(6), (b)(7)c	INST(6)-6060	Logged	No	Landing gear fails to extend and retract during RVL training	Unplanned, standard NATOPS brief conducted.	PUI was on a high speed approach to the LZ when the L MLG failed to indicate down and locked. TAC called for the waveoff and quickly radioed to the SL to request a visual inspection. PUI was the PF and did a good job of continuing to fly the aircraft and splitting his scan with the tunnel CC. TAC and ramp CC went through the NATOPS procedures eventually resulting a down and locked indication on all gear. Flight RTB'd to KNCA and shutdown.	Good job sticking to your role as the PF. Your smooth inputs and thinking copilot mentality allowed the TAC to use the rest of his bandwidth to fight the emergency vice having to monitor everything you're doing. Way to be a team player.
	INST(6)-6061						
	CRM(6)-6080						
	CRM(6)-6091						
	TAC(6)-6130						
	TAC(6)-6131						
	TAC(6)-6132						
	SL(6)-6230						
	SL(6)-6231						
	SL(6)-6232						
	SL(6)-6233						
	SL(6)-6234						
	DL(6)-6240						
	DL(6)-6330						
	DL(6)-6331						
	DL(6)-6332						
	DL(6)-6333						
	DL(6)-6340						
	FL(6)-6430						
	FL(6)-6440						
	AMC(6)-6530						
	AMC(6)-6540						
	FCP(6)-6630						
	FCP(6)-6631						
	TRK NS SS						
	TRK STRAT						
	RVL(6)-6900						

Event Proficiency VMM-261 - MV-22B Pilot

Generated on 05/10/2022 1052 UTC-04:00

Days Until Expired as of 05/10/2022
>= 90 Days
60-89 Days
30-59 Days
< 30 Days
Expired

"W" indicates Waived, "D" indicates Deferred

	Familiarization (FAM(2))							
	ACAD: MV-22 SINGARS	ACAD: MV-22 SATCOM	ACAD: MV-22 Tablet Fam	LAB: Radio Demo	LAB: Tablet Fam	SFAM: FAM	SFAM: INST	ACAD: CAL Procedures
	2010	2011	2012	2020	2021	2030	2031	2210
Permanent								
Capt REYNOLDS, ROSS A.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	03/10/2023	No Refly

Confined Area Landings (CAL(2))

Low #

SCAL: Single CAL	SCAL: Section CAL	CAL: Single CAL Visual	CAL: Single CAL Wypt	CAL: Section CAL	ACAD: LAT I	ACAD: LAT II	ACAD: LAT III	ACAD: Ps E/M	ACAD: Tactics in Night Env	LAB: LAT Walk Through
2230	2231	2240	2241	2242	2610	2611	2612	2613	2614	2620

No Refly	03/10/2023	No Refly	No Refly	03/10/2023	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly
----------	------------	----------	----------	------------	----------	----------	----------	----------	----------	----------

Altitude Tactics (LAT(2))

Mountain Area Training (MAT(2))

SLAT: LAT Maneuvers / Rte	SLAT: Section LAT	SNS LAT: NS Section LAT	LAT: LAT Maneuvers / Rte	LAT: Section LAT	NS LAT: HLL Section LAT	NS LAT: LLL Section LAT	ACAD: High Altitude Ops	ACAD: Advanced MV-22 Aero	SMAT: Day MAT Sim	SMAT: NS MAT Sim
2630	2631	2632	2640	2641	2642	2643	2710	2711	2730	2731

No Rally	02/01/2023	03/01/2023	No Rally	02/01/2023	09/29/2022	07/31/2022	No Rally	No Rally	02/07/2023	06/03/2022
----------	------------	------------	----------	------------	------------	------------	----------	----------	------------	------------

SMAT: High/Hot/Heavy SIM	Air Logistics Support (ALS(3))		Requirement, Qualification, Designation (RQD(6))				Emergency Procedures (EP(6))	Instrument (INST(6))		
	ACAD: ALSO Intro / Planning	ALS: ALS Msn	NATOPS Open Book	NATOPS Closed Book	NATOPS Oral Exam	NATOPS Eval	6033	IGS	Instrument Exam	Instrument Oral Exam
2732	3010	3040	6010	6011	6012	6030	6033	6040	6041	6042
04/21/2022	No Rely	03/09/2023	02/23/2023	03/23/2023	02/23/2023	02/23/2023	06/30/2022	01/31/2023	01/31/2023	01/31/2023

	Crew Resource Management (CRM(6))	
INST Eval	CRM Refresher	CRM Eval
6060	6070	6080

01/31/2023	01/31/2023	01/31/2023
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ENCLOSURE (9)



VMM-261 NATOPS AUDIT SHEET



NAME: MOORE, Jacob

DATE: 18 DEC 20

AUDITOR: (b)(3), (b)(6), (b)(7)c

SECTION I - GENERAL

PRIVACY ACT STATEMENT - SIGNED AND DATED / RECORD OF DISCLOSURE

PART A

- ▲ NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET REVIEW AND CERTIFICATION RECORD (3760/32A)
 - REVIEWED & CERTIFIED - REPORTING ANNUALLY CHANGE IN FLIGHT STATUS

PART B

- ▲ PILOTS - ONLY MOST CURRENT PCS (DIFOP) ORDERS
- ▲ ENLISTED AIRCREW - VOLUNTARY FLIGHT STATUS LETTERS
- ▲ LETTERS OF SUSPENSION / REVOCATION PERMANENTLY RETAINED

PART C

- ▲ MOST RECENT ANNUAL FLIGHT PHYSICAL CHIT (6410/2) (Only the most recent)
- ▲ ALL GROUNDING AND SUBSEQUENT UP CHITS SINCE ANNUAL
- ▲ WAIVER FORMS PERMANENTLY RETAINED

PART D

- ▲ FLIGHT EQUIPMENT RECORDS CS (DIFOP) ORDER (3760/32B) (NATOPS sign the bottom)

SECTION II - QUALIFICATIONS AND ACHIEVEMENTS

PART A

- ▲ PERMANENT RECORD OF ALL FUNCTIONAL DESIGNATIONS (3760/32C) (All previous letter from CO)
- ▲ RETENTION OF DESIGNATION LETTERS FOR ALL DESIGNATIONS (3760/32C)
(Ensure an ATF entered ion APR and logbook updated)

PART B

- ▲ PERMANENT RECORD OF ALL QUALIFICATIONS NOT INCLUDED IN PART A
- ▲ RETENTION OF DESIGNATION LETTERS FOR ALL QUALIFICATIONS (3760/32C)
(Ensure an ATF entered and logbook updated)

PART C

- ▲ PERMANENT RECORD OF CRM TRAINING AND FLIGHTS
(Matches NATOPS/Inst Check / retain annual class roster / CRMI/T logged)

SECTION III - TRAINING

PART A

- ▲ RECORD OF ALL SCHOOLS AND COURSES ATTENDED (3260/32E) (GWOEI-5 no longer req)
- ▲ COPY OF ALL TRAINING COMMAND / FRS SUMMARIES SINCE 01 JAN 88

PART B

- ▲ PERMANENT RECORD OF ALL SURVIVAL TRAINING (3760/32F)
- ▲ NITE LAB TRAINING DOCUMENTATION
- ▲ ANNUAL EGRESS TRAINING DOCUMENTATION (3760/32F)
(Check EMER EGRESS completed on NATOPS check)

PART C

- ▲ ALL EXAMS PERTINENT TO AVIATION QUALIFICATIONS
(Current IGS, OPEN/CLOSED book, update coverpage SEC III.C exams)

PART D

- ▲ ALL NATOPS EVALUATION RECORDS (3710/7) (Kneeboard card and report, numerical grade for open/closed book, ensure egress/CRM complete, update SEC II.C. Misc and SEC III.B. Egress, update logbook)

