

UNITED STATES AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION
BOARD REPORT



C-130H, T/N 88-4404

C-27J, T/N 10-27030

95TH AIRLIFT SQUADRON

USASOC FLIGHT COMPANY

440TH AIRLIFT WING

**US ARMY SPECIAL OPERATIONS
COMMAND**

POPE ARMY AIR FIELD, NC

FORT BRAGG, NC



LOCATION: NEAR POPE ARMY AIR FIELD, NORTH CAROLINA

DATE OF ACCIDENT: 1 DECEMBER 2014

BOARD PRESIDENT: COL MATTHEW G. ANDERER

CONDUCTED IAW AIR FORCE INSTRUCTION 51-503

ACTION OF THE CONVENING AUTHORITY

1 2 MAR 2015

An accident investigation board investigated the midair collision that occurred 1 December 2014 approximately eight miles south of MacKall AAF, North Carolina, involving a C-130H, T/N 84-4404, assigned to the 440th Airlift Wing, Pope AAF, North Carolina, and a C-27J, T/N 10-27030, assigned to the United States Army Special Operations Command Flight Company, Fort Bragg, North Carolina. The investigation was conducted under the provisions of AFI 51-503, and the report of the board complies with applicable regulatory and statutory guidance. Accordingly, the board's report is approved.

BROOKS L. BASH
Lieutenant General, USAF
Vice Commander

AIRCRAFT ACCIDENT INVESTIGATION BOARD
C-130H, T/N 88-4404 and C-27J, T/N 10-27030
Pope Army Air Field, North Carolina
1 December 2014

EXECUTIVE SUMMARY

On 1 December 2014, at approximately 2022 local time, a C-130H, tail number (T/N) 88-4404, assigned to the 440th Airlift Wing, Pope Army Air Field (AAF), North Carolina and a United States Army C-27J, T/N 10-27030, assigned to the United States Army Special Operations Command Flight Company, Pope AAF, North Carolina collided approximately 8 miles south of Mackall AAF, North Carolina. Both aircraft declared emergencies and landed safely, the C-27 to Mackall AAF and the C-130 to Pope AAF. There were no injuries to the eight C-130 crewmembers or the five C-27 crewmembers. Damage estimates for the C-27 are still ongoing. The government loss for the C-130 and associated cleanup was valued at \$1,837,649.93.

At the time of the incident, the mishap C-130 was performing an escape maneuver to egress Luzon Drop Zone (DZ) following completion of a visual Container Delivery System airdrop. The mishap C-27 was departing Laurinburg-Maxton Airport enroute to two waypoint DZs for simulated airdrops. The C-130 was leveling at 1500' Mean Sea Level (MSL) on a heading of 193 degrees while the C-27 was level at 1500' MSL, on a heading of approximately 310 degrees passing slightly beneath the C-130 from left to right. The right wingtip of the C-27 grazed the right underside of the C-130 at the nose gear door, damaging the gear door and following a path that tore the flare dispenser hood from the fuselage and then proceeded beneath the C-130's right wing. The C-27 vertical stabilizer crossed immediately in front of the nose of the C-130 and proceeded between the prop arcs of the C-130's number 3 and 4 engines. The vertical stabilizer then came into contact with the front of the C-130's right external fuel tank and continued on a path impacting midway down the inboard side of the number 4 engine and leading edge of the right wing in the vicinity of the engine mount. The C-130 sustained damage to the leading edge of the right wing and number 4 engine. The C-27 sustained significant damage to the top third of the vertical stabilizer and rudder.

The Accident Investigation Board President found by clear and convincing evidence that the cause of the mishap was a breakdown in visual scan resulting in insufficient clearing of the aircraft flight path by both aircrews. The AIB President found that both aircrews were over-reliant on Traffic Collision Avoidance Systems to alert them to potential traffic conflicts and concentrate their visual scan. Additionally, the AIB President found that both aircrews exhibited complacency due to the routine nature of the mission profiles, despite the inherent risk associated with night, low-level, visual flight rules operations on Night Vision Goggles. The AIB President further found that the visibility afforded by the C-27 is limited, presenting a considerably obstructed view for the left-seat pilot who was flying, limiting his ability to see the C-130 approaching from the right with sufficient time to avoid collision. Lastly, the AIB President found the pilot flying from the left seat of the C-130 channelized his attention on aircraft control resulting in a loss of situational awareness and breakdown of visual scan outside the aircraft.

<p>Under 10 U.S.C. § 2254(d) the opinion of the accident investigator as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.</p>
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AIRCRAFT ACCIDENT INVESTIGATION BOARD
C-130H, T/N 88-4404 and C-27J, T/N 10-27030
Pope Army Air Field, North Carolina
1 December 2014

TABLE OF CONTENTS

TABLE OF CONTENTS.....	i
COMMONLY USED ACRYONYMS AND ABBREVIATIONS.....	iii
SUMMARY OF FACTS	1
1. AUTHORITY AND PURPOSE	1
a. Authority	1
b. Purpose	1
2. ACCIDENT SUMMARY	1
3. BACKGROUND.....	2
4. SEQUENCE OF EVENTS	6
a. Mission	6
b. Planning.....	7
c. Preflight.....	7
d. Takeoff and Initial Routes.....	7
e. First Encounter	8
f. HVCDS Run.....	9
g. Collision	10
h. Initial Actions and Recovery.....	12
i. Life Support Equipment.....	13
j. Emergency Response	13
k. Recovery of Aircraft Parts.....	13
l. Recovery of Remains.....	13
5. MAINTENANCE.....	13
a. Mishap C-130.....	13
(1) Forms Documentation.....	13
(2) Inspections.....	14
(3) Maintenance Procedures	14
(4) Maintenance Personnel and Supervision.....	14
(5) Fuel Analyses	15
(6) Unscheduled Maintenance	15
b. Mishap C-27	15
(1) Forms Documentation	15
(2) Inspections.....	16
(3) Maintenance Procedures	17
(4) Maintenance Personnel and Supervision.....	17
(5) Fuel Analyses	17
(6) Unscheduled Maintenance	17
6. AIRFRAME SYSTEMS	17

a.	Mishap C-130 Airframe Structures and Systems	17
b.	Mishap C-130 Evaluation and Analysis	18
c.	Mishap C-27 Airframe Structures and Systems	19
d.	Mishap C-27 Evaluation and Analysis	19
7.	WEATHER	20
a.	Forecast Weather	20
b.	Observed Weather	20
c.	Space Environment.....	21
d.	Operations	21
8.	CREW QUALIFICATIONS	21
a.	Mishap Pilot 3.	21
b.	Mishap Co-Pilot.	21
c.	Mishap Instructor Pilot 2.....	22
d.	Mishap Navigator.....	22
e.	Mishap Flight Engineer 3.....	22
f.	Mishap Instructor Loadmaster.....	23
g.	Mishap Loadmaster 1.....	23
h.	Mishap Loadmaster 2.....	24
i.	Mishap Instructor Pilot 1.....	24
j.	Mishap Pilot 1.....	24
k.	Mishap Pilot 2.....	25
l.	Mishap Flight Engineer 1.....	25
m.	Mishap Flight Engineer 2.....	25
9.	MEDICAL.....	25
a.	Qualifications.....	25
b.	Health and Lifestyle.....	25
c.	Toxicology.....	25
d.	Pathology.....	26
e.	Crew Rest and Crew Duty Time.....	26
10.	OPERATIONS AND SUPERVISION	26
a.	Operations	26
b.	Supervision.....	27
11.	HUMAN FACTORS.....	27
a.	Overview	27
b.	Causal Factor:.....	28
c.	Contributory Factors.....	30
d.	Human Factors Summary.....	38
12.	GOVERNING DIRECTIVES AND PUBLICATIONS	38
a.	Flight Operations	38
b.	Maintenance	39
c.	Other Directives and Publications.....	39
d.	Known or Suspected Deviations from Directives and Publications.....	39
13.	ADDITIONAL AREAS OF CONCERN.....	39
	STATEMENT OF OPINION	40

AIRCRAFT ACCIDENT INVESTIGATION BOARD
C-130H, T/N 88-4404 and C-27J, T/N 10-27030
Pope Army Air Field, North Carolina
1 December 2014

COMMONLY USED ACRYONYMS AND ABBREVIATIONS

AAF	Army Air Field	HSC	Home Station Checks
AFB	Air Force Base	HVCDS	High Velocity Container Delivery System
AFI	Air Force Instruction	IAW	In Accordance With
AFIP	Armed Forces Institute of Pathology	IFF	Identification Friend or Foe
AFPAM	Air Force Pamphlet	IFR	Instrument Flight Rules
AFPET	Air Force Petroleum Agency	IMDS	Integrated Maintenance Data System
AFRC	Air Force Reserve Command	INOP	Inoperative
AFSEC	Air Force Safety Center	IP	Initial Point
AG	Airlift Group	ISO	Isochronal Inspections
AGL	Above Ground Level	LRF	Local Range Forecast
AIB	Accident Investigation Board	LRS	Logistics Readiness Squadron
AMC	Air Mobility Command	LZ	Landing Zone
AMXS	Aircraft Maintenance Squadron	MEL	Minimum Equipment List
ARSOAC	Army Special Operations Aviation Command	MCP	Mishap Co-Pilot
AR	Army Regulation	MFE	Mishap Flight Engineer
ART	Air Reserve Technicians	MIL	Mishap Instructor Loadmaster
AS	Airlift Squadron	MIP	Mishap Instructor Pilot
ATC	Air Traffic Control	ML	Mishap Loadmaster
ATCT	Air Traffic Control Tower	MN	Mishap Navigator
ATIS	Automatic Terminal Information Service	MP	Mishap Pilot
AW	Airlift Wing	MSL	Mean Sea Level
CDS	Container Delivery System	MTP	Maintenance Test Pilot
CF	Carried Forward	NOTAMS	Notices to Airmen
CVR	Cockpit Voice Recorder	NM	Nautical Miles
CW4	Chief Warrant Officer, Four	NVD	Night Vision Device
DA	Department of the Army	NVG	Night Vision Goggle
DA PAM	Department of the Army Pamphlet	ORM	Operational Risk Management
DCMA	Defense Contract Management Agency	PDM	Programmed Depot Inspections
DFDR	Digital Flight Data Recorder	PHA	Preventative Health Assessment
DoD	Department of Defense	PFPS	Portable Flight Planning System
DZ	Drop Zone	PI	Point of Impact
EOR	End of Runway	Q-1	Qualified without Restrictions
FA	Flight Authorization	QCD	Quality Control Designee (QCD)
FAA	Federal Aviation Administration	REL	Required Equipment List
FAY	Fayetteville Regional/Grannis Field Airport	RTB	Return to Base
FM	Field Manual	SIB	Safety Investigation Board
FDAU	Flight Data Acquisition Unit	SKE	Station-Keeping Checklist
FDP	Flight Duty Period	STAN	Standardization (STAN)
FDR	Flight Data Recorded	STS	Special Tactics Squadron
GFR	Government Flight Representative	TA/RA	Traffic Advisory/Resolution Advisory
GMT	Greenwich Mean Time	TBA	Training Business Area
HE	Heavy Equipment	TCAS	Traffic Collision Avoidance System
Herc	C-130 Hercules	TCTO	Time Compliance Technical Order
HF	High Frequency	TI	Technical Inspector
HFACS	Human Factors Analysis and Classification System	T.O.	Technical Order
		TOLD	Takeoff and Landing Data
		TOT	Time on Target
		TRACON	Terminal Radar Approach Control

UFC	United States Army Special Operations Command Flight Company
USASOC	United States Army Special Operations Command
USSOCOM	United States Special Operations Command
VFR	Visual Flight Rules
VLL	Visual Low-Level
XPDR	Transponder
Z	Zulu or Greenwich Mean Time (GMT)

AIRCRAFT ACCIDENT INVESTIGATION BOARD
C-130H, T/N 88-4404 and C-27J, T/N 10-27030
Pope Army Air Field, North Carolina
1 December 2014

SUMMARY OF FACTS

1. AUTHORITY AND PURPOSE

a. Authority

On 9 December 2014, Lieutenant General Brooks Bash, Vice Commander, Air Mobility Command (AMC), convened an Accident Investigation Board (AIB) in accordance with Air Force Instruction (AFI) 51-503, Aerospace Accident Investigations, to investigate the 1 December 2014 midair collision of a U.S. Air Force C-130H aircraft, tail number (T/N) 88-4404, and a U.S. Army C-27J, (T/N) 10-27030, 31 miles southwest of Pope Army Airfield (AAF), near Mackall AAF, North Carolina (Tab Y-3). The following board members served on the AIB: Colonel Matthew G. Anderer, Commander, 721st Air Mobility Operations Group, Ramstein Air Base, Germany, Board President; a Lieutenant Colonel Medical Member; a Major Pilot Member; a Major Maintenance Member; a Captain Legal Advisor; a Master Sergeant Air Traffic Control Member; and a Staff Sergeant Recorder (Tabs Y-3, Y-6). In addition to the board members, two Functional Area Experts (FAEs) were also appointed: a Lieutenant Colonel Army Investigating Officer FAE, and a Captain Flight Medicine FAE. This investigation was conducted at Pope AAF, North Carolina from 6 January 2014 through 4 February 2015.

b. Purpose

This is a legal investigation convened to inquire into the facts surrounding the aircraft or aerospace accident, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

2. ACCIDENT SUMMARY

On 1 December 2014, at 0122 Zulu (Z), 2022 local (L), 1500' MSL approximately 8 miles south of Mackall AAF, North Carolina, a C-130H, T/N 88-4404, assigned to the 440th Airlift Wing, Pope Army Airfield, North Carolina, that was performing a post-drop escape maneuver from the Luzon Drop Zone on a local area training mission, collided with a C-27J, T/N 10-27030, assigned to the U.S. Army Special Operations Command Flight Company, that was conducting pilot proficiency and upgrade training. The right wingtip of the mishap C-27 grazed the right underside of the mishap C-130 at the nose gear door, damaging the right wingtip of the mishap C-27 while damaging the gear door and tearing the flare dispenser hood from the mishap C-130. The mishap C-27's vertical stabilizer then crossed immediately in front of the nose of the mishap C-130 and proceeded between the propeller arcs of the mishap C-130's number three and four engines, striking the front of the right external fuel tank and impacting the inboard side of the number four engine and leading edge of the right wing near the engine mount. The mishap

C-130 sustained damage to the leading edge of the right wing and the number four engine was disabled. The top third of the mishap C-27's vertical stabilizer was shorn. Both aircraft were able to execute emergency landings; the mishap C-130 at Pope Army Airfield approximately 31 miles to the northeast and the mishap C-27 at Mackall Army Airfield.

There were no fatalities, significant injuries, or damage to civilian property. The estimated loss for the mishap C-27 has not yet been determined, but the estimated loss for the mishap C-130 and associated cleanup was valued at \$1,837,649.93.

3. BACKGROUND

a. Air Mobility Command

AMC is a major command headquartered at Scott AFB, Illinois. AMC provides worldwide cargo and passenger delivery, air refueling and aeromedical evacuation. The command also transports humanitarian supplies to hurricane, flood and earthquake victims both at home and around the world. AMC's mission is to provide global air mobility...right effects, right place, right time. More than 133,700 active-duty Air National Guard, AFRC and Department of Defense (DoD) civilians make the command's rapid global mobility operations possible (Tab CC-3).



b. Air Force Reserve Command

AFRC, with headquarters at Robbins AFB, Georgia, became the ninth major command of the Air Force on 17 February, as a result of Title XII – Reserve Forces Revitalization – in Public Law 104-201, the National Defense Authorization Act of Fiscal Year 1997. The mission of the AFRC is to provide combat ready forces to fly, fight and win. Reservists support nuclear deterrence operations, air, space and cyberspace superiority, command and control, global integrated intelligence surveillance reconnaissance, global precision attack, special operations, rapid global mobility and personnel recovery. They also perform space operations, aircraft flight testing, aerial port operations, civil engineer, security forces, military training, communications, mobility support, transportation and services missions (Tab CC-6).



c. 440th Airlift Wing

The mission of the 440 AW is to maintain operational readiness for the airlift of tactical units, airborne units, personnel, supplies and equipment into prepared or unprepared areas by landing or airdrop. The peacetime and wartime mission of the 440 AW is global in scope. During wartime, when mobilized, the 440 AW would be under the operational control of AMC (Tab CC-9).



d. 95th Airlift Squadron

The 95 AS is the flying unit of the 440 AW. The 100+ pilots, navigators, flight engineers, load masters and support specialists fall under the 440th Operations Group. The 95 AS flies the C-130H2 Hercules transport aircraft (Tab CC-13).



e. C-130H Hercules

The C-130H Hercules primarily performs the tactical portion of the AMC airlift mission. The aircraft, capable of operation from rough, dirt strips, is the prime transport for airdropping troops and equipment into hostile areas. The C-130H, operating throughout the DoD, executes a wide-range of operational missions in both peacetime and wartime situations. The aircraft is capable of executing diverse missions, including airlift support, Antarctic resupply, aeromedical evacuation, weather reconnaissance, aerial spray, humanitarian relief and wild land firefighting (Tab CC-15).



f. United States Army Special Operations Command

On 1 December, 1989, the Department of the Army established USASOC at Fort Bragg, N.C., as a major Army command to enhance the readiness of Army special operations forces.

In addition to reporting to the Department of the Army, USASOC also functions as the Army component of the U.S. Special Operations Command (USSOCOM), located at MacDill AFB, Florida. USSOCOM is the congressionally mandated, unified combatant command responsible for all DoD special operations forces within the Army, Navy, AF and Marine Corps (Tab CC-19).



g. Army Special Operations Aviation Command

ARSOAC organizes, mans, trains, resources and equips Army Special Operations Aviation units to provide responsive, special operations aviation support to Special Operations Forces and is the USASOC Aviation staff proponent.

This structure provides the appropriate command and control, manning and visibility for the complex and sensitive tasks required of Army Special Operations Forces aviation units and organizations. ARSOAC is a one-star, subordinate command to the USASOC (Tab CC-22).



h. C-27J Spartan

The C-27J Spartan is a twin turboprop medium-sized tactical military transport aircraft with exceptional short takeoff and landing capabilities. It is designed for transporting equipment or troops in combat zones and operating in an austere environment with minimal ground support. The C-27J brings to USASOC the capability to conduct pressurized flight for high altitude jump training, tactical vehicle load training, increased payload for jump and aerial delivery training, and vastly increased speed and range for supporting Army Special Operations Forces (Tab CC-27).



i. Laurinburg-Maxton Airport (KMEB), NC

Laurinburg-Maxton Airport is an uncontrolled airport located approximately three miles north of Maxton, NC and 16 miles southeast of Mackall AAF, NC. The airport is used for military, farming, and parachute operations. Laurinburg-Maxton Airport has two active runways, the 6,503 foot long runway 05/23 and the 3,534 foot long runway 13/31. Fayetteville Air Traffic Control Tower/Terminal Radar Approach Control (FAY ATCT/TRACON) provides approach, departure and clearance delivery functions for aircraft operating under Instrument Flight Rules (IFR) (Tab CC-31).



j. Mackall Army Airfield (KHFF), NC

Mackall AAF is a military airfield located on Camp Mackall near Southern Pines, NC. The airport is used for military operations. Mackall AAF has 2 active runways, the 4,996 foot long runway 04/22 and the 4,794 foot long runway 11/29.



Mackall AAF has an air traffic control tower (ATCT), Mackall Tower, responsible for the Class D airspace extending upward from the surface to 2,900' mean sea level (MSL) within a 4.2-mile radius around Mackall AAF, during its hours of operation. FAY ATCT/TRACON provides IFR approach control services to Mackall AAF and radar advisory services to aircraft exiting Mackall AAF's Class D airspace upon request (Tab CC-30).

In Class D airspace, aircraft establish two-way radio communications with the servicing ATC facility prior to entering the airspace and maintain communications while in the airspace. ATC facilities are not required to provide separation services to VFR aircraft (BB-33).

k. Fayetteville Air Traffic Control Tower/Terminal Radar Approach Control (FAY ATCT/TRACON)

FAY ATCT/TRACON is located three miles south of Fayetteville, North Carolina at Fayetteville Regional/Grannis Field Airport.



In addition to providing radar approach control services for smaller airfields in the area, FAY ATCT/TRACON is responsible for the class C airspace extending upward from the surface to 4,200' MSL within a five mile radius around FAY excluding that airspace below 1,400' MSL within a 1.5-mile radius of Gray's Creek Airport. It is also responsible for Class C airspace within a 10-mile radius around the airport extending upward from 1,400' MSL to 4,200' MSL excluding that airspace contained within active Restricted Areas (Tab BB-29).

In Class C airspace, aircraft establish two-way radio communications with the servicing ATC facility prior to entering the airspace and maintain communications while in the airspace. VFR aircraft are only separated from IFR aircraft within the airspace (Tab BB-32 to BB-33).

The mishap C-130 was assigned to the 440th Airlift Wing (440 AW), Air Force Reserve Command (AFRC), and based at Pope Army Airfield (AAF), North Carolina. The mishap C-130 aircrew included six reserve members assigned to the 95th Airlift Squadron (95 AS), augmented by a navigator assigned to the 43rd Airlift Group (43 AG). The 95 AS is a squadron within the 440 AW, while the 43 AG is a component within Air Mobility Command (AMC). The mishap C-27 was assigned to the U.S. Army Special Operations Command Flight Company (UFC), U.S. Army Special Operations Aviation Command (ARSOAC), and based at Pope AAF, North Carolina. The mishap C-27 aircrew included two active duty members and two Army civilian employees assigned to the UFC, which is a component of ARSOAC under the U.S. Army Special Operations Command (USASOC), augmented by one contract employee of LMT Inc.

4. SEQUENCE OF EVENTS

a. Mission

PACKR32, hereafter referred to as mishap C-130, was scheduled for a local tactical training flight from Pope AAF, North Carolina (Tab K-5). The mishap C-130 had a crew composed of one instructor pilot (MIP2), a mission pilot (MP3), a mission co-pilot (MCP), a mission navigator (MN), a mission flight engineer (MFE3), an instructor loadmaster (MIL), and two loadmasters (ML1 and ML2) (Tab K-5). All crew members were current and qualified for the mission with the exception of ML1 who was qualified, but flying supervised by MIL due to loss of currency (Tabs K-5; G-150). Planned mission tasks included a two-ship formation with PACKR31 under the call-sign PACKR30, flying a Station-Keeping Equipment (SKE) Checklist route to a Heavy Equipment airdrop, followed by a VFR low level route to a High Velocity Container Delivery System (HVCDS) airdrop, and finishing with proficiency training for the Pilots at Pope AAF (Tabs V-5.5; V-6.8). SKE is a formation positioning system that allows aircraft to fly in formation in all-weather conditions while a HVCDS airdrop involves placing the aircraft at a slightly nosed-up angle to utilize gravity to cause the load to roll out of the aircraft and parachute out of the aircraft (Tabs V-5.5; V-8.14). Within twenty minutes after takeoff, PACKR31 aborted its mission due to an aircraft malfunction, so the mishap C-130 flew the planned profile single-ship, retaining call-sign PACKR30 (Tab V-5.7). The mission was authorized by the 95 AS Director of Operations (Tab K-5).

GECKO33, hereafter referred to as mishap C-27, was scheduled for a local training flight from Pope AAF (Tab K-6). The mishap C-27 had a crew composed of an instructor pilot (MIP1), two mission pilots (MP1 and MP2), and two flight engineers (Tab K-6; V-17.4). All crew members were current and qualified for the mission (Tabs G-168; G-171; G176; T-7; T-30). MP2 was conducting Night Vision Goggle (NVG) Pilot in Command training while MP1 was conducting NVG Instructor Pilot training (Tab V-16.5). MFE2 was evaluating MFE1 for NVG currency (Tab V-19.4). Planned mission tasks included NVG traffic patterns and two simulated airdrops with MP2 flying in the left seat, then a seat swap amongst the pilots followed by NVG traffic patterns and two more simulated airdrops with MP1 in the right pilot seat, acting as an instructor (Tabs V-17.9; V-17.18). The mission was authorized by UFC (Tab K-6).

b. Planning

The mission planning of the mishap C-130 was accomplished in accordance with 440th Airlift Wing (AW) standards. MP3's duty day began at approximately 1330 Zulu (Z), 0830 Local (L), seven hours and twenty minutes prior to the mission briefing and ten hours and thirty minutes prior to scheduled take-off. MP3 prepared the mission data card, reviewed the weather conditions, reviewed the Notices to Airmen (NOTAMS), verified airdrop scheduling on the Air Movement Table, and signed the DD-175 Flight Plans (Tabs F-2; F-4; F-5; K-2; K-3; K-7 to K-9; K-13). MP3 signed the Operational Risk Assessment, acknowledging a risk level of Green, the lowest category of overall risk (Tab K-10). MP3 also acknowledged an elevated individual Operational Risk Assessment score for seven of eight crew members (Tab K-10). MP3 initialed the Flight Authorization (FA), verifying accomplishment of Go/No-Go checks on all aircrew members, and initialed the Aircraft Commander preflight checklist, verifying accomplishment of all preflight duties (Tabs K-5; K-13). MP3 briefed the formation, as planned, and all crew members understood the mission profile and tasks (Tab V-9.9 to V-9.10).

The mission planning of the mishap C-27 was also accomplished in accordance with UFC standards. MP1 and MP2 prepared the Portable Flight Planning System (PFPS) logs and charts approximating the planned flight path (Tab V-15.6 to V-15.7). MIP1 completed all other mission products and reviewed the weather products and NOTAMS (Tabs K-4; K-6; K-11; K-15). MIP1 signed the Operational Risk Assessment, acknowledging a risk level of Low, the lowest category of overall risk (Tab K-11). MP2 briefed the other two pilots on the training planned for them that night (Tab V-17.17).

c. Preflight

All required maintenance preflight actions for the mishap C-130 were complete and annotated in the aircraft forms (Tabs D-4; D-5; D-8; D-9). With the assistance of MCC1 and MCC2, the crew chiefs, members of the aircrew preflight-checked the aircraft and found it to be ready for flight (Tabs V-9.4; V-9.24 to V-9.25; V-12.3). MP3 reviewed the aircraft maintenance forms binder to confirm the aircraft was in a satisfactory condition for the planned flight (Tab V-3.42).

All required maintenance preflight actions for the mishap C-27 were complete and annotated in the aircraft forms (Tabs D-14; D-16 to D-18). MIP1 reviewed the forms, noting only one entry of significance: the Traffic Collision Avoidance System (TCAS) was reported for failing frequently in flight, but was able to be successfully reset (Tab D-19).

d. Takeoff and Initial Routes

The mishap C-27 performed an uneventful takeoff at 2253Z (1753L), departing to the south-west towards point LORRY, an IFR waypoint recognized by ATC for transitioning out of controlled airspace (Tabs K-4; DD-31). After exiting controlled airspace and arriving at Laurinburg-Maxton Airport, the mishap C-27 experienced difficulties controlling the approach light settings at Laurinburg-Maxton Airport during the NVG traffic pattern training for MP2 (Tab V-17.19). MIP1 assessed it to be the result of another aircraft clicking the microphone to select high light intensity at another airfield in the area that used the same common pilot controlled lighting frequency (Tab V-17.19). The brightness of the high intensity lighting at Laurinburg-Maxton

Airport prevented the mishap C-27 aircrew from being able to effectively see the runway with their NVGs (Tabs V-16.5 to V-16.6; Tab V-17.19; V-15.23 to V-15.24).

The mishap C-27 performed several landings at Laurinburg-Maxton Airport without NVGs, but, rather than waiting for the lighting to go back down to a level suitable for NVGs, the mishap C-27 temporarily discontinued the landing training and transitioned northwest to the Uwharrie Forest area for the planned simulated airdrops (Tabs V-17.9; V-15.26). During one of the landings at Laurinburg-Maxton Airport, the TCAS failed (Tab N-8). MIP1 elected to “store” the TCAS fault that occurred during taxi at Laurinburg-Maxton Airport to avoid the distraction of continual notification (Tab N-8). While en route to the Uwharrie Forest area and passing inside the southwest boundary of Mackall Tower’s airspace, MIP1 contacted Mackall Tower (Tab N-72). Upon check-in, Mackall Tower advised the mishap C-27 to recycle the aircraft transponder as its signal was not received (Tab N-72). MIP1 turned off the transponder, then turned it back on and selected the Traffic Advisory/Resolution Advisory (TA/RA) setting (Tab V-17.28). MIP1 informed Mackall Tower that it had recycled its transponder but Mackall Tower stated that its signal was still not received (Tab N-72). There was no further communication regarding the status of the mishap C-27’s transponder prior to the mishap C-27 changing frequencies at 0007Z (1907L) before leaving Mackall Tower’s airspace (Tab N-72).

At 2356Z (1856L), one hour later after mishap C-27’s takeoff, PACKR 31 and the mishap C-130 performed a normal formation takeoff and departed on the SKE23 route, aircrew and ATC (Tabs K-2 to K-3; DD-31). A “common” route, the SKE 23 was also called the “Heavy CDS SKE visual flight route” (Tab V-4.10). PACKR31 aborted the route approximately twenty minutes after takeoff, performed a lead change with the mishap C-130, and recovered back at Pope AAF at 0035Z (1935L) (Tabs V-5.6 to V-5.7; DD-31). The mishap C-130 continued the planned profile and simulated formation lead procedures in order to continue MP3’s training (Tab V-5.7 to V-5.8).

At 0015Z (1915L), approximately the time the mishap C-130 was reduced to a single-ship formation, the mishap C-27 contacted Mackall Tower to inform them that they would be transitioning near Mackall Tower’s Class D airspace, from the west to the south (Tab N-73). Mackall Tower approved the transition, without additional reference to the Mishap C-27’s inoperable transponder (Tab N-73). The mishap C-27 crew stated they would switch frequency as they transitioned back to Laurinburg-Maxton Airport’s airspace (Tab N-73). Fifteen minutes later, at 0033Z (1933L), the mishap C-130 reported on frequency with Mackall Tower, inbound for the Heavy Equipment airdrop (Tab N-75). The two aircraft were never using Mackall Tower’s frequency for primary ATC at the same time (Tab N-73 to N-79).

e. First Encounter

Beginning at 0033Z (1933L), the mishap C-130 flew the SKE 23 route through the Heavy Equipment airdrop to the escape (Tabs K-2, K-3; N-75). This routing turned the mishap C-130 south from the Luzon Drop Zone (DZ), followed by a turn east to fly around Laurinburg-Maxton Airport for transition to the VFR Low Level route (Tab V-5.32 to V-5.34). MIP2 visually acquired, unaided, what appeared to be co-altitude traffic as the mishap C-130 flew south (Tab V-5.34). MIP2 referenced the TCAS display and noted traffic approximately seven miles away that appeared to be flying near Laurinburg-Maxton Airport (Tab V-5.35).

During the mishap C-130's Heavy Equipment airdrop and escape, the mishap C-27 performed pattern work at Laurinburg-Maxton. Just prior to the mishap C-27's turn from crosswind to downwind for a landing at Laurinburg-Maxton Airport, MIP1, sitting in the right seat of the mishap C-27 and looking out of the right window, visually acquired traffic straight ahead at approximately co-altitude and assessed it as no factor (Tab N-32). Radar showed the mishap C-130 and an unidentified target in the location of the mishap C-27 passing each other at 0045Z (1945L), approximately 2.7 miles apart (Tab DD-44 to DD-45). Both aircraft exercised "see-and-avoid" at this time.

At 0049Z (1949L), the mishap C-27 reported back on frequency with Mackall Tower (Tab N-76). During this exchange, the mishap C-27 queried the traffic status in the Mackall Tower's airspace, at which point the controller advised of another upcoming airdrop (Tab N-76). The mishap C-27 requested permission to perform NVG traffic pattern work at Mackall AAF (Tab N-76). Mackall Tower granted permission, but stated that the policy normally required advance notice in the form of a Prior Permission Request (N-76). The mishap C-27 reported switching frequencies with an estimated return of fifteen minutes. The mishap C-27 continued to Laurinburg-Maxton for another NVG-aided landing and pilot seat swap and continued to monitor the Mackall Tower's frequency on a secondary radio (Tabs N-34; N-76). At 0055Z (1955L), the mishap C-27 landed at Laurinburg-Maxton to switch positions for the pilots (Tabs U-63; V-14.8).

f. HVCDS Run

At 0114Z (2014L), the mishap C-130 turned east at the IP on the run-in for the visual HVCDS airdrop (Tab EE-4). MCP was the Pilot Flying and MP3 was the Pilot Monitoring (Tab EE-4). MP3 reported inbound to the Luzon DZ to Mackall Tower at 0016Z (2016L) (Tab N-76). There was a short exchange between MP3 and Mackall Tower during which the controller relayed airfield information and requested a position report from the mishap C-130 (Tab EE-4). MP3 queried the crew and MN gave an approximate position to report (Tab EE-5). At 0017Z (2017L), MP3 reported the position back to Mackall Tower and Mackall Tower then advised the mishap C-130 it was clear to transition west-to-east, south of the field, over the Luzon DZ, but to report two minutes prior to the drop (Tab N-76 to N-77). The mishap C-130 passed the thirty seconds from the Slowdown point during the exchanges with Mackall Tower, so MN called "30 SECONDS TO SLOWDOWN" late and called "SLOWDOWN" at five seconds (Tab EE-6). Mackall Tower contacted the mishap C-130 shortly thereafter to inquire as to their status and MP3 acknowledged that they were now inside the two minute mark (Tab N-77).

MN and MCP reported the DZ in sight two minutes prior to the airdrop and the Luzon DZ controller cleared the crew for the airdrop (Tab EE-7). At this point, the only step remaining in the slowdown section of the checklist was to reset the flaps to a specific setting calculated for airdropping CDS at the aircraft weight of 107,000 pounds (Tab EE-7 to EE-8). There were continuous radio and interphone communications, often simultaneously, for the remainder of the time until the airdrop, including: five course alignment guidance corrections from MN; ten radio calls among MP3, MIP2, Mackall Tower, and the Luzon DZ controller; seven checklist verbalizations, three airspeed corrections from MFE3, and a request from MCP for MFE3 to engage altitude hold (Tab EE-7 to EE-9). MP3 never verbally acknowledged the checklist call to

reset the flaps to the HVCDS setting, but the Slowdown checklist was called complete (Tab EE-8 to EE-10). MN called “Green Light” at 2019:47L and the HVCDS exited seven seconds later at which point ML2 reported “Load Clear” (Tab EE-10) MCP initiated an immediate escape and changed received the “strike report” from the Luzon DZ controller, providing a location on where the HVCDS landed (Tab EE-10 to EE-11). MN began briefing the next turn to the pilots while the crew completed the Post-Drop Checklist (Tab EE-12 to E-14).

From 0055Z (1955L) up to the point where the mishap C-130 had been within two minutes of its HVCDS drop, the mishap C-27 had remained on the ground at Laurinburg-Maxton Airport during which time MIP1 moved from the right to the left pilot seat, MP1 moved into the right pilot seat, and MP2 assumed jump seat pilot duties in the rear. (Tab V-17.21 to V-17.23). The mishap C-27 took off from Runway 05 at 0118Z (2018L), turning left on departure to head northwest towards the Uwharrie Forest area (Tabs N-63 to N-64; N-67).

g. Collision

At 0120Z (2020L), as the mishap C-27 climbed to 1500’ MSL, Mackall Tower gave the mishap C-130 a frequency change approval following their airdrop shortly before the mishap C-27 completed the After Takeoff checklist (Tab N-67 to N-68). MIP1 then engaged the auto throttle as well as the navigation function of the auto-pilot (Tab N-68). After leveling, MIP1 directed MP1 to input a plot of Mackall Tower’s airspace for viewing on the Multi-Function Display at 0121:56Z (2021:56L) (Tab N-69). MP1 inputted the plot but had to look down at the controls at the center pedestal to verify the accuracy of the plot (Tabs N-69; V-15.26 to V-15.27; V-16.21). The mishap C-27 began on a heading of approximately 310 degrees at 160 knots (Tabs N-67 to N-68; DD-34). MP2 was behind MIP1 and MP1 in the jump seat position monitoring the mishap C-27’s fuel on an overhead panel (Tabs V-17.23; V-16.11 to V-16.12).

At 0122:06Z (2022:06L) MP3 informed MCP that he would be taking over Pilot Flying duties (Tab EE-14). MCP assumed Pilot Monitoring within four miles of the next turn-point (Tab EE-14). Eleven seconds later MN pointed out a tower two miles away that is on the far side of the turn-point, a road intersection (Tab EE-15). MCP and MN then viewed and discussed the turn-point through the right side of the window (Tab V-4.15). The mishap C-130 was on a heading of 193 degrees at 211 knots leveling down to 1500’ MSL (Tab DD-34; EE-34).

After the mishap C-27 climbed to 1500’ MSL, the mishap C-130 and mishap C-27 approached each other at relative bearings of approximately 340 and 160 degrees (DD-45). From 0120:40Z to 0122:40Z, the relative bearing remained nearly constant (Tab DD-45 to DD-48). At approximately 0122:40Z (2022:40L), the aircraft collided midair at N34°54’14.47272” W079°27’4.67316” (Tab DD-48).

On the mishap C-130, MN saw a brief impression of an aircraft light and airplane portals prior to impact and remarked “I think we hit another aircraft” as soon as the impact occurred (Tabs V-6.14; EE-14). MCP saw a flash of light that seemed to occur simultaneously to the sound of the impact (Tab V-4.15). The mishap C-130 crew felt a yaw to the right accompanied by a slight right roll upon contact (Tab V-5.22; V-4.31; V-6.16; V-9.16; V-7.18; V-10.8).

On the mishap C-27, MIP1 sensed the presence of another aircraft immediately prior to the midair due to a darkening of all ambient light on the right side of the mishap C-27 save for the appearance of a single light reflecting off the bottom of the dark shape (Tab V-17.40 to V-17.41). The mishap C-27 crew did not sense any noticeable pitch, roll, or yaw upon impact, but noticed a momentary vertical acceleration akin to being jerked or driving over a speed bump at a rapid speed (Tabs V-17.30 to V-17.31, V-15.30 to V-15.31, V-16.14 to V-16.15, V-19.11, V-18.8).

Flying at 1500' MSL, the right wing tip of the mishap C-27 grazed the right underside of the C-130 at the nose gear door. The mishap C-130 was at 1511' MSL at the time of impact (Tab EE-34). The right wing tip of the mishap C-27 damaged the mishap's C-130's gear door, followed a path that tore the mishap's C-130 flare dispenser hood from its fuselage, and then proceeded beneath the C-130's right wing (Tabs S-4 to S-6; S-9; Figures 1; 2).



Figure 1. Mishap C-27 Right Wing Tip



Figure 2. Mishap C-130 Gear Door and Flare Dispenser Hood

The mishap C-27's vertical stabilizer crossed immediately in front of the nose of the C-130 and proceeded between the prop arcs of the C-130's number 3 and 4 engines (Tabs S-3; S-8). The mishap's C-27 vertical stabilizer then came into contact with the front of the C-130's right external fuel tank and continued on a path impacting midway down the inboard side of the number 4 engine and leading edge of the right wing in the vicinity of the engine mount (Tabs S-2 to S-3; S-6 to S-8). The mishap C-130 sustained damage to the leading edge of the right wing and number 4 engine (Tab S-3). The C-27 sustained significant damage to the top third of the vertical stabilizer and rudder (Tab S-8).



Figure 3. Mishap C-27 Vertical Stabilizer (left); Mishap C-130 Right Wing and Number Four Engine

h. Initial Actions and Recovery.

One second after impact, the propeller rotations per minute on the mishap C-130's number four engine began reducing rapidly (Tab EE-15). MP3 directed an Emergency Shutdown Procedure on engine number four (Tab EE-15). From impact through the recovery, the aircraft experienced constant vibrations that were significantly greater than any turbulence experienced by aircrew members prior to the night of the incident (Tabs V-3.23; V-5.19; V-6.16 to V.6.17; V-7.24; V-8.11; V-10.8 to V-10.9). MCP verified the selection of the number four engine Condition Lever with MFE3, and moved it to the "feather" position to stop the propeller from spinning (Tab V-4.26). The propellers failed to move to the feathered position, but instead continued to rotate, generating significant drag (Tabs EE-17; V-7.13; V-8.12). The mishap C-130 turned 27 degrees right, climbed 519', and lost 49 knots of airspeed over the course of one minute before MP3 began to stabilize control of the aircraft (Tab DD-35).

For the mishap C-27, there were no noticeable changes to aircraft performance, no visible damage detected, and no systems loss following the initial impact (Tabs V-17.32). Nevertheless, the mishap C-27 declared an emergency and performed a full stop landing at Mackall AAF in order to inspect the aircraft for damage (Tab V-17.32 to V-17.34). The emergency landing was accomplished uneventfully on Runway 04 at approximately 0126Z (2026L) (Tabs U-60; V-17.32). The mishap C-27 crew elected to shutdown engines on the landing runway due to the unknown extent of damage sustained (Tab V-17.34).

Shortly after impact, MIP2 contacted Mackall Tower and learned that the mishap C-27 had declared an emergency and would be landing there (V-5.17 to V-5.18). The mishap C-130 crew then made the decision to recover to Pope AAF via the most direct route possible, foregoing a controllability check due to the unknown condition of the aircraft and its ability to remain flyable (Tabs V-3.26; EE-28). MIP2 recommended climbing to 3000' MSL and accelerating to 180 knots (Tab EE-16 to EE-17). MP3 maintained left wing down yoke inputs and significant left rudder inputs to counteract the right roll and yaw induced by the additional drag on the right wing (Tab EE-18). He advanced the throttles to increase power and climb, but only climbed to 2700' MSL (Tab DD-35). MCP notified FAY ATCT/TRACON that the mishap C-130 crew had shut down their number four engine and was possibly involved in a midair collision with another aircraft (Tab EE-19). Upon notification from MIL that the number four propeller was continuing to rotate, MFE3 referenced the Propeller Fails to Feather emergency checklist (Tabs V-7.13; V-7.19 to V-7.20). The propeller still failed to feather, so MCP reset the Fire Handle in accordance with to the checklist in order to continue to restore lubricating fluid to the rotating

propeller; the Fire Handle was reset two minutes after it was initially pulled during the Emergency Shutdown Procedure (Tab EE-25 to EE-27).

MP3 proceeded direct to Pope AAF and chose to land without extending flaps due to the unknown damage to the aircraft (Tabs V-3.26; V-5.19; V-6.17 to V.6.18). The emergency landing was conducted safely at 0143Z (2043L) (Tab DD-31). Once stopped, fuel leaking from the right wing was now visible to the crew and the mishap C-130 crew initiated emergency ground egress procedures (Tab EE-52 to EE-53). Airfield Operations personnel conducted a Foreign Object Debris sweep of the runway and discovered fuel along the length of the runway as well as some pieces of aircraft (Tab N-81).

i. Life Support Equipment.

Not applicable.

j. Emergency Response

In response to the mishap C-27 declaration of emergency, Mackall Tower initiated activation of the primary crash phone at 2025:14L (Tab N-78). The mishap C-130 established radio contact with FAY ATCT/TRACON, informed control that they had shut down their number four engine, then advised control that they were involved in a possible midair (Tab EE-19 to EE-20). The mishap C-130 declared an emergency and was given priority handling and a direct VFR route to Pope AAF (Tab EE-25). FAY ATCT/TRACON relayed the emergency information to the Pope AAF Control Tower, who activated the primary crash phone at 2031L (Tab N-81). Inflight emergency responders were activated and on the scene at Mackall AAF for the mishap C-27 and at Pope AAF for the mishap C-130 (Tab N-75).

k. Recovery of Aircraft Parts.

Recovery efforts were supported by 27 personnel from 440 AW, 43 AG and 2/504 PIR in addition to the maintenance board member (BB-4). Difficulties associated with recovery efforts included terrain and the relative small size of missing aircraft pieces prevented the team from finding any additional aircraft parts (BB-4).

l. Recovery of Remains.

Not applicable.

5. MAINTENANCE

a. Mishap C-130

(1) Forms Documentation

The 440th Aircraft Maintenance Squadron (440 AMXS) and the 2nd Airlift Squadron (2 AS), maintained the aircraft maintenance forms for the mishap C-130. Pursuant to T.O. 00-20-1, all maintenance was documented on Air Force Technical Order (AFTO) 781 forms (Tab BB-18). The data is then entered into an electronic database, the Integrated Maintenance Data System

(IMDS), in accordance with T.O. 00-20-2 (Tabs BB-23; DD-3). IMDS is a core-automated database used for tracking aircraft discrepancies, repair events, and aircraft flight history (Tab BB-23; DD-3). The IMDS history and the 781 forms from July 2014 to December 2014 showed no evidence of mechanical, structural, or electrical failures that could have contributed to the mishap (Tab DD-3).

Time Compliance Technical Orders (TCTOs) provide instructions for modifying military systems within specified time limits or initiate special “one time” inspections to impose temporary restrictions and track support system and equipment configuration on systems or equipment (Tab BB-15). T.O. 00-5-15 prescribes the procedures for the TCTO process (Tab BB-15). No TCTOs restricted the Mishap C-130 from flying and all required TCTOs had been accomplished in accordance with the applicable guidance (Tab DD-3).

(2) Inspections

The C-130H undergoes aerospace vehicle manufacturer inspections in intervals pursuant to T.O. 00-20-1 (Tab BB-18 to BB-20). A review of the historical and active records revealed that the mishap C-130 had its Isochronal Inspections (ISO) completed on 7 March 2014 and its Home Station Checks (HSC) completed on 20 November 2014 (Tab DD-3). The mishap C-130 was due to have Programmed Depot Maintenance completed in November 2016 (Tab DD-3). All major inspections were completed on time and none were due at the time of the incident (Tab V-11.12 to V-11-13). On 13 November 2014, the aircraft weight and balance record was recertified (Tab U-9 to U-10). A Combined Basic Post-Flight/Pre-Flight inspection was accomplished on 25 November 2014 and a Pre-Flight was accomplished on 1 December 2014 at 1700 Zulu Time. (Tab D-4 to D-5).

The Production Superintendent cleared the mishap C-130 for flight and signed the exceptional release prior to flight (Tab D-4). “Exceptional release” is a forms inspection performed by a qualified senior non-commissioned officer or other equivalent personnel to ensure the aircraft is safe for flight. The mishap C-130’s inspections were current and did not contribute to the mishap (Tab DD-4).

(3) Maintenance Procedures

A complete review of the maintenance records was conducted for the mishap C-130 from July 2014 through December 2014 which showed all maintenance actions and documentation were accomplished in accordance with standard maintenance practices and applicable T.O.’s (Tab DD-3). This review included each entry entered into IMDS (Tab DD-3). No discrepancies were found (Tab DD-3).

(4) Maintenance Personnel and Supervision

For at least the six months prior to the mishap, 440 AMXS and 2 AS Air Reserve Technicians (ARTs) and Active Duty personnel performed the scheduled and unscheduled maintenance on the mishap C-130 (Tab DD-4). Training records for the personnel involved with maintenance actions on the mishap C-130 demonstrated that maintenance was performed by properly trained and qualified personnel (Tab DD-4).

(5) Fuel Analyses

The 43rd Logistics Readiness Squadron (43 LRS), Pope AAF, North Carolina, sent fuel samples from the truck that refueled the mishap C-130, each of the four mishap C-130 engines, the mishap C-130 external fuel tanks, and the mishap C-130 auxiliary fuel tanks to the Air Force Petroleum Agency (AFPET) at Wright-Patterson AFB, Ohio for analysis. AFPET determined that the fuel samples were within limits and free of contamination (Tabs D-92 to D-100).

(6) Unscheduled Maintenance

Several unscheduled maintenance actions were performed within the previous twelve months prior to the mishap (Tab DD-3). A comprehensive review of the IMDS history and AFTO 781 forms disclosed that all actions were performed in accordance with applicable guidance (Tab DD-3). No unscheduled maintenance action was contributory to the mishap.

b. Mishap C-27

(1) Forms Documentation

The UFC maintained the aircraft maintenance forms for the mishap C-27. Pursuant to Department of the Army Pamphlet (DA PAM) 738-751, maintenance was documented on Department of the Army (DA) forms 2408-12 and 2408-13-1. The United States Army operates the C-27J under the Federal Aviation Administration Service Bulletin program, which provides notices of deficiencies with time to correct. A number of service bulletins were in place for this type and serial number aircraft but no service bulletin addressed an issue that was a factor in the mishap (Tab U-9 to U-10).

A review of the maintenance forms showed two issues with the mishap C-27: a recurring intermittent failure of the TCAS and Identification Friend or Foe (IFF) transponder.

On 30 October 2014, a discrepancy with the TCAS was recorded on the maintenance documentation for the mishap C-27. The discrepancy stated, "Flt 1 TCAS fails intermit. Does reset/fault code 3443013" and annotated with a "circle X" status symbol (Tab D-88). A "circle X" is defined by DA PAM 738-751, *Functional User's Manual for the Army Maintenance Management System-Aviation*, 28 February 2014, paragraph 1-8a(2), to indicate that "a fault, deficiency, or condition (actual or potential) exists allowing the aircraft to fly under specific restrictions or limitations as specified or directed by higher authority, or as directed locally, until corrected." The example for the definition is provided in paragraph 1-8a(2)(a), which states, "an aircraft with an inoperable landing light would have a status of circled X restricting the aircraft from night flight."

On 3 November 2014, the correcting information for the discrepancy was entered as "CF," meaning that it would be carried forward and reentered on another maintenance form. From 30 October 2014, the mishap C-27 continued to be flown with this discrepancy remaining as an active "circle X" condition in the maintenance documentation until 5 November 2014. During this timeframe, a note was overwritten on the fault information section which added "repeatedly

during each flight” to the TCAS discrepancy (Tab D-61). On the night of 5 November 2014, the maintenance officer instructed that the discrepancy symbol be downgraded to a “diagonal” on the maintenance documentation (Tabs D-55; V-21.7 to V-21.8). DA Pam 738-75, paragraph 1-8a(2), states that a “diagonal” indicates, “a known fault or deficiency exists...[and] that an unsatisfactory condition exists on aircraft, system, or associated equipment that is not urgent or dangerous enough to ground the aircraft or stop the use of the aircraft, system, or associated equipment.” The “circle X” was initialed through and signed off in the corrective action block and a new discrepancy placed below it with a “diagonal” status symbol (Tab D-55).

At some point after 5 November, the word “frequently” was overwritten on the maintenance form (Tabs D-55; V-21.6). This was carried forward and rewritten as “TCAS fails intermittently and does reset frequently fault code 3443013” (Tab D-49).

STATUS	SYS	DATE	NO	TIME	PID
X	A	5 Nov 14		2200	
FAULTS/REMARKS					
TCAS fails intermittently does reset frequently fault code 3443013					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		
130.2					
PIN	S/N				

STATUS	SYS	DATE	NO	TIME	PID
X	A	5 Nov 14		2200	
FAULTS/REMARKS					
TCAS FAILS INTERMITTENTLY DOES RESET FREQUENTLY FAULT CODE 3443013					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		
130.2					
PIN	S/N				

Discrepancy as written on 5 November 2014 Aircraft Inspection and Maintenance Record (Tab D-55).

Discrepancy as carried forward on 7 November 2014 Aircraft Inspection and Maintenance Record (Tab D-49).

After the discrepancy was entered 7 November 2014, the discrepancy was corrected by maintenance with the explanation that a self-test was run on the processor with no fault and the system “checks good” (Tab D-49). On 13 November 2014, a new entry appeared as a “circle X” stating “TCAS Fail” (Tab D-44). The circle X was crossed out and corrective action was entered as “TCAS Self-Test Checked Good IAW 1C-275-2-10-2” (Tab D-44). The issue reappeared on 14 November 2014 as, “Flt #1 TCAS Fail, Can Reset in Flight” on a diagonal status symbol and the corrective action was “CF” (Tab D-45) On 25 and 26 November 2014, it was again carried forward (Tab D-30, 25). It was reentered for corrective action on the date of the mishap (Tab D-19)

On 12 November 2014, a discrepancy with the IFF transponder was recorded on the maintenance documentation (Tab D-50). The discrepancy stated, “XPDR INOP after three resets” and annotated with a “Dash” status symbol (Tab D-50). In the corrective action portion, the notation “symbol entered in error” was written and the status symbol was initialed and signed off by maintenance (Tab D-50). The discrepancy was not reentered prior to the mishap (Tabs D-14 to D-50).

(2) Inspections

From 2013-2014, United States Special Operations Command (USSOCOM) through the divestiture of aircraft from United States Air Force, received seven C-27Js, including the mishap C-27, and placed them into service with the United States Army Special Operations Command for the UFC. The aircraft received an Airworthiness Release on 30 June 2014 (Tab DD-4). The

last daily inspection was completed on 1 December 2014 and the aircraft was released for flight at that time (Tab D-18). All other inspections were complete at the time and no inspections were due at the time the aircraft was released for flight (Tab D-13).

(3) Maintenance Procedures

A complete review of the maintenance records for the mishap C-27 showed all maintenance actions and documentation were accomplished in accordance with standard maintenance practices (Tab DD-3). All aircraft inspections are completed in accordance with manufacturer's technical manuals and the Air Force issued technical orders used by UFC for the C-27J (Tab DD-3). "X" and "circle X" conditions are signed off in the Aircraft Inspection and Maintenance Record with a technical order reference. Diagonal and dash symbol conditions do not require a reference in accordance with DA PAM 738-751.

(4) Maintenance Personnel and Supervision

In addition to UFC active duty personnel, employees of Akima Technical Solutions, LLC performed scheduled and unscheduled maintenance on the mishap C-27 (Tabs V-22.2 to V-22.3). Training records for the personnel involved with the maintenance actions on the mishap C-27 demonstrated that maintenance was performed by properly trained and qualified personnel (Tab DD-4).

(5) Fuel Analyses

The 43 LRS sent fuel samples from the truck that refueled the mishap C-27 and each mishap C-27 fuel tank to AFPET for analysis. AFPET determined that the fuel samples were within limits and free of contamination (Tabs D-92; D-101 to D-102).

(6) Unscheduled Maintenance

Several unscheduled maintenance actions were performed since the Airworthiness Release and documented on the Aircraft Inspection and Maintenance Records (Tabs D-14 to D-89). A review of the forms shows the TCAS system is listed in Table 1-1 of the Combined Minimum Equipment List/Required Equipment List (MEL/REL) as a category B item (Tab U-83). Category B indicates that items shall be repaired within three consecutive calendar days from the time of the initial discrepancy (Tab U-81). On 30 October 2014 there was no maintenance action for eight days after the first maintenance action was taken and the system failed again the aircraft system was intermittent from 14 November 2014 through the day of the mishap flying three additional times during this period (Tab D-88 to D-49). Upon troubleshooting post mishap, maintenance found and replaced a faulty ground in the aircraft avionic rack (Tab U-75 to U-77).

6. AIRFRAME SYSTEMS

a. Mishap C-130 Airframe Structures and Systems

Following the mishap and recovery, the mishap C-130's Digital Flight Data Recorder (DFDR) was removed from the mishap C-130 at Pope AAF and sent to the Air Force Safety Center

(AFSEC) at Kirtland Air Force Base for download and conversion. The DFDR system recorded the last 50 hours of airplane flight performance (Tab DD-4). AFSEC successfully recovered all DFDR data, which showed normal functioning of systems up to the time of the mishap (Tab E-32).

Damage assessments showed the mishap C-130's nose landing gear door, flare dispenser hood, right wing external fuel tank and the number four engine, along with the wing leading edge section where the engine mounts, were significantly damaged on impact (Tab P-3 to P-27). The AIB performed a thorough inspection of the mishap C-130 systems and reviewed the DFDR data. All systems performed normally up to the time of the mishap.

b. Mishap C-130 Evaluation and Analysis

Flight Control System

DFDR data showed that the mishap C-130 flight control system was functioning normally until the point of impact (Tabs EE-32; EE-34). Following impact, the aircraft was substantially damaged on the right wing inboard of the number four engine. MP3 felt vibrations following impact, but the aircraft was able to maintain sufficient aileron and rudder authority to remain airborne until landing (Tab EE-18). The crew performed a "flaps up" landing instead of extending the flaps because they could not verify the condition of the right wing structure (Tab EE-28). Inspection post flight had not revealed anything visibly deficient with the flaps but an operational check was not performed (Tab S-3).

Avionic Systems

DFDR data showed that the mishap C-130's avionic systems were functioning normally throughout the flight. After impact, there were no indications that any of the avionics systems had failed. (Tabs EE-32; EE-34).

Engines

DFDR data showed that the mishap C-130 engines were functioning normally until the point of impact (Tabs EE-32; EE-34). After impact, the number four engine began to shut down (Tab EE-34). As the engine shut down the crew pulled the "T handle" for the number four engine which discontinued the flow of hydraulic fluid, fuel and oil to the engine. After the engine shut down, the number four propeller failed to "feather," meaning the blades did not rotate parallel to the airflow (Tab V-7.13). The crew attempted unsuccessfully reset the fire handle to restore the flow of fluid to the engine since the propeller continued to turn and create drag (Tabs EE-25 to EE-27). The crew landed the aircraft with the number four engine shut down and the propeller not in feather (Tab V-12.4)

Fuel System

DFDR data showed normal fuel flow and fuel quantity information until the point of impact (Tabs EE-32; EE-34). The impact caused a fuel leak but the mishap C-130 aircrew was able to land successfully with fuel continuing to come out of the right wing (Tab V-12.4).

Hydraulic Systems

DFDR data showed normal levels of hydraulic pressure for the mishap C-130 systems. During the cessation and restoration of hydraulic pressure to the number four engine following impact, hydraulic systems continued to operate normally (Tab EE-32).

c. Mishap C-27 Airframe Structures and Systems

Following the mishap and recovery, the mishap C-27's DFDR was removed at Mackall AAF and sent to AFSEC. The mishap C-27's FDAU transmitted to its DFDR until the time of impact (Tab DD-4). AFSEC was able to recover DFDR data prior to the mishap.

The mishap C-27 sustained damage to the vertical stabilizer, rudder, right outboard wing, right aileron, and empennage on impact (Tab S-7 to S-9). The AIB performed a thorough inspection of the all mishap C-27 systems and reviewed the FDR data. All systems are required for aircraft airworthiness performed normally up to the time of the mishap. However, the mishap C-27's IFF transponder and TCAS were not functioning prior to impact (Tab U-13 to U-65).

d. Mishap C-27 Evaluation and Analysis

(1) Flight Control Surfaces

DFDR data shows that the mishap C-27 flight control system was functioning normally until the point of impact (Tab U-13 to U-65). After impact, the aircraft had sustained damage to the right aileron and rudder, but the aircraft flew normally with no abnormal control inputs from the pilot (Tab V-17.31).

(2) Avionic Systems

After the impact, the mishap C-27's DFDR and Cockpit Voice Recorder (CVR) failed to continue recording data (Tab DD-4). After recovery, however, the recorded data showed that the mishap C-27's transponder was inoperative at the time of the incident and its TCAS was intermittent with several failures and resets during flight (Tab U-13 to U-65). The transponder emits a radio signal that is visible to air traffic control and displays aircraft position, heading, airspeed and altitude. This transponder signal, when operating is also visible to other aircraft via their TCAS to assist in traffic avoidance during flight. The TCAS system receives transponder signals from other aircraft and gives the pilot a visual indication of aircraft in the vicinity (Traffic Advisory) and in some cases avoidance instructions (Resolution Advisory) (Tab BB-26).

The mishap C-27's TCAS had been intermittently operational since 30 October 2014 and had multiple failures on the night of the mishap, including just before takeoff at Laurinburg-Maxton airport (Tab U-13 to U-65). A functioning TCAS was not required for this flight without passengers and the mishap C-27 aircrew continued their mission after the reset failed to correct the TCAS problem (Tabs U-83; V-17.42 to V-17.43).

At 2312:01Z, the mishap C-27's transponder failed and did not recover (Tab U-54). The transponder failure occurred while on the ground taxiing the aircraft at Laurinburg-Maxton airport, a designated stop on the mishap C-27 aircrew's flight plan (Tab U-54). The crew was not aware of the fault until 0004:35Z, when a controller at Mackall Tower requested that the mishap C-27 "recycle" its transponder, turning it off and back on in an attempt to restore its operation (Tab N-72).

The TCAS incorporates the use of the transponder system to provide the interrogation transmit and receive response signal interface to the TCAS (Tab BB-26). With the IFF inoperative, the TCAS system would not operate properly (Tab U-54 to U-65). The absence of a functioning IFF transponder on the mishap C-27 prevented the mishap C-130's functioning TCAS from detecting the mishap C-27's presence in the immediate area (Tab V-5.23). The absence of a functioning TCAS due to the IFF failure on the mishap C-27 prevented it from properly detecting the mishap C-130's actively transmitting IFF transponder (Tab V-15.27 to V-15.28).

(3) Engines

DFDR data showed normal engine performance throughout the flight. (Tab U-13 to U-73).

(4) Fuel System

Cockpit data showed normal fuel flow and fuel quantity information throughout the flight. (Tabs V-17.31; U-13 to U-73).

(5) Hydraulic Systems

Cockpit data showed normal levels of hydraulic pressure for the mishap C-27 systems throughout the flight (Tabs V-17.31; U-13 to U-73).

7. WEATHER

a. Forecast Weather

Prior to their missions, Fort Bragg Local Range Forecast (LRF) delivered the weather forecast to both mishap aircrews (Tabs F-2; F-4). At takeoff for both the mishap C-27 and mishap C-130, 2250Z and 2355Z respectively, forecast weather was winds from the southwest at nine knots, visibility of seven statute miles, clear skies with no ceiling, no significant weather hazards, 70% lunar illumination, and an altimeter setting of 30.33 inches of mercury (Tabs F-2; F-4).

b. Observed Weather

Prior to the mishap, the most recent weather observation near the area of the mishap was taken by Mackall AAF at approximately 0200:56Z. The observed weather was winds from the south at one knot, visibility of 10 statute miles, clear skies with no ceiling, no significant weather hazards, and an altimeter setting was 30.33 inches of mercury (Tab F-5). At the time of the mishap, there was a waxing gibbous moon, positioned due south with 70% illumination (Tabs F2; F-4).

c. Space Environment

Not applicable.

d. Operations

Both mishap aircraft were flying VFR for the duration of their missions, to include at the time of the mishap and recovery (Tabs V-4.6; V-15.30; V-17.8; Tab EE-25). Prior to and at the time of the mishap, both mishap aircraft left-seat and right-seat pilots were using NVGs (Tabs V-3.19; V-4.24; V-15.42; V-17.47). No mishap aircrew member identified any weather-related performance issues with the mishap aircraft or aircrew equipment, to include NVGs (Tabs V-6.8; V-7.6; V-10.5; V-19.6 to V-19.7; V-18.5; V-15.45; V-16.21 to V-16.22; V-17.10; V-18.5; V-19.11). There is no indication that weather was a factor in the mishap.

8. CREW QUALIFICATIONS

a. Mishap Pilot 3.

MP3 was a current and qualified C-130H Mission Pilot and had good flying continuity. MP3 averaged three sorties per week in the month prior to the mishap (Tab DD-39). The mishap occurred on MP3’s first Flight Lead Upgrade flight. MP3 had a total of 1591.8 flight hours, of which 780.6 was as primary and 526.5 was as secondary (Tab G-65). MP3 had 107.4 flight hours using Night Vision Goggles (Tab G-65). MP3 was graded Q-1 with no downgrades on his most recent Instrument, Qualification, and Mission flight evaluations (Tabs G-186 to G-189).

MP3 30/60/90 Look-back:

	Hours	Sorties
30 days	19.6	12
60 days	40.3	31
90 days	69.7	48
(Tabs G-78; DD-39)		

b. Mishap Co-Pilot.

MCP was a current and qualified C-130H Flight Pilot and had good flying continuity. MCP averaged six sorties per week in the month prior to the mishap (Tab DD-39). MCP had a total of 539.8 flight hours, of which 296.1 was as primary and 178.2 was as secondary (Tab G-80). MCP had 67.6 flight hours using NVGs (Tab G-80). MCP was graded Q-1 with no downgrades and two Commendable graded areas on his most recent Instrument, Qualification, and Mission flight evaluations (Tab G-191 to G-194).

