UNITED STATES MARINE CORPS
3D MARINE AIRCRAFT WING
MARINE CORPS AIR STATION MIRAMAR
PO BOX 452038
SAN DIEGO CA 92145-2038

IN REPLY REFER TO:
5800
CG
JUL 14 2017

SECOND ENDORSEMENT on (b) (6), (b) (7)(C) ltr 5800 CI dtd 6 Jan 17

From: Commanding General
To: Files

Subj: COMMAND INVESTIGATION OF THE MARINE FIGHTER ATTACK SQUADRON 314 MISHAP THAT OCCURRED ON 9 NOVEMBER 2016

1. On 9 November 2016, in the vicinity of training area Papa 1, Whiskey Area 291, two F/A-18C aircraft from VMFA-314 collided while performing a training exercise. One aircraft was destroyed and the other landed successfully with significant damage to flight control surfaces. There were no significant injuries to personnel involved in the mishap.

2. The command investigation is in substantial compliance with the references and the findings of fact, opinions, and recommendations are approved as endorsed by the MAG-11 Commanding Officer.

3. The Mishap Flight Lead's lack of flight control during execution clearly demonstrates the importance of ensuring our instructor pilots have not only the requisite technical skills, but also the specific experience and training necessary to become effective instructors.

4. All parties involved in the recovery efforts following the mishap performed commendably in the ensuring the recovery of all aircrew without further incident.

(b) (6), (b) (7)(C)
M. R. WISE

Copy To:
CO, MAG-11
CO, VMFA-314

UNITED STATES MARINE CORPS
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
MARINE CORPS AIR STATION MIRAMAR
PO BOX 452039
SAN DIEGO, CA 92145-2039

IN REPLY REFER TO:
5800
CO
JUN 9 2017

FIRST ENDORSEMENT on (b) (6), (b) (7)(C) ltr 5800 CI dtd 6 Jan 17

From: Commanding Officer, Marine Aircraft Group 11
To: Commanding General, 3d Marine Aircraft Wing
Via: Staff Judge Advocate, 3d Marine Aircraft Wing

Subj: COMMAND INVESTIGATION OF THE MARINE FIGHTER ATTACK SQUADRON 314 MISHAP THAT OCCURRED ON 9 NOVEMBER 2016

Ref: (a) NAVMC 3500.50C FA-18 TRAINING AND READINESS MANUAL
(b) CNAF M-3710.7 NATOPS FLIGHT AND GENERAL OPERATING INSTURCTIONS
(c) F/A-18 Tactical Standard Operating Procedures revision 15

1. Readdressed and forwarded.

2. I have carefully reviewed the Investigating Officer's report and enclosures. I concur with the findings of fact, opinions, and recommendations, with the exception of: Opinions #2 and #3 as noted below. Even so, I concur that the mishap occurred while (b) (6), (b) (7)(C) and (b) (6), (b) (6), (b) (7)(C) were in the line of duty, not due to any misconduct.

3. Opinion #2. The MF was not scheduled, prepared for, or authorized appropriately. Neither the Mishap Squadron CO (MS CO) nor Mishap Flight Lead (MFL) properly identified the operational risk involved within the mishap sortie. Further, both the MS CO and MFL provided an insufficient level of supervision to mitigate that risk. The MS CO waived the Mishap Wingman's (b) (6), (b) (7)(C) two prerequisite sorties. While the F/A-18 Training and Readiness Manual (T&R) grants the squadron commander the authority to conduct some training sorties out of sequence, the T&R also issues a strong caution against exercising this authority, citing increased risk. At the time, the MS CO was trying to maximize the number of flights and skill repetitions for the MS's newest Category I (CAT I) pilot. However, his interpretation of the waiver authority in the T&R does not meet the intent of the T&R. I do not believe the MS CO's decision was negligent. Instead, I believe it was simply an error in judgement that contributed to the mishap.

4. The MFL identified an elevated level of risk for the mishap sortie, yet did not sufficiently mitigate that risk. There were a number of opportunities to place further controls on the sortie conduct, making the maneuvers more appropriate to the Mishap Wingman's proficiency level. Similar to the MS CO's decision, the MFL made errors of judgment that contributed to the mishap but these errors did not constitute negligence.

5. Opinion #3. The mishap flight was not appropriate to the proficiency and currency of the mishap wingman. The nonstandard start parameters for the High Aspect Basic Fighter Maneuvering (HABFM) set required a higher degree of proficiency and experience than (b) (6), (b) (7)(C) had on 9 November 2016. As noted above, the MS CO waived two prerequisite sorties. Additionally, AA2503 dictates a more controlled start than what was executed

during the mishap sortie. (b) (6), (b) (7)(C) simple presence in the flight did not sufficiently mitigate the overall risk. Instead, (b) (6), (b) (7)(C) needed to act, instituting additional appropriate controls, such as modifying the HABFM set start parameters. This same burden lay on each member of the MS who reviewed or approved that day's flight schedule.

6. For this collision to take place, both aircrew had to violate several ACM training rules (TRs) established in both CNAF M-3710.7 and the F/A-18 TACSOP. While both aircrew violated several TRs, they did not do so on purpose. An unusual merge geometry combined with an "up-sun" maneuver compounded by a lack of experience and proficiency led to a situation in which two aircrew had degraded awareness of the critical situation developing. These aircrew were overcome by the rapid onset of events presented to them within the 24 seconds of visual engagement prior to impact. (b) (6), (b) (7)(C) was overwhelmed by the dynamic series of challenges he faced and was unable to recognize the gravity of the situation, communicate his disorientation, or apply correct control inputs to lag his "up-sun" opponent. (b) (6), (b) (7)(C) also had over-estimated his opponent's situational awareness and, during an aggressive inverted maneuver, was unable to provide the required supervisory radio calls or control inputs to ensure a safe pass occurred.

7. This mishap brings into sharp focus the difference between currency and proficiency. Given sustained low flight hours across the F/A-18 community, our aircrew have a smaller scope of experience and significantly reduced tactical proficiency. The community will continue to operate under greater risk until both the frequency and quality of training sorties can increase. The question for us then becomes not "if" we can schedule a certain sortie, rather "should" we schedule that sortie.

8. Beyond the unfortunate circumstances that lead to the collision, all parties involved in the post mishap period performed admirably. The Mishap Squadron, Mishap Flight Lead, Mishap Wingman, Mishap Squadron Commanding Officer, and DEVIL 01 displayed exceptional examples of Crew Resource Management and military judgment. Only through each party's superb execution of mishap procedures and real-time innovation were both aircrew recovered rapidly without injury. Additionally, (b) (6), (b) (7)(C) displayed exceptional airmanship when he successfully landed MA2 after significant portions of its flight control surfaces were destroyed. Lastly, the actions of RAIDER 15's crew, HSC-4's H-60 crew, and the air traffic controllers on duty demonstrated a triumph in crisis and the value of our USMC-USN team.

9. I find no further investigation necessary and consider this investigation closed.

10. The point of contract for this command investigation is the MAG-11 Executive Officer, (b) (6), (b) (7)(C) who can be reached at (b) (6), (b) (7)(C).

(b) (6), (b) (7)(C)

W. H. SWAN

UNITED STATES MARINE CORPS
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
MARINE CORPS AIR STATION MIRAMAR
P.O. BOX 452039
SAN DIEGO, CA 92145-2039

5800
CI
6 Jan 17

From: [redacted] (b) (6), (b) (7)(C), (b) (6), (b) (7) 7523 USMC
To: Commanding Officer, Marine Aircraft Group 11

Subj: COMMAND INVESTIGATION OF THE MARINE FIGHTER ATTACK SQUADRON 314 MISHAP THAT OCCURRED ON 9 NOVEMBER 2016

Ref: (a) JAG Manual 5800.7F
(b) U.S. Code Title 10, subtitle A, Part IV, Chapter 134, Subchapter II, section 2255 (Aircraft Accident Investigation Boards)
(c) OPNAVIST 3750.6S (Naval Aviation Safety Program), 13 May 2014
(d) OPNAVIST 3710.7U (General Flight & Operating Instructions), 23 Nov 2014
(e) MCO 3500.50B (F/A-18 Training & Readiness Manual), 26 Jun 2012
(f) MAG-11 In-flight Guide, Sep 2013

Encl: (1) Appointing Order from CO, MAG-11 dtd 6 Dec 2016
(2) Flight Schedule of VMFA-314 dtd 9 Nov 2016
(3) Historical Weather Data for Papa 1-2 Training Areas dtd 9 Nov 2016
(4) MAG-11 FA-18 Risk Management Worksheet dtd 9 Nov 2016
(5) VMFA-314 Currency Tracker dtd 9 Nov 2016
(6) Medical Evaluation for Flying Duty of [redacted] (b) (6), (b) (7)(C) dtd 22 Mar 16
(7) Excerpts from NATOPS Flight Personnel Training/Qualifications Jacket for [redacted] (b) (6), (b) (7)(C)
(8) Medical Evaluation for Flying Duty of [redacted] (b) (6), (b) (7)(C) dtd 1 Nov 16
(9) Excerpts from NATOPS Flight Personnel Training/Qualifications Jacket for [redacted] (b) (6), (b) (7)(C)
(10) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(11) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(12) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(13) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(14) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(15) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(16) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(17) Statement of [redacted] (b) (6), (b) (7)(C) signed by witness
(18) Aircraft Discrepancy Book A-Sheet for F/A-18 163102
(19) Summary of Maintenance Actions for F/A-18 163102
(20) Aircraft Discrepancy Book A-Sheet for F/A-18 163137
(21) Summary of Maintenance Actions for F/A-18 163137
(22) Mishap Photos
(23) Mishap Flightpath Analysis Playback/Recreation
(24) Confirmation Brief for MAG-11 2016 Turkey Shoot

Preliminary Statement

1. This reports completion of the command investigation conducted in accordance with reference (1) into the circumstances surrounding the mishap of VMFA-314, F/A-18 163102 and 163137 which occurred on 9 November 2016 in

the vicinity of training area Papa 1, Whiskey Area 291. The directives stated in enclosure (1) were met.

2. The Investigating Officer (IO) collected all reasonably available evidence for this investigation, met each directive of the convening authority, and adhered to all governing regulations. Enclosures (2) through (23) contain factual material evidence pertinent to this investigation.

3. (b) (6), (b) (7)(C) [redacted] USMC, Deputy Staff Judge Advocate for 3d Marine Aircraft Wing (3d MAW) provided legal support.

4. Prior to questioning witnesses, the IO advised them of the purpose of the JAGMAN investigation and reasons for apparent duplication of effort with the Aircraft Mishap Board (AMB) pursuant to reference (c). All personnel from the effected command and witnesses cooperated fully with this investigation.

5. Enclosures (2) through (24) contain material pertinent to this investigation. I certify that all enclosures are original true copies or true and accurate copies of the original documents they represent.

6. In compliance with reference (b), the IO, (b) (6), (b) (7)(C) [redacted] USMC, is a designated Naval Aviator, is not from the mishap unit or a unit subordinate to the mishap unit and throughout the investigation consulted with multiple members of the armed forces who possessed knowledge and expertise relevant to the aviation mishap investigation.

7. Original items of evidence are in the custody of VMFA-314 AMB. Flight Recording data from KNITE-42 were used while conducting this investigation. Flight Recording data from KNITE-41 was unavailable due to the total destruction of the aircraft upon impacting the Pacific Ocean.

Findings of Fact

The Mishap Flight Lead, Pilot in Command, Mishap Aircraft 1

1. (b) (6), (b) (7)(C) [redacted] USMC, was the mishap pilot in command [refers to pilot of an individual aircraft pursuant to reference (d)] (MP1) of F/A-18 163102 on 9 Nov 2016. He served as the Section Lead for the Mishap Flight and successfully ejected as a result of this mishap. [Encl (10,11)]

2. (b) (6), (b) (7)(C) [redacted] is on active duty in the Regular Marine Corps, with an active duty base date of 27 Jul 2006. [Encl (7)]

3. (b) (6), (b) (7)(C) [redacted] completed his annual flight physical on 22 Mar 2016 which did not expire until April 30 2017. [Encl (6)]

a. (b) (6), (b) (7)(C) [redacted] was not under any aeromedical waivers at the time of the mishap.

b. (b) (6), (b) (7)(C) [redacted] has a current and valid "Up Chit" certifying his medical clearance for aviation duty.

c. (b) (6), (b) (7)(C) [redacted] was not prescribed any medication.

4. (b) (6), (b) (7)(C) [redacted] is current and had completed the annual Office of the Chief of Naval Operations Instruction (OPNAVINST) 3710.7U requirements on 22 Dec 2015. [Encl (7)]

5. (b) (6), (b) (7)(C) is current and had completed the Naval Aviation Survival Training Program (NASTP) refresher course at Naval Air Station (NAS) Whidbey Island, WA, on 11 Aug 2016 and received a 'Q' (qualified) on all required modules. [Encl (7)]

6. (b) (6), (b) (7)(C) is current and completed annual Operation Risk Management (ORM) and Crew Resource Management (CRM) on 3 Dec 2015 at MAG-11. [Encl (7)]

7. (b) (6), (b) (7)(C) is listed as NATOPS current and qualified with an expiration date of 31 Jan 2017.

a. (b) (6), (b) (7)(C) completed NATOPS ground school on 3 December 2015.

b. (b) (6), (b) (7)(C) completed his NATOPS Evaluation Check in an approved F/A-18 simulator on 22 Dec 2015.

c. (b) (6), (b) (7)(C) fully completed his annual MAG-11 NATOPS Closed Book exam, annual MAG-11 Open Book exam, and his annual MAG-11 NATOPS Immediate Action Exam on 21 Dec 2015.

8. (b) (6), (b) (7)(C) is instrument current and qualified with an expiration date of 31 Jan 2017. (b) (6), (b) (7)(C) logged 20.9 instrument flight hours in the 180 days prior to the mishap flight. [Encl (5,7)]

a. (b) (6), (b) (7)(C) completed Instrument Ground School on 2 Dec 2015.

b. (b) (6), (b) (7)(C) completed his Instrument Check in an approved F/A-18 simulator on 22 Dec 2015.

9. (b) (6), (b) (7)(C) is an F/A-18 Marine Fighter Attack Pilot with 1367.8 total flight hours, 785.5 flight hours in an F/A-18, 40.2 flight hours in the 90 days preceding the mishap flight, 28.7 flight hours in the preceding 60 days, and 15.2 flight hours in the preceding 30 days. [Encl (5)]

10. (b) (6), (b) (7)(C) is designated an F/A-18 Section Leader, Fighter Attack Instructor, Division Leader, Marine Division Tactics Instructor, Mission Commander, Low Altitude Tactics Instructor, Night Systems Instructor, Weapons and Tactics Instructor and Low Altitude Tactics Instructor Standardization Checker. [Encl (7)]

11. (b) (6), (b) (7)(C) last flight prior to the mishap flight was on 7 Nov 2016. (b) (6), (b) (7)(C) served as the flight lead for a section (a flight of two aircraft) which performed a mission of Red Air (simulating enemy aircraft). (b) (6), (b) (7)(C) Pilot in Command, Mishap Aircraft 2, was the pilot of the other aircraft. [Encl (10)]

The Mishap Flight Wing, Pilot in Command, Mishap Aircraft 2

12. (b) (6), (b) (7)(C) USMC, was the mishap pilot in command (MP2) of aircraft 163137 on 9 Nov 2016. He served as the Section Wingman and successfully recovered his aircraft at NAS North Island. [Encl (10,11)]

13. (b) (6), (b) (7)(C) is on active duty in the Regular Marine Corps, with an active duty base date of 27 Jan 3013. [Encl (9)]

14. (b) (6), (b) (7)(C) [redacted] completed his annual flight physical on 03 Aug 2016 which did not expire until 31 Aug 2017. He completed an administrative flight physical upon joining his unit on 1 Nov 2016. He indicates he is currently on a waiver as a result of surgery on his right knee. [Encl (8,11)]

a. (b) (6), (b) (7)(C) [redacted] is under an aeromedical waiver resulting from injury of his right knee at the time of the mishap.

b. (b) (6), (b) (7)(C) [redacted] has a current and valid "Up Chit" certifying his medical clearance for aviation duty.

c. (b) (6), (b) (7)(C) [redacted] was not prescribed any medication.

15. (b) (6), (b) (7)(C) [redacted] is current and had completed the annual Office of the Chief of Naval Operations Instruction (OPNAVINST) 3710.7U requirements on 22 Jan 2016. [Encl (9)]

16. (b) (6), (b) (7)(C) [redacted] is current and had completed the Naval Aviation Survival Training Program (NASTP) refresher course at NAS Pensacola, FL, on 5 Feb 2014 and received a 'Q' (qualified) on all required modules. [Encl (9)]

17. (b) (6), (b) (7)(C) [redacted] is current and completed annual Operation Risk Management (ORM) and Crew Resource Management (CRM) on 3 Dec 2015 at MAG-11. [Encl (9)]

18. (b) (6), (b) (7)(C) [redacted] is listed as NATOPS current and qualified with an expiration date of 31 Jan 2017. [Encl (9)]

a. (b) (6), (b) (7)(C) [redacted] completed NATOPS ground school on 3 Dec 2015.

b. (b) (6), (b) (7)(C) [redacted] completed his NATOPS Evaluation Check in an approved F/A-18 simulator on 22 Jan 2016.

c. (b) (6), (b) (7)(C) [redacted] fully completed his annual MAG-11 NATOPS Closed Book exam, and his annual MAG-11 Open Book exam on 24 Nov 2015. He completed his annual MAG-11 NATOPS Immediate Action Exam on 5 Jan 2016.

19. (b) (6), (b) (7)(C) [redacted] is instrument current and qualified with an expiration date of 31 Dec 2016. (b) (6), (b) (7)(C) [redacted] logged 9.7 instrument flight hours in the 180 days prior to the mishap flight. [Encl (5, 9)]

a. (b) (6), (b) (7)(C) [redacted] completed Instrument Ground School on 2 Dec 2015.

b. (b) (6), (b) (7)(C) [redacted] completed his Instrument Check in an approved F/A-18 simulator on 15 Dec 2015.

20. (b) (6), (b) (7)(C) [redacted] is an F/A-18 Marine Fighter Attack Pilot with 333.2 total flight hours, 114.0 flight hours in an F/A-18, 13.1 flight hours in the 90 days preceding the mishap flight, 3.1 flight hours in the preceding 60 days, and 3.1 flight hours in the preceding 30 days. [Encl (5)]

21. (b) (6), (b) (7)(C) [redacted] joined VMFA-314 on 1 Nov 2016 after completing Transition Training at the Fleet Replacement Squadron (FRS), VMFAT-101, and

is currently completing training events in the Core Skill Phase (2000 level) of the Training and Requirements Program. [Encl (9)]

22. (b) (6), (b) (7)(C) [redacted] last flight prior to the mishap flight was on 7 Nov 2016. (b) (6), (b) (7)(C) [redacted] served as the wingman for a section which performed a mission of Red Air. (b) (6), (b) (7)(C) Pilot in Command, Mishap Aircraft 1, was the pilot of the other aircraft. [Encl (10)]

Mishap Aircraft 1

23. Mishap Aircraft 1 (MA1), 163102, was an F/A-18A++, side number 10, and was assigned call sign KNITE 41 at the time of the mishap. [Encl (2, 18)]

24. The last time MA1 completed a depot level Planned Maintenance Induction (PMI) event was on 20 May 2015. [Encl (19)]

25. MA1 had 8,159.1 total flight hours at takeoff for the mishap flight. [Encl (18)]

26. MA1 was flown 63.8 hours in the previous 90 days prior to the mishap. [Encl (19)]

27. The last phase inspection on MA1, a Phase "C" inspection began on 24 Aug 2015, and was completed on 05 Oct 2015. [Encl (19)]

28. The last Functional Check Flight (FCF) of MA1 was conducted on 26 Aug 2016 for the purpose of acceptance by the MS. This also served as the annual FCF. [Encl (19)]

29. There were no uncompleted maintenance actions relative to the windscreen at takeoff for the mishap flight. [Encl (19)]

30. There were no uncompleted maintenance actions relative to the radar at takeoff for the mishap flight. [Encl (19)]

31. (b) (6), (b) (7)(C) [redacted] was the previous pilot flying MA1 and completed a hot-seat (turnover of the aircraft with engines operating) with MP1. (b) (6), (b) (b) (6), indicated the aircraft was in an "UP" status and safe to fly at the completion of his flight. [Encl (18)]

Mishap Aircraft 2

32. Mishap Aircraft 2 (MA2), 163137, was an F/A-18A++, side number 09, and was assigned call sign KNITE 42 at the time of the mishap. [Encl (2, 20)]

33. The last time MA2 completed a depot level Planned Maintenance Induction (PMI) event was on 30 Jun 2014. [Encl (21)]

34. MA2 had 9,903.8 total flight hours at takeoff for the mishap flight. [Encl (20)]

35. MA2 was flown 48.9 hours in the previous 90 days prior to the mishap. [Encl (21)]

36. The last phase inspection on MA2, a Phase inspection began on 05 Apr 2016, and was completed on 21 Apr 2016. [Encl (21)]

37. The last FCF of MA2 was conducted on 27 Jul 2016 due to replacing the left and right stabilator servos. [Encl (21)]

38. There were no uncompleted maintenance actions relative to the windscreen at takeoff for the mishap flight. [Encl (21)]

39. There were no uncompleted maintenance actions relative to the radar at takeoff for the mishap flight. [Encl (21)]

40. (b) (6), (b) (7)(C) was the previous pilot flying MA2 and completed a hot-seat with MP2. (b) (6), (b) (7)(C) indicated the aircraft was in an "UP" status and safe to fly at the completion of his flight. [Encl (20)]

The Events and Timeline of the Mishap

41. On 4 Nov 2016, MP1 and MP2 along with other members of VMFA-314 and MAG-11 participated in the MAG-11 Turkey Shoot 2016 In-brief in the MAG-11 Auditorium. [Encl (10,11)]

42. The MAG-11 Turkey Shoot 2016 was an exercise which allowed MAG-11 squadrons to compete for points based on performance. The exercise consisted of two phases, a Flight Phase and a Field Meet. The Flight Phase included three events, a Division Offensive Counter Air flight, a Division Defensive Counter Air flight, and a Basic Fighter Maneuvers (BFM) Derby. The BFM Derby was to consist of two phases, a "Young Guns" flight and an "Old Hands" flight. Emphasis was placed on demonstrating flight leadership and tactical proficiency by all participating members in each phase of the competition. The MF was briefed to be conducted as the "Old Hands" event, allowing more experienced members of the competing squadrons to train against each other. Specifically, the brief encouraged the competing squadrons to compose their sections to include graduates from the services' weapons schools, both Top Gun and Marine Air Weapons and Tactics Instructor school. [Encl (24)]

43. On 8 Nov 2016, VMFA-314, the Mishap Squadron (MS), published a flight schedule constituting legal orders for members of MS on 9 Nov 2016. The schedule was authorized and signed by the MS Commanding Officer, (b) (6), (b) (7) (b) (6), (b) (7)(C) [Encl(2)]

44. The flight schedule assigned MP1 and MP2 to a mission of Air to Air (AA) 2503 with VMFA-232 providing a flight of 2 aircraft to serve as the Red Air. MP1 and MP2 discussed the planned flight on 8 Nov 2016 with MP1 providing instruction and emphasis to MP2 regarding particular items to study before the flight. [Encl (2,10,11)]

45. AA-2503 mission code in the F/A-18 Training and Readiness Manual (T&R), MCO 3500.50B, calls for prerequisite academic preparation and three unique flight events, a single aircraft dynamic flight (FAM-2102), an Offensive Perch Basic Fighter Maneuvers (BFM) flight (AA-2501), and a Defensive Perch BFM flight (AA-2502). [Ref (e)]

46. MP2 had completed FAM-2102 in the week preceding the MF, and MS CO, LtCol Byrum was aware of the incomplete prerequisite flights per the T&R. The T&R states "Commanding officers may waive this requirement so long as the proper oversight is present in the maneuvering section (e.g. the element lead is an FAI, WTI, SFTI or MDTC grad pilot). MP1 graduated from the Weapons and Tactics Instructor course in October 2016. MS CO indicated that by assigning MP1 to serve as the FL for the MF, proper oversight of MP2 was established,

thus negating the lack of completed prerequisite syllabus events. [Ref (e), Encl (12)]

47. An Operational Risk Management Worksheet for the 9 Nov 2016 schedule was completed on 8 Nov 2016 which noted a risk level of Low for most items regarding event 2. Risk level for event 2 was assessed Medium for Human Factors and CO minimum risk level. Notes indicate a risk level of Medium for CO minimum risk level equates to a potential hazard severity of moderate: these operations require attention of the flight lead. [Encl (4)]

48. A thorough and professional mass brief was conducted at 0715 on 9 Nov 2016 by (b) (6), (b) (7)(C) [redacted] in the ready room of VMFA-232. At the conclusion of the Mass Brief, MP1 and MP2 conducted an element brief in MS spaces and all required brief items were discussed including Flight Admin, Tactical Admin, Training Rules, and Tactics. The MF was to include BFM. [Encl (10,11)]

49. The MS flight schedule called for the MF to execute BFM versus members of VMFA-232 interspersed with Aerial Refueling (AR) events. An aircraft from VMGR-352, using call sign RAIDER 15 was assigned to provide fuel in the AR events. [Encl (2)]

50. Following a hot-seat for each MA and minor troubleshooting for MA2, MF was informed of a change in status of assigned aircraft from VMFA-232. This contingency was allowed for, with MP1 and MP2 acknowledging the plan allowing for MP1 and MP2 to conduct BFM against each other prior to MP1 conducting BFM with a single aircraft from VMFA-232. [Encl (10,11)]

51. The weather in the local operating area was clear skies and constituted Visual Meteorological Conditions for the duration of the event. Winds were generally westerly with surface winds less than 15 knots. [Encl (3)]

52. MF launched from Marine Corps Air Station (MCAS) Miramar at 1911Z using a Section Go (a simultaneous formation takeoff). The departure and rendezvous with Raider 15 were conducted as briefed and uneventful. [Encl (10,11,23)]

53. Following the first planned AR, MP1 directed MP2 to separate and proceed to the briefed starting point for the first BFM event. MP2 proceeded to a point approximately 20 nautical miles (NM) East-Southeast (ESE) of the starting point of MP1. Using the briefed separation directions MP1 and MP2 steered their aircraft towards the center portion of the Papa 1 training area in the W-291. The Aircraft entered a wide merge, approximately 1.2 NM of lateral separation at 19:42:13Z. [Encl (10,11,23)]

54. Following the merge, MP1 entered a near-pure nose high maneuver through approximately 135 degrees of vertical maneuvering. [Encl (10,11,23)]

55. Following the merge, MP2 entered a high G (forces measured on an aircraft during angular acceleration) level turn peaking at 6.4, and capturing an airspeed of 350 knots. After 105 degrees of turn, MP2 reoriented MA2 to complete a second merge with a low to high aspect, achieving 55 degrees nose high while in a slight left wing down attitude. MP2 indicated he was able to maintain sight of MA1 for the entire duration of the fight but professed difficulty in recognizing energy state and most likely flight path. [Encl (10,11,23)]

56. While inverted and with sight of MA2, MP1 assessed the energy state and anticipated flight path of MA2 and concluded the possibility of colliding with MA2 was high. MP1 attempted to roll his aircraft to an upright position in order to avoid a collision. There was no attempt to vocalize directive actions to deconflict flight paths or communicate intent by either pilot. [Encl (10,23)]

56. Approaching the second merge, MP2 concluded a collision was likely and attempted to avoid MA1 by performing a nose low maneuver with the control stick. MP1 achieved an Angle of Attack (AoA) of -6.9 alpha and -1.4 'G'. [Encl (10,11 23)]

57. At 19:42:30Z MA1 and MA2 collided with the right wing of MA1 striking the left wing of MA2. Each aircraft was significantly damaged with portions of the aircraft removed by the collision. [Encl (23)]

58. MP1 rolled his aircraft to an upright flight path angle following the collision but observed the aircraft to be afire and beginning to corkscrew to the right uncontrollably. He initiated ejection at approximately 19:43:30 while the aircraft was at 189 knots and approximately 19,000' feet of altitude. [Encl (10)]

59. MA1 was observed to be on fire and descending by MP2. It impacted the Pacific Ocean at approximately 19:44:31Z at a position apprimately N 31° 54' 54" W 117° 18' 59". [Encl (23)]

60. MP2 recovered his aircraft to an upright position and began a slow left hand turn through north while assessing his aircraft for airworthiness. [Encl (11,22)]

61. MP1 impacted the water and entered his raft. RAIDER 15 acted as the On-Scene Commander and coordinated rescue efforts by an H-60 helicopter from HSC-4, embarked on the USS Carl Vinson. MP1 was rescued from the Pacific Ocean at approximately 20:30:00Z and transported directly to Scripps La Jolla Hospital for evaluation and medical care. MP1 suffered a light laceration to the head as a result of the ejection. [Encl (10)]

62. MP2 proceeded north to recover on runway 36 at NAS North Island. MP2 executed controllability checks with the assistance of MS CO via radio in accordance with NATOPS. MP1 was joined in-flight by DEVIL 01 to act as a wingman and provide visual inspection. [Encl (10)]

63. MP2 executed an arrested landing on Runway 36 of NAS North Island at approximately 190 knots touchdown speed and in a half-flap configuration. [Encl (10)

64. Post landing inspection of MA2 shows extensive damage to the left wing, with significant portions of the outer wing missing. The wing is severed at a diagonal angle of approximately 80 degrees with the damage beginning at the forward hinge point of the wing and terminating at a point approximately two thirds the length of the aileron down the wing. The left stabilator also has extensive damage and is partially missing. [Encl (22)]

Opinions

1. This mishap occurred as a result of two pilots failing to recognize signs of intersecting flight paths early enough to deconflict safely. Both pilots recognized the potential for collision and attempted to take corrective actions but these actions were ineffective and enacted too late to prevent the collision. [FF (52-55)]

2. The MF was appropriately scheduled, prepared for, and authorized. Proper attention was paid to the operational risk involved and the supervision of the preparations was both adequate and appropriate. [FF (41-49)]

3. In this case, the MS was scheduling and executing training appropriate to the proficiency and currency of its members, and while (b) (6), (b) (7)(C) [redacted] (b) (6), (b) was inexperienced and very new to the squadron, the training flight as scheduled, briefed, and initially flown was appropriate. The inexperience of (b) (6), (b) (7)(C) [redacted] was matched to the advanced qualifications and greater experience of his flight lead in this particular flight. [FF (3-11,14-22)]

4. Basic Fighter Maneuvers are some of the highest risk flying and training events any pilot participates in. Training rules and other planning and briefing measures are in place to minimize and manage the risk associated with that high risk training. This mishap occurred despite those training rules being in place but not due to any deliberate action or negligence by the mishap aircrew or MS.