PART E

- ▲ ALL INSTRUMENT RATING REQUESTS (3710/2)
(Kneeboard card/application, applicant signed application, update CRM/Egress as req, update logbook)
- ▲ INSTRUMENT QUALIFICATION WAIVERS

SECTION IV - FLIGHT RECORDS

PART A

- ▲ (No longer req, MSHARP)

PART B

- ▲ PERMANENT RECORD OF ALL AIRCRAFT/MISHAPS FLIGHT VIOLATIONS INVOLVING AN AIRCREW CAUSAL FACTOR, AND FNAEB RESULTS. FNAEB ENTRY SHALL CONTAIN: ENTRIES AUTHORIZED BY PARAGRAPH 10.5.2.8, DATE OF THE FNAEB, AND CO COMMENTS. CO MAY NOT DELEGATE THIS RESPONSIBILITY. (3760/32H)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IA - REVIEW AND CERTIFICATION RECORD

NAME (Last, First, Middle Initial)	DoD ID Number
MOORE, JACOB M	

1. This jacket shall be reviewed by the Commanding Officer or a designated representative as follows:
 - a. Upon reporting to a unit.
 - b. Annually, within 30 days of birthday.
 - c. Upon change in flying status.
2. This jacket shall be certified by the Commanding Officer or a designated representative upon detachment of the individual.

RECORDS OF REVIEW					
DATE	SIGNATURE	DATE	SIGNATURE	DATE	SIGNATURE
17 JUL 2019	(b)(3), (b)(6), (b)(7)c				
6 FEB 2020					
18 DEC 2020					
	✓				

DETACHMENT CERTIFICATION					
UNIT	DATE	SIGNATURE	UNIT	DATE	SIGNATURE
NASC	21-Mar-19	(b)(3), (b)(6), (b)(7)c			
VMMT 204	17 DEC 19				
		✓			



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
1326
S-3
28 Sep 21

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Designated Personnel

Subj: ASSIGNMENT OF TEMPORARY-INDEFINITE CREWMEMBER FLIGHT ORDERS

Ref: (a) MCO 1326.2H
(b) WgO 1326.5B
(c) SqdnO 1326.1G

Encl: (1) VMM-261 Crewmember Personnel Roster

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a crewmember (MV-22B Crewchief). These orders are effective 1 October 2021 and will terminate on 30 September 2022.
2. If during this period you are discharged and reenlist at this station without a break in active service, this order will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2022 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b)(3), (b)(6), (b)(7)c

VMM-261 CREWMEMBER PERSONNEL ROSTER

RANK	LAST NAME	FIRST NAME	MI	FDIPI
(b)(3), (b)(6), (b)(7)c				
LCPL	MOORE	JACOB	M	1548155734



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
1326
S-3
28 Sep 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Designated Personnel

Subj: ASSIGNMENT OF TEMPORARY-INDEFINITE CREWMEMBER FLIGHT ORDERS

Ref: (a) MCO 1326.2H
(b) Wgo 1326.5B
(c) SqdnO 1326.1G

Encl: (1) Marine Medium Tiltrotor Squadron 261 Crewmember Personnel
Roster

1. Per the reference, you are hereby ordered to duty in a flying status involving flights as a crewmember (MV-22B CrewChief). These orders are effective from 1 October 2020 and will terminate 30 September 2021.
2. If during this period you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 21.
4. These orders will be automatically revoked upon transfer from this unit.

(b)(3), (b)(6), (b)(7)c

VMM 61 CREWMEMBER PERSONNEL ROSTER

RANK	LAST NAME	FIRST NAME	MI	EDID
(b)(3), (b)(6), (b)(7)c				
LCPL	MOORE	JACOB	M	1548155734
)c, (b)(3), (b)(6), (b)(7)c				



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING
POSTAL SERVICE CENTER BOX 21015
JACKSONVILLE, NC 28545-1015

1326
S-3
10 Jan 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: ASSIGNMENT OF TEMPORARY-INDEFINITE CREWMEMBER FLIGHT ORDERS

Ref: (a) MCO 1326.2G
(b) WgO 1326.5B
(c) SqdnO 1326.1G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a crewmember (MV-22B Crewchief). These orders are effective from 0001, 10 January 2020 and will terminate on 30 September 2020.

2. If during this period you are discharged and reenlist at this station without a break in active service, this order will remain in effect for the period specified herein.

3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2020 unless subsequently renewed.

4. These orders will be automatically revoked upon transfer from this unit.

(b)(3), (b)(6), (b)(7)c

ADMINISTRATIVE REMARKS
NAVPERS 1070/613 (REV. 10-81)
S/N 016-LF-010-6881

E-32

SHIP OR STATION:

NAVAL SCHOOLS COMMAND, PENSACOLA FL 32508-5221 UTC: 30500

28 JAN 19 I, MOORE, JACOB M VOLUNTEER FOR DUTY INVOLVING
(DATE) FLYING. I UNDERSTAND THAT I MUST MAINTAIN THOSE QUALIFICATIONS
SPECIFIED BY THE CHIEF OF NAVAL PERSONNEL DURING THE PERIOD I AM
ACTIVELY ASSIGNED TO SUCH DUTIES. THIS AGREEMENT SHALL REMAIN
VALID UNTIL SUCH A TIME AS IT IS RESCINDED BY ME OR THAT IT HAS BEEN
DETERMINED BY APPROPRIATE AUTHORITY THAT I AM NO LONGER QUALIFIED
FOR SUCH DUTIES.

Jacob Moore

(STUDENT SIGNATURE)

(b)(6), (b)(7)c

(WITNESS SIGNATURE)

(LAST, FIRST MI)

MOORE, JACOB M

SSN (LAST 4)

(b)(3), (b)(6), (b)(7)c


BRANCH

USMC

13

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: CO: VMM-261		2. FROM: FS: MCAS NEW RIVER		3. DATE (YYYYMMDD) 20220105	
4. MEMBER NAME (Last, First, Middle Initial) MOORE, JACOB		5. IDENTIFICATION NUMBER 1548155734		6. GRADE CPL	
7. DATE OF BIRTH (YYYYMMDD) 19971229		8. ORGANIZATION USMC		9. TYPE OF DUTY DIF AC	
10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20220105					
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> CLEARED AFTER (X): <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver granted <input type="checkbox"/> Other (See remarks) <input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION					
b. EFFECTIVE DATE (YYYYMMDD) 20220105			c. EXPIRATION DATE (YYYYMMDD) 20221231		
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or Injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) MAY PARTICIPATE IN (X): <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION					
b. EFFECTIVE DATE (YYYYMMDD)			c. ESTIMATED DURATION OF GROUNDING		
13. REMARKS/LIMITATIONS <input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.					
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upslip)					
a. TYPED NAME (Last, First, Middle Initial) (b)(6), (b)(7)c		b. GRADE 04		c. PROVIDER SIGNATURE (b)(6), (b)(7)c	
d. DATE SIGNED (YYYYMMDD) 05 JAN 2022		e. TYPED NAME (Last, First, Middle Initial)		f. GRADE	
g. FLIGHT SURGEON COUNTERSIGNATURE		h. DATE SIGNED (YYYYMMDD)			
15. MEMBER CERTIFICATION					
a. I certify that I understand the above recommendations and that I: <input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			b. AIRCREW MEMBER SIGNATURE 		c. DATE SIGNED (YYYYMMDD) 20220105
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)					
a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	
d. DATE SIGNED (YYYYMMDD)		APPROVE <input type="checkbox"/> DISAPPROVE <input type="checkbox"/>			

SECTION IIIA - FLIGHT PERSONNEL DESIGNATION RECORD

NAME (Last, First, Middle Initial)

DoD ID Number

OPNAV¹⁹⁴ 3760/32C (REV 02/2017)