MCP 30/60/90 Look-back:

	Hours	Sorties
30 days	47.9	24

60 days	93.9	51
90 days	150.1	88
(Tabs G-95; DD-39)		

c. Mishap Instructor Pilot 2.

MIP2 was a Command Pilot, current and qualified C-130H Evaluator Pilot, and had mediocre flying continuity. MIP2 averaged less than one sortie per week in the month prior to the mishap (Tab DD-39). MIP2 had a total of 1121.7 C-130H flight hours, of which 391.9 was as primary and 289.2 was as secondary (Tab G-97). MIP2 had 283.8 C-130H instructor flight hours (Tab G-97). MIP2 had 185.0 flight hours using NVGs (Tab G-98). MIP2 was graded Q-1 with no downgrades on his most recent Instrument, Qualification, and Mission flight evaluation (Tab G-196 to G-197).

MIP2 30/60/90 Look-back:

	Hours	Sorties
30 days	2.8	1
60 days	27.9	21
90 days	35.9	30
(Tabs G-109; DD-39)		

d. Mishap Navigator.

MN was a Master Navigator, current and qualified C-130H Evaluator Navigator, and had mediocre flying continuity. The MN averaged one sortie per week in the month prior to the mishap (Tab DD-39). MN had a total of 2852.8 flight hours, of which 2045.7 was as primary and 10.8 was as secondary (Tab G-112). MN had 186.3 flight hours using NVGs (Tab G-112). MN was graded Q-1 with no downgrades on his most recent Qualification and Mission flight evaluation (Tab G-199 to G-200).

MN 30/60/90 Look-back:

	Hours	Sorties
30 days	12.3	4
60 days	20.1	10
90 days	22.1	13
(Tabs G-121; DD-39)		

e. Mishap Flight Engineer 3.

MFE3 was a current and qualified C-130H Mission Flight Engineer and had mediocre flying continuity. MFE3 averaged one sortie per week in the month prior to the mishap (Tab DD-39). MFE3 had a total of 760.1 flight hours, of which 747.7 was as primary (Tab G-123). MFE3 had 142.9 flight hours using NVGs (Tab G-123). MFE3 was graded Q-1 with one downgrade on her most recent Qualification and Mission flight evaluation (Tab G-202 to G-203).

MFE3 30/60/90 Look-back:

	Hours	Sorties
30 days	7	4
60 days	28.1	15
90 days	35	20
(Tabs G-131; DD-39)		

f. Mishap Instructor Loadmaster.

MIL was a current and qualified C-130H Instructor Loadmaster and had good flying continuity. MIL averaged two sorties per week in the month prior to the mishap (Tab DD-39). MIL had a total of 1721.9 flight hours, of which 1633.3 was as primary (Tab G-133). The MIL had 70.7 instructor flight hours (Tab G-133). MIL was graded Q-1 with no downgrades and two Commendable graded areas on his most recent Qualification and Mission flight evaluations (Tab G-205 to G-206).

MIL 30/60/90 Look-back:

	Hours	Sorties
30 days	22	16
60 days	62.5	45
90 days	92.1	80
(Tabs G-143; DD-39)		

g. Mishap Loadmaster 1.

ML1 was a Senior Airman Aircrew member and qualified C-130H2 Evaluator Loadmaster, but was non-current for Proficiency Sortie (Tab G-150). ML1 averaged less than one sortie per week in the month prior to the mishap (Tab DD-39). ML1 had a total of 2379.0 flight hours of which 1944.4 was primary and 10.7 was secondary (Tab G-145). ML1 was graded Q-1 with no downgrades on his most recent Qualification and Mission flight evaluation (Tab G-208 to G-209).

ML1 30/60/90 Look-back:

	Hours	Sorties
30 days	0	0
60 days	0	0
90 days	2	1
(Tabs G-153; DD-39)		

h. Mishap Loadmaster 2.

ML2 was a current and qualified C-130H2 Mission Loadmaster and had good flying continuity. ML2 averaged two sorties per week in the month prior to the mishap (Tab DD-39). ML2 had a total of 147.7 flight hours of which 147.5 was primary (Tab G-155). ML2 was graded Q-1 with no downgrades on his most recent Qualification and Mission flight evaluation (Tab G-211 to G-212).

ML2 30/60/90 Look-back:

	Hours	Sorties
30 days	19.5	11
60 days	42.5	32
90 days	70.2	58
(Tabs G-163; DD-39)		

i. Mishap Instructor Pilot 1.

MIP1 was a current and qualified C-27J Evaluator Pilot and had good flying continuity. MIP1 averaged four sorties per week in the month prior to the mishap (Tab G-6). MIP1 had a total of 11994.0 flight hours, of which 138.3 was in the C-27J (Tabs G-6; G-11). MIP1 had 632.3 flight hours using NVGs (Tab G-7 to G-11).

MIP1 30/60/90 Look-back:

C-27J, only	Hours	Sorties
30 days	24.5	16
60 days	46.2	31
90 days	66.3	50
(Tab G-5 to G-6)		

j. Mishap Pilot 1.

MP1 was a current and qualified C-27J Instructor Pilot and had mediocre flying continuity. MP1 averaged less than one sortie per week in the month prior to the mishap (Tab G-32). MP1 had a total of 5037.5 flight hours, of which 424.9 was in the C-27J (Tab G-34). MP1 had 95.8 flight hours using Night Vision Goggles (Tab G-33 to G-34).

MP1 30/60/90 Look-back:

	Hours	Sorties
30 days	4.6	3
60 days	4.6	3
90 days	29.5	16
(Tab G-32)		

k. Mishap Pilot 2.

MP2 was a current and qualified C-27J Pilot and had good flying continuity. MP2 averaged three sorties per week in the month prior to the mishap (Tab G-39). MP2 had a total of 11704.1 flight hours, of which 89.1 was in the C-27J (Tabs G-39; G-45). MP2 had 446.4 flight hours using Night Vision Goggles (Tab G-42 to G-44).

MP2 30/60/90 Look-back:

	Hours	Sorties
30 days	11.4	11
60 days	32.5	23
90 days	50	35
(Tab G-38 to G-39)		

l. Mishap Flight Engineer 1.

MFE1 was a current and qualified C-27J Flight Engineer. MFE1 had a total of 5,196 flight hours, of which 347 was in the C-27J (Tab DD-9). MFE1 had 648 flight hours using Night Vision Goggles (Tab DD-9).

m. Mishap Flight Engineer 2.

MFE2 was a current and qualified C-27J Flight Engineer. MFE2 had a total of 2,686 flight hours, of which 136 was in the C-27J (Tab DD-9). MFE2 had 1,642 flight hours using Night Vision Goggles (Tab DD-9).

9. MEDICAL

a. Qualifications.

At the time of the mishap, the mishap C-130 and mishap C-27 aircrews had current Preventive Health Assessments (PHAs) and were medically qualified for flight duty without restrictions (Tab DD-6). Physical and medical qualifications were not factors in the mishap.

b. Health and Lifestyle.

The AIB aerospace physiologist and human factors expert reviewed their 72-hour/14-day histories. Records show and testimonies confirmed that all members were in good health, revealed no lifestyle factors, including unusual habits, behavior, stress that contributed to the mishap and had no recent performance limiting illnesses prior to the mishap (Tab DD-6 to DD-7).

c. Toxicology

Immediately following the mishap, all members of the mishap C-130 and mishap C-27 aircrew submitted to toxicology testing. Blood and urine samples were submitted to the Armed Forces

Institute of Pathology (AFIP) for toxicological analysis. This testing included carbon monoxide and ethanol levels in the blood and drug testing of the urine. The AIB's flight medicine FAE reviewed the results of the tests for all members and found no elevated carbon monoxide levels, no ethanol, and no evidence of use of amphetamines, barbiturates, benzodiazepines, cannabinoids, cocaine, opiates, or phencyclidine for any member (Tab DD-7).

d. Pathology.

Not applicable.

e. Crew Rest and Crew Duty Time.

Air Force Instruction AFI 11-202, Volume 3, *General Flight Rules*, 7 November 2014, paragraph 2.1, requires pilots to have proper "crew rest," defined as a minimum 12-hour non-duty period, before the designated flight duty period (FDP) begins. During this time, an aircrew member may participate in meals, transportation or rest as long as he or she has the opportunity for at least eight hours of uninterrupted sleep. A review of the 72 hour/14-day histories and pre-flight documentation corroborated the testimony of the mishap aircrews that no one suffered from stress, pressure, fatigue or lack of rest prior to the mishap sortie (Tabs K-10 to K-11; V-3.66 to V-3.76; V-4.47 to V-4.57; V-5.44 to V-5.54; V-6.33 to V.6.43; V-7.33 to V-7.43; V-9.26; V-15.53 to V-15.63; V-16.20; V-17.54 to V-17.64).

10. OPERATIONS AND SUPERVISION

a. Operations

At the time of the mishap, the 95th and 2nd Airlift Squadrons had a reduced operations tempo, this sortie being the first flown by all of the mishap C-130 crewmembers after a long Thanksgiving weekend. This mission was not flown in preparation for impending deployment or other taskings.

Pope AAF is an installation with a long history and seemingly continuous transition. Beginning in 2005, pursuant to the Base Realignment and Closure Act, the 43rd Airlift Wing (43 AW) inactivated, the 43rd Operations Group was re-designated the 43 AG, the 43 AW's C-130Es moved to Little Rock AFB, Arkansas and the 440 AW, with its C-130Hs, moved from General Mitchell Air Reserve Station, Milwaukee, Wisconsin to Pope AFB, making the 440 AW the first active associate unit in the Air Force (Tab CC-35). Then, on 28 February 2011, Pope Air Force Base (AFB) was transferred to Fort Bragg, becoming Pope AAF (Tab CC-35 to CC-36). As of late, reports had circulated in the Fayetteville area that the Air Force was considering the Wing's inactivation which raised uncertainty among some aircrew (Tabs V-5.4; V-4.8). Pope AAF continues to evolve as recent release of the FY15 NDAA has confirmed those reports.

At the time of the mishap, the UFC has also experienced a reduced operations tempo following the Thanksgiving weekend. In addition to the extended weekend, C-27 operations had been reduced due to aircraft availability but not to the point of being detrimental to aircrew currency or proficiency. UFC operations are limited to training. Therefore, this mission was not flown in preparation for impending deployments or other taskings.

b. Supervision

The 440 AW is not an exceptionally large organization, rather it is a close-knit unit and leadership permeates throughout. Squadron supervision of this mission was adequate. All required approval forms were reviewed and signed prior to the mission (Tabs K-2; K-5; K-13). All mission objectives and the mission profile were planned and briefed using approved materials in accordance with applicable regulations (Tab V-3.38 to V-3.42). MP3 planned the mission in accordance with squadron standards (Tab V-3.38 to V-3.40). MP3 accomplished oversight of Operational Risk Management (ORM) via a locally-derived 440th Operations Group ORM worksheet, which was filled out and signed primarily by MP3 after individual crew members inputted their personal factor scores (Tab K-10). The Air Force ORM program is a logic based, common sense approach to making calculated decisions on human, material, and environmental factors before, during and after all operations. As defined by Air Force Pamphlet (AFPAM) 90-803, *Risk Management (RM) Guidelines and Tools*, 11 February 2013 paragraph 1.1, risk management is a decision-making process to systematically identify risks and benefits and determine the best course of action for any given situation. MP3's risk assessment for the mission was "Low Risk" with a total score of 37 (Tab K-10). According to the worksheet, a total score of 0-39 was "Green," meaning the risk acceptance remained at the Aircraft Commander level (Tab K-10).

UFC supervision of this mission was adequate. All required approval forms were reviewed and signed prior to the mission (Tabs K-4; K-6; K-15). All mission objectives and the mission profile were planned and briefed using approved materials in accordance with applicable regulations (Tabs V-15.6 to V-15.8; V-16.3 to V-16.6). MIP1, MP1 and MP2 planned the mission in accordance with squadron standards (Tabs V-15.6 to V-15.10; V-16.3 to V-16.6). MIP1 accomplished the ORM via a locally-derived UFC ORM worksheet, which was filled out primarily by MIP1 as a part of the standard crew briefing. MIP1 assessed and scored the risk "Low" with a total score of 20 (Tab K-11). According to the worksheet, a total score of 0-30 was "Low," meaning the UFC Pilot is the mission approving authority (Tab K-11).

11. HUMAN FACTORS

a. Overview

As explained in AFI 91-204, *Safety Investigations and Reports*, 12 February 2014, Attachment 6, paragraph A6.1 to A6.3, human factors is the inter-relationship between the human, machine (e.g., aircraft, flight control systems, NVGs, etc.) and the environment as well as how tools, tasks, and the working environment affect human performance and safety in the flying environment. AFI 91-204, Attachment 6, provides the Department of Defense's Human Factors Analysis and Classification System (HFACS) taxonomy as a means to investigate the C-130 and C-27 aircrews' performance and ascertain which factors were causal or contributed to the mishap. The HFACS taxonomy identifies acts, preconditions, supervision and organizational categories and includes a separate analysis of each type of factor. According to the HFACS, acts are, "those factors that are most closely tied to the mishap and are active failures or actions committed by aircrew that result in human error or an unsafe situation." Preconditions are environmental or personnel factors affecting procedures, conditions or actions which result in

human error or an unsafe situation. Organizational or supervisory factors are typically pressures or standards of professionalism that “lead to either elevated levels of risk-assumption or complacency.” Based on CVR recordings, witness testimony, radar logs, and mission documentation, a comprehensive analysis of all human factors were performed.

b. Causal Factor:

Breakdown In Visual Scan – (MIP1, MP1, MP3, MCP)

HFACS Definition: A breakdown in visual scan is a factor when the crew member fails to effectively execute learned and highly-practiced internal or external visual scan patterns leading to a reduced ability to recognize unsafe situations.

HFACS Contributing Factors:

- Visual Restriction
- Instrument Sensory Feedback System
- Vision Restricted by Meteorological Conditions
- Distraction
- Channelized Attention

Analysis:

Over 80% of a pilot’s perception and decision making comes from what he or she sees (Tab DD-16). As a result, the visual system is one of the most important senses used to safely operate an aircraft. The visual system works like a transducer – it changes visible energy (light) into electrical energy (Tab DD-16 to DD-17). The eye, in essence, captures information (i.e., image) and the brain decodes or processes it. If the eye doesn’t capture critical visual information (e.g., not scanning, blind spots, night time), then the brain cannot effectively assess and direct action (e.g., see and avoid) (Tab DD-16 to DD-17).

Scanning is not just a task, but an art that must be consistent and deliberate. There is no infallible scan and pilots must develop a scan that works for them in various phases of flight and meteorological conditions. Pilots are trained on the differences between looking (or glancing) and seeing. Visual scanning is a requirement and one of the basic fundamentals of piloting (Tab BB-6). As stated in AFI 11-202, Volume (Vol) 3, *General Flight Rules*, 7 November 2014, paragraph 3.18, Vigilance must be maintained and is the primary means used by each person operating an aircraft to see and avoid other aircraft regardless of whether an operation is conducted under instrument or visual flight rules. Scanning is not just a task, but an art that must be consistent and deliberate. There is no infallible scan. Pilots must develop a scan that works for them in various phases of flight and environmental conditions. Seeing takes conscious processing and the time it takes to “see” varies due to physiological limitations of the eye. For example, a pilot can see more during the day and also has better visual acuity. Seeing at night has the opposite effect, so pilots must increase their scan as regardless of the type of NVG utilized. The field of view NVGs are able to provide is less than the naked eye, particularly reducing peripheral vision (AFMAN 11-217, Vol 3, paragraph 12.8.1). Additionally, optical flow is the angular rate and direction of movement of objects as a result of aircraft velocity measured relative to the aviator’s eye point. This provides a pilot’s visual system the information necessary to interpret speed and direction of motion. If there is no relative motion,

there is no optical flow. We use central vision to obtain optical flow information and since visual acuity is degraded with NVGs, the optical flow cues will be degraded when compared to daytime cues (AFMAN 11-217, Vol 3, paragraph 12.9.2.2).

This mishap occurred at night and the mishap pilots in both aircraft were wearing NVGs. NVGs work much like eyes in that they capture energy and produce an image. NVGs, however, are designed to capture not only visible energy (light), but also infrared energy. NVGs absorb these two energy sources and produce an image (Figure 4) on a small screen that rests approximately 1-inch from the pilot's eyes when helmet-mounted (Figure 5). The use of NVGs allows aircrews to see objects at night that could not be seen during unaided operations. However, pilots must use focal vision to interpret the NVG image. Since interpretation of focal vision is a conscious process, more time and effort is required to maintain spatial orientation during NVG operations than during daytime operations. Additionally, due to the goggles reduced field of view (FOV) and the lack of visual cues in the periphery, more reliance is placed on focal vision. This reliance on focal vision can increase the aviator's workload and susceptibility to spatial disorientation (AFMAN 11-217, Vol 3, paragraph 12.3).

All aircraft are equipped with external lighting sources to improve their ability to be seen. Both mishap aircraft displayed overt external lighting to include steady position lights and navigation lights as well as white anti-collision strobe lights. This visible energy would be easily acquired by the pilots wearing NVGs, but "halos" surrounding external lights from aircraft may change in appearance (AFMAN 11-217, Vol 3, paragraph 12.13.2.1; Tab DD-21 to DD-22).



Figure 4.



Figure 5.

The mishap C-130 co-pilot, MCP, flew the visual CDS airdrop at Luzon DZ and the escape (Tab EE-3 to E-14). After the completion of the airdrop checklist, approximately 6 miles from the DZ, MP3 assumed aircraft control worked to level at escape altitude of 1,500' MSL (Tabs V-3.12; DD-35; EE-14). MP3 was actively scanning outside but was also focused on establishing the aircraft on course and altitude (Tab V-3.21 to V-3.22). Concurrently, MN was actively looking for the next turn point and talking MP3 on to the point (Tab V-6.13). MCP testified his attention was to the right because he was clearing in the direction of the impending turn (Tab V-4.15), placing the mishap C-27 in his peripheral view. These actions channeled MP3 and distracted MCP, resulting in a break down in their visual scans.

The mishap C-27 pilot flying, MIP1, took off from Laurinburg-Maxton Airport, turned left, leveled at 1,500' MSL and engaged the autopilot en route to a simulated airdrop northwest of Mackall AAF (Tab V-17.21). MIP1 was flying in the left seat and asked MP1 to load a tactical plot in the flight mission computer for display on the PFD and to report on frequency with the Mackall Tower controller (Tab N-69). Although these tasks were appropriate pilot monitoring duties, they distracted MP1, taking attention away from scanning the right side of the aircraft (Tab V-15.46). MIP1 was actively scanning outside, but his field of view was significantly restricted due to the limited field of view on NVGs and cockpit obscurants (Tab V-17.38 to V-17.39).

Both aircraft had additional aircrew on board who normally would assist in scanning, but they were each performing other duties in the moments prior to impact. On the mishap C-27, MP2 was adjusting the fuel balance on the overhead panel (Tabs V-17.23; V-16.11 to V-16.12; V-16.21). On the mishap C-130, MIP2 was about to sit down on the cockpit bunk to take debrief notes on MP2's flight lead upgrade performance while MN was reviewing navigational maps and assisting MP3 in identifying the next turn point (Tabs V-5.17; V-6.13). MN was periodically scanning to the left and was the only crew member who actually saw the mishap C-27 before impact (Tab V-6.14). MFE3's focus was "inside" the cockpit computing takeoff and landing data (Tab V-7.14).

c. Contributory Factors

(1) Visibility Restrictions – (MIP1, MP1, MP3, MCP)

HFACS Definition: Visibility Restrictions are a factor when the lighting system, windshield/windscreen/canopy design, or other obstructions prevent adequate visibility and create an unsafe situation. It includes obscurants, such as glare or reflections on the canopy/windscreen/windshield.

HFACS Contributing Factors: Instrument Sensory Feedback System

Analysis:

Limited visibility at night and obscurants inside the cockpit reduce the ability of the pilots to acquire targets, requiring pilots to exercise a more deliberate scan to mitigate the risk (Tab V-6.4). The mishap pilots were aware of these challenges (Tabs G-7 to G-11; G-33 to G-34; G-42 to G-44; DD-39).

The C-130H and C-27J windshields were designed with segmented sections separated by window posts (Figures 6; 7; 8; 9). This design increases strength during pressurized flight, increases resilience to bird strikes and reduces maintenance costs. Although justified, this common large aircraft design impedes pilots' ability to conduct an uninterrupted visual scan. The Aeronautical Information Manual, paragraph 8-1-8.j, directs pilots to "move their heads to see around blind spots caused by fixed aircraft structures" or even maneuver the aircraft to facilitate their scans (Tab DD-13).

The Plan Position Indicator (PPI) is a scope that displays aircraft position relative to other aircraft in a station keeping equipment formation (Figure 6). The particular scope on the mishap C-130 can also display the programmed flight route, weather radar, and TCAS targets (Tabs V-3.45; V-4.28 to V-4.29). The location of this piece of equipment, when installed, impedes both pilots' ability to conduct an effective cross-cockpit scan as it is affixed in the middle of the center windshield section (Figure 11). Its position severely limits the cross-cockpit scan of each pilot.

At the time of the midair, MIP1 was flying and conducting scanning duties in the C-27J (V-15.26 to V-15.27). However, his view out the right side of the aircraft was significantly obscured by large window posts and the helmeted MP1 (Figures 8 and 9). MP1's attention was distracted as he was looking down and to the left at the center pedestal performing support pilot duties (Tab V-15.25 to V-15.27). Had he been scanning outside, his view from the right seat would have been impeded by some of the same aircraft structure (Figure 10).

MP3 and MCP had been scanning, but their views were obscured by window posts on the C-130H (Figures 6; 10; 11). Additionally, at the time of impact, MP3 was channelized on maintaining aircraft control prior to the next turn point (Tab EE-34). The MCP was distracted with turn point identification and scanning to the right to clear for the upcoming turn (Tab V-4.15).



Figure 6. C-130H Canopy

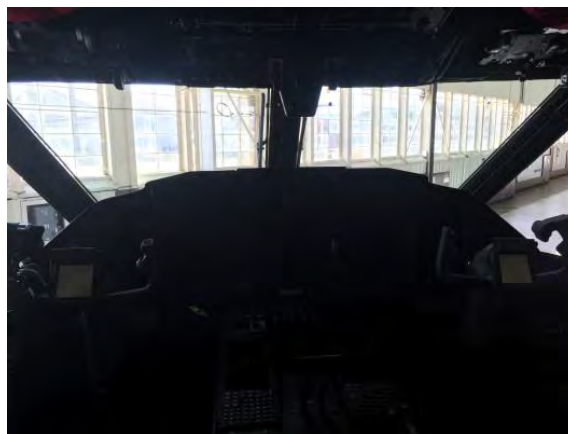


Figure 7. C-27J Canopy



Figure 8. C-27J Left Seat Pilot Right Side View



Figure 9. C-27J Right Seat Pilot Right Side View



Figure 10. C-130H Left Seat Pilot Left Side View



Figure 11. Right Seat Pilot C-130H Left Side View

(2) Instrumentation and Sensory Feedback Systems – (MIP1, MP1, MP3, MCP)

HFACS Definition: Instrumentation and sensory feedback systems are a factor when system (NVGs, TCAS, etc.) design, reliability, lighting, location, symbology or size are inadequate and create an unsafe situation.

HFACS Contributing Factors:

Visibility Restrictions
 Vision Restricted by Meteorological Conditions

NVG Analysis:

Night flying is challenging as objects are more difficult to see, therefore less information is transmitted to the brain for processing (Tab DD-47 to DD-48). To enhance night visibility capabilities and safety, the military integrates various night vision systems and devices into its flight operations. Night vision goggles are one such device that enhances a pilot's ability to see, perceive and react, thereby improving see and avoid, threat detection, and maneuvering response

times (Tab DD-24 to DD-25). The majority of energy at night is infrared. NVGs take ambient light and near-infrared energy, intensify it and display it on a screen that rests approximately 1-inch from the pilot's eyes when helmet-mounted (Figure 5). NVG performance is based on the amount of ambient and infrared energy captured and the scanning technique employed to maximize their effectiveness

Per AFI 11-2C-130, Volume 1, Aircrew Training, 21 August 2012, paragraph 5.8, C-130 aircrew members are instructed and trained in NVG function and operation and undergo a training program to ensure they understand the capabilities and limitations of NVGs. The mishap C-27 aircrew members also underwent instruction and training to ensure they understand the capabilities and limitations of NVGs (Tabs G-7 to G-11; G-33 to G-34; G-42 to G-44). MIP1, MP1, MP3 and MCP completed required NVG pre-flight procedures and verified they were functioning properly (Tabs V-3.6; V-4.9; V-15.17 to V-15.18; V-17.14 to V-17.16).

NVG resolution, the capability to present an image that makes clear and distinguishable the separate components of a scene and object, is directly related to the available light. Current NVGs typically have a resolution of between 20/25 and 20/40 when optimally adjusted (Tab DD-26 to DD-28). Due to degraded environmental light, NVG resolution can decrease to 20/200 or worse (Tab DD-26 to DD-28). To put this into perspective, 20/200 vision is 200% worse and is considered legally blind by the Social Security Administration. The weather forecast for 1 December 2014 showed the moon's position and illumination was high (70%), allowing maximum NVG performance (Tabs F-2; F-4), which was verified by MIP1, MP1 and MCP (Tabs V-4.16 to V-4.17; V-15.44 to V-15.45; V-17.10). It was a "good night" for NVGs (Tabs V-4.30; V-17.10; V-19.6).

The use of NVGs allows aircrews to see objects at night that could not be seen during unaided operations. However, pilots must use focal vision to interpret the NVG image. Since interpretation of focal vision is a conscious process, more time and effort is required to maintain spatial orientation during NVG operations than during daytime operations. Additionally, due to the NVG's reduced field of view (FOV) and the lack of visual cues in the periphery, more reliance is placed on focal vision. This reliance on focal vision can increase the aviator's workload and susceptibility to spatial disorientation (AFMAN 11-217, Vol 3, paragraph 12.3) The NVG's field of view is determined by design and correct pre-flight; it varies between 30 to 40 degrees (Tab DD-28 to DD-29). Regardless of the field of view, it is considerably less than the normal visual field of approximately 200 degrees horizontally and 120 degrees vertically (Figure 12; Tab DD-28 to DD-29). With this limited field of view, pilots must actively and deliberately "scan" the scene outside the aircraft in order to achieve an adequate field of regard.

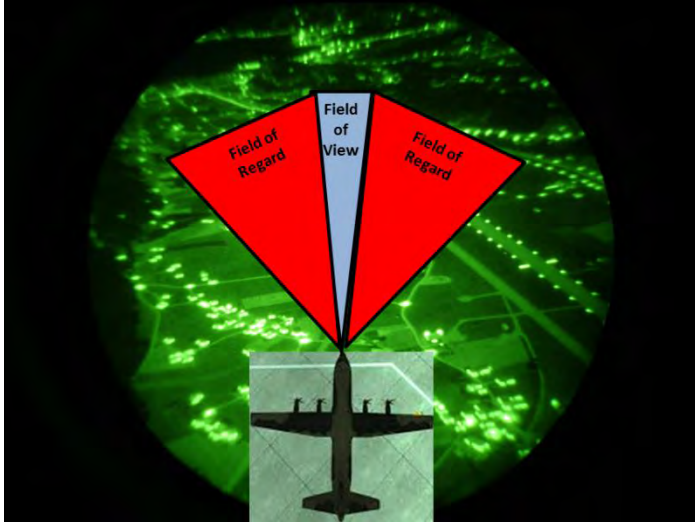


Figure 12.

The military flies with various types of NVGs. Some have enhanced design specifications and, therefore, better image quality than others. The C-130H and C-27J pilots were wearing F4949G and AN/AVS-6 goggles, respectfully (Tabs V-15.19; V-16.12). Both models functions the same but with one noticeable difference: the F4949G used by the C-130H aircrew has an enhanced image intensification tube that improves image quality (Tab V-15.19). However, considering both goggles have the same 40 degree field of view and the favorable environmental conditions (e.g., high illumination, contrast) on the night of the mishap, the type of NVGs worn by the C-27J pilots was not a factor in this mishap (Figure 12).

TCAS Analysis:

As explained in AFMAN 11-217, Volume 3, *Supplemental Flight Information*, 23 February 2009, Chapter 6, many civilian and military aircraft are equipped with TCAS to improve the traffic awareness of aircrews and provide de-confliction guidance to avoid aircraft on collision courses. Not all aircraft have TCAS installed and depending on their missions and operating areas, they may not require its operability if installed. As with any system, TCAS does have limitations. TCAS does not reference ground-based systems, but relies on onboard systems to operate. An operable TCAS will “communicate” with transponder-equipped aircraft to provide position data relative to other aircraft; it can also provide Traffic Advisories (TA) and Resolution Advisories (RA) (commands to avoid traffic) based on the proximity of other aircraft. The TCAS will coordinate the RAs if TCAS systems are installed on both conflict aircraft. TCAS is not radar, but a system utilizing radio signals; therefore, TCAS will neither track nor display non-transponder equipped aircraft or aircraft with an inoperable transponder. TCAS does not alter or diminish the pilot’s basic authority and responsibility to ensure safe flight. Since TCAS does not track aircraft that are not transponder equipped or whose transponder is inoperative, TCAS alone does not ensure safe separation in every case (AFMAN 11-217, Vol 3, paragraph 6.12). It is particularly important that pilots maintain situational awareness and continue to use good operating practices and judgment when using TCAS and following RAs. Maintain a frequent outside visual scan and continue to communicate with ATC. This limitation is particularly

important for pilots to remember in order to ensure they continue to use good visual scanning practices and judgment to maintain situational awareness.

The C-130H had operable TCAS and transponder, but the mishap C-27 had a history of intermittent TCAS malfunctions and there was an open entry in the aircraft forms for an intermittent TCAS on the night of the incident (Tabs D-19; D-25; D-30; D-44; D-49; D-55; D-88). Multiple aircrews had dealt with repeated ACAWS alerts associated with the TCAS which were able to be “reset” in flight by the crew (Tabs D-44; D-45; D-55; D-88). Additionally, and unknown to the crew, radar data indicates a transponder failure at some point in the flight profile while either airborne below radar coverage or on the ground at Laurinburg-Maxton Airport (Tab EE-41).

The MIP1, MP1 and MP2 are experienced aviators and are qualified in multiple aircraft types (Tabs G-5; G-6; G-32). Both pilots stated they weren’t relying on the TCAS for alerts as not all of the aircraft they have flown have TCAS installed and their aviation experience had taught them the importance of outside vigilance and scanning (Tabs V-15.48; V-16.23; V-17.5).

TCAS significantly enhances aircrew situational awareness and safety and should be used to assist in visual acquisition of traffic. There are, however, systems limitations that reinforce the importance of maintaining an effective scan (AFMAN 11-217, Vol 3, paragraph 6.4.2). Although MIP1, MP1, MP2, MP3 and MCP stated that scanning was the primary means of seeing and avoiding other aircraft (Tabs V-3.20; V-3.35; V-5.38 to V-5.39; V-4.6; V-15.41; V-16.23; V-17.5), to varying degrees the deliberateness of the mishap pilot’s scan relaxed as they trusted other systems to alert them when a greater need to clear their flight path existed. They didn’t expect to see traffic, didn’t see traffic, and that perception was reinforced by the lack of a TCAS traffic advisory (Tabs V-3.62; V-4.14; V-4.28; V-5.12; V-5.39; V-6.27; V-15.27; V-17.48).

(3) Vision Restricted by Meteorological Conditions – (MIP1, MP1, MP3, MCP)

HFACS Definition: Vision restricted by meteorological conditions is a factor when weather, haze, or darkness restricts the vision of an individual to a point where normal duties are affected.

HFACS Contributing Factors: Instrumentation and Sensory Feedback Systems

Analysis:

Humans are primarily daylight creatures, but have the unique ability to adapt and operate in low-light environments (Tab DD-20 to DD-21). However, this adaptability has limitations. Eyes require some light to see and visual acuity can dramatically change depending on the brightness of light sources. During low-light environments, it is more difficult to see and perceive an object and therefore takes more time for the eyes to focus and subsequently conduct outside scanning and cockpit tasks (Tab DD-20 to DD-21).

Although the mishap pilots stated they maintained consistent outside scanning, as discussed earlier, conducting an effective NVG scan takes much longer when compared to the human eye under daylight conditions. Vision is limited while utilizing NVGs—detection ranges decrease and recognition of objects, terrain and targets can be severely limited (AFMAN 11-217, Vol 3,

paragraph 12.7.3). Due to the NVG's reduced field of view and the lack of visual cues in the periphery, more reliance is placed on focal vision which can increase the aviator's workload (AFMAN 11-217, Vol 3, paragraph 12.3). Pilots must slow their outside scan, allowing their eyes increased time to focus. Likewise, completing instrument crosschecks and adjusting aircraft systems by looking underneath the goggles takes additional time to complete.

MIP1 and MP3 stated they were conducting vigilant scans before the mishap, but the effectiveness of their scans was degraded due to the low light environment. MP1 and MCP were periodically scanning as well but were primarily conducting cockpit duties (Tabs N-69; V-4.15; V-15.26 to V-15.27; V-16.21). These tasks take little time to complete during the day, but take longer with reduced lighting.

(4) Distraction – (MP1, MP3, MCP)

HFACS Definition: Distraction is a factor when an individual has an interruption of attention and/or inappropriate redirection of attention by an environmental cue or mental process, causing degraded performance.

HFACS Contributing Factors: Vision Restricted by Meteorological Conditions

Analysis:

Humans are easily distracted and must constantly prioritize the continuous flow of internal and external information received from their senses (e.g., sight, sound). Distractions may be caused by legitimate tasks or thought processes, but they can cause misprioritization and channelized attention if not managed appropriately. Due to the inherent risks, it is even more important for pilots to minimize distractions during critical phases of flight.

MIP1 conducted the takeoff from Laurinburg-Maxton Airport and leveled the mishap C-27 at 1500' MSL heading northwest (Tab N-67 to N-68). MIP1 asked MP1 to load a tactical plot in the flight mission computer for display on the PFD and to report on frequency with the Mackall Tower controller (N-69). Although these were necessary co-pilot duties, they diverted MP1's attention inside the cockpit (Tab V-15.26 to V-15.27). The night environment prolonged the time required to perform the tasks, delaying his scan on the right side where the midair occurred (Tab V-15.26 to V-15.27).

Within the mishap C-130, MN was actively looking for the next turn point and navigating MP3 and MCP to the ground reference point (Tab V-6.13). MCP testified his attention was to the right in order to clear for the impending right hand turn (Tab V-4.15). These actions distracted MP3 and MCP resulting in a break down in their visual scan in the direction from which the C-27J approached.

(5) Channelized Attention – (MP3)

HFACS Definition: Channelized attention is a factor when an aircrew member focuses their conscious attention on a limited number of environmental cues to the exclusion of others of a subjectively equal or higher or more immediate priority, leading to an unsafe situation. It may be

described as a narrow focus of attention that leads to the exclusion of necessary situational information.

HFACS Contributing Factors: Distraction
 Instrumentation and Sensory Feedback Systems

Analysis:

MCP exchanged control of the aircraft to MP3 shortly after the mishap C-130 crew completed the completion of airdrop checklist (Tab V-4.15). MN gave navigation guidance and briefed the upcoming turn point and heading change (Tab V-6.13). MP3 lost situational awareness and channelized his attention on maintaining aircraft control, leveling the aircraft at 1,500' MSL (Tabs V-3.21 to V-3.22; DD-35). This caused a breakdown of his scan to the left, preventing him from seeing the mishap C-27 prior to the mishap.

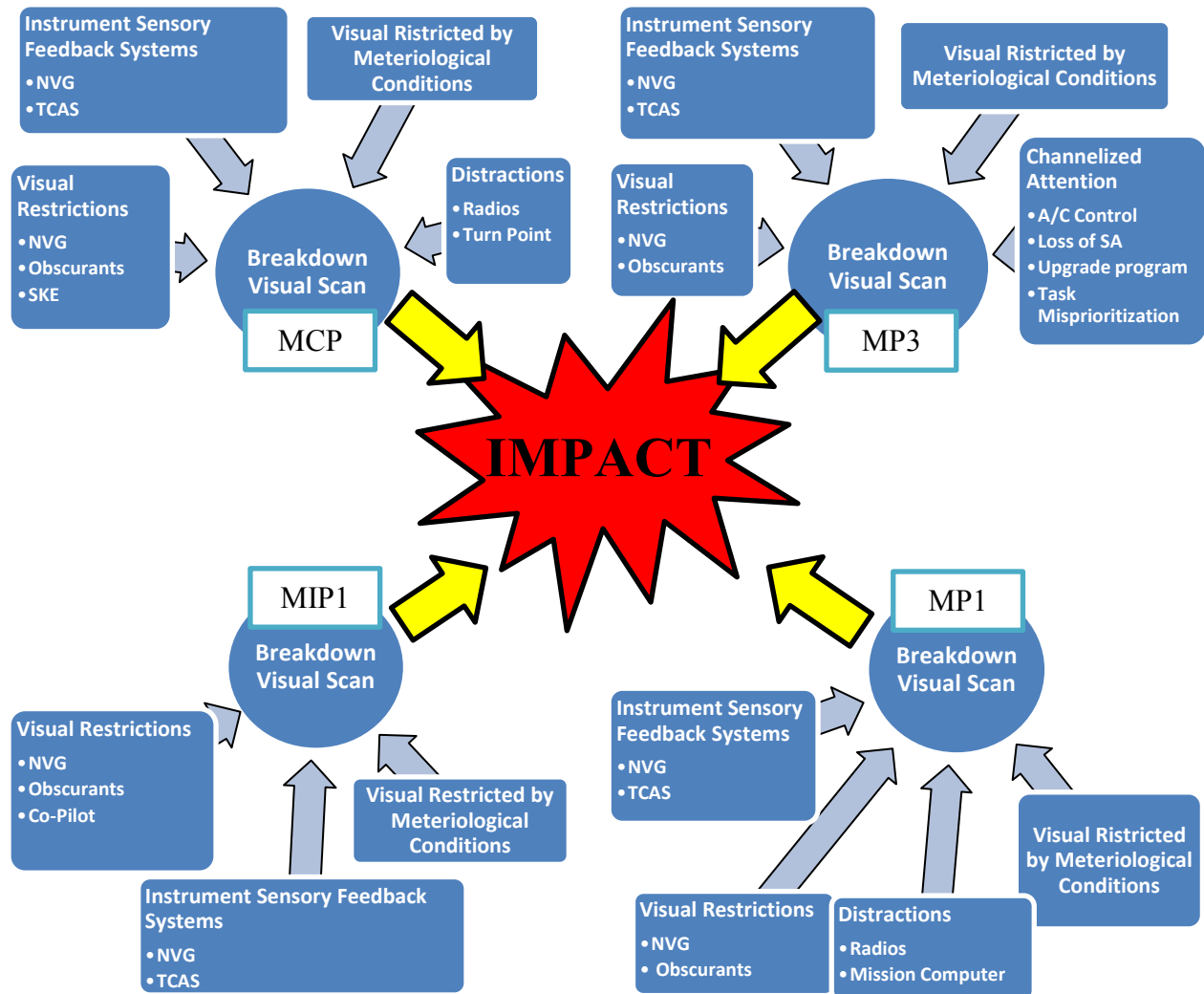


Figure 13. Human Factors Contributing to Breakdown of Visual Scan

d. Human Factors Summary

Neither aircrew visual acquired the other with sufficient time to maneuver to avoid a collision. Human factors that affect a breakdown in visual scan are both controllable (cockpit resource management) and not (aircraft structure). In the mishap C-130, MP1, MCP and MN stated that were distracted performing other duties that directed their attention away from the aircraft flight path (Tabs V-4.15; V-6.13; V-15.26 to V-15.27). In the mishap C-27, MIP1, while visually clearing, was unable to see the conflict develop with the mishap C-130 as it was outside his field of view and his field of regard was obscured (Figure 12). MP3 in the mishap C-130 channelized his attention on general aircraft and altitude control placing the mishap C-27 beyond his field of view (Tabs V-3.21 to V-3.22; DD-35). Aircrew over-reliance on TCAS to queue their visual scan resulted in a relaxed scan outside the aircraft V-3.62; V-4.14; V-4.28; V-5.12; V-5.39; V-6.27; V-15.27; V-17.48). The lack of visual cues in the periphery at night can be compounded by the lack of relative motion of offending aircraft (optical flow) and the restricted field of view provided by the NVGs (Tab DD-45 to DD-48; Figure 12).

12. GOVERNING DIRECTIVES AND PUBLICATIONS

a. Flight Operations

14 C.F.R. §91.3, *Responsibility and authority of the pilot in command*, 24 April 1990
14 C.F.R. §91.113, *Right-of-way rules: Except water operations*, 27 July 2004
14 C.F.R. §91.155, *Basic VFR weather minimums*, 27 July 2004
AFI 11-2C-130, Volume 1, *C-130 Aircrew Training*, 21 August 2012*
AFI 11-2C-130, Volume 2, *C-130 Aircrew Evaluation Criteria*, 25 July 2014*
AFI 11-2C-130, Volume 3, *C-130 Operations Procedures*, 23 April 2012*
AFI 11-202, Volume 3, *General Flight Rules*, 7 November 2014*
AFI 11-401, *Aviation Management*, 10 December 2010*
AFI 91-204, *Safety Investigations and Reports*, 12 February 2014*
AFMAN 11-217, Volume 3, *Supplemental Flight Information*, 23 February 2009
AFPAM 90-803, *Risk Management (RM) Guidelines and Tools*, 11 February 2013*
AR 40-8, *Temporary Flying Restrictions Due to Exogenous Factors Affecting Aircrew Efficiency*, 16 May 2007**
AR 95-1, *Flight Regulations*, 11 March 2014**
AR 95-2, *Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids*, 10 April 2007**
ARSOA 27 Aircrew Training Manual, 1 July 2014
Federal Aviation Administration *Aeronautical Information Manual; Official Guide to Basic Flight Information and ATC Procedures*, April 3, 2014 (Change 1: 7/24/14, Change 2: 1/8/15)
FM 3-04-203, *Fundamentals of Flight*, 7 May 2007**
TC 3-04-93, *Aeromedical Training for Flight Personnel*, 31 August 2009
FORT BRAGG REG 95-1, *Aviation Flight Regulation*, 1 November 2010
Pope AFB Pamphlet, *Mid-Air Collision Avoidance*, March 2014

b. Maintenance

DA PAM 738-751, *Functional Users Manual for the Army Maintenance Management System—Aviation*, 28 February 2014
T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation Policies and Procedures*, 30 May 2014
T.O. 00-20-2, *Maintenance Data Documentation*, 15 November 2009
T.O. 00-5-15, *Air Force Time Compliance Technical Order Process*, 22 September 2014
T.O. 1C-C7J-10-2, *Maintenance Instructions, Radio Communications, Navigation and Identification Systems, C-27J Aircraft*, 15 November 2011

c. Other Directives and Publications

FAA Order JO 7110.65V, *Air Traffic Control*, 3 April 2014
FAA Order JO 7400.9W, *Airspace Designations and Reporting Points*, 8 August 2014
FAA Aeronautical Information Manual, *Official Guide to Basic Flight Information and ATC Procedures*, 3 April 2014
Andrew D. Woodrow and James T. Webb, *Handbook of Aerospace and Operational Physiology*, July 2011
*Available digitally at <http://www.e-publishing.af.mil>.
**Available digitally at <http://armypubs.army.mil>.

d. Known or Suspected Deviations from Directives and Publications

Not applicable.

13. ADDITIONAL AREAS OF CONCERN

At the time of impact, both mishap aircraft were operating VFR in the uncontrolled airspace surrounding Laurinburg-Maxton Airport (Tab DD- 48). Due to the mishap C-27's transponder failure, any radar return would not have provided altitude information or identified it as an aircraft for any air traffic control agency in contact with the aircraft (Tab V-20.15; DD- 42 DD-45 to DD-48). Mackall Tower had provided traffic advisories throughout the night to aircraft, including the mishap C-27, that requested it (Tab N-72 to N-77). However, the mishap C-130 had changed frequency from Mackall Tower three minutes prior when it was still within Mackall Tower's airspace (Tabs N-77; CC-30). The mishap C-27, while it had been monitoring the Mackall Tower, had only taken off four minutes prior to the collision and had not yet checked in with the Mackall Tower (Tabs N-63 to N-64; N-67 to N-68). Air Traffic Control was not a factor in the mishap.

In addition, both aircraft had their position lights and anti-collision strobe lights on at the time of impact (Tab V-7.11; V-14.6; V-17.51; V-18.8; V-19.12). Aircraft lighting was not a factor in the mishap.

MATTHEW G. ANDERER, Colonel, USAF
President, Accident Investigation Board

AIRCRAFT ACCIDENT INVESTIGATION BOARD
C-130H, T/N 88-4404 and C-27J, T/N 10-27030
Pope Army Air Field, North Carolina
1 December 2014

STATEMENT OF OPINION

1. Under 10 U.S.C. 2254(d) any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report may not be considered as evidence in any civil or criminal proceeding arising from an aircraft accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

2. OPINION SUMMARY:

I find clear and convincing evidence this accident was caused by a breakdown in visual scan resulting in insufficient clearing of the aircraft flight path by both aircrews. Both aircraft commanders were ultimately responsible for collision avoidance which required, *regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft* (Federal Aviation Regulation §91.113) (emphasis added). Both aircraft were airworthy with all radio, navigation and external lights operating within Federal Aviation Administration, United States Air Force and United States Army applicable regulations and instructions for flight in the airspace at the time of the incident and the missions flown. Complacency channelized attention, loss of situational awareness, obstructed views due to aircraft design, over-reliance on Traffic Collision Avoidance Systems and diverted attention of support pilots to other inflight duties significantly contributed to the overall breakdown of exterior visual scan.

The mishap C-27 was crewed by highly experienced aviators with combined flying time nearing 30,000 hours. The mission profile was a “common” profile flown regularly in support of local US Army training. The C-27 airframe was newly acquired by United States Army Special Operations Command (USASOC) and the crewmembers on the night of the incident were executing pilot proficiency and upgrade training, flying low level routes to simulated airdrops and NVD-aided transition training. The mishap C-27 had a history of intermittent Traffic Collision Avoidance System (TCAS) malfunctions and TCAS was an open write-up in the forms on the night of the incident. Departing Pope Army Air Field (AAF)’s Class C airspace, enroute to Laurinburg-Maxton Airport for their initial transition work, all aircraft systems operated normally. Radar data collected from Fort Bragg Range Control, however, points to a transponder system failure at some point later in the flight profile while either airborne below radar coverage or on the ground at Laurinburg-Maxton Airport. Radar showed a primary return only for the mishap C-27. On departure, enroute to their first low level waypoint to the northwest, the mishap C-27 visually acquired the mishap C-130 out the right window as it passed, nearly co-altitude, north of their flight path. Upon subsequent contact with Mackall Tower, the controller advised negative transponder and directed the mishap C-27 to “recycle.”

The mishap C-130 crew was a mix of experienced crewmembers with lower-time “traditional” Reservists. The mission profile planned was also a “common” profile familiar to all on board, a

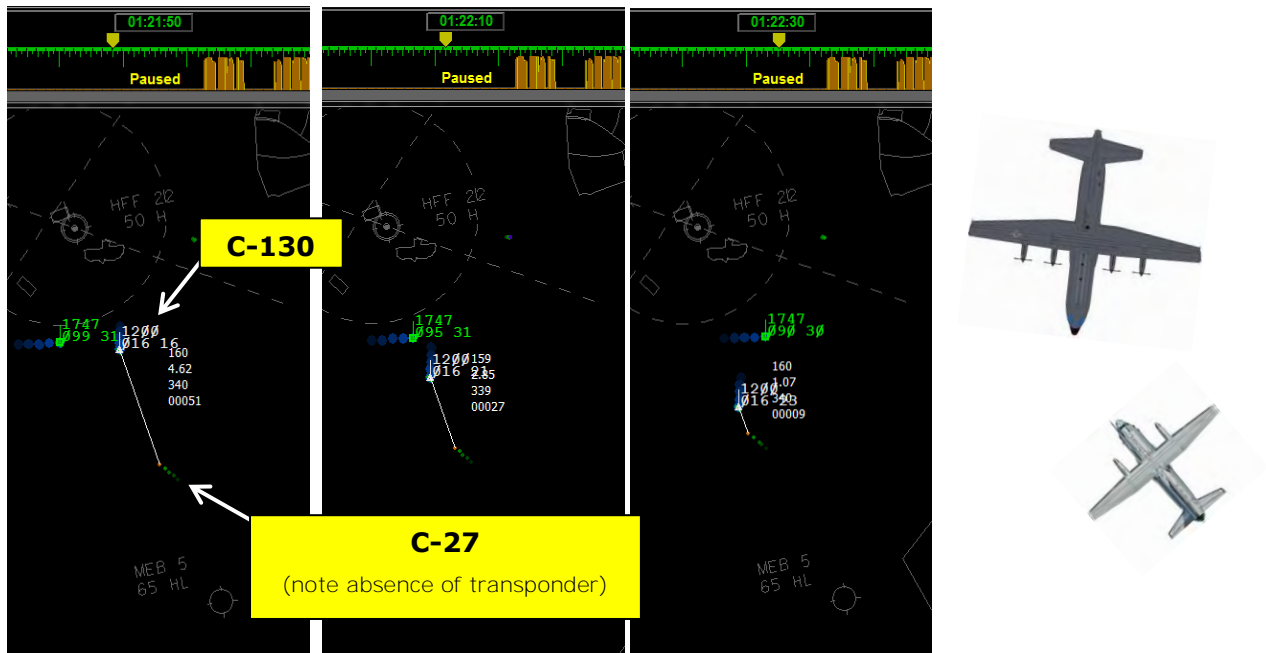
“2-ship SKE-Vis to Luzon.” The mission was a lead upgrade sortie for MP3, receiving training from MIP2, standing. The mishap C-130 departed as “number 2,” however, prior to the 20 minute advisory, the lead aircraft aborted due to a mechanical malfunction and the mishap C-130 continued, now single ship, simulating lead procedures for MP3 training. Post drop, and after their first turn to the east, beginning their transition to the VFR low level, the mishap C-130 visually acquired the mishap C-27 out the right side of the aircraft. MIP2 visually acquired an aircraft and later estimated its position as 7 miles south.

Radar recordings show the mishap C-130 and C-27 passed in opposite directions approximately 2.7 miles of each other, after each aircraft completed their respective left hand turns on course. Neither crew stated TCAS traffic advisories during this phase of flight.

The mishap C-27 crew executed their mission profile west of Mackall AAF and returned to Laurinburg-Maxton Airport for the pilots to swap seating positions prior to repeating the same route of flight. The mishap C-27 performed the seat swap, loaded the flight mission computer and set departure time for 2020L. They departed on time, climbing on runway heading before commencing a left turn to a heading of 310 degrees on course. En route, MIP1, the pilot flying from the left seat, leveled the aircraft at 1500’ MSL, engaged the autopilot and directed MP1 to accomplish the normal after takeoff checklists, change radio frequencies to contact Mackall Tower and set a “Tac plot” marking Mackall airspace. MP1 was looking down at the center pedestal accomplishing the Tac plot immediately prior to impact.

The mishap C-130 executed the VFR low level as planned. As the mishap C-130 approached the Initial Point (IP) for the run-in and CDS airdrop, the crew was behind. Checklist challenges had to be repeated, numerous, reiterative radio calls were made to ATC and the DZCO; the “Slowdown Checklist” was completed 16 seconds prior to “Green Light.” MP3, the aircraft commander and pilot monitoring, did not provide any guidance to MCP, flying the aircraft, to correct his alignment and speed control. The mishap C-130 executed the drop uneventfully at 2020:04L. On the escape, after the completion of drop checklist, MP3 assumed aircraft control and continued to accelerate and climb to escape altitude of 1500’ MSL. MN briefed the turn point and talked MCP visually on to the turn point. MCP cleared to the right and upon turning his head to look forward saw a flash through his NVGs.

The aircraft closed on a flight path that remained at a nearly constant bearing, resulting in no relative movement on either windscreen.



Radar data depicting relative bearing (160 & 159) prior to impact (times in Zulu)

At 0122:40Z (2022 local) in uncontrolled Class G airspace, the mishap C-27 passed slightly below the mishap C-130. The right wing of the mishap C-27 grazed the right underside of the C-130 at the nose gear door, damaging the gear door, then followed a path that tore the flare dispenser hood from the fuselage and proceeded beneath the C-130's right wing. The C-27 vertical stabilizer crossed immediately in front of the nose of the C-130 then proceeded between the prop arcs of the C-130's number 3 and 4 engines, coming into contact with the front of the right external fuel tank and continued on a path impacting midway down the inboard side of the number 4 engine and leading edge of the right wing in the vicinity of the engine mount.

The C-27 sustained damage to the aft portion of the right wingtip and aileron and trim tab in addition to the top third of the vertical stabilizer and rudder, some of which (anti-collision light control box) was lodged in the leading edge of the C-130. The C-27 empennage also sustained internal structural damage.

Upon impact, though the aircraft flew normally, the mishap C-27 declared an emergency and recovered to Mackall AAF. They stopped straight ahead, shutdown and egressed on the runway.

Upon impact, the mishap C-130 yawed and rolled to the right as the number 4 engine began to "roll back." MFE3 quickly recognized the engine failure and recommended immediate shutdown, which MP3 directed. The engine did not shut down normally and the propeller continued to windmill. The mishap crew declared an emergency and recovered to Pope AAF. They taxied clear of the runway and after observing leaking fuel leaking in the vicinity of the damage, shutdown and egressed the aircraft.

While both crews performed well to prevent this incident from deteriorating into a more catastrophic event, a breakdown in visual scan causing in insufficient outside vigilance and clearing of the aircraft flight path resulted in the collision of these aircraft. I found a number of

factors contributing to the crewmember's breakdown in visual scan:

MIP1 & MP2: The failure of the C-27 pilot flying in the left seat and the jump seat pilot to see the mishap C-130 was significantly impeded by visual restriction. The physical structure of the C-27 restricted the ability of both crewmembers to see the mishap C-130 on a 30 degree bearing (2 o'clock) slightly above the horizon.

MP1: Though appropriate support pilot duties, the pilot not flying in the mishap C-27 was distracted with other duties that contributed to his visual scan breakdown. MP1 was in the best position to see the C-130 traffic but was "heads down" setting the appropriate radio frequency and manipulating the flight mission computer, a period of time prolonged by vision restricted by meteorological conditions.

MCP & MN: Not unlike MP1, MCP and MN in the mishap C-130 were distracted with other duties. Appropriately, as they approached their turn-point, both the MCP and MN were clearing the route of flight to the right in advance of the impending turn to the west.

MP3: Contributing significantly to the visual scan breakdown for the pilot flying in the left seat of the mishap C-130 was a loss of situational awareness due to channelized attention. MP3 was in the best position to see the C-27 traffic but was focused on maintaining aircraft control as he accelerated and leveled the aircraft at 1500'. Though VFR, he channelized on pitch, power and airspeed as he sought altitude capture after he assumed control of the aircraft in an untrimmed climb.

Both aircrews were also negatively influenced by instrument sensory feedback. There is no doubt flight deck personnel in both aircraft were consistently clearing the flight path of their aircraft on the night of 1 December 2014 (both MP2 and MIP2 saw each other and other traffic that night). In both aircraft, however, what aircrew perceived to be clear airspace visually was reinforced by an over-reliance on TCAS. To varying degrees, the deliberateness of their scan relaxed as they trusted other systems to alert them when a greater need to clear their flight path existed. They didn't expect to see traffic, didn't see traffic, and that perception was reinforced by the lack of a TCAS traffic advisory.

While pilots are ultimately responsible for clearing the flight path of their aircraft, the inoperative transponder on the mishap C-27 and subsequent lack of TCAS information potentially available to the both mishap aircrews also contributed to their failure to visually acquire and avoid the other aircraft.

I found no evidence to suggest this incident was due to dereliction of duty or failure to perform assigned duties.

MATTHEW G. ANDERER, Colonel, USAF
President, Accident Investigation Board

INDEX OF TABS

SAFETY INVESTIGATOR INFORMATION	A
THIS TAB NOT USED	B
THIS TAB NOT USED	C
MAINTENANCE REPORT, RECORDS, AND DATA	D
THIS TAB NOT USED	E
WEATHER AND ENVIRONMENTAL RECORDS AND DATA	F
PERSONNEL RECORDS	G
EGRESS, IMPACT, AND CRASHWORTHINESS ANALYSIS	H
DEFICIENCY REPORTS	I
RELEASABLE TECHNICAL REPORTS AND ENGINEERING EVALUATIONS	J
MISSION RECORDS AND DATA	K
DATA FROM ON-BOARD RECORDERS	L
DATA FROM GROUND RADAR AND OTHER SOURCES	M
TRANSCRIPTS OF VOICE COMMUNICATIONS	N
ANY ADDITIONAL SUBSTANTIATING DATA AND REPORTS	O
DAMAGE AND INJURY SUMMARIES	P
AIB TRANSFER DOCUMENTS	Q
RELEASABLE WITNESS TESTIMONY	R
RELEASABLE PHOTOGRAPHS, VIDEOS, AND DIAGRAMS	S
INDIVIDUAL FLIGHT RECORDS AND ORDERS (not included in Tab G)	T
AIRCRAFT AND MAINTENANCE RECORDS (not included in Tab D)	U
WITNESS TESTIMONY	V

TAB NOT USED	W
TAB NOT USED	X
DOCUMENTS APPOINTING THE AIB MEMBERS	Y
PHOTOGRAPHS (not included in Tab S)	Z
FLIGHT DOCUMENTS	AA
GOVERNMENT DOCUMENTS AND REGULATIONS	BB
FACT SHEETS	CC
SUPPORTING DOCUMENTATION	DD
OTHER TRANSCRIPTS	EE

TAB A
SAFETY INVESTIGATOR INFORMATION

A1. ORDERS APPOINTING SIB..... 2

A2. CONTACT INFORMATION FOR SIB MEMBERS AND ADVISORS 4

A3. GUIDANCE TO INVESTIGATORS ON CONTROLLING INFORMATION 6

A4. NON-DISCLOSURE AGREEMENTS FOR TECHNICAL ADVISORS..... 8

A1. ORDERS APPOINTING SIB



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND**

11 Dec 14

**SPECIAL ORDER NUMBER
M-07-15**

With the concurrence of the commanders concerned, the following individuals are appointed to investigate the C-130/C-27 Mid-Air collision near Pope AAF Fort Bragg, NC on Monday, 1 December 2014, (Title 10, United States Code, Section 672{d}). Individuals are relieved from all duties pending completion of the investigation. Investigation will be conducted in accordance with AFI 91-204.

<u>Name</u>	<u>Rank</u>	<u>Function</u>	<u>Unit Address</u>	<u>Clearance</u>
	Col	Board President	19 AW/CV	TS
	LtCol	Investigating Officer	403 WG/SE	TS
		USASOAC Representative	C-27J Standardizations Pilot	TS
	MAJ	USACRC Representative	Accident Investigator	TS
	Maj	Human Factors	USAFSAM/FEEP	TS
	Maj	AFSEC Representative	HQ AFSEC/SEF	TS
	Maj	Pilot Member	34 CTS/MOS	TS
	Maj	Maintenance Member	AFRC 22 AF/A4M	S
	Capt	Medical Member	906 ARS/SGPF	TS

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

<u>Name</u>	<u>Rank</u>	<u>Function</u>	<u>Unit Address</u>	<u>Clearance</u>
	Capt	Recorder	50 AS/CCE	TS
	CW4	USACRC Representative	Accident Investigator USA Combat Readiness Center	TS
	MSgt	Airfield Representative	AMC/A3AP	S

FOR THE COMMANDER



DAFC

Deputy Director of Safety

DISTRIBUTION:
1 - Each Individual

This document may contain information which must be protected IAW AFI 33-332 and DOD Reg 5400.11; Privacy Act of 1974 as Amended applies, and it is For Official Use Only (FOUO).

A2. CONTACT INFORMATION FOR SIB MEMBERS AND ADVISORS

SIB ROLE	NAME	CONTACT INFORMATION
President	Col	DSN: Comm: Email:
Investigating Officer	Lt Col	DSN: Comm: Email:
USASOAC Representative	Mr.	DSN: Comm: Email:
USACRC Representative	MAJ	DSN: Comm: Email:
Human Factors Rep	Maj	DSN: Comm: E-mail:
Safety Center Rep	Maj	DSN: Comm: Email:
Pilot Member	Maj	DSN: Comm: Email:

SIB ROLE	NAME	CONTACT INFORMATION
Maintenance Member	Maj	DSN: Comm: Email:
Medical Member	Capt	DSN: Comm: Email:
Recorder	Capt	DSN: Comm: Email:
USACRC Representative	CW4	DSN: Comm: Email:
Airfield Representative	MSgt	DSN: Comm: Email:

A3. GUIDANCE TO INVESTIGATORS ON CONTROLLING INFORMATION

6 December 2014

MEMORANDUM FOR FILE

FROM: Safety Investigation Board

SUBJECT: Class-A Mishap Guidance to Investigators on Controlling Information, C-130H, S/N 88-4404, and Army C-27J, S/N 10-27030, 1 December 2014, Pope Field, North Carolina.


1. The members, whose names and signatures appear below, of the safety team formed to investigate the mishap on 1 December 2014 involving C-130H, tail number 88-4404 and Army C-27J, tail number 10-27030, have been advised by Colonel Investigation Board President, of the following:
 - a. This investigation is being conducted under the provisions of AFI 91-204 for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent future mishaps.
 - b. It is very important that the investigating team avoid: tainting potential witnesses for this or any subsequent investigation; contributing to speculation about mishap causes; or releasing potentially offensive images to friends and/or families of those involved in a mishap.
 - c. All information, privileged or not, collected by safety investigators, will not be released outside safety channels except in accordance with AFI 91-204 or upon approval of the convening authority. The SIB president is the final point of release for all information (including electronic/digital media, photographs, etc.) from the safety investigation.
2. We understand and acknowledge the guidelines for controlling information collected by safety investigators. We understand unauthorized release of safety privilege information is punishable under Article 92(1), UCMJ, and may be grounds for disciplinary actions according to civilian personnel regulations, or may lead to contract actions.


Board President, Col, USAF


Investigating Officer, Lt Col, USAFR


AFSEC Representative, Maj, USAF



Pilot Member, Maj, USAF



USACRC Representative, MAJ, USA


USACRC Representative, CW4, USA


USASOAC Representative


Medical Member, Capt, USAF


Maintenance Member, Maj, USAFR


Airfield Representative, MSgt, USAF


Human Factors Representative, Maj, USAF


Recorder, Capt, USAF

A4. NON-DISCLOSURE AGREEMENTS FOR TECHNICAL ADVISORS

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

15 DEC 2014
(Date)

1. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
2. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized access to this information. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.
3. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
4. I understand that information obtained through a safety investigation is considered official Air Force information.
5. I understand the above terms and agree to abide by the conditions set forth.

Print Full Name and Rank/Grade

 *Signature Block*

"The information herein is For Official Use Only (FOUO) which must be protected under the Privacy Act of 1974, as amended. The unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in criminal and/or civil penalties."

Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____


SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

18 DEC 2014
(Date)

1. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
2. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized access to this information. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.
3. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
4. I understand that information obtained through a safety investigation is considered official Air Force information.
5. I understand the above terms and agree to abide by the conditions set forth.

Print Full Name and Rank/Grade

 _____
Signature Block

"The information herein is For Official Use Only (FOUO) which must be protected under the Privacy Act of 1974, as amended. The unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in criminal and/or civil penalties."

Contact Information:

Work Home

INFOSCITEX

Street: _____

City, State, Zip Code: _____

Phone Number: ~~5788~~ _____

DSN: _____

Email Address: _____



Biomedical Scientist, Biological Anthropologist

JFax

www.infoscitex.com

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

30 Dec 14
(Date)

1. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
2. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized access to this information. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.
3. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
4. I understand that information obtained through a safety investigation is considered official Air Force information.
5. I understand the above terms and agree to abide by the conditions set forth.