5. In the event of any mishap, certain equipment and certain type of aircraft and units are put to use to minimize the effect the mishap has on the parties involved. In this case, the required equipment was in-place, serviceable, and appropriately employed to allow the safe recovery of both mishap pilots. The responding units which provided direct support and assistance to the mishap aircrew did so appropriately and professionally.

6. The MS reacted appropriately and effectively in executing their post-mishap plan. The proper individuals were tasked in a timely fashion and with adequate instruction to ensure the preservation of life and property and to facilitate the execution of proper notification of the chain of command and the family members of the involved aircrew.

Recommendations

1. It is recommended that the MS brief the adjacent units of the details of the mishap to include mishap aircrew background, actions of the aircrew before, during, and after the incident and the effectiveness of pre-mishap preparations.

2. The HUD video from KNITE 42 should be shown to appropriate aircrew audiences to emphasize the importance of early recognition of aircraft energy state and flight path angle during dynamic maneuvering. An emphasis on directive communication to reinforce flight path deconfliction should be made.

3. The post-mishap actions taken by the involved parties should be separately documented and presented as a case study in effective communication and optimum response in the event of a similar mishap in the future. The lessons learned here should be passed on to all Marine flying

squadrons to demonstrate that good planning for the worst case scenario can minimize the effect on both the individuals and the unit involved in the mishap.

(b) (6), (b) (7)(C)

[redacted]

UNITED STATES MARINE CORPS
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
MARINE CORPS AIR STATION MIRAMAR
PO BOX 452039
SAN DIEGO, CA 92145-2039

5800
CO
DEC 6 2016

From: Commanding Officer, Marine Aircraft Group 11
To: (b) (6), (b) (7)(C) [redacted] 7523 USMC

Subj: COMMAND INVESTIGATION OF THE MARINE FIGHTER ATTACK SQUADRON 314 MISHAP THAT OCCURRED ON 9 NOVEMBER 2016

Ref: (a) JAGMAN Chapter II

1. This appoints you, per the reference, to inquire into the facts and circumstances surrounding the mishap that occurred on 9 November 2016.

2. Investigate the cause of the mishap, resulting injuries and damages, and any fault, neglect, or responsibility therefore, and recommend appropriate administrative or disciplinary action. Report your findings of fact, opinions, and recommendations in letter form by 6 January 2017, unless an extension of time is granted. If you have not previously done so, read Chapter II of the reference in its entirety before beginning your investigation.

3. You may seek legal advice from the 3d Marine Aircraft Wing, Staff Judge Advocate during the course of your investigation.

4. The point of contact for this matter is the Adjutant, (b) (6), (b) (7)(C) [redacted] (b) (6), (b) [redacted] at (b) (6), (b) (7)(C) [redacted].

(b) (6), (b) (7)(C) [redacted]
W. H. SWAN

ENCLOSURE (1)

Marine Fighter Attack Squadron 314

Marine Aircraft Group 11, 3rd Marine Aircraft Wing
P.O. Box 452041
MCAS Miramar, San Diego, CA 92145-2041

Wednesday, November 9, 2016

Julian: 6314

Hours	Projected	Actual As of 0800 8 Nov
Monthly:	261.5	42.7
Quarterly:	756.4	237.6
Fiscal Year:	3200.0	237.6
Today:	4 / 4.6	

Sorties	Projected	Actual As of 0800 8 Nov
Monthly:	192	32

Airfield Hours

KNKX: 0730-2400 PST (Z-8)

Quiet Hours

None

Environmental Data

Sunrise / Sunset:	0614 / 1651
Moonrise / Moonset:	1349 / 0040
BENT / Illum:	1746 / 62%
LLL Period:	0013-0506

ODO

0715-1000 [redacted]
1000-LPOD

Duties

SDO: [redacted]
ASDO:
DNCO:
ADNCO:

PMCF

AM [redacted]
PM

THIS FLIGHT SCHEDULE CONSTITUTES OFFICIAL ORDERS

Evt	Brief T/O Land	Callsign		Pilot	FPC	Mission	T&R	Route Ranges	Fuel	Ordnance	Tac Flt Notes MSN #
1-1	0715	KNITE	31	* [redacted]	1A6	AA	2503	T-01R/T-03	HP/HS	A*,B*,C*,D*,E*	19
1-2	0850		32				2503	P-1/2, MISR-1E (0850-1000)		A*,B*,C*,D*,E*	1,2
	1000										
2-1	0715	KNITE	41	* [redacted]	1A6	AA	2503	T-01R/T-03	T	A*,B*,C*,D*,E*	19
2-2	1055		42				2503	P-1/2, MISR-1E (1050-1230)		A*,B*,C*,D*,E*	1,2
	1200										

Legend: * Section Leader ** Division Leader + Mission Commander @ Evaluated Sortie T = Truck Fuel HP = Hot Pits HS = Hot Seat LINE = Line Shutdown

Flight Notes:

1. Red Air provided by VMFA-232. Coordination brief in VMFA-232 spaces.
2. Remove external fuel tanks from all flyable aircraft.

General Notes:

1. This flight schedule requires a (2) jet flow.
2. All times are Local (Z-8) unless otherwise indicated. "U" time zone.
3. Unless otherwise indicated, all flights originate from and land at KNKX.

Ordnance Notes:

A:	CATM-9	E:	TCTS POD	I:	Sim GBU-38	M:	Sim MK-83
B:	LPOD	F:	CATM-120	J:	LUU-2	N:	250x20mm TP
C:	30xChaff	G:	Sim GBU-12	K:	AIM-9M	O:	250x20mm HEI
D:	30xFlare	H:	GBU-12 Inert	L:	AIM-7	*	Required

Tactical Frequencies:

CH 20 [redacted]
Tac 19
Tac 18
Tac 17

Simulators:

Time (Brief)	Simulator	Event	Pilot	Monitor
1030-1200 (1000)	AFT 3	6101,6102	[redacted]	[redacted]

Meetings & Academic Events:

Time	Location	Description	Personnel
0700-0715	Maintenance Control	Maintenance Meeting	All Required
0730-0800	Flight Line	FOD Walk	All Available
0800-0815	Hangar	Hangar Clean-up	All Required
1400-1600	Hard Rock Cafe	Birthday Ball Practice	All Required
1600	Snake Pit	Turkey Shoot Awards	All Pilots
1800-2000	Tiffany's Nail Salon-Mira Mesa	Lady Knights Spa Night	All Interested

Questions of the Day:

NATOPS QOD:	The Air Turbine Starter shaft may shear if the engine crank switch is activated above what RPM?
TACTICAL QOD:	What are the tenets of controlling merges in HABFM?
EP QOD:	Ditching
THREAT QOD:	MiG-17
HISTORICAL QOD:	What fighter replaced the Corsair in 1952?

Officer Leave / TAD: [redacted]

[redacted]

Commanding

ENCLOSURE (2)

MISHAP INFO:

VMFA-314

KNITE 41/42
F-18
AIRCRAFT MISHAP @
XXXXL/XXXZ

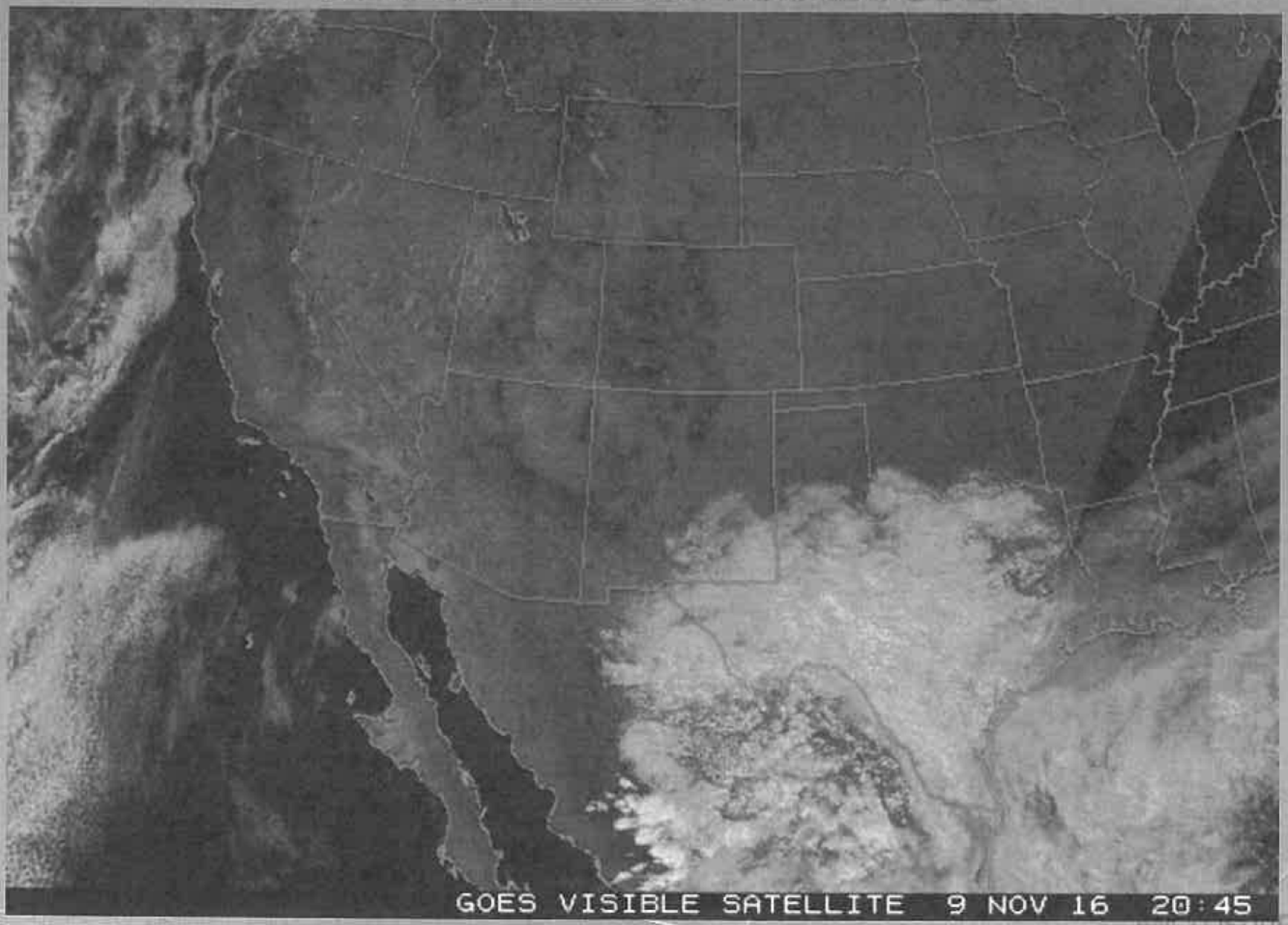
ENCLOSURE (3)

Aircraft Mishap Package Checklist

- ❑ Immediately take a Special Observation to annotate that there has been an aircraft mishap. "ACFT MSHP" shall be placed in remarks; report not transmitted.
- ❑ Call (b) (6), (b) (7)(C) [redacted] if no answer call (b) (6), (b) (7)(C) [redacted] if no answer call (b) (6), (b) (7)(C) [redacted] and notify of ACFT MSHP details.
- ❑ Satellite: Zoomed in to relevancy
- ❑ Radar: Zoomed in to relevancy
- ❑ AIRMETs/SIGMETs
- ❑ Flight level winds SFC-050 above mishap FL single frame or vertical cross-section
- ❑ Observations for relevant ICAO's 2hr prior to 2hr after mishap with significant phenomena highlighted
- ❑ Terminal Aerodrome Forecasts for relevant ICAO's with valid forecast period highlighted
- ❑ DD-175-1 Flight Weather Briefing Document (PDF) and HWD package if applicable

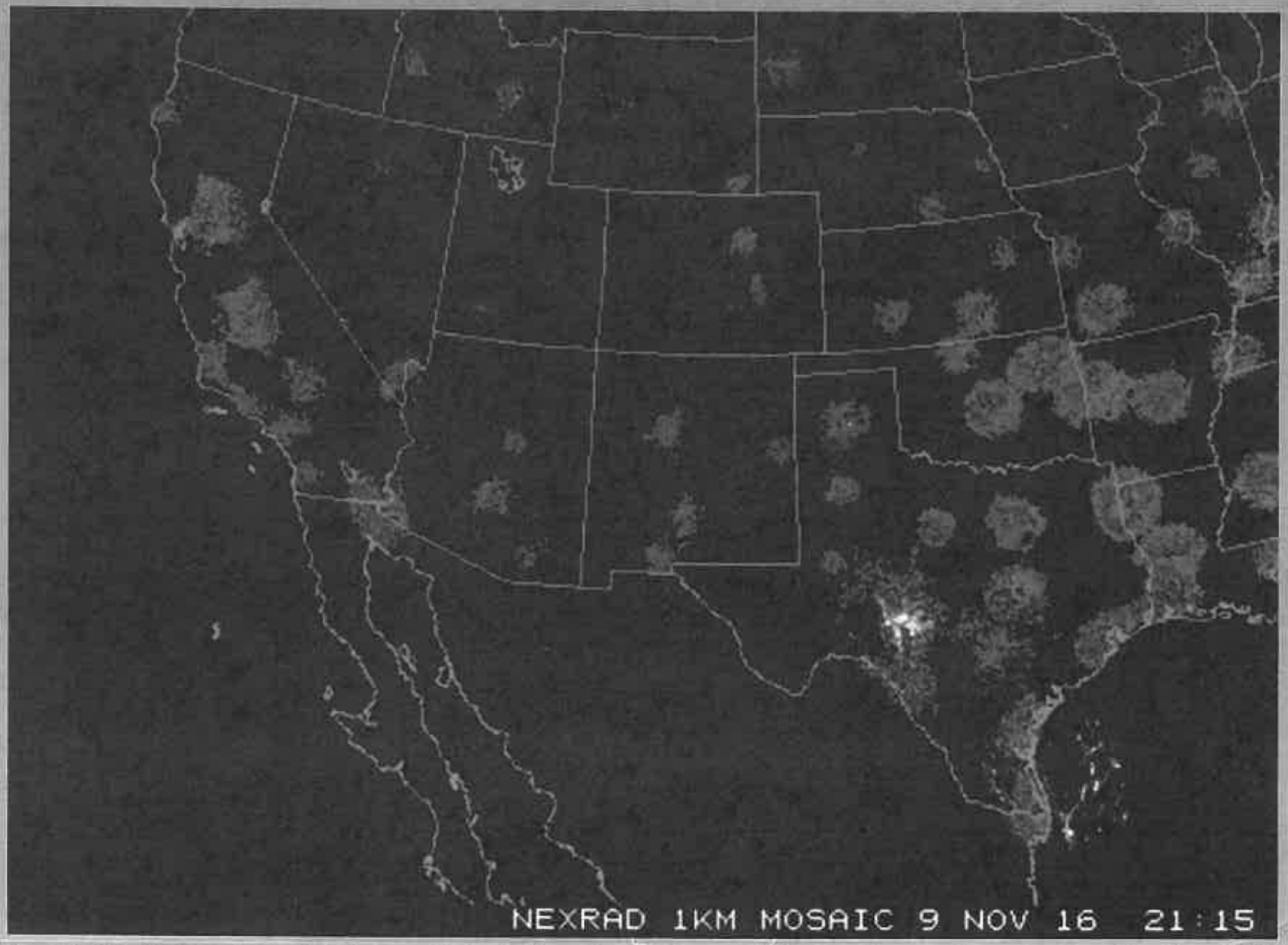
ENCLOSURE (3)

Satellite 09Nov16 2045Z



ENCLOSURE (3)

Radar 09Nov16 2115Z

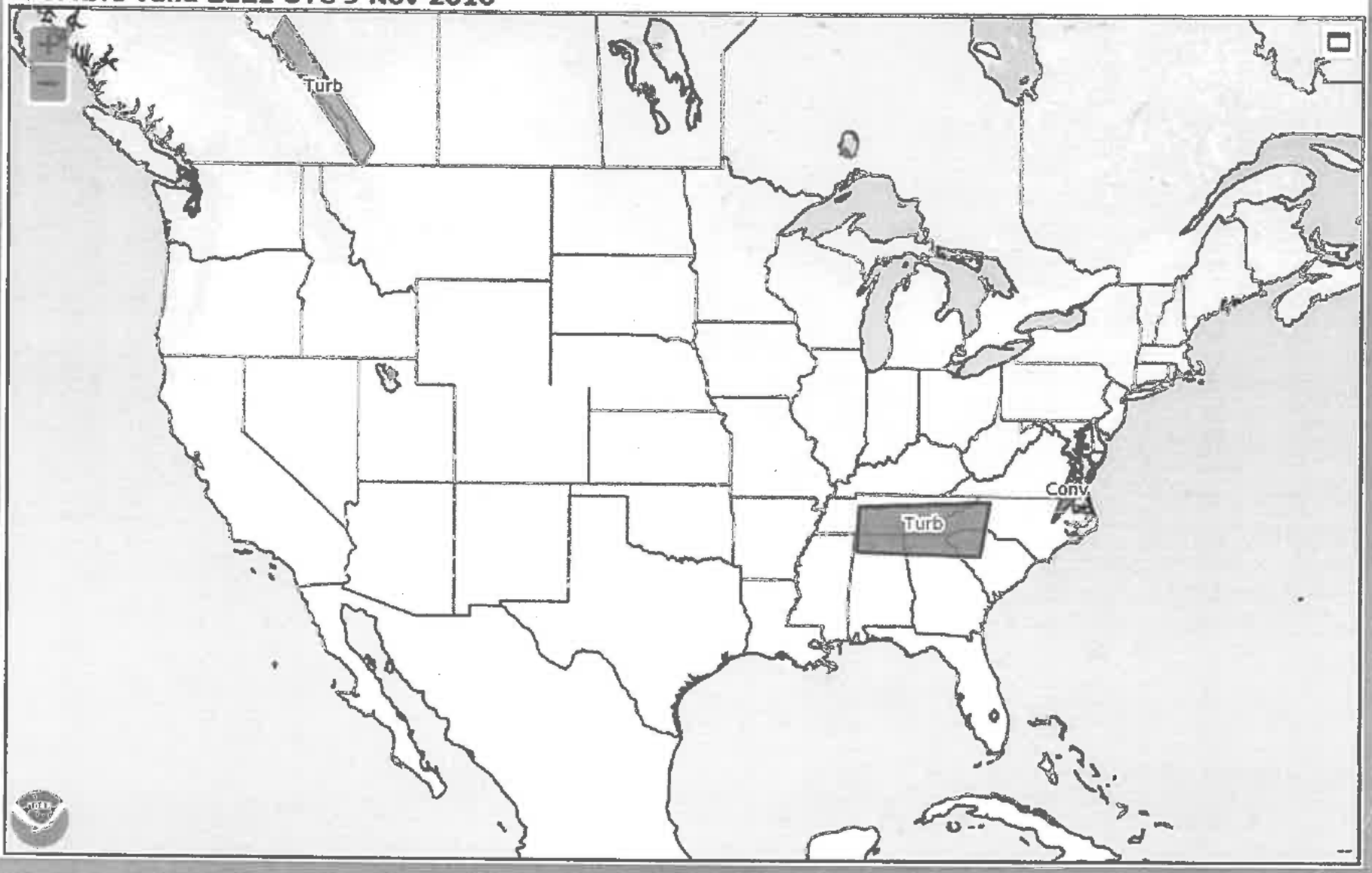


ENCLOSURE (3)

AIRMET/SIGMET 09Nov2016 21Z

ADDS AIRMETs/SIGMETs

SIGMETs valid 2121 UTC 9 Nov 2016



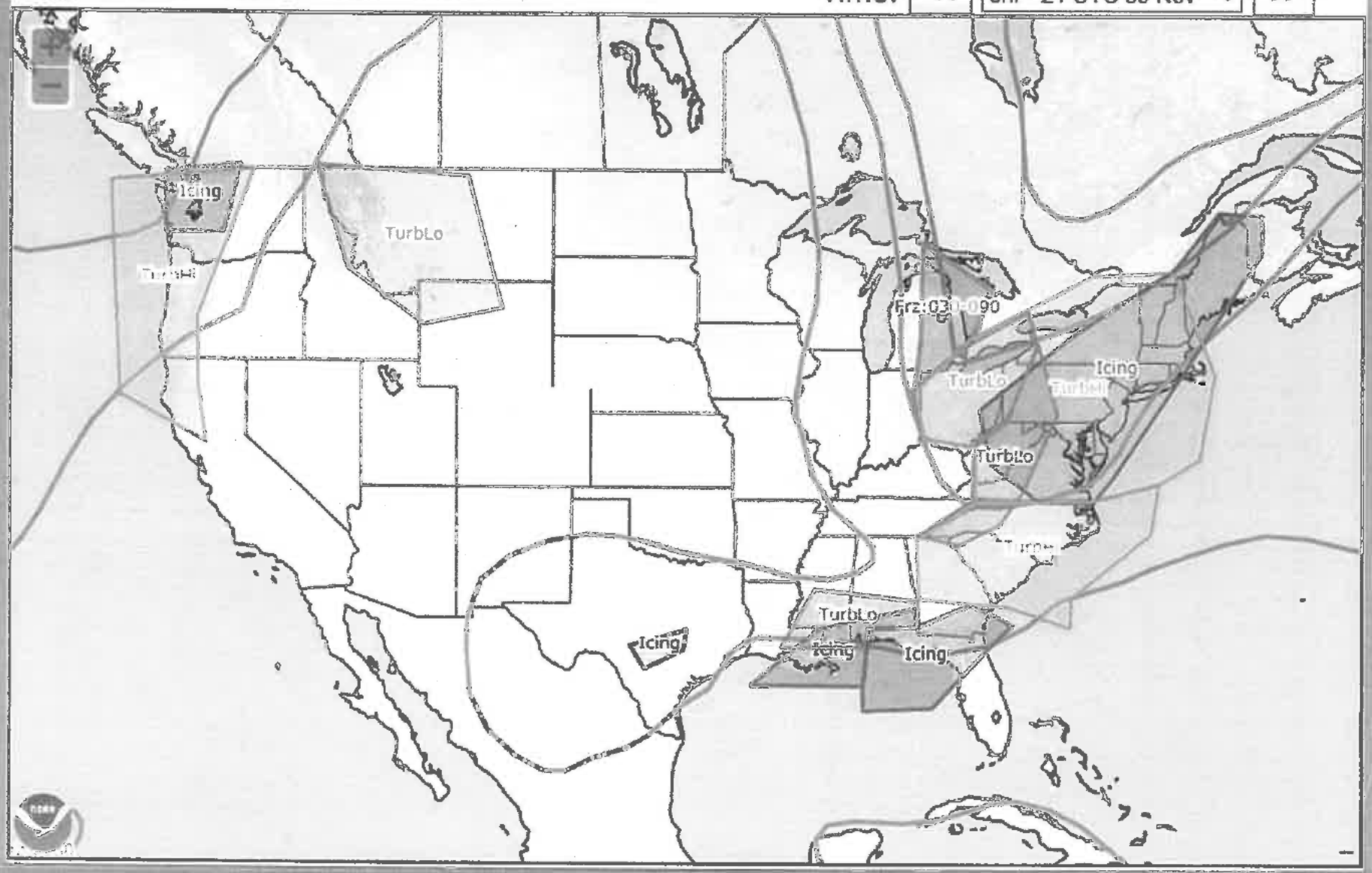
ENCLOSURE (3)

G-AIRMET 09Nov2016 21Z

Graphical AIRMETs

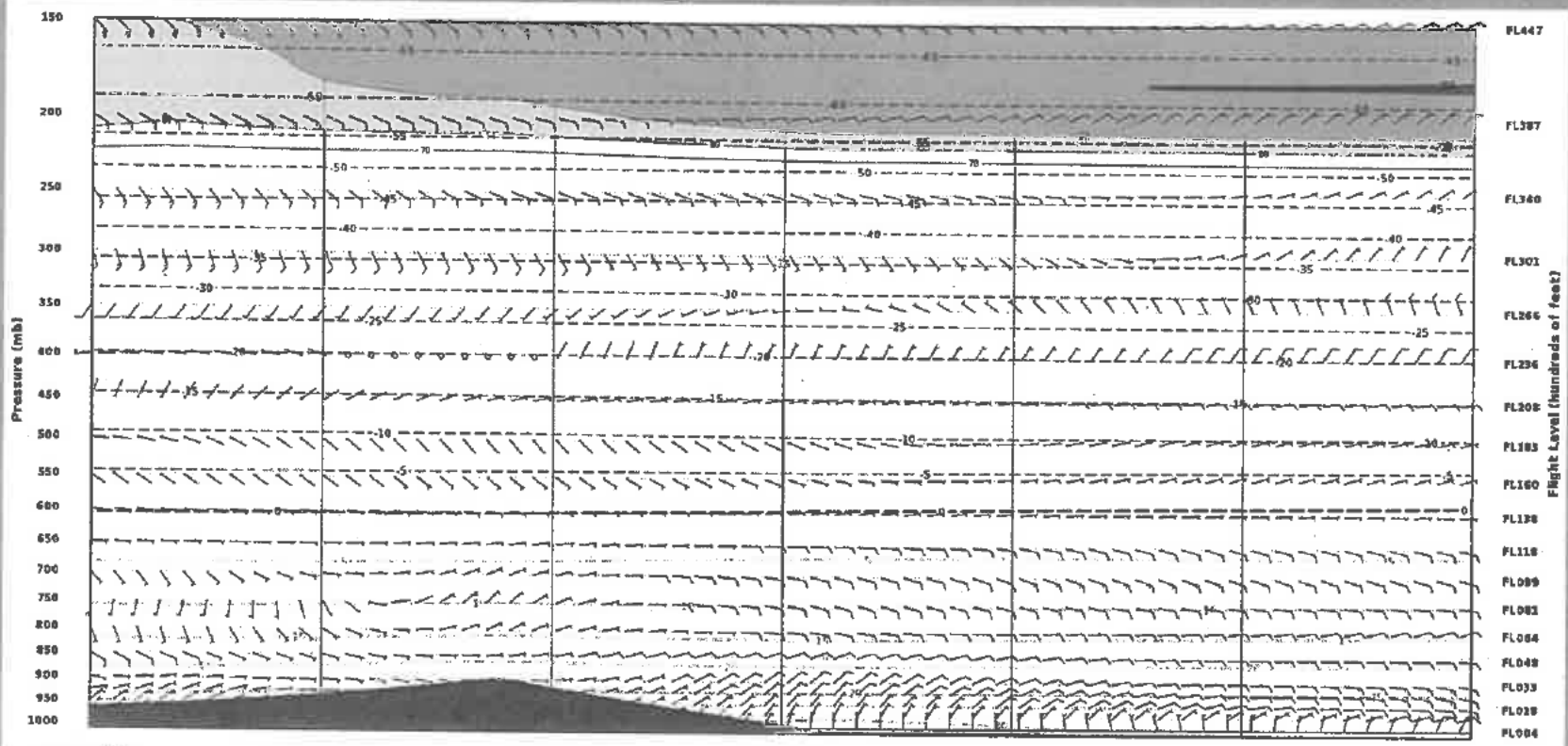
G-AIRMETS valid 2100 UTC 9 Nov 2016

Time: << 0hr - 21 UTC 09 Nov >>



ENCLOSURE (3)

Vertical Wind Depiction 09Nov2016 12Z

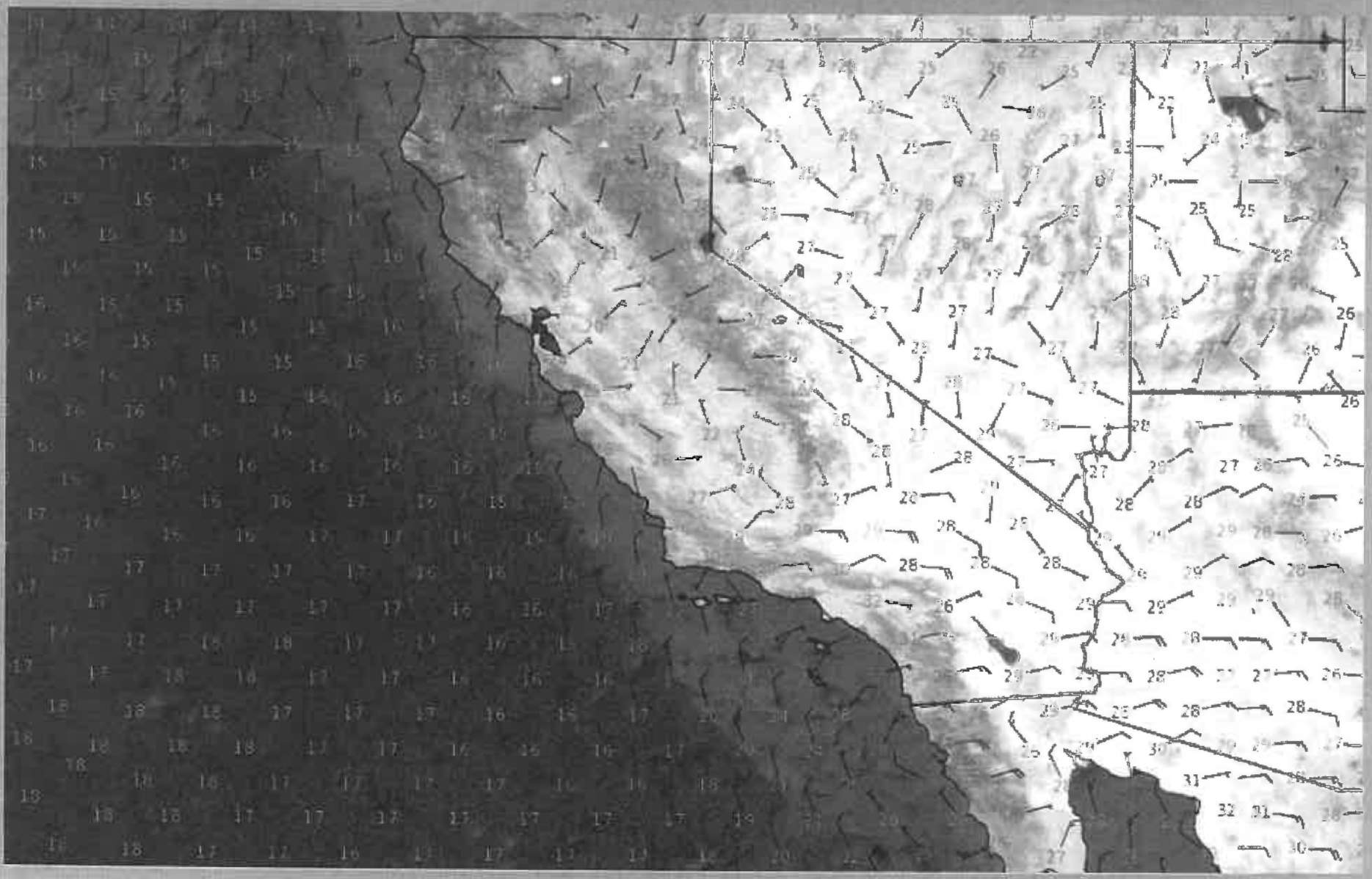


GFS Vertical Cross-Section
Model Run: 12Z Nov 09 2016

Temperature (+/-°C) Flight Level Winds (kts)*
Relative Humidity (>70%) Clouds (FEW or Greater)
Tropopause Height (FL)
Light Icing / Moderate Icing / Severe Icing
Moderate Turbulence (Hatched) / Severe Turbulence (Hatched)
*NOTE: Wind direction is relative to a compass (barbs to left indicate westerly wind), not relative to route of flight.
Start point is always on left side of cross-section, endpoint on right-hand side. Model terrain is drawn per route of flight.