ENCLOSURE (10)



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:

3710

DSSN

16 Sep 21

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: BICC DESIGNATION

Ref: (a) CNAF-M 3710.7
(b) NAVMC 3500.11
(c) A1-V22AB-NFM-000

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby designated as a Basic Instructor Crew Chief.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
NATOPS
Logbook entry
M-SHARP



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR TRAINING SQUADRON 204
MARINE AIRCRAFT GROUP 26
2D MARINE AIRCRAFT WING
PSC BOX 21018
JACKSONVILLE, NC 28545-1018

IN REPLY REFER TO:
3710
DSSN
5 Dec 19

From: Commanding Officer, Marine Medium Tiltrotor Training Squadron 204
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: DESIGNATION

Ref: (a) CNAF M-3710.7
(b) NAVMC 3500.11E
(c) A1-V22AB-NFM-000

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby designated as a Crew Chief.
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
Logbook entry

NAME (Last, First, Middle Initial)

DoD ID Number

(b)(3), (b)(6), (b)(7)c



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
3710
DSSN
16 Jul 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: NIGHT SYSTEMS LOW ALTITUDE TACTICS QUALIFICATION

Ref: (a) CNAF-M 3710.7
(b) NAVMC 3500.11E

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems Low Altitude Tactics qualified.
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
DSSN



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING, FMF
POSTAL SERVICE CENTER BOX 21016
JACKSONVILLE, NC 28545-1016

IN REPLY REFER TO:
3710
DSSN
24 Apr 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: NIGHT SYSTEMS QUALIFICATION

Ref: (a) CNAF-M 3710.7
(b) NAVMC 3500.11

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems qualified.
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
Logbook entry
NATOPS



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING
POSTAL SERVICE CENTER BOX 21015
JACKSONVILLE, NC 28545-1015

IN REPLY REFER TO:
3710
DSSN
24 Apr 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: M240D QUALIFICATION

Ref: (a) MCO P3500.14
(b) NAVMC 3500.11

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby M240D qualified.
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
DSSN



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING
POSTAL SERVICE CENTER BOX 21015
JACKSONVILLE, NC 28545-1015

IN REPLY REFER TO:
3710
DSSN
24 Apr 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: NIGHT SYSTEMS TAIL GUN QUALIFICATION

Ref: (a) MCO P3500.14
(b) NAVMC 3500.11E

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems Tail Gun qualified.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
DSSN



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING
POSTAL SERVICE CENTER BOX 21015
JACKSONVILLE, NC 28545-1015

IN REPLY REFER TO:
3710
DSSN
21 Apr 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: DAY TAIL GUN QUALIFICATION

Ref: (a) CNAF-M 3710.7
(b) NAVMC 3500.11

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Day Tail Gun qualified.
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
NATOPS



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING
POSTAL SERVICE CENTER BOX 21015
JACKSONVILLE, NC 28545-1015

IN REPLY REFER TO:
3710
DSSN
2 Apr 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: NIGHT SYSTEMS HIGH LIGHT LEVEL QUALIFICATION

Ref: (a) CNAF-M 3710.7
(b) NAVMC 3500.11E

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Night Systems High Light Level Qualified.
2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
NATOPS



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 261
MARINE AIRCRAFT GROUP 26, 2D MARINE AIRCRAFT WING
PSC BOX 21015
JACKSONVILLE, NC 28545-1015

IN REPLY REFER TO:
3710
DSSN
19 Feb 20

From: Commanding Officer, Marine Medium Tiltrotor Squadron 261
To: Lance Corporal Jacob M. Moore 1548155734/6176 USMC

Subj: DAY LOW ALTITUDE TACTICS QUALIFICATION

Ref: (a) MCO P3500.14
(b) NAVMC 3500.11E

1. Per the references, and having demonstrated the knowledge, proficiency, and capabilities in the MV-22B tiltrotor, you are hereby Day Low Altitude Tactics qualified.

2. This letter will be maintained in your NATOPS Jacket until superseded or cancelled by subsequent correspondence.

(b)(3), (b)(6), (b)(7)c

Copy to:
Operations/APR
DSSN

CRM TRAINING & EVALUATION RECORD

CNAFINST 1542.7(Series)
2 MAY 2016

1. NAME (Last, first, middle initial):	2. RANK:	3. EDIPI NUMBER:
--	----------	------------------

Note: This form shall be permanently maintained in the NATOPS Flight Personnel Training/Qualification Jacket (Section II, Part C).

CRM IMM Instructor Course	4. Date: _____	5. Location: _____
---------------------------	----------------	--------------------

CRM FACILITATOR TRAINING

6. T/M AIRCRAFT	7. UNIT	8. DATE

GROUND TRAINING / FLIGHT EVALUATIONS

Note: Valid for 12 months from the last day of the month in which training/evaluation was completed.

Note: Renewal flight evaluations may be completed within 60 days preceding the expiration of the current qualification.

9. T/M AIRCRAFT	10. UNIT	11. GROUND / FLIGHT	12. INITIAL / RENEWAL	13. DATE COMPLETED	14. EXPIRATION DATE
MV22B	VMTT204	G	I	29 JUL 19	31 JUL 20
MV22	204	F	I	05 DEC 19	31 DEC 20
MV22B	261	G	R	24 JUL 20	31 JUL 21
MV-22B	261	G	R	4 JAN 21	31 JAN 22
MV-22B	261	F	R	5 JAN 21	31 JAN 22
MV-22B	261	G	R	4 JAN 22	31 JAN 23

EXTENSIONS

15. T/M AIRCRAFT	16. UNIT	17. GROUND / FLIGHT	18. AUTHORITY	19. EXPIRATION DATE

VMM-261 TRAINING ROSTER

Topic: CRM Awareness

Date: 1/11/22

Instructor: (b)(3), (b)(6), (b)(7)c

	Last Name, FI. MI.	Rank	Signature
1	(b)(3), (b)(6), (b)(7)c		
2	LOMKIEWICZ M.J.	CAPT	[Signature]
3	(b)(3), (b)(6), (b)(7)c		
4			
5			
6			
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12			
13			
14			
15			
16			
17	REYNOLDS, ROSS A	CAPT	[Signature]
18	(b)(3), (b)(6), (b)(7)c		
19			
20			
21			
22			
23			
24			
25			
26			
27			
28	MOORE, J.M.	COL	[Signature]
29	(b)(3), (b)(6), (b)(7)c		
30			
31			
32			
33			
34	Spezdy, James W	Aviator	[Signature]
35	(b)(3), (b)(6), (b)(7)c		
36			
37			
38			

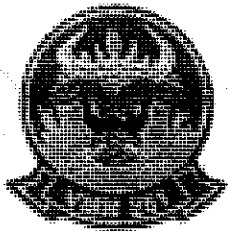
VMM-261 TRAINING ROSTER

Topic: CIRM Awareness

Date: 1/14/21

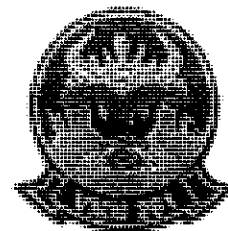
Instructor: (b)(3), (b)(6), (b)(7)c

	Last Name, FI, MI.	Rank	Signature
1	(b)(3), (b)(6), (b)(7)c		
2	TOAKLEY, M.J.	CAPT	[Signature]
3	(b)(3), (b)(6), (b)(7)c		
4			
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16			
17	KEYNOLDS, ROSS A	CAPT	[Signature]
18	(b)(3), (b)(6), (b)(7)c		
19			
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24			
25			
26			
27			
28	MIRRE, T.W.	Capt	[Signature]
29	(b)(3), (b)(6), (b)(7)c		
30			
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33			
34	Speedy, James W	Capt	[Signature]
35	(b)(3), (b)(6), (b)(7)c		
36			
37			
38			