Print Full Name and Rank/Grade

Signature Block

"The information herein is For Official Use Only (FOUO) which must be protected under the Privacy Act of 1974, as amended. The unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in criminal and/or civil penalties."

Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

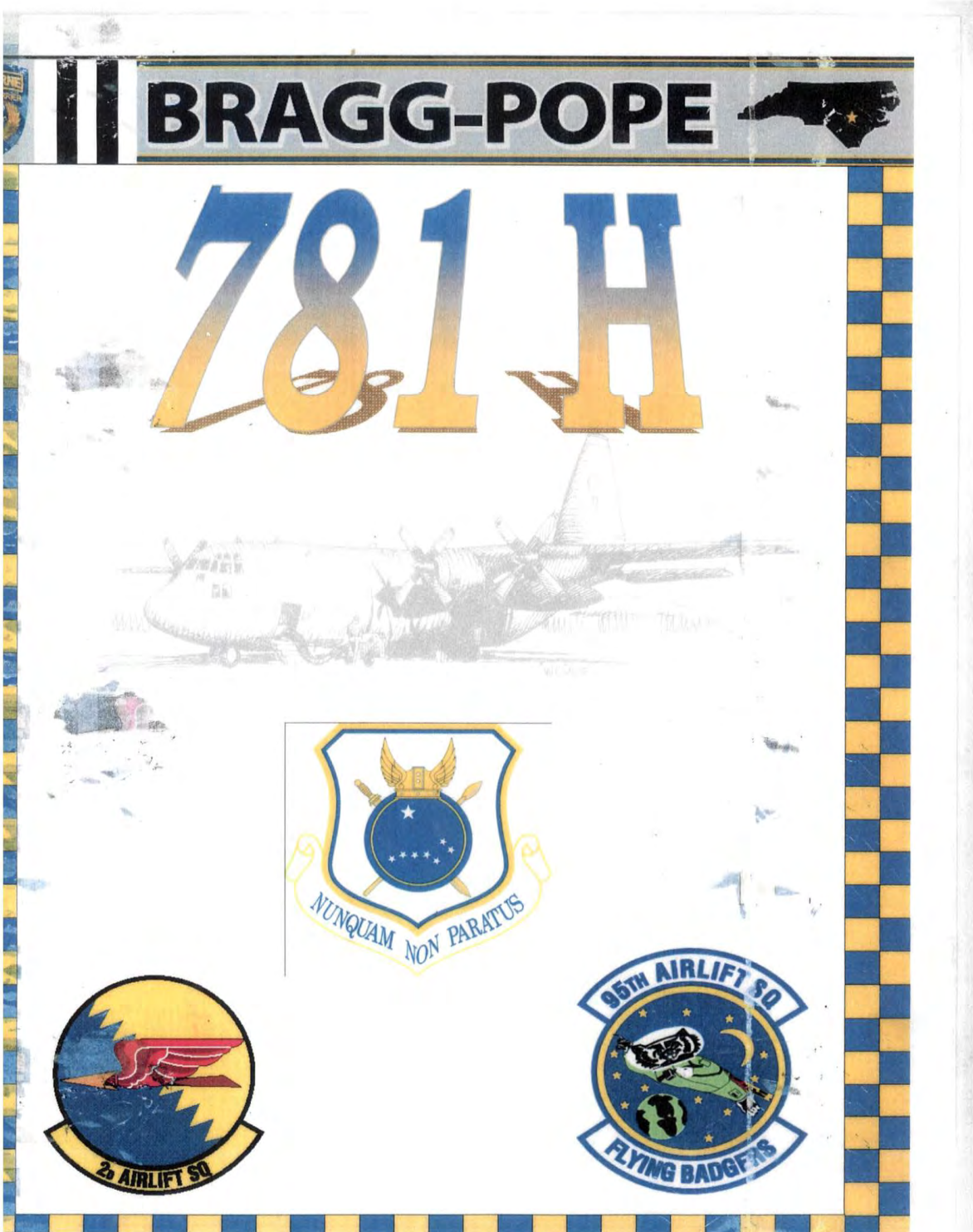
TAB D
MAINTENANCE REPORT, RECORDS, AND DATA

D1. C-130H AIRCRAFT MAINTENANCE & MATERIEL REPORT, AF FORM 711C .. 2
D2. C-130H AIRCRAFT AFTO 781 FORMS..... 3
D3. C-27J AIRCRAFT MAINTENANCE & MATERIEL REPORT, AF FORM 711C ... 13
D4. C-27J AIRCRAFT DA 2408 FORMS 13
D5. ADDITIONAL AIRCRAFT MAINTENANCE RECORDS 90
D6. MAINTENANCE RECORDS FROM OTHER INVOLVED EQUIPMENT..... 90
D7. FLUID SAMPLE RESULTS 90

D1. C-130H AIRCRAFT MAINTENANCE & MATERIEL REPORT, AF FORM 711C

AIRCRAFT/UAV MAINTENANCE AND MATERIEL REPORT											
1. AIRCRAFT SERIAL NUMBER 88-004404						2. MISSION DESIGN AND SERIES (MDS) C-130H2					
3. HISTORICAL DATA											
AIRCRAFT/UAV											
AIR FORCE ACCEPTANCE DATE						19890331					
TOTAL FLIGHT HOURS						10701.4					
LAST OVERHAUL DATE						20110212					
HOURS SINCE OVERHAUL						1566.5					
OVERHAULING ACTIVITY (<i>Name & Location</i>)						WRALC ROBINS AFB, GA					
DATE OF LAST SCHEDULED INSPECTION						20140307					
HOURS SINCE LAST SCHEDULED INSPECTION						1.6					
TYPE OF LAST SCHEDULED INSPECTION						HSC					
ENGINE (Complete a Column for each Engine)											
INSTALLED POSITION	1		2		3		4				
ENGINE MODEL AND SERIES	T56-15		T56-15		T56-15		T56-15				
ENGINE SERIAL NUMBER	114235		103442		113721		113997				
TOTAL ENGINE HOURS	10169.6		8234.2		8493.8		8030.7				
HOURS SINCE LAST OVERHAUL / PE	4505.9		8234.2		8493.8		1320.6				
DATE OF LAST OVERHAUL / PE	20140723		N/A		N/A		20110119				
OVERHAUL / PE ACTIVITY	Compressor/Std Arw		N/A		N/A		Compressor/Std Arw				
DATE LAST INSTALLED	20140304		20141019		20101005		20140221				
HOURS SINCE INSTALLATION	111.2		15.4		1566.5		111.2				
DATE OF LAST SCHEDULED INSPECTION	20141120		20141120		20141120		20141120				
TYPE OF LAST SCHEDULED INSPECTION	HSC		HSC		HSC		HSC				
FUEL (<i>Type & Octane Rating</i>)	JET A-1 & JP-8		JET A-1 & JP-8		JET A-1 & JP-8		JET A-1 & JP-8				
DR REQUESTED											
4. SOAP SAMPLES (Engine, Gearbox EPU/ APU, or other item)											
ITEM	SERIAL NUMBER	Fe	Cr	Ag	Al	Cu	Sn	Mg	Ti	Si	Pb
5. AIRCRAFT/UAV DAMAGE											
<input type="checkbox"/> DESTROYED <input type="checkbox"/> REPAIRABLE											

D2. C-130H AIRCRAFT AFTO 781 FORMS



1. FROM 2014124			2. TO			3. MDS C130H			4. SERIAL NUMBER 88004404						
5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI															
TYPE	ACCOMPLISHED BY	COMPLETED		TYPE	ACCOMPLISHED BY	COMPLETED									
		DATE	TIME			DATE	TIME								
PR	---	2014124	1700Z												
BW/PR	---	2014125	0230Z												
PR	---	20141201	1700Z												
6. STATUS DATA															
SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)				STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)						
	<input checked="" type="checkbox"/>	13	2	38278 MSgt USAF				25	37						
	<input checked="" type="checkbox"/>	14						26	38						
		15						27	39						
		16						28	40						
		17						29	41						
		18						30	42						
		19						31	43						
		20						32	44						
		21						33	45						
		22						34	46						
		23						35	47						
		24						36	48						
7.															
AIRFRAME TIME		8. LANDINGS		9. CART/JFS STARTS				10. ENGINE CYCLE DOCUMENTATION							
PREVIOUS	10701.4	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
		6640	10522												
FLIGHTS	1														
	2														
	3														
	4														
	5														
	6														
	7														
	8														
	9														
	10														
	11														
	12														
TOTAL															

AFTO FORM 781H, 20100915

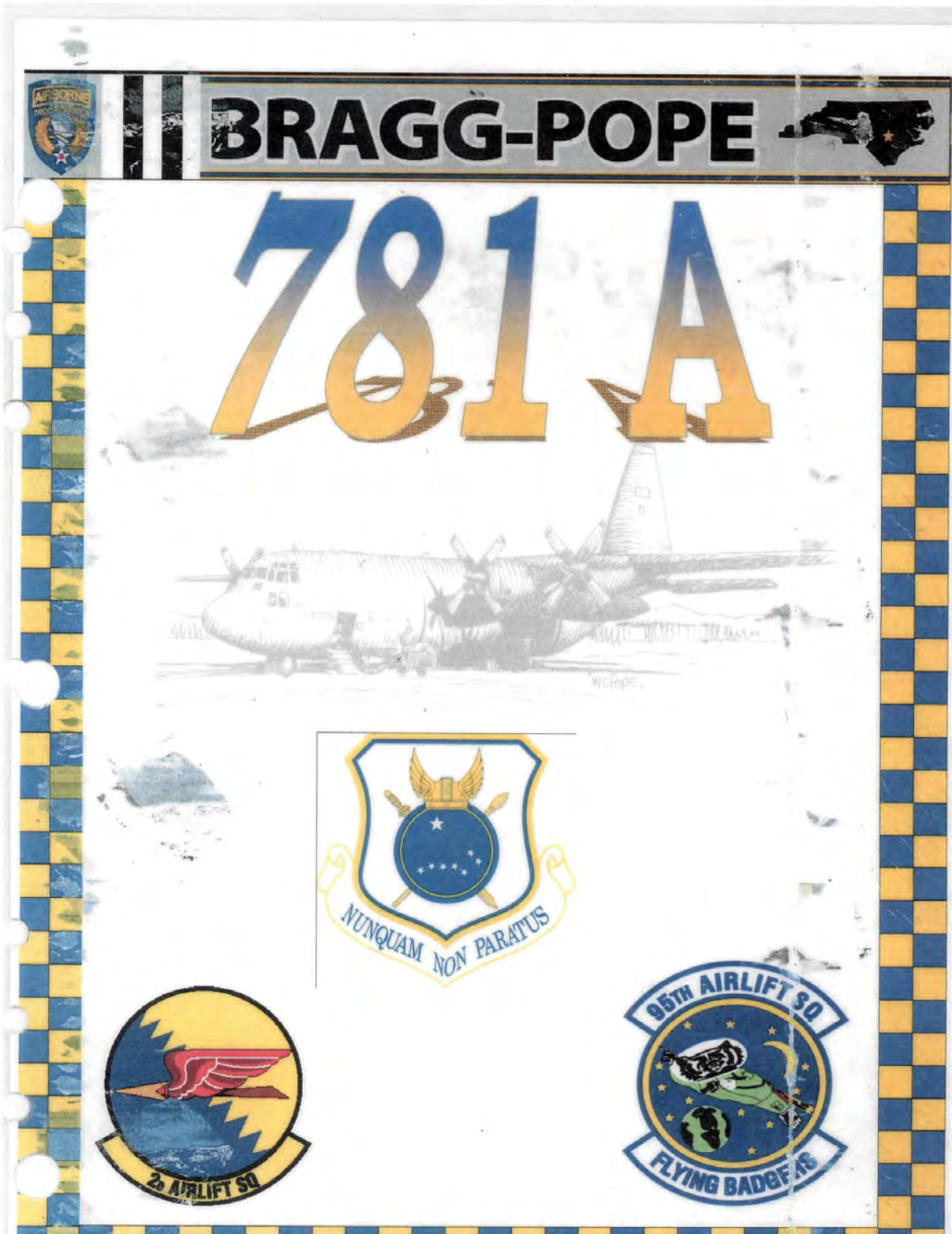
PREVIOUS EDITION IS OBSOLETE

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE

11. SERVICING DATA																					
FUEL (Pounds, Gallons or Liters)			OIL (Half-pints, pints, quarts, gallons or liters)														OXY PRESS OR QTY	NITROGEN	V. SER		
OCTANE OR GRADE	QTY SRVCD	TOTAL IN TANKS	1		2		3		4		5		6		APL					8	
			SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN				SER	IN
PRE TOT	JAA	21,000P		44	44	44	44									4			22L	N/A	
1	JAA	0G 21,000P	0	44	0	44	0	44	0	44						0	4		20L	N/A	
2	JAA	140G 30,000P																	18L	N/A	
3	JAA	0G 30,000P														0	4		24L	N/A	
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					
16																					
17																					
18																					

12. SERVICING CERTIFICATION (Signature, Employee Number, and Station at Which Servicing is Accomplished)											
1	BY	PAAF	72019	7	BY		13	BY		DATE	
	AT	PAAF	20141124		AT			AT		DATE	
2	BY			8	BY		14	BY		DATE	
	AT	PAAF	214126		AT			AT		DATE	
3	BY			9	BY		15	BY		DATE	
	AT	PAAF	20141201		AT			AT		DATE	
4	BY			10	BY		16	BY		DATE	
	AT		DATE		AT			AT		DATE	
5	BY			11	BY		17	BY		DATE	
	AT		DATE		AT			AT		DATE	
6	BY			12	BY		18	BY		DATE	
	AT		DATE		AT			AT		DATE	

AFTO FORM 781H, 20100915



DATE FROM:	TO	MDS:	SERIAL NUMBER:	NOTES PAGE
2014/12/01		C130H	88004404	
NOTE NUMBER	NOTE VERBIAGE			
0212 -	-CB'S ESU-CB2A AND ESU-CB2B ARE PULLED AND COLLARED IN ACCORDANCE WITH TO 1C-130-1821E			
0600 -	-FORMS TRANSCRIBED BY: _____			
0601 -	-FORMS REVIEWED BY: _____			
0605 -	-PLEASE CONCUR. ALL MAINTENANCE PERSONNEL WILL PHYSICALLY TAKE HOLD AND ENSURE TIGHTNESS OF ALL BRAKE QUICK DISCONNECTS DURING FOLLOWING SITUATIONS:			
0606 -	-GEAR SWINGS, ENGINE RUNS, TOWING, BPO'S, THRUFLIGHTS AND BEFORE EACH FLIGHT. VISUAL INSPECTION DOES NOT SATISFY THIS REQUIREMENT			

AFTO FORM 781A (INFORMATIONAL NOTES) MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2014/12/01		TO	MDS: C130H	SERIAL NUMBER: 88004404	PAGE 1 OF	PAGES
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	2677085	2014/09/24		<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 46DAF		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
FUEL -#2 TANK FUEL LEAK AT WING STATION 72. CLASS A CONDITION 1. CAUSED FROM LEAKING RIVET. TEMP REPAIRED TO NO LEAK CONDITION						
DISCOVERED BY (PRINT)				EMPLOYEE NO	CORRECTED BY	
					EMPLOYEE NO	
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	2807048	2011/10/07	INSP @ ISO REPAIR @ DEPOT	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 1321N		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-FS 196 LEFT AND RIGHT CRACKED IN RADIUS REQUIRES SMO PER TAR 2011-04638 & 2011-04662 (KEEP IN 781A)						
DISCOVERED BY (PRINT)				EMPLOYEE NO	CORRECTED BY	
					EMPLOYEE NO	
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3261180	2014/11/24	ACFT FLY I'S & R'S / DOPP	<input type="checkbox"/>	<input type="checkbox"/>	20141201
WUC/REF DESIGNATOR 0413C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-ENGINE INTAKE AND EXHAUST INSPECTIONS DUE PRIOR TO FLIGHT				I & S INSP C1W I & S 11-1304-2-7036-00-1 20-10-11		
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO	CORRECTED BY	
					EMPLOYEE NO	

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2014/12/01		TO	MDS: C130H	SERIAL NUMBER: 88004404	PAGE 2 OF _____ PAGES	
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
3281181	3281181	2014/11/24	ACFT FLY I'S & E'S / DOPP	<input type="checkbox"/>	<input type="checkbox"/>	20141201
WUC/REF DESIGNATOR 04199		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY				Dopp Insp CW		
AIACC-AIRCRAFT PANEL INTEGRITY / DOPP INSPECTION DUE PRIOR TO FLIGHT				JALW 626-440M46-10-1		
				All LEDs		
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	CORRECTED BY		EMPLOYEE NO
INSPECTED BY			EMPLOYEE NO			
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
3301648	3301648	2014/11/26	MLG TRACK LUBE	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 1311C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-LUBRICATE MLG TRACKS IAW						
T.O. 1C-130H-2-12JG-20-1, S/S/N 12-20-07						
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	CORRECTED BY		EMPLOYEE NO
INSPECTED BY			EMPLOYEE NO			
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
3301649	3301649	2014/11/26	OIL LEVEL CHECK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 32500		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-ENGINE PROPELLER FOR PROPER OIL LEVEL. (IF SERVICING IS REQUIRED REF TO T.O. 1C-130H-2-12JG-10-2						
S/S/N 12-16-03				LOC:01		
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	CORRECTED BY		EMPLOYEE NO
INSPECTED BY			EMPLOYEE NO			

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2014/12/01		TO	MDS: C130H	SERIAL NUMBER: 88004404	PAGE 3 OF	PAGES
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301650	2014/11/26	OIL LEVEL CHECK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 32500		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-ENGINE PROPELLER FOR PROPER OIL LEVEL (IF SERVICE IS REQUIRED REF TO T.O. 1C-130H-2-12JG-10-2 S/S/N 12-16-03 LOC:02						
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO	INSPECTED BY	
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301651	2014/11/26	OIL LEVEL CHECK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 32500		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-ENGINE PROPELLER FOR PROPER OIL LEVEL (IF SERVICE IS REQUIRED REF TO T.O. 1C-130H-2-12JG-10-2 S/S/N 12-16-03 LOC:03						
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO	INSPECTED BY	
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301652	2014/11/26	OIL LEVEL CHECK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 32500		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
AIACC-ENGINE PROPELLER FOR PROPER OIL LEVEL (IF SERVICE IS REQUIRED REF TO T.O. 1C-130H-2-12JG-10-2 S/S/N 12-16-03 LOC:04						
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO	INSPECTED BY	

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2014/12/01		TO	MDS: C130H	SERIAL NUMBER: 88004404	PAGE 4 OF _____ PAGES	
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301653	2014/11/26	INSP BRUSH BLOCK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 3253C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
A1ACC-INSP & CLEAN BRUSH BLOCK IAW TO 1C-130H-2-61JG-2						
0-1, 61-20-18						
LOC:01						
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	INSPECTED BY		EMPLOYEE NO
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301654	2014/11/26	INSP BRUSH BLOCK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 3253C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
A1ACC-INSP & CLEAN BRUSH BLOCK IAW TO 1C-130H-2-61JG-2						
0-1, 61-20-18						
LOC:02						
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	INSPECTED BY		EMPLOYEE NO
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301655	2014/11/26	INSP BRUSH BLOCK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 3253C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
A1ACC-INSP & CLEAN BRUSH BLOCK IAW TO 1C-130H-2-61JG-2						
0-1, 61-20-18						
LOC:03						
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	INSPECTED BY		EMPLOYEE NO

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2014/12/01		TO	MDS: C130H	SERIAL NUMBER: 88004404	PAGE 5 OF	PAGES
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301656	2014/11/26	INSP BRUSH BLOCK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 3253C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
A1ACC-INSP & CLEAN BRUSH BLOCK IAW TO 1C-130H-2-61JG-2						
0-1, 61-20-18						
LOC:04						
DISCOVERED BY (PRINT) G081 GENERATED JOB			EMPLOYEE NO	CORRECTED BY		EMPLOYEE NO
INSPECTED BY			EMPLOYEE NO			
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	3301677	2014/11/26	180D MA-4B BOMB RACK	<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 12616		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
A1ASE-EVERY 180D INSPECT THE MA-4/B BOMB RACK FOR						
CORROSION, DAMAGE AND LOOSE OR MISSING HARDWARE.						
PERFORM ADS OPS CK IAW TO 1C-130H-2-25JG-00-1;25-81-02						
DISCOVERED BY (PRINT) G061 GENERATED JOB			EMPLOYEE NO	CORRECTED BY		EMPLOYEE NO
INSPECTED BY			EMPLOYEE NO			
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	336 5326	20141202		<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 04116		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
Aircraft Impounded for mishap						
Investigation Per Col. MXG/c						
Primary Impound Official						
AIT Impound Official						
Jan AFI 21-101 9.4.2,						
DISCOVERED BY (PRINT)			EMPLOYEE NO	CORRECTED BY		EMPLOYEE NO
INSPECTED BY			EMPLOYEE NO			

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

D3. C-27J AIRCRAFT MAINTENANCE & MATERIEL REPORT, AF FORM 711C

AIRCRAFT/UAV MAINTENANCE AND MATERIEL REPORT												
1. AIRCRAFT SERIAL NUMBER 178 (10-27030)						2. MISSION DESIGN AND SERIES (MDS) C-27J (U.S. ARMY)						
3. HISTORICAL DATA												
AIRCRAFT/UAV												
AIR FORCE ACCEPTANCE DATE						ARMY ACCEPTANCE DATE 20140918 No AF Possession						
TOTAL FLIGHT HOURS						149.6						
LAST OVERHAUL DATE						N/A						
HOURS SINCE OVERHAUL						N/A						
OVERHAULING ACTIVITY (Name & Location)						N/A						
DATE OF LAST SCHEDULED INSPECTION						20140314						
HOURS SINCE LAST SCHEDULED INSPECTION						NO HRS Based on records date						
TYPE OF LAST SCHEDULED INSPECTION						A1 & HSC 1						
ENGINE (Complete a Column for each Engine)												
INSTALLED POSITION		1		2		3		4				
ENGINE MODEL AND SERIES		AE-2100D2A		AE-2100D2A								
ENGINE SERIAL NUMBER		CAE-560151		CAE-560136								
TOTAL ENGINE HOURS		149.6		149.6								
HOURS SINCE LAST OVERHAUL / PE		N/A		N/A								
DATE OF LAST OVERHAUL / PE		N/A		N/A								
OVERHAUL / PE ACTIVITY		N/A		N/A								
DATE LAST INSTALLED												
HOURS SINCE INSTALLATION		149.6		149.6								
DATE OF LAST SCHEDULED INSPECTION		20140314		20140314								
TYPE OF LAST SCHEDULED INSPECTION		A1 & HSC1		A1 & HSC1								
FUEL (Type & Octane Rating)		JET A-1 & JP-8		JET A-1 & JP-8								
DR REQUESTED												
4. SOAP SAMPLES (Engine, Gearbox, EPU/APU, or other item)												
ITEM	SERIAL NUMBER	Fe	Cr	Ag	Al	Cu	Sn	Mg	Ti	Si	Pb	
	N/A											
5. AIRCRAFT/UAV DAMAGE												
<input type="checkbox"/> DESTROYED <input type="checkbox"/> REPAIRABLE												

AF IMT 711C 20050501 V1

PREVIOUS EDITION IS OBSOLETE.

D4. C-27J AIRCRAFT DA 2408 FORMS

1. DATE 01 Dec 14		2. SERIAL NUMBER 1027030		3. MODEL C27J		4. ORGANIZATION USASOC FLT CO.		5. STATION FBNC											
6a. FLIGHT DATA		FROM KPOB		TO															
TIME	FROM 1750	TO	TO 2030	FLT HRS 2.7	LDG. STD 7	AUTOROTATIONS HOV: TOUCHDOWN:		START #1 1	START #2 1										
MISSION ID	STD T	CONFIG	LOADS: INTERNAL	EXTERNAL	PASSENGERS 0	CYC 1	HSF												
ROUNDS	7.62	.50 Cal	30mm	ROCKET	HELLFIRE														
STATUS	7.62	.50 Cal	30mm	ROCKET	HELLFIRE	APU STARTS	HOURS	HOUR METER HOURS											
HIT CHECK NO. 1 ENGINE	HIT CHECK NO. 2 ENGINE		HOIST CYC		AERIAL REFUEL PROBE														
					EXTEND	RETRACT	CONNECT												
b. PERSONNEL DATA				c. DUTY SYMBOL/FLIGHT SYMBOL/HOURS/SEAT															
NAME	RANK	PID		DS	FS	HR	S	DS	FS	HR	S	DS	FS	HR	S	DS	FS	HR	S
	09C			SP	N	0.2		SP	NG	2.5									
	07C			P1	N	0.2		P1	NG	2.2		CP	NG	0.3					
	G1W			CP	N	0.2		CP	NG	2.2		A	NG	0.3					
	SFC			FE	N	0.2		FE	NG	2.3									
	SSC			S1	N	0.2		S1	NG	2.5									
-last entry -																			
7. SERVICING DATA																			
FUEL ADDED (GALLONS)	GRADE	IN TANKS	OIL 1	GRADE	OIL 2	GRADE	APU	GRADE	OXY-GEN	ANTI-ICING	SERVICED BY	LOCATION							
	Jet A	10,550	1.6		6.5		5.0		96/3			POB							
596	Jet A	14,000										FBS							
												TOTALS							

6a. FLIGHT		DATA	FROM	TO		TO													
TIME	FROM	TO	TO	FLT HRS	LDG: STD	AUTO:	STARTS #1												
						HOV:	TOUCHDOWN:												
MISSION ID	STD	CONFIG	LOADS: INTERNAL	EXTERNAL	PASSENGERS	CYC	HSF												
ROUNDS	7.62	.50 Cal	30mm	ROCKET		HELLFIRE													
STATUS	7.62	.50 Cal	30mm	ROCKET	HELLFIRE	APU: STARTS	HOUR METER HRS												
HIT CHECK NO. 1 ENGINE	HIT CHECK NO. 2 ENGINE		HOIST CYC		AERIAL REFUEL PROBE														
				EXTEND	RETRACT	CONNECT													
b. PERSONNEL DATA			c. DUTY SYMBOL/FLIGHT SYMBOL/HOURS/SEAT																
NAME	RANK	PID	DS	FS	HR	S	DS	FS	HR	S	DS	FS	HR	S	DS	FS	HR	S	
8a. FLIGHT		DATA	FROM	TO		TO													
TIME	FROM	TO	TO	FLT HRS	LDG: STD	AUTO:	STARTS #1												
						HOV:	TOUCHDOWN:												
MISSION ID	STD	CONFIG	LOADS: INTERNAL	EXTERNAL	PASSENGERS	CYC	HSF												
ROUNDS	7.62	.50 Cal	30mm	ROCKET		HELLFIRE													
STATUS	7.62	.50 Cal	30mm	ROCKET	HELLFIRE	APU: STARTS	HOUR METER HRS												
HIT CHECK NO. 1 ENGINE	HIT CHECK NO. 2 ENGINE		HOIST CYC		AERIAL REFUEL PROBE														
				EXTEND	RETRACT	CONNECT													
b. PERSONNEL DATA			c. DUTY SYMBOL/FLIGHT SYMBOL/HOURS/SEAT																
NAME	RANK	PID	DS	FS	HR	S	DS	FS	HR	S	DS	FS	HR	S	DS	FS	HR	S	
8. TOTALS	FLIGHT HOURS		LANDINGS: STD	AUTO			APU: STARTS		HOURS										
				HOV:				TOUCHDOWN:											
HOUR METER HOURS			STARTS: #1		#2		CYCLES		HSF										
ROUNDS	7.62	.50 Cal	30mm	ROCKET		HELLFIRE													
HOIST CYC		AERIAL REFUEL PROBE																	
				EXTEND	RETRACT	CONNECT													

DATE 01 Dec 14			NUMBER OF PAGES IN FLIGHT PACK						
1. AIRCRAFT SERIAL NUMBER 1027030		2. MODEL C27J		3. UIC W49BAA	4. STATION FBNC		5. NAME OF CE/MECH		
6. STATIC LINE HISTORY DATA			7. ENGINE HOURS			8. ROUNDS FIRED AIR-FRAME		9. ENGINE CYCLES	
		J	B	ENG #1	ENG #2	HR METER	NO. 1		NO. 2
JUMPERS									
BUNDLES				CURRENT	149.6	149.6	147.2/148	83	86
TOTAL (PREVIOUS)		230	6	TODAY					
TOTAL THIS DATE				TOTAL					
TOTAL (CUMULATIVE)									
10. SYSTEM STATUS					11. FLIGHT DATA				
ACFT	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>				AIRCRAFT HOURS	LANDINGS		HSF/ CYCLES	
						STD	AUTO		
						CURRENT	149.6		200
						TODAY			
ARM					TOTAL				
ELECT									
OTHER									
12. SCHEDULED INSPECTION INFORMATION									
a. HOURS OF OPERATION SINCE LAST GENERATION	b. NEXT PHASE/SCHEDULED INSP (NO.)			d. HOURS OF OPERATION TO NEXT PHASE/SCHEDULED INSP	e. PMD DUE				
	c. NEXT PHASE/SCHEDULED INSP DUE AT				DATE COMPLETED				
	145C1				01 DEC 14				
	14 Nov 15			600.2	PIN				
13. LOCAL USE									

DA FORM 2408-13
EDITION OF DEC 66 IS OBSOLETE

AIRCRAFT STATUS INFORMATION RECORD
For use of this form, see DA Pam 738-751; the proponent agency is DCSLOG

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE <i>01 Dec 14</i>		4. PAGE 1	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
<input checked="" type="checkbox"/> JS	SYS A	DATE 22 SEP 14	TIME 0900	PID		DATE	TIME	ACFT HRS	
FAULTS REMARKS: Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.					ACTION				
ACFT HRS 40.9					WHEN DISC		HOW REC		MALE EFF
P/N					S/N		P/N		S/N
P/N					S/N		TI P/N		TI MANHOURS
STATUS 3	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID		DATE <i>01 Dec 14</i>	TIME <i>1700</i>	ACFT HRS <i>149.6</i>
FAULTS REMARKS: Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.					ACTION <i>Disengaged</i>				
ACFT HRS 40.9					WHEN DISC		HOW REC		MALE EFF
P/N					S/N		P/N		S/N
P/N					S/N		TI P/N		TI MANHOURS
STATUS 5	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID		DATE <i>01 Dec 14</i>	TIME <i>1700</i>	ACFT HRS <i>149.6</i>
FAULTS REMARKS: Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.					ACTION <i>100% 10-100%</i>				
ACFT HRS 40.9					WHEN DISC		HOW REC		MALE EFF
P/N					S/N		P/N		S/N
P/N					S/N		TI P/N		TI MANHOURS

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS			
A	A	26 Nov 14		1900		21 Dec 14	0755	149.6			
FAULTS REMARKS Daily Inspection Required.						ACTION Daily Insp Completed					
ACFT HRS		WHEN DISC		HOW REC		MAL EFF		P/N		S/N	
149.6											
STATUS						DATE		TIME		ACFT HRS	
A						6 Oct 14		1400			
FAULTS REMARKS #2 Oil Cooler flap indications stays at 99-107 But flap functions in Auto & Manual						ACTION					
ACFT HRS		WHEN DISC		HOW REC		MAL EFF		P/N		S/N	
65.1											
STATUS						DATE		TIME		ACFT HRS	
A						5 Nov 14		2230			
FAULTS REMARKS Loadmaster Quickdraw O2 Mux missing						ACTION					
ACFT HRS		WHEN DISC		HOW REC		MAL EFF		P/N		S/N	
130.2											

REVERSE OF DA FORM 2408-13-1, OCT 97

1 AIRCRAFT SERIAL NUMBER 1027030				2 MODEL C27J		3 DATE <i>01 Dec 14</i>		4 PAGE <i>2</i>	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS <i>A</i>	DATE <i>19 Nov 14</i>	NO	TIME <i>1200</i>	PID	DATE <i>01 Dec 14</i>	TIME <i>0755</i>	ACFT HRS <i>149.6</i>	
FAULTS REMARKS <i>APU Drain mast should be broken off</i>						ACTION <i>Previously C/W Duplicate Wktup</i>			
ACFT HRS <i>137.5</i>		WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS <i>A</i>	DATE <i>14 Nov 14</i>	NO	TIME <i>1500</i>	PID	DATE	TIME	ACFT HRS	
FAULTS REMARKS <i>Vu4 Radio does not x-mitt or receive</i>						ACTION			
ACFT HRS <i>142.3</i>		WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS <i>A</i>	DATE <i>14 Nov 14</i>	NO	TIME <i>1500</i>	PID	DATE	TIME	ACFT HRS	
FAULTS REMARKS <i>TCAS fail (aw reset in flight) fault code 3443013</i>						ACTION			
ACFT HRS <i>142.3</i>		WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	21NOV14		1130											
FAULTS REMARKS							ACTION								
I2 ENG #5 BLADE HAS NICK ON BLADE FACE															
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
P/N	S/N	TI MANHOURS		P/N		S/N		TI MANHOURS							
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	21NOV14		1230											
FAULTS REMARKS							ACTION								
I2 ENG OIL COOLER FLAP HAS A CRACK IN EACH FLAP CORNER MARKED IN RED															
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
P/N	S/N	TI MANHOURS		P/N		S/N		TI MANHOURS							
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	21NOV14		1145											
FAULTS REMARKS							ACTION								
CTTK LVL SENS FAIL ACHMS ILLUMINATES INTER NIGHTLY															
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
P/N	S/N	TI MANHOURS		P/N		S/N		TI MANHOURS							

REVERSE OF DA FORM 2408-13-1, OCT 97

AIRCRAFT SERIAL NUMBER 1027030				2 MODEL C27J		3 DATE 21 Dec 14		4 PAGE 3			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
	A	26 NOV 14		1840							
FAULTS REMARKS RH TANK LVL SENS FAIL ACAWS INTERMITTANT						ACTION					
ACFT HRS 149.0						WHEN DISC		HOW REC		MAL EFF	
P/N						S/N		P/N		S/N	
STATUS						DATE		TIME		ACFT HRS	
	A	26 NOV 14		2000		21 DEC 14	0900	149.6			
FAULTS REMARKS GUST LOCKS INSTALLED						ACTION GUST LOCKS REMOVED AW 1027J -2-2					
ACFT HRS 149.6						WHEN DISC		HOW REC		MAL EFF	
P/N						S/N		P/N		S/N	
STATUS						DATE		TIME		ACFT HRS	
	A	01 DEC 14		0700							
FAULTS REMARKS OIL COOLER EXTERNAL MATRIX VIS INSP. REP.						ACTION COMPLETE * NEXT DUE 8 DEC 14					
ACFT HRS 149.6						WHEN DISC		HOW REC		MAL EFF	
P/N						S/N		P/N		S/N	

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<input checked="" type="checkbox"/>	A	01 DEC 14		0700		17 DEC 14	0700	141.0							
FAULTS REMARKS FD-155 - REV A ALERON BELLCRANK INSP REQ.							ACTION COMPLETE								
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N			S/N						
P/N			S/N				TIPIID			TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<input checked="" type="checkbox"/>	A	1 DEC 14		2030											
FAULTS REMARKS FLT 1 APPEARS TO HAVE HAD A MID-AIR COLLISION WITH ANOTHER AIRCRAFT. (CONT)							ACTION								
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N			S/N						
P/N			S/N				TIPIID			TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
FAULTS REMARKS DAMAGE TO TAIL, RUDDER AND RIGHT WING TIP.							ACTION								
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N			S/N						
P/N			S/N				TIPIID			TI MANHOURS					

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 26 Nov 14		4. PAGE 1	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
<input checked="" type="checkbox"/> GS	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 26 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.					ACTION CF				
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N				
P/N					S/N				
STATUS	A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 26 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.					ACTION CF				
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N				
P/N					S/N				
STATUS	A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 26 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.					ACTION CF				
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N				
P/N					S/N				

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
X	A	24 Nov 14		1145		24 Nov 14	1345	147.3			
FAULTS.REMARKS Daily Inspection Required.						ACTION Completed					
ACFT HRS 147.3			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS		
ACFT HRS 147.3			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
/	A	06 Oct 14		1400		26 Nov 14					
FAULTS.REMARKS #2 Oil Cooler Flap Indication stays at 99-100. But flap functions in Auto and Manual						ACTION CF					
ACFT HRS 65.1			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS		
ACFT HRS 65.1			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
/	A	05 Nov 14		2230		26 Nov 14					
FAULTS.REMARKS Loadmaster Quickdown O2 mask missing						ACTION CF					
ACFT HRS 130.2			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS		
ACFT HRS 130.2			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS		

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 26 Nov 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	18 Nov 14		1200		26 Nov 14			
FAULTS REMARKS APU Drain Mast shroud Broken off						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TI MANHOURS			
1375									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	14 Nov 14		1500		26 Nov 14			
FAULTS REMARKS Vu4 Radio Inop, does not x-mitt or Receive						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TI MANHOURS			
142.8									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	14 Nov 14		1500		26 Nov 14			
FAULTS REMARKS TCAS fail, can Reset in flight Fault code: 3443013						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TI MANHOURS			
142.8									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION						
STATUS	SYS	DATE	NO	TIME			DATE	TIME	ACFT HRS				
	A	21 Nov 14		1130			21 Nov 14						
FAULTS.REMARKS							ACTION						
#2 Eng, #5 Blade has nick on Blade Face							CF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF				PID	CAT	HRS	PID	CAT	HRS	
145.3													
P/N				S/N			TIPID				TI MANHOURS		
STATUS	SYS	DATE	NO	TIME			DATE	TIME	ACFT HRS				
	A	21 Nov 14		1230			21 Nov 14						
FAULTS.REMARKS							ACTION						
#2 Eng Oil Cooler Flap has a crack in each FWD cover Marked in RED							CF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF				PID	CAT	HRS	PID	CAT	HRS	
145.3													
P/N				S/N			TIPID				TI MANHOURS		
STATUS	SYS	DATE	NO	TIME			DATE	TIME	ACFT HRS				
	A	21 Nov 14		1145			21 Nov 14						
FAULTS.REMARKS							ACTION						
LTK LVL Sens fail ACAWS Illuminates intermitantly							CF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF				PID	CAT	HRS	PID	CAT	HRS	
145.3													
P/N				S/N			TIPID				TI MANHOURS		

REVERSE OF DA FORM 2408-13-1, OCT 97

AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 26NOV14		4. PAGE 3			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS X	SYS A	DATE 29NOV14	NO	TIME 1500	PIN	DATE 26NOV14	TIME 0730	ACFT HRS 147.3			
FAULTS REMARKS Airbrake Gust Locks Installed						ACTION Gust locks Rem IAW PIC275-2-2					
ACFT HRS 145.3						WHEN DISC			HOW REC		
P/N						P/N			S/N		
P/N						TIPIID 6305113			TI MANHOURS		
STATUS X	SYS A	DATE 26NOV14	NO	TIME 1840	PIN	DATE 26NOV14	TIME	ACFT HRS			
FAULTS REMARKS RH TANK LVL SENS fail ACALS Intermittent						ACTION CF					
ACFT HRS						WHEN DISC			HOW REC		
P/N						P/N			S/N		
P/N						TIPIID			TI MANHOURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
FAULTS REMARKS						ACTION					
ACFT HRS						WHEN DISC			HOW REC		
P/N						P/N			S/N		
P/N						TIPIID			TI MANHOURS		

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

1. AIRCRAFT SERIAL NUMBER 1027030		2. MODEL C27J		3. DATE 24 NOV 14		4. PAGE 1	
PART I - FAULT INFORMATION				PART II - CORRECTING INFORMATION			
<input checked="" type="checkbox"/> US	SYS A	DATE 22 SEP 14	TIME 0900	PID	DATE 25 NOV 14	TIME	ACFT HRS
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.				ACTION CF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
STATUS A				DATE 22 SEP 14	NO	TIME 0900	PID
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.				ACTION CF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
STATUS A				DATE 22 SEP 14	NO	TIME 0900	PID
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.				ACTION CF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-761; the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
R	A	14 Nov 14		2205		14 Nov 14	2300	1452			
FAULTS.REMARKS Daily Inspection Required.						ACTION Completed					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N			S/N				
145.5											
P/N	TI MANHOURS										
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
	A	06 Oct 14		1400		25 Nov 14					
FAULTS.REMARKS Oil cooler flap indication stays at 99-100 but flap functions in state of retraction						ACTION CF					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N			S/N				
65.1											
P/N	TI MANHOURS										
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
	A	05 Nov 14		2200		25 Nov 14					
FAULTS.REMARKS Lead resistor Quickdon O ₂ missg						ACTION CF					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N			S/N				
30.2											
P/N	TI MANHOURS										

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 24 Nov 14		4. PAGE 2	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
/	A	16 Nov 14		1200		25 Nov 14			
FAULTS REMARKS <i>Appl drain must be turned back off</i>					ACTION CF				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TIPID	TI MANHOURS		
127.5									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
/	A	14 Nov 14		1500		25 Nov 14			
FAULTS REMARKS <i>21.1 #2 VU9 Radio Inop, does not receive on Rec'd</i>					ACTION CF				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TIPID	TI MANHOURS		
140.8									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
/	A	14 Nov 14		1530		25 Nov 14			
FAULTS REMARKS <i>1st #2 TEAS bad, can't reset in flight Fault code 3043013</i>					ACTION CF				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TIPID	TI MANHOURS		
230.8									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<i>R</i>	<i>A</i>	<i>17 Nov 14</i>		<i>0945</i>		<i>17 Nov 14</i>	<i>1500</i>	<i>145.3</i>							
FAULTS/REMARKS							ACTION								
<i>4 month A&H Landing gear check due.</i>							<i>check C/W IAW IC-27J-2-2 * PARA 423.3, 423.4 update 200Landing A/SO</i>								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TIPID	TI MANHOURS								
<i>145.3</i>															
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<i>B</i>	<i>A</i>	<i>17 Nov 14</i>		<i>1700</i>		<i>17 Nov 14</i>	<i>1800</i>	<i>145.3</i>							
FAULTS/REMARKS							ACTION								
<i>Suspected fuel leak under #1 wing</i>							<i>I NSP 6 CLEAN NO FUEL LEAK NOTED, NO HYDRAULIC FLUID NOTED</i>								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TIPID	TI MANHOURS								
<i>145.3</i>															
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<i>R</i>	<i>A</i>	<i>17 Nov 14</i>		<i>1800</i>		<i>17 Nov 14</i>	<i>1100</i>	<i>145.3</i>							
FAULTS/REMARKS							ACTION								
<i>Daily Update Insp due</i>							<i>Completed</i>								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TIPID	TI MANHOURS								
<i>145.3</i>															

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 24 NOV 14		4. PAGE 3	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS A	SYS A	DATE 18 NOV 14	NO	TIME 1200	PID	DATE 20 NOV 14	TIME 2000	ACFT HRS 145.3	
FAULTS REMARKS FUEL SEEP LEFT WING ROOT DRAIN AREA					ACTION Installed click Patch JAW TO 1-1-3				
ACFT HRS 145.3	WHEN DISC	HOW REC	MAL EFF	PIN	S/N	ROUNDS	ACTION CODE	WUC	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS F	SYS A	DATE 19 NOV 14	NO	TIME 1530	PID	DATE 19 NOV 14	TIME 1520	ACFT HRS 145.3	
FAULTS REMARKS 50hr Hyd samples Retake					ACTION TAKEN JAW 1627-2-4				
ACFT HRS 145.3	WHEN DISC	HOW REC	MAL EFF	PIN	S/N	ROUNDS	ACTION CODE	WUC	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS A	SYS A	DATE 21 NOV 14	NO	TIME 0900	PID	DATE 21 NOV 14	TIME 0900	ACFT HRS 145.3	
FAULTS REMARKS Temp Repair Fuel Seep 4/center wing root behind panel 521G					ACTION scribed to -14-				
ACFT HRS 145.3	WHEN DISC	HOW REC	MAL EFF	PIN	S/N	ROUNDS	ACTION CODE	WUC	

DA FORM 2408-13-1, OCT 97
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AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
	A	21 NOV 14		1130		25 NOV 14					
FAULTS.REMARKS						ACTION					
#2 ENG #5 BLADE HAS NICK ON BLADE FACE						CF					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N		S/N		TI MANHOURS			
145.3											
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
A	A	21 NOV 14		1130		21 NOV 14	1400	145.3			
FAULTS.REMARKS						ACTION					
Turbo prop powerplant special insp (50hr) 2 individual insp due						Complete					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N		S/N		TI MANHOURS			
145.3											
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
F	A	21 NOV 14		1130		21 NOV 14	1300	145.3			
FAULTS.REMARKS						ACTION					
FUNCTIONAL TEST OF E/E AIR EXTRACTION/ VENTILATION EXHAUST due						complete					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N		S/N		TI MANHOURS			
145.3											

REVERSE OF DA FORM 2408-13-1, OCT 97

DATE 18 NOV 14

Page 3

1. STATUS X	2. SERIAL NUMBER <u>27030</u>	3. SYSTEM CODE <u>A</u>	4. TIME		
	5. FAULT DATE <u>18 NOV 14</u>	6. FAULT NUMBER	<u>1200</u>		
ULT <u>FUEL SERP LEFT WING ROOT DRAIN AREA</u>					
8. STA	9. RELATED MAINTENANCE ACTIONS	10. ACTION	11. PID	12. CAT	13. MMH
X	<u>PANEL 521A REMOVED</u>	<u>Installed Panel</u> ^{90D} ₉₉			
X	<u>PANEL 521A REMOVED</u>	<u>Installed Panel</u> ^{90D} ₉₉			
X	<u>TOOL & FOD CHECK</u>	<u>TOOL & FOD CHECK OK</u> ^{90D} ₉₉			

DA FORM 2408-13-2, OCT 1997
DA FORM 2408-13-2, NOV 91, MAY BE USED

RELATED MAINTENANCE ACTIONS RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG
APD PE v1.00

8. STA	9. RELATED MAINTENANCE ACTIONS	10. ACTION	11. PID	12. CAT	13. MMH

REVERSE OF DA FORM 2408-13-2, OCT 1997

APD PE v1.00

DATE 19 Nov 14

Page 4

1. STATUS		2. SERIAL NUMBER <u>27030</u>		3. SYSTEM CODE <u>A</u>		4. TIME <u>1530</u>	
ULT		5. FAULT DATE <u>19 NOV 14</u>		6. FAULT NUMBER			
50 hr Hyd samples RTAKE							
8. STA	9. RELATED MAINTENANCE ACTIONS	10. ACTION	11. PID	12. CAT	13. MMH		
<input checked="" type="checkbox"/>	#1 ENG Hyd panel removed	REINSTALLED IN W 2-30					
<input checked="" type="checkbox"/>	#2 ENG Hyd panel removed	REINSTALLED IN W 2-30					
<input checked="" type="checkbox"/>	#1 RESERVOIR Aftcock safety	RECREATED IN W 2-30			75		
<input checked="" type="checkbox"/>	#2 RESERVOIR Aftcock safety	RECREATED IN W 2-30			75		
<input checked="" type="checkbox"/>	#2 FADEC panel removed	REINSTALLED IN W 2-30					
<input checked="" type="checkbox"/>	Tool & FOD check	complete			75		

DA FORM 2408-13-2, OCT 1997
DA FORM 2408-13-2, NOV 91, MAY BE USED

RELATED MAINTENANCE ACTIONS RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG
APD PE v1.00

8. STA	9. RELATED MAINTENANCE ACTIONS	10. ACTION	11. PID	12. CAT	13. MMH

REVERSE OF DA FORM 2408-13-2, OCT 1997

APD PE v1.00

DATE 21 Nov 14 Page 5

1. STATUS		2. SERIAL NUMBER <u>030</u>		3. SYSTEM CODE <u>A</u>		4. TIME	
		5. FAULT DATE <u>21 Nov 14</u>		6. FAULT NUMBER			
FAULT TURBO PROP POWERPLANT SPECIAL INSPECTION 50 HOUR DUE.							
8. STA	9. RELATED MAINTENANCE ACTIONS	10. ACTION	11. PID	12. CAT	13. MMH		
<input checked="" type="checkbox"/>	Perform Analysis of the Downloaded NIU data.	<i>complete</i>					
<input checked="" type="checkbox"/>	Visual Check of Mechanical Bypass Indicators.	<i>complete</i>					

DA FORM 2408-13-2, OCT 1997
 DA FORM 2408-13-2, NOV 91, MAY BE USED

RELATED MAINTENANCE ACTIONS RECORD
 For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG
 APD PE v1.00

8. STA	9. RELATED MAINTENANCE ACTIONS	10. ACTION	11. PID	12. CAT	13. MMH

REVERSE OF DA FORM 2408-13-2, OCT 1997

APD PE v1.00

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 24 NOV 14		4. PAGE 6	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	21 NOV 14		1230		25 NOV 14			
FAULTS.REMARKS						ACTION			
<p>#2 ENG OIL COOLER FLAP HAS A CRACK IN EACH FWD CORNER MARKED IN RED</p>						CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N				
145.3									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
F	A	21 NOV 14		1230		21 NOV 14	1230	145.3	
FAULTS.REMARKS						ACTION			
OIL COOLER EXTERNAL MATRIX VISUAL INSP						complete			
						# NEXT AVE 28 NOV 14			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N				
145.3									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
F	A	21 NOV 14		1230		21 NOV 14	1230	145.3	
FAULTS.REMARKS						ACTION			
PD-155-REV A AIRLON BELL CRANK INSP						complete			
						# NEXT INSP DUE 28 NOV 14			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N				
145.3									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
8	A	24 Nov 14		0530	-	24 Nov 14	0615	145.3			
FAULTS.REMARKS						ACTION					
Wing Special Insp. due						Complete. No defects noted.					
ACFT HRS 145.3						P/N					
WHEN DISC						S/N					
HOW REC						TI MANHOURS					
MAL EFF						TI PID					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
	A	24 Nov 14		1145		25 Nov 14					
FAULTS.REMARKS						ACTION					
FAT 1 L TR LVL SENS FAIL ACAWS ILLUMINATES INTERMITTANLY						CF					
ACFT HRS 148.3						P/N					
WHEN DISC						S/N					
HOW REC						TI MANHOURS					
MAL EFF						TI PID					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
FAULTS.REMARKS						ACTION					
ACFT HRS						P/N					
WHEN DISC						S/N					
HOW REC						TI MANHOURS					
MAL EFF						TI PID					

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 14 Nov 14		4. PAGE 1	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 14 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.						ACTION CIF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PIID	TI MANHOURS		
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 14 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.						ACTION CIF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PIID	TI MANHOURS		
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 14 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.						ACTION CIF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PIID	TI MANHOURS		

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION						
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC	
F	A	13 NOV 14		1530		13 NOV 14	1530	140.0				
FAULTS.REMARKS Daily Inspection Required.						ACTION						
						COMPLETE						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
140.0												
P/N	S/N	TIPID	TI MANHOURS									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC	
F	A	6 OCT 14		1400		14 NOV 14						
FAULTS.REMARKS #2 OIL COOLER FLAP INDICATION STAYS AT 99-100 BUT FLAP FUNCTIONS IN AUTO & MANUAL						ACTION						
						CIF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
65.1												
P/N	S/N	TIPID	TI MANHOURS									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC	
F	A	05 NOV 14		2230		14 NOV 14						
FAULTS.REMARKS Loadmaster Quickdon O2 MASK MISSING						ACTION						
						CIF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
130.2												
P/N	S/N	TIPID	TI MANHOURS									

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 19 NOV 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	12 NOV 14		1200		14 NOV 14	2300		
FAULTS REMARKS						ACTION			
APU DRAIN MAST SHROUD BROKEN OFF						CIF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
137.5									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
STATUS	A	13 NOV 14		1345		15 NOV 14	2100	140.0	
FAULTS REMARKS						ACTION			
TCAS FAIL						TCAS SELF TEST CHECKED GOOD IAW IC-27J-2-10-2			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
140.0									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	14 NOV 14		1500		14 NOV 14			
FAULTS REMARKS						ACTION			
FLT #1 VU4 RADIO INOP, DOES NOT X-MIT OR RECEIVE						CIF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
142.8									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION							
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS		ROUNDS		ACTION CODE	WUC
	A	14 NOV 14		1500			14 NOV 14							
FAULTS.REMARKS							ACTION							
FLT#1 TCAS FAIL, CAN RESET IN FLIGHT							CIF							
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N			S/N				TI MANHOURS		
1428														
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS		ROUNDS		ACTION CODE	WUC
B	A	14 NOV 14		1500			14 NOV 14	1600	142.8					
FAULTS.REMARKS							ACTION							
Through FLT Dur							COMPLETED							
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N			S/N				TI MANHOURS		
142.8														
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS		ROUNDS		ACTION CODE	WUC
FAULTS.REMARKS							ACTION							
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N			S/N				TI MANHOURS		

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 13 NOV 14		4. PAGE 1	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
<input checked="" type="checkbox"/> JS	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 13 NOV 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.						ACTION CF			
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N	ROUNDS	ACTION CODE	WUC	
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF						P/N S/N			
P/N S/N						TIPIID TI MANHOURS			
STATUS	A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 13 NOV 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.						ACTION CF			
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N	ROUNDS	ACTION CODE	WUC	
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF						P/N S/N			
P/N S/N						TIPIID TI MANHOURS			
STATUS	A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 13 NOV 14	TIME	ACFT HRS	
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.						ACTION CF			
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N	ROUNDS	ACTION CODE	WUC	
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF						P/N S/N			
P/N S/N						TIPIID TI MANHOURS			

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION																							
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS																					
F	A	12 Nov 14		1330		12 Nov 14	1330	137.5																					
FAULTS/REMARKS Daily Inspection Required.						ACTION complete																							
						<table border="1"> <tr> <th>PID</th> <th>CAT</th> <th>HRS</th> <th>PID</th> <th>CAT</th> <th>HRS</th> <th>PID</th> <th>CAT</th> <th>HRS</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS									
PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS																					
ACFT HRS 137.5			WHEN DISC	HOW REC	MAL EFF	P/N			S/N																				
P/N			S/N			TIPIID			TI MANHOURS																				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS																					
/	A	16 Oct 14		1400		13 Nov 14																							
FAULTS/REMARKS #2 Oil Cooler Flap Indication stays at 99-100 but flap functions in Auto + manual						ACTION CF																							
						<table border="1"> <tr> <th>PID</th> <th>CAT</th> <th>HRS</th> <th>PID</th> <th>CAT</th> <th>HRS</th> <th>PID</th> <th>CAT</th> <th>HRS</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS									
PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS																					
ACFT HRS 65.1			WHEN DISC	HOW REC	MAL EFF	P/N			S/N																				
P/N			S/N			TIPIID			TI MANHOURS																				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS																					
/	A	5 Nov 14		2230		13 Nov 14																							
FAULTS/REMARKS Loadmaster Quickdon O2 mask missing						ACTION CF																							
						<table border="1"> <tr> <th>PID</th> <th>CAT</th> <th>HRS</th> <th>PID</th> <th>CAT</th> <th>HRS</th> <th>PID</th> <th>CAT</th> <th>HRS</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS									
PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS																					
ACFT HRS 130.2			WHEN DISC	HOW REC	MAL EFF	P/N			S/N																				
P/N			S/N			TIPIID			TI MANHOURS																				

REVERSE OF DA FORM 2408-13-1, OCT 97

AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 12 NOV 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	6 OCT 14		1400		12 NOV 14			
FAULTS/REMARKS						ACTION			
#2 OIL COOLER FLAP INDICATION STAYS AT 99-100 BUT FLAP FUNCTIONS IN AUTO+MANUAL						CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	
65.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	9 OCT 14		1130		07 NOV 14	1200	1359	
FAULTS/REMARKS						ACTION			
LEFT RAMP PALLET RAIL GUIDE BARRELL NUT STRIPPED BOLT NOT INSTALLED						INSPECTED, REPAIRED BARRELL NUT THREADS. BOLT NOW THREADS IN-OUT WITH NORMAL FORCE.			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	
68.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	9 OCT 14		1130		07 NOV 14	0900	1359	
FAULTS/REMARKS						ACTION			
OBS ICS FAULT ACTIONS REPEATEDLY DURING FLIGHT CLEARS & REPEATS						TROUBLESHOT, CLEANED AND RESEATED CONNECTOR AT OBSERVER'S ICS CONTROLS. MSC GOOD.			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	
68.1									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
M	A	5 NOV 14		2200	1	7 NOV 14	1430	130.2							
FAULTS REMARKS							ACTION								
TCAS FAILS INTERMITTENTLY DOES RESET FREQUENTLY FAULT CODE 3443013							RAN SELF TEST ON PROCESSOR WITH NO FAULT. SYSTEM CHECKS GOOD								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
130.2															
ACFT HRS							TI MANHOURS								
130.2							1								
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	5 NOV 14		2230		12 NOV 14									
FAULTS REMARKS							ACTION								
LOAD MASTER QUICK DON & MASK MISSING							CF								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
130.2															
ACFT HRS							TI MANHOURS								
130.2							1								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	07 NOV 14		0600		12 NOV 14	0550	135.9							
FAULTS REMARKS							ACTION								
AILERON GUST LOCKS INSTALLED							RMDV IAW IC-27J-2-2								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
135.9															
ACFT HRS							TI MANHOURS								
135.9							68043								

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 12 NOV 14		4. PAGE 3	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	WUC
<input checked="" type="checkbox"/>	A	10 NOV 14	-	0900		10 NOV 14	1100	1359	
FAULTS/REMARKS DAILY INSPECTION REQUIRED (72 HR UPDATE)					ACTION COMPLETE				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
1359									
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	WUC
<input checked="" type="checkbox"/>	A	12 NOV 14		1020		12 NOV 14	1200	1375	
FAULTS/REMARKS FLT #1 XPDR INOP EVEN AFTER 3 RESETS (OFF & ON CYCLES)					ACTION Symbol Entered in Error see below				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
1375									
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	WUC
<input checked="" type="checkbox"/>	A	12 NOV 14		1200		12 NOV 14	1200	1375	
FAULTS/REMARKS Then FLT REQUIRED					ACTION complete				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
1375									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
X	A	12 NOV 14		1200		12 NOV 14	1630	137.5			
FAULTS REMARKS						ACTION					
XPDR INOP AFTER THREE RESETS						Rat fast on IFF SW 0.1C 27J-2-10-2 25-4-4 NO faults used MACOL					
ACFT HRS 137.5						P/N					
WHEN DISC						S/N					
HOW REC						TI P/N					
MAL EFF						TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
X	A	12 NOV 14		1200		12 NOV 14					
FAULTS REMARKS						ACTION					
APU DRAIN MUST SHROUD BROKEN OFF						CF					
ACFT HRS 137.5						P/N					
WHEN DISC						S/N					
HOW REC						TI P/N					
MAL EFF						TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
FAULTS REMARKS						ACTION					
ACFT HRS						P/N					
WHEN DISC						S/N					
HOW REC						TI P/N					
MAL EFF						TI MANHOURS					

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 6 NOV 14		4. PAGE 1	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	TIME 0900	PID	DATE 6 NOV 14	TIME	ACFT HRS		
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.					ACTION CS				
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS		
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 6 NOV 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.					ACTION CS				
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS		
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID GH2534	DATE 5 Nov 14	TIME 1800	ACFT HRS 30.0	
FAULTS.REMARKS Perform a daily special inspection of the aircraft wing as specified in appendix C-2A DTD 10 MAY 2012 of the enclosed MFR DTD 25 MAR 13 # R00047K.					ACTION Daily Wing Inspection completed				
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS		

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION											
STATUS <i>L</i>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 29 SEP 14	TIME 1500	ACFT HRS 50.8	ROUNDS			ACTION CODE			WUC		
FAULTS.REMARKS CW PD-103 REV C Inspection of SPR door latches for proper engagement before each flight.						ACTION Fault entered in Error.											
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N			S/N			TI MANHOURS					
P/N						TI MANHOURS											
STATUS <i>A</i>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 6 NOV 14	TIME	ACFT HRS	ROUNDS			ACTION CODE			WUC		
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.						ACTION <i>cf</i>											
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N			S/N			TI MANHOURS					
P/N						TI MANHOURS											
STATUS <i>A</i>	SYS A	DATE 5 Nov 14	NO	TIME 1800	PID 45594	DATE 5 Nov 14	TIME 1800	ACFT HRS 130.2	ROUNDS			ACTION CODE			WUC		
FAULTS.REMARKS Daily Inspection Required.						ACTION Daily Inspection completed											
ACFT HRS 130.2			WHEN DISC	HOW REC	MAL EFF	P/N			S/N			TI MANHOURS					
P/N						TI MANHOURS											

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 6 NOV 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	13 Oct 14		0900		6 NOV 14			
FAULTS.REMARKS ACAWS logged Lt LVL SENS FAIL + R+LVL FAIL faults fuel system showed correct levels						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	
33.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	06 Oct 14		1400		6 NOV 14			
FAULTS.REMARKS #2 O:1 Cooler flap indication stays at 99-100 but flap functions in Auto + Manual						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	
65.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	09 Oct 14		1130		6 NOV 14			
FAULTS.REMARKS Left Ramp pallet rail guide barrell not stripped both not installed						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	
68.1									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION						
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS				
	A	29 Oct 14		1130			6 Nov 14						
FAULTS REMARKS							ACTION						
OBS TCAS fault actions repeatedly during flight clears + repeats							CF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N		S/N		TI MANHOURS				
62.1													
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS				
	A	30 Oct 14		2220			5 Nov 14	2220	130.7				
FAULTS REMARKS							ACTION						
TCAS fails intermittently does reset fault code 3443013							Downgraded to diagonal as per maint. office						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N		S/N		TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS				
	A	5 Nov 14		2220			6 Nov 14						
FAULTS REMARKS							ACTION						
TCAS fails intermittently does reset frequently fault code 3443013							CF						
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N		S/N		TI MANHOURS				
130.2													

REVERSE OF DA FORM 2408-13-1, OCT 97

AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 06 NOV 14		4. PAGE 3			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
	A	05 NOV 14		2230		06 NOV 14					
FAULTS.REMARKS LOADMASTER QUICKDOWN O² MASK MISSING						ACTION CS					
ACFT HRS 1302						WHEN DISC		HOW REC		MAL EFF	
P/N						S/N		P/N		S/N	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
		6 NOV 14		1025							
FAULTS.REMARKS FLT #1 OKAY						ACTION					
ACFT HRS						WHEN DISC		HOW REC		MAL EFF	
P/N						S/N		P/N		S/N	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
	A	6 NOV 14		1100		06 NOV 14	1100	132.4			
FAULTS.REMARKS Then FLT REQUIRED						ACTION COMPLETIVE					
ACFT HRS 132.4						WHEN DISC		HOW REC		MAL EFF	
P/N						S/N		P/N		S/N	

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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS			
							ROUNDS	ACTION CODE	WUC			
FAULTS.REMARKS							ACTION					
RECT 2 OK												
ACFT HRS			WHEN DISC	HOW REC	MAL EFF		P/N	S/N				
P/N			S/N				TI PID			TI MANHOURS		
STATUS	SYS	DATE	NO	TIME	P/N		DATE	TIME	ACFT HRS			
B	A	6NOV14		1700			6NOV14	1800	135.9			
FAULTS.REMARKS							ACTION					
V164 PINNLE PIN INSP & LUBE REQ							COMPLETE					
ACFT HRS			WHEN DISC	HOW REC	MAL EFF		P/N	S/N				
P/N			S/N				TI PID			TI MANHOURS		
STATUS	SYS	DATE	NO	TIME	P/N		DATE	TIME	ACFT HRS			
B	A	6NOV14		1400			6NOV14	1800	135.9			
FAULTS.REMARKS							ACTION					
HYDRO & PAXEU SUPPLY SPECIAL INSP REQ							COMPLETE *					
ACFT HRS			WHEN DISC	HOW REC	MAL EFF		P/N	S/N				
P/N			S/N				TI PID			TI MANHOURS		

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 5 Nov 14		4. PAGE 1	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 5 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.						ACTION CF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PI	CAT	HRS	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 5 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.						ACTION CF			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PI	CAT	HRS	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 4 Nov 14	TIME 1900	ACFT HRS 127.4	
FAULTS.REMARKS Perform a daily special inspection of the aircraft wing as specified in appendix C-2A DTD 10 MAY 2012 of the enclosed MFR DTD 25 MAR 13 # R00047K.						ACTION Wing Insp completed			
ACFT HRS 40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PI	CAT	HRS	