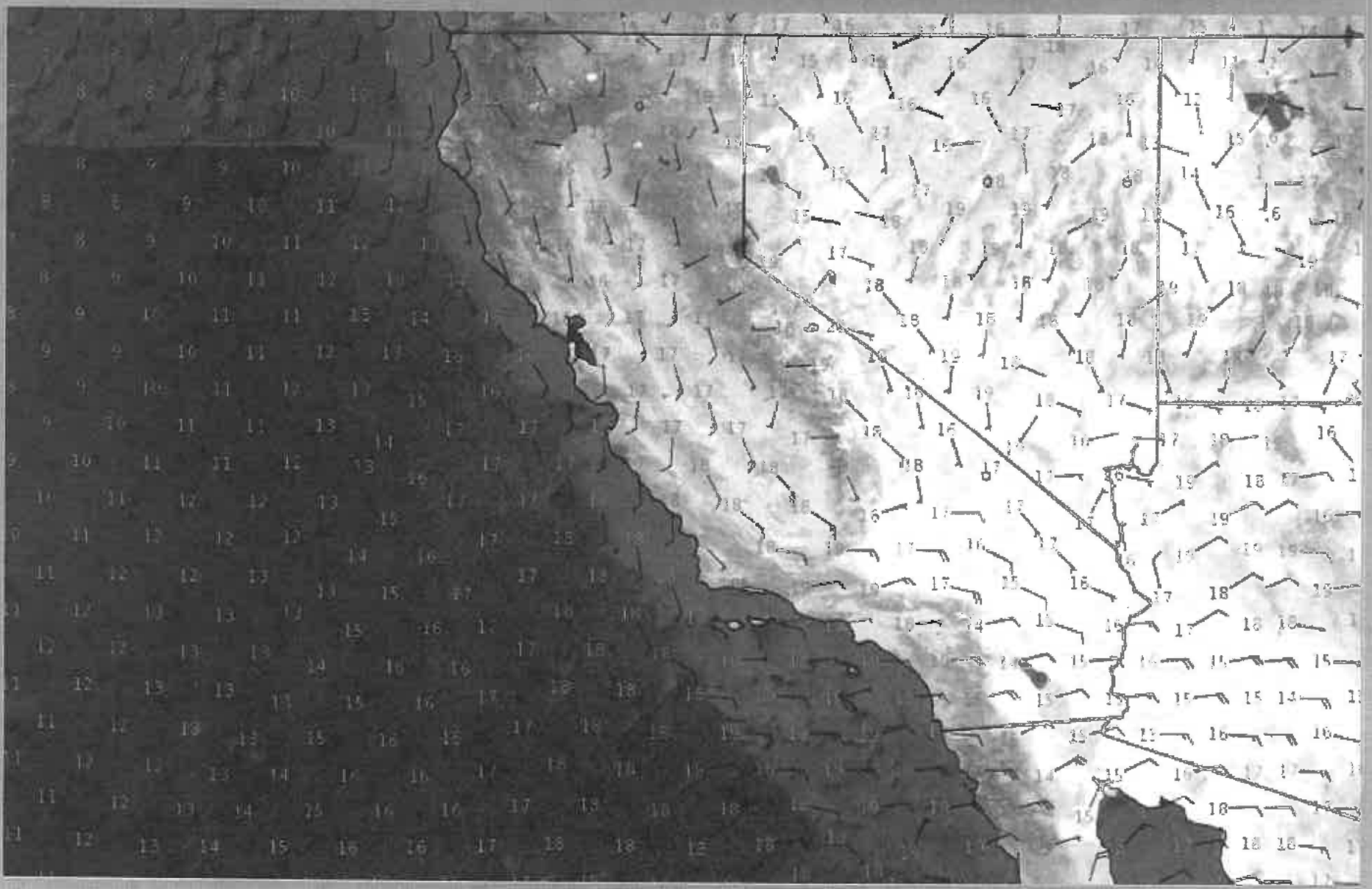
ENCLOSURE (3)

SFC Winds 09Nov2016 18Z

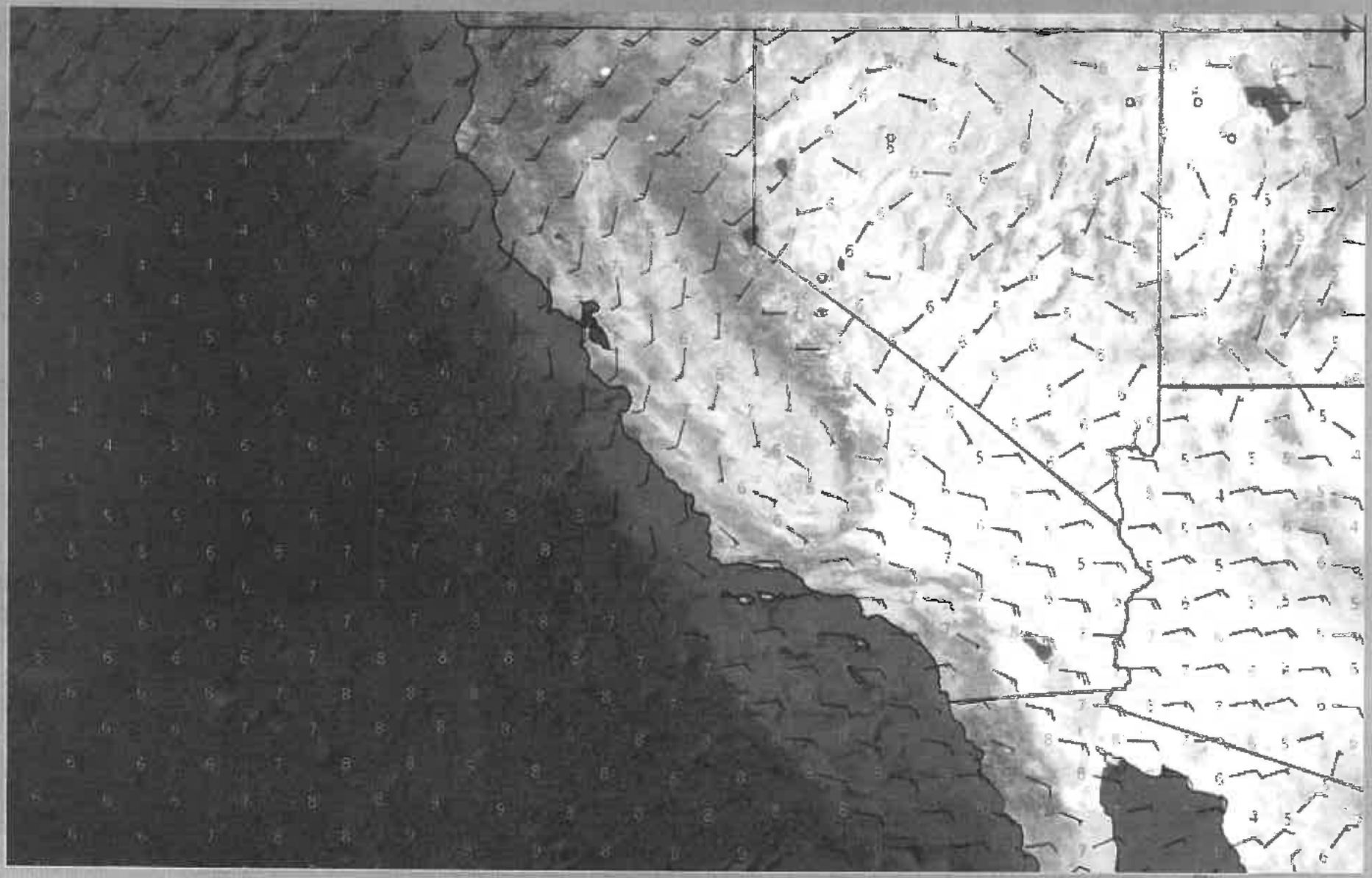


ENCLOSURE (3)

FL050 Winds 09Nov2016 18Z

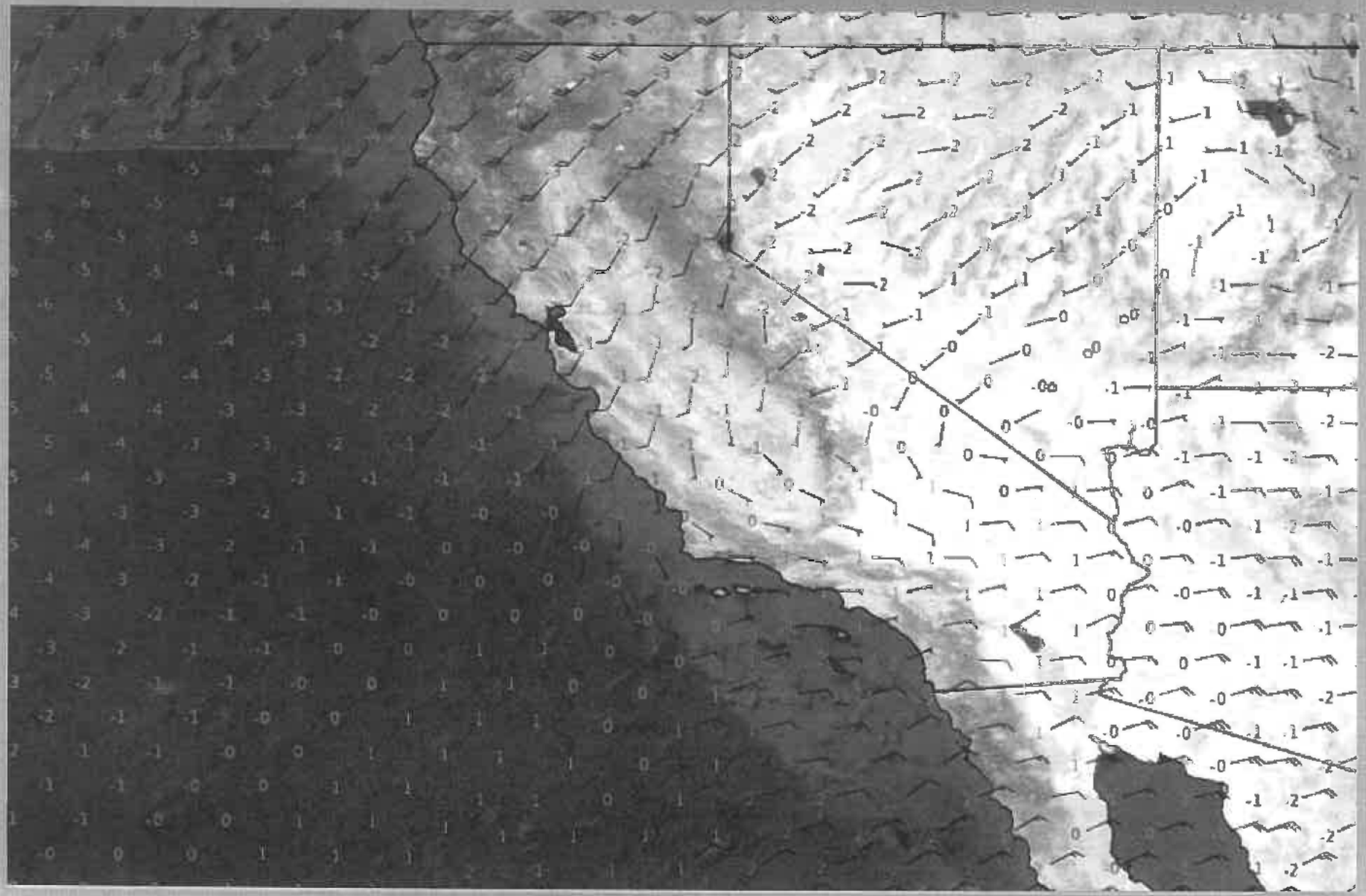


FL100 Winds 09Nov2016 18Z



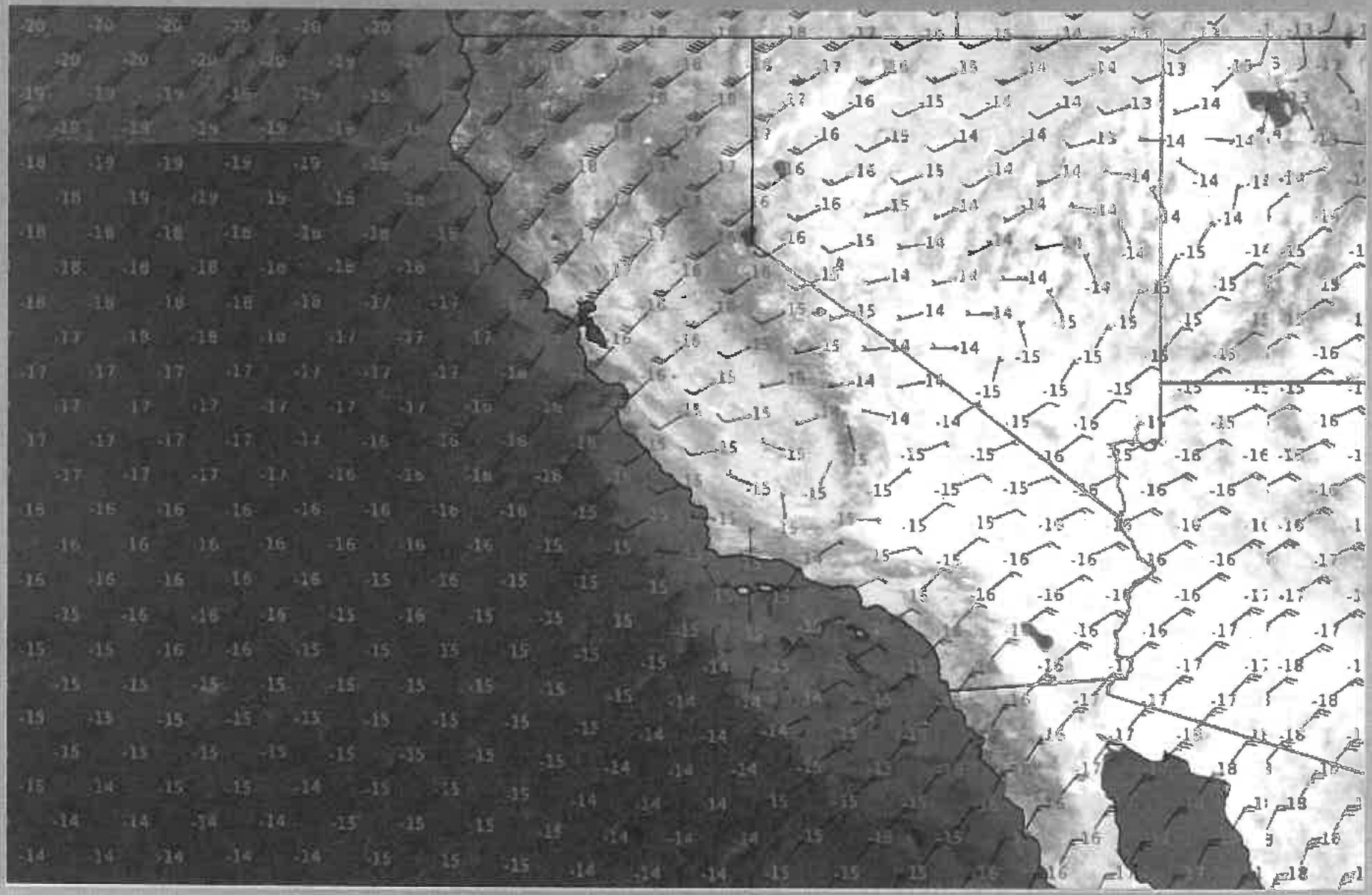
ENCLOSURE (3)

FL150 Winds 09Nov2016 18Z



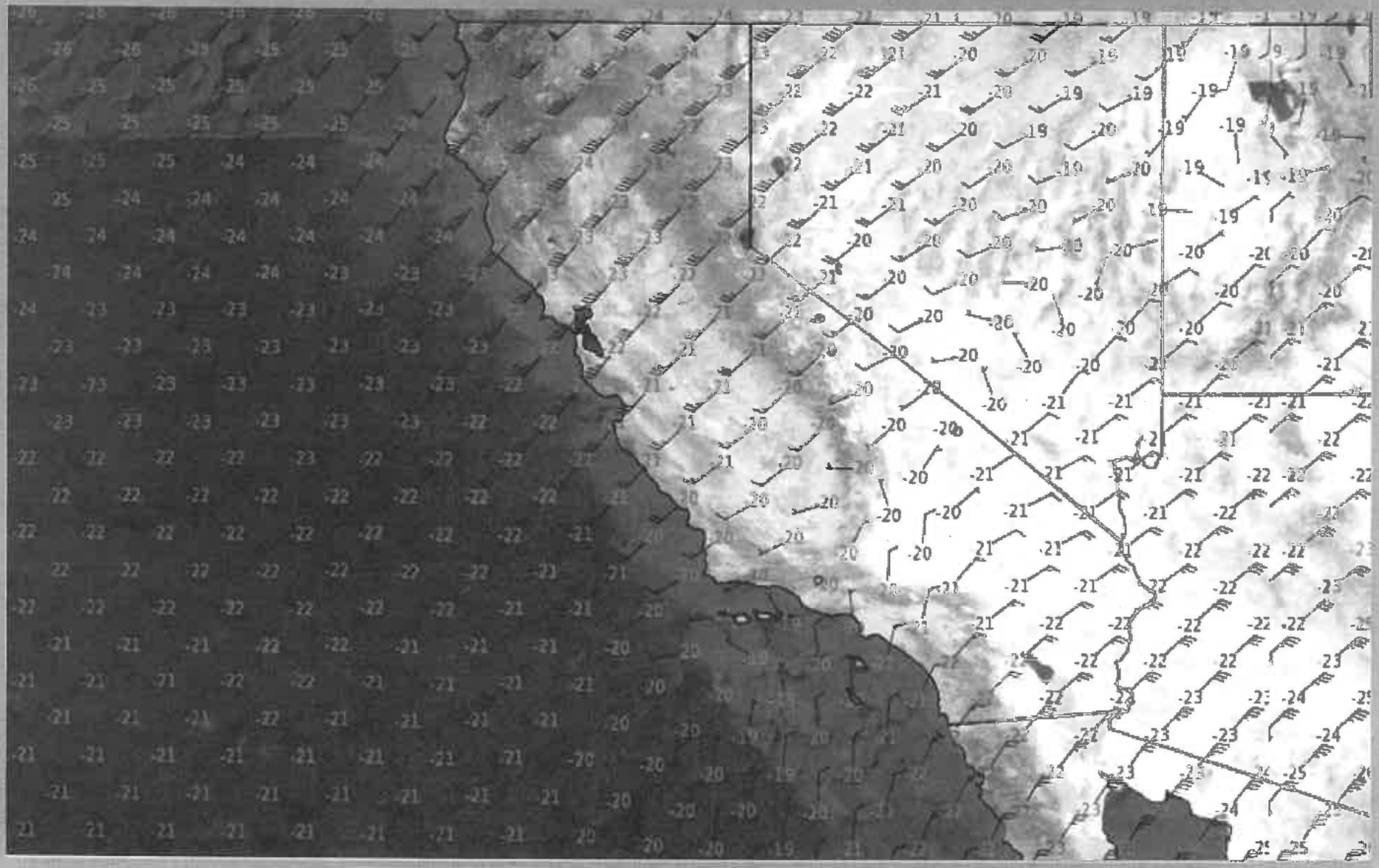
ENCLOSURE (3)

FL200 Winds 09Nov2016 18Z



ENCLOSURE (3)

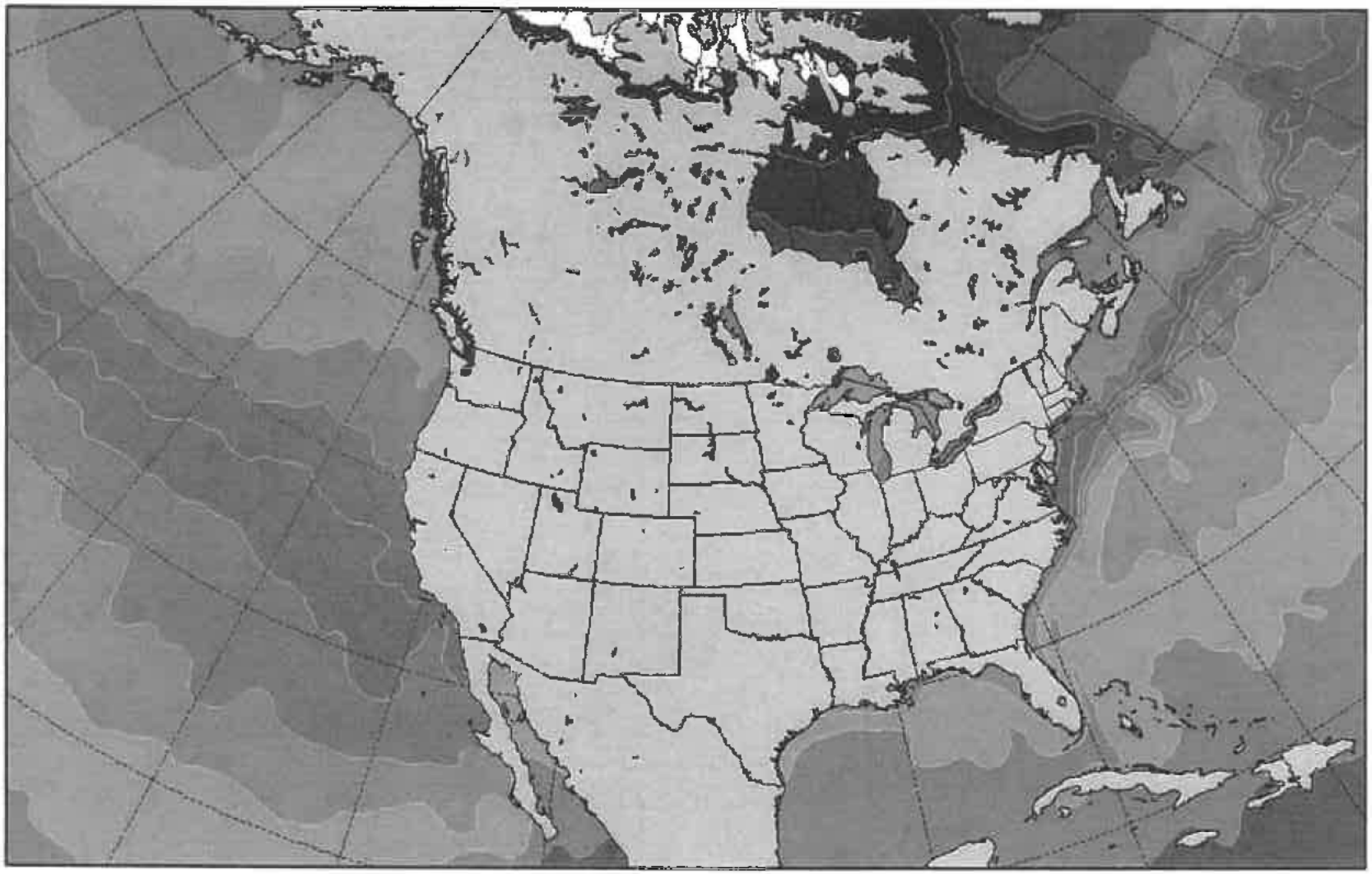
FL250 Winds 09Nov2016 12Z



ENCLOSURE (3)

Sea Surface Temps 09Nov2016 12Z

UNCLASSIFIED



30 32 36 40 44 48 52 56 60 64 68 72 76 80 84 88

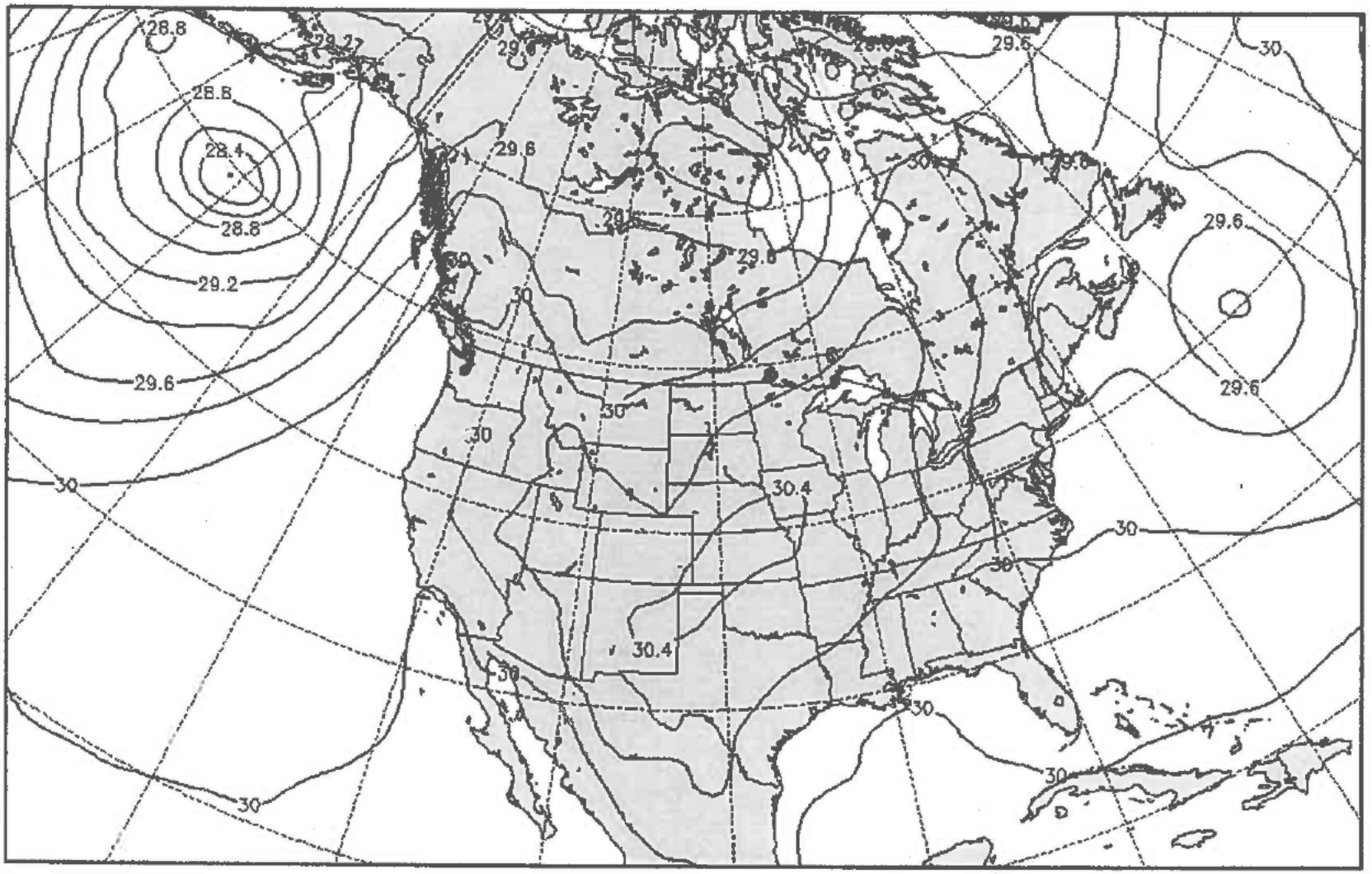
VT: Wed 12Z 09 NOV 16
FNMOC NCODA (U): Sea Surface Temp 000 hr fcst degrees [°F]
Run: 2016110912Z Tau: 0

UNCLASSIFIED

Approved for public access. Distribution is unlimited.