VMM-261

2021 Back In The Saddle



Topic: CRM

Date: 04 JAN 2021

Instructor: (b)(3), (b)(6), (b)(7)c

	Last Name, FI. MI.	Rank	Signature
36	(b)(3), (b)(6), (b)(7)c		
37			
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47			
48			
49	MOORE, JAMES M	1 (a)	<i>[Signature]</i>
50	(b)(3), (b)(6), (b)(7)c		
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69			
70			

Instructor: (b)(3), (b)(6), (b)(7)c

[illegible]

CRM Initial/Refresher Course

Rank	Last Name	First Name	Middle Int.	Unit
(b)(3), (b)(6), (b)(7)c				VMMT-204
				VMMT-204
				Vmmt-204
LCpl	Moore	Jacob	M	VMMT-204
(b)(3), (b)(6), (b)(7)c				VMMT-204
				VMMT-204
				VMMT-204
				VmmT-204
29 July				
(b)(3), (b)(6), (b)(7)c				

CRM Training has been conducted IAW COMNAVAIRFOR Inst. 1542.7B
 Date: 29 July 2019 Signature: (b)(3), (b)(6), (b)(7)c

CRM-I

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IIIA - SCHOOL/COURSE ATTENDANCE RECORD

NAME (Last, First, Middle Initial)

DoD ID Number

MOORE, JACOB M

RECORD ALL SPECIALIZED, FORMAL AVIATION SCHOOLS, INCLUDING:

UNDERGRADUATE PILOT/NFO
FRS SYLLABI
FIRE FIGHTING

FASOTRAGRP SYLLABI
WEAPONS SYSTEMS
FRAMP

MAINTENANCE (3M) COURSES

[illegible]

PNAV 3760/32E (Rev 02/2017)

United States Marine Corps



*This is to certify that
LCpl Jacob Moore
has completed the*

Basic Instructor Training Course

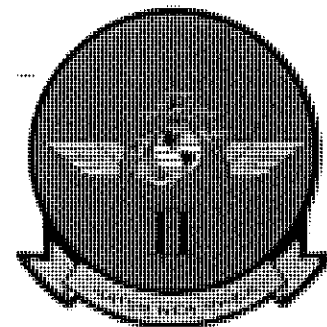
*at Marine Aviation Training Systems Site
New River, NC on this 17th day of Aug, 2020*



(b)(6), (b)(7)c

(b)(6), (b)(7)c

(Ret.) BITC/CRMI



NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET												
SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING												
NAME (Last, First, Middle Initial)									RANK/RATE		DoD ID Number	
MOORE, JACOB M									PFC		1548155734	
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		
Annual Aeromed Training	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
AAE (SEN/LAS/HYP/HF/INVR) Radios Other:	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
MV-22 EMERGENCY EGRESS	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
NITE Lab Training 100919 INDOC/REF Other: ANUS-9 System:	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
MV-22 EMERGENCY EGRESS	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
Annual Aeromed Training	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
AAE (SEN/LAS/HYP/HF/INVR) Radios Other:	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
2021 AEROMED	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
AEVEST Emergency Egress	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
TRAINING ACTIVITIES												
1. Pensacola, FL				4. Lemoore, CA				7. Patuxent River, MD				
2. Miramar, CA				5. Jacksonville, FL				8. Whidbey Island, WA				
3. Norfolk, VA				6. Cherry Point, NC				9. Other (List)				
10. Other Information												

OPNAV 3760/32F (REV 02/2017)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
340 HULSE ROAD
PENSACOLA FL 32508-1089

IN REPLY REFER TO
3760
9 Feb 2021

From: Officer in Charge, Naval Survival Training Institute

To: **LANCE CORPORAL JACOB MOORE**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) CNAF M-3710.7

1. In accordance with reference (a), **LANCE CORPORAL JACOB MOORE** has received **SURVIVAL SWIMMING** on **9 Feb 2021** at Aviation Survival Training Center **CHERRY POINT**.

2. **LANCE CORPORAL JACOB MOORE** received a grade of **Q**. All required modules were completed.

3. This qualification does not expire.

4. This qualification applies to the following aircrafts only:

Class 3: AH-1, H-3, H-46, H-53, H-60, H-72, H-92, OH-58C, TH-57, TH-73, UH-1, V-22

Aircrew Endurance Vest training consisted of an overview and in water familiarization of either the AE Vest or PRU-70 as applicable. In water familiarization included performing underwater problem solving, underwater egress, survival swimming, treading water, survival floating, life-preserver inflation, multi-place life raft boarding and helicopter rescue procedures. Subject named training specific to the AE Vest at Aviation Survival Training Center Cherry Point.

(b)(6), (b)(7)c

By direction

3710/5100

DSS

4 Jan 21

From: Aeromedical Safety Officer, Marine Aircraft Group 26
 To: VMM-261 Department of Safety and Standardization

Subj: AEROMEDICAL TRAINING

Ref: (a) CNAF M-3710.7
 (b) WgO 5100.29

1. The following personnel completed Annual Aeromedical training as required by reference (a) and (b). Topics include Sensory Problems / Situational Awareness, Aeromedical Aspects of Egress, LASER and LASER Eye Protection, Hypoxia, NVG Capabilities & Limitations, Human Factors & Stress in Aviation, and FAILSAFE Program.

	LAST	FULL FIRST	RANK	PLATFORM	SQUADRON
1	(b)(3), (b)(6), (b)(7)c			MV-22	Vmm-261
2				"	"
3					
4				"	"
5				"	"
6				V-22	261
7				V-22	261
8				MV-22	261
9				MV-22	261
10				"	"
11				"	"
12				MV-22	261
13				V-22	261
14				MV-22	VMM-261
15				MV-22	VMM-261
16				MV-22	VMM-261
17				MV-22	VMM-261
18				MV-22	VMM-261
19				MV-22	VMM-261
20				MV-22	VMM-261
21				MV-22	VMM-261
22				MV-22	VMM-261

/s/

(b)(3), (b)(6), (b)(7)c

Subj: AEROMEDICAL TRAINING (4 Jan 21)

	LAST	FULL FIRST	RANK	PLATFORM	SQUADRON
23	(b)(3), (b)(6), (b)(7)c			MV-22	VMM-261
24				MV-22	VMM-261
25				MV-22	VMM-261
26				MV-22	VMM-261
27				MV-22	VMM-261
28				MV-22	VMM-261
29				MV-22	VMM-261
30				MV-22	VMM-261
31				MV-22	VMM-261
32				MV-22	VMM-261
33				MV-22	VMM-261
34				MV-22	VMM-261
35				MV-22	VMM-261
36				MV-22	VMM-261
37				MV-22	VMM-261
38				MV-22	VMM-261
39				MV-22	VMM-261
40				MV-22	VMM-261
41				MV-22	VMM-261
42				MV-22	VMM-261
43				MV-22	VMM-261
44				MV-22	VMM-261
45				MV-22	VMM-261
46				MV-22	VMM-261
47				MV-22	VMM-261
48				MV-22	VMM-261
49				MV-22	VMM-261
50				MV-22	VMM-261
51				MV-22	VMM-261
52					
53					
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58					
59					
60					

/s/

(b)(3), (b)(6), (b)(7)c

Rank	Last Name	First Name	MI	EDIPI
(b)(3), (b)(6), (b)(7)c				
PFC	MOORE	JACOB	M	1548155734
(b)(3), (b)(6), (b)(7)c				

Egress

9/19/19

ENCLOSURE (10)

CENTER FOR SECURITY FORCES

Certificate of Completion

Survival, Evasion, Resistance, and Escape Course
A-2D-4635

Commanding Officer
Center for Security Forces

Takes pleasure in granting a certificate of completion to

PFC JACOB M MOORE

Given this 12th day of April 2019



(b)(6), (b)(7)c

(b)(6), (b)(7)c

USN

COMMANDING OFFICER
CENTER FOR SECURITY FORCES





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
19 Mar 2019

From: Officer in Charge, Naval Survival Training Institute

To: **PRIVATE FIRST CLASS JACOB MOORE**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) CNAF M-3710.7

1. In accordance with reference (a), **PRIVATE FIRST CLASS JACOB MOORE** has received **AC INDOC CLASS 3** on **18 Mar 2019** at Aviation Survival Training Center **PENSACOLA**.