DA FORM 2408-13-1, OCT 97
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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WJC				
L	A	22 SEP 14		0900		27 Sep 14	1500	50.8							
FAULTS.REMARKS C/W PD-103 REV C Inspection of SPR door latches for proper engagement before each flight.							ACTION Fault entered in Error.								
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF							P/N S/N								
P/N							TI MANHOURS								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WJC				
	A	22 SEP 14		0900		5 Nov 14									
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.							ACTION CR								
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF							P/N S/N								
P/N							TI MANHOURS								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WJC				
B	A	04 NOV 14		1800		04 Nov 14	1800	22.4							
FAULTS.REMARKS Daily Inspection Required.							ACTION Inspt Completed ok								
ACFT HRS 22.4 WHEN DISC HOW REC MAL EFF							P/N S/N								
P/N							TI MANHOURS								

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 5 Nov 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	13 Sep 14		0900		5 Nov 14			
FAULTS.REMARKS <i>ACAMS logged LT LVL SENS FAIL SRT LVL FAIL fault's fuel system showed Correct leads</i>						ACTION <i>CF</i>			
ACFT HRS <i>33.1</i>			WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
P/N			S/N			TI MANHOURS			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	06 Oct 14		1400		5 Nov 14			
FAULTS.REMARKS <i>2 oil Cooler flap indication stays at 99-100% but flap functions in Auto + Manual</i>						ACTION <i>CF</i>			
ACFT HRS <i>65.1</i>			WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
P/N			S/N			TI MANHOURS			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
<input checked="" type="checkbox"/>	A	09 Oct 14		1130		5 Nov 14			
FAULTS.REMARKS <i>Left Ramp pallet rail guide barrel nut stripped but not installed</i>						ACTION <i>CF</i>			
ACFT HRS <i>68.1</i>			WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
P/N			S/N			TI MANHOURS			

DA FORM 2408-13-1, OCT 97
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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION							
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS		ROUNDS		ACTION CODE	WUC
	A	29 Oct 14		1130			5 Nov 14							
FAULTS REMARKS							ACTION							
CBS ECS fault actions repeatedly during flight clears + reports							CF							
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N		S/N		TI MANHOURS		PID		CAT	HRS
68.1														
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS		ROUNDS		ACTION CODE	WUC
<input checked="" type="checkbox"/>	A	30 Oct 14		2200			5 Nov 14							
FAULTS REMARKS							ACTION							
TCAS fails Intermittently does reset / fault code 3443013 repeatedly during each flight							CF							
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N		S/N		TI MANHOURS		PID		CAT	HRS
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS		ROUNDS		ACTION CODE	WUC
<input checked="" type="checkbox"/>	E	09 Nov 14		2000			04 Nov 14	2115	122.8					
FAULTS REMARKS							ACTION							
NAV Database update Required							Nav Data updated IAW 3155-4-7233-1 (S)							
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N		S/N		TI MANHOURS		PID		CAT	HRS
127.4														
P/N							TI MANHOURS							
							3 W 35 39							

REVERSE OF DA FORM 2408-13-1, OCT 97

AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 5 Nov 14		4. PAGE 3	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
5	A	05 NOV 14		0900		05 Nov 14	0900	127.4	
FAULTS.REMARKS DE-ICE BOOTS DUE CLEAN ; TREATMENT					ACTION DISCREPANCY ENTERED IN ERROR. - Pegasus WAS IN ERROR ON THIS ITEM				
ACFT HRS 127.4			WHEN DISC	HOW REC	MAL EFF	P/N		S/N	
P/N					TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
5	A	05 NOV 14		0900		5 Nov 14	0900	127.4	
FAULTS.REMARKS 30 DAY DOCUMENT REVIEW DUE					ACTION Completed				
ACFT HRS 127.4			WHEN DISC	HOW REC	MAL EFF	P/N		S/N	
P/N					TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
FAULTS.REMARKS					ACTION				
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N		S/N	
P/N					TI MANHOURS				

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 09 Nov 14		4. PAGE 1	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 09 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.						ACTION CIF			
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 09 Nov 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.						ACTION CIF			
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 09 Nov 14	TIME 2200	ACFT HRS 1249	
FAULTS.REMARKS Perform a daily special inspection of the aircraft wing as specified in appendix C-2A DTD 10 MAY 2012 of the enclosed MFR DTD 25 MAR 13 # R00047K.						ACTION Inspection completed OK			
ACFT HRS	40.9	WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
<i>L</i>	A	22 SEP 14		0900		29 Sep 14	1500	50.8			
FAULTS.REMARKS C/W PD-103 REV C Inspection of SPR door latches for proper engagement before each flight.						ACTION Fault entered in Error					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS
40.9											
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TI	MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
	A	22 SEP 14		0900		04 Nov 14					
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.						ACTION Cif					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS
40.9											
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TI	MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
<i>L</i>	A	3 Nov 14		1700		2 Nov 14	1800	121.3			
FAULTS.REMARKS Daily Inspection Required.						ACTION Inspection completed OK					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS
121.3											
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	TI	MANHOURS				

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 04 Nov 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	03 SEP 14		0900		04 Nov 14			
FAULTS.REMARKS ACAWS logged LT LVL SENS FAIL + RT LVL FAIL faults fuel system showed CORRECT levels						ACTION CIF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
33.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	06 OCT 14		1400		04 Nov 14			
FAULTS.REMARKS #2 Oil Cooler flap indication stays at 99-100% but flap functions in Auto + Manual						ACTION CIF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
65.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	09 OCT 14		1130		04 Nov 14			
FAULTS.REMARKS Left lamp pallet nail guide, barrel nut stripped too lt not installed						ACTION CIF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
68.1									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	09 OCT 14		1130		04 Nov 14									
FAULTS REMARKS							ACTION								
OBS IOS fault actions repeatedly during flight clears & rep							CIF								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	PIN	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
68.1															
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
(X)	A	30 OCT 14		2200		09 Nov 14									
FAULTS REMARKS							ACTION								
TCAS faults Intermitt does reset/fault code 3443013 REF REL 24-14							CIF								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	PIN	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
(X)	A	2 NOV 14		2000		4 Nov 14	0600	141.3							
FAULTS REMARKS							ACTION								
Aileron gust locks installed							Removed IAW IC-275-2-4 REF OK 1822								
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	PIN	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS	
121.3															

REVERSE OF DA FORM 2408-13-1, OCT 97

AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 04 Nov 14		4. PAGE 3			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
		4 Nov 14		10 15							
FAULTS.REMARKS FLT #1 OKAY						ROUNDS					
						ACTION					
						PID	CAT	HRS	PID	CAT	HRS
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N		S/N			
P/N						TI PID		TI MANHOURS			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
M	A	04 Nov 14		1030		04 Nov 14	1130	181.3			
FAULTS.REMARKS Thru Flight Inspection Due						ROUNDS					
						ACTION Completed					
						PID	CAT	HRS	PID	CAT	HRS
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N		S/N			
P/N						TI PID		TI MANHOURS			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS			
FAULTS.REMARKS FLT #2 OK						ROUNDS					
						ACTION					
						PID	CAT	HRS	PID	CAT	HRS
ACFT HRS			WHEN DISC	HOW REC	MAL EFF	P/N		S/N			
P/N						TI PID		TI MANHOURS			

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
W	A	04 NOV 14		2000		04 Nov 14	2100	122.4			
FAULTS.REMARKS						ACTION					
Aux Power Plant special insp DAE						complete					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS
122.4											
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
FAULTS.REMARKS						ACTION					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
FAULTS.REMARKS						ACTION					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
FAULTS.REMARKS						ACTION					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 3 NOV 14		4. PAGE 1	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	TIME	PIN	DATE	TIME	ACFT HRS		
<input checked="" type="checkbox"/>	A	22 SEP 14	0900		3 NOV 14				
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.					ACTION CP				
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
P/N			S/N		TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	22 SEP 14		0900		3 NOV 14			
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.					ACTION CP				
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
P/N			S/N		TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
<input checked="" type="checkbox"/>	A	22 SEP 14		0900		31 Oct 14	1630	116.3	
FAULTS.REMARKS Perform a daily special inspection of the aircraft wing as specified in appendix C-2A DTD 10 MAY 2012 of the enclosed MFR DTD 25 MAR 13 # R00047K.					ACTION Daily wing Insp completed				
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N	S/N		
P/N			S/N		TI MANHOURS				

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
A	A	22 SEP 14		0900		29 SEP 14	1500	50.8			
FAULTS.REMARKS CW PD-103 REV C Inspection of SPR door latches for proper engagement before each flight.						ACTION Fault entered in Error					
ACFT HRS	WHEN	DISC	HOW REC	MAL EFF	P/N	PID	CAT	HRS	PID	CAT	HRS
40.9											
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF P/N						TI MANHOURS					
P/N						TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
A	A	22 SEP 14		0900		3 NOV 14					
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.						ACTION CF					
ACFT HRS	WHEN	DISC	HOW REC	MAL EFF	P/N	PID	CAT	HRS	PID	CAT	HRS
40.9											
ACFT HRS 40.9 WHEN DISC HOW REC MAL EFF P/N						TI MANHOURS					
P/N						TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC
A	A	31 Oct 14		1630		31 Oct 14	1630	116.3			
FAULTS.REMARKS Daily Inspection Required.						ACTION Daily Insp completed					
ACFT HRS	WHEN	DISC	HOW REC	MAL EFF	P/N	PID	CAT	HRS	PID	CAT	HRS
116.3											
ACFT HRS 116.3 WHEN DISC HOW REC MAL EFF P/N						TI MANHOURS					
P/N						TI MANHOURS					

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 3 Nov 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	18 Sep 14		0900		2 Nov 14			
FAULTS/REMARKS ACAWS logged LT LVL SENS FAIL + RT LVL SENS FAIL Faults fuel system showed correct levels						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
33.1									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	22 Sep 14		2141		3 Nov 14		...	
FAULTS/REMARKS LH/RH FWD + Aft anchor cable pit pin mount point have excessive paint						ACTION Deferred until I de configured for Abn Ops moved to 2408-14			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
40.9									
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	06 Oct 14		1400		2 Nov 14			
FAULTS/REMARKS #2 O:1 Cooler flap indication stays at 99-100% but flap function in Auto + Manual						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID
65.1									

DA FORM 2408-13-1, OCT 97
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AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-761; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
(X)	A	09 Oct 14		1130		3 NOV 14									
FAULTS.REMARKS Left Ramp pallet rail guide barrel nut stripped bolt not installed							ACTION CF								
ACFT HRS 162.1							P/N								
WHEN DISC							S/N								
HOW REC							TI MANHOURS								
MAL EFF															
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	09 Oct 14		1130		3 NOV 14									
FAULTS.REMARKS OBS ICS fault actions repeatedly during flight + clears + repeats every few seconds							ACTION CF								
ACFT HRS 162.1							P/N								
WHEN DISC							S/N								
HOW REC							TI MANHOURS								
MAL EFF															
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
(X)	A	30 Oct 14		2200		3 NOV 14									
FAULTS.REMARKS FH #1 TCAS Trails Intermit does reset / fault code 3443013							ACTION CF								
ACFT HRS 108.3							P/N								
WHEN DISC							S/N								
HOW REC							TI MANHOURS								
MAL EFF															

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 3 NOV 14		4. PAGE 3	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	WUC
<i>A</i>	<i>A</i>	<i>04 NOV 14</i>		<i>0530</i>		<i>3 NOV 14</i>	<i>1730</i>	<i>121.3</i>	
FAULTS.REMARKS <i>OIL COVER VISUAL MATRIX INSP REQ</i>					ACTION <i>Inspected OK</i>				
ACFT HRS <i>108.3</i> WHEN DISC HOW REC MAL EFF					ROUNDS ACTION CODE				
P/N					S/N				
P/N					TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	WUC
<i>A</i>	<i>A</i>	<i>04 NOV 14</i>		<i>0530</i>		<i>3 NOV 14</i>	<i>1730</i>	<i>121.3</i>	
FAULTS.REMARKS <i>PD-155-REV A AIRBORN BELLCRANK INSP DVE</i>					ACTION <i>Inspected OK</i>				
ACFT HRS <i>108.3</i> WHEN DISC HOW REC MAL EFF					ROUNDS ACTION CODE				
P/N					S/N				
P/N					TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	WUC
<i>A</i>		<i>3 NOV 14</i>		<i>1040</i>		<i>3 NOV 14</i>	<i>2000</i>	<i>121.3</i>	
FAULTS.REMARKS <i>COPLOT'S JUMP LIGHT PANEL THE GREEN AND RED LIGHT BUTTONS STICK DOWN.</i>					ACTION <i>Lifted switch cleaned with contact cleaner and checked retaining clip MOL OK</i>				
ACFT HRS <i>108.3</i> WHEN DISC HOW REC MAL EFF					ROUNDS ACTION CODE				
P/N					S/N				
P/N					TI MANHOURS				

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION									
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS	ROUNDS			ACTION CODE			WUC
A	A	3 NOV 14		11:00			3 NOV 14	11:45	108.3							
FAULTS.REMARKS							ACTION									
THRU-INSP DUE							C/W THRU-INSP									
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N			S/N				TI MANHOURS				
108.3																
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS	ROUNDS			ACTION CODE			WUC
		3 NOV 14		1655												
FAULTS.REMARKS							ACTION									
FL 204																
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N			S/N				TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID		DATE	TIME	ACFT HRS	ROUNDS			ACTION CODE			WUC
A	A	3 NOV 14		2000			3 NOV 13									
FAULTS.REMARKS							ACTION									
Ailern Gustlocks installed							CF									
ACFT HRS	WHEN DISC	HOW REC	MAL EFF		P/N			S/N				TI MANHOURS				
121.3																

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 03 NOV 13		4. PAGE 4	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	WUC
A		03 NOV 13		2100		03 NOV 13	2130	1213	
FAULTS.REMARKS M/G Antic Pin Ins sp & lube due						ACTION Ins sp + lube			
						* next due 181 Landings			
ACFT HRS		WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	
1213									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	WUC
FAULTS.REMARKS						ACTION			
ACFT HRS		WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	WUC
FAULTS.REMARKS						ACTION			
ACFT HRS		WHEN DISC	HOW REC	MAL EFF	P/N	S/N		TI MANHOURS	

DA FORM 2408-13-1, OCT 97
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AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 31 Oct 14		4. PAGE 1	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 31 Oct 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.						ROUNDS	ACTION CODE	WUC	
						ACTION CF			
ACFT HRS 40.9						PID	CAT	HRS	
WHEN DISC						PID	CAT	HRS	
HOW REC						PID	CAT	HRS	
MAL EFF						PID	CAT	HRS	
P/N						S/N			
P/N						TI MANHOURS			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 31 Oct 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.						ROUNDS	ACTION CODE	WUC	
						ACTION CF			
ACFT HRS 40.9						PID	CAT	HRS	
WHEN DISC						PID	CAT	HRS	
HOW REC						PID	CAT	HRS	
MAL EFF						PID	CAT	HRS	
P/N						S/N			
P/N						TI MANHOURS			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 30 Oct 14	TIME 2230	ACFT HRS 112	
FAULTS.REMARKS Perform a daily special inspection of the aircraft wing as specified in appendix C-2A DTD 10 MAY 2012 of the enclosed MFR DTD 25 MAR 13 # R00047K.						ROUNDS	ACTION CODE	WUC	
						ACTION Daily Wing Inspection completed			
ACFT HRS 40.9						PID	CAT	HRS	
WHEN DISC						PID	CAT	HRS	
HOW REC						PID	CAT	HRS	
MAL EFF						PID	CAT	HRS	
P/N						S/N			
P/N						TI MANHOURS			

DA FORM 2408-13-1, OCT 97
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AIRCRAFT INSPECTION AND MAINTENANCE RECORD
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PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
A	A	22 SEP 14		0900		29 SEP 14	1500	50.8							
FAULTS.REMARKS CW PD-103 REV C Inspection of SPR door latches for proper engagement before each flight.							ACTION Fault entered in Error.								
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS						
P/N			S/N												
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
	A	22 SEP 14		0900		30 Oct 14									
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.							ACTION CF								
ACFT HRS 40.9			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS						
P/N			S/N												
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
A	A	30 Oct 14		2200		30 Oct 14	2230	112							
FAULTS.REMARKS Daily Inspection Required.							ACTION Daily Inspection completed								
ACFT HRS 112			WHEN DISC	HOW REC	MAL EFF	P/N			TI MANHOURS						
P/N			S/N												

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 31 Oct 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	18 Sep 14		0900		31 Oct 14			
FAULTS.REMARKS ACFTWS logged LT LVL SENS FAIL + RT LVL SENS FAIL faults fuel system showed correct levels						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N			TI MANHOURS	
33.1									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	22 Sep 14		2141		31 Oct 14			
FAULTS.REMARKS LWRH FWD + Aft Anchor cable pit pin mount point have excessive paint						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N			TI MANHOURS	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	02 Oct 14		1400		31 Oct 14			
FAULTS.REMARKS #2 Oil Cooler Flap Indication stays at 99.10% but flap functions in Auto + Manual						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N			TI MANHOURS	
65.1									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS				
(X)	A	09 Oct 14		1130		31 Oct 14			ROUNDS	ACTION CODE	WUC	
FAULTS.REMARKS							ACTION					
Left Ramp pallet rail guide barnell nut stripped, bolt not installed							CF					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N			S/N			TI MANHOURS		
68.1												
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS				
	A	09 Oct 14		1130		31 Oct 14			ROUNDS	ACTION CODE	WUC	
FAULTS.REMARKS							ACTION					
OBS IDS fault actions repeatedly during flight clears + repeats every few seconds							CF					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N			S/N			TI MANHOURS		
68.1												
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS				
(X)	A	30 Oct 14		2200		31 Oct 14			ROUNDS	ACTION CODE	WUC	
FAULTS.REMARKS							ACTION					
P1+1 TCAS fails Intermitt Does reset/ fault code 3443013							CF					
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N			S/N			TI MANHOURS		
108.3												

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 31 OCT 14		4. PAGE 3	
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
A	A	30 OCT 14		2200		31 OCT 14	0630	1120	
FAULTS REMARKS Aileron Gust Locks installed					ACTION Removed 1A W C27J-2-2 0075				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N			TI MANHOURS	
112.0								2	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
A	A	31 OCT 14		0530		31 OCT 14	0630	112.0	
FAULTS REMARKS WING INSP. DUE					ACTION Complete. No defects noted.				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N			TI MANHOURS	
112.0									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
		31 OCT 14		1010					
FAULTS REMARKS RT #1					ACTION				
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N			TI MANHOURS	

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 31 Oct 14		4. PAGE 49		
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS		
	A	31 Oct 14		365				ROUNDS	ACTION CODE	WUC
FAULTS.REMARKS FLT 306						ACTION				
ACFT HRS 16.7						WHEN DISC	HOW REC	MAL EFF	P/N	S/N
P/N						TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS		
FAULTS.REMARKS						ACTION				
ACFT HRS						WHEN DISC	HOW REC	MAL EFF	P/N	S/N
P/N						TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS		
FAULTS.REMARKS						ACTION				
ACFT HRS						WHEN DISC	HOW REC	MAL EFF	P/N	S/N
P/N						TI MANHOURS				
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS		
FAULTS.REMARKS						ACTION				
ACFT HRS						WHEN DISC	HOW REC	MAL EFF	P/N	S/N
P/N						TI MANHOURS				

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 30 Oct 14		4. PAGE 1	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 30 Oct 14	TIME	ACFT HRS	
FAULTS.REMARKS Operate aircraft in accordance with Airworthiness Release dated 30 JUN 2014 R3.						ACTION CF			
ACFT HRS 40.9	WHEN DISC		HOW REC		MAL EFF	P/N	S/N		
P/N	S/N		TI		MANHOURS				
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 30 Oct 14	TIME	ACFT HRS	
FAULTS.REMARKS Fuel/Defuel #1 circuit breaker disengaged in accordance with ASB-C27J-28-A001.						ACTION CF			
ACFT HRS 40.9	WHEN DISC		HOW REC		MAL EFF	P/N	S/N		
P/N	S/N		TI		MANHOURS				
STATUS <input checked="" type="checkbox"/>	SYS A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 29 Oct 14	TIME	ACFT HRS 40.1	
FAULTS.REMARKS Perform a daily special inspection of the aircraft wing as specified in appendix C-2A DTD 10 MAY 2012 of the enclosed MFR DTD 25 MAR 13 # R00047K.						ACTION Daily Wing Inspection completed			
ACFT HRS 40.9	WHEN DISC		HOW REC		MAL EFF	P/N	S/N		
P/N	S/N		TI		MANHOURS				

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION								
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<i>E</i>	A	22 SEP 14		0900		29 SEP 14	1500	50.8							
FAULTS.REMARKS C/W PD-103 REV C Inspection of SPR door latches for proper engagement before each flight.							ACTION <i>Fault entered in Error.</i>								
ACFT HRS 40.9							P/N								
WHEN DISC							S/N								
HOW REC							TI MANHOURS								
MAL EFF															
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<i>E</i>	A	22 SEP 14		0900		30 OCT 14	0630	106.1							
FAULTS.REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR 2013.							ACTION <i>complete</i>								
ACFT HRS 40.9							P/N								
WHEN DISC							S/N								
HOW REC							TI MANHOURS								
MAL EFF															
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC				
<i>R</i>	A	29 OCT 14		1700		29 OCT 14	2130	106.1							
FAULTS.REMARKS Daily Inspection Required.							ACTION <i>Completed</i>								
ACFT HRS 106.1							P/N								
WHEN DISC							S/N								
HOW REC							TI MANHOURS								
MAL EFF															

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 30 Oct 14		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	18 Sep 14		0900		30 Oct 14			
FAULTS.REMARKS ACAWS logged LT HL SENS FAIL & RT LVL SENS FAIL faults fuel system Stowed correct LEDs						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N		S/N		TI MANHOURS	
33.1									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	22 Sep 14		2141		30 Oct 14			
FAULTS.REMARKS LH/RT FWD & AFT Anchor cable Pit Pin mount point have excessive point.						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N		S/N		TI MANHOURS	
48.3									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
	A	26 Oct 14		1400		30 Oct 14			
FAULTS.REMARKS #2 oil Cooler flap Indication stays at 99-100 but flap functions in Auto + Manual						ACTION CF			
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N		S/N		TI MANHOURS	
65.1									

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-761; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION							
STATUS A	SYS A	DATE 29 OCT 14	NO	TIME 1130	PID		DATE 30 OCT 14	TIME	ACFT HRS					
FAULTS REMARKS Left Ramp packet Rail guide barrel nut stripped, bolt not installed.							ROUNDS	ACTION CODE			WUC			
ACFT HRS 68.1							ACTION CF							
WHEN DISC							PID			CAT	HRS	PID	CAT	HRS
HOW REC							P/N			S/N				
MAL EFF							TIPIID			TI MANHOURS				
P/N	S/N													
STATUS A	SYS A	DATE 29 OCT 14	NO	TIME 1130	PID		DATE 30 OCT 14	TIME	ACFT HRS					
FAULTS REMARKS OBS FCS fault Actions Repeatedly during flight. OBS + Reports every few seconds.							ROUNDS	ACTION CODE			WUC			
ACFT HRS 68.1							ACTION CF							
WHEN DISC							PID			CAT	HRS	PID	CAT	HRS
HOW REC							P/N			S/N				
MAL EFF							TIPIID			TI MANHOURS				
P/N	S/N													
STATUS A	SYS A	DATE 29 OCT 14	NO	TIME 2130	PID		DATE 30 OCT 14	TIME 0630	ACFT HRS 106.1					
FAULTS REMARKS Aircrew lost links installed.							ROUNDS	ACTION CODE			WUC			
ACFT HRS 106.1							ACTION Removal in AW 225-2-2							
WHEN DISC							PID			CAT	HRS	PID	CAT	HRS
HOW REC							P/N			S/N				
MAL EFF							TIPIID			TI MANHOURS				
P/N	S/N													

REVERSE OF DA FORM 2408-13-1, OCT 97

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION						
STATUS A	SYS A	DATE 29 Oct 14	NO	TIME 1130	P/N		DATE 30 Oct 14	TIME	ACFT HRS				
FAULTS REMARKS Left Ramp packet Rail guide barrel nut stripped, bolt not installed.							ROUNDS	ACTION CODE			WUC		
ACFT HRS 68.1							ACTION			CF			
WHEN DISC			HOW REC		MAL EFF		P/N			S/N			
P/N							TI P/D			TI MANHOURS			
STATUS A	SYS A	DATE 29 Oct 14	NO	TIME 1130	P/N		DATE 30 Oct 14	TIME	ACFT HRS				
FAULTS REMARKS OBS FCS fault Actions Repeatedly during flight. OBS + Reports every few seconds.							ROUNDS	ACTION CODE			WUC		
ACFT HRS 68.1							ACTION			CF			
WHEN DISC			HOW REC		MAL EFF		P/N			S/N			
P/N							TI P/D			TI MANHOURS			
STATUS A	SYS A	DATE 29 Oct 14	NO	TIME 2130	P/N		DATE 30 Oct 14	TIME 0630	ACFT HRS 106.1				
FAULTS REMARKS Aircrew lost links installed.							ROUNDS	ACTION CODE			WUC		
ACFT HRS 106.1							ACTION			Removed in AW 227-2-2			
WHEN DISC			HOW REC		MAL EFF		P/N			S/N			
P/N							TI P/D			TI MANHOURS			

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 30 OCT 14		4. PAGE 3	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS	
<input checked="" type="checkbox"/>	A	30 OCT 14		0755					
FAULTS/REMARKS FLT #1 OK						ROUNDS			
ACFT HRS 106.6						WHEN DISC		HOW REC	
P/N						S/N		MAL EFF	
STATUS						DATE		TIME	
<input checked="" type="checkbox"/>	A	30 OCT 14		1115		30 OCT 14	2200	112.0	
FAULTS/REMARKS FLT #2 AERIAL DELIVERY/LIGHT IS ON ON COPLOTS SIDE STICKS						ACTION Cleaned Switch. MOC OK			
ACFT HRS 109.8						WHEN DISC		HOW REC	
P/N						S/N		TI MANHOURS	
STATUS						DATE		TIME	
<input checked="" type="checkbox"/>	A	30 OCT 14		1130		30 OCT 14	1730	109.8	
FAULTS/REMARKS LWR position Light LENS & Bulb found broken REMOVE AND SPARE TAPES - INSPECT AFTER FLT -						ACTION REPLACED LENS + BULB			
ACFT HRS 109.8						WHEN DISC		HOW REC	
P/N 1047-BULB						S/N		MAL EFF	
P/N						S/N		TI MANHOURS	

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION										
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC						
F	A	30 OCT 14		1200		30 OCT 14	1200	109.8									
FAULTS.REMARKS							ACTION										
Thru FLT Req							complete										
ACFT HRS 109.8							P/N										
WHEN DISC							S/N										
HOW REC							TI MANHOURS										
MAL EFF																	
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC						
F	A	30 OCT 14		1715		30 OCT 14	1750	109.8									
FAULTS.REMARKS							ACTION										
Hyd. sample Required							complete										
ACFT HRS 109.8							P/N										
WHEN DISC							S/N										
HOW REC							TI MANHOURS										
MAL EFF																	
STATUS	SYS	DATE	NO	TIME	P/N	DATE	TIME	ACFT HRS	ROUNDS	ACTION CODE	WUC						
F	A	30 OCT 14		2200		30 OCT 14											
FAULTS.REMARKS							ACTION										
FIT#1 TCAS Fails intermit. Does reset / Fault code 3443013							CF										
ACFT HRS 108.3							P/N										
WHEN DISC							S/N										
HOW REC							TI MANHOURS										
MAL EFF																	

REVERSE OF DA FORM 2408-13-1, OCT 97

1. AIRCRAFT SERIAL NUMBER 1027030				2. MODEL C27J		3. DATE 30 Oct 14		4. PAGE 5						
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION									
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	WUC					
K	A	30 Oct 14		2205		30 Oct 14	22070	112.0						
FAULTS/REMARKS Forward light on RH ISOL button burnt out					ACTION Replaced Bulbs.									
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
108.3														
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION									
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	WUC					
K	A	30 Oct 14		2205		30 Oct 14	2204	112.0						
FAULTS/REMARKS RH Troop Door Jump light Burnt out					ACTION Tightened bulb in socket									
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
108.3														
PART I - FAULT INFORMATION					PART II - CORRECTING INFORMATION									
STATUS	SYS	DATE	NO	TIME	PIN	DATE	TIME	ACFT HRS	WUC					
FAULTS/REMARKS					ACTION									
ACFT HRS	WHEN DISC	HOW REC	MAL EFF	P/N	S/N	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS

DA FORM 2408-13-1, OCT 97
A FORM 2408-13-1, OCT 91, MAY BE USED

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

D5. ADDITIONAL AIRCRAFT MAINTENANCE RECORDS

No Additional Maintenance Records Were Obtained By the SIB

D6. MAINTENANCE RECORDS FROM OTHER INVOLVED EQUIPMENT

Fluid samples from listed equipment used to service the aircraft were analyzed at Wright Patterson AFB.

Fuel Truck: 97L00137

Fuel Truck: 96L00139

D7. FLUID SAMPLE RESULTS

AFPT LABORATORY REPORT
 AFPA/PTPLA
 2430 C Street
 Building 70, Area B
 Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150004 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1613 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: RU137 Qty Submitted: 500 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			183
	50% Recovered (°C)			207
	90% Recovered (°C)			252
	End Point (°C)		300	275
	Residue (% vol)		1.5	1.3
	Loss (% vol)		1.5	1.0
ASTM D 93 - 13e1	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	7
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	74
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.

Coordinated with Capt DSN: Commercial:

Approved By	Date
Chief	12/16/2014*

\\SIGNED\\

This report was electronically delivered to:

afpct.afth@wpafb.af.mil, @us.af.mil, @wpafb.af.mil,
 @us.af.mil, @wpafb.af.mil, @us.af.mil,
 @wpafb.af.mil, @us.af.mil, @us.af.mil

* Date reflects Eastern Standard Time (EST)
 ** Date as provided by customer

AFPT LABORATORY REPORT
 AFPA/PTPLA
 2430 C Street
 Building 70, Area B
 Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150003 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1518 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: RU 139 Qty Submitted: 1,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			184
	50% Recovered (°C)			207
	90% Recovered (°C)			251
	End Point (°C)		300	278
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.5
ASTM D 93 - 13e1	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	2.6
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.09
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	102
GC	Gas Chromatographic Analysis			See Below

Dispositions:
 For information purposes only.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.

Coordinated with Capt DSN: Commercial:

Approved By Date
 _____, Chief 12/16/2014*
 \\SIGNED\\

This report was electronically delivered to:
 afpt.afth@wpafb.af.mil, 7@us.af.mil, @us.af.mil,
 @wpafb.af.mil, @us.af.mil, wpafb.af.mil,
 @us.af.mil, @us.af.mil

* Date reflects Eastern Standard Time (EST) | Report Generated: 12/16/14 15:31*
 ** Date as provided by customer

AFPT LABORATORY REPORT
 AFPA/PTPLA
 2430 C Street
 Building 70, Area B
 Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150005 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1614 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 Left Aux Qty Submitted: 500 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	178
	20% Recovered (°C)			186
	50% Recovered (°C)			207
	90% Recovered (°C)			247
	End Point (°C)		300	273
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.5
ASTM D 93 - 13e1	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	2
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.10
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	115
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.

Coordinated with Capt DSN: Commercial:

<u>Approved By</u>	<u>Date</u>
Chief	12/16/2014*

\\SIGNED\\

This report was electronically delivered to:

afpt.afth@wpafb.af.mil,	@us.af.mil,	@wpafb.af.mil,
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AFPT LABORATORY REPORT
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Lab Report No:2014LA52150006 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1615 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 Right Aux Qty Submitted: 500 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	178
	20% Recovered (°C)			186
	50% Recovered (°C)			207
	90% Recovered (°C)			249
	End Point (°C)		300	272
	Residue (% vol)		1.5	1.1
	Loss (% vol)		1.5	0.9
ASTM D 93 - 13e1	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	6
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	103
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.
 Coordinated with Capt DSN: Commercial:

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Lab Report No:2014LA52150007 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1616 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 Left External Qty Submitted: 300 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 7345 - 08	Micro Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			246
	End Point (°C)		300	273
	Residue (% vol)		1.5	1
	Loss (% vol)		1.5	0
ASTM D 93 - 13e1	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	804
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	6
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	115
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.

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Lab Report No:2014LA52150008 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1617 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 Right External Qty Submitted: 500 mL

Method	Test	Min	Max	Result	Fail
MIL-STD-3004C(1)	Appearance				Pass
ASTM D 7345 - 08	Micro Distillation				
	10% Recovered (°C)		205		174
	20% Recovered (°C)				184
	50% Recovered (°C)				205
	90% Recovered (°C)				246
	End Point (°C)		300		276
	Residue (% vol)		1.5		1
	Loss (% vol)		1.5		1
ASTM D 93 - 13e1	Flash Point (°C)	38			50
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840		804
ASTM D 5972 - 05e1	Freezing Point (°C)		-40		-50
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)		1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7		9 X
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10		0.08
GC	Gas Chromatographic Analysis				See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.
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Lab Report No:2014LA52150009 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1618 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 JetA #1 Qty Submitted: 1,500 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			184
	50% Recovered (°C)			206
	90% Recovered (°C)			249
	End Point (°C)		300	274
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.6
ASTM D 93 - 13e1	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	7
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	81
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.
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Lab Report No:2014LA52150010 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1619 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 JetA #2 Qty Submitted: 2,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.10	0.004
ASTM D 1319 - 14	Aromatics (% vol)		25	17.2
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.003	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)		0.30	0.09
ASTM D 445 - 14e2	Viscosity @ -20°C (mm ² /s)		8.0	4.7
ASTM D 1322 - 14	Smoke Point (mm)	25.0		25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1 (Max)		1a
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.
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Lab Report No:2014LA52150011 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1624 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 JetA #3 Qty Submitted: 2,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	177
	20% Recovered (°C)			184
	50% Recovered (°C)			206
	90% Recovered (°C)			250
	End Point (°C)		300	275
	Residue (% vol)		1.5	1.2
ASTM D 93 - 13e1	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	7
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 Quantity of sample is insufficient to complete all test requirements.
 GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.
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Lab Report No:2014LA52150012 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
Cust Sample No:Not Specified Date Reported:12/16/14 1625 hrs* Protocol:FU-AVI-0174

Sample Submitter:
43 LRS/LGRF
1093 Hurst Drive
Bldg 811
Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: 4404 JetA #4 Qty Submitted: 2,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)		0.10	0.003
ASTM D 1319 - 14	Aromatics (% vol)		25	17.7
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)		0.003	0.000
ASTM D 445 - 14a2	Viscosity @ -20°C (mm ² /s)		8.0	4.6
ASTM D 1322 - 14	Smoke Point (mm)	25.0		26.0
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1 (Max)		1a
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
Quantity of sample is insufficient to complete all test requirements.
GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.
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Chief 12/16/2014*

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Lab Report No:2014LA52150001 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1515 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: C27 10-27030/Left Qty Submitted: 1,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			248
	End Point (°C)		300	276
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.6
ASTM D 93 - 13e1	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	807
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-49
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	2.2
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.10
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	55
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.

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Lab Report No:2014LA52150002 Date Received:12/15/14 1133 hrs* Date Sampled: 12/11/2014**
 Cust Sample No:Not Specified Date Reported:12/16/14 1516 hrs* Protocol:FU-AVI-0174

Sample Submitter:
 43 LRS/LGRF
 1093 Hurst Drive
 Bldg 811
 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
 Product: Aviation Turbine Fuel, Kerosene
 Specification: ASTM D 1655 - 14a Grade:Jet A (F-24)

Source: C27 10-27030/Right Qty Submitted: 1,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			185
	50% Recovered (°C)			208
	90% Recovered (°C)			250
	End Point (°C)		300	273
	Residue (% vol)		1.5	1.3
	Loss (% vol)		1.5	1.0
ASTM D 93 - 13e1	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	807
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-49
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)		1 (Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	1.4
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.10
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	54
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.
 GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.

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TAB F

WEATHER AND ENVIRONMENTAL RECORDS AND DATA

F1. WEATHER BRIFINGS PROVIDED TO FLIGHT CREWS.....	2
F1.1. MISSION EXECUTION FORECAST (MEF)	2
F1.1.1. GECKO33	2
F1.1.2. PACKR30.....	4
F2.1. METAR	5
F2.3. TERMINAL AREA FORCAST.....	5
F2.4. RADAR WEATHER DATA	6

F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS

F1.1. MISSION EXECUTION FORECAST (MEF)

F1.1.1. GECKO33



POSTED: 01/1330L
DECEMBER 2014

FORT BRAGG LOCAL RANGE FORECAST (LRF)

LRF #: 02 AMD: 00

VALID: 01/1800Z (01/1300L) - 03/0000Z (02/1900L)
NEXT FORECAST: 02/0230Z (01/2130L)

FORECAST COVERAGE AREA IS VALID FOR:							
FORT BRAGG EAST (SIMMONS, R531 EAST OF RAEFORD-VASS RD, AND MTFAs 1,2,&3) AND FORT BRAGG WEST (MACKALL AND R531 WEST OF RAEFORD-VASS RD). WEATHER OUTSIDE THESE AREAS WILL BE BRIEFED AS ADDITIONAL DESTINATIONS. FORT BRAGG RANGE AVERAGE SURFACE ELEVATION: +350 FEET MSL ALL HEIGHTS ARE AGL, VISIBILITY IS IN STATUTE MILES.							
FORT BRAGG WEST			FORT BRAGG EAST				
23009KT 7 CLR ALSTG 30.33 INS BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS			23009KT 7 CLR ALSTG 30.33 INS BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS				
WEATHER/HAZARD INFORMATION							
* STOPLIGHT INFORMATION FOR PLANNING PURPOSES ONLY. * REFER TO FORECASTS FOR TIMES AND SPECIFIC INFORMATION							
MAX WINDS:	9	KT	HALO	STATIC	FIXED WING	ROTARY WING	ISR
MIN VISIBILITY:	3	SM	9	9	9	9	9
PRECIPITATION	TYPE:	NONE	INTENSITY:	NONE	NONE	NONE	NONE
SKY COVER(AGL):	BKN	MIN CIG:	005	500 FT	500 FT	500 FT	500 FT
MAX/MIN TEMP:	MAX:	23 C	MIN:	9 C			23 C
TSTMS/COVERAGE:	NONE	MT:	NONE	NONE	NONE	NONE	NONE
TURBC-CAT II:	NONE				NONE	NONE	NONE
ICING:	NONE				NONE	NONE	NONE
MAX PA:	-113						
MAX DA:	-203						
MIN FREEZING LVL:	090						
LLWS:	NONE						
SPACE WX IMPACTS:	NONE						
REMARKS:	NONE						
ALTITUDE WINDS AGL(KT)/TEMPS(DEG C)		LOCATION	VALID TIME(L)	WWA TYPE			
01/2100Z	02/0000Z	NONE					
010: 22310/+16	010: 23913/+16	ACTIVE WWA'S					
020: 27400/+15	020: 26308/+15						
030: 27610/+13	030: 30505/+13						
040: 25610/+12	040: 30206/+11						
060: 26312/+12	060: 25408/+08						
080: 26719/+05	080: 26612/+04						
100: 26126/+03	100: 26519/+01						
120: 25829/00	120: 26324/-01						
150: 24035/-05	150: 25630/-07						
200: 24140/-16	200: 24536/-17						
** THIS INFORMATION MAY NOT BE CURRENT ** HTTP://WWW.BRAGG.ARMY.MIL/WWA-WW FOLLOW LINK AND CLICK <LOCAL WEATHER> TO VIEW ACTIVE WWA'S, AND CURRENT CONDITIONS. OR CONTACT SIMMONS WEATHER FOR THE MOST UP TO DATE INFORMATION.							

HOW ARE WE DOING?
We'd love to hear your input!

<https://tiny.army.mil/r/Q5BGu/WxSurvey>

CONTACT US AT:
396-7100 or
Richard.Butler3@us.army.mil

FORECASTER: CRC3/KTHUR
**AMENDMENT REASON:

DEVELOPED BY 18TH WEATHER SQUADRON/AIRFIELD SERVICES
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PMSV: 265.6 UHF 141.25 VHF
WEBSITE: [HTTP://WWW.BRAGG.ARMY.MIL/WWA-WW](http://www.bragg.army.mil/wwa-ww)

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BRIEF TIME: 2105 VOID TIME: 2235 BRIEFER: _____
LRF VERSION: 13 12N 03014 1301

Aviation Digital Data Service (ADDS)

Output produced by METARs form (1353 UTC 01 December 2014)
found at <http://www.aviationweather.gov/adds/metars/>

KPOB 011258Z AUTO 24007KT 10SM CLR 09/07 A3037 RMK AO2 SLP287 T00900070 \$

TAF KPOB 0110/0216 21006KT 9999 SKC WS020/26035KT QNH3030INS
BECMG 0114/0115 21006KT 9999 SKC QNH3028INS
BECMG 0202/0203 21004KT 4800 BR SKC QNH3028INS
BECMG 0208/0209 30009KT 4800 BR BKN035 QNH3029INS
BECMG 0211/0212 04010G15KT 9999 NSW BKN007 OVC015 QNH3037INS TX20/0120Z TN05/0111Z

KHFF 011256Z AUTO 11001KT 10SM CLR 04/03 A3039 RMK AO2 SLP295 T00350034

KFAY 011253Z AUTO 23009KT 10SM CLR 10/08 A3037 RMK AO2 SLP280 T01000083

KFAY 011122Z 0112/0212 21005KT P6SM SKC
FM011700 22012KT P6SM SKC
FM012200 22005KT P6SM SCT250

KFBG 011258Z AUTO 23004KT 10SM CLR 08/07 A3037 RMK AO2 SLP288 T00790066 \$

TAF KFBG 0110/0216 21006KT 9999 SKC WS020/26035KT QNH3030INS
BECMG 0114/0115 21006KT 9999 SKC QNH3028INS
BECMG 0202/0203 21004KT 4800 BR SKC QNH3028INS
BECMG 0208/0209 30009KT 4800 BR BKN035 QNH3029INS
BECMG 0211/0212 04010G15KT 9999 NSW BKN007 OVC015 QNH3037INS TX20/0120Z TN05/0111Z

F1.1.2. PACKR30



POSTED: 01/1330L
NOVEMBER 2014

FORT BRAGG LOCAL RANGE FORECAST (LRF)

LR# #: 02 AMD: 00

VALID: 01/1800Z (01/1300L) - 03/0000Z (02/1900L)

NEXT FORECAST: 02/0230Z (01/2130L)

FORECAST COVERAGE AREA IS VALID FOR:									
FORT BRAGG EAST (SIMMONS, R5311 EAST OF RAEFORD-VASS RD, AND MTFAs 1,2,&3) AND FORT BRAGG WEST (MACKALL AND R5311 WEST OF RAEFORD-VASS RD). WEATHER OUTSIDE THESE AREAS WILL BE BRIEFED AS ADDITIONAL DESTINATIONS. FORT BRAGG RANGE AVERAGE SURFACE ELEVATION: +350 FEET MSL ALL HEIGHTS ARE AGL, VISIBILITY IS IN STATUTE MILES.									
FORT BRAGG WEST					FORT BRAGG EAST				
23009KT 7 CLR ALSTG 30.33 INS BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS					23009KT 7 CLR ALSTG 30.33 INS BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS				
WEATHER/HAZARD INFORMATION									
* STOPLIGHT INFORMATION FOR PLANNING PURPOSES ONLY. * REFER TO FORECASTS FOR TIMES AND SPECIFIC INFORMATION									
MAX WINDS:	9	KT			HALO	STATIC	FIXED WING	ROTARY WING	ISR
MIN VISIBILITY:	3	SM			9	9	9	9	9
PRECIPITATION	TYPE:	NONE	INTENSITY:	NONE	NONE	NONE	NONE	NONE	NONE
SKY COVER(AGL):	BKN		MIN CIG:	005	300 FT	300 FT	300 FT	300 FT	BKN
MAX/MIN TEMP:	MAX:	23 C	MIN:	9 C					23 C
TSTMS/COVERAGE:	NONE		MT:	NONE	NONE	NONE	NONE	NONE	NONE
TURBC-CAT II:		NONE							
ICING:		NONE							
MAX PA:	-113								
MAX DA:	-203								
MIN FREEZING LVL:	090								
LLWS:	NONE								
SPACE WX IMPACTS:	NONE								
REMARKS:	NONE								
SOLAR/LUNAR DATA (LOCAL):									
BMNT:	02/0607	SR:	02/0706						
SS:	01/1704	EENT:	01/1803						
MR:	01/1358	MS:	01/0152						
ILLUM:	70%	Hrs Moon >30°	01/1045-02/0015						
ACTIVE WWA'S									
ALTITUDE WINDS AGL(KT)/TEMPS(DEG C)	LOCATION	VALID TIME(L)	WWA TYPE						
01/2100Z	02/0000Z								
010: 22310/+16	010: 23013/+16								
020: 27409/+15	020: 26308/+15								
030: 27610/+13	030: 30505/+13								
040: 25610/+12	040: 30206/+11								
060: 26312/+12	060: 25408/+08								
080: 20719/+05	080: 20612/+04								
100: 20126/+03	100: 20519/+01								
120: 25829/00	120: 26324/-01								
150: 24035/-05	150: 25630/-07								
200: 24140/-16	200: 24536/-17								
** THIS INFORMATION MAY NOT BE CURRENT ** HTTP://WWW.BRAGG.ARMY.MIL/WWW-WX FOLLOW LINK AND CLICK <LOCAL WEATHER> TO VIEW ACTIVE WWA'S, AND CURRENT CONDITIONS, OR CONTACT SIMMONS WEATHER FOR THE MOST UP TO DATE INFORMATION.									

HOW ARE WE DOING?
We'd love to hear your input!

<https://tiny.army.mil/r/Q5BGu/WsSurvey>

CONTACT US AT:
396-7100 or
Richard.Butler3@us.army.mil

FORECASTER: CRC3/KTHUR

**AMENDMENT REASON:

DEVELOPED BY 18TH WEATHER SQUADRON/AIRFIELD SERVICES
 COMM: (910)396-7414/7100 DSN: 236- FAX: -5211
 PMSV: 265.6 UHF 141.25 VHF
 WEBSITE: [HTTP://WWW.BRAGG.ARMY.MIL/WWW-WX](http://www.bragg.army.mil/www-wx)

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BRIEF TIME:

VOID TIME:

BRIEFER:

LRF VERSION 10 1280/0011/10

F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT

F2.1. METAR

Mackall Army Airfield

KHFF 020056Z AUTO 18001KT 10SM CLR 10/08 A3033 RMK AO2 SLP275 T00990083

Pope Army Airfield

KPOB 020058Z AUTO 00000KT 10SM CLR 12/09 A3031 RMK AO2 SLP267 T01160088

Fort Bragg

KFBG 020058Z AUTO 00000KT 10SM CLR 12/10 A3031 RMK AO2 SLP267 T01210099

Southern Pines

KSOP 020115Z AUTO 22009KT 10SM CLR 13/M17 A3031 RMK AO1

F2.3. TERMINAL AREA FORCAST

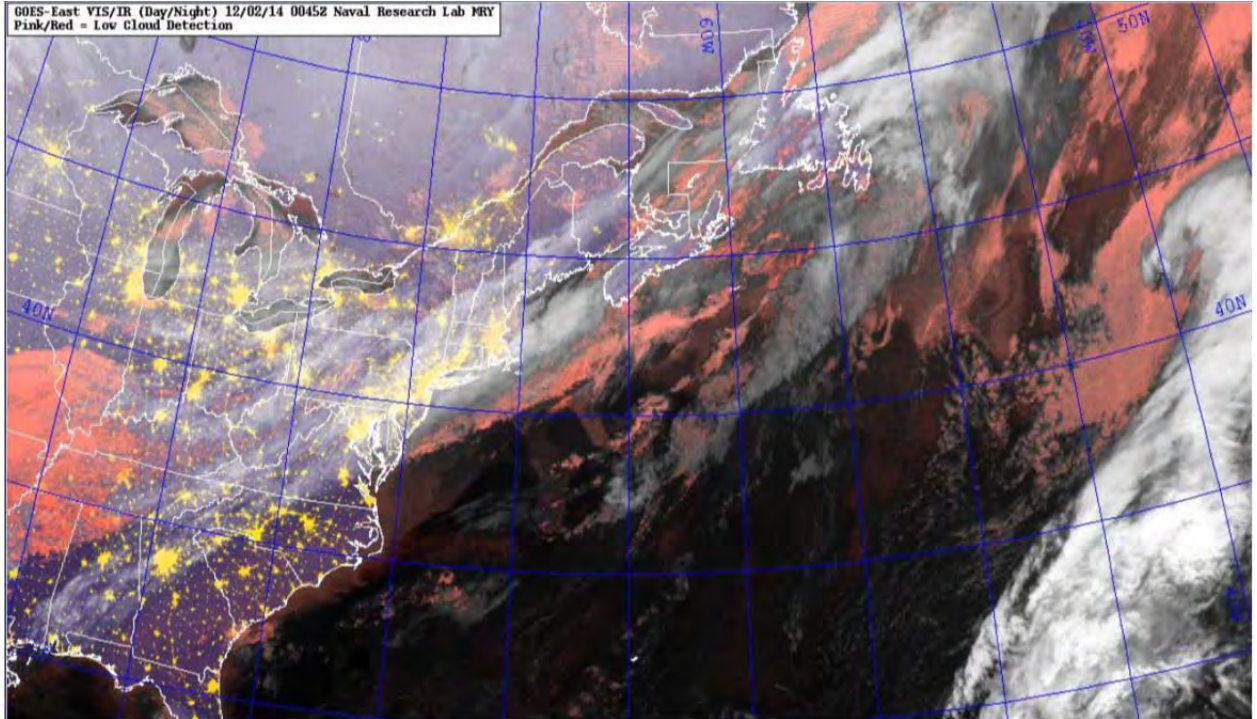
020214Z TAF KPOB 0202/0308 22004KT 9999 SKC QNH3026INS
BECMG 0207/0208 22004KT 9999 SCT015 BKN050 QNH3028INS
BECMG 0212/0213 06009KT 9999 OVC015 QNH3032INS
TEMPO 0213/0216 4800 BR OVC008
BECMG 0304/0305 06004KT 9999 OVC008 QNH3034INS TX12/0220Z
TN06/0210Z

020208Z TAF KPOB 0202/0308 22004KT 9999 SKC QNH3026INS
BECMG 0207/0208 22004KT 9999 SCT015 BKN050 QNH3028INS
BECMG 0212/0213 06009KT 9999 OVC015 QNH3032INS
TEMPO 0213/0216 4800 BR OVC008
BECMG 0304/0305 06004KT 9999 OVC008 QNH3034INS TX12/0220Z TN06/0210Z

011802Z TAF KPOB 0118/0224 VRB06KT 9999 FEW030 QNH3027INS
BECMG 0209/0210 04006KT 9999 BKN015 QNH3037INS
TEMPO 0213/0215 4800 BR OVC005
BECMG 0220/0221 02006KT 9999 BKN015 QNH3033INS TX23/0120Z
TN08/0210Z

011801Z TAF KPOB 0118/0224 VRB06KT 9999 FEW030 QNH3027INS
BECMG 0209/0210 04006KT 9999 BKN015 QNH3037INS
TEMPO 0213/0215 4800 BR OVC005
BECMG 0220/0221 02006KT 9999 BKN015 QNH3033INS TX23/0120Z TN08/0210Z

F2.4. RADAR WEATHER DATA



TAB G
PERSONNEL RECORDS

G1. FLIGHT RECORDS	5
G1.1. MIP1	5
G1.1.1. AR 2408-12 PERSONNEL SUMMARY.....	5
G1.1.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE	7
G1.1.3. DA 7122 CREW MEMBER TRAINING RECORDS.....	13
G1.2. MP1	32
G1.2.1. AR 2408-12 PERSONNEL SUMMARY.....	32
G1.2.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE	33
G1.2.3. DA 7122 CREW MEMBER TRAINING RECORDS.....	36
G1.3. MP2	37
G1.3.1. AR 2408-12 PERSONNEL SUMMARY.....	37
G1.3.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE	40
G1.3.3. DA 7122 CREW MEMBER TRAINING RECORDS.....	47
G1.4. MP3	63
G1.4.1. INDIVIDUAL DATA SUMMARY	63
G1.4.2. INDIVIDUAL FLYING HISTORY REPORT	65
G1.4.3. INDIVIDUAL FLIGHT DATA REPORT	66
G1.4.4. INDIVIDUAL FLIGHT RECORD REPORT	68
G1.4.5. INDIVIDUAL TRAINING SUMMARY	73
G1.4.6. 30/60/90 DAY REPORT	78
G1.5. MCP	78
G1.5.1. INDIVIDUAL DATA SUMMARY	78
G1.5.2. INDIVIDUAL FLYING HISTORY REPORT	80
G1.5.3. INDIVIDUAL FLIGHT DATA REPORT	81
G1.5.4. INDIVIDUAL FLIGHT RECORD REPORT	83
G1.5.5. INDIVIDUAL TRAINING SUMMARY	90
G1.5.6. 30/60/90 DAY REPORT	95
G1.6. MIP2	95
G1.6.1. INDIVIDUAL DATA SUMMARY	95

G1.6.2. INDIVIDUAL FLYING HISTORY REPORT	97
G1.6.3. INDIVIDUAL FLIGHT DATA REPORT	99
G1.6.4. INDIVIDUAL FLIGHT RECORD REPORT	101
G1.6.5. INDIVIDUAL TRAINING SUMMARY	104
G1.6.6. 30/60/90 DAY REPORT	109
G1.7. MN	109
G1.7.1. INDIVIDUAL DATA SUMMARY	109
G1.7.2. INDIVIDUAL FLYING HISTORY REPORT	111
G1.7.3. INDIVIDUAL FLIGHT DATA REPORT	113
G1.7.4. INDIVIDUAL FLIGHT RECORD REPORT	115
G1.7.5. INDIVIDUAL TRAINING SUMMARY	117
G1.7.6. 30/60/90 DAY REPORT	121
G1.8. MFE3	121
G1.8.1. INDIVIDUAL DATA SUMMARY	121
G1.8.2. INDIVIDUAL FLYING HISTORY REPORT	123
G1.8.3. INDIVIDUAL FLIGHT DATA REPORT	124
G1.8.4. INDIVIDUAL FLIGHT RECORD REPORT	126
G1.8.5. INDIVIDUAL TRAINING SUMMARY	128
G1.8.6. 30/60/90 DAY REPORT	131
G1.9. MIL	131
G1.9.1. INDIVIDUAL DATA SUMMARY	131
G1.9.2. INDIVIDUAL FLYING HISTORY REPORT	133
G1.9.3. INDIVIDUAL FLIGHT DATA REPORT	134
G1.9.4. INDIVIDUAL FLIGHT RECORD REPORT	136
G1.9.5. INDIVIDUAL TRAINING SUMMARY	140
G1.9.6. 30/60/90 DAY REPORT	143
G1.10. ML1	143
G1.10.1. INDIVIDUAL DATA SUMMARY	143
G1.10.2. INDIVIDUAL FLYING HISTORY REPORT	145
G1.10.3. INDIVIDUAL FLIGHT DATA REPORT	146
G1.10.4. INDIVIDUAL FLIGHT RECORD REPORT	148
G1.10.5. INDIVIDUAL TRAINING SUMMARY	150

G1.10.6. 30/60/90 DAY REPORT	153
G1.11. ML2	153
G1.11.1. INDIVIDUAL DATA SUMMARY	153
G1.11.2. INDIVIDUAL FLYING HISTORY REPORT	155
G1.11.3. INDIVIDUAL FLIGHT DATA REPORT	156
G1.11.4. INDIVIDUAL FLIGHT RECORD REPORT	158
G1.11.5. INDIVIDUAL TRAINING SUMMARY	161
G1.11.6. 30/60/90 DAY REPORT	164
G2. FLIGHT EVALUATION AND TRAINING RECORDS	165
G2.1. MIP1	165
G2.1.1. DA FORM 7120s	165
G2.2. MP1	171
G2.2.1. DA FORM 7120	171
G2.2.2. DA FORM 4507s	172
G2.3. MP2	176
G2.3.1. DA FORM 7120s	176
G2.4. MP3	185
G2.4.1. AF FORM 942	185
G2.4.2. AF FORM 8s	186
G2.5. MCP	190
G2.5.1. AF FORM 942	190
G2.5.2. AF FORM 8s	191
G2.6. MIP2	195
G2.6.1. AF FORM 942	195
G2.6.2. AF FORM 8s	196
G2.7. MN	198
G2.7.1. AF FORM 942	198
G2.7.2. AF FORM 8s	199
G2.8. MF3	201
G2.8.1. AF FORM 942	201
G2.8.2. AF FORM 8s	202
G2.9. MIL	204

G2.9.1. AF FORM 942.....	204
G2.9.2. AF FORM 8s	205
G2.10. ML1	207
G2.10.1. AF FORM 942.....	207
G2.10.2. AF FORM 8s	208
G2.11. ML2	210
G2.11.1. AF FORM 942.....	210
G2.11.2. AF FORM 8s	211
G3. MAINTENANCE TRAINING RECORDS.....	213
G4. OTHER PERSONNEL EVALUATION AND TRAINING RECORDS.....	213

G1. FLIGHT RECORDS**G1.1. MIP1****G1.1.1. AR 2408-12 PERSONNEL SUMMARY**

Date: 05 Dec 2014

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Page: 1

2408-12 PERSONNEL SUMMARY

Name:

MIP1

Period:

01 Sep 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-212	17 Sep 2014	IE	W	T	0.5	
C-212	17 Sep 2014	IP	D	T	1.0	
C-212	21 Oct 2014	PC	D	S	2.3	
C-212	21 Oct 2014	PC	N	S	0.3	
C-212	21 Oct 2014	IP	D	S	0.4	
C-212	05 Nov 2014	PC	D	S	0.3	
C-212	05 Nov 2014	PC	D	S	2.6	
C-212	08 Nov 2014	PC	N	S	1.9	
C-212	15 Nov 2014	PC	D	S	0.3	9.6
C-27J	04 Sep 2014	IE	W	T	1.5	
C-27J	04 Sep 2014	IP	D	T	1.0	
C-27J	05 Sep 2014	IE	D	T	0.8	
C-27J	05 Sep 2014	IP	D	T	2.5	
C-27J	09 Sep 2014	IE	W	T	1.5	
C-27J	09 Sep 2014	IP	D	T	0.5	
C-27J	11 Sep 2014	IP	D	S	2.7	
C-27J	11 Sep 2014	IP	D	S	0.3	
C-27J	11 Sep 2014	IP	D	S	1.1	
C-27J	15 Sep 2014	IP	D	T	0.8	
C-27J	16 Sep 2014	IP	D	T	2.0	
C-27J	16 Sep 2014	IE	W	T	1.3	
C-27J	18 Sep 2014	PC	W	T	1.0	
C-27J	18 Sep 2014	PC	D	T	2.4	
C-27J	23 Sep 2014	IP	D	T	0.4	
C-27J	23 Sep 2014	IP	N	T	0.8	
C-27J	26 Sep 2014	SP	D	T	1.0	
C-27J	26 Sep 2014	IE	W	T	1.0	
C-27J	29 Sep 2014	IP	D	T	1.9	
C-27J	01 Oct 2014	PC	D	F	0.7	
C-27J	02 Oct 2014	PC	D	S	1.5	
C-27J	03 Oct 2014	PC	N	S	1.7	
C-27J	05 Oct 2014	PC	D	S	1.4	
C-27J	06 Oct 2014	PC	W	S	1.0	
C-27J	06 Oct 2014	PC	D	S	0.5	
C-27J	06 Oct 2014	PC	D	S	1.4	
C-27J	09 Oct 2014	PC	D	F	1.0	
C-27J	22 Oct 2014	IP	NG	S	5.0	
C-27J	22 Oct 2014	IP	D	S	0.5	
C-27J	23 Oct 2014	IP	D	T	1.9	
C-27J	23 Oct 2014	SP	D	T	0.6	
C-27J	30 Oct 2014	IP	NG	S	2.2	
C-27J	31 Oct 2014	IP	D	S	1.8	

Date: 05 Dec 2014

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Page: 2

2408-12 PERSONNEL SUMMARY

Name:
MIP1

Period:
01 Sep 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-27J	31 Oct 2014	IP	D	S	0.5	
C-27J	03 Nov 2014	IP	D	S	1.3	
C-27J	03 Nov 2014	IP	D	S	1.2	
C-27J	03 Nov 2014	IP	D	S	1.5	
C-27J	03 Nov 2014	IP	D	S	2.7	
C-27J	04 Nov 2014	SP	D	T	1.8	
C-27J	05 Nov 2014	PC	D	F	0.5	
C-27J	14 Nov 2014	IP	D	T	1.7	
C-27J	17 Nov 2014	SP	N	T	1.6	
C-27J	18 Nov 2014	SP	NG	T	2.6	
C-27J	19 Nov 2014	SP	D	S	0.8	
C-27J	20 Nov 2014	IP	N	T	0.4	
C-27J	21 Nov 2014	IP	D	T	1.5	
C-27J	24 Nov 2014	IE	W	T	0.7	
C-27J	24 Nov 2014	IP	D	T	0.3	
C-27J	25 Nov 2014	SP	D	T	0.2	
C-27J	25 Nov 2014	SP	W	T	1.3	66.3
Total Hours						75.9
Total Front Seat Hours						0
Total Back Seat Hours						0

G1.1.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY														1. Sheet No.		
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														12		
AIRCRAFT CLOSEOUT SUMMARY													2. Name	3. Rank	4. Period	5. Act/Fit Sim
													MIP1	DAC	1 Sep 13 - 31 Aug 14	C-27J
FLIGHT COND SYM	FLYING DUTY SYMBOL											k. Total This Sheet	l. From Sheet No.	m. Total		
	a. CP/CE/EO	b. PV/OR/AO	c. PC/PO	d. UT/MO	e. IP/FE/IO	f. IE/FV/AC	g. SP/SV/SO	h. MP	i. ME	j. XP						
6. D	22.6	55.4	11.2		1.0	2.2	14.5						106.9		106.9	
7. N	0.2	0.3			1.3	0.4	0.2						2.4		2.4	
8. H		2.7				1.0	0.5						4.2		4.2	
9. W		4.2	1.5			0.6	1.5						7.8		7.8	
10. NG	4.0	5.3	2.5				5.2						17.0		17.0	
11.																
12. NS																
13. DG/DS																
14. TR																
15. AA																
16. Total this Sheet	26.8	67.9	15.2		2.3	4.2	21.9						138.3	XXXXXX	XXXXXXXXXX	
17. From Sheet No.													XXXXXX		XXXXXXXXXX	
18. Total	26.8	67.9	15.2		2.3	4.2	21.9						XXXXXX	XXXXXX	138.3	
19. Combat																
20. Imminent Danger																

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY													1. Sheet No.	
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.													12	
AIRCRAFT CLOSEOUT SUMMARY											5. Acft/Fit Sim			
2. Name MIP1					3. Rank DAC			4. Period 1 Sep 13 - 31 Aug 14			C-212			
FLIGHT COND SYM	FLYING DUTY SYMBOL											k. Total This Sheet	l. From Sheet No. 11	m. Total
	a. CP/ CE/ EO	b. PV OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FV/ AC	g. SP/ SV/ SO	h. MP	i. ME	j. XP				
6. D			39.0		41.1	7.7	10.3					98.1	2318.3	2416.4
7. N			2.6		1.9	0.5						5.0	303.1	308.1
8. H						1.0						1.0	7.8	8.8
9. W						7.9						7.9	164.3	172.2
10. NG														
11.														
12. NS														
13. DG/ DS														
14. TR													0.8	0.8
15. AA														
16. Total this Sheet			41.6		43.0	17.1	10.3					112.0	XXXXXX	XXXXXXXXXX
17. From Sheet No. 11	11.9	175.6	1734.5		652.1	151.4	34.1	34.7				XXXXXX	2794.3	XXXXXXXXXX
18. Total	11.9	175.6	1776.1		695.1	168.5	44.4	34.7				XXXXXX	XXXXXX	2906.3
19. Combat														
20. Immi- nent Danger													0.5	0.5