Altimeter Settings 09Nov2016 12Z

UNCLASSIFIED



UNCLASSIFIED

VT: Wed 12Z 09 NOV 16
FNMOC NAVGEM (U): Mean Sea Level Pressure (altimeter) [in/hg]
Run:. 2016,11,09 12Z Tau: 0

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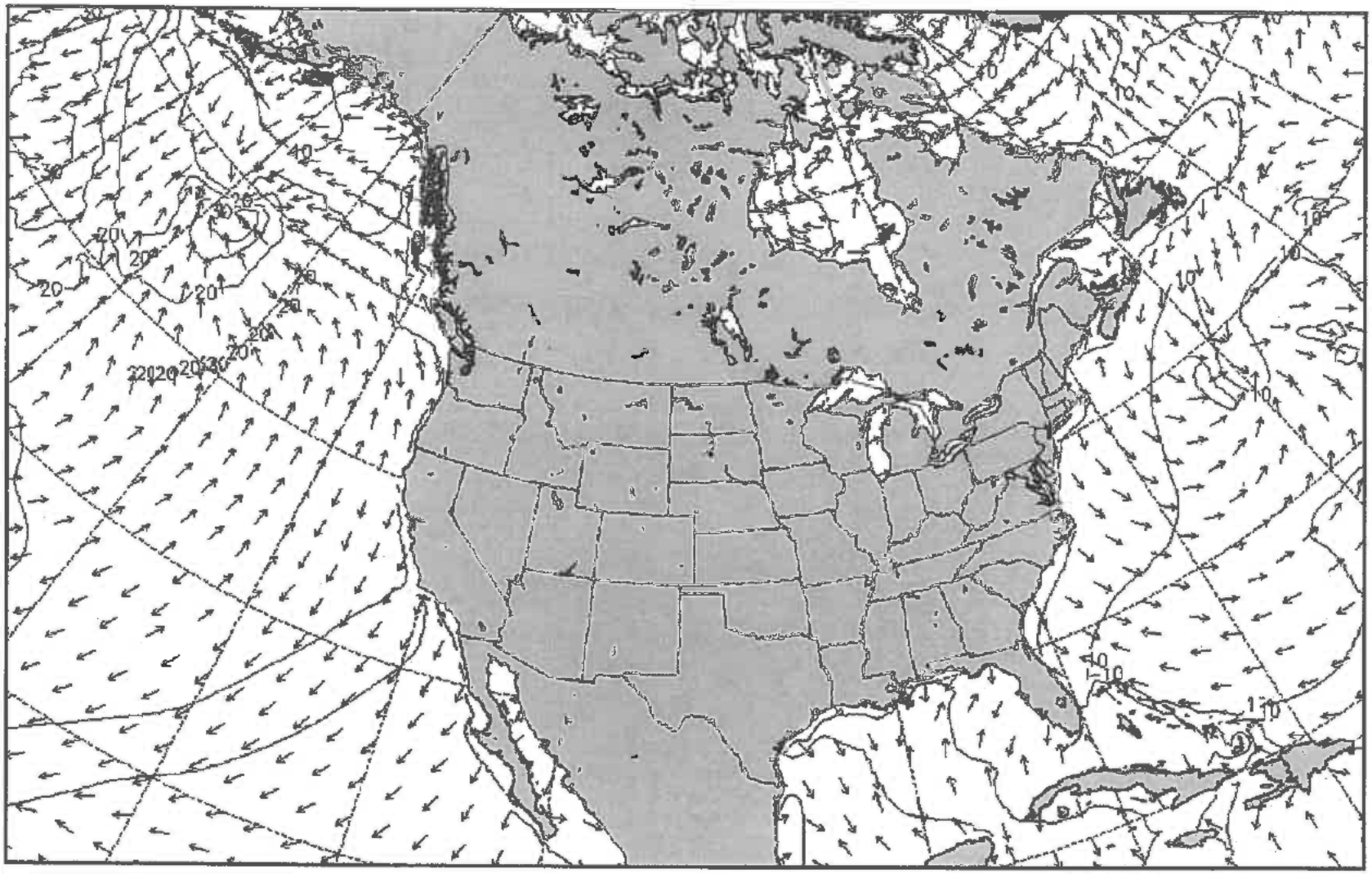
ENCLOSURE (3)

Ditch Headings 09Nov2016 12Z

UNCLASSIFIED



UNCLASSIFIED

VT: Wed 12Z 09 NOV 16
FNMOC NAVGEM (U): Magnetic Ditch Headings [deg_mag] Sig Wave Ht [ft]
Run: 2016110912Z Tau: 0

Approved for public access. Distribution is unlimited.

Terminal Aerodrome Forecasts & Weather Observations

TAF

TAF KNKX 0915/1015 VRB05KT 9999 FEW200 QNH2998INS
BECMG 0917/0919 15007KT 9999 FEW200 QNH2992INS
TEMPO 0919/0923 260010G17KT
FM100230 VRB05KT 9999 FEW200 QNH2995INS T38/0921Z T18/1014Z

TAF KNKX 0921/1021 09010KT 9999 FEW250 QNH2991INS
TEMPO 0921/1000 07020G27KT
FM100230 08006KT 9999 FEW250 QNH2994INS T37/0921Z T16/1014Z

WX OBSERVATIONS

KNKX 092056Z 06019G23KT 10SM CLR 36/00 A2994 RMK AO2 SLP131 T03610000 56024
KNKX 091955Z 06015G23KT 10SM CLR 37/00 A2996 RMK AO2 SLP137 T03670000
KNKX 091855Z 09010KT 10SM FEW200 36/01 A2999 RMK AO2 SLP146 T03610006
KNKX 091755Z 11009KT 10SM FEW200 36/01 A3001 RMK AO2 SLP156 T03560011 10356 20183 50003
KNKX 091655Z 09009KT 10SM FEW200 33/02 A3002 RMK AO2 SLP159 T03330017
KNKX 091555Z 11004KT 10SM FEW200 31/03 A3002 RMK AO2 SLP159 T03060033
KNKX 091455Z 08007KT 10SM FEW200 23/04 A3000 RMK AO2 SLP154 T02330039 53005
KNKX 091355Z 08009KT 10SM CLR 22/04 A3000 RMK AO2 SLP152 T02170039
KNKX 091255Z 08008KT 10SM CLR 20/04 A2999 RMK AO2 SLP149 T02000044
KNKX 091155Z 08007KT 10SM CLR 19/04 A2999 RMK AO2 SLP148 T01890044 10206 20172 56008
KNKX 091055Z 07003KT 10SM CLR 18/04 A2999 RMK AO2 SLP149 T01830044
KNKX 090955Z 08005KT 10SM CLR 18/05 A3000 RMK AO2 SLP153 T01830050
KNKX 090855Z 03004KT 10SM CLR 20/06 A3001 RMK AO2 SLP156 T02000056 58005
KNKX 090755Z 08007KT 10SM CLR 20/06 A3002 RMK AO2 SLP158 T02000056 403440128
KNKX 090655Z 11003KT 10SM CLR 19/06 A3003 RMK AO2 SLP161 T01890078

ENCLOSURE (3)

Terminal Aerodrome Forecasts & Weather Observations

TAF

TAF KNUC 0916/1016 10010KT 9999 FEW250 QNH2991INS
FM092100 09013KT 9999 FEW250 QNH2989INS
FM100900 04007KT 9999 SCT250 QNH2994INS T24/0923Z T17/1012Z FS30024

WX OBSERVATIONS

KNUC 092056Z 09006KT 10SM BKN250 29/04 A2996 RMK SLP144 T02940044 58020
KNUC 091956Z 10012KT 10SM BKN250 28/05 A2998 RMK SLP151 T02830050
KNUC 091856Z 10007KT 10SM BKN250 28/06 A3002 RMK SLP164 T02830056
KNUC 091756Z 10012KT 10SM BKN250 28/05 A3002 RMK SLP164 T02830050 10283 20161 53004
KNUC 091656Z 09013KT 10SM BKN250 27/06 A3002 RMK SLP161 T02720056
KNUC 091856Z 11012KT 10SM SCT250 25/08 A3002 RMK SLP161 T02500083
KNUC 091502Z 10012KT 10SM SCT250 21/11 A3001 RMK FIRST
KNUC 090156Z 27003KT 10SM FEW240 19/16 A3002 RMK SLP164 LAST T01890161
KNUC 090056Z 24004KT 10SM FEW240 19/16 A3001 RMK SLP161 T01940156
KNUC 082356Z 27005KT 10SM FEW240 21/16 A3001 RMK SLP159 T02110156 10228 20200 57006
KNUC 082256Z 26008KT 10SM FEW240 22/15 A3001 RMK SLP161 T02170150
KNUC 082156Z 29006KT 10SM FEW240 23/16 A3002 RMK SLP163 T02280156
KNUC 082056Z 32004KT 10SM FEW240 22/16 A3003 RMK SLP165 T02170161 58022

ENCLOSURE (3)

INFO

- No Filed DD175-1

ENCLOSURE (3)

MAG-11 FA-18 RISK MANAGEMENT WORKSHEET

DATE: 9 NOV 16 JULIAN: 6314 SCHEDS O: (b) (6), (b) (7)(C) [redacted]

REFER TO NOTES ON NOTES PAGE/TAB TWO					1	2	3							
OPERATIONS SCHEDULE WRITER														
AIRCREW CURRENCY / PROFICIENCY (1)														
	FLIGHT (3)	≤30 DAYS = L	>30 DAYS = M		L	L								
	ACM / BFM (2)(3)	<750Hrs ≤ 6 = L	>750Hrs ≤ 14 = L	>15 = NOT AUTHORIZED	L	L								
	AIR-TO-GROUND (4)*	CURRENT Y/N	Y = L		NA	NA								
	A/G NIGHT DELIVERY	NITE ≤30 DAYS Y/N	DIVE DEL (D/N) ≤30 DAYS Y/N		NA	NA								
	LAT	LATI Y/N	Y = L		NA	NA								
	CV LANDING	CURRENT Y/N	Y = L		NA	NA								
	AERIAL REFUELING (5)	CURRENT Y/N	Y = L		L	L								
MISSION TYPE							TCF							
	LOCAL AREA	Y/N	Y = L	N = ?	L	L								
	DACT	Y/N	Y = ?	N = NA	NA	NA								
	FRAG	Y/N	Y = ?	N = NA	NA	NA								
	LIVE ORDNANCE	Y/N	Y = M	N = L	L	L								
	NON-STANDARD (6)	Y/N	Y = ?	N = NA	NA	NA								
ADEQUATE MISSION PLANNING TIME ?		Y/N	Y = L	N= M/H	L	L								
ADEQUATE SCHEDULED CREW REST ?		Y/N	Y = L	N = NO GO	L	L								
OPERATIONS OFFICER REVIEW (L,M,H)			(SIGNATURE) (b) (6), (b) (7)(C) [redacted]		L	L	L							
DOSS REVIEW (L,M,H)			(SIGNATURE) [redacted]		L	L								
COMMANDING OFFICER														
HUMAN FACTORS	L, M, H	(b) (6), (b) (7)(C) [redacted]			L	M								
CO MINIMUM RISK LEVEL	L, M, H	*REF NOTES BOTTOM RIGHT CORNER.			M	M								
OPERATIONS DUTY OFFICER														
WEATHER	LAUNCH	VMC = L	IMC = ?		L	L	L							
	OP AREA (7)	L, ,M, H			L	L	L							
	RECOVERY (8)	VMC = L	IMC > MINS = ?		L	L	L							
	SFC WINDS IN OP AREA (9)	<25 = L	>25 OR G30 = M	>30 = H/NO GO	L	L	L							
SEA TEMP VS EXPOSURE TIME (10)		L, ,M, H			L	L	L							
FCF / CHANGE TO FLIGHT SCHEDULE (11)		Y/N	Y = ?	N = NA	NA	NA	NA							
FLIGHT LEAD - WHAT IS DIFFERENT TODAY?														
SIGNIFICANT WEATHER (12)		Y/N	Y = ?	N = L	L		L							
ADEQUATE MISSION PLANNING TIME		Y/N	Y = L	N = ?	L		L							
MISSION BRIEF (13)		L, ,M, H			L		L							
CREW REST (14)		L, ,M, H			L		L							
RISK / MITIGATION FACTORS (15)		CHECKED Y/N			Y		Y							
OVERALL FLIGHT LEAD ASSESSMENT BASED ON ALL OF THE ABOVE FACTORS) L,M,H					L		L							
FLIGHT LEAD INITIALS					(b) [redacted]		(b) [redacted]							

OPERATIONS OFFICER / DOSS COMMENTS:

FLIGHT LEAD COMMENTS (CONTINUE ON REVERSE IF REQUIRED):

Em 1

Em 2

Em 3

Em 4

Em 5

Em 6

COMMANDING OFFICER COMMENTS:

Notes:
LOW (L) - THE POTENTIAL HAZARD SEVERITY IS NEGLIGABLE. OPERATIONS IAW 3710, SOP, AND ALL AIRCREW CURRENT.
MEDIUM (M) - THE POTENTIAL HAZARD SEVERITY IS MODERATE. OPERATIONS IAW 3710 AND/OR SOP, SAFETY HAZARDS DUE TO WEATHER, OR UNIQUE OPERATIONS REQUIRING ATTENTION OF THE FLT LD.
HIGH (H) - HAZARD SEVERITY IS CRITICAL. OPERATIONS OUTSIDE 3710 AND/OR SOP, SAFETY HAZARDS DUE TO WEATHER, OR UNIQUE OPERATIONS REQUIRING ATTENTION / APPROVAL OF THE MAG CO.
EXTREMELY HIGH (XH) - HAZARD SEVERITY IS CATASTROPHIC. REQUIRES WING COMMANDER APPROVAL.

ENCLOSURE (4)

Marine Fighter Attack Squadron 314

November 9, 16 08:08

Name	Last Flight	Last Night Flight	Last Dive Delivery	30 Day X-County Time	30 Day Flight Time	30 Day Sim Time	FLIGHT+SIM 30 DAY	60 Day Flight Time	90 Day Flight Time	30 Day Night Time	6 Month Inst Time	6 Month Night Time	6 Month Total Time	FY NVG Time	Total Flight Time	Total F/A-18 Time	FY Instr Time	FY Night Time	FY Flight Time	Sorties Last 2 Weeks
Highlight	>= 6	> 20	> 20		>= 50		< 15									< 750	< 12	< 12	< 100	< 4
Expired	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]									[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Assigned to permanent unit																14				
[redacted] (b) (6), (b) (7)(C)	07-Nov-16 / 1	07-Nov-16 / 1	20-Oct-16 / 19	0.9	12.4	0.6	13.2	20.6	28.3	5.4	5.5	8.8	64.1	5.1	2356.3	1912.2	3.6	5.4	16.2	3
	06-Nov-16 / 2	04-Nov-16 / 4	03-Nov-16 / 5	12.2	19.5	0.7	20.2	27.7	35.9	4.5	26.3	10.9	89.3	4.1	567.6	1870.5	8.6	6.2	21.2	8
	08-Nov-16 / 0	08-Nov-16 / 0	01-Nov-16 / 7	0.0	19.4	0.0	19.4	35.9	45.5	4.4	12.0	21.7	72.4	10.7	1095.0	832.2	6.7	10.7	25.7	2
	08-Nov-16 / 0	[illegible]	20-Oct-16 / 19	0.0	9.4	3.0	12.4	14.6	20.2	0.0	19.6	6.5	74.3	0.0	1999.9	1686.1	0.8	0.0	12.2	3
	08-Nov-16 / 0	08-Nov-16 / 0	25-Oct-16 / 14	0.0	9.4	0.0	[illegible]	22.3	31.1	2.7	18.2	9.0	86.9	2.7	1736.3	1464.4	2.9	2.7	15.6	1
	08-Nov-16 / 0	04-Nov-16 / 4	12-Oct-16 / 27	1.0	17.7	0.0	17.7	23.0	32.7	0.5	16.4	8.8	78.4	1.7	1940.4	1697.4	3.2	2.2	20.9	10
	03-Nov-16 / 5	03-Nov-16 / 5	20-Oct-16 / 19	0.0	13.2	0.0	13.2	17.1	23.6	1.4	12.9	4.3	72.1	1.2	565.2	307.2	1.8	1.4	13.2	3
	31-Oct-16 / 9	13-Oct-16 / 26	[illegible]	10.9	17.7	0.0	17.7	37.2	49.7	3.3	18.2	7.2	96.0	3.3	1010.5	747.2	7.3	3.3	25.6	7
	[illegible]	[illegible]	[illegible]	0.0	0.0	0.0	[illegible]	9.2	13.6	0.0	19.0	11.3	58.0	2.6	500.7	256.7	2.8	2.8	2.8	-
	[illegible]	[illegible]	[illegible]	4.8	4.8	0.0	[illegible]	14.8	19.1	0.0	7.6	6.1	57.7	1.6	885.2	611.6	2.0	1.8	10.6	-
	07-Nov-16 / 1	07-Nov-16 / 1	20-Oct-16 / 19	0.0	21.4	3.0	24.4	28.8	36.8	2.4	15.5	3.5	80.6	1.4	1210.3	352.9	4.6	2.4	24.3	8
	02-Nov-16 / 6	29-Oct-16 / 10	12-Oct-16 / 27	18.5	24.8	3.0	27.8	25.8	25.8	3.5	7.7	4.6	28.3	2.8	474.4	235.0	6.6	3.5	25.8	8
	07-Nov-16 / 1	15-Oct-16 / 24	02-Nov-16 / 6	0.0	15.2	0.0	15.2	28.7	40.2	2.8	20.9	13.3	84.7	8.6	1367.8	785.5	8.6	8.6	21.0	2
	07-Nov-16 / 1	[illegible]	-	0.0	3.1	1.0	[illegible]	3.1	13.1	0.0	9.7	28.1	114.0	0.0	339.2	114.0	0.0	0.0	3.1	2
	-	-	-	3.5	13.4	0.8	14.3	22.1	29.7	2.2	15.0	10.3	74.8	3.3	1138.8	920.2	4.3	3.6	17.0	

ENCLOSURE (5)

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

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

1. TO:	2. FROM:	3. DATE (YYYYMMDD)
VMFA-314 CO	VMFA-314 FLIGHT SURG	2016 03 22

4. MEMBER NAME (Last, First, Middle Initial)	5. IDENTIFICATION NUMBER	6. GRADE	7. DATE OF BIRTH (YYYYMMDD)
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]

8. ORGANIZATION	9. TYPE OF DUTY	10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable)
USMC	PILOT	2016 03 22

11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.

a. X one:

[ ] CLEARED AFTER (X): [ ] Temporary medical disqualification [ ] Reporting to new duty station [ ] Waiver recommended (Not USAF) [ ] Waiver granted [ ] Aircraft mishap [ ] Other (See remarks)

[X] CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:

b. EFFECTIVE DATE (YYYYMMDD)	c. EXPIRATION DATE (YYYYMMDD)
2016 03 22	2017 04 30

12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.

a. X one:

[ ] TEMPORARY DISQUALIFICATION DUE TO (X): [ ] Illness or Injury [ ] Aircraft mishap [ ] Other (See remarks)

MAY PARTICIPATE IN (X): [ ] Simulator duties [ ] Ground based flight line duties [ ] Other (See remarks)

[ ] PERMANENT DISQUALIFICATION

b. EFFECTIVE DATE (YYYYMMDD)	c. ESTIMATED DURATION OF GROUNDING

13. REMARKS/LIMITATIONS

[ ] VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.

[ ] MUST CARRY EXTRA SPECTACLES.

14. *(X one)*: [X] **FLIGHT SURGEON** [ ] **OTHER** *(Countersignature required for Air Force and Navy upslip)*

a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7) [redacted]	(b) (6), (b) (7)(C) [redacted]	2016 03 22
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:	b.	c. DATE SIGNED (YYYYMMDD)
[X] MAY [ ] MAY NOT perform flight duties.	(b) (6), (b) (7)(C) [redacted]	2016 03 22

16. ACTION TAKEN BY COMMANDER *(Not required for Air Force and Navy)* [ ] APPROVE [ ] DISAPPROVE

a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)

ENCLOSURE (6)

NATOPS EVALUATION REPORT

NAME (Last, first, initial)	GRADE	EDIPI
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7) [redacted]	(b) (6), (b) (7) [redacted]

SQUADRON/UNIT	AIRCRAFT MODEL	CREW POSITION
VMFA-314	F/A-18 A/B/C/D	PILOT
TOTAL PILOT/FLIGHT HOURS	**TOTAL HOURS IN MODEL**	**DATE OF LAST EVALUATION**
1224.6	637.9	15-Jan-15

NATOPS EVALUATION

REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	21-Dec-15	Q		
CLOSED BOOK EXAMINATION	21-Dec-15	Q		
IMMEDIATE ACTIONS EXAMINATION	21-Dec-15	Q		
ORAL EXAMINATION	22-Dec-15	Q		
*EVALUATION FLIGHT	22-Dec-15	Q		

FLIGHT DURATION	AIRCRAFT BUNO	OVERAL FINAL GRADE
1.5	AFT-3 (2F193E)	QUALIFIED

REMARKS OF EVALUATION/INSTRUCTOR

(b) (6), (b) (7) [redacted] FLEW HIS NATOPS CHECK FLIGHT IN THE CNO-APPROVED F/A-18 FLIGHT SIMULATOR LISTED ABOVE. ALL SIMULATED EMERGENCIES WERE HANDLED IAW OPNAVINST 3710.7U AND THE F/A-18 NATOPS MANUAL. PROFICIENCY WAS DEMONSTRATED IN THE F/A-18. OCF TRAINING WAS CONDUCTED IAW MAG-11 GRUO 3715.1. CRM WAS CONDUCTED IAW OPNAVINST 1542.7C. (b) (6), (b) (6), (b) (7) [redacted] HAS DEMONSTRATED A SOUND KNOWLEDGE OF F/A-18 FLIGHT PROCEDURES AND (b) (7) STANDARDIZATION.

EXPIRES: 31-Jan-17

☐ CHECK IF CONTINUED ON REVERSE SIDE

GRADE, NAME OF EVALUATOR/INSTRUCTOR	SIGNATURE	DATE
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	22-Dec-15
GRADE, NAME OF EVALUEE	**SIGNATURE**	**DATE**
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	22-Dec-15

REMARKS OF UNIT COMMANDER

(b) (6), (b) (7) [redacted] IS NATOPS QUALIFIED IN THE F/A-18.

GRADE, NAME OF UNIT COMMANDER	SIGNATURE	DATE
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	22-Dec-15

ENCLOSURE (7)

NATOPS INSTRUMENT RATING REQUEST
OPNAV 3710/2 (REV. 1-74) S/N 0107-LF-728-29

REF: OPNAVINST 3710.7 SERIES
OPNAVINST 3510.9 SERIE
NATOPS INSTRUMENT FL MANUAL

NAME *(Last, first, initial)*	GRADE	EDIPI	DATE
(b) (6), (b) (7)(C)	(b) (6),	(b) (6), (b) (7)	22-Dec-15

UNIT: VMFA-314

APPLICATION IS HEREBY MADE FOR AN INSTRUMENT RATING *(Check one)*

[X] STANDARD [ ] SPECIAL

EXPERIENCE SUMMARY

MISCELLANEOUS SUMMARY

ITEM	LAST 6 MO.	LAST 12 MO.
PRECISION APPROACHES	9	25
NON-PRECISION APPROACHES	10	30

INSTRUMENT PILOT TIME

ITEM	LAST 12 MO.	LAST 6 MO.	TOTAL ALL YEARS
ACTUAL	39.8	19.0	279.1
SIMULATED	6.0	1.8	86.5
INSTRUMENT PILOT TIME TOTAL	45.8	20.8	365.6
TOTAL YEARS FLYING EXPERIENCE *(Military and Commercial)*	9		

TOTAL PILOT TIME: 1224.6

AIRCRAFT QUALIFICATIONS: F/A-18

CURRENT RATING: STANDARD

PILOT'S BIRTHDAY: 16-Apr-82

SIGNA (b) (6), (b) (7)(C)

WRITTEN EXAMINATION

THIS IS TO CERTIFY THAT THE APPLICANT HAS . . .

[X] SATISFACTORILY [ ] UNSATISFACTORILY

. . . COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL.

1ST EXAM *(Grade)*	2ND EXAM *(Grade)*	3RD EXAM *(Grade)*
PASS		

SIGNATURE OF EXAMINING OFFICER: (b) (6), (b) (7) (ON FILE) — *(GRADE)*: PASS

UNIT: MAG-11 INSTRUMENT GROUND SCHOOL — DATE: 3-Dec-15

FLIGHT EVALUATION

	PART ONE *(Basic Instruments)*	QUAL	UNQUAL		PART TWO *(Instrument Flight within control areas with emphasis on VOR/TACAN where feasible)*	QUAL	UNQUAL
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							

* Not required when conducted under actual instrument conditions.

REMARKS

(b) (6), (b) (7) FLEW HIS NATOPS INSTRUMENT EVALUATION FLIGHT IN THE F/A-18 2F193 ADVANCED FLIGHT TRAINER (AFT). PROFICIENCY WAS DEMONSTRATED IN ALL PHASES OF INSTRUMENT FLIGHT. (b) (6), (b) (7) S UNCONDITIONALLY NATOPS STANDARD INSTRUMENT QUALIFIED PER OPNAVINST 3710.7U. (b) (7)

DATE OF FLIGHT CHECK	AIRCRAFT MODEL	BUNO	INSTRUMENT RATING ISSUED	*(Expires)*
22-Dec-15	F/A-18 (AFT)	2F132	[X] STANDARD [ ] SPECIAL	31-Jan-17

(b) (6), (b) (7)(C) — (b) (6), (b) (7)(C) and title) VMFA-314

ENCLOSURE (7)

UNITED STATES MARINE CORPS
MARINE FIGHTER ATTACK SQUADRON 314
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
P. O. BOX 452041
MCAS MIRAMAR, SAN DIEGO, CA 92145-2041

IN REPLY REFER TO
3710
S-3
08 Nov 16

From: Commanding Officer, Marine Fighter Attack Squadron 314
To: (b) (6), (b) (7)(C) [redacted] 7523 USMC

Subj: VMFA-314 PILOT QUALIFICATIONS AND DESIGNATIONS

Ref: (a) OPNAVINST 3710.7U
(b) MCO P3500.14
(c) GruO P3710.6M

1. In accordance with the references, you are qualified as a:

QUALIFICATION	DATE
Operations Duty Officer	01 Feb 13
Air Combat Maneuvering Qualified	29 May 13
Low Altitude Tactics Qualified	09 Jun 13
JHMCS Qualified	28 Jun 13
Night Systems Qualified (High)	25 Sep 13
Post Maintenance Check Flight	01 May 16

2. In accordance with the references, you are designated a:

DESIGNATION	DATE
Section Lead	23 Apr 15
Fighter Attack Instructor	19 Aug 15
Division Lead	23 Sep 15
Marine Division Tactics Instructor	05 Feb 16
Mission Commander	08 Jun 16
Low Altitude Tactics Instructor	24 Jun 16
Night Systems Instructor (NSI)	23 Oct 16
Weapons and Tactics Instructor (WTI)	23 Oct 16
LATI Standardization Checker	23 Oct 16

(b) (6), (b) (7)(C) [redacted]

Copy to:
NATOPS Jacket
Aircrew Performance Record
PTO
SNO

ENCLOSURE (7)

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
11 Aug 2016

From: Officer in Charge, Naval Survival Training Institute

To: (b) (6), (b) (7)(C) [redacted]

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), (b) (6), (b) (7)(C) [redacted] has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 1 AIRCRAFT** on **11 Aug 2016** at Aviation Survival Training Center **WHIDBEY ISLAND.**

2. (b) (6), (b) (7)(C) [redacted] received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Aug 2020** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:
CLASS 1: AV-8, EA-6, F-16, F/A-18, S-3, T-2, T-45, T-6B
CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

(b) (6), (b) (7)(C) [redacted]

By direction

ENCLOSURE (7)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IIB - MISSION QUALIFICATION RECORD

NAME (b) (6), (b) (7)(C) [redacted] SSN

EFFECTIVE DATE	TYPE AIRCRAFT	MISSION QUALIFICATION	UNIT	REMARKS
7 OCT 10	T45	NEPS Q	VT22	T.H. LATORRE
4 Apr 11	T45	SECTION LEAD	VT-22	TH LATORRE
1 FEB 13	F/A-18	ODO	VMFA-314	JDA 314 NATOPS
9 JUN 13	F/A-18	LAT	VMFA-314	JDA 314 NATOPS
28 JUN 13	FA 18	JHMCS	314	NATOPS
25 JUL 13	FA 18	NVG	314	
26 MAY 13	FA 18	ACM	314	

OPNAV 3760/32D (Rev APR 1990)

ENCLOSURE (7)

NATOPS FLIGHT PERSONNE... .RAINING/QUALIFICATION JACKET

OPNAV 3760/32E (Rev 4-90) S/N 0107-LF-009-7600

SECTION IIIA -- SCHOOL/COURSE ATTENDANCE RECORD

(b) (6), (b) (7)(C) [redacted] | SSN

RECORD ALL SPECIALIZED, FORMAL AVIATION SCHOOLS, INCLUDING:

UNDERGRADUATE PILOT/NFO
FRS SYLLABI
FIRE FIGHTING
FASOTRAGRP SYLLABI
WEAPONS SYSTEMS
FRAMP
MAINTENANCE (3M) COURSES

SCHOOL/COURSE	DATES ATTENDED	PASS/FAIL/SCORE	UNIT	REMARKS	VERIFIED BY
MAG-11 IGS	6 JAN 15	P	MAG 11		(b) (6), (b) (7)(C) [redacted]
~~MAG-11 F/A-18 Systems~~ A/A TRNG Rules	7 JAN 15	P	MAG 11		
ORM CRM MAG-11 IGS	2 Dec 15	P	MAG 11		
MAG-11 F/A-18 Systems A/A TRNG Rules	3 DEC 15	P	MAG 11		
ORM CRM Laser	21 Sep 16	P	MAJX		

ENCLOSURE (7)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32E (4-81) SN 0107-LF-736-2160

SECTION IIIA – SCHOOL/COURSE ATTENDANCE RECORD

NAM(b) (6), (b) (7)(C) [redacted] | SSN

RECORD ALL SPECIALIZED, FORMAL AVIATION SCHOOLS, INCLUDING:

UNDERGRADUATE PILOT/ NFO
FRS SYLLABI
FIRE FIGHTING
FASOTRAGRP SYLLABI
WEAPONS SYSTEMS
FRAMP
MAINTENANCE (3M) COURSES

SCHOOL/COURSE	DATES ATTENDED	PASS/FAIL/SCORE	UNIT	REMARKS	VERIFIED BY
ORM	11FEB 08	PASS	NASC	—	(b) (6), (b) (7)(C) [redacted]
DPI	25FEB 08	PASS	NASC	—	
CR-03X	10 Mar 2005	Q	VT-22		
ADVANCED T-45	16 Apr 2010	Q	VT-22	Murphy	
CR-02X	26 Apr 2010	Q	VT-22	—	
CRM	07 May 2010	Q	VT-22	Bearley	
FITC	11 May 2010	Q	VT-22		
CRM	19 JULY 2011	Q	VT-22	—	
MAG-11 IGS	3 AUG 11	P	MAG 11		
MAG-11 OOCF LECTURE	4 AUG 11		MAG 11		
MAG-11 CRM LECTURE	↓		↓		
MAG-11 ORM LECT. INT ___ REF ___					
AFAM 51					
MAG-11 CRM LECTURE	8 NOV 11		MAG 11		
MAG-11 [illegible] INT ___ REF ✓	↓		↓		
AFAM 051					
MAG-11 IGS	9 NOV 11		MAG 11		
MAG-11 IGS	19 NOV 12		MAG 11		
MAG-11 CRM LECTURE	20 Nov 12		MAG-11		
MAG-11 ORM LECT. INT ___ REF ✓	20 Nov 12		MAG-11		
FA-18 SYS Rev/ AA TRG	20 Nov 12		MAG-11		
~~MAG-11 MAG11 Systems~~	7 NOV 13	P	MAG 11		
A/A TRNG Rules	7 NOV 13	P	MAG-11		
ORM					
CRM					

CNATRINST 1500

NAVAL AVIATOR AVIATION TRAINING JACKET (ATJ) SUMMARY CARD

NAME (LAST, FIRST, AND MIDDLE)	RANK/SERVICE	SSN	SEX/RACE/ETHNIC CODE
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	MCZ

COLLEGE	MAJOR/DEGREE	PROCUREMENT SOURCE	AQT	FAR	BI	DATE OF COMMISSION
(b) (6), (b) (7)(C) [redacted]	CRIM JUS	29	5	7	0	20-MAY-2006

PERMANENT HOME OF RECORD	PLACE OF BIRTH	DATE OF BIRTH
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]

TYPE OF TRAINING

- [X] PILOT
- [ ] STRIKE
- [ ] MARITIME
- [ ] E-2/C-2
- [ ] E-6
- [ ] HELICOPTER
- [ ] V-22
- [ ] NFO
- [ ] NAV
- [ ] STRIKE
- [ ] STRIKE FIGHTER
- [ ] ATDS(E-2/C-2)

AVW [ ] YES [ ] NO

ANTHRO CODES
SEH - TTR - BKL - SH
12-12-4-8

PHASE OF TRAINING	DATE REPORTED	DATE COMPLETED	RAW SCORES FLIGHT	RAW SCORES ACADEMIC	RAW SCORES SIM	NAVY STANDARD SCORE FLIGHT SQ AVE / SD	NAVY STANDARD SCORE ACADEMIC SQ AVE / SD	NAVY STANDARD SCORE SIM SQ AVE / SD	PRIMARY AGGREGATE SCORE SQ AVE / SD
PREFLIGHT	18-JAN-08	2-29-08		91			49		
PRIMARY	3/3/08	18SEP08	1.173	89.33		58.3	41		
INTERMEDIATE Jet	5 Jan 09	14 Sep 09	3.044	93.17		58.5	44.1		
ADVANCED Strike	14 Sep 09	1 Apr 10	3.042	80.00		62.7	27.8		COMPOSITE SCORE 237
~~OTHER~~ Combined	5 Jan 09	1 Apr 10	3.043	91.29		61.3	39.1		236

SUMMARY OF FLIGHT AND SIMULATOR TRAINING IN THE NAVAL TRAINING COMMAND

SQUADRON	A/C / SIM MODEL	TOTAL NUMBER OF EVENTS SYL	TOTAL NUMBER OF EVENTS N-SYL	TOTAL NUMBER OF HOURS SYL	TOTAL NUMBER OF HOURS N-SYL	FIRST PILOT HOURS SYL	FIRST PILOT HOURS N-SYL	CO-PILOT HOURS SYL	CO-PILOT HOURS N-SYL	SPECIAL CREW HOURS SYL	SPECIAL CREW HOURS N-SYL	NIGHT HOURS SYL	NIGHT HOURS N-SYL	INSTRUMENT HOURS ACTUAL	INSTRUMENT HOURS SIMULATED
VT-2	T34C	49	4	87.5	6.5	71.6	5.7	15.9	0.8	–	–	12.2	–	2.4	20.4
VT-2	2B37	26	–	33.8	–	33.8	–	–	–	–	–	–	–	–	33.8
VT-22	2F137/8	58	–	82.8	–	82.8	–	–	–	–	–	4.0	–	–	45.3
VT-22	T45 C	65	1	83.5	1.5	75.8	–	7.7	–	–	1.5	11.8	–	6.3	17.4
VT-22	2F138														
VT-22	T45 A														
VT-22	T45 C														

REASON FOR ATTRITION (ENTER CODE)	PHASE/STAGE AT TIME OF ATTRITION	DATE OF ATTRITION	PIPELINE CHANGE / PROGRAM CHANGE APPROVED [ ] YES [ ] NO
DATE OF DESIGNATION 16 April 2010	FLEET REPLACEMENT SQUADRON ASSIGNMENT		NEW PIPELINE / PROGRAM

CNATRA 1542 95 (Rev. 9-00)

ENCLOSURE (7)

NAVAL AVIATOR AVIATION TRAINING JACKET (ATJ) SUMMARY CARD

PRIOR FLIGHT TIME

FAA PILOT CERTIFICATE ☐ PRIVATE ☐ COMMERCIAL ☐ ATP

PILOT - IN - COMMAND (PIC) HOURS:

DESIGNATED MILITARY AVIATOR	SERVICE HOURS:	PIC HOURS:

BOARD ACTIONS / DIRECT REFERRALS

PHASE	STAGE	REASON	ACTION		
			BOARD (ENTER VOTE)	CO	CTW

CARRIER QUALIFICATIONS (FOR STUDENT NAVAL PILOTS ONLY)

PHASE	DATE QUAL	A/C MODEL	LANDINGS		REMARKS
			T & G	ARRESTED	
INTERMEDIATE					
ADVANCED	9 NOV 09	T45 C	4	10	

COMMENTS:

CNATRA 1542 95 (Rev. 9-00)

ENCLOSURE (7)

(b) (6), (b) (7)(C) [redacted]

INT JETS	U	BA	A	AA			
BI	0	4	200	15	219	3.050	59.3
RI	0	4	256	13	273	3.033	50.0
AN	0	1	172	10	183	3.049	53.1
FAM	0	1	390	17	408	3.039	61.1
OCF	0	0	17	0	17	3.000	45.0
FORM	0	1	364	20	385	3.049	56.9
IR	0	2	90	8	100	3.060	52.5
NFAM	0	0	57	3	60	3.050	46.5
FCLP	0	0	41	2	43	3.047	72.1

	FLT NSS	ACAD	ACAD NSS	Composite	Start	End
INT JETS 0 13 1587 88 1688 3.044	58.5	93.17	44.1	228	5-Jan-09	14-Sep-09

ADV STRIKE							
AN	0	0	90	6	96	3.063	59.4
ON	0	0	223	10	233	3.043	57.8
WEP	0	0	286	15	301	3.050	67.7
TACF	0	1	141	5	147	3.027	45.8
NFORM	0	0	80	5	85	3.059	58.2
OCF	0	0	15	1	16	3.063	75.7
ACM	0	4	249	12	265	3.030	47.5
CQ	0	0	75.937	2.179	78.115	3.028	68.0

	QUAL DATE	LSO	BOAT	GPA
CQ	11/9/2009	Naegle	75	2.90

	FLT NSS	ACAD	ACAD NSS	Composite	Start	End
ADV STRIKE 0 5 1160 56 1221 3.042	62.7	80.00	27.8	237	14-Sep-09	1-Apr-10
Total 0 18 2747 144 2909 3.043	61.3	91.29	39.1	236	5-Jan-09	1-Apr-10

Supplemental page in lieu of CNATRA form 1542/1437 (T-45TS Strike). This meets all the requirements of CNATRAINST 1500.4 Series.

ENCLOSURE (7)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32F (4-81) SN 0107-LF-736-2170

SECTION IIIB – OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME *(Last, first, middle initial)*	RANK/RATE	SSN

COURSE CATEGORY	TYPE OF TRAINING: AVIATION PHYSIOLOGY	EMERGENCY EGRESS	WATER SURVIVAL	LAND SURVIVAL, DWEST, SERE
A A OF EJECTION SSU 5/6/17 CTTP	DATE 30DEC15 GRADE Q UNIT [illegible] (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE
ROBD	DATE 21DEC15 GRADE Q UNIT [illegible] (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE
~~[illegible]~~ CSEL REFRESHER	DATE 7JAN16 GRADE Q UNIT 314 (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE
NIGHT VAS REFRESHER	DATE 7JAN16 GRADE Q UNIT 314 (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE
WATER SURVIVAL	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE 11AUG16 GRADE Q UNIT 314 (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE
ROBD	DATE [illegible] GRADE [illegible] UNIT [illegible] (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE
A/A OF EJECTION SSU 5/6/17	DATE / GRADE / UNIT / SIGNATURE	DATE 8DEC16 GRADE Q UNIT 314 (b) (6), (b) (7)(C) [redacted]	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE	DATE / GRADE / UNIT / SIGNATURE

TRAINING ACTIVITIES

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	20. Other (List)
7. Jacksonville, FL	14. Patuxent River, MD	21.

☆ U.S. Government Printing Office: 1982 583-004/1073

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION III/C - EXAMINATION RECORD

NAME (b) (6), (b) (7)(C) [redacted] SSN

NATOPS EXAMS

OPEN BOOK				CLOSED BOOK			
DATE	GRADE	PASS/FAIL	GRADED BY	DATE	GRADE	PASS/FAIL	GRADED BY
30 Apr 09	4.0	P	(b) (6), (b) (7)(C) [redacted]	18 May 09	4.0	P	(b) (6), (b) (7)(C) [redacted]
15 Jun 10	4.0	P		15 Jun 10	4.0	P	
24 Oct 11	4.0	P		24 Oct 11	4.0	P	
20 NOV 12	4.0	P		20 NOV 12	3.9	P	101
30 JAN 13	4.0	P	314	30 JAN 13	4.0	P	314
23 APR 13	4.0	P	314	25 APR 13	3.95	P	314
26 NOV 13	4.0	P	314	26 NOV 13	4.00	P	314
13 JAN 15	4—	P	314	13 JAN 15	4—	P	314
14 DEC 15	4—	P	314	14 DEC 15	4—	P	314

INSTRUMENT EXAM				COURSE RULES		OTHER EXAMS				
DATE	GRADE	PASS/FAIL	GRADED BY	DATE	GRADE	TITLE	DATE	GRADE	PASS/FAIL	GRADED BY
12 Jun 09	100	P	(b) (6), (b) (7)(C) [redacted]	12 Mar 09	4.0	EP	19 May 09	4.0	P	(b) (6), (b) (7)(C) [redacted]
8 May 10	96	P		30 Mar 10	4.0	EP	15 JUN 10	4.0	P	
3 AUG 11	3.89	P		29 Apr 10	4.0	F-18 IAE	20 JUL 11	4.0	P	
9 NOV 11		P	MAG 11	10 Mar 11	4.0	F/A-18 IAE	22 NOV 11	4.0	P	101
9 NOV 12	4.0	P	MAG 11	19 NOV 12	4.0	F/A-18 IAE	4 JAN 12	4.0	P	101
6 NOV 13	4.0	P	MAG 11	25 MAR 13	4.0	F/A-18 IAE	12 JAN 12	4.0	P	101
6 JAN 15	4.0	P	MAG-11			F/A-18 IAE	11 JUN 12	4.0	P	101
20 DEC 15	4.0	P	MAG-11			F/A-18 IAE	31 JUL 12	4.0	P	101
						F/A-18 IAE	20 NOV 12	4.0	P	101
						F/A-18 IAE	30 JAN 13	4.0	P	314
						Course Rules	25 MAR 13	4.0	P	314
						IAE	APR 13	4.0	P	314
						IAE	26 NOV	4.0	P	314
						IAE	13 JAN 15	4—	P	314
						IAE	22 DEC 15	4—	P	314

OPNAV 3760/32G (APR 1981)

ENCLOSURE (7)

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

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

1. TO:	2. FROM:	3. DATE (YYYYMMDD)
CO, VMFA-314	FLIGHT SURGEON, VMFA-314	20161101

4. MEMBER NAME (Last, First, Middle Initial)	5. IDENTIFICATION NUMBER	6. GRADE	7. DATE OF BIRTH (YYYYMMDD)
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6)	(b) (6), (b)

8. ORGANIZATION	9. TYPE OF DUTY	10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable)
USMC	PILOT	20160803

11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.

a. X one:

[X] CLEARED AFTER (X): [ ] Temporary medical disqualification [ ] Waiver recommended (Not USAF) [ ] Aircraft mishap [X] Reporting to new duty station [ ] Waiver granted [ ] Other (See remarks)

[ ] CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION

b. EFFECTIVE DATE (YYYYMMDD)	c. EXPIRATION DATE (YYYYMMDD)
20161101	20170831

12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.

a. X one:

[ ] TEMPORARY DISQUALIFICATION DUE TO (X): [ ] Illness or Injury [ ] Aircraft mishap [ ] Other (See remarks)

MAY PARTICIPATE IN (X): [ ] Simulator duties [ ] Ground based flight line duties [ ] Other (See remarks)

[ ] PERMANENT DISQUALIFICATION

b. EFFECTIVE DATE (YYYYMMDD)	c. ESTIMATED DURATION OF GROUNDING

13. REMARKS/LIMITATIONS

[ ] VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.

[ ] MUST CARRY EXTRA SPECTACLES.

NFE

14. (X one): [X] FLIGHT SURGEON [ ] OTHER (Countersignature required for Air Force and Navy upslip)

a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
(b) (6), (b) (7)(C)	(b)	(b) (6), (b) (7)(C)	20161101
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:	b. (b) (6), (b) (7)(C)	c. DATE SIGNED (YYYYMMDD)
[X] MAY [ ] MAY NOT perform flight duties.		20161101

16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy) [ ] APPROVE [ ] DISAPPROVE

a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)

NATOPS EVALUATION REPORT

NAME (Last, first, initial)	GRADE	EDIPI
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]

SQUADRON/UNIT	AIRCRAFT MODEL	CREW POSITION
VMFAT-101	F/A-18 A/B/C/D	PILOT
TOTAL PILOT/FLIGHT HOURS	**TOTAL HOURS IN MODEL**	**DATE OF LAST EVALUATION**
241.0	22.5	INITIAL

NATOPS EVALUATION

REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	24-Nov-15	Q		
CLOSED BOOK EXAMINATION	24-Nov-15	Q		
IMMEDIATE ACTIONS EXAMINATION	5-Jan-16	Q		
ORAL EXAMINATION	22-Jan-16	Q		
*EVALUATION FLIGHT	22-Jan-16	Q		

FLIGHT DURATION	AIRCRAFT BUNO	OVERALL FINAL GRADE
1.5	AFT-2 (165687)	QUALIFIED

REMARKS OF EVALUATION/INSTRUCTOR

(b) (6), (b) (7)(C) [redacted] FLEW HIS NATOPS CHECK FLIGHT IN THE CNO-APPROVED F/A-18 FLIGHT SIMULATOR LISTED ABOVE. ALL SIMULATED EMERGENCIES WERE HANDLED IAW OPNAVINST 3710.7U AND THE F/A-18 NATOPS MANUAL. PROFICIENCY WAS DEMONSTRATED IN THE F/A-18. OCF TRAINING WAS CONDUCTED IAW MAG-11 GRUO 3715.1. CRM WAS CONDUCTED IAW COMNAVAIRFORINST 1542.7A. (b) (6), (b) (7)(C) [redacted] HAS DEMONSTRATED A SOUND KNOWLEDGE OF F/A-18 FLIGHT PROCEDURES AND STANDARDIZATION.

EXPIRES: 31-Jan-17

☐ CHECK IF CONTINUED ON REVERSE SIDE

GRADE, NAME OF EVALUATOR/INSTRUCTOR		DATE
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	22-Jan-16
GRADE, NAME OF EVALUEE		**DATE**
(b) (6), (b) (7)(C) [redacted]		22-Jan-16

REMARKS OF UNIT COMMANDER

(b) (6), (b) (7)(C) [redacted] IS NATOPS QUALIFIED IN THE F/A-18.

GRADE, NAME OF UNIT COMMANDER		DATE
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7)(C) [redacted]	22-Jan-16

ENCLOSURE (9)

NATOPS INSTRUMENT RATING REQUEST
OPNAV 3710/2 (REV. 1-74) S/N 0107-LF-728-2903

REF: OPNAVINST 3710.7 SERIES
OPNAVINST 3510.9 SERIES
NATOPS INSTRUMENT FLIGHT MANUAL

NAME (Last, first, initial)	GRADE	EDIPI	DATE
(b) (6), (b) (7)(C) [redacted]	(b) (6), (b) (7) [redacted]	(b) (6), (b) (7)(C) [redacted]	15-Dec-15

UNIT: VMFAT-101

APPLICATION IS HEREBY MADE FOR AN INSTRUMENT RATING *(Check one)*

[X] STANDARD [ ] SPECIAL

EXPERIENCE SUMMARY

MISCELLANEOUS SUMMARY

ITEM	LAST 6 MO.	LAST 12 MO.
PRECISION APPROACHES	19	57
NON-PRECISION APPROACHES	6	33

INSTRUMENT PILOT TIME

ITEM	LAST 12 MO.	LAST 6 MO.	TOTAL ALL YEARS
ACTUAL	18.9	7.3	25.3
SIMULATED	40.2	9.8	60.2
INSTRUMENT PILOT TIME TOTAL	59.1	17.1	85.5
TOTAL YEARS FLYING EXPERIENCE *(Military and Commercial)*	1		

TOTAL PILOT TIME: 227.8

AIRCRAFT QUALIFICATIONS: F/A-18

CURRENT RATING: STANDARD

PILOT'S BIRTHDAY: 13-Aug-87

SIGNATURE OF APPLICANT: (b) (6), (b) (7)(C) [redacted]

WRITTEN EXAMINATION

THIS IS TO CERTIFY THAT THE APPLICANT HAS . . .

[X] SATISFACTORILY [ ] UNSATISFACTORILY

. . . COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL.

1ST EXAM *(Grade)*	2ND EXAM *(Grade)*	3RD EXAM *(Grade)*
PASS		

SIGNATURE OF EXAMINING OFFICER	*(GRADE)*
(ON FILE)	PASS

UNIT	DATE
MAG-11 INSTRUMENT GROUND SCHOOL	2-Dec-15

FLIGHT EVALUATION

	PART ONE *(Basic Instruments)*	QUAL	UNQUAL		PART TWO *(Instrument Flight within control areas with emphasis on VOR/TACAN where feasible)*	QUAL	UNQUAL
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							

* Not required when conducted under actual instrument conditions.

REMARKS

(b) (6), (b) (7)(C) [redacted] FLEW HIS NATOPS INSTRUMENT EVALUATION FLIGHT IN THE F/A-18 2F193 ADVANCED FLIGHT TRAINER (AFT). PROFICIENCY WAS DEMONSTRATED IN ALL PHASES OF INSTRUMENT FLIGHT. (b) (6), (b) (7)(C) [redacted] S UNCONDITIONALLY NATOPS STANDARD INSTRUMENT QUALIFIED PER OPNAVINST 3710.7U.

DATE OF FLIGHT CHECK	AIRCRAFT MODEL	BUNO	INSTRUMENT RATING ISSUED	*(Expires)*
15-Dec-15	F/A-18 (AFT)	2F132	[X] STANDARD [ ] SPECIAL	31-Dec-16

(b) (6), (b) (7)(C) [redacted] (b) (6), (b) (7)(C) [redacted]

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

NAME (Last, First, Middle Initial) (b) (6), (b) (7)(C) [redacted] | SSN

DATE	DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED
25SEP15	NAVAL AVIATOR	T45C	VT-7	(b) (6), (b) (7)(C) [redacted]	

OPNAV 3760/32C (APR 1981)

ENCLOSURE (9)

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
05 Feb 2014

From: Officer in Charge, Naval Survival Training Insititute

To: (b) (6), (b) (7)(C) [redacted]

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), (b) (6), (b) (7)(C) [redacted] has received **AIRCREW INDOCTRINATION NASTP TRAINING FOR CLASS 1 AIRCRAFT** on **05 Feb 2014** at Aviation Survival Training Center **PENSACOLA.**

2. (b) (6), (b) (7)(C) [redacted] received a grade of **Q.** All required modules were completed.

3. This qualification expires on **28 Feb 2018** 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-16, F/A-18, S-3, T-2, T-45, T-6B
CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

(b) (6), (b) (7)(C) [redacted]

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

OPNAV 3760/32E (Rev 4-90) S/N 0107-LF-009-7600

SECTION IIIA -- SCHOOL/COURSE ATTENDANCE RECORD

NAME (Last, first, middle) (b) (6), (b) (7)(C) [redacted] | SSN

RECORD ALL SPECIALIZED, FORMAL AVIATION SCHOOLS, INCLUDING:

UNDERGRADUATE PILOT/NFO
FRS SYLLABI
FIRE FIGHTING
FASOTRAGRP SYLLABI
WEAPONS SYSTEMS
FRAMP
MAINTENANCE (3M) COURSES

SCHOOL/COURSE	DATES ATTENDED	PASS/FAIL/SCORE	UNIT	REMARKS	VERIFIED BY
API	6 Feb 14	P	MASC		(b) (6), (b) (7)(C) [redacted]
CRM	27 Feb 14	P	TW5		
T6B	18 Aug 14	P	VT3		
ADV Strike	25-Sep 15	P	VT-7		
MAG-11 IGS	2 Dec 15	P	MAG-11		
~~MAG-11 F/A-18 Systems~~					
A/A TRNG Rules	3 DEC 15	P	MAG-11		
ORM					
CRM					
MAG-11 IGS	7 Dec 16	P	MAG-11		
MAG-11 F/A-18 Systems	8 DEC 16	P	MAG 11		
A/A ~~TRNG Rules~~					
ORM					
CRM					

NAVAL AVIATOR AVIATION TRAINING JACKET (ATJ) SUMMARY CARD

NAME (LAST, FIRST, AND MIDDLE)	RANK/SERVICE	DOD IDNUMBER (10-digit)	SEX/RACE/ETHNIC CODE
(b) (6), (b) (7)(C)	(b) (6), (b) (7) USMC	(b) (6), (b) (7)	MEX

COLLEGE	MAJOR/DEGREE	PROCUREMENT SOURCE	AQR	PFAR/FOFAR*	BI	DATE OF COMMISSION
(b) (6),	AVIATION FLIGHT	29	7	8	0	29-MAY-2012

PERMANENT HOME OF RECORD (City/State Only)	PLACE OF BIRTH (City/State Only)	YEAR OF BIRTH
	(b) (6), (b)	

TYPE OF TRAINING

[X] PILOT [ ] STRIKE [ ] MARITIME [ ] E-2/C-2 [ ] E-6 [ ] HELICOPTER [ ] MV-22

[ ] NFO [ ] NAV [ ] STRIKE [ ] STRIKE FIGHTER [ ] ATDS (E-2/C-2)

AVW [ ] YES [ ] NO

ANTHROPOMETRIC CODE: 12-9-4-5

PHASE OF TRAINING	DATE REPORTED	DATE COMPLETED	RAW SCORES				NSS	
			FLIGHT/ DEVICE	ACAD	# UNSAT	# MARG	PHASE	ACAD
PREFLIGHT	13-DEC-13	2-11-14		94				56
PRIMARY	10-FEB-14	30-JUL-14	1.312	96.2			80.0	46.9
INTERMEDIATE 1	15-SEP-14	14-MAY-15	1.134	97.3	-	-	47.8	54.2
INTERMEDIATE 2								
ADVANCED	15-MAY-15	23-SEP-15	1.056	100	1	-	59.8	54.6
OTHER								

COMPOSITE SCORE: 223

** 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-3	2F207B	10	15	13.0	18.3	13.0	18.3	-	-	-	-	1.3	-	-	-	7.8
VT-3	2F208B	20	1	26.0	.7	26	.7	-	-	-	-	6.5	-	-	-	14.3
VT-3	T-6B	37	-	52.8	-	43.0	-	9.8	-	-	-	3.6	-	-	3.0	8.9
VT-7	T-45C	64	3	82.3	3.4	74.0	-	8.3	-	-	3.4	18.2	-	-	18.1	11.4
VT-7	2F138C	54	-	77.8	-	77.8	-	-	-	-	-	6.4	-	-	-	49.6
VT-7	T-45C	78	3	83.8	2.3	79.3	-	4.5	-	-	2.3	10.3	-	-	5.1	3.8
VT-7	2F138C	19	-	23.4	-	23.4	-	-	-	-	-	3.6	-	-	-	3.6

REASON FOR ATTRITION (ENTER CODE)	PHASE/STAGE AT TIME OF ATTRITION	DATE OF ATTRITION	PIPELINE CHANGE/PROGRAM CHANGE APPROVED [ ] YES [ ] NO

DATE OF DESIGNATION	FLEET REPLACEMENT SQUADRON ASSIGNMENT	NEW PIPELINE/PROGRAM
25-SEP-15	VMFAT-101	

This report complies with provisions of the Privacy Act of 1974 (PL93-579) For Official Use Only

CNATRINST 1500

NAVAL AVIATOR AVIATION TRAINING JACKET (ATJ) SUMMARY CARD

NAME (LAST, FIRST, AND MIDDLE)	RANK/SERVICE		SEX/RACE/ETHNIC CODE
[redacted]	[redacted] USMC	[redacted]	[redacted]

COLLEGE	MAJOR/DEGREE	PROCUREMENT SOURCE	AQT	FAR	BI	DATE OF COMMISSION
[redacted]	AVIATION FLIGHT	29	7	8	0	29-MAY-2012

PERMANENT HOME OF RECORD	PLACE OF BIRTH	DATE OF BIRTH
[redacted]	[redacted]	[redacted]

TYPE OF TRAINING

X PILOT ☐ STRIKE ☐ MARITIME ☐ E-2/C-2 ☐ E-6 ☐ HELICOPTER ☐ V-22

☐ NFO ☐ NAV ☐ STRIKE ☐ STRIKE FIGHTER ☐ ATDS(E-2/C-2)

AVW ☐ YES ☐ NO

ANTHRO CODES
SEH - TTR - BKL - SH
12-9-4-5

PHASE OF TRAINING	DATE REPORTED	DATE COMPLETED	RAW SCORES FLIGHT	RAW SCORES ACADEMIC	RAW SCORES SIM	NAVY STANDARD SCORE FLIGHT SQ AVE	FLIGHT SD	ACADEMIC SQ AVE	ACADEMIC SD	SIM SQ AVE	SIM SD	PRIMARY AGGREGATE SCORE SQ AVE	SD
PREFLIGHT	13-DEC-13	2-11-14		94				56					
PRIMARY	10FEB'14	30Jul 14	1,312	96.2		80.0		46.9					
INTERMEDIATE	15Sep14	14May15	1.1341	97.25		47.8		54.2					
ADVANCED												COMPOSITE SCORE	
OTHER													

SUMMARY OF FLIGHT AND SIMULATOR TRAINING IN THE NAVAL TRAINING COMMAND

SQUADRON	A/C / SIM MODEL	TOTAL NUMBER OF EVENTS SYL	TOTAL NUMBER OF EVENTS N-SYL	TOTAL NUMBER OF HOURS SYL	TOTAL NUMBER OF HOURS N-SYL	FIRST PILOT HOURS SYL	FIRST PILOT HOURS N-SYL	CO-PILOT HOURS SYL	CO-PILOT HOURS N-SYL	SPECIAL CREW HOURS SYL	SPECIAL CREW HOURS N-SYL	NIGHT HOURS SYL	NIGHT HOURS N-SYL	INSTRUMENT HOURS ACTUAL	INSTRUMENT HOURS SIMULATED
VT-3	2F207B	10	15	13.0	18.3	13.0	18.3	—	—	—	—	1.3	—	—	7.8
VT-3	2F208B	20	1	26.0	0.7	26.0	0.7	—	—	—	—	6.5	—	—	14.3
VT-3	T-6B	37	—	52.8	—	43.0	—	9.8	—	—	—	3.6	—	3.0	8.9
VT-7	T45C	64	3	82.3	3.4	74	—	8.3	—	—	3.4	18.2	—	18.1	11.4
VT-7	2F138	54	—	77.8	—	77.8	—	—	—	—	—	6.4	—	—	49.6

REASON FOR ATTRITION (ENTER CODE)	PHASE/STAGE AT TIME OF ATTRITION	DATE OF ATTRITION	PIPELINE CHANGE / PROGRAM CHANGE APPROVED YES NO
DATE OF DESIGNATION	FLEET REPLACEMENT SQUADRON ASSIGNMENT		NEW PIPELINE / PROGRAM

CNATRA 1542 95 (Rev. 9-00)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32F (4-81) SN 0107-LF-736-2170

SECTION IIIB – OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME *(Last, first, middle initial)*	RANK/RATE	SSN

COURSE CATEGORY	TYPE OF TRAINING: AVIATION PHYSIOLOGY			EMERGENCY EGRESS			WATER SURVIVAL			LAND SURVIVAL, DWEST, SERE		
SPAT D, HYPOXIA CSEL	DATE 2DEC15	GRADE Q	UNIT MAG11	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	[redacted]			SIGNATURE			SIGNATURE			SIGNATURE		
A A OF EJECTION SSU 5/6/17 G-TEP				DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	[redacted]			SIGNATURE			SIGNATURE			SIGNATURE		
ROBD	23FEB16	Q	MAG11	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	[redacted]			SIGNATURE			SIGNATURE			SIGNATURE		
NITE LAB INDOC AN/AVS-9 HM2 CROCKER				DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	[redacted]			SIGNATURE			SIGNATURE			SIGNATURE		
SERE COMPLETED X INCOMPLETE ___				DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE 30 Sept 16	GRADE Q	UNIT 16
	SIGNATURE			SIGNATURE			SIGNATURE			[redacted]		
CSEL, HYPOXIA SPAT D	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	[redacted]			SIGNATURE			SIGNATURE			SIGNATURE		
A.A. OF EJECTION SSU 5/6/17 G-TEP				DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	[redacted]			SIGNATURE			SIGNATURE			SIGNATURE		
				DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		

TRAINING ACTIVITIES

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC NSF
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	20. Other (List)
7. Jacksonville, FL	14. Patuxent River, MD	21.