2. **PRIVATE FIRST CLASS JACOB MOORE** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Mar 2023** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircrafts only:

Class 3: AH-1, H-3, H-46, H-53, H-60, H-72, H-92, OH-58C, TH-57, UH-1, V-22

(b)(6), (b)(7)c

By direction **PR1**

(b)(6), (b)(7)c

NAME (Last, First, Middle Initial)

DoD ID Number

MOORE, JACOB M.

OPEN BOOK

CLOSED BOOK

INSTRUMENT EXAM

COURSE RULES

OTHER EXAMS



SINE PERSPIRO

VMM-261 CREW CHIEF OPEN BOOK EXAM

Revised 03 Sep 19

Issued by (b)(3), (b)(6), (b)(7)c

Name: MOORE, JACOB

Date: 22-01-31

Score: 3.9

Graded By: (b)(3), (b)(6), (b)(7)c

1. The MV-22 is a multi-mission aircraft within many applications. These applications include the following:

- a. medium lift assault support
- b. Tactical Recovery of Aircraft and Personnel
- c. Emergency Evacuation
- d. Fleet Logistics support
- e. Logistics support ashore
- f. Long Range logistics support
- g. medical evacuation

2. The aircraft is a twin engine, twin propotor, high wing, twin tail design with retractable landing gear.

3. The wing has a 3.5-degree dihedral and a 6-degree forward sweep.

4. The MV-22 is powered by two 6150 shaft-horse-power Rolls Royce Corporation AE1107C - Liberty turboshaft engines which are housed in the wing tip nacelles.

5. Interconnect shafting maintains propotor synchronization and provides single engine power to both rotors in the event of an engine failure.

6. The maximum VTOL gross weight of the V-22 is 52,600 pounds at sea level; maximum Short Takeoff (STO) gross weight is 57,000 pounds; and maximum self-deploy gross weight is 60,500 pounds.

7. The nose to tail length of the V-22 is 57 ft 4 in.

The overall rotor tip to rotor tip width of the V-22, airplane mode, is 83 ft 10 in.

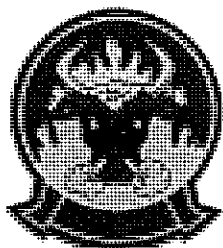
9. The Fuel Pump Metering Unit controls fuel flow and pressure in response to signals from the FADECs.

SINE PERSPIRO

VMM-261 CREW CHIEF CLOSED BOOK TEST

Rev 03 Sep 19

(b)(2)



SINE PERSPIRO VMM-261 CREW CHIEF OPEN BOOK EXAM

Revised 03 Sep 19

Issued by: (b)(3), (b)(6), (b)(7)c

Name: LCpl MOORE, JALOB

Date: 20/220

Score: 4.0

Graded By: (b)(3), (b)(6), (b)(7)c

Academic Integrity Statement

I will complete this examination with the aid of the NATOPS Flight Manual and associated checklists only and understand that failure to do so may result in disciplinary action under the UCMJ.

Signature

Current NATOPS Release Date: 1 AUGUST 2019

1. The MV-22 is a multi-mission aircraft within many applications. These applications include the following:

- a. Medium Lift Assault Support
- b. Tactical Recovery Of Aircraft and Personnel
- c. Emergency Evacuation
- d. Fleet Logistics support
- e. Logistics support ashore
- f. Long range logistics support
- g. Medical Evacuation

2. The aircraft is a twin engine, twin propeller, high wing, twin tail design with retractable landing gear.

The wing has a 3.5-degree dihedral and a 10-degree forward sweep.

SINE PERSPIRO

VMM-261 CREW CHIEF CLOSED BOOK TEST
Rev 03 Sep 19

(b)(2)

VMM-261 AIRCRAFT NATOPS EVALUATION FORM

Evaluatee CPL MOORE JACOB M
 Evaluatee SSN 154 8155734
 Instructor (b)(3), (b)(6), (b)(7)c
 Date of Flight 1 FEB 2022
 Total Hours 447.7
 Model Hours 447.7
 Flight Duration 3.3
 BuNo 168019
 Date of Last Evaluation 05 JAN 2021
 Expires 28 FEB 2023

Open Book Date and Grade 31 JAN 22: 3.9
 Closed Book Date and Grade 31 JAN 22: 4.0

Turn in completed ATF to 9-3 Pilot Training	<input checked="" type="checkbox"/>		
Correct TMR code entered into NALCOMIS	<input checked="" type="checkbox"/>		
Phase I Ground Evaluation	Q	CQ	U
Open/Closed Book	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Oral Exam	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase II Flight Evaluation			
1. Preflight:			
* a. Records check	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* b. Screen aircraft discrepancy book	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* c. Safety - aircraft pre-entry, covers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* d. Aircraft Servicing - Operational Requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* e. Demonstrate system knowledge, nomenclatures and theory of operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* f. Aircraft Inspection			
(1) IAW MRC's	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) IAW IETM's	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) APU start-up	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) Demonstrate CMS Knowledge	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* g. Aircrew brief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Passenger brief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Aircraft Configuration			
a. Cabin gear security	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cabin equipment			
(1) Fast-rope frame	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) Winch / hoist operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) External cargo hooks / pendants	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) Medical evacuations/litter stanchions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(5) Life raft	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(6) Fire bottle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Start/engage/postengagement			
* a. Crew positions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* b. Panel security	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Aircraft Taxi:	Q	CQ	U
a. Hand and arm signals Day/Night	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Aircraft walk-around	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* 5. Flight Evaluation:			
a. ICS proper terminology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Crew integration and situational awareness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Lookout Doctrine	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Personal flight equipment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* 6. Safety Regulations:			
a. Compliance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* 7. Emergency Procedures (critical area/sub area)			
a. Proficiency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Compliance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Flight Parameters			
a. Knowledge	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Alertness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* 9. Voice Procedures			
a. Clear and Concise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Standard/Common Terminology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* 10. Pilot/Co-Pilot Crew Coordination			
a. Situational awareness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Aircrew Coordination Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Special/other (comment required)			

Narrative of Flight

Strengths SEE NATOPS EVAL

Weaknesses SEE NATOPS EVAL

Notes N/A

NATOPS EVALUATION REPORT

1. NAME (Last, first, middle initial)		2. RANK:	3. EDIPI NUMBER:	4. DATE OF LAST EVALUATION:
MOORE, JACOB, M		CPL	1548155734	05 JAN 2021
5. UNIT:	6. CREW POSITION & QUALIFICATIONS:		7. HOURS IN MODEL:	8. DATE OF CHECK FLIGHT:
VMM-261	CREW CHIEF		447.7	01 FEB 2022
9. TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL:	11. AIRCRAFT BUNO:	12. FLIGHT DURATION:	13. EXPIRATION DATE:
447.7	MV-22B	168019	3.3	28 FEB 2023

NATOPS EVALUATION

14a. REQUIREMENT	14b. DATE COMPLETED	14c. GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	31 JAN 2022	3.9		
CLOSED BOOK EXAMINATION	31 JAN 2022	4.0		
ORAL EXAMINATION	31 JAN 2022	X		
EVALUATION FLIGHT	01 FEB 2022	X		

OVERALL FINAL GRADE: QUALIFIED

14d. REMARKS OF EVALUATOR:

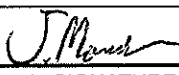
CPL MOORE flew his MV-22 NATOPS check ride IAW with CNAF 3710.7U, A1-V22AB-NFM-000, MCO P3500.34, and V-22 T&R. He was thoroughly prepared for the flight by ensuring that the aircraft was ready for the flight. CPL MOORE maintained high situational awareness throughout the flight, and used clear concise calls throughout. His above average crew coordination and CRM kept the pilots informed of the condition of the aircraft. SNM demonstrated adequate knowledge of the "Smoke and Fume Elimination" emergency procedure due to a simulated Smoke from Circuit Breaker Panel #1 in the cabin with no discrepancies noted. CPL MOORE is well qualified to be designated as a MV-22B crew chief.