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY														
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														
AIRCRAFT CLOSEOUT SUMMARY												1. Sheet No. 12		
2. Name MIP1				3. Rank DAC				4. Period 1 Sep 13 - 31 Aug 14				5. Act/Fit Sim C-12C		
FLIGHT COND SYM	FLYING DUTY SYMBOL											k. Total This Sheet	l. From Sheet No. 11	m. Total
	a. CP/ CE/ EO	b. PV OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FV AC	g. SP/ SV/ SO	h. MP	i. ME	j. XP				
6. D			13.6		7.8	4.7	4.0	8.6				38.7	1194.9	1233.6
7. N		3.3	3.3		2.0			0.4				9.0	206.2	215.2
8. H													14.2	14.2
9. W			3.3			2.3	1.1	0.8				7.5	352.1	359.6
10. NG														
11.														
12. NS														
13. DG/ DS														
14. TR														
15. AA														
16. Total this Sheet		3.3	20.2		9.8	7.0	5.1	9.8				55.2	XXXXXX	XXXXXXXXXXXX
17. From Sheet No. 11	3.3	585.8	991.6		102.1	49.2	24.3	11.1				XXXXXX	1767.4	XXXXXXXXXXXX
18. Total	3.3	589.1	1011.8		111.9	56.2	29.4	20.9				XXXXXXXXXXXX		1822.6
19. Combat														
20. Immi- nent Danger													3.6	3.6

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY																	
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.																	
PART I. BIO/DEMOGRAPHIC											1. Sheet No.						
2. Name <p style="text-align: center; font-size: large;">MIP1</p>											12						
4. Period <p style="text-align: center;">1 Sep 13 - 31 Aug 14</p>											5. DOB		6. ASED <p style="text-align: center;">07 Aug 80</p>		3. Rank <p style="text-align: center;">DAC</p>		
8. Component <p style="text-align: center;">RA</p>				9. Unit <p style="text-align: center;">USASOC FLIGHT COMPANY</p>							7. Branch <p style="text-align: center;">AV</p>						
11. Duty Position <p style="text-align: center;">Instructor Pilot / Examiner</p>							12. Operational Position <p style="text-align: center;">Yes 15 Apr 03</p>										
PART II. FLIGHT HOURS																	
SECTION A. QUALIFICATIONS																	
a. Acft System	b. Date Qual	c. Last Flight	d. Total Time	e. CP/CE/EO	f. PV/OR/AO	g. PC/PO	h. UT/MO	i. IP/FE/IO	j. IE/FV/AC	k. SP/SV/SO	l. MP	m. ME	n. XP				
UH-1H	08 Aug 80	31 Jan 90	29.0		13.0	16.0											
UH-60A	01 Nov 84	27 Aug 91	977.3	17.0	371.0	181.4		374.3	10.1	23.5							
NG	01 Aug 86	31 Jul 91	544.7														
UH-60L	01 Feb 90	22 Mar 02	261.4	0.5	29.1	30.1		131.2	54.5	16.0							
NG	01 Feb 90		2.0														
MH-60L	01 Feb 90	25 Aug 00	161.3		16.3	52.2		70.8	20.0	2.0							
NG	01 Feb 90	19 Oct 91	58.5														
MH-60A	01 Feb 90	23 Sep 91	262.7		91.6	88.9		39.5	15.5	27.2							
A-90	06 Mar 92	18 Jul 95	261.2		46.7	13.6		158.8	29.7	11.9	0.5						
RU-21	10 Apr 92	28 Sep 94	1010.1		263.6	281.3	92.4	216.8	148.0	8.0							
U-21A	11 May 93	30 Jun 93	47.8	23.9	23.9												
C-12C	05 Jul 94	11 Jul 14	1822.6	3.3	589.1	1011.8		111.9	56.2	29.4	20.9						
RC-12D	05 Jul 94	11 Apr 95	18.1	5.7	12.4												
C-12F	26 Apr 95	12 Jul 95	64.7		24.6	40.1											
RC-12	26 Jan 96	05 Jun 97	186.2		32.7	148.1		5.4									
C-12U	26 Jan 96	28 Feb 97	297.9		218.0	79.9											
C-212	19 Nov 98	27 Aug 14	2906.3	11.9	175.6	1776.1		695.1	168.5	44.4	34.7						
C-12D	15 Nov 04	02 Mar 05	85.8	1.6	34.8	49.4											
QUALIFICATIONS CONTINUED ON NEXT PAGE																	

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.													
PART I. BIO/DEMOGRAPHIC											1. Sheet No.		
2. Name <div style="text-align: center; font-size: 1.2em;">MIP1</div>											12		
4. Period <div style="text-align: center;">1 Sep 13 - 31 Aug 14</div>					5. DOB			6. ASED <div style="text-align: center;">07 Aug 80</div>			3. Rank <div style="text-align: center;">DAC</div>		
8. Component <div style="text-align: center;">RA</div>			9. Unit <div style="text-align: center;">USASOC FLIGHT COMPANY</div>								7. Branch <div style="text-align: center;">AV</div>		
11. Duty Position <div style="text-align: center;">Instructor Pilot / Examiner</div>						12. Operational Position <div style="text-align: center;">Yes 15 Apr 03</div>						10. DMOS	
PART II. FLIGHT HOURS SECTION A. QUALIFICATIONS													
a. Acft System	b. Date Qual	c. Last Flight	d. Total Time	e. CP/CE/EO	f. PV/OR/AO	g. PC/PO	h. UT/MO	i. IP/FE/IO	j. IE/FV/AC	k. SP/SV/SO	l. MP	m. ME	n. XP
UV-20A	02 Jul 07	22 Jul 13	523.0	6.2	32.0	275.0		183.7	19.2		6.9		
C-27J	03 Apr 14	28 Aug 14	138.3	26.8	67.9	15.2		2.3	4.2	21.9			
NG		26 Aug 14	17.0										
C-12FS		19 Oct 12	172.2	20.0	90.0	62.2							
2B-24			71.0		56.0	15.0							
2B-38			152.0	5.0	22.0	11.0	26.0	35.5	26.5	26.0			
NG			3.0										
U-21FS			62.6	31.3	31.3								
FW			705.3	1.2	670.1	9.7		17.2	5.1	2.0			
SECTION B. TOTAL HOURS													
a. Combat <div style="text-align: center;">86.0</div>			b. Imminent Danger <div style="text-align: center;">346.9</div>			c. Civilian RW			d. Military RW <div style="text-align: center;">1691.7</div>				
e. Civilian FW			f. Military FW <div style="text-align: center;">8067.3</div>			g. Historical Hours <div style="text-align: center;">2235.0</div>			h. Total Hours <div style="text-align: center;">11994.0</div>				

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)						1. Sheet No.
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						12
2. Name MIP1			3. Rank DAC		4. Period 1 Sep 13 - 31 Aug 14	
PART III. ATP						
1. FAC NA	2. MTFE 11 Jul 13	3. Phys Exam 26 Aug 14	4. Ejection Seat	5. Alt Chamber 15 May 13	6. APART Completed 09 Aug 14	
7. Primary Acft C-212		8. RL NA	9. Std Fit Eval 20 Jun 14		10. Inst Eval 20 Jun 14	
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval	
15. Additional Acft C-27J		16. RL NA	17. Std Fit Eval 11 Jun 14			
PART IV. REMARKS						
<p>1. Records closed due to end of birth month.</p> <p>2. Aviator has completed 137 months of total operational flying duty credit.</p> <p>3. Aviator must wear corrective lenses when performing duties as a crewmember.</p> <p>4. ACT-E annual sustainment training completed on 09 AUG 14.</p> <p>5. Aviator completed C-212 -10 exam on 20 JUN 14.</p> <p>6. Aviator qualified in C-27J aircraft on 03 APR 14. Added 183.3 hours to this aircraft previously logged under "FW" time on DA Form 759.</p> <p>7. Aviator designated an SP/FCP in the C-27J on 11 JUN 14.</p> <p>8. Aviator completed C-27J -10 exam on 19 JUN 14.</p> <p>9. Aviator has completed ATP requirements.</p> <p>10. Aviator removed from C-12C aircraft on 14 AUG 14 due to workload flying C-27J and CASA 212.</p> <p>11. Aviator removed from UV-20A aircraft due to aircraft not being returned to service.</p>						
Commander's Typed Name, Rank, Branch CWS, AV			Signature Digitally signed using CAC.		Date 12 Sep 14	

DA FORM 759

UNCLASSIFIED

G1.1.3. DA 7122 CREW MEMBER TRAINING RECORDS



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY
SPECIAL OPERATIONS COMMAND
2829 DESERT STORM DRIVE
FORT BRAGG, NORTH CAROLINA 28310-9110

AOAO

1 September 2010

MEMORANDUM FOR Commander, United States Army Special Operations Command, Flight Detachment (UFD), Fort Bragg, NC 28310-5000

SUBJECT: UFD Waiver From Additional Training Requirements

1. References:

- a. AR 95-1, Aviation Flight Regulations, 12 November 2008.
- b. TC 3-04.11 Commander's Aircrew Training Program for Individual, Crew, and Collective Training, 19 November 2009.
2. The UFD does not have any Aircraft Survivability/Electronic Warfare (ASE/EW) equipment installed on its aircraft; therefore, ASE/EW training IAW AR 95-1, paragraph 4-15a is not required in the unit Aircrew Training Program (ATP).
3. The UFD is a non-tactical TDA unit with no wartime mission; therefore, Recognition of Combat Vehicle (ROCV) training IAW TC 3-04.11, paragraph 4-76 and Personnel Recovery (PR) training IAW paragraph 4-77 is not required in the unit ATP.
4. The UFD has no issued Chemical, Biological, Radiological, and Nuclear (CBRN) equipment; therefore, CBRN training IAW TC 3-04.11, paragraph 4-88 is not required in the unit ATP.
5. The above listed additional training requirements are waived IAW AR 95-1. This waiver shall be kept on file with UFD Flight operations. A copy of this waiver shall be placed in each UFD aircrew member's Individual Aircrew Training Folder (IATF) as well as their Individual Flight Record Folder (IFRF) while assigned to this unit ATP.
6. Point of contact for this action is CW5 at

COL, AV
Director, Special Operations
Aviation

Date	Remarks	Commander's Signature
14 Mar 03	Reported this date for Civilian position <u>Fixed Wing Pilot</u> , PARADISE Line C of U.S. Army Special Operations Command, Ft. Bragg, NC	
30 Apr 03	Completed C-12 aircraft currency training, mission TNG, and SOP right seat TNG	
30 Apr 03	Due to previous experience at this unit, same mission profile, and demonstrated proficiency, designated PC this date.	
8 MAY 03	Designated PC this date.	
29 Dec 03	MIA - While on mission in 1994 to rescue downed aviators, New Year's Eve - Mission. RP was killed in the process.	
11 Mar 03	Sidelined on deployment with injuries.	
20 Oct 03	TC-1-219 OBTAIN PROS ACADEMIE MAINT COMPLETE	
18 Mar 04	RECEIVED AWARD FOR 7500 HOURS ACCIDENT INCIDENT FREE	
27 Jul 04	RECEIVED AWARD FOR 8,000 HOURS ACCIDENT AND INCIDENT FREE	
	Produce to have met with the accident, investigate, investigate base & personnel on disbursement and availability.	
	Very good knowledge of aircraft systems and procedures, Sea Force	
	EXCELLENT	
12 Dec 05	Excellent performance and (PROB) skills	
17 Feb 05	Excellent incident response and maintenance procedures. TC	
15 Dec 05	Very good knowledge of aircraft and combat records.	
20 Nov 05	Awarded IP TNG, this series Applicant Skillset necessary	
24 Dec 05	Designation as ID (Specialty) Pilot	
27 Oct 05	C-212 Designated as (Specialty) Pilot	
21 Mar 06	RECEIVED AWARD FOR 8,500 HOURS ACCIDENT AND INCIDENT FREE	
21 Mar 06	Mentor - Good CPM Pilot and excellent leader	
21 Mar 06	RE EVALUATED TNG TNG - GOOD SOURCE OF AVIATION IN THE	
21 Mar 06	Good Aviator, Excellent TC Pilot & Mission Specialist	
19 Apr 08	RE EVALUATED TNG TNG - GOOD SOURCE OF AVIATION IN THE	
26 Apr 07	EMERGENCY MANEUVER TRAINING - 2 HOURS OF BLOW TRAINING AND THE FOLLOWING FLIGHT LOGS MET-1-2-3, SPW LOGS AT ADS IN MISSO	
17 Apr 07	MIA	

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USASPC V2.00

CREW MEMBER TRAINING RECORD

For use of this form, see TC 1-210-1; the proponent agency is USASOC.

Name: **MPI**

Sheet No: **1**

Date	Acft	Event	SSN							Rank			Recorded by	Birth Month:	GR	CM Init	Rmk	
			Duty	D	N	NG	NS	W	H	Sim	Seat							
14 Mar 03	—	Establish Record	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr 03	C-12L	Establish Record	PC	12.2	5	—	—	—	2.8	—	—	—	—	—	—	—	—	4/2
30 Apr 03	C-12L	121 Descent/Ascent	PC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr 03	C-12L	Emergency Fuel	PC	3.4	—	—	—	—	9	1.0	—	—	—	—	—	—	—	4/2
30 Jun 03	C-212	-10 TEST	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
19 Jul 03	C-12L	-10 TEST	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
24 Sep 03	C-12L	STRONG + TEST AMBER	PC	1.0	—	—	—	—	1.5	—	—	—	—	—	—	—	—	4/2
4 Oct 03	C-212	STRONG + TEST AMBER	PC	1.2	—	—	—	—	2.0	—	—	—	—	—	—	—	—	4/2
12 Nov 03	—	NOT RECORDED	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Aug 03	C-12L/2	APPART D3 Complete	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Aug 03	—	Flights Posted to 759	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
9 Oct 03	—	Retired 4/26 - 717	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15 Oct 03	—	All flights rechecked	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
20 Oct 03	C-12L	New Air Pro TUG	PC	6.4	—	—	—	—	—	—	—	—	—	—	—	—	—	2/18
24 Feb 04	C-12L	NO WORKIE Mission	PC	1.0	6	—	—	—	1.4	—	—	—	—	—	—	—	—	4/2
18 Mar 04	—	Safety Award	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
14 Jun 04	C-212	Refreshed TUG	PC	6	3	—	—	—	—	—	—	—	—	—	—	—	—	2
14 Jun 04	C-12L	Refreshed TUG	PC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4/8
15 Sep 04	NA	SAFETY Award	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15 Sep 04	C-12L	C13 D3 Qual	PC	1.2	—	—	—	—	2.0	—	—	—	—	—	—	—	—	4/10
15 Sep 04	C-12L	-10, Strong ABFT	PC	1.5	—	—	—	—	—	—	—	—	—	—	—	—	—	4/2
15 Sep 04	C-12L	Refreshed ABFT	PC	5	—	—	—	—	1.8	—	—	—	—	—	—	—	—	4
15 Sep 04	C-712	-10, Standard ABFT	PC	1.5	—	—	—	—	—	—	—	—	—	—	—	—	—	4/2
15 Sep 04	C-12L/2	OK APPART (booklet)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15 Sep 04	—	Reviews started to 759	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15 Sep 04	—	Reviews 4/16 - 717	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15 Sep 04	C-212	Refreshed 4/16 - 717	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USAFPC V2.00

For use of this form, see TC 1-210-1; the proponent agency is USASOC.

Sheet No. 2

CREW MEMBER TRAINING RECORD

Name: MIP1		SSN		Rank		Birth Month:		Recorded by		GR	CM Inlt	Rank
Date	Acr	Event	Duty	D	N	NG	NS	W	H	Slm	Seat	
18 JAN 05	C-212	NO NOTICE - FLIGHT	PE	7	1						L	YES
19 JAN 05	C-212	AVIATION DISCOVERY TEST	PE	4.8	1.1			.3	1.8		C/E	YES
31 JAN 05		4186 - NIB - Ground										NO
27 JUL 05		C/66 - FTD										NO
6 JUL 05	A-212	-10 TEST										NO
7 JUL 05	C-712	REFRESHMENT COURSE	PE							16	C/E	NO
12 JUL 05	C-212	-10 TEST										NO
15 JUL 05	C-212	SOUND + TOW TARGET TEST	PE	4				1.5			C/E	NO
22 JUL 05		4186 RECEIVED - FTD							.3			YES
24 JUL 05	C-212	TRAINING + DISSEMINATION	EA	7.2				2.5			C/E	YES
13 SEP 05		ACT RECOGNITION										YES
21 OCT 05	NA	SAFETY AWARD										NO
1 DEC 05	C-212	INTERCOMMISSION TEST 1-216										YES
3 JAN 06	C-212	NO NOTICE - ALIATION	PE	5				.1			L	YES
7 JAN 06	C-212	EE DISSEMINATION	DE	4				2.1			R	YES
7 JAN 06	C-212	NO NOTICE - ALIATION	PE	1.2	1.0						C/E	YES
3 APR 06	C-212	-10 TEST		1.5					.5		C/E	NO
3 APR 06	C-212	APPROXIMATE - TEST	IP/PE	1.3					.5		C/E	NO
17 APR 06	C-212	-10 TEST										NO
17 APR 06	C-212	AVIATION DISCOVERY TEST	PE						.7		C/E	NO
17 APR 06	C-212	AVIATION DISCOVERY TEST	IP/PE									NO
30 APR 06		EVENTS POSTED TO 754										NO
16 MAY 06		4186 RECEIVED - FTD										NO
16 MAY 06		ACT RECOGNITION										NO
22 DEC 06	C-124	DISSEMINATION	IE	8					1.0		C/E	NO
13 APR 07	C-124	AVIATION DISCOVERY TEST	PE	2				.9			C/E	NO
26 APR 07	C-124	AVIATION DISCOVERY TEST	PE							16	C/E	NO
26 APR 07		AVIATION DISCOVERY TEST	PE	4.5							C/E	YES

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USAFPC V2.00

Date	Remarks	Commander's Signature
12 April 88	<p>ATTORNEY GENERAL & PTCA Small Ensigns Service - Jim Mint 754 (Completed by me) Evaluation: Has Standard observing on short Ensigns. Very good observations as well as the short, very thorough examination of abundance of systems limitations, emergency and standard procedures, SP knowledge, test. Basic skills, and the standard of laws. COMMENTS: For APPROX - enter on sheets 1, 2 and 3 standard page 11 of document sheets.</p>	
29 April 88		

Sheet No: 3

DA FORM 7122-R, AUG 95

EDITION OF MAR 82 IS OBSOLETE

USAFPC V200

Date	Remarks	Commander's Signature
16 JAN 09	DESIGNATED AS SP IN THE C2IC	
16 JAN 09	DESIGNATED AS SP IN THE UV-2U	
30 APR 09	<p>REMOVED A NUMBER FROM THE SUNDAY AIC CURRUCY RUC REQUIRING AIC TO MAINTAIN CURRUCY RUC TO OTHER AIC MISSED REQUIREMENTS. 15 DAY MEDICAL CIRCUMSTANCES AND THE SUE AIC IN A BEO X STATUS FOR 22 DAYS. THERE IS NO OTHER UV-2U SP/PE AVAILABLE FOR A CURRUCY RUC APPROVED X</p>	
1 MAY 09	CURRUCY RUC WAS COMPLETED THIS DATE	
15 JUL 09	<p>WITH DAC POWER AS THE SABBY PLOT A STIMULATOR ABERT TUN WAS COMPLETED BY THOMAS CALVERT (TUN ERG # 1572654) EARLY THE DATA WERE DATED 16 JUL 08 AUTHENTICATED WITH TO PROPER EVALUATIONS.</p>	
20 AUG 08	MP EVALUATION COMPLETED BY GAC BILLY TELLANSEN	
NOT USED		

CREW MEMBER TRAINING RECORD

For use of this form, see TC-1-210; the proponent agency is TRAOC.

Sheet No: 4

Name: MIP1			SSN:			Rank: DAC			Birth Month:		Recorded By:		GR	CM	Rank
Date	Act	Event	Duty	D	N	NG	NS	W	H	Slm	Seat				
16 JAN 05	C212	SP DESIGNATION	SP	-	-	-	-	-	-	-	L/R			-	YES
16 JAN 05	UV-20	SP DESIGNATION	SP	-	-	-	-	-	-	-	L/R			-	YES
16 JAN 05	-	RECORDS REVIEW	-	-	-	-	-	-	-	-	-			-	NO
	C125	OS APART COMPLETE	PC	-	-	-	-	-	-	-	L/R			-	NO
	-	QUALITY SAFETY AWARDS	-	-	-	-	-	-	-	-	-			-	NO
	-	QUALITY SAFETY AWARDS	-	-	-	-	-	-	-	-	-			-	NO
30 MAR 05	UV-20	REQUIEST FOR CHANGES	SELB	-	-	-	-	-	-	-	L/R			-	YES
11 MAR 05	UV-20	CURRENT FLT	SELB	-	-	-	-	-	-	-	L/R			-	YES
23 SEP 04	C125	-10 TEST	-	-	-	-	-	-	-	-	R			-	YES
18 AUG 04	UV20	APART STANDS/MP	SP/MP	4.0	-	-	-	-	-	-	L/R			-	NO
27 JUL 05	UV20	-10 TEST	-	-	-	-	-	-	-	-	L/R			-	YES
12 AUG 04	C125	APART STANDS / CROSSHAIR	R/D	1.0	-	-	-	0.8	-	-	L/R			-	NO
18 AUG 04	C212	APART STANDS / INST-10	SP/SELB	1.2	-	-	-	0.8	-	-	L/R			-	NO
19 AUG 04	-	4186 RECEIVED PRO	-	-	-	-	-	-	-	-	-			-	NO
25 AUG 04	C212	MP EVALUATION	MP	0.4	-	-	-	0.2	-	-	R			-	YES
25 AUG 04	C125	NO NOTICE WORKING EVENT	MP	-	-	-	-	-	-	-	-			-	NO
31 AUG 04	C212	05 APART COMPLETED	SP/SELB	-	-	-	-	-	-	-	L/R			-	NO
31 AUG 04	C125	09 APART COMPLETED	SELB	-	-	-	-	-	-	-	L/R			-	NO
31 AUG 04	UV-20	05 APART COMPLETED	MP	-	-	-	-	-	-	-	L/R			-	NO
31 AUG 04	-	ATP REQ COMPLETED	-	-	-	-	-	-	-	-	L/R			-	NO
31 AUG 04	-	QUALITY SAFETY AWARDS	-	-	-	-	-	-	-	-	-			-	NO
05 OCT 04	-	ACT-C Re-Inspection	-	-	-	-	-	-	-	-	-			-	NO
09 SEP 04	EX300	Upset Recovery Training	PT	-	-	-	-	-	-	-	-			-	NO

Date	Remarks	Commander's Signature
1 MAR 16	1st SIMI-ANNUAL FUTURE DOWNS EQUIPMENT IS REQUIRED 20 HOUR; DUE TO UNIT CARRY OVER IN MAINTENANCE DURING LAST FOUR MONTHS OF SIMI-ANNUAL PERIOD.	<input checked="" type="checkbox"/>
3 MAR 16	APPROPRIATE COURSE WILL BE APPROVED BY COL WILLIAM A. MORGAN, DEPT. DIRECTOR.	<input checked="" type="checkbox"/>
17 MAR 16	DANN - AV COMPLETED 55 HOURS OF INSTRUCTION IN CORE SYSTEMS AT FROTS TRAINING SITE	
27 MAR 16	ACT-IE TRAINING & BUREAU COMPLETED BY CIVIL SCHEDULE	
7 JUL 16	A STANDARDIZATION/INSTRUMENT/MO A PART EVAL WAS CONDUCTED BY THOMAS GALEY (FAA CASE # 1572656) EARL THOMAS MORGAN DATED 16 JAN OF AUTHORIZATION IN TO PRESENTED EVALUATIONS. COURSE ATTENDED BY BE HAVE FOR INSTRUCTION ON	
19 AUG 16	TYPE 331 FUEL TANK MAINTENANCE RECOMMEND IF/SP Designation Approved Disapprove X	
14 SEPT 11	REMOVED	

CREW MEMBER TRAINING RECORD

For use of this form, see TC 1-210; the proponent agency is TRADOC.

Sheet No: 5

Name: MPI1										Rank: DAC					Birth Month:		Recorded By:		GR	CM Init	Rmk
Date	Acr	Event	Duty	D	N	NG	NS	W	H	Slm	Seat										
1MAY10	UV20	ATPHOUSES PREBATED	SP/LR	-	-	-	-	-	-	-	L/R								YES		
1MAY10	UV20	CURTAINING WAIVER	-	-	-	-	-	-	-	-	-								YES		
17MAY10	C212	SYS TALK COURSE	-	-	-	-	-	-	-	-	-								YES		
5MAY10	-	ISS/RRM, LDM/RRM Training	-	-	-	-	-	-	-	-	-								NO		
5MAY10	-	10 SURVIVALITY AWARD	-	-	-	-	-	-	-	-	-								NO		
7JUN10	-	ACT-E MASTRO OVAL	-	-	-	-	-	-	-	-	-								YES		
7JUN10	UV20	STD/LAST/ART AWARD	SP/LR	-	-	-	-	-	-	-	L/R								YES		
13JUN10	-	418 RECROWED FEED	-	-	-	-	-	-	-	-	-								NO		
13JUN10	C212	Explosive/Load/Line AWARD	SP/LR	C,9	-	-	-	-	-	-	C/A								NO		
22JUN10	C12	-10 Test	-	-	-	-	-	-	-	-	-								NO		
30JUN10	C12	Standb/Inst/ITE AWARD	-	-	-	-	-	-	-	-	L/R								NO		
30JUN10	C12	2010 AWARD COMPLETE	PL/LR	-	-	-	-	-	-	-	-								NO		
9AUG10	C212	-10 Test	-	-	-	-	-	-	-	-	-								NO		
9AUG10	C212	2010 AWARD COMPLETE	SP/LR	-	-	-	-	-	-	-	-								NO		
16AUG10	UV20	-10 Test	-	-	-	-	-	-	-	-	-								NO		
16AUG10	UV20	2010 AWARD COMPLETE	SP/LR	-	-	-	-	-	-	-	-								NO		
16AUG10	-	NO NOTICE WRITTEN	-	-	-	-	-	-	-	-	-								NO		
30SEP10	C12	Reliability Sym Tonic	PL	-	-	-	-	-	-	-	-								NO		
14SEP10	-	Events Posted to TSY	-	-	-	-	-	-	-	-	-								NO		
19Nov10	C212	TC331, Edie MAWR	-	-	-	-	-	-	-	-	-								YES		
11Nov10	C12	IR/ISR Checkride	SP/LR	2,2	-	-	-	-	-	-	-								YES		
30Nov10	C12	MP Distraction	MP	1,5	-	-	-	-	-	-	-								NO		
22Feb11	-	NO NOTICE WRITTEN	-	-	-	-	-	-	-	-	-								NO		

DA FORM 7122-R, SEP 2009

PREVIOUS EDITIONS ARE OBSOLETE.

NO PREVIOUS

Date	Remarks	Commander's Signature
1 MAR 11	1ST SEM. AVIATION MEDICAL CLINIC VISIT PANGLOSS BY 10 HOURS DUE TO AIRCRAFT DOWN TIME (MAINTENANCE) BY THE WING SQUAD	
13 APR 11	ATTENDED THE FLT SAFETY 3200 SERIES (AFC) MAINTENANCE VISUAL COURSE 28 MAR - 3 APR 2011 PTE AIR CURRENTLY. AIRCRAFT IN MAINTENANCE ON ACT & AIRCRAFT'S SCHEDULES FOR 10 DAYS + FEB 11 TO 18 MAY 11	
25 MAY 11	Avionics familiarization training Completed for installation of Avionics/ Alliant King Air Flight Deck System w/ Garmin G5000 MED & S-TeC 2100 Autopilot	
28 JUL 11	STAND/INST/ICE AFTER FINAL WING COURSE BY THE WING SQUAD (FAA CERT 1572656) EAW DSW MED DATED 16 JAN 08.	
29 OCT 11	ATTENDED THE FLT SAFETY PTK 3 MAR 08. LINE + BASE MAINT COURSE (7-21 OCT (40 HOURS))	
30 MAR 12	ATTEND THE FLT SAFETY PTK MED SERIES LINE + BASE MAINT COURSE 26-30 MAR 12 (40 HOURS)	
15 JUL 12	ATTENDED THE FLT SAFETY (40 HOURS) MAINT FOR COURSE (40 HOURS)	
22 JUL 12	ATTENDED THE FLT SAFETY (40 HOURS) ADVANCED TACTICAL PROCEDURES (40 HOURS)	
	N/A	

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No. 6

Name: MPI		PID:		Rank: DAC							Birth Month:		Recorded By:		GR	CM Init	Rank
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat						
10 Apr 11	UV20	A/C maintenance	SR/13	-	-	-	-	-	-	-	4/R	-	-	-	-	-	YES
11 Apr 11	UV20	STANDARDS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
13 Apr 11	UV20	STANDARDS	SR/17	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
13 Apr 11	UV20	MAINT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
25 May 11	C-12C	PEE-A/C	SR/10	-	-	-	-	-	-	-	4/R	-	-	-	-	-	YES
25 May 11	C-12C	AVIONICS	SR/22	-	-	-	-	-	1.7	-	4/R	-	-	-	-	-	YES
18 Jul 11	C-12C	MTP EVAL	MR	1.5	-	-	-	-	-	-	4/R	-	-	-	-	-	NO
28 Aug 11	UV20	STANDARDS	SR	2.7	-	-	-	-	0.3	-	4/R	-	-	-	-	-	YES
10 Aug 11	C-12C	STANDARDS	SR/10	-	-	-	-	-	0.8	-	4/R	-	-	-	-	-	NO
18 Aug 11	C-12C	STANDARDS	SR/10	-	-	-	-	-	0.5	-	4/R	-	-	-	-	-	NO
25 Aug 11	C-12C	10 EXAM	SR/10	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
29 Aug 11	UV20	10 EXAM	SR/10	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
31 Aug 11	C-12C	10 EXAM	SR/10	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
31 Aug 11	C-12C	ACT-E	SR/10	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
21 Sept 11	-	Events	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
24 Oct 11	-	PTC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
9 Nov 11	FA300	VRT	4.3	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
9 Nov 11	C-12	NO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
15 Dec 11	-	PTC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
15 Dec 11	-	PTC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
22 Dec 11	-	PTC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

ADD FE V1.00

Date	Remarks	Commander's Signature
29 JUN 12	ATTENDED THE 1ST SAFETY MEETING OPERATIONAL MAINT SWANEE PACES PACES COVER (4000)	
6 AUG 12	STAND/JUST/FCP ASSET EVAL WAS CONDUCTED BY THOMAS CAVERT (PANA CEC-1572656)	
16 NOV 12	EVAL DSDA PERFORMED BY STANDBY ATTENDED THE 78331 THE LINE & RATE MAINT TUE COVER (80 HOURS)	
20 FEB 13	AVIATION FLYING HOURS MINIMUMS WERE PROVIDED TWO MONTHS (10 HOURS) IN 1ST SEMI ANNUAL PERIOD DUE TO AIRCRAFT MAINT DOWN TIME. NIGHT FLYING HOURS REQUIREMENTS WERE DELETED FOR 1ST SEMI ANNUAL PERIOD DUE TO TEMP. AWD RESTRICTIONS W/C TO DAY VFR ONLY.	
NOV 13	NOV 13	

PAGE 2, DA FORM 7122-R, DEC 2009

APD PE 1100

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 7

Name: MIP1		PID:		Rank: DAC							Birth Month:		Recorded By		GR	CM	
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat				Init	Rank	
29 Jul 12	KAZ00	OF MAINT RECORDING	-	-	-	-	-	-	-	-	-	-	-	-	-	S	YES
13 Aug 12	C12	STAND/INST/MP/ABART	30/10	1.0	-	-	-	0.8	-	-	-	-	-	-	-	S	YES
6 Aug 12	UV20	STAND/INST/MP/ABART	30/10	3.3	-	-	-	-	0.1	-	-	-	-	-	-	S	YES
10 Aug 12	C12	STAND/INST/MP/ABART	30/10	1.7	-	-	-	0.7	-	-	-	-	-	-	-	S	YES
13 Aug 12	-	Y18C, 1570	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NO
20 Aug 12	UV20	- 10 Exam	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
20 Aug 12	C12	- 10 Exam	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
20 Aug 12	C12	ACT-E Sustainment	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
21 Aug 12	C12	- 10 Exam	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
22 Aug 12	UV20	2012 ABART Complete	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
23 Aug 12	-	2012 ATP COMPLETE	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
31 Aug 12	KAZ00	CAB RECONSTRUCTION	PC	-	-	-	-	-	9.0	-	-	-	-	-	-	S	NO
5 Sep 12	-	ABART REVIEW 759	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
21 Sep 12	EA300	URT COMA & TCO	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
19 Oct 12	C12	RESOURCES COURSE	SP10	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
16 Nov 12	C12	THESE MAINT - TDU	-	-	-	-	-	-	16.0	-	-	-	-	-	-	S	YES
11 Feb 13	C12/UV20	NO PORTABLE CATERERS	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
20 Feb 13	UV20	A/E HOUR PROTECTION	SP10	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
15 Mar 13	-	ACT CIL/INST/MP/ABART	30/10	1.0	-	-	-	7	-	-	-	-	-	-	-	S	NO
18 Jun 13	-	H18C PWD FFD	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
25 Jun 13	C12	- 10 TEST	-	-	-	-	-	-	-	-	-	-	-	-	-	S	NO
25 Jun 13	C12	- 10 TEST	SP	-	-	-	-	-	-	-	-	-	-	-	-	S	NO

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE 1100

Date	Remarks	Commander's Signature
8 AUG 13	ATP req'ts for UVZO indefinitely suspended due to unavailability of ACFT. Add'l entries shall be made when ACFT returns to service and available for flight.	
6 SEP 13	Remarks as per Attachment A/C 002 to aircraft. Remarks as per Attachment A/C 002 to aircraft.	
25 Nov - 14	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
3 Apr 14	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
10 Apr 14	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
21 May 14	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
11 Jun 14	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
26 Jun 14	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	
	A/C removed to service. Remarks as per Attachment A/C 002 to aircraft.	

PAGE 2, DA FORM 7122-R, DEC 2009

AND PERIOD


CREW MEMBER TRAINING RECORD

For use of this form see TC-304-11. The proponent agency is TRADOC.

Sheet No: 8

Name: MPI		PID:	Rank: DAC								Birth Month:	Recorded By	GR	CM Rnk
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat			
17 Dec 13	C212	STABBY/INST/LEOP A/FACIT	SP	1.0					0.7			5	NO	
30 Dec 13	C12	2013 A/FACIT COMPLETE										5	NO	
30 Dec 13	C212	2013 A/FACIT COMPLETE										5	NO	
3 Dec 13		EVALS POS: SO 759										5	NO	
	UV20	No ATP requirements										5	NO	
	FW	ACT-E sustainment	SP									5	NO	
27 Sep	UV20	Remo Job Approval at A/C										5	NO	
27 Sep	UV20	Remo Job Approval at A/C										5	NO	
25 Dec 14	C-27J	FLYING TO POSITIONS										5	NO	
3 Dec 14	C-27J	FLYING TO POSITIONS	PC	16.0					2.3			5	NO	
10 Dec 14	C-27J	FLYING TO POSITIONS	PC	0.6					0.5			5	NO	
21 May	C27J	11000 HR SWEET ANALYSIS										5	NO	
11 Jan	C212	R/REP/NITE GOALS	IP	21.6	3	5.3	20	5.5			4/R	5	NO	
12 Jan 14	C212	SP/REP C/MOOS EVAL	SP	9.9					0.4		4/R	5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E							1.0		4/R	5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	
19 Jan 14	C27J	O/SUBSTITUTED 1/E										5	NO	

DA FORM 7122-R, DEC 2009 PREVIOUS EDITIONS ARE OBSOLETE

Date	Remarks	Commander's Signature
14 DEC 14	REMOVED FROM CIR DUE TO UNRELIABLE USE C-27J AND C-130A 212	

PAGE 2, DA FORM 7122-R, DEC 2009

AFD PE 11 00

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Name: MIPI

PID:

Rank: DAC

Birth Month:

Sheet No: 9

Date	AC	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	Recorded	GR	CM Init	Rmk
9AUG14	-	ACT-E SYSTEM TUN	SP	-	-	-	-	-	-	-	-	-	S	-	NO
14AUG14	C12	REMOVE ADDITIONAL AC	-	-	-	-	-	-	-	-	-	-	-	-	YES
22AUG14	-	4186 E22	-	-	-	-	-	-	-	-	-	-	-	-	NO
29AUG14	C27J	2014 ATP COM ACITE	SP	-	-	-	-	-	-	-	-	-	-	-	NO
29AUG14	C212	2014 ATP COM ACITE	SP	-	-	-	-	-	-	-	-	-	-	-	NO
25SEP14	-	USAF'S ASS-ED 735	-	-	-	-	-	-	-	-	-	-	-	-	NO
1 Dec 14	C27J	Asst. Wshby	-	-	-	-	-	-	-	-	-	-	-	-	YES

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE

APD PE 41 00

G1.2. MP1

G1.2.1. AR 2408-12 PERSONNEL SUMMARY

Date: 05 Dec 2014

UNCLASSIFIED

Page: 1

2408-12 PERSONNEL SUMMARY

Name:

MP1

Period:

01 Sep 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-27J	05 Sep 2014	PI	D	T	2.9	
C-27J	09 Sep 2014	PI	D	T	1.0	
C-27J	09 Sep 2014	PI	W	T	2.0	
C-27J	10 Sep 2014	PI	D	T	2.3	
C-27J	11 Sep 2014	PI	D	T	2.0	
C-27J	11 Sep 2014	PI	H	T	1.5	
C-27J	12 Sep 2014	PI	D	T	0.6	
C-27J	12 Sep 2014	PI	W	T	3.0	
C-27J	15 Sep 2014	PC	D	S	0.4	
C-27J	15 Sep 2014	PC	W	S	4.0	
C-27J	16 Sep 2014	PI	D	T	2.0	
C-27J	16 Sep 2014	PI	W	T	0.8	
C-27J	18 Sep 2014	PI	D	T	2.4	
C-27J	17 Nov 2014	PI	N	T	1.6	
C-27J	18 Nov 2014	PI	NG	T	2.6	
C-27J	20 Nov 2014	PI	N	T	0.4	29.5
Total Hours						29.5
Total Front Seat Hours						0
Total Back Seat Hours						0

G1.2.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY													
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.													
AIRCRAFT CLOSEOUT SUMMARY											1. Sheet No.		
2. Name MP1				3. Rank CIV			4. Period 9 Jun 14 - 30 Sep 14				5. Act/Fit Sim C-27J		
FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No.	m. Total
	a. CP/CE/EO	b. PV/OR/AO	c. PC/PO	d. UT/MO	e. IP/FE/IO	f. IE/FV/AC	g. SP/SV/SO	h. MP	i. ME	j. XP			
6. D		13.2	0.4								13.6	322.0	335.6
7. N												7.2	7.2
8. H		1.5									1.5		1.5
9. W		5.8	4.0								9.8		9.8
10. NG												70.8	70.8
11.													
12. NS													
13. DG/DS													
14. TR													
15. AA													
16. Total this Sheet		20.5	4.4								24.9	XXXXXX	XXXXXXXXXX
17. From Sheet No.					79.2	320.8					XXXXXX	400.0	XXXXXXXXXX
18. Total		20.5	4.4		79.2	320.8					XXXXXXXXXX		424.9
19. Combat													
20. Imminent Danger													

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY														
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														
PART I. BIO/DEMOGRAPHIC												1. Sheet No.		
2. Name <p style="text-align: center;">MPI</p>												3. Rank <p style="text-align: center;">I</p>		
4. Period <p style="text-align: center;">9 Jun 14 - 30 Sep 14</p>						5. DOB			6. ASED <p style="text-align: center;">25 Sep 88</p>			7. Branch <p style="text-align: center;">CIV</p>		
8. Component <p style="text-align: center;">RA</p>				9. Unit <p style="text-align: center;">USASOC FLIGHT COMPANY</p>								10. DMOS <p style="text-align: center;">155A</p>		
11. Duty Position <p style="text-align: center;">C27J Instructor Pilot</p>						12. Operational Position <p style="text-align: center;">Yes 09 Jun 14</p>								
PART II. FLIGHT HOURS														
SECTION A. QUALIFICATIONS														
a.	b.	c.	d.	e.	f.	g.	h.	i.	j.	k.	l.	m.	n.	o.
Acft System	Date Qual	Last Flight	Total Time	CP/CE/EO	P/OR/AO	PC/PO	UT/MO	IP/FE/IO	IE/FV/AC	SP/SV/SO	MP	ME	XP	
T-38	07 Nov 88		1.4			1.4								
KC-135R	17 Feb 89		1943.7		931.6			1012.1						
B-1B	06 Aug 96		894.1			894.1								
NG	01 Sep 99		22.4											
E-8C	17 Oct 02		1398.9							1398.9				
C-27J	19 May 11	18 Sep 14	424.9		20.5	4.4		79.2	320.8					
NG	05 Aug 11		70.8											
FW			374.5	143.0	231.5									
SECTION B. TOTAL HOURS														
a. Combat <p style="text-align: center;">559.3</p>				b. Imminent Danger				c. Civilian RW				d. Military RW		
e. Civilian FW				f. Military FW <p style="text-align: center;">5037.5</p>				g. Historical Hours				h. Total Hours <p style="text-align: center;">5037.5</p>		

DA FORM 759

UNCLASSIFIED

Page 1 of 2
SED V2.00

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)						1. Sheet No.
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1
2. Name MP1			3. Rank CIV		4. Period 9 Jun 14 - 30 Sep 14	
PART III. ATP						
1. FAC NA	2. MTFE	3. Phys Exam 23 Oct 13	4. Ejection Seat	5. Alt Chamber	6. APART Completed	
7. Primary Acft C-27J		8. RL NA		9. Std Fit Eval		10. Inst Eval
11. Alternate Acft		12. RL		13. Std Fit Eval		14. Inst Eval
15. Additional Acft		16. RL		17. Std Fit Eval		
PART IV. REMARKS						
<p>1. Records closed to end of birth month.</p> <p>2. Aviator has completed 312 months of total operational flying duty credit.</p> <p>3. Aviator must wear corrective lenses when performing duties as a crewmember.</p> <p>4. As a civilian contractor individual has to complete an annual FAA Flight Physical which does not expire until 23 Oct 14.</p> <p>5. Aviator has no ATP requirements due to C-27J qualification training during the APART period.</p> <p>6. This 759 was manually entered into CAFRS and submitted by DAC</p>						
Commander's Typed Name, Rank, Branch CW5, AV			Signature Manual entry into CAFRS certified using CAC.		Date	

DA FORM 759

UNCLASSIFIED

G1.2.3. DA 7122 CREW MEMBER TRAINING RECORDS

CREW MEMBER TRAINING RECORD														Sheet No: 1			
Name: MPI														For use of this form see TC 3-04.11; the proponent agency is TRADOC.			
Date	MC	Event	Duty	PID:						Rank: CIV			Recorded By	GR	CM Inlt Rmk		
				D	N	NG	NS	W	H	Sim	Seat						
3 SEP 14	C27J	RECONnaissance Train-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17 NOV 14	C27J	RECONnaissance Train-	71	14/1	16	-	-	58	4.5	-	-	-	-	-	-	-	-
		CAA 8300-9 (UPSCAD)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		CAA 8300-3 (UPSCAD)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18 NOV 14	C27J	MISSION TRAIN. BEGINS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18 NOV 14	C27J	NIGHT LAO, complete	PI	-	-	26	-	-	-	-	-	-	-	-	-	-	-
1 Dec 14	C27J	AFI. Milbop	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE

APD PER 1100

G1.3. MP2

G1.3.1. AR 2408-12 PERSONNEL SUMMARY

Date: 05 Dec 2014

UNCLASSIFIED

Page: 1

2408-12 PERSONNEL SUMMARY

Name:
MP2Period:
01 Aug 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-12C	01 Aug 2014	PI	W	T	0.6	
C-12C	01 Aug 2014	PI	D	T	0.1	
C-12C	16 Aug 2014	PI	W	S	0.5	
C-12C	16 Aug 2014	PI	D	S	0.5	
C-12C	16 Aug 2014	PI	D	S	0.5	
C-12C	16 Aug 2014	PI	W	S	0.5	
C-12C	03 Sep 2014	PC	D	T	1.0	
C-12C	10 Sep 2014	PI	D	S	1.6	
C-12C	11 Sep 2014	PI	D	S	1.6	
C-12C	26 Sep 2014	PI	D	S	1.0	
C-12C	26 Sep 2014	PI	D	S	1.0	
C-12C	26 Sep 2014	PI	W	S	0.5	
C-12C	26 Sep 2014	PI	W	S	0.5	
C-12C	29 Sep 2014	PI	W	T	0.6	
C-12C	29 Sep 2014	PI	N	T	0.5	
C-12C	08 Oct 2014	PI	D	T	1.4	
C-12C	08 Oct 2014	PI	D	T	1.3	
C-12C	08 Oct 2014	PI	W	T	0.3	
C-12C	24 Oct 2014	PI	N	S	1.0	
C-12C	24 Oct 2014	PI	D	S	1.0	
C-12C	24 Oct 2014	PI	W	S	0.5	
C-12C	24 Oct 2014	PI	D	S	1.2	
C-12C	24 Oct 2014	PI	N	S	1.0	
C-12C	24 Oct 2014	PI	D	S	1.0	
C-12C	08 Nov 2014	PC	D	S	2.6	
C-12C	08 Nov 2014	PC	W	S	0.5	
C-12C	08 Nov 2014	PC	N	S	2.7	
C-12C	12 Nov 2014	PI	D	S	1.1	
C-12C	13 Nov 2014	PI	W	S	1.0	
C-12C	13 Nov 2014	PI	N	S	0.5	28.1
C-12FS	30 Oct 2014	PI	D	T	4.0	
C-12FS	30 Oct 2014	PC	D	T	4.0	8.0
C-27J	04 Aug 2014	OR	D	T	1.7	
C-27J	04 Aug 2014	PI	D	T	1.8	
C-27J	05 Aug 2014	PI	D	T	1.5	
C-27J	05 Aug 2014	OR	D	T	1.6	
C-27J	06 Aug 2014	PI	D	T	1.8	
C-27J	07 Aug 2014	PI	D	T	3.1	
C-27J	08 Aug 2014	PI	D	T	1.7	
C-27J	13 Aug 2014	PI	D	T	1.4	
C-27J	13 Aug 2014	OR	D	T	1.4	

Date: 05 Dec 2014

UNCLASSIFIED

Page: 2

2408-12 PERSONNEL SUMMARY

Name:

MP2

Period:

01 Aug 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-27J	14 Aug 2014	CP	D	T	0.5	
C-27J	14 Aug 2014	OR	D	T	1.0	
C-27J	14 Aug 2014	PI	D	T	0.5	
C-27J	15 Aug 2014	PI	D	T	1.3	
C-27J	15 Aug 2014	CP	D	T	1.2	
C-27J	19 Aug 2014	PI	D	T	1.5	
C-27J	19 Aug 2014	CP	D	T	1.5	
C-27J	20 Aug 2014	PI	D	T	1.4	
C-27J	20 Aug 2014	CP	D	T	1.4	
C-27J	21 Aug 2014	PI	D	T	0.6	
C-27J	21 Aug 2014	CP	D	T	0.6	
C-27J	22 Aug 2014	PI	N	T	1.1	
C-27J	22 Aug 2014	CP	N	T	1.1	
C-27J	27 Aug 2014	OR	NG	T	1.5	
C-27J	27 Aug 2014	PI	NG	T	1.5	
C-27J	28 Aug 2014	PI	NG	T	2.1	
C-27J	28 Aug 2014	OR	NG	T	2.1	
C-27J	29 Aug 2014	OR	NG	T	1.1	
C-27J	29 Aug 2014	PI	NG	T	1.1	
C-27J	05 Sep 2014	PI	H	T	0.8	
C-27J	05 Sep 2014	PI	D	T	2.5	
C-27J	08 Sep 2014	PI	W	T	0.5	
C-27J	08 Sep 2014	PI	D	T	1.8	
C-27J	08 Sep 2014	PI	D	T	1.6	
C-27J	16 Sep 2014	PI	D	T	1.3	
C-27J	19 Sep 2014	PI	N	T	1.9	
C-27J	19 Sep 2014	PI	D	T	1.5	
C-27J	19 Sep 2014	PI	D	T	3.9	
C-27J	19 Sep 2014	PI	D	T	0.5	
C-27J	23 Sep 2014	PI	D	T	0.4	
C-27J	23 Sep 2014	PI	N	T	0.8	
C-27J	02 Oct 2014	PI	D	S	1.5	
C-27J	03 Oct 2014	PI	N	S	1.7	
C-27J	05 Oct 2014	PI	D	S	1.4	
C-27J	06 Oct 2014	PI	D	S	1.4	
C-27J	06 Oct 2014	PI	D	S	0.5	
C-27J	06 Oct 2014	PI	W	S	1.0	
C-27J	15 Oct 2014	PI	D	S	0.5	
G-27J	15 Oct 2014	PI	D	S	3.3	
C-27J	17 Oct 2014	PI	D	T	3.0	
C-27J	21 Oct 2014	PC	D	S	4.4	
C-27J	23 Oct 2014	PI	D	S	0.5	
C-27J	23 Oct 2014	PI	D	S	1.9	

Date: 05 Dec 2014

Page: 3

UNCLASSIFIED
2408-12 PERSONNEL SUMMARY

Name:
MP2

Period:
01 Aug 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-27J	05 Nov 2014	PC	N	S	0.5	
C-27J	05 Nov 2014	PC	D	S	0.5	
C-27J	05 Nov 2014	PC	D	S	0.2	
C-27J	05 Nov 2014	PC	D	S	2.7	
C-27J	14 Nov 2014	PI	D	T	1.7	
C-27J	21 Nov 2014	PI	D	T	1.5	
C-27J	24 Nov 2014	PC	D	S	1.5	
C-27J	24 Nov 2014	PC	W	S	0.5	
C-27J	26 Nov 2014	PC	D	S	0.3	
C-27J	26 Nov 2014	PC	W	S	0.6	
C-27J	26 Nov 2014	PC	N	S	1.4	89.1
Total Hours						125.2
Total Front Seat Hours						0
Total Back Seat Hours						0

G1.3.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														
FLYING HOURS WORK SHEET														
1. Name MP2					2. Rank DAC					3. Period 1 Aug 13 - 31 Jul 14				
Section A (C-212)					Section B (C-27J)					Section C ()				
Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hours
a.	b.	c.	d.	e.	a.	b.	c.	d.	e.	a.	b.	c.	d.	e.
MAY	PC	D		2.8	AUG	No	Time	Flown						
JUN	PC	D		3.5	SEP	No	Time	Flown						
	PI	D		1.7										
	PI	H		0.3	OCT	No	Time	Flown						
JUL	PC	D		0.5	NOV	No	Time	Flown						
					DEC	No	Time	Flown						
					JAN	No	Time	Flown						
					FEB	No	Time	Flown						
					MAR	No	Time	Flown						
					APR	No	Time	Flown						
					MAY	No	Time	Flown						
					JUN	No	Time	Flown						
					JUL	CP	D		1.6					
						PI	D		10.6					
						PI	W		3.3					

DA FORM 759-2, AUG 2008

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY														
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														
FLYING HOURS WORK SHEET														
1. Name MP2					2. Rank DAC					3. Period 1 Aug 13 - 31 Jul 14				
Section A. (C-12C)					Section B. (C-12C)					Section C. (C-212)				
Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hours
a.	b.	c.	d.	e.	a.	b.	c.	d.	e.	a.	b.	c.	d.	e.
AUG	OR	D		1.5						AUG	PC	D		13.3
	PI	D		3.2	JUL	PI	D		0.5		PC	N		6.6
	PI	H		0.2							PI	D		2.6
											PI	N		2.5
SEP	PI	D		4.0						SEP	IP	D		4.5
	PI	N		0.7							PC	D		17.5
											PC	N		3.7
OCT	PI	D		6.3							PI	D		2.2
	PI	W		0.8										
NOV	PC	D		2.3						OCT	PC	D		4.3
	PI	D		7.7							PC	W		1.0
	PI	N		4.3							PI	D		3.9
	PI	W		4.4							PI	W		1.9
DEC	PI	D		2.0						NOV	PC	D		9.3
	PI	W		1.9							PC	N		3.9
											PI	D		1.7
JAN	PC	D		0.9										
	PI	D		4.8						DEC	IP	D		3.6
	PI	W		0.8							PC	D		0.4
											PI	D		8.6
FEB	PC	D		0.5										
	PC	W		1.5						JAN	IP	D		4.2
											PC	D		4.7
MAR	PI	D		4.4							PC	N		2.3
	PI	N		1.0							PC	W		0.6
	PI	W		1.8							PI	D		0.6
APR	PC	D		4.7						FEB	IP	D		1.8
	PC	N		1.0										
	PC	W		2.0						MAR	IP	D		9.1
	PI	D		4.1							IP	W		3.3
	PI	H		1.8							PC	D		6.9
	PI	W		3.1										
										APR	IP	D		9.9
MAY	PI	D		6.3							IP	N		1.1
	PI	H		0.5							PI	D		2.6
JUN	PC	D		0.2						MAY	IP	D		17.3
	PC	W		1.2							IP	N		2.5

DA FORM 759-2, AUG 2008

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY														
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														
AIRCRAFT CLOSEOUT SUMMARY												1. Sheet No.		
2. Name					3. Rank			4. Period				5. Act/Fit Sim		
MP2					DAC			1 Aug 13 - 31 Jul 14				C-27J		
FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No.	m. Total	
	a. CP/CE/EO	b. P/OR/AO	c. PC/PO	d. UT/MO	e. IP/FE/IO	f. IE/FV/AC	g. SP/SV/SO	h. MP	i. ME	j. XP				
6. D	1.6	10.6										12.2		12.2
7. N														
8. H														
9. W		3.3										3.3		3.3
10. NG														
11.														
12. NS														
13. DG/DS														
14. TR														
15. AA														
16. Total this Sheet	1.6	13.9										15.5	XXXXXX	XXXXXXXXXX
17. From Sheet No.												XXXXXX		XXXXXXXXXX
18. Total	1.6	13.9										XXXXXX	XXXXXX	15.5
19. Combat														
20. Imminent Danger														

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY													1. Sheet No.	
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.													12	
AIRCRAFT CLOSEOUT SUMMARY													5. Act/Fit Sim	
2. Name				3. Rank			4. Period						C-12C	
MP2				DAC			1 Aug 13 - 31 Jul 14							
FLIGHT COND SYM	FLYING DUTY SYMBOL											k. Total This Sheet	l. From Sheet No. 11	m. Total
	a. CP/CE/EO	b. PV/OR/AO	c. PC/PO	d. UT/MO	e. IP/FE/IO	f. IE/FI/AC	g. SP/SV/SO	h. MP	i. ME	j. XP				
6. D		44.8	8.6									53.4	1429.1	1482.5
7. N		6.0	1.0									7.0	268.3	275.3
8. H		2.5										2.5	18.5	21.0
9. W		12.8	4.7									17.5	359.7	377.2
10. NG														
11.														
12. NS														
13. DG/DS														
14. TR													1.0	1.0
15. AA													1.2	1.2
16. Total this Sheet		66.1	14.3									80.4	XXXXXX	XXXXXXXXXX
17. From Sheet No. 11	20.3	1475.6	581.9									XXXXXX	2077.8	XXXXXXXXXX
18. Total	20.3	1541.7	596.2									XXXXXX	XXXXXX	2158.2
19. Combat														
20. Imminent Danger														

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY														
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.														
AIRCRAFT CLOSEOUT SUMMARY											1. Sheet No.			
2. Name				3. Rank			4. Period				5. Act/Fit Sim			
MP2				DAC			1 Aug 13 - 31 Jul 14				C-212			
FLIGHT COND SYM	FLYING DUTY SYMBOL											k. Total This Sheet	l. From Sheet No. 11	m. Total
	a. CP/CE/EO	b. PV/OR/AO	c. PC/PO	d. UT/MO	e. IP/FE/IO	f. IE/FV/AC	g. SP/SV/SO	h. MP	i. ME	j. XP				
6. D		23.9	63.2		50.4							137.5	2139.3	2276.8
7. N		2.5	16.5		3.6							22.6	412.2	434.8
8. H		0.3										0.3	5.3	5.6
9. W		1.9	1.6		3.3							6.8	138.7	145.5
10. NG														
11.														
12. NS														
13. DG/DS														
14. TR														
15. AA													2.1	2.1
16. Total this Sheet		28.6	81.3		57.3							167.2	XXXXXX	XXXXXXXXXX
17. From Sheet No. 11	37.2	438.9	2024.6	15.4	181.5							XXXXXX	2697.6	XXXXXXXXXX
18. Total	37.2	467.5	2105.9	15.4	238.8							XXXXXX	XXXXXX	2864.8
19. Combat														
20. Imminent Danger													5.1	5.1

DA FORM 759-1

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.													
PART I. BIO/DEMOGRAPHIC											1. Sheet No.		
2. Name MP2											12		
4. Period 1 Aug 13 - 31 Jul 14				5. DOB		6. ASED 08 Nov 83		3. Rank DAC					
8. Component RA			9. Unit USASOC FLIGHT COMPANY								7. Branch AV		
11. Duty Position Pilot						12. Operational Position Yes 01 Apr 03						10. DMOS	
PART II. FLIGHT HOURS													
SECTION A. QUALIFICATIONS													
a.	b.	c.	d.	e.	f.	g.	h.	i.	j.	k.	l.	m.	n.
Acft System	Date Qual	Last Flight	Total Time	CP/CE/EO	P/OR/AO	PC/PO	UT/MO	IP/FE/IO	IE/FV/AC	SP/SV/SO	MP	ME	XP
OH-58A	09 Nov 83	04 Jul 92	8.3	8.3									
OH-58C	09 Nov 83	31 Jul 89	6.0	6.0									
C-12C	05 May 93	03 Jul 14	2158.2	20.3	1541.7	596.2							
RC-12D	05 May 93	05 May 93	5.0		5.0								
C-12D2	24 Feb 94	02 Aug 01	272.1		122.2	77.1		72.8					
C-12F	20 Dec 95	10 Mar 99	1164.2	1.8	404.6	444.9		240.4		63.6	8.9		
C-12J	22 Jul 97	09 Nov 98	363.8		44.9	144.0		113.4		58.3	3.2		
UC-35A	14 Jan 99	19 Oct 01	1738.2	15.7	459.8	1023.4		222.1		17.2			
C-212	26 Jun 03	03 Jul 14	2864.8	37.2	467.5	2105.9	15.4	238.8					
C-12D	10 Sep 04	26 Jan 05	98.1		47.9	50.2							
C-12FS		16 Mar 12	172.0	32.0	86.0	54.0							
RW			1058.6	1.3	127.5	338.4	23.0	470.4		98.0			
FW			592.2	79.6	423.3	89.3							
SECTION B. TOTAL HOURS													
a. Combat			b. Imminent Danger 262.8			c. Civilian RW			d. Military RW 1072.9				
e. Civilian FW 459.5			f. Military FW 9256.6			g. Historical Hours 826.0			h. Total Hours 11615.0				

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)					1. Sheet No.
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.					12
2. Name MP2			3. Rank DAC		4. Period 1 Aug 13 - 31 Jul 14
PART III. ATP					
1. FAC NA	2. MTFE	3. Phys Exam 27 May 14	4. Ejection Seat	5. Alt Chamber 07 May 13	6. APART Completed 05 Jun 14
7. Primary Acft C-212		8. RL NA	9. Std Fit Eval 05 Jun 14		10. Inst Eval 05 Jun 14
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval
15. Additional Acft C-12C		16. RL NA	17. Std Fit Eval 02 May 14		
PART IV. REMARKS					
<p>1. Records closed due to end of birth month.</p> <p>2. Aviator has completed 135 months of total operational flying duty credit.</p> <p>3. ACT-E annual sustainment training completed 14 May 14.</p> <p>4. Aviator completed CASA -10 exam 12 May 14.</p> <p>5. Aviator completed C-12 -10 exam 8 May 14.</p> <p>6. Aviator completed FCP flight eval 5 Jun 14.</p> <p>7. Aviator has completed ATP requirements.</p>					
Commander's Typed Name, Rank, Branch CWS, AV			Signature Digitally signed using CAC.		Date 05 Aug 14

DA FORM 759

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Page 2 of 2
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G1.3.3. DA 7122 CREW MEMBER TRAINING RECORDS



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY
SPECIAL OPERATIONS COMMAND
2020 DESERT STORM DRIVE
FORT BRAGG, NORTH CAROLINA 28310-9110

AOAO

1 September 2010

MEMORANDUM FOR Commander, United States Army Special Operations Command, Flight Detachment (UFD), Fort Bragg, NC 28310-5000

SUBJECT: UFD Waiver From Additional Training Requirements

1. References:

a. AR 95-1, Aviation Flight Regulations, 12 November 2008.

b. TC 3-04.11 Commander's Aircrew Training Program for Individual, Crew, and Collective Training, 19 November 2009.

2. The UFD does not have any Aircraft Survivability/Electronic Warfare (ASE/EW) equipment installed on its aircraft; therefore, ASE/EW training IAW AR 95-1, paragraph 4-15a is not required in the unit Aircrew Training Program (ATP).

3. The UFD is a non-tactical TDA unit with no wartime mission; therefore, Recognition of Combat Vehicle (ROCV) training IAW TC 3-04.11, paragraph 4-76 and Personnel Recovery (PR) training IAW paragraph 4-77 is not required in the unit ATP.

4. The UFD has no issued Chemical, Biological, Radiological, and Nuclear (CBRN) equipment; therefore, CBRN training IAW TC 3-04.11, paragraph 4-88 is not required in the unit ATP.

5. The above listed additional training requirements are waived IAW AR 95-1. This waiver shall be kept on file with UFD Flight operations. A copy of this waiver shall be placed in each UFD aircrew member's Individual Aircrew Training Folder (IATF) as well as their Individual Flight Record Folder (IFRF) while assigned to this unit ATP.

6. Point of contact for this action is CW5 at

COL, AV
Director, Special Operations
Aviation

Date	Remarks	Commander's Signature
21 APR 03	Reported this date for Civilian position Fixed Wing pilot.. PARA on Line of U.S. Army Special Operations Command, Ft. Bragg, NC	
22 APR 03	Completed Ground School and Flight Training ITRU at Aberdeen Proving Ground, MD. USAF 213-100-100.	
23 APR 03	Completed Airborne Operations and Parachute Airborne Landings Mission. The training was successful.	
1 NOV 03	Reported 20 OCT 03 for C-12 Operations/Systems Training at Ft. Rucker, AL. The in simulation was 8 hours and 8 night rest.	
4 NOV 03	Sergeant Refresher Training 1615 hrs. C-12 with 16 additional hrs.	
22 DEC 03	TEL-218 DPMO APOC, ACADUIC ANJ FLIGHT 7 TRJNTRC COLLEGE	
12 MAR 04	Received Award For 1000 Hours Accident Incident Free	
8 JUL 04	Completed 12M APT School + 12M APT School. Graduate Knowledge and Flight Skills. 12M APT School. 12M APT School. 12M APT School.	
10 JUL 04	Received Award For 1000 Hours Accident Incident Free	
12 JUL 04	Received Award For 1000 Hours Accident Incident Free	
3 SEP 05	Received Award For 1000 Hours Accident Incident Free	
30 OCT 05	Received Award For 1000 Hours Accident Incident Free	
23 MAR 06	Safety Award to 8000 accident free hours	
23 MAR 06	Awarded Knowledge + Airframe Maintenance	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	
5 JUL 06	Awarded Award for 1000 Hours Accident Incident Free	

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USAAPC V2.00

Sheet No. 1

CREW MEMBER TRAINING RECORD

For use of this form, see TC 1-210-1; the proponent agency is USASOC.