☆ U.S. Government Printing Office: 1982 583-004/1073

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32F (REV4-90) S/N 0107-LF-009-7700

SECTION IIIB -OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, First, Middle Initial)	RANK/RATE	SSN
PELFREY, ANTHONY D	O-1	000-00-0000

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	SIGNATURE			SIGNATURE			(b) (6), (b) (7)(C) [redacted]			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
LAND SURVIVAL TRAINING	SIGNATURE			SIGNATURE			SIGNATURE			(b) (6), (b) (7)(C) [redacted]		
GLOC/T-6B Egress	DATE	GRADE	UNIT	DATE	GRADE	UNIT	(b) (6), (b) (7)(C) [redacted]				GRADE	UNIT
	SIGNATURE			(b) (6), (b) (7)(C) [redacted]								
NASTP Class 2	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (6), (b) (7)(C) [redacted]						(b) (6), (b) (7)(C) [redacted]					
CFET	DATE	GRADE	UNIT	DATE	GRADE	UNIT				DATE	GRADE	UNIT
	(b) (6), (b) (7)(C) [redacted]						SIGNATURE			SIGNATURE		
Naces Ejection Seat Briefing	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			(b) (6), (b) (7)(C) [redacted]						SIGNATURE		
Level A Training	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	(b) (6), (b) (7)(C) [redacted]						SIGNATURE			SIGNATURE		
SEAT BRIEF SJU 5/6/17	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			(b) (6), (b) (7)(C) [redacted]						SIGNATURE		

TRAINING ACTIVITIES

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	Other (List) 20. NASC, Pensacola, FL
7. Jacksonville, FL	14. Patuxent River, MD	21.

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32G (Rev 4-90) S/N 0107-LF-009-7800

SECTION IIIC--EXAMINATION RECORD

NAME (Last, first, middle initial) (b) (6), (b) (7)(C) [redacted] | SSN

NATOPS EXAMS

OPEN BOOK				CLOSED BOOK			
DATE	GRADE	PASS/FAIL	GRADED BY	DATE	GRADE	PASS/FAIL	GRADED BY
15FEB15	4.0	P	(b) (6), (b) (7) [redacted]	18FEB15	4.0	P	(b) (6), (b) (7) [redacted]
24 Nov 15	3.9	P	101	24 Nov 15	3.9	P	101

INSTRUMENT EXAM				COURSE RULES		OTHER EXAMS				
DATE	GRADE	PASS/FAIL	GRADED BY	DATE	GRADE	TITLE	DATE	GRADE	PASS/FAIL	GRADED BY
16MAR15	Q	PASS	TW-1			F18 IAE	5JAN16	P	PASS	101
2Dec15	4.0	P	MAG-11			F18IAE	2 Aug 16	4.0	PASS	101
7Dec16	4.0	P	MAG-11							

UNITED STATES MARINE CORPS
MARINE FIGHTER ATTACK SQUADRON 314
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
P. O. BOX 452041
MCAS MIRAMAR, SAN DIEGO, CA 92145-2041

IN REPLY REFER TO

5420
S-3
9 Dec 16

From: (b) (6), (b) (7)(C) [redacted]/7523 USMC
To: Investigating Officer for JAGMAN Investigation of Mishap On 20161109

Subj: (b) (6), (b) (7)(C) [redacted] STATEMENT OF EVENTS FOR 09 NOV 2016

1. On 09 Nov 16, I, Knite 1 (KE-1), was scheduled as a flight lead to execute High Aspect Basic Fighter Maneuvers (HABFM) with a wingman from VMFA-232 in support of the MAG-11 Turkey Shoot. Participants attended an in-brief presented by (b) (6), (b) (7)(C) [redacted] the week prior and were informed of the events to be flown, qualification requirements for each pilot, specific admin and tac admin for each event, air to air training rules, out of control flight boldface, scoring, and safety precautions.

2. The mass brief was given by (b) (6), (b) (7)(C) [redacted] at 0715 in the VMFA-232 ready room, and it specifically addressed the HABFM evolution. This was the second time this information was briefed to the masses. The brief was very thorough and well presented, with a heavy emphasis on admin, tac admin, aerial refueling, and safety. Appropriate measures were in place to geographically de-conflict merging aircraft, as well as radio calls to update SA levels pre and post merge. After the mass brief, the other three participants of the event and I, sat down for an integration brief to further discuss de-confliction measures for all regimes of the fight, our lost sight game plan pre and post merge, lead and wing responsibilities if one or both go blind, and PADS for canned HABFM sets.

3. KE-1 and the other flight lead Devil 1 (DL-1) from VMFA-232 discussed our wingman's currency and proficiency, as they were both new to the fleet. While Knite 2 (KE-2) and I had flown red air together on 07 Nov 16 with no major issues noted, I was concerned with KE-2's proficiency flying BFM, seeing as the missions are drastically different. KE-2 is a recent FRS graduate and had not flown dynamically in a while. KE-2 was a late change to the schedule the evening prior, and was also LPOD ODO. The next morning, in discussing the day's events with the Executive Officer, I expressed my concern with the change. KE-2 said he had no issues with the change.

ENCLOSURE (10)

4. Once we were informed of the schedule change, I sat down with KE-2 to discuss the plan for the following day. I instructed him to read the Top Gun HABFM chapter again that evening to reacquaint himself with the concepts and definitions so that our brief would make more sense, and not be the first time he thought about fighting HABFM. The overall plan was to attend the mass brief, discuss specifics in the integration brief, then prepare for the flight through our own element brief. We were to hot seat into the morning event, refuel in the hot pits, and launch.

5. The element brief further emphasized the admin and tac admin discussed prior, as well as a thorough refresh on aerial refueling from a KC-130. The conduct portion of the brief resembled a HABFM briefing lab due to KE-2's low proficiency level. KE-2 had good interaction throughout the brief, and had no issues with the questions and concepts I presented him. Demonstrating with models, I focused on controlling merges, the different sight pictures we would see, stick and rudder mechanics, lift vector placement, energy management, and weapons cuing. After each major concept, I identified common mistakes made in execution and how to avoid, and fix them as required. We discussed stick and rudder mechanics when merging low to high, and how to set the desired follow-on geometry. KE-2, like most new wingman, had some confusion with how to set one circle flow when merging low to high. I briefed techniques of how to avoid losing sight while making the merge, the correct rudder to use to set the desired flow, the timing to execute the pull, and the actual mechanics to do so. I was satisfied KE-2 had a firm grasp of the concept and continued. The remainder of the brief went without issue.

6. Post brief, we hot seated without issue and taxied to the pits for fuel. KE-2 was told he had a hydraulic leak by the Marines working the pits. I looked over and confirmed. KE-2 finished fueling and taxied to the line for trouble shooting. I finished fueling, then returned to the line for final checks and arming. The maintainers fixed KE-2's leak and called his aircraft safe for flight. During this time, I was coordinating with DL-1 regarding the overall plan. DL-2 went down in the line, and DL-1 was going to launch as a single, stay with the tanker, and fight KE-1 after KNITE flight was bingo. KE-1 was going to mid mission refuel, then join on DL-1 and execute HABFM. This contingency had already been addressed in the main coordination brief and was agreed upon by all players in the event of fallouts.

7. KNITE flight took off slightly late, executing a section go without issue. Tac admin was completed in the eastern corridor without issue. KE-1 had the tanker and DL-1 on radar, and had good communications with the tanker. We joined, refueled, and exited the track without issue. KE-2 had a little trouble at first getting into the basket, but had no major issues overall.

8. KNITE flight departed the tanker to the north, and once established in the P-1, KE-1 detached KE-2 to the east to set up for the fight as briefed. KE-1 set the war, noting the sky was mostly clear with smoke from a large fire in Mexico blowing out over the water, with the sun overhead.

9. KE-1 observed KE-2 descending from altitude to the briefed merge altitude via radar, and called in from the North. Per the brief, both fighters were required to call blind or visual NLT 3nm. KE-1 called visual at 6nm. At 3nm, no communications came from KE-2 signifying either blind or visual. KE-1 was visual and naked coming to the merge, and observed KE-2 in a wings level attitude approaching 3/9 line passage. Just prior to merging, KE-1 asked if KE-2 was visual. KE-2 responded he was visual and began an arcing, left hand level turn. KE-1 expected a more aggressive pull then what KE-2 executed, as he said he was visual. KE-2's flight profile was indicative of being unaware of his opponent. Even though KE-2 said he was initially visual, it was difficult assessing whether he really was and not aggressively maneuvering his aircraft, or blind and not calling it out. KE-1 reversed from nose high to nose low, and began to execute a high to low merge as KE-2 started to execute from low to high. At this point, KE-1 was unsure if KE-2 was visual based on his lift vector being oriented towards KE-1. KE-2 had replied visual initially, and had not communicated blind, despite his nose continuing to track towards KE-1 without any regard for de-confliction. At this point KE-1 assessed that a continued inverted pull in the current plane of motion would further increase closure, resulting in a catastrophic head on collision. Due to the rapid closure and limited time to react, KE-1 reoriented his lift vector attempting to create separation to avoid a collision. KE-1 was no longer flying BFM, and was maneuvering to de-conflict flight paths from KE-2.

10. Shortly after rolling upright, KE-1 heard a loud noise from the right side of the aircraft and observed the outer wing panel folded up at a ninety degree angle. The right aileron broke off, followed by what appeared to be most of the outer wing. Fuel began streaming out of multiple locations as the wing began

catastrophically failing towards the wing root. The streaming fuel then ignited and began to travel up the wing towards the cockpit. There was no response from the flight controls, and the tail of the aircraft began to lose authority. The aircraft began to corkscrew to the right uncontrollably, as fire was traveling over the canopy towards the nose. At this point I ejected.

11. After the ejection, I looked up and verified a good chute then went through IROK by the book. My lobes inflated, which limited my forward visibility, and I deployed the safety raft. I believe I punched out at approximately 20k. It took me about 20 minutes to get into the water. Once I entered the water, my seat pan (or what was left of it) got tangled in the parachute shrouds and was holding me under water. I eventually freed it, and shot to the surface. Once at the surface, I located my raft and climbed in. I activated my radio survival radio, and was able to reach the C-130. At this point they could not see me, but I could see them. I began directing his aircraft to me using "start turn, stop turn" guidance. During this time I was able to send them a 10 digit grid from my survival radio, which I later found out greatly aided in the rescue effort. Two helicopters from HSC-4 off of the USS Carl Vinson were re-routed to my position. They picked me up and we initially started out for Balboa Naval Hospital. For some reason mid-flight, they decided to take me to Scripps La Jolla.

12. In terms of injuries, I was relatively fine. I had a small cut over my right eyebrow, and minor strain in my shin muscles. I never lost consciousness during the entire event, and could walk and function without issue right away.

(b) (6), (b) (7)(C)

UNITED STATES MARINE CORPS
MARINE FIGHTER ATTACK SQUADRON 314
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
P. O. BOX 452041
MCAS MIRAMAR, SAN DIEGO, CA 92145-2041

IN REPLY REFER TO

5420
S-3
9 Dec 16

From: (b) (6), (b) (7)(C) [redacted] 7523 USMC
To: Investigating Officer for JAGMAN Investigation of Mishap On 20161109

Subj: (b) (6), (b) (7)(C) [redacted] PELFREY STATEMENT OF EVENTS FOR 09 NOV 2016

1. I was first notified of the mishap event to take place at approximately 1800 on 8 November 2016. This was a last minute change to the flight schedule and a big leap forward in the combat wingman syllabus. There was not enough time for a qualified instructor to conduct a high aspect briefing lab prior to the event. However, I had attended the turkey shoot introduction brief on 4 November 16 at 1500-1600 in the MAG-11 auditorium the previous week and the 0715 coordination brief conducted in VMFA-232 ready room the day of the mishap.

2. The introduction and coordination brief discussed event admin, safety of flight considerations (OCF), training rules, ORM, range space, tanker support, C3, mission, and fallout game plan. (b) (6), (b) (7)(C) [redacted] and I returned to our squadron spaces to prepare for the event. I utilized my remaining time to review BFM in the vault. The brief was given by (b) (6), (b) (7)(C) [redacted] beginning at 0845 and the event mission was covered in full detail. This individual brief covered currency, weather, decks, communication requirements, pre-commencement of ACM, collision/terrain avoidance, training rules, and termination of ACM. (b) (6), (b) (7)(C) [redacted] also demonstrated different types of merges using aircraft models.

3. One change from brief to mission execution was caused by a VMFA-232 jet falling out of the event. We then decided to BFM with each other and flight leads from opposing squadrons would fight on the backside of the event pending additional tanker support.

4. We both walked for maintenance control and flight equipment at approximately 1000 and manned the jets at 1030. I was assigned aircraft 09 and taxied to the hot pits for fueling. My aircraft was topped off to 10.5K when ground personnel advised

me I had a downing leak and should return to the line. After troubleshooting my jet was cleared to fly and I joined lead in marshal for an 1111L takeoff.

5. We departed 24R at KNKX using a section go and headed for the W-291 P1/2 via T-01R stereo route. Above 7,000 feet we conducted battle damage checks with nothing out of the ordinary. Items checks where skipped to conserve leads chaff/flares for the mission. Lead pushed me into spread formation and conducted the G-warm exercise. We then made contact with Raider 15 and established ourselves at 15,000 feet with the tanker at 16,000 feet. Devil 1 was already established in starboard operations and we joined on the left side then given clearance for pre-contact/contact. I departed the tanker with a 10.3k fuel load and departed the formation for our working area.

6. Knight 1 proceeded to the north of area alpha and I remained in the south. We utilized a course line of 120 to divide the area setting up for the initial left-to-left merge. Knight 1 was established at an altitude of 15.5K with me established at 14.5k. We had approximately 15-20 NM separation prior to the engagement and began commencing a turn towards the fight. I gained radar SA at approximately 15 miles and began searching visually with tally gained at about 1 NM. We had a wide approximately .5nm merge which felt more like being cross circle at the fights on call. I began with a level break turn towards the fight with Knight 1 going bullseye nose high and completed a ½ Cuban eight. I continued my pull and reoriented my lift vector to begin climbing up for the next low to high merge. At this point I found it difficult to assess his target aspect due to the sun being overhead but was padlocked on his aircraft position which was stable on the canopy. I then realized we were on a collision course and I immediately pushed the stick full forward in a last ditch effort to miss his aircraft. Our left wings struck each other in a low to high merge.

7. I then observed an explosion from Knight 1 and what appeared to be his wing collapsing or possibly pieces of my own aircraft falling off. After recovering my aircraft to straight and level flight I noted roll off to the left and (AIL OFF/FLAPS OFF/FCS) cautions and multiple X's on the FCS page. I assessed the damage to my own aircraft and approximated that the entire outboard section of my left wing had been severed. At this point I began searching for Knight 1 and observed his aircraft on fire and impacting the water. I switched up my radios/squawked 7700, declared an emergency with approach, advised them of a down aircraft and that my own aircraft was damaged.

8. My jet was requiring my full attention to control it so I contacted base for a book reader. The skipper read me the procedures for controllability checks and advised me to coordinate an aircraft for inspection. Returning to the tanker frequency I made contact with Devil 1 who was able to come close and inspect. Devil 1 observed a good parachute from Knight 1 and passed me the coordinates which I relayed to Knight Base. After inspection I selected flaps half and could feel the jet change configuration but had no indication of flap position on my display. Next selected the gear down with 3 down and locked indication I continued to slow the jet in 10 knot increments and determined the jet was stable at 180 knots at 15,000 feet. However, due to some light turbulence down low and the feel of the jet I made my approach at 200 knots. Devil 1 coordinated an arrested landing for me on runway 36 at KNZY. We discussed our hook skip game plan and commenced approach. I utilized a 3 degree descent on approach for about a 13 NM straight in. At approximately 1240L I made a successful arrested landing which concluded the event.

Training record and medical history:

9. I am currently on a waiver for an injury to my left knee in 2004. I received surgery to repair my ACL, MCL, and meniscus. I conducted my last flight and graduated VMFAT-101 on 11 September 2016. I then attended SERE school from 18 September through 30 September. During this time MAG-11 had not been able to place me in a squadron. I was then instructed to report to (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) in the MAG-11 PSD office. I worked out of this office for the next four weeks for a total of 6 weeks of duty not involving flying prior to the mishap. However, I did utilize practice simulators in an attempt to maintain my proficiency. Regardless, my 30 day currency lapsed and was not regained before joining VMFA-314. My completed training events with VMFA-314 prior to the mishap are as follows.

1: EP 2101 simulator with (b) (6), (b) (7)(C)
2: 1v0 2201 flight with (b) (6), (b) (7)(C) as section lead
3: DCA red air flight event in support of VMFA-232 with (b) (6), (b) (7)(C) as section lead

Events 1 and 2 where graded with the 3rd being a non-graded event.

(b) (6), (b) (7)(C)

UNITED STATES MARINE CORPS
MARINE FIGHTER ATTACK SQUADRON 314
MARINE AIRCRAFT GROUP 11
3D MARINE AIRCRAFT WING
MARINE CORPS AIR STATION MIRAMAR
P. O. BOX 452041
SAN DIEGO, CA 92145-2041

5420
CO
16 DEC 16

From: Commanding Officer, Marine Fighter Attack Squadron 314
To: JAGMAN Investigating Officer

Subj: STATEMENT REGARDING MISHAP ON 9 NOV 2016

1. On 9 November 2016, two VMFA-314 aircraft collided during a Basic Fighter Maneuvering training sortie in the W-291 over the Pacific Ocean.

2. On 8 November, I signed the schedule with (b) (6), (b) (7)(C) leading (b) (b) (6), (b) (7)(C) on an AA 2503 High Aspect BFM sortie. The squadron's only available sorties on 9 November were to be flown in support of the MAG-11 "Turkey Shoot" which had been going on the entire week. The event with (b) (6), (b) (7)(C) and (b) (6), (b) (7)(C) was scheduled to be an "old-hands" High Aspect BFM sortie involving Weapons School graduates and Department Heads. Initially I was scheduled to fly in the sortie in place of (b) (b) (6), (b) (7)(C) This would have been my second sortie for the week, and would have resulted in (b) (6), (b) (7)(C) only flying once during that week. As a newly trained F/A-18 pilot, (b) (6), (b) (7)(C) recently checked into the squadron, (b) (6), (b) (7)(C) needs to be afforded the opportunity to fly as much as possible. My guidance as a commander is that the newer pilots are prioritized to build up the experience they need to employ the F/A-18 in a combat situation. I am willing to assume more risk with our senior pilots since they have much more experience to fall back on. I specifically directed my Operations Department to remove my name from the sortie and place (b) (b) (6), (b) (7)(C) in my place.

3. (b) (6), (b) (7)(C) is the VMFA-314 Pilot Training Officer holding the qualifications of Weapons and Tactics Instructor (WTI) and Marine Division Tactics Instructor (MDTI) and Fighter Attack Instructor (FAI). Per the F/A-18 Training and Readiness Manual the AA 2503 should be evaluated by an FAI, SFTI, MDTI or WTI, which makes (b) (6), (b) (7)(C) fully qualified to instruct the event. The prerequisite listed in the T&R Manual for the AA 2503 is the AA 2502 (Defensive BFM) and the prerequisite for AA 2502 is AA 2501 (Offensive BFM). The squadron's Director of Safety and Standardization specifically mentioned to me that (b) (6), (b) (7)(C) had not completed the prerequisite perch BFM flights when I signed the schedule. While the perch BFM flights (2501 and 2502) are useful in learning weapons employment and proper defensive BFM maneuvering, there is not a one to one correlation with the skills used in high aspect BFM (2503). Additionally, (b) (6), (b) (7)(C) (b) (6), (b) had already flown perch and high aspect BFM in the fleet replacement squadron. Finally, per the F/A-18 T&R Manual "The events within a stage should be flown in order. Aircrew should complete the prerequisites prior to beginning that stage. The commanding officer may waive this requirement based on aircrew experience and operational necessity . . ." (b) (6), (b) (7)(C) would have been unable to fly in the first BFM event of the day, because it would not include the required instructors. With the "old hands" BFM event, he would have the opportunity to fly with, and learn from, F/A-18 instructors who were fully qualified to fly with him. (b) (6), (b) (7)(C) was current to fly the high aspect BFM since he had flown two days prior as well as the

ENCLOSURE (12)

previous Friday. I felt that it was more important to have (b) (6), (b) (7)(C) (b) (6), (b) fly and receive the training than it was for a more experienced pilot, therefore I consciously scheduled him for this event.

4. When I made the change to the schedule, I personally saw (b) (6), (b) (7)(C) get his BFM study binder and he began preparing for the following day's (b) (7) brief. (b) (6), (b) (7)(C) and (b) (6), (b) (7)(C) attended the MAG WTI's BFM coordination brief. (b) (7) Following the coordination brief, (b) (7)(C) (b) (6), (b) (7)(C) gave (b) (b) (6), (b) (7)(C) a full high aspect BFM brief prior to walking on the flight. (b) (7)(C)

5. VMFA-314 has averaged 3-4 mission capable aircraft per day since our change of command. With the low jet availability it is our responsibility as a squadron, and therefore my responsibility as the commander, to ensure that we achieve the maximum possible training value on each sortie. That means flying more junior pilots whenever possible as well as squeezing the maximum value out of every sortie launched. The squadron had no control over (b) (b) (6), (b) (7)(C) flight time and extended gap post completion at VMFAT-101, and it was (7)(C) our job to do our best to train our new pilot. Every flight, whether BFM, air to ground roll-in deliveries, low altitude pops, or even an administrative navigation leg, has inherent risk. The squadron does its best to mitigate that risk with every flight schedule, however the only way to eliminate the risk of flight related mishaps is to eliminate flying. The Marine Corps' requirements and the squadron's combat mission require that we fly and train, therefore the squadron will continue to seek the maximum training value every time a VMFA-314 aircraft launches.

(b) (6), (b) (7)(C)

ENCLOSURE (12)

These questions were presented in support of the Command Investigation in the case of the mishap of VMFA 314 on 9 Nov 2016.

Interviewee: (b) (6), (b) (7)(C) [redacted], (b) (6), (b) (7)
Interviewed on 15 Nov 16 by (b) (6), (b) (7)(C) [redacted]

1. Did you have any interaction you had with the mishap aircrew prior to their mishap of 9 Nov 2016?

A: Yes, with (b) (6), (b) (7)(C) [redacted] before he got in the jet.

2. Describe your interaction.

A: He said he was ready, I opened the canopy and hopped out and he came up the ladder and handed me his tape which I put in the aircraft. I told him it's a good jet after he got in the cockpit. I went down the ladder and did a walk around of the aircraft and then went inside. Nothing seemed wrong with the aircraft on visual inspection

3. Did anything out of the ordinary occur?

A: No

4. How was the state of mind/appearance of the mishap aircrew?

A: He looked excited, not overly excited, just happy to go fly BFM.

5. Were there any adverse weather conditions in the airspace? Any aircraft issues?

A: Not that I recall. The weather was clear. The sun was overhead with light winds out of the ease. Everythign was normal with my aircraft on my flight.

6. Do you have any additional information to add?

A: No
(b) (6), (b) (7)(C) [redacted]

These questions were presented in support of the Command Investigation in the case of the mishap of VMFA 314 on 9 Nov 2016.

Interviewee: (b) (6), (b) (7)(C) [redacted]
Interviewed on 15 Nov 16 by (b) (6), (b) (7)(C) [redacted]

1. Did you have any interaction you had with the mishap aircrew prior to their mishap of 9 Nov 2016?

A: Yes

2. Describe your interaction.

A: Greeting of the day to both mishap aircrew, asked if they needed anything to which both answered no. No more interaction.

3. Did anything out of the ordinary occur?

A: Nothing out of the ordinary.

4. How was the state of mind/appearance of the mishap aircrew?

A: Both aircrew appeared normal and sounded normal.

5. Were there any known issues with the equipment or the aircraft?

A: No issues with the equipment. No JHMCS utilized.

6. Do you have any additional information to add?

A: No, it was a pretty normal day, business as usual.

(b) (6), (b) (7)(C) [redacted]

These questions were presented in support of the Command Investigation in the case of the mishap of VMFA 314 on 9 Nov 2016.

Interviewee: (b) (6), (b) (7)(C) [redacted]
Interviewed on 15 Nov 16 by (b) (6), (b) (7)(C) [redacted]

1. Did you have any interaction you had with the mishap aircrew prior to their mishap of 9 Nov 2016?

A: Yes

2. Describe your interaction.

A: Briefed them status of aircraft for PMC or FMC status of aircraft and asked if they had any questions. Both aircrew did not have any questions after reading the Aircraft Discrepancy Book. Both signed the A-sheet.

3. Did anything out of the ordinary occur?

A: No, everything went standard.

4. How was the state of mind/appearance of the mishap aircrew?

A: Both aircrew seemed normal, no indications of any stressors or intoxication.

5. Were there any known issues with the equipment or the aircraft?

A: Aircraft 09 Fully Mission Capable, aircraft 10 Partially Mission Capable for radar and an auto-throttle BLIN Channel 4 with 322 showing FCC A/B degraded due to auto-throttles not working. Aircraft 10 also had ALE 47 degrade.

6. Do you have any additional information to add?

A: No, nothing was out of the ordinary ,everything was sooth and everything that needed to occur happened normally.

(b) (6), (b) (7)(C) [redacted]

These questions were presented in support of the Command Investigation in the case of the mishap of VMFA 314 on 9 Nov 2016.

Interviewee: (b) (6), (b) (7)(C) [redacted]
Interviewed on 15 Nov 16 by (b) (6), (b) (7)(C) [redacted]

1. Did you have any interaction you had with the mishap aircrew prior to their mishap of 9 Nov 2016?

A: Yes, (b) (6), (b) (7)(C) [redacted]

2. Describe your interaction.

A: It was during the hot-seat/hot-pit evolution, they came to the line first. I only shook his hand, we did not have verbal interaction. (b) (6), (b) (7)(C) [redacted] and (b) (6), (b) (7)(C) [redacted] shook hands and no other noted interaction. Prior to going to the pits (b) (7) MIDS was punched, mishap pilot went to the fuel pits. I went inside because I was unaware that aircraft 10 was getting final checked after the pits. I do not know who caught aircraft 10 for final checks after the pits.

3. Did anything out of the ordinary occur?

A: Other than MIDS, no issues.

4. How was the state of mind/appearance of the mishap aircrew?

A: Seemed like he had a good attitude.

5. Were there any known issues with the equipment or the aircraft?

A: Other than known Partially Mission Capable griped nothing extra.

6. Do you have any additional information to add?

A: No. (b) (6), (b) (7)(C) [redacted]
(b) (6), (b) (7)(C) [redacted]

These questions were presented in support of the Command Investigation in the case of the mishap of VMFA 314 on 9 Nov 2016.

Interviewee: (b) (6), (b) (7)(C) [redacted]
Interviewed on 15 Nov 16 by (b) (6), (b) (7)(C) [redacted]

1. Did you have any interaction you had with the mishap aircrew prior to their mishap of 9 Nov 2016?

A: Yes with (b) (6), (b) (7)(C) [redacted].

2. Describe your interaction.

A: He hot seated with (b) (6), (b) (7)(C) [redacted] we did normal hot seat procedures. I told him "Good morning sir, you jet's good, she's just waiting on you." We started up the APU and engine 1. I asked if he was going to final check before or after fueling and he said after. When he came back we checked him for a potential hydraulic leak which turned out to be nothing significant after rudder and tailhook checks. He got final checked and went flying.

3. Did anything out of the ordinary occur?

A: No.

4. How was the state of mind/appearance of the mishap aircrew?

A: It was good, he looked eager to fly. He was simling. He talked with (b) (6), (b) (7)(C) [redacted] for about 45 second on the canopy rail.

5. Were there any known issues with the equipment or the aircraft?

A: None.

6. Do you have any additional information to add?

A: No.

(b) (6), (b) (7)(C) [redacted]

Unclassified

NALCOMIS OMA

File Window Help

Automated Aircraft Discrepancy Book

ORG: GE7 BUNO: 163102 TMS: FA-18A Next Phase: -5.400 Hours Up/Down/Partial: P

MODEX: 10 Assy Cd: AMAA Basic Wgt: 24664 Acft Hours: 8,159.100 Last Flown: 09 NOV 2016 0910

Engine/APU/Prop Data | Open Work Orders | Awaiting Maintenance Control Approval | Closed Work Orders Last 10 Flights

Acceptance For Flight | Consumption | Inspections Near Due | Removals Near Due | Summary

Oxy Qty: 8.00 Fuel Grade: JP5 Fuel Qty: 9.70

Oil Grade | Oz. Of Oil Added | Multiplier | Description

Hot Seat Ind: YES

Ordnance: HOT SEAT

Special Equipment: HOT SEAT

Limitations: ****PRO 'A' COMPLETED ON 25 FEB 2016 **** NEXT PRO 'A' DUE 01 MARCH 2017 ****

Pilot Signature Da: 09 NOV 2016 101

Signatures:

I have personally inspected this aircraft IAW the applicable MRCs/checklists. Any discrepancies noted have been entered on a work order.

Certification of safe for flight condition by MMCO, MO or MCO. If authorized, other persons may sign.

I've reviewed discrepancy reports of flights, insured wgt. and balance det accept this aircraft for flight.