Strengths: Crew coordination, CMS.

Weakness: None noted

Annual Egress was performed IAW CNAF M-3710.7 Series.

Annual CRM evaluation flight conducted IAW CNAFINST 1542.7C.

15a. PRINT NAME OF EVALUEE:	15b. RANK:	15c. DATE:	15d. SIGNATURE:
MOORE, JACOB M.	CPL	01 FEB 2022	
16a. PRINT NAME OF EVALUATOR:	16b. RANK:	16c. DATE:	16d. SIGNATURE:
(b)(3), (b)(6), (b)(7)c		01 FEB 2022	(b)(3), (b)(6), (b)(7)c

17. REMARKS OF UNIT COMMANDER:

18a. UNIT COMMANDER:	18b. RANK:	18c. DATE:	18d. SIGNATURE:
(b)(3), (b)(6), (b)(7)c		01 FEB 2022	(b)(3), (b)(6), (b)(7)c

AIRCREW EVALUATION FORM

Evaluator LCPL JACOB MOORE
 Evaluator DODID 1548155734
 Instructor (b)(3), (b)(6), (b)(7)c
 Date of Flight 05 JAN 21
 Total Hours 252.4
 Model Hours 252.4
 Flight Duration --- 3.5
 Buno 166484
 Date of Last Evaluation 05 DEC 2019
 Expires 05 JAN 2022

Open Book Date and Grade 20 DEC 20 / 4.0
 Closed Book Date and Grade 21 DEC 20 / 4.0

Turn in completed ATF to S-3 Pilot Training ☐
 Correct TMR code entered into NALCOMIS ☐

Phase I Ground Evaluation	Q	CQ	U
Open/Closed Book	[*]	[]	[]
Oral Exam	[*]	[]	[]

Phase II Flight Evaluation

1. Preflight:

* a. Records check	[*]	[]	[]
* b. Screen aircraft discrepancy book	[*]	[]	[]
* c. Safety - aircraft pre-entry, covers	[*]	[]	[]
* d. Aircraft Servicing - Operational Requirements	[*]	[]	[]
* e. Demonstrate system knowledge, nomenclatures and theory of operations	[*]	[]	[]
* f. Aircraft Inspection			
(1) IAW MRC's	[*]	[]	[]
(2) IAW IETM's	[*]	[]	[]
(3) APU start-up	[*]	[]	[]
(4) Demonstrate CMS Knowledge	[*]	[]	[]
* g. Aircrew brief	[*]	[]	[]
h. Passenger brief	[*]	[]	[]

2. Aircraft Configuration

* a. Cabin gear security	[*]	[]	[]
b. Cabin equipment			
(1) Fast-rope frame	[*]	[]	[]
(2) Winch / hoist operations	[*]	[]	[]
(3) External cargo hooks / pendants	[*]	[]	[]
(4) Medical evacuations/litter stanchions	[*]	[]	[]
(5) Life raft	[*]	[]	[]
(6) Fire bottle	[*]	[]	[]
* Start/engage/post engagement			
* a. Crew positions	[*]	[]	[]
* b. Panel security	[*]	[]	[]
c. Lost Comm hand signals	[*]	[]	[]

	Q	CQ	U
4. Aircraft Taxi:			
a. Hand and arm signals Day/Night	[*]	[]	[]
b. Aircraft walk-around	[*]	[]	[]
*5. Flight Evaluation:			
a. ICS proper terminology	[*]	[]	[]
b. Crew integration and situational awareness	[*]	[]	[]
c. Lookout Doctrine	[*]	[]	[]
d. Personal flight equipment	[*]	[]	[]
*6. Safety Regulations			
a. Compliance	[*]	[]	[]
*7. Emergency Procedures (critical area/sub area)			
a. Proficiency	[*]	[]	[]
b. Compliance	[*]	[]	[]
8. Flight Parameters			
a. Knowledge	[*]	[]	[]
b. Alertness	[*]	[]	[]
*9. Voice Procedures			
a. Clear and Concise			
b. Standard/Common Terminology	[*]	[]	[]
*10. Pilot/Co-Pilot Crew Coordination			
a. Situational Awareness	[*]	[]	[]
b. Aircrew Coordination Training	[*]	[]	[]
11. Special/other (comment required)	[*]	[]	[]

Narrative of Flight

Strengths See NATOPS write up.

Weaknesses See NATOPS write up.

Notes Refer to NATOPS evaluation report

ENCLOSURE

(10)

NATOPS EVALUATION REPORT

1. NAME (Last, first, middle initial)		2. RANK:	3. EDIPI NUMBER:	4. DATE OF LAST EVALUATION:
MOORE, JACOB, M		LCPL	1548155734	05 DEC 2019
5. UNIT:	6. CREW POSITION & QUALIFICATIONS:		7. HOURS IN MODEL:	8. DATE OF CHECK FLIGHT:
VMM-261	CREW CHIEF		252.4	05 JAN 2021
9. TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL:	11. AIRCRAFT BUNO:	12. FLIGHT DURATION:	13. EXPIRATION DATE:
252.4	MV-22B	166484	3.3	31 JAN 2022

NATOPS EVALUATION

14a. REQUIREMENT	14b. DATE COMPLETED	14c. GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	20 DEC 20	4.0		
CLOSED BOOK EXAMINATION	21 DEC 20	4.0		
ORAL EXAMINATION	05 JAN 21	Q		
EVALUATION FLIGHT	05 JAN 21	Q		

OVERALL FINAL GRADE: QUALIFIED

14d. REMARKS OF EVALUATOR:

LCPL MOORE flew his MV-22 NATOPS check ride IAW with CNAF 3710.7U, A1-V22AB-NFM-000, MCO P3500.34, and V-22 T&R. He was thoroughly prepared for the flight by ensuring that the aircraft was ready for the flight. LCPL MOORE maintained high situational awareness throughout the flight, and used clear concise calls throughout. His above average crew coordination and CRM kept the pilots informed of the condition of the aircraft. SNM demonstrated adequate knowledge of the "Smoke and Fume Elimination" emergency procedure due to a simulated Smoke from Circuit Breaker Panel #1 in the cabin with no discrepancies noted. LCPL MOORE is well qualified to be designated as a MV-22B crew chief.

Strengths: Crew coordination, CMS.

Weakness: None noted

Annual Egress was performed IAW CNAF M-3710.7 Series.

Annual CRM evaluation flight conducted IAW CNAFINST 1542.7C.