Sheet No: 1

Name: MP2

Date	Acft	Event	Duty	D	N	NG	NS	W	H	Rank		Recorded by	GR	CM Init	Rmk	
										Sim	Seat					
21 Apr 03		Establish Record														
1 Jun 03	C-212	COMMUNICATED BULL	PI													
20 Jun 03	C-212	COMPLETED QUM COURSE	PI	7.4	9			3.3								
21 Jun 03	C-212	Completed Mission 716	PI	1.2												
30 Sep 03	C-212	ADMET D3 COMPLETE														
02 Sep 03	C-212	Event Period # 759														
10 Sep 03	C-212	PIY Use Rules														
10 Sep 03	C-212	PC Descent into	RE	6.5	10											
11 Sep 03	C-212	Returned to Base FOD														
11 Sep 03	C-212	Attended Retention Tr	PI													
12 Nov 03	C-212	Adm. Checkbook Reford														
12 Nov 03	C-212	Administrative Reford	PI	1.6												
2 Dec 03	C-212	COMPLETED ATPLC QM Pt	PI	6.6	10			2.5	1.5	16						
2 Dec 03	C-212	DESIGNED THE COMPLETE	PI	6.6	10			2.5	1.5	16						
2 Dec 03	C-212	Begin my TVE	PI													
15 Dec 03	C-212	ASULTE COMBAT TR	PI	3.5	0.5			2.6								
15 Dec 03	C-212	SORTIA AWARD														
15 Dec 03	C-212	FORWARD TRAVEL	PI	6	3											
15 Dec 03	C-212	NO WINTER WEATHER														
8 Dec 03	C-212	SDBAT 2003 EVALUATION	PI	5				10								
8 Dec 03	C-212	PIE DESIGNATION	PI													
14 Sep 04	C-212	SDBAT 2004 APPORTUIT	PI	1.2												
28 Sep 04	C-212	PIE FOD														
30 Sep 04	C-212	-10 TEST														
30 Sep 04	C-212	-10 TEST														
16 Dec 03	C-212	REDESIGNER QM	PI													

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USARPC V2.00

CREW MEMBER TRAINING RECORD
For use of this form, see TC 1-210-1; the proponent agency is USASOC.

Name: MP2

SSN

Rank

Birth Month:

Sheet No: 2

Date	Act	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	Recorded by	GR	CM Init	Rank	
12-12	C-12	OC AHEAD RANKING														
12-21	C-21	BY AHEAD RANKING														
12-21	C-21	CLIENTS DOWNTIME TEST														
12-21	C-21	NO NOTICE - EIGHT	PC	7												
12-21	C-21	RESERVE TRAINING	PC	5.5	6											
12-21	C-21	4080 - TEMP EXERCISING														
12-21	C-21	4180 - FFB														
12-21	C-21	-10 TEST														
12-21	C-21	121212														
12-21	C-21	121212														
12-21	C-21	ANNUAL EVENT - BOE NCJ	PC	8												
12-21	C-21	7000 - BOE AHEAD TEST	PC	1.3												
12-21	C-21	4110 FED														
12-21	C-21	AHEAD OF COMBAT	PC													
12-21	C-21	EVENTS REPORT TO TEST														
12-21	C-21	NO NOTICE - IN SERVICE	PC	5												
12-21	C-21	AHEAD OF COMBAT														
12-21	C-21	SMITH ASSAULT														
12-21	C-21	4080 - TEMP EXERCISING														
12-21	C-21	INFORMATION TRAINING														
12-21	C-21	NEGATIVE TRAINING	PC													
12-21	C-21	KNOWLEDGE TEST	PC	1.7												
12-21	C-21	SABERBY AROUND														
12-21	C-21	REMOVAL - AHEAD	PC	5.2												
12-21	C-21	ANNUAL SCHEDULE - AHEAD	PC	2.5												
12-21	C-21	-10 TEST														
12-21	C-21	-10 TEST														
12-21	C-21	AHEAD OF COMBAT														
12-21	C-21	AHEAD OF COMBAT	PC	9												
12-21	C-21	INFORMATION TRAINING	PC													

DA FORM 7122-R, AUG 95 EDITION OF MAR 92 IS OBSOLETE

USARPC V2.00

Date	Remarks	Commander's Signature
JUN 2017	Excellent knowledge of aircraft systems, limitations, known/undetected many good planning skills in working the mission at a given date with others. Excellent work on skills. He	
25 JUN 17	Excellent performance of maneuvers and knowledge of aircraft systems, limitations and DOD CTR products.	
16 JUL 17	Excellent work conducted by MR. DISTANCE. Designated as the STAB 04 REMAINS FOR STAB 1 and 2. MAKE IN SHEET 1 and 2.	X

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USAPPC V2.00

Sheet No. 3

For use of this form, see TC 1-2.10; the proponent agency is TRADOC.

CREW MEMBER TRAINING RECORD

Sheet No. 3

Name: MP2		SSN		Grade							Recorded by		Birth Month:	
Date	Actr	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init	Rmk
30 JUL 06	—	Events Passed to 759	PC	—	—	—	—	—	—	—	1/2	—	—	ND
30 JUL 06	CAIR	ARABIC COMPLETE	PC	—	—	—	—	—	—	—	1/2	—	—	ND
15 NOV 06	—	A-T-E Quiz Complete	PC	—	—	—	—	—	—	—	1/2	—	—	ND
5 FEB 07	C-126	No Notice - Mission	PC	2.0	4.0	—	—	1.8	—	—	1/2	—	—	YES
25 JUN 07	C-126	AMULKE STDW-EAST-10	PC	1.2	—	—	—	—	—	—	1/2	—	—	YES
9 JUL 07	C-212	APRER STDW-EAST-10	PC	.8	—	—	—	—	—	—	1/2	—	—	ND
13 JUL 07	—	4182 Recd 15-3	—	—	—	—	—	—	—	—	—	—	—	ND
31 JUL 07	—	Events Passed to 759	—	—	—	—	—	—	—	—	—	—	—	ND
31 JUL 07	C-212	ADAPT 07 Complete	PC	—	—	—	—	—	—	—	1/2	—	—	ND
3 AUG 07	C-126	RE-Refresh Sim 7N6	PC	—	—	—	—	—	—	32	1/2	—	—	ND
3 AUG 07	C-212	No Notice Arms Utilization	PC	—	—	—	—	—	—	—	—	—	—	ND
12 NOV 07	C-126	AMULKE EVENT-STDW-EAST	PC	.7	—	—	—	1.0	—	—	1/2	—	—	ND
10 JUL 08	C-212	APRER EVENT-STDW-EAST	PC	.8	—	—	—	—	.4	—	1/2	—	—	ND
15 JUL 08	C-212	-10 TEST	—	—	—	—	—	—	—	—	—	—	—	ND
15 JUL 08	C-126	-10 TEST	—	—	—	—	—	—	—	—	—	—	—	ND
15 JUL 08	C-212	APRER COMPLETE CB	PC	—	—	—	—	—	—	—	1/2	—	—	ND
30 JUL 08	—	Events Passed to 759	—	—	—	—	—	—	—	—	—	—	—	ND
30 JUL 08	—	ATP REBS COMPLETE CB	—	—	—	—	—	—	—	—	—	—	—	ND
30 JUL 08	C-212	A-T-E REF Complete	PC	—	—	—	—	—	—	—	—	—	—	ND
8 AUG 07	C-212	Simulation C12 Rehearsal	PC	—	—	—	—	—	—	16	1/2	—	—	ND
16 JUL 08	—	4182 Recd 15-3	—	—	—	—	—	—	—	—	—	—	—	ND
16 JUL 08	C-212	4182 RE-Refresh	PC	—	—	—	—	—	—	—	—	—	—	ND
21 JUL 08	—	414, 14th, 14th	—	—	—	—	—	—	—	—	—	—	—	ND
16 JUL 09	C-212	UTG-500 Distribution	WT	3.0	—	—	—	—	—	—	1/2	—	—	YES
5 FEB 09	—	Record Correction	—	—	—	—	—	—	—	—	—	—	—	YES
—	—	ATP REBS Complete	—	—	—	—	—	—	—	—	—	—	—	ND
—	—	ATP REBS Complete	—	—	—	—	—	—	—	—	—	—	—	ND
—	—	ATP REBS Complete	—	—	—	—	—	—	—	—	—	—	—	ND
—	—	ATP REBS Complete	—	—	—	—	—	—	—	—	—	—	—	ND
—	—	g3sec how Safety Award	—	—	—	—	—	—	—	—	—	—	—	ND
—	—	g3sec how Safety Award	—	—	—	—	—	—	—	—	—	—	—	ND
—	—	g3sec how Safety Award	—	—	—	—	—	—	—	—	—	—	—	ND

DA FORM 7122-R, AUG 95

EDITION OF MAR 92 IS OBSOLETE

USAAPPC V230

Date	Remarks	Commander's Signature
24 JUL 14	AUTHORIZED TO PERFORM UT DRIVES WITH THE GRANITE SEC CFS.	
2 MAR 14	EP TUI AND EVAL COMPLETED DURING 4 HRS FROM 24 PER TO 2 MAR 14. OVERALL ALL GOOD PER, AND PERFORMS WELL. AUTHORIZED TO PERFORM MAINTENANCE AND CHECK FOR DISCREPANCY OF THE SYSTEM TO PERFORM	
20 JUN 20	Outstanding knowledge of the systems, EPD, Ahs, Regs and EPD, Good performance of EPD, Ahs, Regs, Ahs, Regs!	
Box Used		
 		
 		

PAGE 2, DA FORM 7122-R, AUG 1995

AFD PE v3.00

Date	Remarks	Commander's Signature
20 May 11	DNU LAD Completed with Mission training. P/E for currency. Aircraft in maintenance for ACEI cockpit upgrades for 10 days	
23 May 11	7 Feb 11 to 18 May 11. Avionics familiarization training completed for installation of Raytheon/Airlight King Air Flight Deck Systems w/ Garmin GNX 200 MFD IS-TX 2100 Autopilot	
15 Jul 11	EVA completed BY DAC DISCUINE	
5 Aug 11	ECP TRAINING AND EVALUATION COMPLETE FOR THE C-130A 212 ATM	
NO TESTS		

PAGE 2, DA FORM 7122-R, DEC 2009

AFD PE V100

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 5

Name: MP2		PID:		Rank: DAC							Birth Month:		Recorded By		GR	CM Int	Rank
Date	AC	Event	Duty	D	N	NG	NS	W	H	Sim	Seat						
20 Jul 10	CAN/12	2010 AWRPT Course/ETE	IP/12	-	-	-	-	-	-	-	-	-	-	-	-	-	
16 Aug 10	-	NO NOTICE WRITTEN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
20 Aug 10	-	Events Posted to 759	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
30 Sep 10	C122	Refresher Sim Training	FC	-	-	-	-	-	-	-	-	-	-	-	-	-	
1 Oct 10	EN300	VRT Training	PT 4.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
30 Nov 10	-	16 Security Safety Awareness	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1 Dec 10	C122	LAO Completed	PT 1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	
22 Feb 11	-	NO NOTICE WRITTEN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11 Apr 11	C122	16-18th Air Force	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12 Apr 11	C122	16-18th Air Force	IP 1.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
20 May 11	C122	PE - AC Currency	PC 1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
23 May 11	C122	Airman's TALE	PC 2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	
23 May 11	C122	AWRPT - STOPS INSTRUCT	PC 2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	
7 Jul 11	C122	-10 EXAM	R	-	-	-	-	-	-	-	-	-	-	-	-	-	
10 Jul 11	C122	ACTE Suspension	IP	-	-	-	-	-	-	-	-	-	-	-	-	-	
11 Jul 11	C122	ACTE Suspension	IP	-	-	-	-	-	-	-	-	-	-	-	-	-	
15 Jul 11	-	4186 Re-calved, FFD	IP 1.7	-	-	-	-	-	-	-	-	-	-	-	-	-	
15 Jul 11	C122	Standards / Inst Exam/AWF	IP 1.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
16 Jul 11	C122	-10 EXAM	IP	-	-	-	-	-	-	-	-	-	-	-	-	-	
18 Jul 11	E-122	2011 AWRPT Complete	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
18 Jul 11	C122	FCP AWAT	FCP 1.6	-	-	-	-	-	-	-	-	-	-	-	-	-	
8 Aug 11	-	Events Posted to 759	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9 Jan 12	-	No Notice Written	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

7 APR 2011 10

Date	Remarks	Commander's Signature
11 MAY 12	A STANDARDS/INTEGRITY/FCR EVAL	
18 MAY 12	COURAGEOUS, GOOD FLY EXCELLENT PERFORMANCE AND KNOWLEDGE IN ALL AREAS FIRST EMPLOYED DURING AND AFTER MISSION.	
10 OCT 12	NO NOTICE WRITTEN EVAL GIVEN BY DAC. IMBENZ	
<i>NOT USED</i>		
<i>(Diagonal line across multiple rows)</i>		

Date	Remarks	Commander's Signature
2 MAY 14	EXCELLENT KNOWLEDGE IN ALL AREAS. EXCELLENT ANSWERS "OUTSTANDING"	
26 JAN 14	DUE TO MISREPRESENTATION, "MILITARY LANGUAGE" COMMENTS WERE MADE AND SOME QUESTIONS WERE ASKED WHICH SHOULD HAVE BEEN "HTD (COMPLETED)"	

PAGE 2, DA FORM 7122-R, DEC 2009

AFD PE 7100

Date	Remarks	Commander's Signature
30 DEC 14	W/CO REMAIN IN QVA STATUS TO COMPLETE TASKS THAT WERE NOT ACCOMPLISHED DURING 13 A/C CUAL.	
31 DEC 14	A/C QUALIFICATION IS COMPLETE. PACED IN MSX TWC BOTH DIV ON THIS DATE. Rt1 + Rt TRs + SWD completed? D/D, Successful Performance + Kren. Lodge in next WEEKS. All Problems noted. SWD completed During A/c Ops Mission. D/D LTR Complete.	

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 8

Name: MP2		PID:		Rank: DAC							Birth Month:		Recorded By		GR	CM Init	Rank
Date	AC	Event	Duty	D	N	NG	NS	W	H	Sim	Seat						
27 APR 14	C21T	A/C final complete	PI	288	212	417	-	33	-	-	-	-	-	-	5		NO
30 APR 14	C21T	QUAL STATIONS	-	-	-	-	-	-	-	-	-	-	-	-	-		YES
5 SEP 14	C21T	CMO EVAL/QUAL complete	PI	215	-	-	-	08	-	-	-	-	-	-	5		YES
10 OCT 14	C21T	DESIGNATED PGM A/C	-	-	-	-	-	-	-	-	-	-	-	-	-		NO
10 OCT 14	C212	REMOVED FROM A/C	-	-	-	-	-	-	-	-	-	-	-	-	-		NO
11 OCT 14	C225	DYS REL/RC REPROCESSED	RC	265	413	-	-	10	-	-	-	-	-	-	5		YES
30 OCT 14	C12	CAE REEVALUATION TIME	R	-	-	-	-	-	-	8:0	1/2	-	-	-	5		NO
11 Dec 14	C21T	Asst. Mishap	-	-	-	-	-	-	-	-	-	-	-	-	-		yes

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE V1.00

G1.4. MP3

G1.4.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:33

INDIVIDUAL DATA SUMMARY (PA)
INQUIRY

AS OF 17 DEC 2014

PCN SA036-A70

NAME: **MP3**
BASE: 440AM (POPE FIELD)

SSAN:

GRADE: CPT

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

PERSONAL DATA

DUTY PHONE:
OFFICE SYMBOL:
MBR SVC CAT:
LAST PHYS DATE:
PHYS CODE:
PHYS DUE DATE:
PHYS AVAIL CODE:
PHYS AVAIL DATE:
PHYSIOLOGICAL TNG DATE:
PHYSIOLOGICAL DUE DATE:
DATE OF BIRTH:
DUTY AFSC:
EFFECTIVE DATE OF DUTY:
PAS CODE:
SHORT TOUR INDICATOR:
DATE RETURN FROM OVERSEAS:
DATE OF RANK:
DATE OF SEP/OBLIGATION:
DATE DEP LAST DUTY STA:
DATE ARR THIS STATION:
PERSONNEL RECORD STATUS:
PROJECTED DAFSC:
PROJECTED PAS CODE:
PROJECTED DUTY LOCATION:
PROJ DEPARTURE DATE:
PROJ REPORTING DATE:
FAC 8 EFFECTIVE DATE:
LOCAL USE CODE:

DOS
AFRC
09 AUG 14
A
06 NOV 15
A
09 AUG 14
07 JUN 12
30 JUN 17
011M3B
01 JAN 14
V11LFLMZ
N
27 APR 11
08 AUG 88
04 JUN 09
25 JUN 09
10

SECURITY CLEARANCE:
SECURITY CLEARANCE DATE:
RESTRICTED AREA BADGE NO:
PROFESSIONAL QUAL INDEX (PQI):
PROFESSIONAL QUAL INDEX DATE:

03 APR 13
V

JUMP STATUS _____
DATE ASSIGNED JUMP STATUS:

SYSTEM MANAGEMENT _____

HARM CODE:
DEPLOYED HARM CODE:
DEPLOYED DATE:
REDEPLOYED DATE:
SPECIAL CAT ID:
RECORDS REVIEW ACC DATE:
RECORDS REVIEW DUE DATE:
RECORDS REVIEW STATUS CODE:

10 MAR 14
30 JUN 15
N

TMKH

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:33

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN SA036-A70

INQUIRY

NAME: **MP3**
 BASE: 440AW (POPE FIELD)

SCAN:

GRADE: CPT

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALS50

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC: TMKH
 CMD OF AIRCRAFT: 0M
 ACFT SVC CAT: AFRC
 PRIMARY ACFT: C130H
 FLT DUTY CERT CODE: MP B
 CATEGORICAL FLYING WAIVER: N

AERONAUTICAL RATING/AVIATION BADGE
 EFFECTIVE DATE:

PILOT
 22 AUG 08

INCENTIVE PAY DATA

LAST MPO DATE: 06 JUL 07
 LAST MPO REASON: A
 AD/TAO: NONE
 PAY STOP DATE: 05 JUL 19
 LAST PRODUCTIVE FLIGHT DATE: 20 NOV 14
 PREVIOUS PRODUCTIVE FLIGHT DATE: 17 NOV 14

OUS MIL RTG DT:

CURR PARA RATING:
 CURR PARA RATING DATE:
 ORIG PARA RATING:
 ORIG PARA RATING DATE:

DATE
 07 OCT 08

AVIATION SERVICE DATA

EFFECTIVE DATE: 25 JUN 09
 PRIOR ASC: 1X
 EFFECTIVE DATE: 22 AUG 08
 AERO ORDER TERM DATE: 05 JUL 19
 OFFICER SERVICE DATE: 27 APR 07
 AVIATION SERVICE DATE: 06 JUL 07
 TRANSITION STATUS CODE: A
 AVIATION POSITION INDICATOR: 1
 EFFECTIVE DATE: 01 JAN 14
 FLYING ACTIVITY CATEGORY: 1
 PRE-ACIA-OFDA: 0
 OFDA GATE 10/12: 90
 OFDA GATE 15/15: 0
 OFDA GATE 20/18: 0
 OFDA TO DATE: 90

TRAINING/QUAL STATUS

FORMAL COURSE
 09 APR 2009

Your current OFDA is 90 month(s). You need 6 additional month(s) OFDA to meet your 12 Year gate requirement to receive continuous ACIP through 18 years of aviation service and you must maintain a valid flight physical.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE

DATE

G1.4.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:33

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F40

INQUIRY

NAME: MP3

SSAN:

GRADE: CPT APT: 1

FAC: 1

OFDA: 90

ASC: 1A

ASC DATE: 25 JUN 09

CMD: AFR WING: 0440ALFW

PRI CRW POS: P

PRI ACFT: C130H

UNIT: 0095ALSQ

BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS	C130H(S)	SMC130H(Q)	SMC130E(Q)	SPC130E(Q)	WC130H(S)	C130E(S)	CREW POSITION	PILOT
FLT DTY CERT CODE	MP B	MP B					PRIMARY TIME	780.6
DATE FIRST FLOWN	05 MAY 09	05 NOV 10	05 NOV 08	21 OCT 08	21 MAY 09	07 JAN 09	SECONDARY TIME	526.5
DATE LAST FLOWN	20 NOV 14	17 MAY 14	03 MAR 09	02 DEC 08	21 MAY 09	15 JAN 09	INSTRUCTOR TIME	0.0
TOTAL TIME	1565.1	60.0	45.0	23.5	2.2	24.5	EVALUATOR TIME	0.0
PRIMARY TIME	768.1	39.0	22.5	9.7	2.2	10.3	OTHER TIME	284.7
SECONDARY TIME	525.1	21.0	22.5	9.8	0.0	1.4	TOTAL TIME	1591.8
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	STUDENT TIME	186.4
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	OTHER US MIL TIME	0.0
OTHER TIME	271.9	0.0	0.0	0.0	0.0	0.0	FOREIGN MIL TIME	0.0
NIGHT	303.5	0.0	0.0	0.0	0.0	12.8	CIVILIAN TIME	0.0
PRIMARY INST	147.1	0.0	0.0	0.0	0.0	4.1	COMBAT TIME	270.2
PRIMARY SIM INST	57.5	0.0	8.0	0.0	0.0	1.0	COMBAT SUP TIME	195.0
NAVG TIME	107.4	0.0	0.0	0.0	0.0	0.0	TOTAL SORTIES	753
COMBAT TIME	270.2	0.0	0.0	0.0	0.0	0.0	COMBAT SORTIES	114
COMBAT SUPPORT TIME	195.0	0.0	0.0	0.0	0.0	0.0	COMBAT SUP SORTIES	66
COMBAT SORTIES	114	0	0	0	0	0	NAVG TIME	107.4
COMBAT SUPPORT SORTIES	66	0	0	0	0	0	DATE FIRST FLOWN	07 JAN 09
TOTAL SORTIES	745	36	15	8	1	7	DATE LAST FLOWN	20 NOV 14

GRAND TOTAL

1778.2

CAREER TOTALS

G1.4.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:33 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 58036-F60

NAME: **MP3** AGE: RANK: CPT SSAN: PRI ACFT: C130H
 CREW POSN: MP B LST PHYS: 09 AUG 14 APT: 1 ASC: IA
 DAHSC: 011M38 LST CHIB: 07 JUN 12 MAJCOM: AFR FAC: 1

(PART-1)

NDS:	C130H	SMC130H	WC130H	C130E	SMC130E	SPC130E	ACFT
CREW POSN:	MP B	MP B	FP	UP	UP	UP	TOTAL
SEQ NO:	01	02	00	00	00	00	1591.8
TOTAL TIME:	1565.1	60.0	2.2	24.5	45.0	23.5	780.6
PRIMARY:	768.1	39.0	2.2	10.3	22.5	9.7	526.5
SECONDARY:	525.1	21.0	0.0	1.4	22.5	9.8	0.0
INSTRUCTOR:	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER:	271.9	0.0	0.0	12.8	0.0	4.0	284.7
COMBAT:	270.2	0.0	0.0	0.0	0.0	0.0	270.2
COMBt SUPP:	195.0	0.0	0.0	0.0	0.0	0.0	195.0
WVG:	107.4	0.0	0.0	0.0	0.0	0.0	107.4

PREPARED 17 DEC 2014 14:33

INDIVIDUAL FLIGHT DATA

AS OF 17 DEC 2014

PCN 5A036-F60

NAME: MP3
 CREW POSN: MP B
 DAFSC: 011MB

RANK: CPT
 LST PHYS: 09 AUG 14
 LST CHMB: 07 JUN 12
 MAJCOM: AFR

SSAN: APL: 1
 FAC: 1
 PRI ACFT: C130H
 ASC: 1A

TOTAL FLYING TIME: 1591.8
 GRAND TOTAL: 1778.2

TOTAL PRIMARY/INSTRUCTOR TIME:
 MDS PRIMARY/INSTRUCTOR TIME:

851.8
 780.6

AIRCRAFT TYPE REQUEST: ALL

(PART-2)

AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 0.5

DAYS FLOWN: 1

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
4.2	2.7	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
0.0	3.6	1.4	2.3	0.0	0.0	0.0	0.0	0.0	3.2
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
1.0	1.9	4.1	0.0	2.8	0.0	2.8	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 35.4

DAYS FLOWN: 14

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	2.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
0.0	0.0	0.5	2.7	0.0	0.0	0.0	0.0	6.0	6.1

--- 90 DAYS TOTAL FLYING TIME: 57.6

DAYS FLOWN: 21

G1.4.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:34

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: **MP3**

WING: 0440ALFWG

UNIT: 0095ALSSQ

SSAN: ACFT OPLC: TMKH

GRADE: CPT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	NITE	INS	SIM	INS	NVG	RES	N/S	DATE UPDATED
C130H	06 DEC 13	86-0418	MP	0.9	0.8	0.0	0.0	0.5	2.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20131208
C130H	10 DEC 13	88-4405	MP	0.5	0.6	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20131213
C130H	11 DEC 13	88-4405	MP	5.0	5.2	0.0	0.0	0.0	10.2	2	0.0	0	0.0	4.0	5.0	0.0	0.0	1	S	20131213
C130H	12 DEC 13	88-4405	MP	0.4	0.5	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20131213
C130H	16 DEC 13	1555	MP	2.1	2.1	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20131217
C130H	18 DEC 13	86-0411	MP	1.2	1.2	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0.0	0.0	0.5	1.4	33	S	20131220
C130H	07 JAN 14	88-4401	MP	0.7	0.3	0.0	0.0	0.9	1.9	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140109
C130H	09 JAN 14	86-0410	MP	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0.0	0.0	0.0	1.9	33	S	20140110
C130H	10 JAN 14	86-0410	MP	0.4	0.3	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0.0	0.0	0.3	0.5	33	S	20140110
C130H	17 JAN 14	88-4402	MP	0.9	0.9	0.0	0.0	0.9	2.7	1	0.0	0	0.0	0.0	0.0	0.0	0.8	33	S	20140121
C130H	27 JAN 14	88-4403	MP	0.8	0.7	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140128
C130H	31 JAN 14	88-4403	MP	1.5	1.6	0.0	0.0	0.0	3.1	2	0.0	0	0.0	0.0	0.0	0.0	0.0	3	S	20140128
C130H	31 JAN 14	88-4402	MP	0.1	0.2	0.0	0.0	0.0	0.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	3	S	20140128
C130H	31 JAN 14	88-4402	MP	1.7	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140203
C130H	07 FEB 14	88-4402	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140213
C130H	10 FEB 14	88-4405	MP	3.4	0.2	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140213
C130H	10 FEB 14	88-4405	MP	0.2	0.2	0.0	0.0	0.0	0.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	3	S	20140213
C130H	11 FEB 14	88-4402	MP	0.2	0.0	0.0	0.0	0.9	1.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140213
C130H	18 FEB 14	86-0411	MP	0.6	0.0	0.0	0.0	0.0	0.6	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140219
C130H	18 FEB 14	86-0411	MP	0.5	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	0.5	1	S	20140219	
C130H	19 FEB 14	86-0411	MP	2.1	0.0	0.0	0.0	0.0	2.1	2	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140227
C130H	26 FEB 14	88-4403	MP	2.1	0.2	0.0	0.0	0.0	2.3	2	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140226
C130H	26 FEB 14	88-4403	MP	0.4	0.0	0.0	0.0	0.0	0.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	4	S	20140226
C130H	01 MAR 14	88-4401	MP	1.0	1.1	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140304
C130H	10 MAR 14	88-4402	MP	1.4	1.4	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	2	S	20140311
C130H	12 MAR 14	86-0414	MP	1.8	0.3	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	33	S	20140313

AFR PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:34

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: MP3

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

SSAN:

ACFT OPLDC: TMKH

GRADE: CPT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	NITE	INS	SIM	NWG	RES	N/S	DATE UPDATED
C130H	21 MAR 14	88-4401	MP	1.8	1.8	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0.6	0.0	0.0	4	S	20140324
C130H	21 MAR 14	88-4401	MP	0.4	0.4	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0.0	0.0	0.0	3	S	20140324
C130H	28 MAR 14	86-0418	MP	1.7	1.8	0.0	0.0	0.0	3.5	1	0.0	0	0.0	1.0	0.0	0.0	4	S	20140331
C130H	28 MAR 14	86-0418	MP	0.5	0.4	0.0	0.0	0.0	0.9	0	0.0	0	0.0	0.5	0.0	0.0	3	S	20140402
C130H	31 MAR 14	86-0411	MP	0.8	0.2	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0.0	0.0	0.0	4	S	20140404
C130H	01 APR 14	86-0411	MP	5.2	0.2	0.0	0.0	0.0	5.4	5	0.0	0	0.0	0.0	0.0	0.0	1	S	20140404
C130H	02 APR 14	86-0411	MP	2.0	2.1	0.0	0.0	0.0	4.1	6	0.0	0	0.0	0.0	0.0	0.0	1	S	20140404
C130H	02 APR 14	86-0411	MP	1.0	1.0	0.0	0.0	0.0	2.0	3	0.0	0	0.0	0.0	0.0	0.0	1	S	20140404
C130H	03 APR 14	86-0411	MP	2.2	2.2	0.0	0.0	0.0	4.4	5	0.0	0	0.0	1.2	0.0	0.0	4	S	20140404
C130H	10 APR 14	86-0411	MP	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	1.0	0.0	0.0	3	S	20140411
C130H	13 APR 14	86-0411	MP	4.7	0.2	0.0	0.0	0.0	4.9	2	0.0	0	0.0	0.0	0.0	0.0	4	S	20140414
C130H	17 APR 14	86-0418	MP	2.0	1.2	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0.0	0.0	0.0	4	S	20140418
C130H	18 APR 14	88-4401	MP	1.8	1.7	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0.0	0.0	0.0	4	S	20140422
C130H	18 APR 14	88-4401	MP	0.2	0.3	0.0	0.0	0.0	0.5	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20140423
C130H	23 APR 14	86-0411	MP	1.1	1.1	0.0	0.0	0.0	2.2	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140423
C130H	27 APR 14	86-0411	MP	1.8	1.9	0.0	0.0	0.0	3.7	2	0.0	0	0.0	0.0	0.0	0.0	3	S	20140428
C130H	02 MAY 14	87-9284	MP	1.4	1.3	0.0	0.0	0.0	5.1	1	0.0	0	0.0	0.5	0.0	0.0	3	S	20140505
C130H	06 MAY 14	88-4403	MP	0.4	0.3	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140507
C130H	07 MAY 14	88-4403	MP	0.7	0.7	0.0	0.0	0.0	1.4	3	0.0	0	0.0	0.0	0.0	0.0	3	S	20140512
C130H	09 MAY 14	88-4404	MP	1.9	1.9	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140520
SMC130H	15 MAY 14	00-0001	MP	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140520
SMC130H	16 MAY 14	00-0001	MP	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140520
SMC130H	17 MAY 14	00-0001	MP	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	1	Q	20140520
C130H	21 MAY 14	86-0411	MP	0.4	0.5	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	0.6	3	S	20140521
C130H	27 MAY 14	87-9284	MP	1.2	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140528
C130H	28 MAY 14	87-9284	MP	0.6	0.3	0.0	0.0	0.0	0.9	2	0.0	0	0.0	0.3	0.0	0.0	1	S	20140528

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:34

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MP3

WING: 0440ALFWG

UNIT: 0095ALS5Q

SSAN: ACFT OPLDC: TMKH

GRADE: CPT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	SIM	NWG	RES	N/S	DATE UPDATED
C130H	30 MAY 14	88-4404	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0	0	0.0	0.0	0.0	33	S	20140602
C130H	03 JUN 14	87-9284	MP	0.5	0.3	0.0	0.0	0.2	1.0	0	0	0	0.0	0.0	0.0	1	S	20140604
C130H	03 JUN 14	87-9284	MP	1.3	1.4	0.0	0.0	0.0	2.7	1	0	0	0.0	0.0	0.0	4	S	20140604
C130H	19 JUN 14	87-9284	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0	0	0.0	0.0	0.0	4	S	20140625
C130H	20 JUN 14	87-9284	MP	2.3	2.4	0.0	0.0	0.0	4.7	1	0	0	0.0	0.0	0.0	1	S	20140625
C130H	21 JUN 14	87-9284	MP	2.4	2.4	0.0	0.0	0.0	4.8	2	0	0	0.0	0.0	0.0	1	S	20140625
C130H	22 JUN 14	87-9284	MP	3.3	3.3	0.0	0.0	0.0	6.6	2	0	0	0.0	0.0	0.0	1	S	20140625
C130H	23 JUN 14	87-9284	MP	3.1	3.0	0.0	0.0	0.0	6.1	2	0	0	0.0	0.0	0.0	1	S	20140625
C130H	24 JUN 14	87-9284	MP	1.0	1.1	0.0	0.0	0.0	2.1	1	0	0	0.0	0.0	0.0	4	S	20140625
C130H	27 JUN 14	86-0410	MP	0.2	0.2	0.0	0.0	0.0	0.4	0	0	0	0.0	0.0	0.0	3	S	20140701
C130H	27 JUN 14	86-0410	MP	1.8	1.8	0.0	0.0	0.0	3.6	1	0	0	0.0	0.0	0.0	4	S	20140709
C130H	01 JUL 14	88-4404	MP	1.2	1.2	0.0	0.0	0.0	2.4	1	0	0	0.0	0.0	0.0	4	S	20140709
C130H	01 JUL 14	88-4404	MP	0.3	0.2	0.0	0.0	0.0	0.5	1	0	0	0.0	0.0	0.0	1	S	20140709
C130H	03 JUL 14	86-0418	MP	0.0	0.0	0.0	0.0	0.0	2.0	1	0	0	0.0	0.0	0.0	33	S	20140709
C130H	10 JUL 14	88-4403	MP	0.7	0.8	0.0	0.0	0.0	1.5	1	0	0	0.0	0.0	0.0	3	S	20140710
C130H	11 JUL 14	86-0414	MP	1.1	1.1	0.0	0.0	0.0	2.2	1	0	0	0.0	0.0	0.0	5	S	20140710
C130H	15 JUL 14	86-0414	MP	0.0	0.4	0.0	0.0	0.0	0.4	1	0	0	0.0	0.0	0.0	4	S	20140714
C130H	15 JUL 14	86-0414	MP	1.1	0.8	0.0	0.0	0.0	1.9	2	0	0	0.0	0.0	0.0	1	S	20140716
C130H	16 JUL 14	88-4403	MP	2.0	2.0	0.0	0.0	0.0	3.0	1	0	0	0.0	0.0	0.0	4	S	20140716
C130H	22 JUL 14	88-4404	MP	2.7	0.3	0.0	0.0	0.0	3.0	2	0	0	0.0	0.0	0.0	4	S	20140723
C130H	25 JUL 14	88-4403	MP	2.5	2.5	0.0	0.0	0.0	5.0	1	0	0	0.0	0.0	0.0	4	S	20140729
C130H	30 JUL 14	88-4401	MP B	1.8	1.7	0.0	0.0	0.0	3.5	1	0	0	0.0	0.0	0.0	4	S	20140809
C130H	30 JUL 14	88-4401	MP B	2.0	2.0	0.0	0.0	0.0	4.0	1	0	0	0.0	0.0	0.0	4	S	20140809
C130H	31 JUL 14	88-4401	MP B	0.6	0.6	0.0	0.0	0.0	1.2	1	0	0	0.0	0.0	0.0	33	S	20140809
C130H	01 AUG 14	88-4401	MP B	0.7	0.7	0.0	0.0	0.0	1.4	2	0	0	0.0	0.0	0.0	2	S	20140921
C130H	01 AUG 14	88-4401	MP B	0.5	0.5	0.0	0.0	0.0	1.0	2	0	0	0.0	0.0	0.0	4	S	20140921

AFR PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:34

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MP3

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALS50

SSAN:

ACFT OPLOC: TMKH

GRADE: CPT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	SIM	NWG	RES	N/S	DATE UPDATED
C130H	02 AUG 14	88-4401	MP	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	33	S	20140809
C130H	07 AUG 14	88-4401	MP C	1.1	1.1	0.0	0.0	0.0	2.2	1	0.0	0	0.0	1.0	0.1	4	S	20140809
C130H	07 AUG 14	88-4401	MP C	1.0	1.0	0.0	0.0	0.0	2.0	0	0.0	0	0.0	0.0	0.0	3	S	20140809
C130H	08 AUG 14	88-4405	MP	0.6	0.6	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	4	S	20140814
C130H	13 AUG 14	86-0414	MP	1.1	0.0	0.0	0.0	1.1	2.2	2	0.0	0	1.1	0.0	0.0	1	S	20140814
C130H	14 AUG 14	86-0414	MP	0.6	0.5	0.0	0.0	0.0	1.1	1	0.0	0	1.1	0.0	1.1	1	S	20140814
C130H	20 AUG 14	86-0411	MP	1.8	1.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0.0	1.0	4	S	20140821
C130H	21 AUG 14	86-0414	MP	0.9	0.8	0.0	0.0	0.0	1.7	3	0.0	0	0.0	0.0	0.0	4	S	20140822
C130H	21 AUG 14	86-0414	MP	0.4	0.4	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0.0	0.0	1	S	20140822
C130H	27 AUG 14	86-0418	MP	2.0	1.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	4	S	20140828
C130H	02 SEP 14	88-4405	MP	1.4	0.2	0.0	0.0	0.0	1.6	2	0.0	0	0.0	0.0	0.0	4	S	20140903
C130H	02 SEP 14	88-4405	MP	0.5	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	1	S	20140903
C130H	04 SEP 14	88-4405	MP	0.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0.0	0.0	4	S	20140905
C130H	04 SEP 14	88-4405	MP	1.0	0.9	0.0	0.0	1.2	3.1	1	0.0	0	0.0	0.0	0.0	4	S	20140905
C130H	10 SEP 14	88-4401	MP	0.1	0.0	0.0	0.0	0.0	0.1	0	0.0	0	0.0	0.0	0.0	1	S	20140912
C130H	10 SEP 14	88-4401	MP	1.7	1.6	0.0	0.0	0.0	3.3	3	0.0	0	0.0	0.0	0.0	4	S	20140911
C130H	17 SEP 14	86-0411	MP	2.4	0.1	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0.0	0.0	4	S	20140918
C130H	19 SEP 14	88-4402	MP	3.0	3.1	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0.0	0.0	4	S	20140918
C130H	20 SEP 14	88-4402	MP	3.0	3.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0.0	0.0	1	S	20140922
C130H	25 SEP 14	88-4404	MP	1.1	0.0	0.0	0.0	1.6	2.7	2	0.0	0	0.0	0.5	0.0	1	S	20140926
C130H	26 SEP 14	88-4404	MP	0.5	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	1	S	20140926
C130H	30 SEP 14	87-9284	MP	1.4	0.3	0.0	0.0	0.0	1.7	2	0.0	0	0.0	0.3	0.0	4	S	20141001
C130H	30 SEP 14	87-9284	MP	0.3	0.0	0.0	0.0	0.0	0.3	1	0.0	0	0.0	0.0	0.0	1	S	20141001
C130H	02 OCT 14	87-9284	MP	0.2	0.0	0.0	0.0	0.0	0.2	1	0.0	0	0.0	0.0	0.0	1	S	20141003
C130H	02 OCT 14	87-9284	MP	1.6	0.6	0.0	0.0	0.0	2.2	4	0.0	0	0.0	0.0	0.0	4	S	20141003
C130H	16 OCT 14	88-4403	MP	1.3	1.2	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0.0	0.0	1	S	20141017

AFR PAGE 4

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:34

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: MP3

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

SSAN:

ACFT OPLDC: TMKH

GRADE: CPT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL	DUTY	PRI	SEC	INST	EVAL	OTH	TOTAL	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	SIM	INS	NWG	RES	N/S	DATE
C130H	22 OCT 14	86-0410	MP	0.8	0.2	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0	0.0	0.0	0.0	0.0	0.0	4	S	20141023
C130H	22 OCT 14	86-0410	MP	1.6	0.2	0.0	0.0	0.0	0.0	1.8	3	0.0	0	0	0.0	0.5	0.0	0.0	0.0	1	S	20141023
C130H	24 OCT 14	88-4404	MP	0.9	1.0	0.0	0.0	0.0	0.9	2.8	2	0.0	0	0	0.0	0.0	0.2	0.0	0.0	4	S	20141027
C130H	26 OCT 14	88-4404	MP	1.3	1.3	0.0	0.0	0.0	1.5	4.1	3	0.0	0	0	0.0	0.0	0.0	0.3	0.0	1	S	20141027
C130H	27 OCT 14	87-9284	MP	0.9	1.0	0.0	0.0	0.0	0.0	1.9	1	0.0	0	0	0.0	0.0	0.0	0.0	1.9	33	S	20141028
C130H	28 OCT 14	87-9284	MP	0.5	0.5	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0	0.0	1.0	0.0	0.0	0.7	33	S	20141028
C130H	29 OCT 14	88-4405	MP	0.9	1.0	0.0	0.0	0.0	0.0	1.9	2	0.0	0	0	0.0	0.0	0.5	0.0	0.0	4	S	20141030
C130H	29 OCT 14	88-4405	MP	1.3	0.0	0.0	0.0	0.0	0.0	1.3	0	0.0	0	0	0.0	0.0	0.0	0.0	0.0	3	S	20141030
C130H	04 NOV 14	88-4403	MP	0.0	0.0	0.0	0.0	0.0	2.3	2.3	2	0.0	0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141106
C130H	05 NOV 14	88-4403	MP	0.0	0.0	0.0	0.0	0.0	1.4	1.4	2	0.0	0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141106
C130H	06 NOV 14	88-4403	MP	3.6	0.0	0.0	0.0	0.0	0.0	3.6	2	0.0	0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141107
C130H	12 NOV 14	88-0411	MP	1.2	1.2	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0	0.0	0.0	0.0	0.0	1.5	33	S	20141113
C130H	15 NOV 14	88-4403	MP	1.2	1.3	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0	0.0	0.0	0.0	0.0	0.0	2	S	20141117
C130H	16 NOV 14	88-4402	MP	1.3	1.4	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0	0.0	0.0	0.0	0.0	0.0	2	S	20141117
C130H	17 NOV 14	88-4402	MP	1.3	1.4	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0	0.0	0.0	0.0	0.0	0.0	2	S	20141118
C130H	17 NOV 14	88-4403	MP	0.7	0.8	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0	0.0	0.0	0.0	0.7	0.0	33	S	20141118
C130H	20 NOV 14	88-4402	MP	0.2	0.3	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0	0.0	0.0	0.2	0.0	0.0	1	S	20141121

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	SIM	INS	SIM	DATE
AIRCRAFT:	155.3	106.5	0.0	0.0	19.8	281.6	164	0.0	0.0	0.0	48.1	39.8	8.3	25.3	0.0	
SIMULATOR:	4.5	4.5	0.0	0.0	0.0	9.0	6	N/A	N/A	N/A	0.0	0.0	4.5	0.0	0.0	
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

AFR PAGE 5

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

G1.4.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 17 DEC 2014 14:34

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN 5A036-T10

CURRENT TRAINING PERIOD

NAME: **MP3**

GRADE: CPT SSAN:

CREW POSITION: MP B

UNIT: 0095ALSSQ

PHYSICAL DUE DATE: 06 NOV 15

PHYSIOLOGICAL DUE DATE: 30 JUN 17

RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/REQ	DUR	VOL/ACCOMP	DUR	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR DUE	IN PHS	REST CODE	WFO
AA	AMADS FTL B	AMADS AIRDROP	A008	2		12		0	15 NOV 14					N	
AA	MP AIRLAND FTL B	ASSAULT TAKE-OFF	AS09	8		15		0	29 OCT 14					N	
AA	MP AIRLAND FTL B	ASSAULT LANDING	AS11	10		16		0	15 NOV 14		31 MAR 15			I	
AA	MP AIRLAND FTL B	HVY WT ASLT LND	AS21	2		3		0	02 OCT 14					N	
AA	MP AIRLAND FTL B	OPTICAL THREAT	FE09	2		11		0	17 NOV 14					N	
AA	MP AIRLAND FTL B	TR THREAT EVENT	FE19	2		11		0	17 NOV 14					N	
AA	MP AIRLAND FTL B	RADAR THREAT	FE29	2		11		0	17 NOV 14					N	
AA	MP AIRLAND FTL B	NAV ASLT LNDNG	NV49	2		2		0	27 OCT 14		31 MAR 15			I	
AA	MP AIRLAND FTL B	NAV ASLT T/O	NV50	2		3		0	27 OCT 14					N	
AA	MP AIRLAND FTL B	HI/ALT TAC ARR	RS06	1		8		0	15 NOV 14					N	
AA	MP AIRLAND FTL B	LOW/ALT TAC ARR	RS16	3		44		0	15 NOV 14					N	
AA	MP AIRLAND FTL B	HI ALT TAC DEP	RS26	1		11		0	12 NOV 14					N	
AA	MP AIRLAND FTL B	LOW ATL TAC DEP	RS36	3		41		0	20 NOV 14					N	
AA	MP AIRLAND FTL B	PEN/ RAPID DESC	RS46	1		7		0	29 OCT 14					N	
AA	MP AIRLAND FTL B	PROF SORTIE	MO10A	1		2		0	29 OCT 14					I	
AA	MP BASIC FTL B	NAV TAKEOFF	NV47	4		7		0	12 NOV 14					N	
AA	MP BASIC FTL B	NAV LANDING	NV48	4		8		0	17 NOV 14		31 MAR 15			I	
AA	MP BASIC FTL B	NAV INSTR APP	NW80	1		4		0	17 NOV 14					N	
AA	MP BASIC FTL B	TAKE-OFF	P020	10		69		0	20 NOV 14		31 DEC 14			I	
AA	MP BASIC FTL B	INST APPROACHES	P070	8		21		0	20 NOV 14		31 DEC 14			I	
AA	MP BASIC FTL B	PRECISION	P100	4		18		0	20 NOV 14					I	
AA	MP BASIC FTL B	NON-PRECISION	P110	4		6		0	29 OCT 14					I	
AA	MP BASIC FTL B	NDB/VOR	P116	1		2		0	29 OCT 14					N	
AA	MP BASIC FTL B	CIRCLING	P130	2		4		0	29 OCT 14					N	

PAGE 1

AFR PAGE 1

PREPARED 17 DEC 2014 14:34

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MP3

GRADE: CPT SSAN:

CREW POSITION: MP B

UNIT: 0095ALSSQ

PHYSICAL DUE DATE: 06 NOV 15

PHYSIOLOGICAL DUE DATE: 30 JUN 17

RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WTD
AA	MP BASIC FTL B	LANDING	P190	10	65	0	20 NOV 14		31 DEC 14			I	
AA	MP BASIC FTL B	UNAID NIGHTLAND	P192	2	6	0	20 NOV 14		31 MAR 15			I	
AA	MP BASIC FTL B	ACDTOT	P280	0	0	0	17 MAY 14		31 DEC 16			I	
AA	MP MSN FTL B	EQUIP ACTUAL	AD03	2	6	0	15 NOV 14					N	
AA	MP MSN FTL B	CDS ACTUAL	AD04	2	8	0	17 NOV 14					N	
AA	MP MSN FTL B	PERSONNEL A/D	AD05	2	77	0	06 NOV 14					N	
AA	MP MSN FTL B	VISUAL AIRDROP	AD06	2	78	0	17 NOV 14					N	
AA	MP MSN FTL B	MED/HI OR JPADS A/D	AD09	1	9	0	22 OCT 14					I	
AA	MP MSN FTL B	FORM VISUAL DEP	FR06	2	17	0	20 NOV 14					N	
AA	MP MSN FTL B	FORM VISUAL REC	FR16	2	15	0	15 NOV 14					N	
AA	MP MSN FTL B	SKE DEPARTURE	FR26	2	11	0	17 NOV 14					N	
AA	MP MSN FTL B	SKE RECOVERY	FR36	2	8	0	17 NOV 14					N	
AA	MP MSN FTL B	VLL NVG EVENT	NV00	2	7	0	17 NOV 14					N	
AA	MP MSN FTL B	VLL NVG FORM	NV08	1	5	0	12 NOV 14					N	
AA	MP MSN FTL B	NVG AIRDROP	NV18	2	14	0	17 NOV 14					N	
AA	MP MSN FTL B	HAVE QUICK	P260	2	2	0	20 AUG 14					N	
AA	MP MSN FTL B	SECURE VOICE	P270	2	2	0	16 OCT 14					N	
AA	MP MSN FTL B	SKE/TMC EVENT	SK00	4	14	0	17 NOV 14					I	
AA	MP MSN FTL B	SKE FORM EVENT	SK07	2	14	0	17 NOV 14					I	
AA	MP MSN FTL B	VLL DAY EVENT	VL01	2	21	0	15 NOV 14					N	
AA	MP MSN FTL B	VLL FORM DAY	VL11	1	8	0	15 NOV 14					N	
AA	MP MSN FTL B	HI/LW ATL TRANS	VL30	0	2	0	15 NOV 14		31 DEC 15			I	
GT	BANNER CERTIFICATION	BANNER CERT	0544	0	0	0	09 SEP 10					N	
GT	C130 AIRCRAFT DEMO GT	ACT DEMO GT	X0GT	0	0	0	24 AUG 12					N	

PREPARED 17 DEC 2014 14:34

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MP3

GRADE: CPT

SSAN:

CREW POSITION: MP B

UNIT: 0095ALSSQ

PHYSICAL DUE DATE: 06 NOV 15

PHYSIOLOGICAL DUE DATE: 30 JUN 17

RECORDS REVIEW DUE DATE: 30 JUN 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR DUE	IN PHS	REST CODE	WTD
GT	C130	AWADS	AWADS	0529	0	1		10 APR 14					N	
GT	C130	GRND TRNG ALL	MOB FLDR REV	G040	0	3		20 OCT 14		30 APR 15			N	
GT	C130	GRND TRNG ALL	PASSPORT	E030	0	1		30 OCT 14		30 OCT 19			N	
GT	C130	GRND TRNG ALL	DOD CYBER AC	E100	0	1		08 MAR 14		08 MAR 15			N	
GT	C130	GRND TRNG ALL	INFO PROTECTION	E112	0	0		17 DEC 13		17 DEC 14			N	
GT	C130	GRND TRNG ALL	HUMAN RELATIONS	E113	0	1		12 MAR 14		12 MAR 15			N	
GT	C130	GRND TRNG ALL	FORCE PROTECT	E114	0	0		17 DEC 13		17 DEC 14			N	
GT	C130	GRND TRNG ALL	UNIT INDOC-MR	G001	0	0		01 MAY 10					N	
GT	C130	GRND TRNG ALL	MARSHALL TRG -G	G002	0	0		24 JUN 09					N	
GT	C130	GRND TRNG ALL	CBRNE HANDS ON	G010	0	1		07 MAR 14		31 MAR 16			N	
GT	C130	GRND TRNG ALL	ENAF AD ONLY	G055	0	0		01 JAN 75					N	
GT	C130	GRND TRNG ALL	TACTICS-MR	G060	0	1		13 JAN 14		31 DEC 15			N	
GT	C130	GRND TRNG ALL	INTEL TRNG-MR	G070	0	1		13 JAN 14		31 DEC 15			N	
GT	C130	GRND TRNG ALL	ANTI-HIJACK-MR	G090	0	0		08 SEP 12		20 SEP 12			N	
GT	C130	GRND TRNG ALL	LOAC	G100	0	1		09 JAN 14		31 JAN 16			N	
GT	C130	GRND TRNG ALL	ISOPREP REV	G120	0	0		09 DEC 13					N	
GT	C130	GRND TRNG ALL	MASK FIT TEST	G183A	0	0		15 JUL 09		30 JUN 14		YES	N	
GT	C130	GRND TRNG ALL	INITIAL CRM	G231	0	0		24 JUN 09					N	
GT	C130	GRND TRNG ALL	9MM SML ARM	G280	0	0		07 DEC 13		31 DEC 15			N	
GT	C130	GRND TRNG ALL	SABC	G281	0	1		15 JAN 14		31 JAN 16			N	
GT	C130	GRND TRNG ALL	USE OF FORCE	G283	0	1		08 JAN 14		31 DEC 15			N	
GT	C130	GRND TRNG ALL	EX ORD RECON	G284	0	1		07 MAR 14		07 MAR 16			N	
GT	C130	GRND TRNG ALL	DENTAL EXAM	H020	0	1		01 APR 14		30 APR 15			N	
GT	C130	GRND TRNG ALL	LS FAM TRNG -G	L101	0	0		25 AUG 09					N	

PREPARED 17 DEC 2014 14:34

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: **MP3**
 PHYSICAL DUE DATE: 06 NOV 15

GRADE: CPT SSAN:
 PHYSIOLOGICAL DUE DATE: 30 JUN 17

CREW POSITION: MP B UNIT: 0095ALSS0
 RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR		VOL/DUR ACCOMP	%	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC			
				REQ	REM						OVR DUE	IN PHS	REST CODE	WTD
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	0	1		14 JAN 14		31 DEC 17	N			
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0	0		04 JUN 13		31 DEC 15	N			
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	0	0		04 JUN 13			N			
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	0	1		14 JAN 14		31 DEC 17	N			
GT	C130 GRND TRNG ALL	AFE FIT CHECK-GND	LL07	0	0	1		02 SEP 14		30 SEP 17	N			
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0	0		12 MAY 11			N			
GT	C130 GRND TRNG ALL	INT NVG TRNG	NV01	0	0	0		24 JUN 09			N			
GT	C130 GRND TRNG ALL	NVG GRND REF-MR	NV03	0	0	1		13 JAN 14		31 JAN 16	N			
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	0	2		29 OCT 14		31 OCT 15	N			
GT	C130 GRND TRNG ALL	FEF REVIEW	0170	0	0	1		02 JUN 14		30 JUN 15	N			
GT	C130 GRND TRNG ALL	LOCAL SURV - G	SS01	0	0	0		25 AUG 09			N			
GT	C130 GRND TRNG ALL	CBT SERE TRNG-MR	SS02	0	0	0		09 AUG 12		31 AUG 15	N			
GT	C130 GRND TRNG ALL	CNDCT CPTR	SS03	0	0	1		15 JAN 14		31 JAN 17	N			
GT	C130 GRND TRNG ALL	WATER SURV -MR	SS05	0	0	1		17 JAN 14		31 JAN 17	N			
GT	C130 GRND TRNG ALL	ERCHUTE TRNG-MR	SS06	0	0	1		14 JAN 14		31 JAN 17	N			
GT	C130 GRND TRNG ALL	CONT SERE INDOC	SS07	0	0	1		15 JAN 14		31 JAN 17	N			
GT	C130 GRND TRNG ALL	INT CBRT SURV	SS20	0	0	0		14 AUG 09			N			
GT	C130 GRND TRNG ALL	INT WATER SURV	SS31	0	0	0		18 FEB 09			N			
GT	C130 GRND TRNG ALL	VTRAT INITIAL	VT01	0	0	0		24 JUN 09			N			
GT	C130 GRND TRNG ALL	VTRAT REF	VT03	0	0	2		17 MAY 14		31 DEC 15	N			
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0	0					N			
GT	C130 GRND TRNG ALL	SERIS -MR	XSEMT	0	0	2		01 JUL 14		31 DEC 14	N			
GT	C130 LCLA	C130 LCLA	0517	0	0	0		24 FEB 12			N			
GT	C130 OPS SUP	OPS SUP	XOPS	0	0	2		03 SEP 14		31 MAR 15	N			

PREPARED 17 DEC 2014 14:34

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN 5A036-T10

NAME: MP3

PHYSICAL DUE DATE: 06 NOV 15

GRADE: CPT SSAN:
PHYSIOLOGICAL DUE DATE: 30 JUN 17

CREW POSITION: MP B UNIT: 0095ALS50
RECORDS REVIEW DUE DATE: 30 JUN 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC	IN REST	WVO
GT		C130 PILOT GROUND	DUAL/INST CK-MR	AA21	0	1		29 OCT 14	30 SEP 15	31 MAR 16	YES	N	
GT		C130 PILOT GROUND	COMM-MR	G080	0	1		13 JAN 14	13 JAN 15	31 MAR 15		N	
GT		C130 PILOT GROUND	TRC COURSE -MR	G130	0	1		12 MAR 14	31 DEC 14	31 DEC 15	YES	N	
GT		C130 PILOT GROUND	HAZARD CARGO-MR	G182	0	0		08 AUG 12		31 DEC 15		N	
GT		C130 PILOT GROUND	CRM REFRESH -MR	G230	0	1		17 MAY 14		31 DEC 15		N	
GT		C130 PILOT GROUND	SIM REFRESH -MR	G250	0	1		17 MAY 14		31 DEC 15		N	
GT		C130 PILOT GROUND	WX AVOID	G310	0	0		24 JUN 09				N	
GT		C130 PILOT GROUND	MISSION EVAL-MR	0003	0	2		16 JUL 14	30 JUN 15	31 DEC 15	NO	N	
GT		C130 PILOT GROUND	TOUCH & GO CERT	0050	0	1		21 JAN 14				N	
GT		C130 PILOT GROUND	ACFT CMDR CERT	0510	0	0		13 APR 13				N	
GT		C130 PILOT GROUND	UNIMPROVED LAND	0542	0	0		29 APR 13				N	
GT		C130 PILOT GROUND	NAV A/D CERT	0547	0	0		24 JUN 09				N	
GT		C130 PILOT GROUND	NAV A/L CERT	0548	0	0		24 JUN 09				N	
GT		C130 PILOT GROUND	NAV ASLT CERT	0549	0	0		24 JUN 09				N	
GT		C130 PILOT GROUND	NAV T&G	0550	0	1		21 JAN 14				N	
GT		C130 PILOT GROUND	GRACC TACC TOUR	V282	0	0		13 APR 13				N	
GT		C130 PILOT GROUND	AIR CARD TRAINING	XFUEL	0	0		17 MAY 13				N	
GT		C130 PILOT GROUND	LCLA AC CERT	XLCP	0	0						N	
GT		JPADS CERT	JPADS/ICDS CERT	0502	0	0		23 JUN 10				N	

AFR PAGE 5

G1.4.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
CPT	MP3	C-130H	0	19.6	40.3	69.7

G1.5. MCP

G1.5.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:35
 INDIVIDUAL DATA SUMMARY (PA)
 AS OF 17 DEC 2014
 PCN SA036-A70

NAME: **MCP**
 BASE: 449AW (POPE FIELD)
 SSAN:
 GRADE: 1LT
 CMO: AFR
 WING: 0440ALFWG
 UNIT: 0095ALSSQ

INQUIRY

PERSONAL DATA

DUTY PHONE:
 OFFICE SYMBOL:
 MBR SVC CAT:
 LAST PHYS DATE: 16 OCT 13
 PHYS CODE: A
 PHYS DUE DATE: 13 JAN 15
 PHYS AVAIL CODE: A
 PHYS AVAIL DATE: 16 OCT 13
 PHYSIOLOGICAL TING DATE: 12 JUL 11
 PHYSIOLOGICAL DUE DATE: 31 JUL 16
 DATE OF BIRTH:
 DUTY AFSC: 011M2B
 EFFECTIVE DATE OF DUTY: 29 JUL 12
 PAS CODE: VILLELWZ
 SHORT TOUR INDICATOR: N
 DATE RETURN FROM OVERSEAS:
 DATE OF RANK: 16 DEC 12
 DATE OF SEP/OBLIGATION: 08 AUG 88
 DATE DEP LAST DUTY STA: 01 MAY 13
 DATE ARR THIS STATION: 21 JUN 10
 PERSONNEL RECORD STATUS: 10
 PROJECTED DAFSC:
 PROJECTED PAS CODE:
 PROJECTED DUTY LOCATION:
 PROJ DEPARTURE DATE:
 PROJ REPORTING DATE:
 FAC 8 EFFECTIVE DATE:
 LOCAL USE CODE: POPE AFB

SECURITY CLEARANCE:
 SECURITY CLEARANCE DATE: 23 SEP 10
 RESTRICTED AREA BADGE NO:
 PROFESSIONAL QUAL INDEX (PQI):
 PROFESSIONAL QUAL INDEX DATE:

JUMP STATUS
 DATE ASSIGNED JUMP STATUS:

SYSTEM MANAGEMENT
 HARM CODE: TKKH
 DEPLOYED HARM CODE:
 DEPLOYED DATE:
 REDEPLOYED DATE:
 SPECIAL CAT ID:
 RECORDS REVIEW ACC DATE: 07 JUN 14
 RECORDS REVIEW DUE DATE: 30 JUN 15
 RECORDS REVIEW STATUS CODE: N

I CERTIFY THAT I HAVE REVIEWED MY RFR AND IT IS COMPLETE AND ACCURATE.
 SIGNATURE _____ DATE _____
 PAGE 1 AFR PAGE 1

PREPARED 17 DEC 2014 14:35

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN SA036-A70

NAME: MCP

SSAN:

INQUIRY

GRADE: 1LT

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALS50

BASE: 440AW (POPE FIELD)

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLC:	TMKH
CMD OF AIRCRAFT:	0M
ACFT SVC CAT:	AFRC
PRIMARY ACFT:	C130H
FLT DUTY CERT CODE:	FPQ C
CATEGORICAL FLYING WAIVER:	N

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING: _____

EFFECTIVE DATE: _____

PILLOT

20 JUL 12

INCENTIVE PAY DATA

LAST MPO DATE:	30 JUN 11
LAST MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	29 JUN 23
LAST PRODUCTIVE FLIGHT DATE:	21 NOV 14
PREVIOUS PRODUCTIVE FLIGHT DATE:	20 NOV 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	1A
EFFECTIVE DATE:	02 MAY 13
PRIOR ASC:	1X
EFFECTIVE DATE:	20 JUL 12
AERO ORDER TERM DATE:	29 JUN 23
OFFICER SERVICE DATE:	16 DEC 10
AVIATION SERVICE DATE:	30 JUN 11
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	1
EFFECTIVE DATE:	20 JUL 12
FLYING ACTIVITY CATEGORY:	1
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	42
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	42

Your current OFDA is 42 month(s). You need 54 additional month(s) OFDA to meet your 12 Year gate requirement to receive continuous ACIP through 18 years of aviation service and you must maintain a valid flight physical.