Plane Captain: Safe for Flight: (b) (6), (b) (7) [redacted] Pilot: (b) (6), (b) (7) [redacted]

A-Sheet | Daily Maint. Record | Turnaround Maint. Record | Aircraft Limitations | Daily/Turnaround - Local Card Reference | Last 10 A-Sheets

Ready

ORG : GE7
ORG Name: VMFA314

NALCOMIS
AIRCRAFT/EQUIPMENT WORKLOAD REPORT

DATE : 09 NOV 2016
TIME : 0627
REQ BY (b) (6), (b) (7)(C)

Work Center	Assy Cd	MODEX	BUNO/ Serno	Maint Level	MCN	JCN	Acft/ Equip Stat	Job Stat	EOC	WUC/UNS	System Reason	DDSN	Proj Code	Supply Status	Received Date
020	AMAA	10	163102	1	3ZX8TIH	GE7311212	U	M3		030000F	DD: 11/12/2016 84 DAY SP				
021	AMAA	10	163102	1	3ZX8NH9	GE7214001	U	M3		14517	AYB-1046 NLT A14047.7				
(b) (6), (b) (7)(C)			(b) (6), (b) (7)(C)		3ZX8NGW	GE7214003	U	M3		1000000	AFB-584 NLT 1650 CV LANI				
					3ZX8NGZ	GE7214004	U	M3		1000000	AFB-794 NLT A8157.9				
					3ZX8NGV	GE7214005	U	M3		1000000	AFB-728 NLT 1.0 ASTR FLE				
					3ZX8NGX	GE7214006	U	M3		1441100	AYB-1369 NLT 4200 COMP				
					3ZX8NGN	GE7214007	U	M3		11A1100	AYB-1281 NLT ACR FLE 1.0				
					3ZX8NGS	GE7214008	U	M3		1000000	AFB-694 NLT SPBRK 1.0 FL				
					3ZX8NGQ	GE7214009	U	M3		1000000	AFB-598 NLT DE 1.0				
					3ZX8NGK	GE7214578	U	M3		1451200	AYB-1043 NLT 6000 COMP				
					3ZX8NGO	GE7214579	U	M3		11A1200	AYB-1281 NLT ACR FLE 1.0				
					3ZX8NGL	GE7214580	U	M3		1451100	AYB-1043 NLT 6000 COMP				
					3ZX8NGP	GE7214581	U	M3		1000000	AFB-586 NLT 10100 LAND				
					3ZX8NGM	GE7214582	U	M3		1441100	AYB-1369 NLT 4200 COMP				
					3ZX8NGR	GE7214583	U	M3		1000000	AFB-587 NLT DE 1.25				
					3ZX8NGT	GE7214584	U	M3		1000000	AFB-678 NLT 1.0 WW FLE				
					3ZX8NGU	GE7214585	U	M3		1000000	AFB-757 NLT A8157.9				
					3ZX8NGY	GE7214586	U	M3		1411200	AYC-1055 NLT AFT PART:	60432058	AK0	264COMPL	20 SEP 2016
							U	M3		1411200	AYC-1055 NLT AFT PART:	52125250	Z09	287COMPL	14 OCT 2015
							U	M3		1411200	AYC-1055 NLT AFT PART:	52125251	ZO9	222COMPL	10 AUG 2015
							U	M3		1411200	AYC-1055 NLT AFT PART:	52125252	ZO9	212COMPL	31 JUL 2015
							U	M3		1411200	AYC-1055 NLT AFT PART:	52125253	ZO9	212COMPL	31 JUL 2015
					3ZX8NH4	GE7214589	U	M3		11A1200	AYB-1433 NLT A8424.9				

ENCLOSURE (19)

ORG : GE7
ORG Name: VMFA314

NALCOMIS
AIRCRAFT/EQUIPMENT WORKLOAD REPORT

DATE : 09 NOV 2016
TIME : 0627
REQ BY [redacted]
PAGE : 2 of 3

Work Center	Assy Cd	MODEX	BUNO/ Serno	Maint Level	MCN	JCN	Acft/ Equip Stat	Job Stat	EOC	WUC/UNS	System Reason	DDSN	Proj Code	Supply Status	Received Date
021	AMAA	10	163102	1	3ZX8NH3	GE7214590	U	M3		11A1100	AYB-1433 NLT A8424.9				
					3ZX8OMK	GE7232039	U	M3		1000000	Comply with : AFB-0760 RE				
					3ZX8OML	GE7232040	U	M3		1000000	AFB-0796 LO DEFR TO RE'				
					3ZX8OPC	GE7235087	U	M3		1451B00	AYB-1523 RE NXT PH B OF				
					3ZX8OPD	GE7235088	U	M3		1451A00	AYB-1523 RE NXT PH B OF				
					3ZX8OZB	GE7238197	U	M3		1451810	AYB-1528NLT NXT 84DAY/F				
					3ZX8QQM	GE7271565	U	M3		1000000	AFB-0806 Y3				
				3	3ZX8R6P	GE7277236	U	M3		11A1200	AYC-1606 NLT 1.0 WLUGFL				
					3ZX8R6S	GE7277239	U	M3		11A1100	AYC-1606 NLT 1.0 WLUGFL				
					3ZX8REN	GE7279426	U	M3		1000000	AFC-0643				
					3ZX8REY	GE7279437	U	M3		1000000	AFC-0643				
				1	3ZX8RFV	GE7279470	U	M3		1000000	AFB-0155 REV E				
120	AMAA	10	163102	1	3ZX8NH0	GE7214587	U	M4		1154400	68L DOOR AFT FAIRING				
					3ZX8NH5	GE7214591	U	M4		45416	RH MLG DELTA P COVER	62932669	AK1	293CANCL	19 OCT 2016
							U	M4		45416	RH MLG DELTA P COVER	62932670	AK1	309COMPL	04 NOV 2016
					3ZX8NH8	GE7214597	U	M4		14A1300	RH WINGFOLD TEFLON	62662670	AK1	266CANCL	22 SEP 2016
					3ZX8OBB	GE7229503	U	M4		1151K	L HEAT SHIELD	62292635	AK1	229COMPL	16 AUG 2016
					3ZX8R15	GE7273147	U	M4		4541J	APU HANDLE BRACKET BI	62882645	AK1	288COMPL	14 OCT 2016
							U	M4		4541J	APU HANDLE BRACKET BI	62882646	AK1	288COMPL	14 OCT 2016
							U	M4		4541J	APU HANDLE BRACKET BI	62882647	AK1	288COMPL	14 OCT 2016
							U	M4		4541J	APU HANDLE BRACKET BI	62882648	AK1	288CANCL	14 OCT 2016
							U	M4		4541J	APU HANDLE BRACKET BI	62912650	AK1	291CANCL	17 OCT 2016
					3ZX8RFN	GE7279462	U	M4		1431100	STAB SPINDLE RETORQUI				

ENCLOSURE (19

ORG : GE7
ORG Name: VMFA314

NALCOMIS
AIRCRAFT/EQUIPMENT WORKLOAD REPORT

DATE : 09 NOV 2016
TIME : 0627
REQ BY: (b) (6), (b) (7)(C) [redacted] (C)

Work Center	Assy Cd	MODEX	BUNO/ Serno	Maint Level	MCN	JCN	Acft/ Equip Stat	Job Stat	EOC	WUC/UNS	System Reason	DDSN	Proj Code	Supply Status	Received Date
120	AMAA	10	163102	1	3ZX8RFO	GE7279463	U	M4		1451D	RETORQUE WING/TRAN 8				
12C	AMAA	10	163102	1	3ZX889W	GE7294230	U	M3		11A24	DD 20161117 RH 78 BM				
					3ZX8SWL	GE7305020	U	M3		13B11	20161128 BM LAUNCH BAF				
					3ZX88WM	GE7305021	U	M3		13C4F	20161128 BM SHRINK LINK				
					3ZX8TIJ	GE7311212	U	M3		030000F	DD: 11/12/2016 84 DAY SP				
13B	AMAA	10	163102	1	3ZX8TIK	GE7311212	U	M4		030000F	DD: 11/12/2016 84 DAY SP				
210	AMAA	10	163102	1	3ZX817J	GE7306131	U	M3		7468100	RDDI DISPLAY				
					3ZX8TKE	GE7311249	U	M3		761S100	ECM SWEEPS				
					3ZX8TMC	GE7312299	P	M3	J	761SC00	ALR-67				
					3ZX8TNI	GE7312304	U	M3		67X2200	UFC BACKLIGHT				
					3ZX8TRP	GE7313369	P	M3	J	74B2300	RADAR				
					3ZX8TSJ	GE7313380	U	M3			DCS CIPHER NOT WORKIN				
					3ZX8TSK	GE7313381	U	M3			LOAD KY				
					3ZX8TTA	GE7313386	P	M3	C	74FFA00	LPOD VCR FAIL				
2	AMAA	10	163102	1	3ZX8NH1	GE7214588	P	M3	K	2747710	ATC INOP (PHASE)	6263G316	AK7	263COMPL	19 SEP 2016
							P	M3	K	2747710	ATC INOP (PHASE)	6298G338	AK7	298COMPL	24 OCT 2016
							P	M3	K	2747710	ATC INOP (PHASE)	6299G341	AK7	299CANCL	25 OCT 2016
							P	M3	K	2747710	ATC INOP (PHASE)	6260G376	AK7	262CANCL	18 SEP 2016
							P	M3	K	2747710	ATC INOP (PHASE)	6260G377	AK7	260CANCL	16 SEP 2016
					3ZX8NHE	GE7214596	U	M1		4431L	RH STAB FORM LIGHT-P&I	62152643	AK1	215COMPL	02 AUG 2016

FOR MODEX: 10 ** Work Orders: 53 AWP: 0 AWM: 53 IW: 0 RQN's: 20 **

*** TOTAL Work Orders: 53 TOTAL AWP: 0 TOTAL AWM: 53 TOTAL IW: 0 TOTAL RQN'S: 20 ***

ENCLOSURE (19)

Unclassified

NALCOMIS OMA

File Window Help

Automated Aircraft Discrepancy Book

ORG: GE7 BUNO: 163137 TMS: FA-18A Next Phase: 1,900 Hours Up/Down/Partial: U

MODEX: 09 Assy Cd: AMAA Basic Wgt: 25023 Acft Hours: 9,903.800 Last Flown: 09 NOV 2016 0900

Engine/APU/Prop Data | Open Work Orders | Awaiting Maintenance Control Approval | Closed Work Orders Last 10 Flights

Acceptance For Flight | Consumption | Inspections Near Due | Removals Near Due | Summary

Oxy Qty 8.00 Fuel Grade: JP5 Fuel Qty: 9.70

Oil Grade | Oz. Of Oil Added | Multiplier | Description

Hot Seat Ind: YES

Ordnance: HOT SEAT

Special Equipment: HOT SEAT

Limitations:

Pilot Signature Da 09 NOV 2016 101

I have personally inspected this aircraft IAW the applicable MRCs/checklists. Any discrepancies noted have been entered on a work order.

Certification of safe for flight condition by MMCO, MO or MCO. If authorized, other persons may sign.

I've reviewed discrepancy reports of flights, insured wgt. and balance dat accept this aircraft for flight.

Signatures: Plane Captain: Safe for Flight: (b) (6), (b) (7)(C) Pilot: (b) (6), (b) (7)(C)

A-Sheet | Daily Maint. Record | Turnaround Maint. Record | Aircraft Limitations | Daily/Turnaround - Local Card Reference | Last 10 A-Sheets

Ready

ORG : GE7
ORG Name : VMFA314

NALCOMIS
AIRCRAFT/EQUIPMENT WORKLOAD REPORT

(b) (6), (b) (7)(C) [redacted]

DATE : 09 NOV 2016
TIME : 0622
REQ BY: (b) (6), (b) (7)(C) [redacted]
PAGE : 1 of 2

Work Center	Assy Cd	MODEX	BUNO/ Serno	Maint Level	MCN	JCN	Acft/ Equip Stat	Job Stat	EOC	WUC/UNS	System Reason	DDSN	Proj Code	Supply Status	Received Date
021	AMAA	09	163137	1	3ZX8SF2	GE7299337	U	M3		1000000	AFB-587 NLT1.25DE &6500				
					3ZX8SF3	GE7299338	U	M3		1000000	AFB-598 NLT DE 1.0				
					3ZX8SF5	GE7299339	U	M3		1000000	AFB-694 NLT SPDBK FUI 1.				
					3ZX8SF6	GE7299340	U	M3		14516	AYB-1046 NLT 13421 FLTHF				
					3ZX8SF8	GE7299341	U	M3		1000000	AFB-678 RA NLT 1.0 WW FI				
					3ZX8SFA	GE7299342	U	M3		11A4100	AYB-1455 NLT 12538 FLTHF				
					3ZX8SFC	GE7299343	U	M3		11A1200	AYB-1281 NLT 1.0 ACR FUI				
					3ZX8SF7	GE7299344	U	M3		1000000	AFB-728 RA NLT 1.0 ASTR				
					3ZX8SF9	GE7299345	U	M3		1451100	AYB-1043 NLT 13421 FLTHF				
					3ZX8SFB	GE7299346	U	M3		1000000	AFB-0760CONCURR/ REV I				
					3ZX8SFD	GE7299347	U	M3		14517	AYB-1046 NLT 14535.1AC/H				
					3ZX8SFE	GE7299348	U	M3		1451200	AYB-1043 NLT 14421.1AC/H				
					3ZX8SFF	GE7299349	U	M3		11A4200	AYB-1455 DFUR/1455 REV/				
					3ZX8SFG	GE7299350	U	M3		11A1100	AYB-1281 NLT 1.0 ACR FUI				
					3ZX8SFH	GE7299351	U	M3		1000000	AFB-0794 NLT PHASE B				
					3ZX8SFL	GE7299355	U	M3		1000000	AFB-0584 1700 CAR ARRES				
					3ZX8SF4	GE7299356	U	M3		1000000	AFB-602 NLT DE 1.0				
					3ZX8SFM	GE7299357	U	M3		1000000	AFB-0586 NLT 10100 LNDG				
					3ZX8SFP	GE7299360	U	M3		1000000	AFB-0796 DEFER TO REV /				
					3ZX8SFX	GE7299365	U	M3		1451A00	AYB-1523 RE NXT PHASE I				
					3ZX8SFY	GE7299367	U	M3		1451B00	AYB-1523 RE NXT PHASE I				
120	AMAA	09	163137	1	3ZX8SFI	GE7299352	U	M4		1155A10	BRKN ANCR NT TLHK FRN				
					3ZX8SFJ	GE7299353	U	M4		1211F	MAP CASE CRACKED	63012670	AK1	301CANCL	27 OCT 2016

JRE (21)

ORG : GE7
ORG Name : VMFA314

NALCOMIS
AIRCRAFT/EQUIPMENT WORKLOAD REPORT

DATE : 09 NOV 2016
TIME : 0622
REQ BY [redacted]
PAGE : 2 of 2

Work Center	Assy Cd	MODEX	BUNO/ Serno	Maint Level	MCN	JCN	Acft/ Equip Stat	Job Stat	EOC	WUC/UNS	System Reason	DDSN	Proj Code	Supply Status	Received Date
120	AMAA	09	163137	1	3ZX8SFK	GE7299354	U	M4		1171100	LH LEX FINGER CRACKED				
					3ZX8SFN	GE7299358	U	M4		1172F	RIVETS 113LH				
					3ZX8SFO	GE7299359	U	M4		1131V	RH MLG FORMER DENT				
					3ZX8SFQ	GE7299361	U	M4		1171220	BENT CREDIT CARD PANE	6132G333	706	132COMPL	11 MAY 2016
					3ZX8SFW	GE7299362	U	M4		1113C	WORN 13L EMI FINGERS				
					3ZX8SFZ	GE7299363	U	M4		1154Z	TAIL HOOK SITE GLASS				
					3ZX8SFS	GE7299364	U	M4		1451100	RH CLAM SHELL BROKEN	62422616	AK1	242CANCL	29 AUG 2016
							U	M4		1451100	RH CLAM SHELL BROKEN	62362694	AK1	236CANCL	23 AUG 2016
					3ZX8SG1	GE7299369	U	M4		11000	AFT 41 RH LIFTING				
					3ZX8SG2	GE7299370	U	M4		1171120	LH LEX SKIN CRACK				
					3ZX8SG4	GE7299372	U	M4			BROKE RIVNUT 88L				
					3ZX8SFV	GE7299375	U	M4		11A21	LH 76 PANEL	63012669	AK1	301COMPL	27 OCT 2016
					3ZX8SFR	GE7299376	U	M4		4531B	CRACKED HYD GAGE LH	63012672	AK1	301COMPL	27 OCT 2016
120	AMAA	09	163137	1	3ZX8SLD	GE7300452	U	M3		1461120	20161123 BM TEF HINGE				
					3ZX8SLE	GE7300453	U	M3		1421200	20161123 BM RH AILERON				
					3ZX8T7T	GE7307140	U	M3		13F13	20161130 BM HOLD BACK				
					3ZX8T7U	GE7307142	U	M3		13C47	20161130 BM PLANNING LI				
					3ZX8TNN	GE7312308	U	M3		11A53	BC LH 84				
210	AMAA	09	163137	1	3ZX8SG3	GE7299374	U	M4		74FFA00	(SMITS)FS 2314RMA00005	6279QB79	Z9L	280COMPL	05 OCT 2016
					3ZX8SSL	GE7302574	U	M4		761S100	ECM SWEEP				

FOR MODEX: 09 ** Work Orders: 42 AWP: 0 AWM: 42 IW: 0 RQN's: 7 **

*** TOTAL Work Orders: 42 TOTAL AWP: 0 TOTAL AWM: 42 TOTAL IW: 0 TOTAL RQN'S: 7 ***

ORG : GE7
ORG Name : VM
Aircraft Data: MODEX

NALCOMIS C
SCHEDULED INSPECT S REPORT
09 NOV 2016 - 09 NOV 2018

(b) (6), (b) (7)
(b) (6), (b) (7)(C)

DATE: 09 NOV 2016
TIME: 0622
REQ BY: (b) (6), (b) (7)
(b) (7)
PAGE: 1 of 2

MODEX	BUNO/Serno	Assy Cd	Position Code	Task Name	Location	Interval	When Due Date	Units	Current	Remaining
09	163137	AMAA		7500 ROUND SPECIAL INSP	PRIMARY	7500 Count		22500.000	21078.000	1422.000
		AMAA		7 DAY SPECIAL INSP	PRIMARY	7 Day	16 NOV 2016			7
		AMAA		14 DAY SPECIAL INSP	PRIMARY	14 Day	15 NOV 2016			6
		AMAA		28 DAY SPECIAL INSP	PRIMARY	28 Day	15 NOV 2016			6
		AMAA		42 DAY SPECIAL INSP	PRIMARY	42 Day	06 DEC 2016			27
		AMAA		84 DAY SPECIAL INSP	PRIMARY	84 Day	18 JAN 2017			70
		AMAA		112 DAY SPECIAL INSP	PRIMARY	112 Day	19 NOV 2016			10
		AMAA		224 DAY SPECIAL INSP	PRIMARY	224 Day	12 DEC 2016			33
		AMAA		364 DAY SPECIAL INSP	PRIMARY	364 Day	04 APR 2017			146
		AMAA		365 DAY MAGNETIC AZIMUTH DETECTO	PRIMARY	365 Day	28 MAR 2017			139
		AMAA		728 DAY SPECIAL INSP	PRIMARY	728 Day	19 JAN 2017			71
		AMAA		30 FLIGHT HR SPECIAL INSP	PRIMARY	30 Hour		9918.100	9902.600	15.500
		AMAA		100 FLIGHT HR SPECIAL INSP	PRIMARY	100 Hour		9933.200	9902.600	30.600
		AMAA		200 HIGH FLIGHT HR SPECIAL INSP	PRIMARY	200 Hour		9905.700	9902.600	3.100
		AMAA		PHASE "B" INSP	PRIMARY	200 Hour		9905.700	9902.600	3.100
		AMAA		200 FLIGHT HR SPECIAL INSP	PRIMARY	200 Hour		9905.700	9902.600	3.100
		AMAA		400 FLIGHT HR SPECIAL INSP	PRIMARY	400 Hour		10119.800	9902.600	217.200
		AMAA		400 HIGH FLIGHT HR SPECIAL INSP	PRIMARY	400 Hour		10119.800	9902.600	217.200
		AMAA		600 HIGH FLIGHT HR SPECIAL INSP	PRIMARY	600 Hour		9905.700	9902.600	3.100
		AMAA		600 FLIGHT HR SPECIAL INSP	PRIMARY	600 Hour		10341.100	9902.600	438.500
		AMAA		800 HIGH FLIGHT HR SPECIAL INSP	PRIMARY	800 Hour		10105.700	9902.600	203.100
		AMAA		1000 FLIGHT HR SPECIAL INSP	PRIMARY	1000 Hour		10138.400	9902.600	235.800
		AMAA		6000 FLIGHT HR SPECIAL INSP	PRIMARY	6000 Hour		15537.100	9902.600	5634.500
	01188	BLAA		364 DAY INSPECTION (IMA)	PRIMARY	364 Day	26 MAY 2017			198
	RES136	BLAF		364 DAY INSPECTION (IMA)	PRIMARY	364 Day	10 OCT 2017			335
	PSZ3805	EJ2		SPECIAL 728 DAY	PRIMARY	728 Day	10 JAN 2017			62
	E310368	TXA	1	200 ENGINE FLT HR SPECIAL INSP	PRIMARY	200 Hour		8590.100	8397.100	193.000
	E310774	TXA	2	200 ENGINE FLT HR SPECIAL INSP	PRIMARY	200 Hour		6966.000	6962.900	3.100
	E310368	TXA	1	400 ENGINE FLT HR SPECIAL INSP	PRIMARY	400 Hour		8790.100	8397.100	393.000
	E310774	TXA	2	400 ENGINE FLT HR SPECIAL INSP	PRIMARY	400 Hour		7010.300	6962.900	47.400

ENCLOSURE (21)

ORG : GE[illegible]
ORG Name : VM[illegible]
Aircraft Data: MODEX

NALCOMIS C[illegible]
SCHEDULED INSPECT[illegible]S REPORT
09 NOV 2016 - 09 NOV 2018

(b) (6), (b) (7)(C)

DATE: 09 NOV 2016
TIME: 0622
REQ BY: (b) (6), (b) (7)(C)

MODEX	BUNO/Serno	Assy Cd	Position Code	Task Name	Location	Interval	When Due Date	When Due Units	Current	Remaining
09	CDPA5125	TXA	1	IMA INSPECT FAN STATOR ASSY (2200	PRIMARY	2200 Hour		3846.319	563.888	3282.431

End Item BUNO/SERNO	.io	Part	Interv Code	When Due	Remaining Interval	Driver Remaining Interval	Overdue?	TSN	TSO	viation .dicator
163137	A16-0755	FLAP, WING LANDING- ASSY OF RIGHT HAND - A16-0755	AFH	7000.000	7000.000	468.4	N	6531.600	0.000	None
163137	A13-0591	STRUCTURE - ASSEMBLY WING, OUTER, RH - A13-0591	AFH	8890.000	494.400	494.4	N	8395.600		None
163137	163137	F/A-18A - 09	AFH	10000.000	97.400	97.4	N	9902.600		None
163137	A12-0571	STRUCTURE ASSY-WING, INNER LH - A12-0571	AFH	8981.000	449.400	449.4	N	8531.600		None
163137	A12-0567	STRUCTURE ASSY-WING, INNER RH - A12-0567	AFH	8890.000	494.400	494.4	N	8395.600		None
163137	GACC2150	ROTOR ASSY, COMPRESSOR - GACC2150	ELCF	35864.000	35864.000	1954.424	N	.000		None
163137	GACH2341	ROTOR ASSEMBLY, HIGH PRESSURE TURBINE - GACH2	ELCF	25200.000	25200.000	1138.194	N	.000		None
163137	GGAC0123	ROTOR ASSY, COMPRESSOR - GGAC0123	ELCF	35864.000	35864.000	1877.198	N	.000		None
163137	GACH1374	ROTOR ASSEMBLY; HIGH PRESSURE TURBINE - GACH1	ELCF	25200.000	25200.000	736.097	N	.000		None
163137	XXX	5000 EVENT FILTER ASSY - XXX	STC	5000.000	4741.000	4741	N	259.000		Standard
163137	XXX	1000 EVENT FILTER ASSY - XXX	STC	1000.000	741.000	741	N	259.000		Standard
163137	XXX	1000 EVENT FILTER ASSY - XXX	STC	1000.000	906.000	906	N	94.000		Standard
137	XXX	Y470 AFT RADIUS AT MLG SIDE BRACE FITTING - XXX	WRFLE	0.780	.308	0.308	N	.472		None
163137	XXX	LONGERON, Y453 LOWER KEEL - XXX (RH)	WRFLE	0.780	.308	0.308	N	.472		None
163137	XXX	LONGERON, Y383-Y432 DORSAL - XXX (LH)	WRFLE	0.780	.308	0.308	N	.472		None
163137	XXX	LONGERON, Y383-Y432 DORSAL - XXX (RH)	WRFLE	0.780	.308	0.308	N	.472		None
163137	XXX	FILTER HOUSING - XXX	CYR	27 Apr 2025	3091	10	N			Standard
163137	XXX	FILTER HOUSING - XXX	CYR	17 Apr 2026	3446	10	N			Standard

(b) (6), (b) (7)(C)

[redacted]

VMFA-314
09
VW

(ee)

314

(b) (6),
(b) (7)
(C)

ENCLOSURE (22)

(b)
(6)
(b
)
(6

09
VW
163137

MAG-11
2016 Turkey Shoot

Agenda

- Mission
- Schedule
- Overview
- Specific Events and Scoring

Agenda

- Mission
- Schedule
- Overview
- Specific Events and Scoring

Mission

- From 7-9 November, MAG-11 squadrons engage in head-to-head competition in order to test combat readiness, evaluate flight leadership, and, most importantly, establish bragging rights.

Agenda

- Mission
- Schedule
- Overview
- Specific Events and Scoring

Overview

- Two phases
  - Flight Phase
    - Division OCA
    - Division DCA
    - 1v1 BFM Derby
  - Field Meet

Overview

Monday, 07 November

- OAAW-3602
  - Brief: 1200 (232 Ready Room)
  - Range: 1430-1600 (4 x 232 Blue, 314 Red)

- TURN -

- AAD-3405
  - Brief: 1600 (314 Ready Room)
  - Range: 1830-2000 (4 x 314 Blue, 232+Lear Red)

Overview

Tuesday, 08 November

- OAAW-3602
  - Brief: 1200 (314 Ready Room)
  - Range: 1430-1600 (4 x 314 Blue, 232 Red)

- TURN -

- AAD-3405
  - Brief: 1600 (232 Ready Room)
  - Range: 1830-2000 (4 x 232 Blue, 314+Lear Red)

Overview

Wednesday, 09 November

- **BFM (Young Guns)**
  - **Brief: 0715 (323 Ready Room)**
  - **Range: 0850-1000 (2 x 314, 2 x 232, 2 x 323)**
  - **Each section must be 1 x Wingman led by no higher than Division Lead**
    - **No MCs, no patches**

- HOT PIT / HOT SEAT -

- **BFM (Old Hands)**
  - **Range: 1050-1200 (2 x 314, 2 x 232, 2 x 323)**
  - **Section composition over to squadrons. Patches OK (encouraged)**
- **Tanker frag'd front side gas both go's (slick them off!)**
- **1600: O'Club – Results and trophy presentation**
  - **Beer and food too**

Overview

Thursday, 10 November

- **0800: Field Meet**
  - **Lunch will be served**

Agenda

- Mission
- Schedule
- Overview
- Specific Events and Scoring

Overview

- Division Phase
  - OAAW-3402
  - AAD-3405
- P1, P2, MISR 1E
- Blackout
- Force on Force
  - Within confines of threat replication

Overview

- BFM Derby
- P1, P2, MISR 1E
  - Airspace limits number of aircraft
- Raider pre-mission tanking
  - Aircraft configuration up to squadron
- Waves divided into skill levels
  - 1st wave no higher than division lead
  - 2nd wave mission commander and patch wearers

Overview

- Field Meet
  - 08000, Mills Park
  - Lunch provided
- HITT Warmup
- MK-76 Throw
- Stretcher Relay
- HMMWV Pull
- Tire Flip
- Tug of War
- King/Queen of the Ring

Agenda

- Mission
- Schedule
- Overview
- Specific Events and Scoring

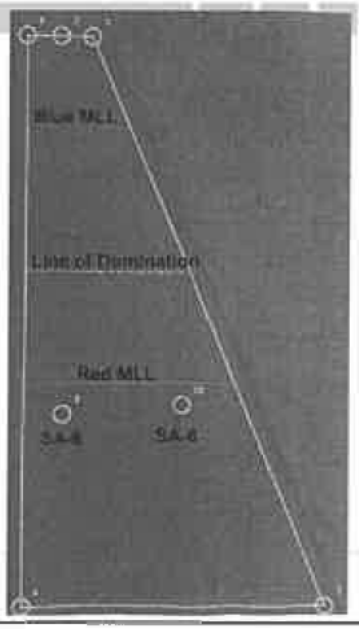
OAAW-3602

- You are executing a Sweep into enemy territory ahead of a planned amphibious landing
- Your mission is to kill enemy aircraft and maintain air superiority South of the Line of Domination

OAAW-3602

- A/A Threat
  - SU-30 MKK Flanker G
    - 4/2/4
- S/A Threat
  - SA-6

OAAW-3602



Turkey Shoot OCA Coord Card

(b) (6), (b) (7)(C)
(b) (6), (b)

Blue		Red
DEVIL/KNIGHT	Call Sign	KNIGHT/DEVIL
F/A-18	Aircraft	F/A-18
OCA	Mission	OCA
1430	Takeoff	1426
North	Points	South
0-4	Blocks	5-9
367.5	BLACKOUT	227.0/5
6/0/2/G	Ordnance	4x120, 2x12, 4x11, 3
---	ID / ROE	UNKNOWN
MAWTS	Shots / Kills	3-1
RTO	Kill Removal	90° flow W/E chain N
NO	Regen	South of Red MLL
NO	Reloads	@ Regen
5000 MSL	LOWAT Transition	5000 MSL
1000' AGL	Floor	1000' AGL
As Req	A/A Tac	Deconflict
	IFF	
	Mode 1	11 ALIVE, 33 DEAD
SCP	Mode 2	OFF
Beaver	Mode 3/C	Beaver
A	Mode 4	OFF

Airspace
P1, P2, MISR 1E 1430-1600 L
Chaff/Flare Supersonic

Blue OBJ: Kill red aircraft, maintain air superiority south of the Line of Domination
RED OBJ: Do not let blue aircraft south of the "Line of Domination"

Vul Period: 1430-1600L

FIGHT (North - South War)
•B'E: "Buffalo" N 32° 05 / W 117° 21
•Blue MLL: N 31°45 / W 117° 30 -TO- N 31° 45 / W 117° 04
•Red MLL: N 30° 46 / W 117° 31 -TO- N 30° 46 / W116° 34
•Line of Domination: N31° 12 / W117° 30 -TO- N 31° 12 / W 116° 48
•SA-6: N 30° 39 / W 117° 20 -AND- N 30° 41 / W 116° 49

•Red Regen: South of Red MLL
•Blue Regen after touching N boundary P1 (it will cost you)

Training Rules
•USMC STD
•Unlimited maneuvering
•500ft bubble
•LOWALT TRs below 5000' (Go up or 180 degrees)

Bandit Restrictions
•SU-30 MKK
•Level 4, Active Missile Aware, Realistic Threat presentation

•Regen south of Red MLL or as directed by red RTO
•Standard Pk, held by RTO

OAAW-3602 Misc

- Simulated E-3 control
  - No known blind zones
- ID: Hostile = LOF + (POO or PEI) -or- VID
  - LOF: No M4, PPLI
  - POO: Aircraft originating south of Red MLL
  - PEI: NCTR
- Each squadron provide one RTO
  - One MAG-11 RTO to assist

Nov-16 20 UNCLASSIFIED

ENCLOSURE (24)

OAAW-3602 Scoring

- Each Red Death: +10
- Kills in visual arena: +20
  - Must be tally at Kill Call…let integrity be your guide
- Guns Kill: +40
- Minutes South of Line of Domination: +20 per minute
  - Total minutes at least one Blue aircraft south of Line of Domination

OAAW-3602 Scoring

- Blue Loss: -20
- Invalid Kill: +/-10
  - Applies to red
- TR Violation: +/-20
  - Applies to red
- Blue Regen: -20
- Blue on Blue: You buy a round at the O'Club on Wednesday

OAAW-3602 Restrictions

- Blue cannot launch in waves unless it is a maintenance late join
- Red can launch per their plan

OAAW-3602

- Debrief at TCTS 1+45 after landing
- MAG 11 representative is judge, jury, and executioner
- Questions?