15a. PRINT NAME OF EVALUEE:	15b. RANK:	15c. DATE:	15d. SIGNATURE:
MOORE, JACOB, M	LCPL	05 JAN 21	<i>Jacob Moore</i>
16a. PRINT NAME OF EVALUATOR:	16b. RANK:	16c. DATE:	16d. SIGNATURE:
(b)(3), (b)(6), (b)(7)c		05 JAN 21	(b)(3), (b)(6), (b)(7)c

17. REMARKS OF UNIT COMMANDER:

18a. UNIT COMMANDER:	18b. RANK:	18c. DATE:	18d. SIGNATURE:
(b)(3), (b)(6), (b)(7)c		05 JAN 21	(b)(3), (b)(6), (b)(7)c

ENCLOSURE (10)

NAME MOORE, JACOB

FILE OR SERIAL NO. 1548155734

DESIGNATION: NO. USMC

DATE OCTOBER 2019

LOG NO. 1 FROM 1 OCTOBER 2019

TO _____

IF FOUND, PLEASE RETURN TO

CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT
WASHINGTON, D.C. 20350

OPNAV FORM 3760-31 REV. (4-65)

(e. g. instrument card, patrol plane commander, aircraft type, CarQual, etc.)
(To be signed by Commanding Officer or authorized deputy)

[illegible]

Make entries on lines, or in rubber stamp impressions anywhere on the page.

(To be signed by Commanding Officer or authorized deputy)

[illegible]

data entries on lines, or in rubber stamp impressions anywhere on the page.

ENCLOSURE

(To summarize flight data in this log and last months of previous log)

[illegible]

first year and item (e. g. model) on lines; transfer data from log)

[illegible]

ENCLOSURE

U - LF range	T - TACAN
O - OMNI	S - Simulated
R - Radar	J - Jet

DAY	AIRCRAFT		KIND OF FLIGHT CODE*	PILOT TIME			A/E COMB	LANDINGS			CATAPULT	STD INST. APPR. COMPLETED			REMARKS
	MODEL	SERIAL NUMBER		TOTAL PILOT TIME	FIRST PILOT	CO-PILOT		MARKER	FD	SEA/LAND		NO	TYPE	S	
1	MU22B	168019	1A1												1) 224226H160
8	MU220	168651	1A9												b)(3), (b)(6), (b)(7)
19	MU21B	168233	2J2												2) 3) 4) 5) 6) 7) 8) 9) 10) 11) 12) 13) 14) 15) 16) 17) 18) 19) 20) 21) 22) 23) 24) 25) 26) 27) 28) 29) 30)
TOTAL THIS PAGE															
BROUGHT FORWARD				447.7											
TOTAL TO DATE				455.3											
*See page 2 for codes.				TOTAL ACCUM. PILOT TIME	TOTALS, THIS FISCAL YEAR			TOTALS, THIS FISCAL YEAR			TOTALS, THIS FISCAL YEAR				

CERTIFIED A
CORRECT RECORD:

 Approved:

 C.O. or authorized deputy

Pilot

Pilot-time report submitted through last (or, -) day of this month; noted by _____

4 -LF range	T -TACAN
O -OMNI	S -Simulated
R -Radar	J -Jet

LANDINGS			CATAPULT	STD INST. APPR. COM- PLETED			REMARKS
WIND	SEA	SEA / LAND		NO.	TYPE	S	
							(3), (b)(6), (b)(7)(C) 2240
							(3), (b)(6), (b)(7)(C) 2240 2282
							11 Scott 2784 2785
							(3), (b)(6), (b)(7)(C) 2240 204
							(3), (b)(6), (b)(7)(C) 2040 2240
							(3), (b)(6), (b)(7)(C) 2040 2240
							(3), (b)(6), (b)(7)(C) 2282 2785
							(3), (b)(6), (b)(7)(C) 2240 2282
							(3), (b)(6), (b)(7)(C) 2040
				CERTIFIED A CORRECT RECORD:			Pilot
				Approved:			
AL YEAR				C.O. or authorized deputy			

Pilot-time report submitted through last (or,

Log Book for Cpl MOORE, JACOB 1/1/2019 - 3/31/2022

Generated on 04/28/2022 1018 UTC-04:00

Date Range Totals			Type	Hours					T&R						NAVFILR
TMS	Device			TPT	SCT	NIGHT	HLL	LLL	T&R 1	T&R 2	T&R 3	T&R 4	T&R 5	T&R 6	
Totals					486.1	182.0	72.6	95.5							
10/1/2019	MV-22B	168649	Aircraft		3.5				1080						V6Z81QK
10/2/2019	MV-22B	166384	Aircraft		1.5				1081						ZGOAVI2
10/4/2019	MV-22B	169317	Aircraft		1.5				1082						C12ZR2C
10/8/2019	MV-22B	168644	Aircraft		1.5				1083						NVM8TYV
10/10/2019	MV-22B	168648	Aircraft		1.5				1084						SMVTJ03
10/11/2019	MV-22B	168648	Aircraft		1.5				1085						B4KCFW
10/16/2019	MV-22B	168684	Aircraft		2	1.7			1240						8K1TCW5
10/21/2019	MV-22B	168646	Aircraft		1.5				1086						SO02PF1
10/22/2019	MV-22B	168295	Aircraft		2				1340						R1SIDYN
10/26/2019	MV-22B	166384	Aircraft		3.4				1341						E81CG08
10/27/2019	MV-22B	168649	Aircraft		3.5				1341						KMUD65M
10/30/2019	MV-22B	168651	Aircraft		3.5				1440						GSEGY3X
11/3/2019	MV-22B	168648	Aircraft		3.5	3.5	3.5		1640	1641					CPV77NK
11/5/2019	MV-22B	168329	Aircraft		2	2	2		1642						JUOKQ9
11/12/2019	MV-22B	168684	Aircraft		2				1340	1540					HY4Z7VL
11/15/2019	MV-22B	168684	Aircraft		2.5				1830	1831					OZ43SXL
11/19/2019	MV-22B	168647	Aircraft		2	2			1240						M9XNPWY
11/20/2019	MV-22B	168295	Aircraft		2.3	2.3			1240						ORX96NC
11/20/2019	MV-22B	168683	Aircraft		1.8	1.8			1240						EBAIUDB
11/22/2019	MV-22B	168683	Aircraft		3.5	0.5			1084	1240					PIKRRMQ
12/3/2019	MV-22B	168645	Aircraft		3.5				1840						4ZGZPV9
12/5/2019	MV-22B	167921	Aircraft		3				1841	6030	6033	6080			9RWFUZO
12/6/2019	MV-22B	168676	Aircraft		3.5				1083						J3FH6D6
12/9/2019	MV-22B	168688	Aircraft		4	4	4		1642						XU91XTB
12/11/2019	MV-22B	168650	Aircraft		3				1840						RZAZT77
1/24/2020	MV-22B	168351	Aircraft		0.4				6033						21AEA0H
1/30/2020	MV-22B	168231	Aircraft		2.3				6033	2240					KVW3KKE
2/3/2020	MV-22B	168351	Aircraft		0.5										HSSOMNK
2/4/2020	MV-22B	166724	Aircraft		3.5				2240						YORX78E
2/11/2020	MV-22B	168622	Aircraft		2.5				2640	2240					AVI2VTZ
2/14/2020	MV-22B	168019	Aircraft		0.5										S6AP3ST
2/19/2020	MV-22B	165956	Aircraft		3.5				2242	2641	2140				K9UPN8A
2/24/2020	MV-22B	165956	Aircraft		0.3										BT1XYG
2/25/2020	MV-22B	165956	Aircraft		0.5										FN8FBVE
2/25/2020	MV-22B	166484	Aircraft		0.5										Q8DFJRK
2/26/2020	MV-22B	168019	Aircraft		3.3				2242						XTEGSQ4
3/2/2020	MV-22B	168231	Aircraft		3				2282	6900					AQ7XT5W
3/3/2020	MV-22B	168351	Aircraft		0.1										N333D1U
3/6/2020	MV-22B	166724	Aircraft		1.7				2240	6033					ZIB9UJN
3/6/2020	MV-22B	168622	Aircraft		7.8				6033						XGTYLFG
3/9/2020	MV-22B	168622	Aircraft		0.3				4180	6033					MA9GVNK
3/9/2020	MV-22B	168231	Aircraft		3.5	2.5	1.7		2282	2340	4180	4181	6900		CA5Q3DU
3/11/2020	MV-22B	168351	Aircraft		0.4										OKKJEW
3/12/2020	MV-22B	166484	Aircraft		4.5				2242	2282	2641	4180			2C12IQG
3/15/2020	MV-22B	168231	Aircraft		7				2240						B2SQQFS
3/18/2020	MV-22B	168226	Aircraft		0.5										AXLAWA9
3/24/2020	MV-22B	168351	Aircraft		3.3				2242	2282	6033				IAMFZ46
4/2/2020	MV-22B	168622	Aircraft		3.5	3.5	3.5		2282	2341					X0WVLJO
4/4/2020	MV-22B	168351	Aircraft		3.5	3.5	3.5		2341	2642					2F5FHEP
4/7/2020	MV-22B	168231	Aircraft		3.5	3.5	3.5		2341	2642					JQDS4X1
4/9/2020	MV-22B	168228	Aircraft		1				6033						LOVCXOZ
4/14/2020	MV-22B	166724	Aircraft		1				2240						Z13QLBG
4/16/2020	MV-22B	165956	Aircraft		3.5	3.5		3.5	2380	2381					3PW9Z38
4/21/2020	MV-22B	166724	Aircraft		1.5				2541	2540	6150	6033	2240		OWANSNU
4/23/2020	MV-22B	168607	Aircraft		3.5	3.5		3.5	2383	2282	2382				E3DXPO8
4/24/2020	MV-22B	166724	Aircraft		3.5	3.5		3.5	2382	2383	2542	2543	6151		HJKH5PN
5/13/2020	MV-22B	168231	Aircraft		0.5				6033						PE7GM7X