OUS MIL RTG DT:

CURR PARA RATING:

CURR PARA RATING DATE:

ORIG PARA RATING:

ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE _____ DATE

INITIAL PHYSIOLOGICAL HYPOXIA TRAINING _____ DATE

12 JUL 11

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE

DATE

AFR

PAGE 2

G1.5.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:35

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F40

INQUIRY

NAME: MCP

SSAN:

GRADE: 1LT API: 1

FAC: 1 OFDA: 42

ASC: 1A

ASC DATE: 02 MAY 13

CMD: AFR WING: 0440ALFW

PRI CMW POS: P

PRI ACFT: C130H

UNIT: 0095ALSSQ

BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS	C130H(S)	FPQ C	06 AUG 13
FLT DTY CERT CODE			
DATE FIRST FLOWN			21 NOV 14
DATE LAST FLOWN			
TOTAL TIME			539.8
PRIMARY TIME			296.1
SECONDARY TIME			178.2
INSTRUCTOR TIME			0.0
EVALUATOR TIME			0.0
OTHER TIME			65.5
NIGHT			116.3
PRIMARY INST			58.6
PRIMARY SIM INST			16.5
NAV TIME			67.6
COMBAT TIME			0.0
COMBT SUPPRT TIME			0.0
COMBAT SORTIES			0
COMBT SUPPRT SORTIES			0
TOTAL SORTIES			298

CAREER TOTALS

SMC130H(Q)	FPQ C	05 NOV 12	16 APR 14
SPC130H(Q)	FPC	18 OCT 12	29 NOV 12
CREW POSITION			
PRIMARY TIME			296.1
SECONDARY TIME			178.2
INSTRUCTOR TIME			0.0
EVALUATOR TIME			0.0
OTHER TIME			65.5
TOTAL TIME			539.8
STUDENT TIME			237.4
OTHER US MIL TIME			0.0
FOREIGN MIL TIME			0.0
CIVILIAN TIME			0.0
COMBAT TIME			0.0
COMBAT SUPT TIME			0.0
TOTAL SORTIES			298
COMBAT SUP SORTIES			0
NAV TIME			67.6
DATE FIRST FLOWN			06 AUG 13
DATE LAST FLOWN			21 NOV 14

GRAND TOTAL

777.2

G1.5.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:35 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN SA030-F60

NAME: MCP RANK: 1LT SSAN: PRI ACFT: C130H
 CREW POSN: FPQ C AGE: LST PHYS: 16 OCT 13 API: 1
 DAESC: 011M2B LST CHMB: 12 JUL 11 MAJCOM: AFR FAC: 1 ASC: 1A

(PART-1)

MOS:	C130H	SNIC130H	SPIC130H	ACFT
CREW POSN:	FPQ C	FPQ C	FPQ C	TOTAL
SEO NO:	01	02	00	
TOTAL TIME:	539.8	107.0	26.0	539.8
PRIMARY:	296.1	53.5	10.8	296.1
SECONDARY:	178.2	53.5	10.4	178.2
INSTRUCTOR:	0.0	0.0	0.0	0.0
EVALUATOR:	0.0	0.0	0.0	0.0
OTHER:	65.5	0.0	4.8	65.5
COMBAT:	0.0	0.0	0.0	0.0
COMBT SUPT:	0.0	0.0	0.0	0.0
NWG:	67.6	9.0	0.0	67.6

PREPARED 17 DEC 2014 14:35

INDIVIDUAL FLIGHT DATA

AS OF 17 DEC 2014

PCN SA036-F60

NAME: MCP
 CREW POSN: FPO C AGE: RANK: 1LT
 DAFSC: 011M2B LST PHYS: 16 OCT 13 SSAN: APT: 1
 LST CHMB: 12 JUL 11 MAJCOM: AFR FAC: 1
 PRI ACFT: C130H
 ASC: 1A

TOTAL FLYING TIME: 539.8 TOTAL PRIMARY/INSTRUCTOR TIME: 360.4
 GRAND TOTAL: 777.2 MDS PRIMARY/INSTRUCTOR TIME: 296.1

AIRCRAFT TYPE REQUEST: ALL

(PART-2)

AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.5	0.0	3.1

--- 30 DAYS TOTAL FLYING TIME: 7.9

DAYS FLOWN: 3

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
4.2	2.7	2.5	3.1	1.8	0.0	0.0	1.3	1.3	2.2
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
6.4	0.0	3.3	1.6	0.0	9.6	0.0	0.0	10.0	0.0
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
1.0	1.9	0.0	0.0	1.2	0.0	0.0	0.0	0.0	5.0

--- 60 DAYS TOTAL FLYING TIME: 67.0

DAYS FLOWN: 20

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
0.0	0.0	2.5	0.0	0.0	0.0	0.0	6.9	7.0	1.5
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
1.2	3.1	0.0	0.0	0.0	2.8	1.9	1.1	3.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
1.5	0.0	0.0	0.0	0.0	2.6	0.0	0.0	6.0	6.1

--- 90 DAYS TOTAL FLYING TIME: 114.2

DAYS FLOWN: 34

G1.5.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: MCP

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSO

SSAN: ACFT OPLCC: TKMH

GRADE: 1LT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	C/S SRT	NITE	INS	SIM INS	AWG	RES N/S	DATE UPDATED		
C130H	12 DEC 13	88-4402	FPC	1.1	0.2	0.0	0.0	1.3	2.6	2	0.0	0	1.3	0.0	0.0	1.3	33	S	20131212	
C130H	18 DEC 13	88-4402	FPC	1.5	0.3	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0.0	0.3	0.0	3	S	20131220	
C130H	19 DEC 13	88-4402	FPC	1.0	0.1	0.0	0.0	1.6	2.7	1	0.0	0	0.0	0.0	0.4	0.0	3	S	20131223	
C130H	20 DEC 13	88-4402	FPC	1.0	1.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20131223	
C130H	02 JAN 14	88-4405	FPC	1.3	0.0	0.0	0.0	0.8	2.1	1	0.0	0	0.0	0.0	1.0	0.0	33	S	20140110	
C130H	03 JAN 14	86-0414	FPC	0.2	0.3	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140109	
C130H	08 JAN 14	88-4402	FPC	0.5	0.5	0.0	0.0	1.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140109	
C130H	10 JAN 14	88-4402	FPC	2.9	0.2	0.0	0.0	0.0	3.1	2	0.0	0	0.0	0.0	2.9	0.0	33	S	20140111	
C130H	14 JAN 14	86-0414	FPC	0.7	0.8	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0.0	0.7	0.0	1	S	20140115	
C130H	16 JAN 14	86-0414	FPC	0.9	0.9	0.0	0.0	1.2	3.0	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140121	
C130H	17 JAN 14	88-4405	FPC	2.0	0.7	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140121	
C130H	22 JAN 14	86-0414	FPC	0.2	1.2	0.0	0.0	1.4	2.8	1	0.0	0	0.0	0.0	0.2	0.0	33	S	20140124	
C130H	28 JAN 14	88-4403	FPC	1.1	1.1	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0.0	2.2	0.0	1.5	33	S	20140130
C130H	31 JAN 14	86-0411	FPC	8.3	0.0	0.0	0.0	0.0	8.3	1	0.0	0	0.0	0.0	2.0	0.0	0.0	1	S	20140208
C130H	01 FEB 14	86-0411	FPC	5.4	0.0	0.0	0.0	0.0	5.4	2	0.0	0	0.0	0.0	1.0	0.0	0.0	1	S	20140208
C130H	02 FEB 14	86-0411	FPC	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0.0	1.0	0.0	0.0	1	S	20140208
C130H	03 FEB 14	86-0411	FPC	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0.0	0.5	0.0	0.0	1	S	20140208
C130H	04 FEB 14	86-0411	FPC	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140208
C130H	07 FEB 14	88-4402	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140213
C130H	08 FEB 14	86-0418	FPC	0.7	0.6	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0.0	0.6	0.0	2	S	20140210	
C130H	11 FEB 14	88-4403	FPC	1.1	1.5	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140211	
C130H	19 FEB 14	86-0411	FPC	0.3	0.2	0.0	0.0	2.6	3.1	1	0.0	0	0.0	0.0	0.5	0.0	1	S	20140221	
C130H	21 FEB 14	88-4402	FP	0.5	0.2	0.0	0.0	1.0	1.7	2	0.0	0	0.0	0.0	0.2	0.0	1	S	20140221	
C130H	26 FEB 14	88-4405	FPC	2.5	0.4	0.0	0.0	0.0	2.9	2	0.0	0	0.0	0.0	0.4	0.0	1	S	20140226	
C130H	05 MAR 14	86-0411	FPC	2.3	2.4	0.0	0.0	0.0	4.7	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140307	
C130H	08 MAR 14	86-0418	FPC	0.0	0.0	0.0	0.0	3.2	3.2	1	0.0	0	0.0	0.0	0.0	0.0	2	S	20140310	

AFR PAGE 1

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PAGE 1

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MCP

CMD : AFR

WING : 0440ALFWG

UNIT : 0095ALLSQ

SSAN :

ACFT OPLOC : TMKH

GRADE : 1LT

PRI CREW POS : P

PRI AIRCRAFT : C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	C/S	NITE	INS	INS	SIM	INS	NWG	RES	N/S	DATE UPDATED
C130H	09 MAR 14	86-0418	FPC	0.4	0.4	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.8	0.0	0.3	0.0	0.0	0.0	2	S	20140310
C130H	10 MAR 14	88-4402	FP	1.4	1.4	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	2.2	0.3	0.0	2.2	0.0	2.2	1	S	20140311
C130H	13 MAR 14	86-0418	FPC	2.0	1.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	2.0	1.0	0.0	2.0	0.0	2.0	1	S	20140314
C130H	19 MAR 14	88-4405	FPC	2.0	1.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	2.0	1.0	0.0	2.0	0.0	2.0	1	S	20140321
C130H	21 MAR 14	87-9284	FPC	1.7	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0	1.5	0.0	0.0	1.5	0.0	1.5	1	S	20140321
C130H	24 MAR 14	88-4403	FPC	1.4	1.6	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	1.5	0.0	0.0	1.5	0.0	1.5	1	S	20140325
C130H	26 MAR 14	86-0418	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140327
C130H	27 MAR 14	86-0411	FPC	1.5	0.4	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0	0.0	0.0	0.6	0.0	0.0	0.0	1	S	20140328
C130H	01 APR 14	88-4401	FPC	0.4	0.4	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140402
C130H	02 APR 14	88-4401	FPC	0.7	0.7	0.0	0.0	0.0	1.4	2	0.0	0	0.0	0	1.4	0.0	0.0	1.4	0.0	1.4	1	S	20140402
C130H	04 APR 14	88-4401	FPC	5.0	0.8	0.0	0.0	0.0	5.8	3	0.0	0	0.0	0	1.5	1.0	0.0	1.5	0.0	1.4	3	S	20140405
C130H	09 APR 14	86-0414	FPC	0.5	0.8	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	3	S	20140410
C130H	10 APR 14	86-0414	FPC	0.0	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	3	S	20140410
C130H	12 APR 14	88-4405	FPC	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	1.1	0.0	0.0	0.0	0.0	0.0	3	S	20140411
C130H	14 APR 14	00-0001	FPC	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	3	S	20140414
C130H	13 APR 14	00-0001	FPC	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	Q	20140421
SMC130H	14 APR 14	00-0001	FPC	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	Q	20140421
SMC130H	16 APR 14	00-0001	FPC	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	Q	20140421
C130H	18 APR 14	88-4401	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	1.5	0.0	0.0	0.0	3	S	20140422
C130H	22 APR 14	86-0411	FPC	2.4	1.0	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0	0.0	0.0	3	S	20140423
C130H	27 APR 14	88-4403	FP	2.0	2.0	0.0	0.0	0.0	4.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	3	S	20140428
C130H	01 MAY 14	88-4405	FPC	2.5	0.3	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	3	S	20140502
C130H	02 MAY 14	87-9284	FPC	2.5	2.6	0.0	0.0	0.0	5.1	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140505
C130H	05 MAY 14	88-4405	FPC	1.9	1.9	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	2	S	20140506
C130H	06 MAY 14	86-0414	FPC	2.8	0.5	0.0	0.0	0.0	3.3	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140507
C130H	07 MAY 14	87-9284	FPC	1.1	1.1	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140508

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: MCP

SSAN:

GRADE: ILT

PRI CREW POS: P

PRI AIRCRAFT: C130H

CMD: AFR

WING: 0440ALEWG

UNIT: 0095ALS50

ACFT OPLC: TMKH

MDS	DATE	TAIL NMBR	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	C/S NITE	INS	INS	STM	NVG	RES	N/S	DATE UPDATED
C130H	09 MAY 14	88-4404	FPC	1.9	1.9	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0.0	0.0	0.3	0.0	1	S	20140512
C130H	11 MAY 14	88-4403	FPC	6.2	0.0	0.0	0.0	0.0	6.2	1	0.0	0	0.0	0.0	2.0	0.0	0.0	1	S	20140519
C130H	13 MAY 14	88-4403	FPC	0.6	0.5	0.0	0.0	0.0	1.1	2	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	14 MAY 14	88-4403	FPC	0.7	0.7	0.0	0.0	0.0	1.4	3	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	15 MAY 14	88-4403	FPC	1.1	1.2	0.0	0.0	0.0	2.3	6	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	15 MAY 14	88-4403	FPC	0.5	0.5	0.0	0.0	0.0	1.0	3	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	16 MAY 14	88-4403	FPC	1.1	1.1	0.0	0.0	0.0	2.2	6	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	16 MAY 14	88-4403	FPC	1.3	1.2	0.0	0.0	0.0	2.5	2	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	17 MAY 14	88-4403	FPC	1.9	1.8	0.0	0.0	0.0	3.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	19 MAY 14	88-4405	FPC	1.0	1.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140520
C130H	21 MAY 14	86-0411	FPC	0.5	0.4	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140521
C130H	23 MAY 14	86-0410	FPC	1.9	1.9	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140521
C130H	27 MAY 14	86-0411	FPC	0.6	0.6	0.0	0.0	0.0	1.2	2	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140528
C130H	28 MAY 14	86-0411	FPC	0.6	0.6	0.0	0.0	0.0	1.2	2	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140528
C130H	28 MAY 14	86-0410	FPC	1.2	1.2	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140528
C130H	29 MAY 14	86-0411	FPC	2.7	2.7	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140529
C130H	03 JUN 14	87-9284	FPC	1.7	2.0	0.0	0.0	0.0	3.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140604
C130H	04 JUN 14	86-0411	FPC	0.0	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140605
C130H	05 JUN 14	86-0411	FPC	0.6	0.5	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140605
C130H	05 JUN 14	86-0418	FPC	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140605
C130H	10 JUN 14	88-4402	FPC	0.5	0.6	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140606
C130H	11 JUN 14	88-4402	FPC	0.5	0.5	0.0	0.0	0.0	1.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140611
C130H	11 JUN 14	86-0411	FPC	1.5	1.2	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140611
C130H	13 JUN 14	87-9284	FPC	2.2	2.2	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140612
C130H	14 JUN 14	87-9284	FPC	2.1	2.2	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140616
C130H	19 JUN 14	88-4401	FPC	1.2	0.2	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140619

AFR PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MCP

WING: 0440ALFWG

UNIT: 0095ALSQ

SSAN: ACFT OPLOC: TMKH

GRADE: 1LT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	SIM INS	NVG	RES N/S	DATE UPDATED
C130H	24 JUN 14	88-4403	FPC	1.3	0.4	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0.0	0.0	1	20140625
C130H	25 JUN 14	88-4403	FPC	1.1	0.4	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0.0	0.0	1	20140625
C130H	25 JUN 14	88-4403	FPC	1.0	1.0	0.0	0.0	0.4	2.4	1	0.0	0	0.0	0.0	0.0	1	20140626
C130H	27 JUN 14	86-0410	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.5	0.3	0.0	20140701
C130H	01 JUL 14	87-9284	FPC	0.7	0.2	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0.0	0.0	1	20140709
C130H	02 JUL 14	87-9284	FPC	1.0	0.2	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	1	20140709
C130H	03 JUL 14	86-0414	FPC	1.3	1.4	0.0	0.0	0.0	2.7	3	0.0	0	0.0	1.0	0.0	1	20140709
C130H	04 JUL 14	86-0410	FPC	1.3	1.4	0.0	0.0	0.0	2.7	3	0.0	0	0.0	0.0	0.2	1	20140709
C130H	05 JUL 14	86-0410	FPC	1.2	1.3	0.0	0.0	0.0	2.5	3	0.0	0	0.0	0.0	0.0	1	20140709
C130H	08 JUL 14	86-0418	FPC	1.4	0.0	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0.0	0.0	1	20140709
C130H	11 JUL 14	86-0414	FPC	1.1	1.1	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0.5	0.0	1	20140714
C130H	12 JUL 14	87-9284	FPC	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0.0	0.0	2	20140714
C130H	15 JUL 14	86-0414	FPC	1.2	1.1	0.0	0.0	0.0	2.3	3	0.0	0	0.0	0.0	0.0	1	20140716
C130H	20 JUL 14	88-4404	FPC	2.0	0.0	0.0	0.0	0.0	2.0	3	0.0	0	0.0	0.0	0.0	1	20140721
C130H	22 JUL 14	88-4402	FPC	2.0	0.9	0.0	0.0	0.0	2.9	2	0.0	0	0.0	0.0	0.5	0.5	20140809
C130H	30 JUL 14	88-4401	FPC C	3.7	3.8	0.0	0.0	0.0	7.5	2	0.0	0	0.0	0.0	0.0	1	20140809
C130H	31 JUL 14	88-4401	FPC C	0.6	0.6	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	1	20140809
C130H	01 AUG 14	88-4401	FP C	1.2	1.1	0.0	0.0	0.0	2.3	4	0.0	0	0.0	0.0	0.0	1	20140921
C130H	02 AUG 14	88-4401	FPC C	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	1	20140809
C130H	07 AUG 14	88-4401	FP C	2.1	2.1	0.0	0.0	0.0	4.2	1	0.0	0	0.0	1.0	0.0	1	20140809
C130H	13 AUG 14	86-0414	FPC	0.9	0.1	0.0	0.0	0.0	1.0	2	0.0	0	0.0	0.0	0.3	1	20140814
C130H	13 AUG 14	86-0414	FPC	1.8	0.4	0.0	0.0	0.0	2.2	2	0.0	0	0.0	1.1	0.0	1	20140814
C130H	14 AUG 14	86-0414	FPC	0.5	0.6	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0.0	0.0	1	20140814
C130H	15 AUG 14	88-4402	FPC	3.4	0.5	0.0	0.0	0.0	3.9	1	0.0	0	0.0	0.5	0.5	1	20140818
C130H	19 AUG 14	88-4402	FPC	0.4	0.3	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0.0	0.0	1	20140820
C130H	20 AUG 14	87-9284	FPC	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.5	1	20140821

AFR PAGE 4

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MCP

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

SSAN:

ACFT OPLOC: TMKH

GRADE: 1LT

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	C/S	NITE	INS	SIM	INS	NVG	RES	N/S	DATE
C130H	21 AUG 14	88-4404	FPC	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.7	0.0	0.0	0.0	0.0	1	S	20140822
C130H	25 AUG 14	86-0418	FPC	1.0	1.0	0.0	0.0	1.1	3.1	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	33	S	20140826
C130H	26 AUG 14	87-9284	FPC	0.2	0.8	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140827
C130H	27 AUG 14	87-9284	FPC	1.0	0.9	0.0	0.0	0.0	1.9	2	0.0	0	0.0	0	1.9	0.0	0.0	0.0	0.0	1	S	20140827
C130H	27 AUG 14	87-9284	FPC	0.9	0.8	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0	0.9	0.0	0.0	0.0	0.0	1	S	20140827
C130H	28 AUG 14	87-9284	FPC	1.0	1.0	0.0	0.0	0.0	2.0	2	0.0	0	0.0	0	2.0	0.0	0.0	0.0	2.0	1	S	20140828
C130H	28 AUG 14	86-0410	FPC	1.1	1.0	0.0	0.0	0.0	2.1	2	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	1	S	20140829
C130H	29 AUG 14	86-0410	FPC	0.5	0.5	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1.0	1	S	20140829
C130H	02 SEP 14	88-4401	FPC	3.5	0.2	0.0	0.0	0.0	3.7	6	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140903
C130H	03 SEP 14	88-4402	FPC	1.3	1.4	0.0	0.0	0.0	2.7	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140904
C130H	04 SEP 14	86-0410	FPC	2.6	1.0	0.0	0.0	0.0	3.6	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	33	S	20140905
C130H	09 SEP 14	86-0410	FPC	2.1	2.2	0.0	0.0	0.0	4.3	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	10 SEP 14	86-0410	FPC	0.6	0.6	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	11 SEP 14	86-0410	FPC	0.2	0.2	0.0	0.0	0.0	0.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	12 SEP 14	86-0410	FPC	0.5	0.5	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	13 SEP 14	86-0410	FPC	0.6	0.6	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	14 SEP 14	86-0410	FPC	1.9	2.0	0.0	0.0	0.0	3.9	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	15 SEP 14	86-0410	FPC	3.7	3.8	0.0	0.0	0.0	7.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	16 SEP 14	86-0410	FPC	3.2	3.2	0.0	0.0	0.0	6.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140917
C130H	19 SEP 14	88-4402	FPC	3.1	3.0	0.0	0.0	0.0	6.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140922
C130H	20 SEP 14	88-4402	FPC	3.0	3.0	0.0	0.0	0.0	6.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140922
C130H	23 SEP 14	86-0411	FPC	0.6	0.0	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140924
C130H	28 SEP 14	88-4405	FPC	1.4	0.1	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	30 SEP 14	88-4405	FPC	1.2	1.2	0.0	0.0	0.0	2.4	6	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	01 OCT 14	88-4405	FPC	0.6	0.5	0.0	0.0	0.0	1.1	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006

AFR PAGE 5

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MCP
 CMD: AFR WING: 0440ALFMG UNIT: 0095ALS5Q SSAN: ACFT OPLC: TMKH GRADE: ILT PRI CREW POS: P PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	SIM	NWG	RES	N/S	DATE
C130H	02 OCT 14	88-4405	FPC	1.0	0.9	0.0	0.0	0.0	1.9	4	0.0	0	0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	03 OCT 14	88-4405	FPC	0.8	0.7	0.0	0.0	0.0	1.5	3	0.0	0	0	1.5	0.0	0.0	1.5	1	S	20141006
C130H	03 OCT 14	88-4405	FPC	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0	0.0	1.3	0.0	0.0	1	S	20141006
C130H	07 OCT 14	88-4404	FPC	2.6	0.5	0.0	0.0	0.0	3.1	3	0.0	0	0	2.0	0.0	0.0	2.0	1	S	20141008
C130H	08 OCT 14	86-0411	FPC	1.0	0.2	0.0	0.0	0.0	1.2	1	0.0	0	0	1.0	0.0	1.0	0.0	33	S	20141009
C130H	09 OCT 14	88-4404	FPC	1.5	0.0	0.0	0.0	0.0	1.5	2	0.0	0	0	0.0	0.0	0.0	0.0	1	S	20141010
C130H	10 OCT 14	88-4401	FPC	3.5	3.5	0.0	0.0	0.0	7.0	2	0.0	0	0	2.0	1.0	0.0	0.0	1	S	20141010
C130H	11 OCT 14	88-4401	FPC	3.4	3.5	0.0	0.0	0.0	6.9	2	0.0	0	0	4.2	1.0	0.0	0.0	1	S	20141015
C130H	16 OCT 14	88-4403	FPC	1.2	1.3	0.0	0.0	0.0	2.5	1	0.0	0	0	1.0	0.0	0.3	1.0	1	S	20141017
C130H	19 OCT 14	86-0411	FPC	2.4	2.6	0.0	0.0	0.0	5.0	2	0.0	0	0	2.4	2.4	0.0	0.0	2	S	20141020
C130H	24 OCT 14	88-4404	FPC	1.0	0.2	0.0	0.0	0.0	1.2	1	0.0	0	0	0.0	0.0	0.0	0.0	1	S	20141027
C130H	27 OCT 14	87-9284	FPC	1.0	0.9	0.0	0.0	0.0	1.9	1	0.0	0	0	1.9	0.0	0.0	1.9	33	S	20141028
C130H	28 OCT 14	87-9284	FPC	0.5	0.5	0.0	0.0	0.0	1.0	1	0.0	0	0	1.0	0.0	0.0	0.7	33	S	20141028
C130H	30 OCT 14	87-9284	FPC	9.5	0.5	0.0	0.0	0.0	10.0	3	0.0	0	0	3.0	0.0	0.0	0.0	1	S	20141028
C130H	02 NOV 14	87-9284	FPC	9.4	0.2	0.0	0.0	0.0	9.6	2	0.0	0	0	3.0	0.0	0.0	0.0	1	S	20141103
C130H	04 NOV 14	86-0410	FPC	0.8	0.8	0.0	0.0	0.0	1.6	2	0.0	0	0	1.4	0.0	0.0	1.3	1	S	20141103
C130H	05 NOV 14	86-0410	FPC	0.5	0.6	0.0	0.0	0.0	1.1	2	0.0	0	0	1.1	0.0	0.0	1.1	1	S	20141105
C130H	05 NOV 14	88-4401	FPC	1.1	1.1	0.0	0.0	0.0	2.2	2	0.0	0	0	2.2	0.0	0.0	1.4	1	S	20141106
C130H	07 NOV 14	88-4405	FPC	3.2	3.2	0.0	0.0	0.0	6.4	3	0.0	0	0	0.0	0.0	0.0	0.0	1	S	20141114
C130H	08 NOV 14	88-4405	FPC	1.1	1.1	0.0	0.0	0.0	2.2	1	0.0	0	0	0.0	0.0	0.0	0.0	1	S	20141114
C130H	09 NOV 14	88-4405	FPC	0.7	0.6	0.0	0.0	0.0	1.3	1	0.0	0	0	0.0	0.0	0.0	0.0	1	S	20141114
C130H	10 NOV 14	88-4405	FPC	0.9	0.9	0.0	0.0	0.0	1.8	1	0.0	0	0	1.4	0.9	0.0	0.0	1	S	20141114
C130H	13 NOV 14	88-4405	FPC	1.5	1.6	0.0	0.0	0.0	3.1	1	0.0	0	0	0.0	0.0	0.0	0.0	33	S	20141117
C130H	14 NOV 14	87-9284	FPC	1.3	1.2	0.0	0.0	0.0	2.5	1	0.0	0	0	0.0	0.0	0.0	0.0	2	S	20141117
C130H	15 NOV 14	88-4403	FPC	1.4	1.3	0.0	0.0	0.0	2.7	1	0.0	0	0	2.0	1.2	0.0	0.0	2	S	20141119

AFR PAGE 6

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:36

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MCP
 CMD: AFR WING: 0440ALFWG UNIT: 0095ALSQ SSAN: ACFT OPLOC: TKKH GRADE: 1LT PRI CREW POS: P PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	NVG	RES	N/S	DATE UPDATED
C130H	17 NOV 14	88-4402	FPQ	1.4	1.3	0.0	0.0	0.0	2.7	1	0.0	0	2.7	1.4	0.0	0.0	2	S	20141118
C130H	17 NOV 14	88-4403	FPQ	0.8	0.7	0.0	0.0	0.0	1.5	1	0.0	0	1.5	0.0	0.0	0.7	3	S	20141118
C130H	18 NOV 14	88-4401	FPQ	0.7	0.0	0.0	0.0	2.4	3.1	2	0.0	0	2.7	0.0	0.0	0.3	1	S	20141119
C130H	20 NOV 14	88-4402	FPQ	0.3	0.2	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20141121
C130H	21 NOV 14	88-4403	FPQ	2.1	2.2	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20141124

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	NVG	RES	N/S	DATE
AIRCRAFT:	252.8	148.9	0.0	0.0	28.3	430.0	250	0.0	0.0	0	92.9	52.2	14.4	49.7	0.0	
SIMULATOR:	4.5	4.5	0.0	0.0	0.0	9.0	6	N/A	N/A	0	0.0	0.0	4.5	0.0	0.0	
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	

AFR PAGE 7

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

G1.5.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 17 DEC 2014 14:36

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MCP

GRADE: 1LT

CREW POSITION: FPQ C

UNIT: 0095ALSSQ

PHYSICAL DUE DATE: 13 JAN 15

SCAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16

RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/REQ	DUR	VOL/ACCOMP	DUR	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR DUE	IN PHS	REST CODE	WD
AA	AIRBORP SKE C	SKE AIRBORP	A007	3		12		0	15 NOV 14					I	
AA	MPD AIRLAND FTL C	ASSAULT TAKE-OFF	AS09	4		33		0	14 NOV 14					N	
AA	MPD AIRLAND FTL C	ASSAULT LANDING	AS11	4		34		0	15 NOV 14					N	
AA	MPD AIRLAND FTL C	OPTICAL THREAT	FE09	2		10		0	17 NOV 14					N	
AA	MPD AIRLAND FTL C	IR THREAT EVENT	FE19	2		9		0	17 NOV 14					N	
AA	MPD AIRLAND FTL C	RADAR THREAT	FE29	2		10		0	17 NOV 14					N	
AA	MPD AIRLAND FTL C	NAV ASLT LNDING	NV49	2		15		0	04 NOV 14					N	
AA	MPD AIRLAND FTL C	NAV ASLT T/O	NV50	2		18		0	04 NOV 14					N	
AA	MPD AIRLAND FTL C	HI/ALT TAC ARR	RS06	1		18		0	15 NOV 14					N	
AA	MPD AIRLAND FTL C	LOW/ALT TAC ARR	RS16	3		55		0	18 NOV 14					N	
AA	MPD AIRLAND FTL C	HI ALT TAC DEP	RS26	1		13		0	27 OCT 14					N	
AA	MPD AIRLAND FTL C	LOW ATL TAC DEP	RS36	3		60		0	20 NOV 14					N	
AA	MPD AIRLAND FTL C	PEN/ RAPID DESC	RS46	1		7		0	20 AUG 14					N	
AA	MPD AIRLAND FTL C	PROF SORTIE	M010A	2		2		0	23 SEP 14					N	
AA	MPD BASIC FTL C	WVG TAKEOFF	NV47	2		5		0	27 OCT 14					I	
AA	MPD BASIC FTL C	WVG LANDING	NV48	2		9		0	18 NOV 14					I	
AA	MPD BASIC FTL C	WVG INSTR APP	NV80	2		4		0	27 OCT 14					I	
AA	MPD BASIC FTL C	TAKE-OFF	P020	12		61		0	21 NOV 14					N	
AA	MPD BASIC FTL C	RIGHT SEAT T/O	P028	3		43		0	15 NOV 14					I	
AA	MPD BASIC FTL C	LEFT SEAT T/O	P029	3		14		0	21 NOV 14					I	
AA	MPD BASIC FTL C	INST APPROACHES	P070	12		33		0	21 NOV 14					I	
AA	MPD BASIC FTL C	PRECISION	P100	6		17		0	21 NOV 14					N	
AA	MPD BASIC FTL C	NON-PRECISION	P110	6		16		0	16 NOV 14					N	
AA	MPD BASIC FTL C	NDB/VOR	P116	1		3		0	10 OCT 14					I	

PAGE 1

AFR PAGE 1

PREPARED 17 DEC 2014 14:36

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MCP

PHYSICAL DUE DATE: 13 JAN 15

GRADE: 1LT

PHYSIOLOGICAL DUE DATE: 31 JUL 16

CREW POSITION: FPQ C

RECORDS REVIEW DUE DATE: 30 JUN 15

UNIT: 0095ALSSQ

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN REST PHS CODE	WVD
AA		MPD BASIC FTL C	CIRCLING	P130	2	5	0	21 NOV 14				N	
AA		MPD BASIC FTL C	LANDING	P190	12	73	0	21 NOV 14		31 DEC 14		N	
AA		MPD BASIC FTL C	UNAIID NIGHTLAND	P192	2	13	0	16 NOV 14		31 MAR 15		N	
AA		MPD BASIC FTL C	RIGHT SEAT LNDG	P198	3	43	0	15 NOV 14		31 MAR 15		I	
AA		MPD BASIC FTL C	LEFT SEAT LNDG	P199	3	14	0	21 NOV 14		31 MAR 15		I	
AA		MPD BASIC FTL C	ACDTOT	P280	0	0	0	16 APR 14		31 DEC 15		N	
AA		MPD MSN FTL C	EQUIP ACTUAL	AD03	2	7	0	18 NOV 14				N	
AA		MPD MSN FTL C	CDS ACTUAL	AD04	2	6	0	17 NOV 14				N	
AA		MPD MSN FTL C	PERSONNEL A/D	AD05	2	159	0	05 NOV 14				N	
AA		MPD MSN FTL C	VISUAL AIRDROP	AD06	3	156	0	18 NOV 14				N	
AA		MPD MSN FTL C	MED/HI OR JPADS A/D	AD09	1	28	0	14 SEP 14				I	
AA		MPD MSN FTL C	FORM VISUAL DEP	FR06	3	24	0	20 NOV 14				N	
AA		MPD MSN FTL C	FORM VISUAL REC	FR16	3	20	0	18 NOV 14				N	
AA		MPD MSN FTL C	SKE DEPARTURE	FR26	3	10	0	17 NOV 14				N	
AA		MPD MSN FTL C	SKE RECOVERY	FR36	3	8	0	17 NOV 14				N	
AA		MPD MSN FTL C	VLL NVG EVENT	NV09	3	11	0	05 NOV 14				I	
AA		MPD MSN FTL C	VLL NVG FORM	NV08	2	9	0	05 NOV 14				N	
AA		MPD MSN FTL C	NVG AIRDROP	NV18	2	50	0	17 NOV 14				N	
AA		MPD MSN FTL C	HAVE QUICK	P260	2	3	0	25 AUG 14				N	
AA		MPD MSN FTL C	SECURE VOICE	P270	2	3	0	16 OCT 14				N	
AA		MPD MSN FTL C	SKE/IMC EVENT	SK00	4	14	0	17 NOV 14				I	
AA		MPD MSN FTL C	SKE FORM EVENT	SK07	5	10	0	17 NOV 14				I	
AA		MPD MSN FTL C	SKE LEAD EVENT	SK17	1	11	0	15 NOV 14				I	
AA		MPD MSN FTL C	VLL DAY EVENT	VLO1	2	27	0	18 NOV 14				N	

PREPARED 17 DEC 2014 14:36

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MCP

PHYSICAL DUE DATE: 13 JAN 15

GRADE: 1LT

SSAN:

PHYSIOLOGICAL DUE DATE: 31 JUL 16

CREW POSITION: FP0 C

UNIT: 0095ALS5Q

RECORDS REVIEW DUE DATE: 30 JUN 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN PHS	REST CODE	WTD
AA		MPD MSN FTL C	VLL FORM DAY	VLL1	1	15	0	18 NOV 14					N	
AA		MPD MSN FTL C	VLL FORM LEAD	VL21	1	12	0	18 NOV 14					N	
AA		MPD MSN FTL C	HI/LW ATL TRANS	VL30	0	3		15 NOV 14					N	
GT		C130 AIRCRAFT DEMO GT	ACFT DEMO GT	X0GT	0	1		08 SEP 14		31 DEC 15			N	
GT		C130 DZ50	DZ50	0572	0	1		14 MAR 14					N	
GT		C130 GRAND TRNG ALL	MOB FLDR REV	G040	0	1		06 MAR 14		30 SEP 14	YES		N	
GT		C130 GRAND TRNG ALL	PASSPORT	E030	0	0		06 AUG 13		06 AUG 18			N	
GT		C130 GRAND TRNG ALL	DOD CYBER AC	E100	0	1		11 JAN 14		11 JAN 15			N	
GT		C130 GRAND TRNG ALL	INFO PROTECTION	E112	0	1		21 JUL 14		21 JUL 15			N	
GT		C130 GRAND TRNG ALL	HUMAN RELATIONS	E113	0	1		26 JUN 14		26 JUN 15			N	
GT		C130 GRAND TRNG ALL	FORCE PROTECT	E114	0	1		26 JUN 14		26 JUN 15			N	
GT		C130 GRAND TRNG ALL	UNIT INDOC-MR	G001	0	0		24 SEP 13					N	
GT		C130 GRAND TRNG ALL	MARSHALL TRG - G	G002	0	0		30 MAY 13					N	
GT		C130 GRAND TRNG ALL	CBRNE HANDS ON	G010	0	2		07 MAR 14		31 MAR 16			N	
GT		C130 GRAND TRNG ALL	ENAF AD ONLY	G055	0	0							N	
GT		C130 GRAND TRNG ALL	TACTICS-MR	G060	0	1		13 JAN 14		31 DEC 15			N	
GT		C130 GRAND TRNG ALL	INTEL TRNG-MR	G070	0	1		13 JAN 14		31 DEC 15			N	
GT		C130 GRAND TRNG ALL	ANTI-HIJACK-MR	G090	0	0		30 MAY 13		31 DEC 15			N	
GT		C130 GRAND TRNG ALL	LOAC	G100	0	0		07 AUG 13		31 AUG 15			N	
GT		C130 GRAND TRNG ALL	ISOPREP REV	G120	0	1		10 OCT 14		30 APR 15			N	
GT		C130 GRAND TRNG ALL	MASK FIT TEST	G183A	0	0		18 JUL 13					N	
GT		C130 GRAND TRNG ALL	INITIAL CRM	G231	0	0		30 MAY 13		31 OCT 15			N	
GT		C130 GRAND TRNG ALL	9MM SML ARM	G280	0	0		09 OCT 13					N	
GT		C130 GRAND TRNG ALL	SABC	G281	0	0		13 OCT 13		31 OCT 15			N	

PREPARED 17 DEC 2014 14:36

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MCP

GRADE: 1LT

CREW POSITION: FPQ C

UNIT: 0095ALSQ

PHYSICAL DUE DATE: 13 JAN 15

SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16

RECORDS REVIEW DUE DATE: 30 JUN 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC		
										OVR DUE	IN PHS	REST CODE W/D
GT	C130 GRND TRNG ALL	USE OF FORCE	G283	0	0	0	07 AUG 13		31 DEC 14	N		
GT	C130 GRND TRNG ALL	EX ORD RECON	G284	0	0	0	29 JUL 13		29 JUL 15	N		
GT	C130 GRND TRNG ALL	DENTAL EXAM	H020	0	1	1	22 SEP 14		30 SEP 15	N		
GT	C130 GRND TRNG ALL	LS FAM TRNG -G	LL01	0	0	0	16 JUL 13			N		
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	0	0	16 JUL 13		31 DEC 16	N		
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0	0	16 JUL 13		31 DEC 15	N		
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	0	0	16 JUL 13			N		
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	0	0	16 JUL 13		31 DEC 16	N		
GT	C130 GRND TRNG ALL	AFE FIT CHECK-GND	LL07	0	1	1	02 SEP 14		30 SEP 17	N		
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	1	1	13 JAN 14			N		
GT	C130 GRND TRNG ALL	INT NVG TRNG	NV01	0	0	0	30 MAY 13			N		
GT	C130 GRND TRNG ALL	NVG GRND REF-MR	NV03	0	1	1	13 JAN 14		31 JAN 16	N		
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	3	3	02 SEP 14		30 SEP 15	N		
GT	C130 GRND TRNG ALL	FEF REVIEW	0170	0	1	1	16 JUL 14		31 JUL 15	N		
GT	C130 GRND TRNG ALL	LOCAL SURV -G	SS01	0	0	0	16 JUL 13			N		
GT	C130 GRND TRNG ALL	CBT SERE TNG-MR	SS02	0	0	0	31 MAY 13		31 MAY 16	N		
GT	C130 GRND TRNG ALL	CNDCT CPTR	SS03	0	0	0	31 MAY 13		31 MAY 16	N		
GT	C130 GRND TRNG ALL	WATER SURV -MR	SS05	0	0	0	06 SEP 12		30 SEP 15	N		
GT	C130 GRND TRNG ALL	ERCHUTE TRNG-MR	SS06	0	0	0	31 MAY 13		31 MAY 16	N		
GT	C130 GRND TRNG ALL	CONT SERE INDOC	SS07	0	0	0	31 MAY 13			N		
GT	C130 GRND TRNG ALL	INT CMBT SURV	SS20	0	0	0	31 MAY 13			N		
GT	C130 GRND TRNG ALL	INT WATER SURV	SS31	0	0	0	06 SEP 12			N		
GT	C130 GRND TRNG ALL	VTBAT INITIAL	VT01	0	0	0	30 MAY 13			N		
GT	C130 GRND TRNG ALL	VTBAT REF	VT03	0	2	2	14 APR 14		31 DEC 15	N		

PREPARED 17 DEC 2014 14:36

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN SA036-T10

NAME: MCP

PHYSICAL DUE DATE: 13 JAN 15

GRADE: ILT SSAN:

PHYSIOLOGICAL DUE DATE: 31 JUL 16

CREW POSITION: FPQ C
RECORDS REVIEW DUE DATE: 30 JUN 15

UNIT: 0095ALSSQ

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN REST
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0	0	01 JUL 14		31 DEC 14		N
GT	C130 GRND TRNG ALL	SEMTS -MR	XSEMT	0	2		21 JAN 14				N
GT	C130 LCLA	C130 LCLA	0517	0	1		05 JUN 14		31 MAY 15		N
GT	C130 MPD GROUND	QUAL/INST CK-MR	AA21	0	1		13 JAN 14		30 NOV 15		YES
GT	C130 MPD GROUND	COMM-MR	G080	0	1		15 JAN 14		31 MAR 15		N
GT	C130 MPD GROUND	IRC COURSE -MR	G130	0	1		16 APR 14	31 DEC 14	31 DEC 15		YES
GT	C130 MPD GROUND	CRM REFRESH -MR	G230	0	1		16 APR 14		31 DEC 15		N
GT	C130 MPD GROUND	SM REFRESH -MR	G250	0	1		18 SEP 13		31 DEC 15		N
GT	C130 MPD GROUND	WX AVOID	G310	0	0		02 SEP 14	31 AUG 15	29 FEB 16		YES
GT	C130 MPD GROUND	MISSION EVAL-MR	0083	0	1		30 MAY 13				N
GT	C130 MPD GROUND	NVG A/D CERT	0547	0	0		30 MAY 13				N
GT	C130 MPD GROUND	NVG A/L CERT	0548	0	0		30 MAY 13				N
GT	C130 MPD GROUND	NVG ASLT CERT	0549	0	0		30 MAY 13				N
GT	C130 MPD GROUND	GRACC PHASE I	V280	0	0		28 OCT 14				N
GT	C130 MPD GROUND	GRACC PHASE II	V281	0	1						N
GT	C130 MPD GROUND	GRACC TACC TOUR	V282	0	0						N
GT	C130 MPD GROUND	AIR CARD TRAINING	XFUEL	0	0		30 JUN 14		31 DEC 14		N
GT	C130 OPS SUP	OPS SUP	XOPS	0	0		30 MAY 13				N
GT	JPADS CERT	JPADS/ICDS CERT	0502	0	0						N

AFR PAGE 5

G1.5.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
1LT	MCP	C-130H	0	47.9	93.9	150.1

G1.6. MIP2

G1.6.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:31 INDIVIDUAL DATA SUMMARY (PA) AS OF 17 DEC 2014 PCN SA036-A70

NAME: **MIP2** SSAN: GRADE: LTC CMD: AFR WING: 0440ALEWG UNIT: 0095ALSSQ

BASE: 449AW (POPE FIELD) INQUIRY

PERSONAL DATA

DUTY PHONE: DOA SECURITY CLEARANCE: V

OFFICE SYMBOL: AFRC SECURITY CLEARANCE DATE: 22 DEC 10

MGR SVC CAT: 11 JAN 14 RESTRICTED AREA BADGE NO: PROFESSIONAL QUAL INDEX (POI):

LAST PHYS DATE: A PROFESSIONAL QUAL INDEX DATE:

PHYS CODE: 10 APR 15 PHYS AVAIL CODE: 11 JAN 14

PHYS DUE DATE: A PHYS AVAIL DATE: 07 DEC 09

PHYSICAL TNG DATE: 31 DEC 14 PHYSIOLOGICAL DUE DATE:

PHYSIOLOGICAL DUE DATE: DATE OF BIRTH: DUTY AFSC: 031M3B

DATE OF BIRTH: EFFECTIVE DATE OF DUTY: PAS CODE: 03 NOV 14

DUTY AFSC: SHORT TOUR INDICATOR: N

EFFECTIVE DATE OF DUTY: DATE RETURN FROM OVERSEAS: VILFJYV

PAS CODE: DATE OF RANK: 15 AUG 13

SHORT TOUR INDICATOR: DATE OF SEP/OBLIGATION: 08 AUG 88

DATE RETURN FROM OVERSEAS: DATE DEP LAST DUTY STA: 10 JUN 88

DATE OF RANK: DATE ARR THIS STATION: 02 JAN 88

DATE DEP LAST DUTY STA: PERSONNEL RECORD STATUS: 10

DATE ARR THIS STATION: PROJECTED DAFSC: PROJECTED PAS CODE: PROJECTED DUTY LOCATION:

PERSONNEL RECORD STATUS: PROJECTED PAS CODE: PROJ DEPARTURE DATE: PROJ REPORTING DATE: FAC 8 EFFECTIVE DATE: LOCAL USE CODE:

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 1 AFR PAGE 1

PREPARED 17 DEC 2014 14:31

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN 5A036-A70

NAME: **MIP2**

SSAN:

GRADE: LTC

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

BASE: 440AW (POPE FIELD)

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC: TMKH
 CMD OF AIRCRAFT: 0M
 ACFT SVC CAT: AFRC
 PRIMARY ACFT: C130H
 FLT DUTY CERT CODE: EP A
 CATEGORICAL FLYING WAIVER: N

AERONAUTICAL RATING/AVIATION BADGE
 AERONAUTICAL RATING: SENIOR PILOT
 EFFECTIVE DATE: 13 DEC 07
 AERONAUTICAL RATING: PILOT
 EFFECTIVE DATE: 13 DEC 00

INCENTIVE PAY DATA

LAST MPO DATE: 03 DEC 99
 LAST MPO REASON: A
 AD/IAD: NONE
 PAY STOP DATE: 02 DEC 17
 LAST PRODUCTIVE FLIGHT DATE: 03 NOV 14
 PREVIOUS PRODUCTIVE FLIGHT DATE: 29 OCT 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE: 2A
 EFFECTIVE DATE: 03 DEC 11
 PRIOR ASC: 1A
 EFFECTIVE DATE: 21 APR 08
 AERO ORDER TERM DATE: 02 DEC 17
 OFFICER SERVICE DATE: 02 JUN 99
 AVIATION SERVICE DATE: 03 DEC 99
 TRANSITION STATUS CODE: A
 AVIATION POSITION INDICATOR: 6
 EFFECTIVE DATE: 03 NOV 14
 FLYING ACTIVITY CATEGORY: 3
 PRE-ACIA-OFDA: 0
 OFDA GATE 10/12: 141
 OFDA GATE 15/15: 177
 OFDA GATE 20/18: 178
 OFDA TO DATE: 178

You have met OFDA requirements for current gate.

OUS MIL RTG DT:

CURR PARA RATING: _____
 CURR PARA RATING DATE: _____
 ORIG PARA RATING: _____
 ORIG PARA RATING DATE: _____
 TRAINING/QUAL STATUS: _____
 FORMAL COURSE: _____
 CENTRIFFUGE: _____
 DATE: 16 JUN 00

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____

DATE _____

G1.6.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:31 FLYING HISTORY REPORT (PA) AS OF 17 DEC 2014 PCN SA036-F40
 INQUIRY

NAME: **MIP2** SSAN: GRADE: LTC API: 6 FAC: 3 OFDA: 178 ASC: 2A ASC DATE: 03 DEC 11
 CMD: AFR WING: 0440ALFW PRI CRW POS: P PRI ACFT: C130H UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS	FLT DTY CERT CODE	C130H(S)	EP A	SMC130H(0)	IP A	F37AT50(0)	IP	S2B48(0)	IP	S2F188(0)	IP	F016D(S)	XP	B052H(S)	MCAN	SB052H(0)	MCAN
DATE FIRST FLOWN	21 APR 08			09 JUL 08		16 MAR 04		23 NOV 05		02 NOV 05		24 MAY 05		25 APR 01		16 FEB 01	
DATE LAST FLOWN	03 NOV 14			07 MAY 14		09 JUN 05		23 NOV 05		29 NOV 05		26 MAY 05		08 JAN 04		26 APR 01	
TOTAL TIME	1079.7			42.0		16.9		1.3		13.0		6.2		1107.1		24.0	
PRIMARY TIME	391.9			16.5		15.6		1.3		13.0		6.2		480.6		12.3	
SECONDARY TIME	289.2			12.0		0.0		0.0		0.0		0.0		473.1		11.7	
INSTRUCTOR TIME	283.8			13.5		1.3		0.0		0.0		0.0		0.0		0.0	
EVALUATOR TIME	23.2			0.0		0.0		0.0		0.0		0.0		0.0		0.0	
OTHER TIME	91.6			0.0		0.0		0.0		0.0		6.2		0.0		0.0	
NIGHT	284.6			0.0		0.0		0.0		0.0		6.2		153.4		0.0	
PRIMARY INST	137.1			3.0		0.0		0.0		0.0		0.0		155.5		0.0	
PRIMARY SIM INST	42.2			1.8		0.0		0.0		0.0		0.0		106.0		0.0	
NAVG TIME	175.7			0.0		0.0		0.0		0.0		0.0		12.1		0.5	
COMBAT TIME	53.8			0.0		0.0		0.0		0.0		0.0		9.3		0.0	
COMBT SUPPORT TIME	135.7			0.0		0.0		0.0		0.0		0.0		474.2		0.0	
COMBAT SORTIES	14			0		0		0		0		0		0.0		0	
COMBT SUPPORT SORTIES	41			0		0		0		0		0		32		0	
TOTAL SORTIES	488			23		13		1		10		4		120		10	

PREPARED 17 DEC 2014 14:31

FLYING HISTORY REPORT (PA)
INQUIRY

AS OF 17 DEC 2014

PCN SA036-FA0

NAME: MIP2

CMD: AFR WING: 0440ALFW

SSAN:
PRI CRW POS: P

GRADE: LTC API: 6
PRI ACFT: C130H

FAC: 3 OFDA: 178 ASC: 2A ASC DATE: 03 DEC 11
UNIT: 0095ALS5SQ BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS	T037B(S)	IP	SMW052H(O)	MCAN	T006A(S)	IP	CREW POSITION	PILOT
FLI DTY CERT CODE	15 JUN 04		28 MAR 01		21 SEP 05		PRIMARY TIME	1167.7
DATE FIRST FLOWN	10 OCT 05		02 SEP 03		30 OCT 07		SECONDARY TIME	762.3
TOTAL TIME	755.2		71.2		744.1		INSTRUCTOR TIME	1486.4
PRIMARY TIME	184.9		38.7		110.3		EVALUATOR TIME	23.2
SECONDARY TIME	0.0		32.5		0.0		TOTAL TIME	252.7
INSTRUCTOR TIME	570.3		0.0		632.3		STUDENT TIME	3692.3
EVALUATOR TIME	0.0		0.0		0.0		OTHER US MIL TIME	218.0
OTHER TIME	0.0		0.0		1.5		FOREIGN MIL TIME	0.0
NIGHT	18.9		0.0		47.0		CIVILIAN TIME	0.0
PRIMARY INST	49.4		0.0		23.3		COMBAT TIME	528.0
PRIMARY SIM INST	3.2		0.0		0.3		COMBAT SUP TIME	135.7
NAVG TIME	0.0		0.0		0.0		TOTAL SORTIES	1706
COMBAT TIME	0.0		0.0		0.0		COMBAT SORTIES	46
COMBT SUPPORT TIME	0.0		0.0		0.0		COMBAT SUP SORTIES	41
COMBAT SORTIES	0		0		0		NAVG TIME	185.0
COMBT SUPPORT SORTIES	0		0		0		DATE FIRST FLOWN	25 APR 01
TOTAL SORTIES	568		31		526		DATE LAST FLOWN	03 NOV 14

GRAND TOTAL 3910.3

CAREER TOTALS

G1.6.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:29 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 5A036-F68

NAME: **MIP2** RANK: LTC SSAN: PRI ACFT: C130H
 CREW POSN: EP A AGE: LST PRNS: 11 JAN 14 APT: 6
 DAFSC: C01M3B LST CHMB: 07 DEC 09 MAJCOM: AFR FAC: 3 ASC: 2A

(PART-1)

MDS:	C130H	SNIC130H	F37A150	52B48	S2E188	T006A	T0378	B052H	S8052H
CREW POSN:	EP A	IP A	IP	IP	IP	IP	IP	MCAN	MCAN
SEQ NO:	01	02	00	00	00	00	00	00	00
TOTAL TIME:	1079.7	42.0	16.9	1.3	13.0	744.1	755.2	1107.1	24.0
PRIMARY:	391.9	16.5	15.6	1.3	13.0	110.3	184.9	480.6	12.3
SECONDARY:	289.2	12.0	0.0	0.0	0.0	0.0	0.0	473.1	11.7
INSTRUCTOR:	283.8	13.5	1.3	0.0	0.0	632.3	578.3	0.0	0.0
EVALUATOR:	23.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER:	91.6	0.0	0.0	0.0	0.0	1.5	0.0	153.4	0.0
COMBAT:	33.8	0.0	0.0	0.0	0.0	0.0	0.0	474.2	0.0
COMBT SUPT:	135.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NVG:	175.7	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0
MDS:	SNW052H	F0160	ACFT						
CREW POSN:	MCAN	XP	TOTAL						
SEQ NO:	00	00							
TOTAL TIME:	71.2	6.2	3692.3						
PRIMARY:	38.7	0.0	1167.7						
SECONDARY:	32.5	0.0	762.3						
INSTRUCTOR:	0.0	0.0	1486.4						
EVALUATOR:	0.0	0.0	23.2						
OTHER:	0.0	6.2	252.7						
COMBAT:	0.0	0.0	528.0						
COMBT SUPT:	0.0	0.0	135.7						
NVG:	0.0	0.0	185.0						

PREPARED 17 DEC 2014 14:29 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN SA036-F60

NAME: MIP2 RANK: LTC SSAN: PRI ACFT: C130H
 CREW POSN: EP A AGE: LST PHYS: 11 JAN 14 APT: 6
 DAFSC: C011MB LST CHMB: 07 DEC 09 MAJCOM: AFR FAC: 3 ASC: ZA

TOTAL FLYING TIME: 3692.3 TOTAL PRIMARY/INSTRUCTOR TIME: 2766.3
 GRAND TOTAL: 3910.3 MDS PRIMARY/INSTRUCTOR TIME: 2654.1

AIRCRAFT TYPE REQUEST: ALL (PART-2) AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 0.0 DAYS FLOWN: 0 ---

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.3
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
3.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0

--- 60 DAYS TOTAL FLYING TIME: 11.3 DAYS FLOWN: 5 ---

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
0.0	0.0	3.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
2.5	3.1	2.4	0.0	0.0	0.0	3.6	0.0	2.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	1.0

--- 90 DAYS TOTAL FLYING TIME: 33.8 DAYS FLOWN: 14 ---

G1.6.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED		17 DEC 2014 14:32		INDIVIDUAL FLIGHT RECORD REPORT (PA)		AS OF 17 DEC 2014		PCN SA036-F70														
NAME: MIP2		WING: 0440ALFWG		SSAN: INQUIRY		GRADE: LTC		PRI CREW POS: P		PRI AIRCRAFT: C130H												
CMD: AFR		UNIT: 0095ALSQ		ACTF OPLOC: TMKH		CMB SRT		C/S SRT		DATE												
MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	NITE	INS	SIM	INS	NVG	RES	N/S	UPDATED	
C130H	17 DEC 13	88-4401	EP	0.0	0.0	0.0	2.2	0.0	2.2	1	0.0	0	0.0	2.2	1.6	0.0	0.0	0.0	1	S	20131217	
C130H	18 DEC 13	88-4402	EP	0.0	0.0	0.0	2.6	0.0	2.6	1	0.0	0	0.0	2.6	0.0	0.0	0.0	0.0	1	S	20131220	
C130H	19 DEC 13	86-0414	IP	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	2.0	0.0	0.0	0.0	1.5	1	S	20131220	
C130H	16 JAN 14	86-0414	MP	0.4	0.0	0.0	0.0	0.0	0.4	1	0.0	0	0.0	0.4	0.0	0.0	0.0	0.2	1	S	20140121	
C130H	03 FEB 14	88-4403	IP	0.0	0.0	3.2	0.0	0.0	3.2	1	0.0	0	0.0	3.2	3.0	0.0	0.0	0.0	1	S	20140204	
C130H	11 FEB 14	88-4405	IP	0.0	0.0	2.5	0.0	0.0	2.5	1	0.0	0	0.0	2.5	0.0	0.0	0.3	1	S	20140213		
C130H	24 FEB 14	86-0411	IP	0.0	0.0	2.5	0.0	0.0	2.5	1	0.0	0	0.0	2.5	1.0	0.0	2.0	1	S	20140225		
C130H	27 FEB 14	88-4402	IP	0.0	0.0	3.1	0.0	0.0	3.1	1	0.0	0	0.0	3.1	0.3	0.0	3.1	1	S	20140228		
C130H	05 MAR 14	88-4402	IP	0.0	0.0	1.9	0.0	0.0	1.9	2	0.0	0	0.0	1.9	0.3	0.0	1.9	1	S	20140306		
C130H	10 MAR 14	88-4402	IP	0.0	0.0	2.8	0.0	0.0	2.8	1	0.0	0	0.0	2.2	1.0	0.0	2.2	1	S	20140314		
C130H	13 MAR 14	86-0418	IP	0.0	0.0	3.0	0.0	0.0	3.0	1	0.0	0	0.0	1.0	1.0	0.0	0.0	2.0	1	S	20140314	
C130H	25 MAR 14	86-0411	IP	0.0	0.0	1.2	0.0	0.0	1.2	1	0.0	0	0.0	1.5	0.4	0.0	1.5	1	S	20140326		
C130H	02 APR 14	88-4401	IP	0.0	0.0	3.4	0.0	0.0	3.4	3	0.0	0	0.0	1.7	0.0	0.0	1.7	1	S	20140409		
C130H	08 APR 14	86-0411	IP	0.0	0.0	0.6	0.0	0.0	0.6	1	0.0	0	0.0	1.1	0.0	0.0	1.1	0.3	0.0	1	S	20140411
C130H	09 APR 14	86-0411	IP	0.0	0.0	1.7	0.0	0.0	1.7	3	0.0	0	0.0	0.2	0.0	0.0	0.0	0.0	1.7	1	S	20140409
C130H	02 APR 14	88-4401	IP	0.0	0.0	0.6	0.0	0.0	0.6	1	0.0	0	0.0	1.5	0.4	0.0	1.5	1	S	20140409		
C130H	08 APR 14	86-0411	IP	0.0	0.0	3.1	0.0	0.0	3.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140515	
C130H	06 MAY 14	00-0001	FP	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	Q	20140515	
SMC130H	07 MAY 14	00-0001	FP	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	Q	20140515	
SMC130H	13 MAY 14	88-4405	FP	0.0	0.0	0.9	0.0	0.0	0.9	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	Q	20140515	
C130H	27 MAY 14	87-9284	IP	0.0	0.0	1.2	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140528	
C130H	28 MAY 14	87-9284	IP	0.0	0.0	0.9	0.0	0.0	0.9	2	0.0	0	0.0	0.9	0.3	0.0	0.0	0.0	1	S	20140528	
C130H	04 JUN 14	86-0411	IP	0.4	0.0	0.1	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140605	
C130H	01 JUL 14	86-0414	IP	0.0	0.0	1.3	0.0	0.0	1.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	1	S	20140709	
C130H	02 JUL 14	86-0414	IP	0.0	0.0	1.5	0.0	0.0	1.5	2	0.0	0	0.0	1.2	0.3	0.0	1.2	1	S	20140709		

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:32

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: MIP2

WING: 0440ALFWG

UNIT: 0095ALS5Q

SSAN: ACFT OPLOC: TMKH

GRADE: LTC

PRI CREW POS: P

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	C/S	NITE	INS	INS	STM	INS	NVG	RES	N/S	DATE
C130H	16 JUL 14	88-4403	EP	0.0	0.0	1.0	2.0	0.0	0.0	3.0	1	0.0	0	0.0	0	1.0	3.0	0.0	1.0	1.0	1	S	20140717	
C130H	30 JUL 14	86-0418	EP	0.0	0.0	0.0	2.8	0.0	0.0	2.8	1	0.0	0	0.0	0	1.5	0.0	0.0	1.5	1.5	1	S	20140731	
C130H	07 AUG 14	88-4402	IP	0.0	0.0	2.6	0.0	0.0	0.0	2.6	2	0.0	0	0.0	0	0.0	0.3	0.0	0.0	0.0	1	S	20140809	
C130H	08 AUG 14	88-4402	IP	0.0	0.0	1.3	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	1.3	0.3	0.0	1.3	1.3	1	S	20140809	
C130H	13 AUG 14	88-4401	MP	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2	0.0	0	0.0	0	0.0	0.3	0.0	0.0	0.0	1	S	20140814	
C130H	14 AUG 14	88-4401	MP	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	1.0	0.0	0.0	1.0	1.0	1	S	20140814	
C130H	19 AUG 14	88-4402	IP	0.0	0.0	0.7	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.3	0.0	1	S	20140820	
C130H	25 AUG 14	88-4405	IP	0.0	0.0	3.2	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	1.5	0.5	0.0	1.5	1.5	1	S	20140826	
C130H	28 AUG 14	88-4401	IP	0.0	0.0	1.7	0.0	0.0	0.0	1.7	2	0.0	0	0.0	0	0.0	0.3	0.0	0.0	0.0	1	S	20140829	
C130H	29 AUG 14	88-4401	IP	0.0	0.0	1.2	0.0	0.0	0.0	1.2	2	0.0	0	0.0	0	1.2	0.2	0.0	1.2	1.2	1	S	20140829	
C130H	09 SEP 14	86-0411	IP	0.0	0.0	1.1	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.7	0.0	0.0	0.7	0.7	1	S	20140919	
C130H	18 SEP 14	88-4404	IP	0.0	0.0	1.0	0.0	0.0	0.0	1.0	2	0.0	0	0.0	0	1.0	0.3	0.0	1.0	1.0	1	S	20140919	
C130H	19 SEP 14	88-4404	IP	0.0	0.0	1.0	0.0	0.0	0.0	1.0	2	0.0	0	0.0	0	1.0	0.0	0.0	1.0	1.0	1	S	20140919	
C130H	22 SEP 14	88-4403	IP	0.0	0.0	2.9	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	2.6	0.0	0.0	2.6	2.6	1	S	20140923	
C130H	30 SEP 14	87-9284	IP	0.0	0.0	2.0	0.0	0.0	0.0	2.0	3	0.0	0	0.0	0	0.0	0.3	0.0	0.0	0.0	33	S	20141001	
C130H	02 OCT 14	86-0411	IP	0.0	0.0	3.6	0.0	0.0	0.0	3.6	2	0.0	0	0.0	0	0.0	0.3	0.0	0.0	0.0	33	S	20141003	
C130H	06 OCT 14	86-0411	IP	0.0	0.0	2.4	0.0	0.0	0.0	2.4	3	0.0	0	0.0	0	0.5	0.0	0.0	0.0	0.0	33	S	20141008	
C130H	07 OCT 14	88-4404	IP	0.0	0.0	3.1	0.0	0.0	0.0	3.1	3	0.0	0	0.0	0	2.0	0.3	0.0	2.0	2.0	33	S	20141008	
C130H	08 OCT 14	86-0410	IP	0.0	0.0	2.5	0.0	0.0	0.0	2.5	4	0.0	0	0.0	0	0.3	0.0	0.0	0.0	0.0	33	S	20141008	
C130H	15 OCT 14	88-4405	IP	0.0	0.0	1.6	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	1.4	0.0	0.0	1.4	1.4	33	S	20141016	
C130H	16 OCT 14	88-4405	IP	0.0	0.0	0.8	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.8	0.3	0.0	0.0	0.0	33	S	20141016	
C130H	16 OCT 14	88-4402	IP	0.0	0.0	2.0	0.0	0.0	0.0	2.0	3	0.0	0	0.0	0	1.5	0.0	0.0	1.5	1.5	33	S	20141017	
C130H	20 OCT 14	86-0414	IP	0.0	0.0	3.1	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0	1.0	0.0	0.0	1.0	1.0	33	S	20141021	
C130H	27 OCT 14	87-9284	IP	0.0	0.0	1.9	0.0	0.0	0.0	1.9	1	0.0	0	0.0	0	1.9	0.0	0.0	1.9	1.9	3	S	20141028	
C130H	28 OCT 14	88-4404	IP	0.0	0.0	3.2	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.8	0.3	0.0	0.0	0.0	1	S	20141029	
C130H	29 OCT 14	86-0413	IP	0.0	0.0	0.3	0.0	0.0	0.0	0.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141030	

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:32

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MIP2

CMD : AFR

WING : 0440ALFWG

UNIT : 0095ALSSQ

SSAN :

ACFT OPLC : TMKH

GRADE : LTC

PRI CREW POS : P

PRI AIRCRAFT : C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	INS	RES	N/S	DATE
C130H	03 NOV 14	88-4402	EP	0.0	0.0	0.0	2.8	0.0	2.8	1	0.0	0	0.0	1.0	0.0	2.5	1	S	20141104
MDS SUMMARY																			
AIRCRAFT :	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	INS	RES	N/S	DATE			
SIMULATOR :	2.8	1.0	81.4	12.4	0.6	98.2	74	0	0.0	0	0.0	0	58.0	17.2	0.6	39.4			
RPA :	4.5	4.5	0.0	0.0	0.0	9.0	5	N/A	N/A	N/A	0.0	0.0	0.0	0.0	0.0	0.0			
	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0			