AAD-3405

- Following an amphibious landing you are tasked with executing a DCA. You are the last line of defense.
- Your mission is to protect the Marines on the beach
- ALR High
  - Merge to avoid attack aircraft reaching the beach

Nov-16 25 UNCLASSIFIED

AAD-3405

- A/A Threat
  - SU-30 MKK Flanker G
    - 4/2/4
    - Sim by F/A-18
  - Q-5 Fantan
    - GP Bombs
    - Sim by Lear Jet
- S/A Threat
  - SA-2D

Nov-16 26 UNCLASSIFIED

AAD-3405

Nov-16

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Turkey Shoot DCA Coord Card
[redacted]
Comm: [redacted]

Blue		Red
KNIGHT/DEVIL	Call Sign	DEVIL/KNIGHT + RIPTIDE
F/A-18	Aircraft	F/A-18
DCA	Mission	STRIKE
1825	Takeoff	1820
North	Points	South
5-8	Blocks	0-4
367.6	BLACKOUT	227.075
6/0/2/3	Ordnance	4x100, 2x12, 4x11, G / Bombs
***	ID / ROE	UNKNOWN
MAWTS-1	Shots / Kills	3-1
RTC	Kill Removal	90° flow E/W then S
YES	Regen	90nm south of Buffalo
AT REGEN	Reloads	@ Regen
5000' MSL	LOWAT Transition	5000' MSL
1000' AGL	Floor	1000' AGL
As req	A/A Tac	Deconflict
	IFF	
	Mode 1	
SOP	Mode 2	OFF
BEAVER	Mode 3/C	BEAVER
A	Mode 4	OFF

Airspace
P1, 2, MISR 1E 1830-2000 L
Chaff/Flare Supersonic

Blue Obj: Protect the Marines on the beach

Red Obj: Get Q-5 to Beach

Val Period: 1840-1900L
FIGHT (North – South War)
•B/E: "Buffalo" N 32° 05 / W117° 21
•Beach (Vital Area): N 31° 48 / W 117° 30 -TO- N 31° 48 / W 117° 05
•Red MLL: N 30° 34 / W 117° 30 -TO- N 30° 34 / W 116° 29
•SA-2D: N 30° 11 / W 117° 24; N 30° 02 / W116° 34
•Weapons Release: At Beach
•Red Regen 90 nm South of Buffalo
•Blue Regen after touching north P1 boundary (it will cost you)

•Val time not concrete. Will start on Blue's call. Prioritize launching a blue division over making val time.

Training Rules
•USMC STD
•Limited maneuvering
•500ft bubble
•LOWALT TRs below 5000' (Go up or 180 degrees)

Bandit Restrictions
•SU-30 MKK (F/A-18) / Q-5 FANTAN (Lear Jet) (GP ORDNANCE)
•Level 4, Active Missile Aware, Realistic Threat presentation
•Regen >90nm South of Buffalo or as directed by the RTO
•PK standard, held by RTO
•Lear Jets ALQ-167v15a set to Medium Jamming profiles

•**1640 Phone Brief with Lear Jets**
•[redacted]
•Email or fax mechboard cards to:
• [redacted]
• [redacted]

(24)

AAD-3405 Restrictions

- Red and Blue can launch in waves as desired

AAD-3405 Misc

- Simulated E-2D / AEGIS control
  - Blind zones below 5K
- ID: Hostile = LOF + (POO or PEI) -or- VID
  - LOF: No M4, PPLI
  - POO: Aircraft originating south of Red MLL
  - PEI: NCTR
- Each squadron provide one RTO
  - One MAG-11 RTO to assist

AAD-3405 Scoring

- 20 minute vul with no Q-5s at vital area: +70
- Every minute past 20: +10
- Every Red Death: +10
- Kill in Visual Arena: +20
  - Integrity, Marines
- Guns Kill: +40

AAD-3405 Scoring

- Every Q-5 that reaches vital area: -50
- Minutes Q-5 is north of vital area: -10 per minute
- Blue Loss: -20
- Invalid Kill: +/- 10
  - Applies to red
- TR Violation: +/- 20
  - Applies to red
- Blue Regen: -20
- Blue on Blue: Buy a round at the O'Club

AAD-3405

- Debrief 1+45 after landing
  - Laptop at Blue Squadron spaces
- MAG 11 representative is judge, jury, and executioner
- Questions?

BFM Derby

- 1v1 BFM from a neutral start
- Followed by (fuel remaining)
  - Butterfly HD+9
  - Abeam HD+2

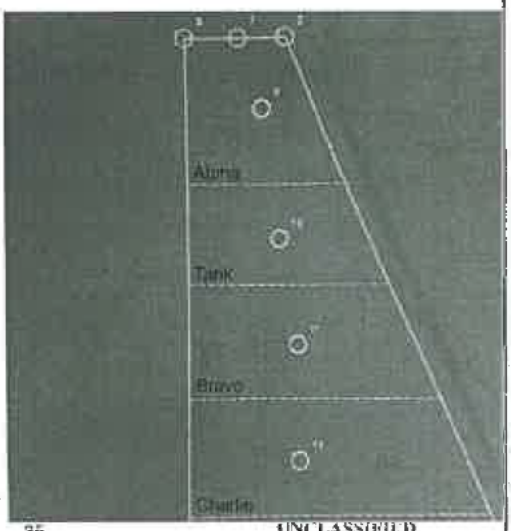
Ranges

ALPHA (N P1)
Discrete: 227.075, TAC: Flight Lead
CAP: N 31° 55 / W 117° 17; Course Line 120°
Enter 17K, Exit 16K
A/A TACAN: 1X / 64X

TANK (S P1, N P2)
Boom: XXX.X, Tac Freqs per squadron
CAP: N 31° 36 / W 117° 14
Enter 15K, Exit High

BRAVO (N P2)
Discrete: 312.225, TAC: Flight Lead
CAP: N 31° 20 / W 117° 11; Course Line 080°
Enter 17K, Exit 17K
A/A TACAN: 2X / 65X

CHARLIE (S P2)
Discrete: 367.5, TAC: Flight Lead.
CAP: N 31° 03 / W 117° 11; Course Line 080°
Enter above 18K, Exit Above 18K
A/A TACAN: 3X / 66X



BFM Derby

- **Alpha**
  - NW: N 32° 05 / W 117° 30
  - NE: N 32° 05 / W 117° 13
  - SE: N 31° 44 / W 117° 02
  - SW: N 31° 44 / W 117° 30
- **Tank**
  - NW: N 31° 44 / W 117° 30
  - NE: N 31° 44 / W 117° 02
  - SE: N 31° 29 / W 116° 55
  - SW: N 31° 29 / W 117° 30
- **Bravo**
  - NW: N 31° 29 / W 117° 30
  - NE: N 31° 29 / W 116° 55
  - SE: N 31° 12 / W 116° 47
  - SW: N 31° 12 / W 117° 30
- **Charlie**
  - NW: N 31° 12 / W 117° 30
  - NE: N 31° 12 / W 116° 47
  - SE: N 30° 55 / W 116° 39
  - SW: N 30° 55 / W 117° 30

Comm

- White Cell "Warlord"
  - Devil Ready Room
  - 253.8
  - Slides by exception
- Area Discrete
  - Alpha: 227.0755
  - Bravo: 312.225
  - Charlie: 367.5
- Tac Freq
  - Wingman switches to TacLeads freq pre- Fight's On (TacAdmin)

ADMIN

- P-1 / 2 / MISR 1E 0850-1000 / 1050-1200
- Takeoff Times
  - Devil – 0850
  - Knight – 0855
  - Snake – 0900
- Enter/ Exit: T-01
  - All aircraft pre-mission tank with Raider in Tank airspace
  - Proceed to A, B, or C as depicted on next slide
  - Tac Lead hold West of CAP South of courseline
  - Wingman hold East of CAP North of courseline
- Exit as a flight
- Limitations
  - No JHMCS
  - No pre-merge shots scored

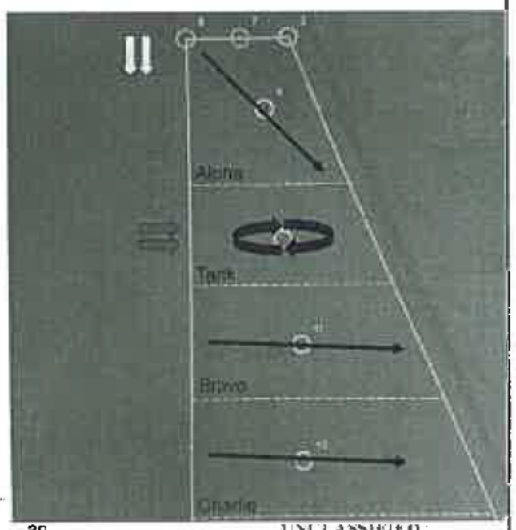
Ranges

ALPHA (N P1)
Discrete: 227.075, TAC: Flight Lead
CAP: N 31° 55 / W 117° 17; Course Line 120°
Enter 17K, Exit 16K
A/A TACAN: 1X / 64X

TANK (S P1, N P2)
Boom: XXX.X, Tac Freqs per squadron
CAP: N 31° 36 / W 117° 14
Enter 15K, Exit High

BRAVO (N P2)
Discrete: 312.225, TAC: Flight Lead
CAP: N 31° 20 / W 117° 11; Course Line 080°
Enter 17K, Exit 17K
A/A TACAN: 2X / 65X

CHARLIE (S P2)
Discrete: 367.5, TAC: Flight Lead
CAP: N 31° 03 / W 117° 11; Course Line 080°
Enter above 18K, Exit Above 18K
A/A TACAN: 3X / 66X



Nov-16 39 UNCLASSIFIED

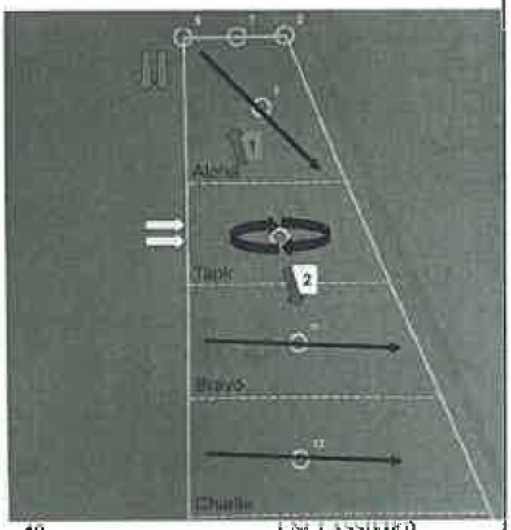
Ranges

ALPHA (N P1)
Discrete: 227.075, TAC: Flight Lead
CAP: N 31° 55 / W 117° 17; Course Line 120°
Enter 17K, Exit 16K
A/A TACAN: 1X / 64X

TANK (S P1, N P2)
Boom: XXX.X, Tac Freqs per squadron
CAP: N 31° 36 / W 117° 14
Enter 15K, Exit High

BRAVO (N P2)
Discrete: 312.225, TAC: Flight Lead
CAP: N 31° 20 / W 117° 11; Course Line 080°
Enter 17K, Exit 17K
A/A TACAN: 2X / 65X

CHARLIE (S P2)
Discrete: 367.5, TAC: Flight Lead
CAP: N 31° 03 / W 117° 11; Course Line 080°
Enter above 18K, Exit Above 18K
A/A TACAN: 3X / 66X



Nov-16 40 UNCLASSIFIED

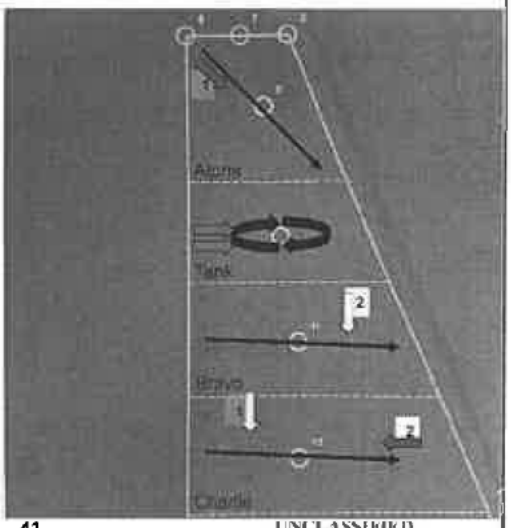
Ranges

ALPHA (N P1)
Discrete: 227.075, TAC: Flight Lead
CAP: N 31° 55 / W 117° 17; Course Line 120°
Enter 17K, Exit 16K
A/A TACAN: 1X / 64X

TANK (S P1, N P2)
Boom: XXX.X, Tac Freqs per squadron
CAP: N 31° 36 / W 117° 14
Enter 15K, Exit High

BRAVO (N P2)
Discrete: 312.225, TAC: Flight Lead
CAP: N 31° 20 / W 117° 11; Course Line 080°
Enter 17K, Exit 17K
A/A TACAN: 2X / 65X

CHARLIE (S P2)
Discrete: 367.5, TAC: Flight Lead
CAP: N 31° 03 / W 117° 11; Course Line 080°
Enter above 18K, Exit Above 18K
A/A TACAN: 3X / 66X



Nov-16 41 UNCLASSIFIED

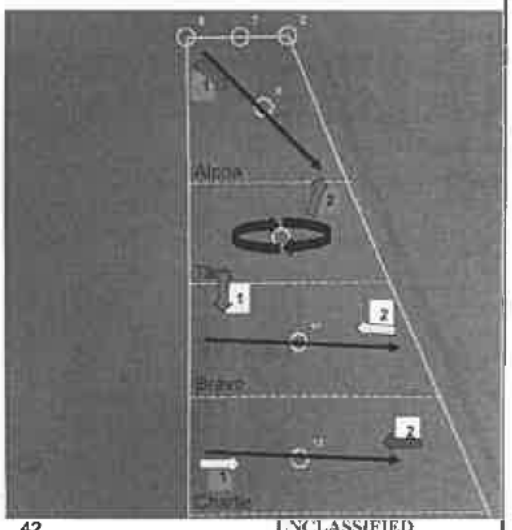
Ranges

ALPHA (N P1)
Discrete: 227.075, TAC: Flight Lead
CAP: N 31° 55 / W 117° 17; Course Line 120°
Enter 17K, Exit 16K
A/A TACAN: 1X / 64X

TANK (S P1, N P2)
Boom: XXX.X, Tac Freqs per squadron
CAP: N 31° 36 / W 117° 14
Enter 15K, Exit High

BRAVO (N P2)
Discrete: 312.225, TAC: Flight Lead
CAP: N 31° 20 / W 117° 11; Course Line 080°
Enter 17K, Exit 17K
A/A TACAN: 2X / 65X

CHARLIE (S P2)
Discrete: 367.5, TAC: Flight Lead
CAP: N 31° 03 / W 117° 11; Course Line 080°
Enter above 18K, Exit Above 18K
A/A TACAN: 3X / 66X



Nov-16 42 UNCLASSIFIED

Ranges

ALPHA (N P1)
Discrete: 227.075, TAC: Flight Lead
CAP: N 31° 55 / W 117° 17; Course Line 120°
Enter 17K, Exit 16K
A/A TACAN: 1X / 64X

TANK (S P1, N P2)
Boom: XXX.X, Tac Freqs per squadron
CAP: N 31° 36 / W 117° 14
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CAP: N 31° 03 / W 117° 11; Course Line 080°
Enter above 18K, Exit Above 15K
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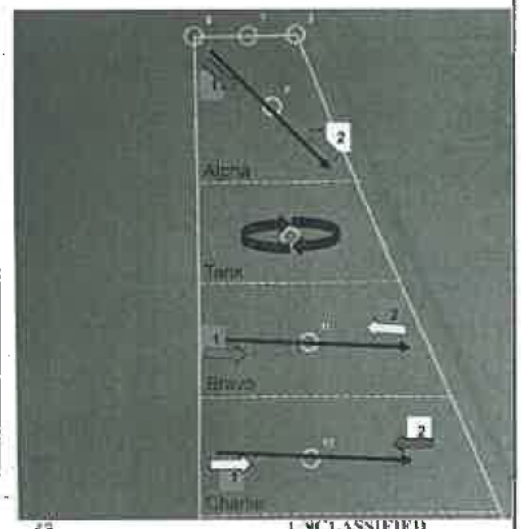


TACADMIN

- Common Bullseye
  - San Clemente Island (Rock)
- G-Warm / Wpns Checks
  - As sections pre tanker
- Fence-In
  - Off Tanker
- A/A TACAN
  - Per area Switch ASAP
- Altimeter
  - Set as passed by Beaver, confirm upon check-in on TAC
- Standard Pri / Aux usage once Fight's On
- Fuel & G checks owned by Tac Ld
- Tapes on (no tapes = no credit)
- Link 16
  - Squadron SOP

TACADMIN

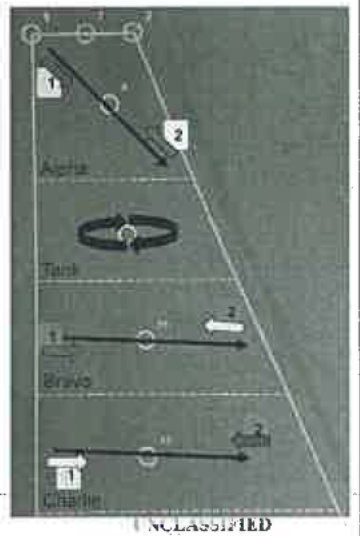
- Loadout
  - 1/0/2/G
- 2 Shot Kills
  - Shots for kills vs. scoring
- Previous 9M or 9X tracks must be broken and reacquired
- Snapshot
  - You better be right to call the KIO/kill! (if there's any doubt, there is no doubt, keep fighting).
- Tracking Guns
  - Each valid tracking employment counts as "1 shot"
- Deck Bust = Dead

TACADMIN

- KIO criteria
  - TR Violation
  - IAW standard BFM execution
  - Valid KILL
  - Neutral without any trend ("training objectives achieved")
  - Owned by either fighter
  - Negative points if you KIO as you're about to get gunned (unless a safety, obviously)

TACADMIN – 1st Set

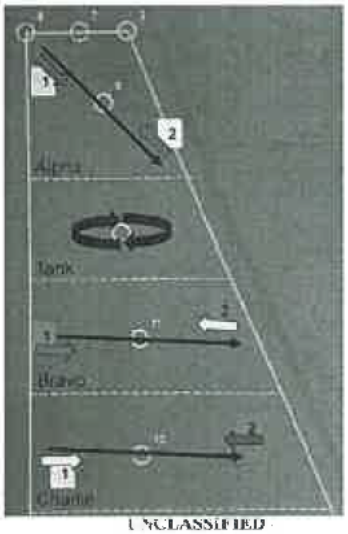
- Tac Lead >10nm West, HD+10.5; Wingman > 10nm East, HD+9.5
- When established: "Devil 1 established Alpha West."
- Tac Lead sets war once second aircraft calls established
  - "Snake 1, sets all altitudes, altimeter 2990, HD 7,000, SD 12,000" "Knight 2, all altitudes, altimeter 2990, HD 7,000, SD 12,000."



Nov-16 47 UNCLASSIFIED

TACADMIN – 1st Set

- "Snake 1 set west." "Knight 2 set east." "Check tapes." "Tapes." "Snake 1 In from the West." "Knight 2 In the East."
- Fly to CAP with 10nm scale, course-line selected
  - Alpha: 120°
  - Bravo / Charlie: 080°
- Tac Lead South of course-line, Wingman North until Tally (facilitates Left-to-Left geometry)
- When Tally (NLT 3NM on A/A TACAN, MIDS, Radar)
  - "Knight 2, Tally 1"…. "Snake 1, Blind…" "Knight 2, continue"
- When tally cleared to take out altitude separation
  - Striving for co-altitude cooperative merge at HD+10K
- At 3/9 line passage, "Fight's on"
- Both fighters tally: Cleared to Maneuver at "Fight's On"



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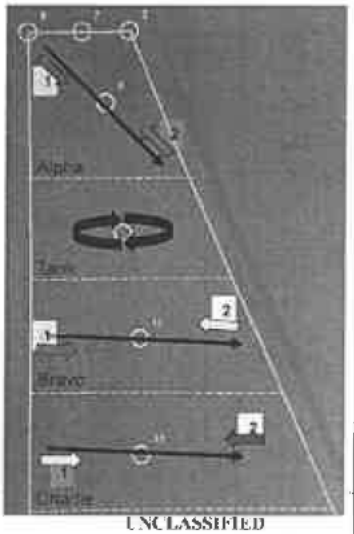
ENCLOSURE (24)

TACADMIN – 1st Set

- NLT 3nm on A/A TACAN / MIDS communicate Tally / Blind
- 1 Fighter Tally
  - Blind fighter stay on altitude. Tally fighter deconflict high / low based on BFM gameplan
  - Tally fighter responsible for deconflicction
  - Tally fighter calls "Fight's On" at 3/9-line passage
  - Blind fighter maneuvers LEVEL ONLY until tally.
- Both fighters Blind at 1NM
  - Knock It Off - STAY ON YOUR SIDE OF COURSELINE (Lead South, Wing North)
  - Proceed back to CAP, cleared to climb/descend or cross courseline once outside of 10nm via MIDS or A/A TACAN.



TACADMIN – P.A.D.S.

- 2nd Set: Butterfly Set
  - Abeam / HD+9K / 1.5nm / 350 Kts
  - Cooperative merge, Fight's On at 3/9 passing
- 3rd Set: Abeam Set
  - Abeam / HD+5K / 1.0nm / 350 Kts
  - Non-cooperative merge
  - "3,2,1 Fight's On"
  - Maneuver at Fight's On
- 4th Set (or more)
  - TAC Lead Discretion

Debrief

- 1+00 after landing in Tac Lead debriefing spaces.
- Scoring conducted by out of squadron MDTI / TOPGUN / WTI
  - Alpha: Scored by 314 patch wearer
    - 232 spaces
  - Bravo: Scored by 232 patch wearer
    - 323 spaces
  - Charlie: Scored by 323 patch wearer
    - 314 spaces
- Points to Tank ASAP, NLT 1400 or it's a ZERO

Event Scoring

Criteria	Points Awarded	Points Subtracted
1st Shot	20	
Valid AIM-9	10	
Valid AIM-120	10	
Valid Gun	25	
Valid KILL (2nd Shot)	30	
Deck Bust, TR Violation, Overstress	-	30
INVALID employment		20
OCF		10

- No Tapes = No Score
- Max of 5 scored shots per set.

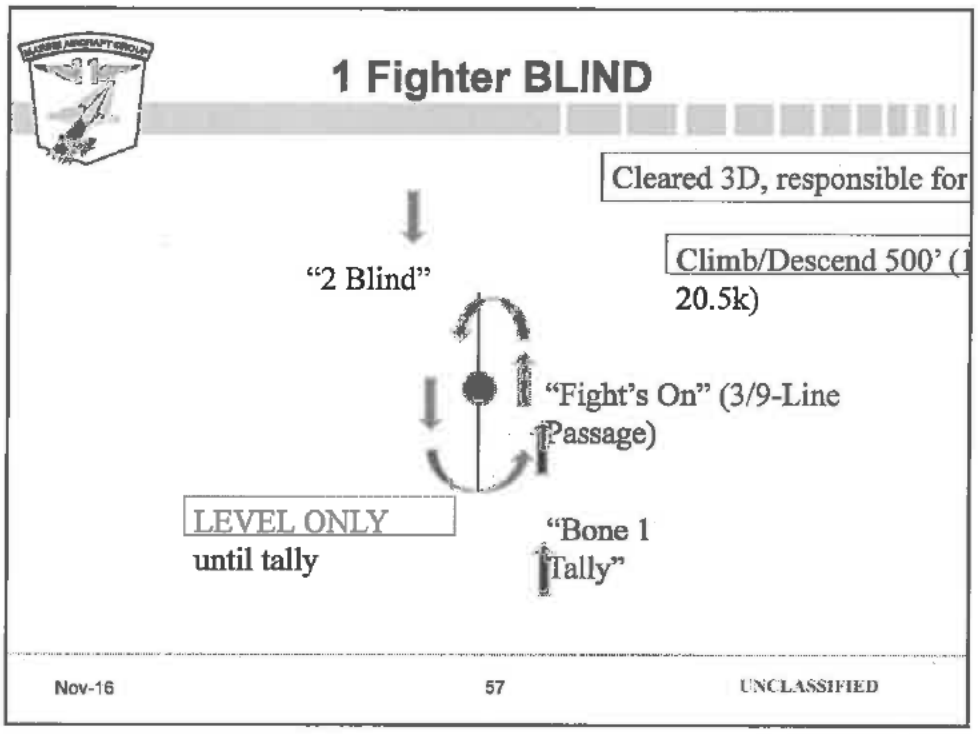
Final Admin

- This brief is located on the MAG-11 sharepoint:
  - https://portal.3maw.usmc.mil/mag11/hqtrs/default.aspx
    - S-3
    - MAG WTI
    - Turkey Shoot

Backup Slides

Training Rules

- OCF
- Current to turn
- 5 miles vis/ defined horizon
- 1nm horiz/ 2k ft vertically from clouds
- Hard Deck / Soft Deck per weather
- G-Warm
- Low Altitude Training Rules
- UHF/ Guard/ ICS
- Nordo rock wings
- 500ft bubble
- 9k ft head on missile acq / 20 deg of tgt nose
- 1,000ft min guns / no head-on guns
- Maintain established trend or clear right for left-left
- Nose high goes high
- Up sun A/C responsible
- Offensive A/C monitor alt
- No blind lead turns
- Knock it off
- Block adherence


1 Fighter BLIND
Cleared 3D, responsible for
"2 Blind"
Climb/Descend 500' (1
20.5k)
"Fight's On" (3/9-Line
Passage)
LEVEL ONLY
until tally
"Bone 1
Tally"
Nov-16
57
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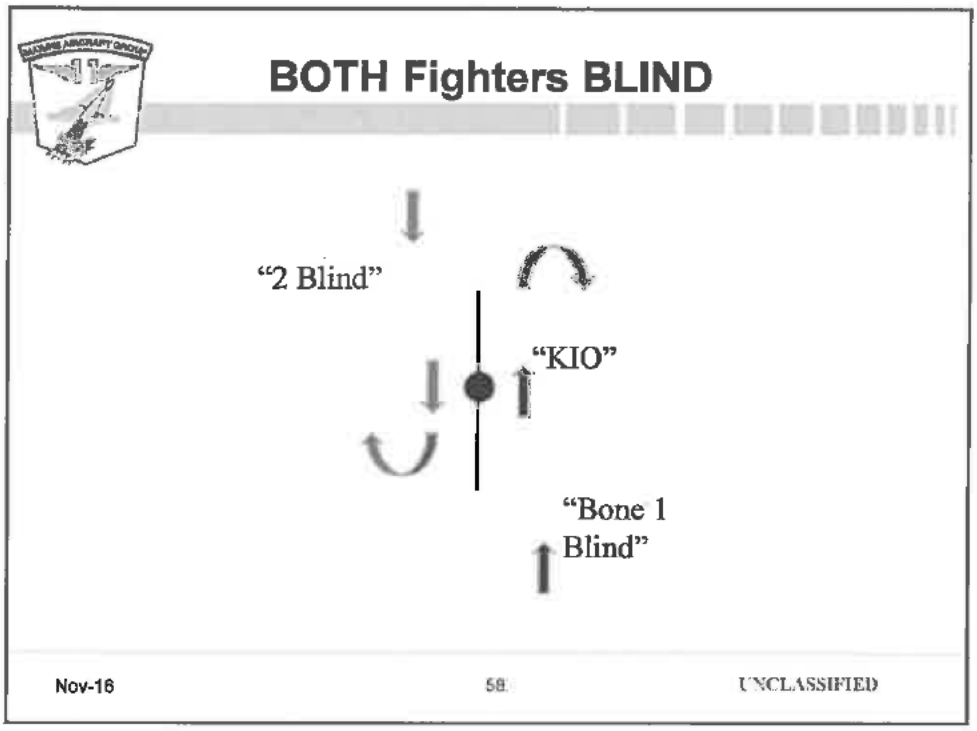
BOTH Fighters BLIND
"2 Blind"
"KIO"
"Bone 1
Blind"
Nov-16
58
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ORM

- Emergencies:
  - Diverts
    - KNKX
    - KNZY
- Deconfliction
  - 1st set courseline deconfliction adherence
    - Good visual lookout
    - Know the rules for the setup
    - Watch your airspeed coming into the first merge! (Nose Low~AGSM)
  - OCF / CFIT: Fly a good jet, don't sacrifice sound judgement for a shot/kill.
  - Training Rules
  - Area Boundaries
  - Admin RTB flow