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~[illegible]UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

4/24/2021	MV-22B	168673	Aircraft		5				2242	3040					45YF7QK
5/6/2021	MV-22B	168673	Aircraft		3.5				2242	3040	2282				DRIV8QC
5/7/2021	MV-22B	166687	Aircraft		4	4		4	3140	2381					ANW9X88
5/10/2021	MV-22B	168673	Aircraft		3.3	3.3		3.3	2383						ZC27GUK
5/11/2021	MV-22B	168228	Aircraft		3.3	3.3		3.3	2380	6033	2282				H93CYNB
5/18/2021	MV-22B	166687	Aircraft		0.3	0.3	0.3		2341						QWV4R85
5/24/2021	MV-22B	166687	Aircraft		3	3	3		2340						VC8NXE5
5/27/2021	MV-22B	166687	Aircraft		3.5	3.5	3.5		2782	2942					HZP68WX
6/1/2021	MV-22B	168673	Aircraft		3.7				4480	2242					ZXBHW18
6/15/2021	MV-22B	168228	Aircraft		3.5	3.5		3.5	2381						SHIQUPT
6/17/2021	MV-22B	167913	Aircraft		3.3	3.3	3.3		2341						G76WJNA
7/5/2021	MV-22B	166687	Aircraft		3	3		3	2383	2282	6900	6033			C714HX3
7/7/2021	MV-22B	168602	Aircraft		4	2		2	2240	2380					BH5QPLC
7/10/2021	MV-22B	168228	Aircraft		3.3	2.8		2.8	2381						TN79S5E
7/15/2021	MV-22B	168228	Aircraft		3.3	3.3	3.3		2282	2340					33V4LV7
7/22/2021	MV-22B	167913	Aircraft		4	4	3.3		2340						09QJGN9
7/26/2021	MV-22B	167913	Aircraft		4	2.4		1.5	2380						IWUCONU
8/7/2021	MV-22B	168228	Aircraft		6.5				2781	3040	3140	3340	2282		QFHDO0B
8/11/2021	MV-22B	167913	Aircraft		1.7	1.7		1.7	2282	2381					0SQ6Y2X
8/12/2021	MV-22B	167913	Aircraft		3.5	3.2	0.4	2.8	2282	2383					P2J7M4R
8/23/2021	MV-22B	168228	Aircraft		3.6	2	2		2341						53KMX78
8/30/2021	MV-22B	168228	Aircraft		3.7				2242						3HQ7ZIB
8/31/2021	MV-22B	168622	Aircraft		3.7				6350	2541	2242				7SMCMQE
9/6/2021	MV-22B	168622	Aircraft		3.5	3		3	2382	2383					13JUS1B
9/7/2021	MV-22B	168673	Aircraft		3.2	3.2	0.2	3	2383						QYV7KW
9/9/2021	MV-22B	168673	Aircraft		3.8	3.8	1	2							XNM33BH
9/15/2021	MV-22B	168602	Aircraft		3.5	3.5	3.1		2780	2782					6U0QC6T
9/16/2021	MV-22B	168602	Aircraft		3				4041	5040	2242				NW17USH
9/17/2021	MV-22B	167913	Aircraft		3.5	3.5	3.1		2341						01A0W6C
9/20/2021	MV-22B	168673	Aircraft		3.6	3.6	3		2782						4PFX9QX
9/23/2021	MV-22B	168622	Aircraft		3.4	3.4	2.8	0.6	2341	2383	2282				VEET43A
9/24/2021	MV-22B	167913	Aircraft		3.5				2242	2282					6USKY1M
10/27/2021	MV-22B	168305	Aircraft		3	3		3	2383	2643					A05LODJ
10/29/2021	MV-22B	166724	Aircraft		4	3		3	2381	2643					QRQ8ZEA
11/9/2021	MV-22B	166724	Aircraft		3.3				2242	2641					PS2W7FP
11/16/2021	MV-22B	166724	Aircraft		3.5				2780	2781	2784				7IRO9A6
11/23/2021	MV-22B	166724	Aircraft		3				2242						JDX2BJC
11/23/2021	MV-22B	166724	Aircraft		3.5				2240	2640					YSBAFYL
11/30/2021	MV-22B	166724	Aircraft		3.3				2840	2242	2541	2282			UGBDGP2
12/7/2021	MV-22B	166724	Aircraft		3.3				2240	4081					ZX8028F
1/6/2022	MV-22B	168330	Aircraft		4.4	4.4		4.4	2383	2643	2942				ES5IJK7
2/1/2022	MV-22B	168019	Aircraft		3.3				2242	2641	6030	6080	6033		5FNFDC5
2/8/2022	MV-22B	168651	Aircraft		3.3	3.3	3.3		2341	2642					QON9BSJ
2/19/2022	MV-22B	168233	Aircraft		1				2240	3040					STA2L7Z
3/1/2022	MV-22B	168305	Aircraft		2.8				2240						VGN2HVX
3/2/2022	MV-22B	166724	Aircraft		3.3				2240	2282	3040				3PZ1W0V
3/5/2022	MV-22B	168305	Aircraft		3.3				2784	2781					BRVMLFA
3/6/2022	MV-22B	166685	Aircraft		3.1				2240	3040					386E6ED
3/7/2022	MV-22B	168330	Aircraft		3.3				3040	2240	2282				EJBUQS4
3/9/2022	MV-22B	168330	Aircraft		2.8				2242	3040					D9XUMR3
3/10/2022	MV-22B	168305	Aircraft		2.3	2.3	2.3		2282	2782					J87UC5X
3/11/2022	MV-22B	168233	Aircraft		3.3	3.3	3.3		2340	2282	3040				M7XIHQU
3/16/2022	MV-22B	168305	Aircraft		3.3				3040						NFS5PL2
3/17/2022	MV-22B	168330	Aircraft		3.3				2242	2282	2641				NHQ5ZXJ

Career Totals		Hours				
	TMS	TPT	SCT	NIGHT	HLL	LLL
Totals	All		486.1	182.0	72.6	95.5
	MV-22B		486.1	182.0	72.6	95.5

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