AFR PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

G1.6.5. INDIVIDUAL TRAINING SUMMARY

PGM CD		QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR IN REST
AA	MP	AIRDROP SKE A/B	SKE AIRDROP	A007	2	11	0	28 OCT 14			I
AA	MP	AIRLAND FTL A	ASSAULT TAKE-OFF	A509	6	12	0	03 NOV 14			N
AA	MP	AIRLAND FTL A	ASSAULT LANDING	AS11	8	15	0	03 NOV 14		31 MAR 15	I
AA	MP	AIRLAND FTL A	HVV WT ASLT LND	AS21	2	9	0	08 OCT 14			N
AA	MP	AIRLAND FTL A	OPTICAL THREAT	FE09	2	6	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	IR THREAT EVENT	FE19	2	5	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	RADAR THREAT	FE29	2	4	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	NVG ASLT LNDNG	NV49	2	8	0	15 OCT 14		31 MAR 15	I
AA	MP	AIRLAND FTL A	NVG ASLT T/O	NV50	1	6	0	07 OCT 14			N
AA	MP	AIRLAND FTL A	HI/ALT TAC ARR	RS06	1	4	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	LOW/ALT TAC ARR	RS16	1	27	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	HI ALT TAC DEP	RS26	1	8	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	LOW ATL TAC DEP	RS36	1	28	0	28 OCT 14			N
AA	MP	AIRLAND FTL A	PEN/ RAPID DESC	RS46	1	3	0	15 OCT 14			N
AA	MP	BASIC FTL A	PROF SORTIE	M010A	1	2	0	25 AUG 14			I
AA	MP	BASIC FTL A	NVG TAKEOFF	NV47	2	8	0	07 OCT 14			N
AA	MP	BASIC FTL A	NVG LANDING	NV48	2	9	0	15 OCT 14		31 MAR 15	I
AA	MP	BASIC FTL A	NVG INSTR APP	NV80	1	2	0	15 OCT 14			N
AA	MP	BASIC FTL A	TAKE-OFF	P020	8	21	0	03 NOV 14		31 DEC 14	I
AA	MP	BASIC FTL A	INST APPROACHES	P070	6	12	0	03 NOV 14		31 DEC 14	I
AA	MP	BASIC FTL A	PRECISION	P100	3	6	0	28 OCT 14			N
AA	MP	BASIC FTL A	NON-PRECISION	P110	3	6	0	03 NOV 14			N
AA	MP	BASIC FTL A	NDB/VOR	P116	1	2	0	15 OCT 14			N
AA	MP	BASIC FTL A	CIRCLING	P130	1	2	0	15 OCT 14			I

PREPARED 17 DEC 2014 14:32

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: **MP2**

GRADE: LTC

SSAN: EP A

UNIT: 0095ALSS0

PHYSICAL DUE DATE: 10 APR 15

PHYSIOLOGICAL DUE DATE: 31 DEC 14

RECORDS REVIEW DUE DATE: 31 OCT 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC		
										OVR DUE	IN PHS	REST CODE WDO
AA	MP BASIC FTL A	LANDING	P190	8	24	0	03 NOV 14		31 DEC 14	I		
AA	MP BASIC FTL A	UNMID NIGHTLAND	P192	2	7	0	03 NOV 14		31 MAR 15	I		
AA	MP BASIC FTL A	ACDTOT	P280	0	0	0	05 MAY 14		31 DEC 17	I		
AA	MP LEAD FTL A	SKE LEAD EVENT	SK17	1	14	0	28 OCT 14			I		
AA	MP LEAD FTL A	VLL FORM LEAD	VL21	1	12	0	28 OCT 14			I		
AA	MP MSN FTL A	EQUIP ACTUAL	AD03	1	7	0	28 OCT 14			N		
AA	MP MSN FTL A	CDS ACTUAL	AD04	1	10	0	28 OCT 14			N		
AA	MP MSN FTL A	PERSONNEL A/D	AD05	1	53	0	28 OCT 14			N		
AA	MP MSN FTL A	VISUAL AIRDROP	AD06	2	55	0	28 OCT 14			N		
AA	MP MSN FTL A	MED/HI OR JPADS A/D	AD09	1	1	0	08 OCT 14			I		
AA	MP MSN FTL A	FORM VISUAL DEP	FR06	2	18	0	28 OCT 14			N		
AA	MP MSN FTL A	FORM VISUAL REC	FR16	2	18	0	28 OCT 14			N		
AA	MP MSN FTL A	SKE DEPARTURE	FR26	2	8	0	28 OCT 14			N		
AA	MP MSN FTL A	SKE RECOVERY	FR36	2	7	0	28 OCT 14			N		
AA	MP MSN FTL A	VLL NVG EVENT	NV00	2	12	0	27 OCT 14			N		
AA	MP MSN FTL A	VLL NVG FORM	NV08	1	10	0	27 OCT 14			N		
AA	MP MSN FTL A	NVG AIRDROP	NV18	2	26	0	27 OCT 14			N		
AA	MP MSN FTL A	HAVE QUICK	P260	1	4	0	22 SEP 14			N		
AA	MP MSN FTL A	SECURE VOICE	P270	1	2	0	28 OCT 14			N		
AA	MP MSN FTL A	SKE/IMC EVENT	SK00	2	17	0	28 OCT 14			I		
AA	MP MSN FTL A	SKE FORM EVENT	SK07	1	17	0	28 OCT 14			I		
AA	MP MSN FTL A	VLL DAY EVENT	VL01	2	18	0	28 OCT 14			N		
AA	MP MSN FTL A	VLL FORM DAY	VL11	1	13	0	28 OCT 14			N		
AA	MP MSN FTL A	HT/LW ATL TRANS	VL30	0	2		28 OCT 14		31 DEC 15	I		

PREPARED 17 DEC 2014 14:32

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MIP2

GRADE: LTC

SSAN:

CREW POSITION: EP A

UNIT: 0095ALSSQ

PHYSICAL DUE DATE: 10 APR 15

PHYSIOLOGICAL DUE DATE: 31 DEC 14

RECORDS REVIEW DUE DATE: 31 OCT 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR DUE	IN PHS	REST CODE	WTD
GT		BANNER CERTIFICATION	BANNER CERT	0544	0	0	0	10 DEC 09					N	
GT		C130 DZ50	DZ50	0572	0	0	0	20 FEB 09					N	
GT		C130 ELEMENT LEAD	ELEMENT LEAD	0013	0	0	0	10 DEC 09					N	
GT		C130 FLT INSTR CERT	FLT INSTR CERT	0511	0	0	0	08 NOV 10					N	
GT		C130 FLT LEAD CERT	FORM LEAD CERT	0011	0	0	0	01 JAN 10					N	
GT		C130 GRAND TRNG ALL	MOB FLDR REV	C040	0	3	0	18 OCT 14		30 APR 15			N	
GT		C130 GRAND TRNG ALL	PASSPORT	E030	0	0	0	03 SEP 13		03 SEP 18			N	
GT		C130 GRAND TRNG ALL	DOD CYBER AC	E100	0	1	1	21 OCT 14		21 OCT 15			N	
GT		C130 GRAND TRNG ALL	INFO PROTECTION	E112	0	1	1	21 OCT 14		21 OCT 15			N	
GT		C130 GRAND TRNG ALL	HUMAN RELATIONS	E113	0	1	1	21 OCT 14		21 OCT 15			N	
GT		C130 GRAND TRNG ALL	FORCE PROTECT	E114	0	1	1	21 OCT 14		21 OCT 15			N	
GT		C130 GRAND TRNG ALL	UNIT INDOC-MR	G001	0	0	0	01 MAY 10					N	
GT		C130 GRAND TRNG ALL	MARSHALL TRG -6	G002	0	0	0	12 JUN 08					N	
GT		C130 GRAND TRNG ALL	CBRNE HANDS ON	G010	0	0	0	02 OCT 13					N	
GT		C130 GRAND TRNG ALL	ENAF AD ONLY	G055	0	0	0	01 JAN 75		31 OCT 15			N	
GT		C130 GRAND TRNG ALL	TACTICS-MR	G060	0	1	1	13 JAN 14		31 DEC 15			N	
GT		C130 GRAND TRNG ALL	INTEL TRNG-MR	G070	0	1	1	13 JAN 14		31 DEC 15			N	
GT		C130 GRAND TRNG ALL	ANTI-HIJACK-MR	G090	0	0	0	02 JAN 12		31 DEC 14			N	
GT		C130 GRAND TRNG ALL	LOAC	G100	0	0	0	13 APR 13		30 APR 15			N	
GT		C130 GRAND TRNG ALL	ISOPREP REV	G120	0	1	1	08 JUN 14		31 DEC 14			N	
GT		C130 GRAND TRNG ALL	MASK FIT TEST	G183A	0	0	0	11 SEP 08					N	
GT		C130 GRAND TRNG ALL	INITIAL CRM	G231	0	0	0	09 JUN 08					N	
GT		C130 GRAND TRNG ALL	9MM SHL ARM	G280	0	0	0	09 FEB 13		28 FEB 15			N	
GT		C130 GRAND TRNG ALL	SABC	G281	0	1	1	11 JUN 14		30 JUN 16			N	

PREPARED 17 DEC 2014 14:32

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MIP2
 PHYSICAL DUE DATE: 10 APR 15

GRADE: LTC
 PHYSIOLOGICAL DUE DATE: 31 DEC 14

CREW POSITION: EP A
 RECORDS REVIEW DUE DATE: 31 OCT 15

UNIT: 0095ALSQ

PGH CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC		
										OVR DUE	IN PHS	REST CODE WPD
GT	C130 GRAND TRNG ALL	USE OF FORCE	G283	0	1		15 JAN 14		31 DEC 15			N
GT	C130 GRAND TRNG ALL	EX ORD RECON	G284	0	0		02 OCT 13		02 OCT 15			N
GT	C130 GRAND TRNG ALL	DENTAL EXAM	H020	0	1		15 FEB 14		28 FEB 15			N
GT	C130 GRAND TRNG ALL	LS FAM TRNG - G	L101	0	0		25 JUN 08					N
GT	C130 GRAND TRNG ALL	EGRESS C130-GND	L103	0	0		23 AUG 11		31 DEC 14			N
GT	C130 GRAND TRNG ALL	AIRCREW CW	L104	0	0		08 AUG 12		31 DEC 14			N
GT	C130 GRAND TRNG ALL	EGRES W/ACDE	L105	0	0		08 AUG 12					N
GT	C130 GRAND TRNG ALL	A. L/S EQUIP-MR	L106	0	0		08 MAR 12		31 DEC 15			N
GT	C130 GRAND TRNG ALL	AFF FIT CHECK-GND	L107	0	2		02 SEP 14		30 SEP 17			N
GT	C130 GRAND TRNG ALL	THEAT INDOC	M060	0	0		02 OCT 08					N
GT	C130 GRAND TRNG ALL	INT NVG TRNG	NV01	0	0		09 JUN 08					N
GT	C130 GRAND TRNG ALL	NVG GRAND REF-MR	NV03	0	1		13 JAN 14		31 JAN 16			N
GT	C130 GRAND TRNG ALL	PUBS CHECK	0090	0	0		26 NOV 13		30 NOV 14	YES		N
GT	C130 GRAND TRNG ALL	FEF REVIEW	0170	0	1		01 OCT 14		31 OCT 15			N
GT	C130 GRAND TRNG ALL	LOCAL SURV - G	5501	0	0		25 JUN 08					N
GT	C130 GRAND TRNG ALL	CBT SERE TRNG-MR	5502	0	0		08 MAR 12		31 MAR 15			N
GT	C130 GRAND TRNG ALL	CNDCT CPTP	5503	0	0		06 MAR 12		31 MAR 15			N
GT	C130 GRAND TRNG ALL	WATER SURV -MR	5505	0	0		13 JAN 12		31 JAN 15			N
GT	C130 GRAND TRNG ALL	ERCHUTE TRNG-MR	5506	0	0		10 SEP 13		30 SEP 16			N
GT	C130 GRAND TRNG ALL	CONT SERE INDOC	5507	0	0		06 MAR 12					N
GT	C130 GRAND TRNG ALL	INT CMBT SURV	5520	0	0		15 AUG 01					N
GT	C130 GRAND TRNG ALL	INT WATER SURV	5531	0	0		15 JAN 01					N
GT	C130 GRAND TRNG ALL	VTRAT INITIAL	VT01	0	0		11 JUL 08					N
GT	C130 GRAND TRNG ALL	VTRAT REF	VT03	0	1		07 MAY 14		31 DEC 15			N

PREPARED 17 DEC 2014 14:32

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN SA036-T10

NAME: MIP2
PHYSICAL DUE DATE: 10 APR 15

GRADE: LTC SSAN:
PHYSIOLOGICAL DUE DATE: 31 DEC 14

CREW POSITION: EP A UNIT: 0095ALS50
RECORDS REVIEW DUE DATE: 31 OCT 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR IN REST PHS CODE WND
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0	0	01 JUL 14		31 DEC 14	N
GT	C130 GRND TRNG ALL	SEMIS -MR	XSEMI	0	2	0	31 OCT 13			N
GT	C130 LCLA	C130 LCLA	0517	0	0	0	31 OCT 13			N
GT	C130 OPS SUP	OPS SUP	XOPS	0	2	0	18 SEP 14		31 MAR 15	N
GT	C130 PILOT GROUND	QUAL/INST CK-MR	AA21	0	0	0	26 NOV 13	31 OCT 14	30 APR 15	YES
GT	C130 PILOT GROUND	COMM-MR	G080	0	1	1	13 JAN 14		13 JAN 15	N
GT	C130 PILOT GROUND	IRC COURSE -MR	G130	0	1	1	11 JUN 14	31 MAR 15	30 JUN 15	YES
GT	C130 PILOT GROUND	HAZARD CARGO-MR	G182	0	1	1	15 JAN 14		31 DEC 17	N
GT	C130 PILOT GROUND	CRM REFRESH -MR	G230	0	1	1	07 MAY 14		31 MAY 14	YES
GT	C130 PILOT GROUND	SIM REFRESH -MR	G250	0	1	1	07 MAY 14		31 MAY 14	YES
GT	C130 PILOT GROUND	WX AVOID	G310	0	0	0	09 JUN 08			N
GT	C130 PILOT GROUND	MISSION EVAL-MR	0003	0	0	0	26 NOV 13	31 OCT 14	30 APR 15	YES
GT	C130 PILOT GROUND	TOUCH & GO CERT	0050	0	0	0	24 MAR 09			N
GT	C130 PILOT GROUND	ACFT CMDR CERT	0510	0	0	0	17 OCT 08			N
GT	C130 PILOT GROUND	UNIMPROVED LAND	0542	0	0	0	12 MAR 09			N
GT	C130 PILOT GROUND	NAV A/D CERT	0547	0	0	0	09 JUN 08			N
GT	C130 PILOT GROUND	NAV A/L CERT	0548	0	0	0	09 JUN 08			N
GT	C130 PILOT GROUND	NAV ASLT CERT	0549	0	0	0	09 JUN 08			N
GT	C130 PILOT GROUND	NAV T&G	0550	0	0	0	24 MAR 09			N
GT	C130 PILOT GROUND	GRACC TACC TOUR	V282	0	0	0	01 JAN 05			N
GT	C130 PILOT GROUND	AIR CARD TRAINING	XFUEL	0	0	0				N
GT	C130 PILOT GROUND	LCLA AC CERT	XLCP	0	0	0	31 OCT 13			N
GT	JPADS CERT	JPADS/ICDS CERT	0502	0	0	0	02 AUG 08			N

AFR PAGE 5

G1.6.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
LTC	MIP2	C-130H	0	2.8	27.9	35.9

G1.7. MN

G1.7.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:37
 INDIVIDUAL DATA SUMMARY (PA)
 INQUIRY
 AS OF 17 DEC 2014
 PCN 5A036-A70

NAME: **MN**
 BASE: 440AM (POPE FIELD)
 SSAN: _____
 GRADE: MAJ
 CMD: AMC
 WING: 0440ALFMG
 UNIT: 0002ALFSQ

PERSONAL DATA

DUTY PHONE: _____
 OFFICE SYMBOL: _____
 MR SVC CAT: _____
 LAST PHYS DATE: 13 NOV 14
 PHYS CODE: A
 PHYS DUE DATE: 10 FEB 16
 PHYS AVAIL CODE: A
 PHYS AVAIL DATE: 13 NOV 14
 PHYSIOLOGICAL TNG DATE: 24 MAY 11
 PHYSIOLOGICAL DUE DATE: 31 MAY 16
 DATE OF BIRTH: _____
 DUTY AFSC: S012M38
 EFFECTIVE DATE OF DUTY: 26 NOV 13
 PVS CODE: PVL1F39K
 SHORT TOUR INDICATOR: N
 DATE RETURN FROM OVERSEAS: _____
 DATE OF RANK: 01 APR 03
 DATE OF SEP/OBLIGATION: 30 JUN 15
 DATE DEP LAST DUTY STA: 02 AUG 11
 DATE ARR THIS STATION: 04 AUG 11
 PERSONNEL RECORD STATUS: 20
 PROJECTED DAFSC: S012M38
 PROJECTED PVS CODE: PVL1F39K
 PROJECTED DUTY LOCATION: _____
 PROJ DEPARTURE DATE: 01 JUL 15
 PROJ REPORTING DATE: _____
 FAC & EFFECTIVE DATE: _____
 LOCAL USE CODE: _____

SECURITY CLEARANCE: _____
 SECURITY CLEARANCE DATE: 10 SEP 14
 RESTRICTED AREA BADGE NO.: _____
 PROFESSIONAL QUAL INDEX (PQI): _____
 PROFESSIONAL QUAL INDEX DATE: _____

JUMP STATUS: _____
 DATE ASSIGNED JUMP STATUS: _____

SYSTEM MANAGEMENT: _____
 HARM CODE: _____
 DEPLOYED HARM CODE: _____
 DEPLOYED DATE: _____
 REDEPLOYED DATE: _____
 SPECIAL CAT ID: _____
 RECORDS REVIEW ACC DATE: 20 MAY 14
 RECORDS REVIEW DUE DATE: 31 MAY 15
 RECORDS REVIEW STATUS CODE: N

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.
 SIGNATURE _____ DATE _____
 AMC PAGE 1

PREPARED 17 DEC 2014 14:37

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN SA036-A70

NAME: MN

BASE: 440AW (POPE FIELD)

SSAN:

GRADE: MAJ

CMD: AMC

WING: 0440ALFWG

UNIT: 0002ALFSQ

INQUIRY

AIRCRAFT OPLOC: TKKH
 CMD OF AIRCRAFT: 1L
 ACFT SVC CAT: USAF
 PRIMARY ACFT: C130H
 FLT DUTY CERT CODE: EN A
 CATEGORICAL FLYING WAIVER: N

AERONAUTICAL RATING/AVIATION BADGE
 AERONAUTICAL RATING: MASTER NAVIGATOR
 EFFECTIVE DATE: 28 OCT 11
 AERONAUTICAL RATING: SENIOR NAVIGATOR
 EFFECTIVE DATE: 04 JUN 03
 AERONAUTICAL RATING: NAVIGATOR
 EFFECTIVE DATE: 04 JUN 96

INCENTIVE PAY DATA

LAST MPO DATE: 14 FEB 07
 LAST MPO REASON: A
 AD/IAD: NONE
 PAY STOP DATE: 02 OCT 20
 LAST PRODUCTIVE FLIGHT DATE: 21 NOV 14
 PREVIOUS PRODUCTIVE FLIGHT DATE: 17 NOV 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE: 3A
 EFFECTIVE DATE: 02 OCT 13
 PILOT ASC: 2A
 EFFECTIVE DATE: 02 AUG 11
 AERO ORDER TERM DATE: 02 OCT 20
 OFFICER SERVICE DATE: 12 JUN 92
 AVIATION SERVICE DATE: 03 OCT 95
 TRANSITION STATUS CODE: A
 AVIATION POSITION INDICATOR: 6
 EFFECTIVE DATE: 26 NOV 13
 FLYING ACTIVITY CATEGORY: 2
 PRE-ACIA-OFDA: 0
 OFDA GATE 10/12: 129
 OFDA GATE 15/15: 129
 OFDA GATE 20/18: 155
 OFDA TO DATE: 155

OUS MIL RTG DT:
 CURR PARA RATING:
 CURR PARA RATING DATE:
 ORIG PARA RATING:
 ORIG PARA RATING DATE:
 TRAINING/QUAL STATUS: _____
 FORMAL COURSE: _____
 DATE: _____

You have met OFDA requirements for 18 year gate to receive continuous ACIP through 25 years of aviation service.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____

DATE _____

G1.7.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:36

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-FA0

INQUIRY

NAME: MN

SSAN:

GRADE: MAJ

API: 6

FAC: 2

OFDA: 155

ASC: 3A

ASC DATE: 02 OCT 13

CMD: AMC WING: 0440ALFW

PRI CRW POS: N

PRI ACFT: C130H

UNIT: 0002ALFSQ

BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS	C130H(S)	SMC130H(O)	SNC130H(O)	SNC130E(O)	SCL130H(O)	SC130E(O)	C130E(S)	SMC130E(O)
FLI DTY CERT CODE	EN A	EN A	EN A	EN	EN	EN	EN	EN
DATE FIRST FLOWN	10 FEB 97	02 MAR 12	21 JUL 00	26 AUG 96	22 JUL 00	18 OCT 96	09 SEP 96	16 FEB 06
DATE LAST FLOWN	21 NOV 14	26 APR 14	NO DATE	14 FEB 06	22 JUL 00	23 OCT 01	05 APR 06	16 FEB 06
TOTAL TIME	1903.9	15.0	4.0	57.1	4.0	17.7	948.9	3.0
PRIMARY TIME	1462.2	15.0	4.0	38.0	4.0	15.0	583.5	3.0
SECONDARY TIME	3.2	0.0	0.0	17.0	0.0	2.7	7.6	0.0
INSTRUCTOR TIME	302.7	0.0	0.0	0.0	0.0	0.0	140.7	0.0
EVALUATOR TIME	67.2	0.0	0.0	2.1	0.0	0.0	50.7	0.0
OTHER TIME	68.6	0.0	0.0	0.0	0.0	0.0	129.3	0.0
NIGHT	316.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NAVG TIME	131.8	0.0	0.0	0.0	0.0	0.0	54.5	0.0
COMBAT TIME	118.5	0.0	0.0	0.0	0.0	0.0	90.6	0.0
COMBT SUPPORT TIME	36.4	0.0	0.0	0.0	0.0	0.0	5.1	0.0
COMBAT SORTIES	139	0	0	0	0	0	37	0
COMBT SUPPORT SORTIES	18	0	0	0	0	0	3	0
TOTAL SORTIES	981	6	1	14	1	6	323	1

PREPARED 17 DEC 2014 14:36

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F40

INQUIRY

NAME: MN

SSAN:

CMD : AMC WING: 0440ALFW

PRI CRW POS: N

GRADE: MAJ API: 6
PRI ACFT: C130H

FAC: 2 OFDA: 155 ASC: 3A ASC DATE: 02 OCT 13
UNIT: 0002ALFSQ BASE: 440AW (POPE FIELD)

CAREER TOTALS

CREW POSITION	NAVIGATOR
PRIMARY TIME	2045.7
SECONDARY TIME	10.8
INSTRUCTOR TIME	443.4
EVALUATOR TIME	233.6
OTHER TIME	119.3
TOTAL TIME	2852.8
STUDENT TIME	116.5
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	209.1
COMBAT SUPT TIME	41.5
TOTAL SORTIES	1304
COMBAT SORTIES	176
COMBAT SUP SORTIES	21
NAV TIME	186.3
DATE FIRST FLOWN	09 SEP 96
DATE LAST FLOWN	21 NOV 14

GRAND TOTAL 2969.3

G1.7.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:37 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 5A036-F60

NAME: **MN** RANK: MAJ SSAN: PRI ACFT: C130H
 CREW POSN: EN A AGE: LST PHYS: 13 NOV 14 API: 6 FAC: 2 ASC: 3A
 DAHSC: 5012MB8 LST CHMB: 24 MAY 11 MAJCOM: AMC

(PART-1)

MOS:	C130H	SMC130H	SNC130H	C130E	SC130E	SC130H	SMC130E	SNC130E	ACFT
CREW POSN:	EN A	EN A	EN A	EN	EN	EN	EN	EN	TOTAL
SEQ NO:	01	02	03	00	00	00	00	00	
TOTAL TIME:	1903.9	15.0	4.0	948.9	17.7	4.0	3.0	57.1	2852.8
PRIMARY:	1462.2	15.0	4.0	583.5	15.0	4.0	3.0	38.0	2045.7
SECONDARY:	3.2	0.0	0.0	7.6	2.7	0.0	0.0	17.0	10.8
INSTRUCTOR:	302.7	0.0	0.0	140.7	0.0	0.0	0.0	0.0	443.4
EVALUATOR:	67.2	0.0	0.0	166.4	0.0	0.0	0.0	2.1	233.6
OTHER:	68.6	0.0	0.0	50.7	0.0	0.0	0.0	0.0	119.3
COMBAT:	118.5	0.0	0.0	90.6	0.0	0.0	0.0	0.0	209.1
COMBT SUPT:	36.4	0.0	0.0	5.1	0.0	0.0	0.0	0.0	41.5
NVG:	131.8	0.0	0.0	54.5	0.0	0.0	0.0	0.0	186.3

PREPARED 17 DEC 2014 14:37

INDIVIDUAL FLIGHT DATA

AS OF 17 DEC 2014

PCN SA036-F60

NAME: MN
 CREW POSN: EN A
 DAFSC: S01ZMB

AGE:

RANK: MAJ
 LST PRYS: 13 NOV 14
 LST CHMB: 24 MAY 11

SSAN:
 API: 6
 MAJCOM: AMC

PRI ACFT: C130H
 FAC: 2
 ASC: 3A

TOTAL FLYING TIME: 2852.8
 GRAND TOTAL: 2969.3

TOTAL PRIMARY/INSTRUCTOR TIME:
 MDS PRIMARY/INSTRUCTOR TIME:

2568.1
 2489.1

AIRCRAFT TYPE REQUEST: ALL

(PART-2)

AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 3.2

DAYS FLOWN: 1

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
2.6	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 15.1

DAYS FLOWN: 5

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
1.2	0.0	0.0	0.0	0.0	3.8	0.0	0.0	2.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 22.1

DAYS FLOWN: 8

G1.7.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:37		INDIVIDUAL FLIGHT RECORD REPORT (PA)		AS OF 17 DEC 2014		PCN SA036-F70												
NAME: MN				INQUIRY														
CMD: AMC		WING: 0440ALFWG		UNIT: 0002ALFSQ		SSAN: ACFT OPLC: TMKH												
GRADE: MAJ		PRI CREW POS: N		PRI AIRCRAFT: C130H														
MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	SIM	NWG	RES	N/S	DATE UPDATED	
SMC130H	19 NOV 13	99-9999	MN	3.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20131212
C130H	03 DEC 13	88-4405	MN	1.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0.0	1.0	0.0	0.0	1.0	20131204
C130H	04 DEC 13	88-4405	MN	2.5	0.0	0.0	0.0	2.5	3	0.0	0	0.0	0.0	2.5	0.0	0.0	2.5	20131204
C130H	07 DEC 13	88-4404	MN	3.7	0.0	0.0	0.0	3.7	3	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20131208
C130H	12 DEC 13	88-4404	IN	0.0	0.0	2.0	0.0	2.0	1	0.0	0	0.0	0.0	2.0	0.0	0.0	1.7	20131212
C130H	13 DEC 13	88-4403	IN	0.0	0.0	1.0	0.0	1.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20131216
C130H	20 DEC 13	88-4402	MN	2.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20131223
C130H	08 JAN 14	88-4402	IN	0.0	0.0	2.7	0.0	2.7	1	0.0	0	0.0	0.0	2.7	0.0	0.0	2.3	20140109
C130H	15 JAN 14	88-4405	MN	1.5	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0.0	1.5	0.0	0.0	1.5	20140115
C130H	31 JAN 14	88-4402	IN	0.0	0.0	2.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140203
C130H	03 FEB 14	88-4403	IN	0.0	0.0	3.2	0.0	3.2	1	0.0	0	0.0	0.0	3.2	0.0	0.0	0.0	20140205
C130H	25 MAR 14	88-0411	MN	1.8	0.0	0.0	0.0	1.8	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140327
C130H	31 MAR 14	88-4405	MN	3.1	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140402
C130H	01 APR 14	88-4405	MN	3.2	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140402
C130H	17 APR 14	86-0414	MN	3.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140418
SMC130H	25 APR 14	99-9999	MN	3.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140428
SMC130H	26 APR 14	00-0001	MN	3.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140429
C130H	05 MAY 14	87-9284	MN	3.3	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.6	20140506
C130H	03 JUN 14	86-0410	MN	3.3	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140604
C130H	19 JUN 14	86-0410	MN	1.5	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0.0	0.5	0.0	0.0	0.0	20140619
C130H	25 JUN 14	88-4403	MN	2.4	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0.0	0.4	0.0	0.0	0.0	20140626
C130H	02 JUL 14	87-9284	MN	2.5	0.0	0.0	0.0	2.5	3	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140709
C130H	14 JUL 14	88-4402	MN	3.4	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140715
C130H	25 JUL 14	88-4403	MN	5.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140728
C130H	08 AUG 14	86-0410	MN	2.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	20140814
C130H	20 AUG 14	87-9284	MN	3.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.5	20140821

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:37

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: **MN** WING: 0440ALFWG UNIT: 0002ALFSQ SSAN: ACFT OPLOC: TMKH GRADE: MAJ PRI CREW POS: N PRI AIRCRAFT: C130H
 CMD: AMC

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	C/S	NITE	INS	SIM	INS	NVG	RES	N/S	DATE	
C130H	30 SEP 14	87-9284	MN	2.0	0.0	0.0	0.0	0.0	2.0	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0			S	20141001
C130H	03 OCT 14	86-0410	MN	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0			S	20141006
C130H	08 OCT 14	86-0411	MN	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0			S	20141009
C130H	22 OCT 14	86-0410	MN	2.8	0.0	0.0	0.0	0.0	2.8	4	0.0	0	0.0	0	0.5	0.0	0.0	0.0	0.0			S	20141023
C130H	07 NOV 14	88-4402	MN	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0			S	20141110
C130H	12 NOV 14	88-4402	MN	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	3.3	0.0	0.0	0.0	3.0			S	20141113
C130H	17 NOV 14	88-4405	MN	2.6	0.0	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0	2.6	0.0	0.0	0.0	1.0			S	20141210
C130H	21 NOV 14	88-4401	MN	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0			S	20141124
MDS SUMMARY																							
AIRCRAFT:	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	C/S	NITE	INS	SIM	INS	NVG	RES	N/S	DATE				
AIRCRAFT:	70.5	0.0	10.9	0.0	0.0	81.4	43	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.1	
SIMULATOR:	9.0	0.0	0.0	0.0	0.0	9.0	4	N/A	N/A	0	N/A	N/A	0	N/A	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

AMC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

G1.7.5. INDIVIDUAL TRAINING SUMMARY

PGM		TASK NAME		TASK ID		VOL/DUR REQ		VOL/DUR ACCOMP		DATE LAST ACCOMP		DATE IN PHASE		DATE DUE		OVR DUE		ACC IN REST	
CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	REM	%	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	PHS	CODE	WMD					
AA	AMADS FTL A	AMADS AIRBORP	AD08	2	5	0	0	21 NOV 14											
AA	JPADS OPERATOR A/B	PO UNGUIDED	AD11	2	0	100	100	26 APR 14											
AA	JPADS OPERATOR A/B	PO GUIDED	AD12	2	0	100	100	27 APR 14											
AA	NAV AIRLAND FTL A	OPTICAL THREAT	FE09	2	4	0	0	17 NOV 14											
AA	NAV AIRLAND FTL A	IR THREAT EVENT	FE19	2	4	0	0	17 NOV 14											
AA	NAV AIRLAND FTL A	RADAR THREAT	FE29	2	4	0	0	17 NOV 14											
AA	NAV AIRLAND FTL A	HI/ALT TAC ARR	RS06	1	4	0	0	21 NOV 14											
AA	NAV AIRLAND FTL A	LOW/ALT TAC ARR	RS16	1	13	0	0	21 NOV 14											
AA	NAV AIRLAND FTL A	HI ALT TAC DEP	RS26	1	3	0	0	21 NOV 14											
AA	NAV AIRLAND FTL A	LOW ATL TAC DEP	RS36	1	16	0	0	21 NOV 14											
AA	NAV BASIC FTL A	PEN/ RAPID DESC	RS46	1	6	0	0	21 NOV 14											
AA	NAV BASIC FTL A	CAT 1 NAV SORT	B014	0	3	0	0	03 OCT 14		31 DEC 15									
AA	NAV BASIC FTL A	PROF SORTIE	M010	4	17	0	0	21 NOV 14		31 JAN 15									
AA	NAV BASIC FTL A	ARR	N120	2	2	0	0	20 AUG 14											
AA	NAV BASIC FTL A	NWG A/L EVENT	NV05	2	3	0	0	12 NOV 14											
AA	NAV BASIC FTL A	ACDTOT	P280	0	0	0	0	03 MAR 12		31 DEC 15									
AA	NAV LEAD FTL A	SKE LEAD EVENT	SK17	1	4	0	0	21 NOV 14											
AA	NAV LEAD FTL A	VLL FORM LEAD	VL21	1	3	0	0	12 NOV 14											
AA	NAV MSN FTL A	EQUIP ACTUAL	AD03	1	4	0	0	21 NOV 14											
AA	NAV MSN FTL A	CDS ACTUAL	AD04	1	5	0	0	21 NOV 14											
AA	NAV MSN FTL A	PERSONNEL A/D	AD05	1	12	0	0	22 OCT 14											
AA	NAV MSN FTL A	PERSONNEL ACT	AD05A	0	12	0	0	22 OCT 14		31 DEC 15									
AA	NAV MSN FTL A	VISUAL AIRBORP	AD06	2	13	0	0	21 NOV 14											
AA	NAV MSN FTL A	MED/HT OR JPADS A/D	AD09	1	2	0	0	22 OCT 14											

PREPARED 17 DEC 2014 14:38

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-110

NAME: MN

CURRENT TRAINING PERIOD

GRADE: MAJ

SSAN:

CREW POSITION: EN A

UNIT: 0002ALFSO

PHYSICAL DUE DATE: 10 FEB 16

PHYSIOLOGICAL DUE DATE: 31 MAY 16

RECORDS REVIEW DUE DATE: 31 MAY 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR IN REST	PHS CODE	WTD
AA		NAV MSN FTL A	VLL NAV EVENT	NV00	2	1	50	12 NOV 14			N		
AA		NAV MSN FTL A	VLL NAV FORM	NV08	1	1	0	12 NOV 14			N		
AA		NAV MSN FTL A	NVG AIRBORP	NV18	2	1	50	12 NOV 14			N		
AA		NAV MSN FTL A	SKE/INC EVENT	SK00	2	5	0	21 NOV 14			I		
AA		NAV MSN FTL A	SKE FORM EVENT	SK07	1	4	0	21 NOV 14			I		
AA		NAV MSN FTL A	VLL DAY EVENT	VL01	2	6	0	21 NOV 14			N		
AA		NAV MSN FTL A	VLL FORM DAY	VL11	1	4	0	30 SEP 14			N		
AA		NAV MSN FTL A	HI/LW ATL TRANS	VL30	0	5		21 NOV 14		31 DEC 15	N		
GT		BANNER CERTIFICATION	BANNER CERT	0544	0	0		16 FEB 12			N		
GT		C130 AWADS	AWADS	0529	0	0		21 MAR 13			N		
GT		C130 ELEMENT LEAD	ELEMENT LEAD	0013	0	0		15 MAR 12			N		
GT		C130 FLT EVAL CERT	FLT EVAL CERT	0512	0	0		17 AUG 04			N		
GT		C130 FLT INSTR CERT	FLT INSTR CERT	0511	0	0		17 AUG 04			N		
GT		C130 FLT LEAD CERT	FORM LEAD CERT	0011	0	0		16 AUG 04			N		
GT		C130 GRND TRNG ALL	MOB FLDR REV	C040	0	0		03 OCT 12		30 APR 13	YES		
GT		C130 GRND TRNG ALL	PASSPORT	E030	0	0		17 MAR 12		17 MAR 17			
GT		C130 GRND TRNG ALL	DDO CYBER AC	E100	0	1		24 MAR 14		24 MAR 15			
GT		C130 GRND TRNG ALL	INFO PROTECTION	E112	0	1		26 MAR 14		26 MAR 15			
GT		C130 GRND TRNG ALL	HUMAN RELATIONS	E113	0	1		26 MAR 14		26 MAR 15			
GT		C130 GRND TRNG ALL	FORCE PROTECT	E114	0	1		26 MAR 14		26 MAR 15			
GT		C130 GRND TRNG ALL	UNIT INDOC-NR	G001	0	0		06 FEB 12			N		
GT		C130 GRND TRNG ALL	MARSHALL TRG - G	G002	0	0		14 NOV 11			N		
GT		C130 GRND TRNG ALL	GERNE HANDS ON	G010	0	0		12 JAN 12			N		
GT		C130 GRND TRNG ALL	EMAF AD OMLY	G055	0	0		16 SEP 96		31 JAN 14	YES		

PREPARED 17 DEC 2014 14:38

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MN

GRADE: MAJ

SSAN:

CREW POSITION: EN A

UNIT: 0002ALFSQ

PHYSICAL DUE DATE: 10 FEB 16

PHYSIOLOGICAL DUE DATE: 31 MAY 16

RECORDS REVIEW DUE DATE: 31 MAY 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REO	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC		
											IN	PHS	REST
GT	C130 GRND TRNG ALL	TACTICS-NR	G060	0	1		09 JUN 14		31 DEC 15		N	N	N
GT	C130 GRND TRNG ALL	INTEL TRNG-NR	G070	0	1		09 JUN 14		31 DEC 15		N	N	N
GT	C130 GRND TRNG ALL	ANTI-HIJACK-NR	G090	0	0		30 JAN 12		31 DEC 14		N	N	N
GT	C130 GRND TRNG ALL	LOAC	G100	0	0		24 JUN 13		30 JUN 15		N	N	N
GT	C130 GRND TRNG ALL	ISOPREP REV	G120	0	1		06 JUN 14		31 DEC 14		N	N	N
GT	C130 GRND TRNG ALL	MASK FIT TEST	G183A	0	0		10 JAN 12				N	N	N
GT	C130 GRND TRNG ALL	INITIAL CRM	G231	0	0		30 AUG 96				N	N	N
GT	C130 GRND TRNG ALL	9MM SML ARM	G280	0	0		14 JUN 13		30 JUN 15		N	N	N
GT	C130 GRND TRNG ALL	SABC	G281	0	0		18 DEC 13		31 DEC 15		N	N	N
GT	C130 GRND TRNG ALL	USE OF FORCE	G283	0	1		13 APR 14		31 DEC 15		N	N	N
GT	C130 GRND TRNG ALL	EX ORD RECON	G284	0	0		03 JUL 13		03 JUL 15		N	N	N
GT	C130 GRND TRNG ALL	DENTAL EXAM	H020	0	0		29 JUL 13		31 JUL 14	YES	N	N	N
GT	C130 GRND TRNG ALL	LS FAM TRNG -G	LL01	0	0		20 DEC 11				N	N	N
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	0		20 DEC 11		31 DEC 14		N	N	N
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0		23 FEB 12		31 DEC 14		N	N	N
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	0		23 FEB 12				N	N	N
GT	C130 GRND TRNG ALL	A, L/S EQUIP-NR	LL06	0	0		20 DEC 11		31 DEC 14		N	N	N
GT	C130 GRND TRNG ALL	AFE FIT CHECK-GND	LL07	0	1		02 SEP 14		30 SEP 17		N	N	N
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0						N	N	N
GT	C130 GRND TRNG ALL	INT NAVG TRNG	NV01	0	0		10 APR 97				N	N	N
GT	C130 GRND TRNG ALL	NAVG GRND REF-NR	NV03	0	1		09 JUN 14		30 JUN 16		N	N	N
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	1		03 FEB 14		28 FEB 15		N	N	N
GT	C130 GRND TRNG ALL	FEF REVIEW	0170	0	1		04 NOV 14		30 NOV 15		N	N	N
GT	C130 GRND TRNG ALL	LOCAL SURV -G	SS01	0	0		20 DEC 11				N	N	N

PREPARED 17 DEC 2014 14:38

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014 PCN SA036-T10

NAME: MN
PHYSICAL DUE DATE: 10 FEB 16

GRADE: MAJ SSAN:
PHYSIOLOGICAL DUE DATE: 31 MAY 16

CREW POSITION: EN A UNIT: 0002ALF50
RECORDS REVIEW DUE DATE: 31 MAY 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC IN REST	PHS CODE	WWD
GT	C130	GRND TRNG ALL	GBT SERE TRNG-NR	SS02	0	1		08 MAY 14		31 MAY 17	N		
GT	C130	GRND TRNG ALL	CNDCT CPTR	SS03	0	0		06 MAR 12		31 MAR 15	N		
GT	C130	GRND TRNG ALL	WATER SURV -NR	SS05	0	1		09 MAY 14		31 MAY 17	N		
GT	C130	GRND TRNG ALL	ERCHUTE TRNG-NR	SS06	0	1		05 AUG 14		31 AUG 17	N		
GT	C130	GRND TRNG ALL	CONT SERE INDOC	SS07	0	0		06 MAR 12			N		
GT	C130	GRND TRNG ALL	INT CRTB SURV	SS20	0	0		23 JUL 96			N		
GT	C130	GRND TRNG ALL	INT WATER SURV	SS31	0	0		30 JUL 96			N		
GT	C130	GRND TRNG ALL	VTRAT INITIAL	VT01	0	0		04 OCT 11			N		
GT	C130	GRND TRNG ALL	VTRAT REF	VT03	0	1		26 APR 14		31 DEC 15	N		
GT	C130	GRND TRNG ALL	GO NO GO	XGNG	0	0					N		
GT	C130	HALO CERT	SEMIS -NR	XSEMT	0	2		01 JUL 14		31 DEC 14	N		
GT	C130	NAV GROUND	HALO CERT (NAV)	0555	0	0		05 APR 12			N		
GT	C130	NAV GROUND	QUAL EVAL -NR	AA01	0	1		03 FEB 14		31 JUL 15	N		
GT	C130	NAV GROUND	COM-NR	6080	0	2		09 JUN 14		09 JUN 15	N		
GT	C130	NAV GROUND	IRC COURSE -NR	G130	0	1		11 JUN 14	31 MAR 15	30 JUN 15	N	YES	
GT	C130	NAV GROUND	CRM REFRESH -NR	G230	0	1		26 APR 14		31 DEC 15	N		
GT	C130	NAV GROUND	NAV REF TRNG -NR	G600	0	1		26 APR 14		31 DEC 15	N		
GT	C130	NAV GROUND	MISSION EVAL-NR	0003	0	1		03 FEB 14	31 JAN 15	31 JUL 15	N	YES	
GT	C130	NAV GROUND	NAVG A/D CERT	0547	0	0		16 AUG 04			N		
GT	C130	NAV GROUND	NAVG A/L CERT	0548	0	0		16 AUG 04			N		
GT	C130	NAV GROUND	NAVG ASLT CERT	0549	0	0		15 MAR 12			N		
GT	C130	OPS SUP	OPS SUP	XOPS	0	0		13 JUL 12		31 JAN 13	N	YES	
GT	JPA05	PHASE 2	JPA05 PHASE 2	0522	0	0		14 NOV 11			N		

G1.7.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
MAJ	MN	C-130H	0	12.3	19.1	22.1

G1.8. MFE3

G1.8.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:38 INDIVIDUAL DATA SUMMARY (PA) AS OF 17 DEC 2014 PCN SA036-A70

INQUIRY

NAME: **MFE3** SSAN: GRADE: SSG CMD: AFR WING: 0440ALFWG UNIT: 0095ALS50

BASE: 440AW (POPE FIELD) AIRCRAFT ASSIGNMENT DATA AIRCRAFT ORLOC: TMMH AVIATION BADGE: AERONAUTICAL RATING/AVIATION BADGE: (BASIC) AIRMAN AIRCREWMEMBER

CMD OF AIRCRAFT: 0M EFFECTIVE DATE: 25 JUN 12

ACFT SVC CAT: AFRC

PRIMARY ACFT: C130H

FLY DUTY CERT CODE: MF B

CATEGORICAL FLYING WAIVER: N

INCENTIVE PAY DATA

LAST MPO DATE:	25 JUN 09
LAST MPO REASON:	C
AD/TAD:	NONE
PAY STOP DATE:	24 JUN 19
LAST PRODUCTIVE FLIGHT DATE:	25 NOV 14
PREVIOUS PRODUCTIVE FLIGHT DATE:	17 NOV 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE:	AA
EFFECTIVE DATE:	22 NOV 13
PRIOR ASC:	A5
EFFECTIVE DATE:	01 SEP 13
AERO ORDER TERM DATE:	24 JUN 19
OFFICER SERVICE DATE:	25 JUN 09
AVIATION SERVICE DATE:	
TRANSITION STATUS CODE:	
AVIATION POSITION INDICATOR:	A
EFFECTIVE DATE:	15 SEP 13
FLYING ACTIVITY CATEGORY:	B
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	59
OFDA GATE 15/15:	0
OFDA GATE 20/18:	0
OFDA TO DATE:	59

OUS MIL RTG DT: TRAINING/QUAL STATUS DATE

CURR PARA RATING: FORMAL COURSE

ORIG PARA RATING: DATE

ORIG PARA RATING DATE:

YOUR current OFDA is 59 month(s). You need 13 additional month(s) OFDA to meet your 10 Year gate requirement to receive continuous CFIP through 15 years of aviation service and you must maintain a valid flight physical.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:38

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN SA036-A70

INQUIRY

NAME: MFE3

SCAN:

GRADE: SSG

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

BASE: 440AW (POPE FIELD)

PERSONAL DATA

DUTY PHONE:

OFFICE SYMBOL:

MBR SVC CAT:

LAST PHYS DATE:

PHYS CODE:

PHYS DUE DATE:

PHYS AVAIL CODE:

PHYS AVAIL DATE:

PHYSIOLOGICAL TNG DATE:

PHYSIOLOGICAL DUE DATE:

DATE OF BIRTH:

DUTY AFSC:

EFFECTIVE DATE OF DUTY:

PAS CODE:

SHORT TOUR INDICATOR:

DATE RETURN FROM OVERSEAS:

DATE OF RANK:

DATE OF SEP/OBLIGATION:

DATE DEP LAST DUTY STA:

DATE ARR THIS STATION:

PERSONNEL RECORD STATUS:

PROJECTED PAS CODE:

PROJECTED DUTY LOCATION:

PROJ DEPARTURE DATE:

PROJ REPORTING DATE:

FAC 8 EFFECTIVE DATE:

LOCAL USE CODE:

SECURITY CLEARANCE: S
SECURITY CLEARANCE DATE: 09 SEP 14
RESTRICTED AREA BADGE NO:
PROFESSIONAL QUAL INDEX (PQI):
PROFESSIONAL QUAL INDEX DATE:

JUMP STATUS _____
DATE ASSIGNED JUMP STATUS: _____

SYSTEM MANAGEMENT _____

HARM CODE: _____ TMKH
DEPLOYED HARM CODE:
DEPLOYED DATE:
REDEPLOYED DATE:
SPECIAL CAT ID:
RECORDS REVIEW ACC DATE: 19 OCT 14
RECORDS REVIEW DUE DATE: 31 AUG 15
RECORDS REVIEW STATUS CODE: N

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____ DATE _____

G1.8.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:38

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F40

INQUIRY

NAME: **MEE3**

CMD: AFR WING: 0440ALFW

SSAN: PRI GRW POS: F

GRADE: SSG API: A

FAC: B OFDA: 59

ASC: AA

ASC DATE: 22 NOV 13

UNIT: 0095ALS5Q BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS C130H(S) MF B 10 MAR 10
 FLI DTY CERT CODE 10 MAR 10
 DATE FIRST FLOWN 25 NOV 14
 DATE LAST FLOWN 25 NOV 14
 TOTAL TIME 716.6
 PRIMARY TIME 704.2
 SECONDARY TIME 0.0
 INSTRUCTOR TIME 0.0
 EVALUATOR TIME 0.0
 OTHER TIME 0.0
 NIGHT 12.4
 PRIMARY INST 194.4
 PRIMARY SIM INST 0.0
 NVG TIME 131.5
 COMBAT TIME 229.0
 COMBAT SORTIES 0.0
 COMBT SUPPORT TIME 249
 COMBT SUPPORT SORTIES 0
 TOTAL SORTIES 472

CAREER TOTALS

SMC130H(Q) MF B 17 JUL 10
 SMC130E(Q) UF 24 AUG 09
 SPC130E(Q) UF 10 AUG 09
 C130E(S) UF 03 NOV 09
 CREW POSITION FLIGHT ENG
 PRIMARY TIME 747.7
 SECONDARY TIME 0.0
 INSTRUCTOR TIME 0.0
 EVALUATOR TIME 0.0
 OTHER TIME 43.5
 TOTAL TIME 12.4
 STUDENT TIME 0.0
 OTHER US MIL TIME 0.0
 FOREIGN MIL TIME 0.0
 CIVILIAN TIME 12.4
 COMBAT TIME 0.0
 COMBAT SUP TIME 0.0
 TOTAL SORTIES 11.4
 COMBAT SORTIES 0.0
 COMBAT SUP SORTIES 0.0
 NVG TIME 0
 DATE FIRST FLOWN 03 NOV 09
 DATE LAST FLOWN 25 NOV 14

GRAND TOTAL 760.1

G1.8.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 5A036-F60

NAME: **MEE3** RANK: SSGT SSAN: PRI ACFT: C130H
 CREW POSN: MF B AGE: LST PHYS: 11 JAN 14 API: A
 DAFSC: 1A171 LST CHMB: 08 JAN 14 MAJCOM: AFR FAC: B ASC: AA

(PART-1)

MOS:	C130H	SMC130H	C130E	SMC130E	SPC130E	ACFT
CREW POSN:	MF B	MF B	UF	UF	UF	TOTAL
SEQ NO:	01	02	00	00	00	760.1
TOTAL TIME:	716.6	36.0	43.5	21.0	20.5	747.7
PRIMARY:	704.2	36.0	43.5	18.0	19.0	747.7
SECONDARY:	0.0	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR:	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR:	0.0	0.0	0.0	0.0	0.0	0.0
OTHER:	12.4	0.0	0.0	3.0	1.5	12.4
COMBAT:	229.0	0.0	0.0	0.0	0.0	229.0
COMBT SUPT:	0.0	0.0	0.0	0.0	0.0	0.0
NVG:	131.5	0.0	11.4	1.0	0.0	142.9

PREPARED 17 DEC 2014 14:39

INDIVIDUAL FLIGHT DATA

AS OF 17 DEC 2014

PCN 5A036-F60

NAME: MEE3
 CREW POSN: MF B AGE:
 DAFSC: 1A1Y1

RANK: SSGT
 LST PHYS: 11 JAN 14
 LST CHMB: 08 JAN 14
 MAJCOM: AFR

SSAN:
 API: A
 FAC: B
 PRI ACFT: C130H
 ASC: AA

TOTAL FLYING TIME: 760.1
 GRAND TOTAL: 760.1

TOTAL PRIMARY/INSTRUCTOR TIME:
 MDS PRIMARY/INSTRUCTOR TIME:

820.7
 747.7

AIRCRAFT TYPE REQUEST: ALL

(PART-2)

AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 0.7

DAYS FLOWN: 1

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
1.5	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
2.7	0.0	4.1	0.0	2.8	0.0	0.0	0.0	3.1	0.0

--- 60 DAYS TOTAL FLYING TIME: 22.7

DAYS FLOWN: 9

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
2.9	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
0.0	0.0	0.0	0.0	0.0	2.6	0.0	2.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 32.7

DAYS FLOWN: 13

G1.8.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:39
 INDIVIDUAL FLIGHT RECORD REPORT (PA)
 AS OF 17 DEC 2014
 PCN SA036-F70

INQUIRY

NAME: MFE3
 WING: 0440ALFWG
 UNIT: 0095ALS50
 SSAN: ACT UPLOC: TMKH
 GRADE: SSGT
 PRI CREW POS: F
 PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	SIM	INS	NVG	RES	N/S	DATE UPDATED	
C130H	13 DEC 13	87-9284	MF	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20131216
C130H	07 JAN 14	88-4401	MF	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	1.0	1	S	20140109
C130H	09 JAN 14	86-0414	MF	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0.0	0.0	2.1	1	S	20140112	
C130H	17 JAN 14	88-4405	MF	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140112
C130H	24 JAN 14	88-4402	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140130
C130H	31 JAN 14	88-4403	MF	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140203
C130H	06 FEB 14	88-4403	MF	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.0	0.0	0.0	0.0	2.3	3	S	20140207
C130H	19 FEB 14	86-0411	MF	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0.0	0.0	0.0	3.1	3	S	20140220
C130H	21 FEB 14	86-0414	MF	2.3	0.0	0.0	0.0	0.0	2.3	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140224
C130H	28 FEB 14	87-9284	MF	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140303
C130H	28 MAR 14	88-4401	MF	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140331
C130H	09 APR 14	86-0414	MF	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140410
C130H	10 APR 14	86-0414	MF	1.7	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	20140410
C130H	23 APR 14	86-0414	MF	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140424
C130H	25 APR 14	86-0414	MF	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140428
C130H	27 APR 14	86-0411	MF	3.7	0.0	0.0	0.0	0.0	3.7	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140428
SMC130H	15 MAY 14	00-0001	MF	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140520
SMC130H	16 MAY 14	00-0001	MF	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140520
SMC130H	17 MAY 14	00-0001	MF	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140520
C130H	23 MAY 14	86-0414	MF	2.9	0.0	0.0	0.0	0.0	2.9	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140527
C130H	13 JUN 14	86-0410	MF	4.8	0.0	0.0	0.0	0.0	4.8	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140616
C130H	19 JUN 14	86-0410	MF	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140619
C130H	27 JUN 14	86-0410	MF	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140701
C130H	12 JUL 14	86-4402	MF	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140714
C130H	22 JUL 14	86-0414	MF	2.7	0.0	0.0	0.0	0.0	2.7	3	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140723
C130H	24 JUL 14	86-0414	MF	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20140725

I CERTIFY THAT I HAVE REVIEWED MY IRRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:39

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MFE3
 CMD: AFR WING: 0440ALFWG UNIT: 0095ALSQ SSAN: ACFT OPLOC: TKKH
 GRADE: SSGT PRI CREW POS: F PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	TOTAL SRT	CMB	C/S	C/S	NITE	INS	STM	INS	NWG	RES	N/S	DATE UPDATED
C130H	28 JUL 14	86-0414	MF	3.8	0.0	0.0	0.0	0.0	3.8	2	0.0	0	0	0.0	0.0	0.0	0.0	0.0	2	S	20140729
C130H	30 JUL 14	88-4404	MF	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0	1.0	0.0	0.0	1.0	1.0	2	S	20140730
C130H	25 AUG 14	88-4405	MF	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0	1.5	0.0	0.0	1.5	1.5	33	S	20140826
C130H	11 SEP 14	87-9284	MF	1.4	0.0	0.0	0.0	0.0	1.4	2	0.0	0	0	0.4	0.0	0.0	0.0	0.0	1	S	20140912
C130H	12 SEP 14	87-9284	MF	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0	0.9	0.0	0.0	0.9	0.9	1	S	20140912
C130H	21 SEP 14	88-4405	MF	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0	0.0	0.0	0.0	0.0	0.0	2	S	20140922
C130H	23 SEP 14	86-0411	MF	2.6	0.0	0.0	0.0	0.0	2.6	1	0.0	0	0	1.7	0.0	0.0	1.0	0.6	1	S	20141017
C130H	16 OCT 14	88-4403	MF	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0	0.8	0.0	0.0	0.0	1.0	2	S	20141020
C130H	18 OCT 14	88-4403	MF	2.9	0.0	0.0	0.0	0.0	2.9	2	0.0	0	0	1.0	0.0	0.0	0.0	0.0	33	S	20141021
C130H	20 OCT 14	86-0414	MF	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0	0.0	0.0	0.0	1.0	1.0	2	S	20141021
C130H	24 OCT 14	88-4404	MF	2.8	0.0	0.0	0.0	0.0	2.8	2	0.0	0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141027
C130H	26 OCT 14	88-4404	MF	0.0	0.0	0.0	0.0	0.0	4.1	3	0.0	0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141027
C130H	28 OCT 14	86-0411	MF	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0	1.0	0.0	0.0	0.0	0.5	33	S	20141029
C130H	30 OCT 14	86-0411	MF	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0	2.5	0.0	0.0	0.0	2.5	33	S	20141031
C130H	09 NOV 14	88-4401	MF	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0	0.0	0.0	0.0	0.0	1.5	33	S	20141110
C130H	12 NOV 14	86-0411	MF	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0	1.5	0.0	0.0	0.0	0.7	33	S	20141118
C130H	17 NOV 14	88-4403	MF	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0	0.0	0.0	0.0	0.0	0.0	33	S	20141125

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	STM	INS	NWG	RES	N/S	DATE
AIRCRAFT:	106.2	0.0	0.0	0.0	4.1	110.3	53	0.0	0.0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	22.1
SIMULATOR:	9.0	0.0	0.0	0.0	0.0	9.0	6	N/A	N/A	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

G1.8.5. INDIVIDUAL TRAINING SUMMARY

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC IN REST	PHS CODE	WFO
AA	FE	BASIC FTL B	PROF SORTIE	M010	6	24	0	25 NOV 14		31 JAN 15	I		
AA	FE	BASIC FTL B	NVG EVENT	NW02	1	19	0	17 NOV 14			I		
AA	FE	BASIC FTL B	NVG A/L EVENT	NW05	2	15	0	12 NOV 14			I		
AA	FE	BASIC FTL B	APPROACH- TERPS	P145	0	0		15 MAY 14		31 DEC 15	N		
AA	FE	BASIC FTL B	ACDTOT	P280	0	0		17 MAY 14		31 DEC 16	I		
AA	FE	BASIC FTL B	PEN/ RAPID DESC	RS46	1	2	0	09 NOV 14			I		
AA	FE	MSN FTL B	BASIC A/D EVENT	AD01	3	32	0	17 NOV 14			I		
AA	FE	MSN FTL B	MED/HI OR JPADS A/D	AD09	0	2		22 JUL 14		31 DEC 15	I		
AA	FE	MSN FTL B	OPTICAL THREAT	FE09	0	6		17 NOV 14		31 DEC 15	I		
AA	FE	MSN FTL B	IR THREAT EVENT	FE19	0	6		17 NOV 14		31 DEC 15	I		
AA	FE	MSN FTL B	RADAR THREAT	FE29	0	7		17 NOV 14		31 DEC 15	I		
AA	FE	MSN FTL B	TAC MSN EVENT	M050	4	22	0	17 NOV 14			I		
GT	BANNER	CERTIFICATION	BANNER CERT	0544	0	0		16 AUG 12			N		
GT	C130	AIRCFT DEMO GT	ACFT DEMO GT	XDGT	0	1		16 NOV 14			N		
GT	C130	FLT ENG GROUND	QUAL EVAL -HR	AA01	0	2		14 APR 14	31 MAR 15	30 SEP 15	N		
GT	C130	FLT ENG GROUND	APP PLT FAM-HR	G150	0	1		16 JAN 14		31 DEC 15	N		
GT	C130	FLT ENG GROUND	FE SYS REF-HR	G220	0	1		26 OCT 14		31 DEC 15	I		
GT	C130	FLT ENG GROUND	CRM REFRESH -HR	G230	0	1		17 MAY 14		31 MAY 14	YES		
GT	C130	FLT ENG GROUND	SIM REFRESH -HR	G250	0	1		17 MAY 14		31 MAY 14	YES		
GT	C130	FLT ENG GROUND	WX AVOID	G310	0	0		11 DEC 09			N		
GT	C130	FLT ENG GROUND	HEKR REPAIR	G601	0	1		26 OCT 14		31 DEC 15	N		
GT	C130	FLT ENG GROUND	MISSION EVAL-HR	0003	0	2		14 APR 14	31 MAR 15	30 SEP 15	N		
GT	C130	FLT ENG GROUND	NVG A/D CERT	0547	0	0		11 DEC 09			N		
GT	C130	FLT ENG GROUND	NVG A/L CERT	0548	0	0		11 DEC 09			N		

PREPARED 17 DEC 2014 14:39

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MFE3

PHYSICAL DUE DATE: 10 APR 15

GRADE: SSGT SSAN:
 PHYSIOLOGICAL DUE DATE: 31 JAN 19

CREW POSITION: MF B
 RECORDS REVIEW DUE DATE: 31 AUG 15
 UNIT: 0095ALSSQ

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR	REU	VOL/DUR	ACCOMP	REM	%	DATE LAST	DATE	DATE DUE	OWR	ACC	IN	REST	WD	
											ACCOMP	IN PHASE		DUE	PHS	CODE			
GT	C130	FLT ENG GROUND	NVG ASLT CERT	0549	0	0	0	0	0	0	11 DEC 09								
GT	C130	GRND TRNG ALL	MOB FLDR REV	C040	0	0	3	0	0	0	19 OCT 14		30 APR 15						
GT	C130	GRND TRNG ALL	PASSPORT	E030	0	0	0	0	0	0	07 MAR 10		07 MAR 15						
GT	C130	GRND TRNG ALL	DOD CYBER AC	E100	0	0	1	0	0	0	20 SEP 14		20 SEP 15						
GT	C130	GRND TRNG ALL	INFO PROTECTION	E112	0	0	1	0	0	0	19 OCT 14		19 OCT 15						
GT	C130	GRND TRNG ALL	HUMAN RELATIONS	E113	0	0	1	0	0	0	19 OCT 14		19 OCT 15						
GT	C130	GRND TRNG ALL	FORCE PROTECT	E114	0	0	1	0	0	0	19 OCT 14		19 OCT 15						
GT	C130	GRND TRNG ALL	UNIT INDOC-MR	G001	0	0	0	0	0	0	01 MAY 10								
GT	C130	GRND TRNG ALL	MASSHALL TRG -G	G002	0	0	0	0	0	0	12 JAN 10								
GT	C130	GRND TRNG ALL	CBRNE HANDS ON	G010	0	0	0	0	0	0	05 FEB 11		28 FEB 13	YES					
GT	C130	GRND TRNG ALL	ENAF AD ONLY	G055	0	0	0	0	0	0	11 DEC 09								
GT	C130	GRND TRNG ALL	TACTICS-MR	G060	0	0	1	0	0	0	07 FEB 14		31 DEC 15						
GT	C130	GRND TRNG ALL	INTEL TRNG-MR	G070	0	0	1	0	0	0	07 FEB 14		31 DEC 15						
GT	C130	GRND TRNG ALL	ANTI-HIJACK-MR	G090	0	0	1	0	0	0	19 OCT 14		31 DEC 16						
GT	C130	GRND TRNG ALL	LOAC	G100	0	0	0	0	0	0	07 DEC 13		31 DEC 15						
GT	C130	GRND TRNG ALL	ISOPREP REV	G120	0	0	1	0	0	0	19 OCT 14		30 APR 15						
GT	C130	GRND TRNG ALL	MASK FIT TEST	G183A	0	0	0	0	0	0	11 MAR 10								
GT	C130	GRND TRNG ALL	INITIAL CRM	G231	0	0	0	0	0	0	11 DEC 09								
GT	C130	GRND TRNG ALL	9MM SHL ARM	G280	0	0	1	0	0	0	08 FEB 14		29 FEB 16						
GT	C130	GRND TRNG ALL	SABC	G281	0	0	1	0	0	0	11 JUN 14		30 JUN 16						
GT	C130	GRND TRNG ALL	USE OF FORCE	G283	0	0	1	0	0	0	19 OCT 14		31 DEC 15						
GT	C130	GRND TRNG ALL	EX ORN RECON	G284	0	0	1	0	0	0	07 FEB 14		07 FEB 16						
GT	C130	GRND TRNG ALL	DENTAL EXAM	H020	0	0	1	0	0	0	01 APR 14		30 APR 15						
GT	C130	GRND TRNG ALL	LS FAM TRNG -G	LL01	0	0	0	0	0	0	22 FEB 10								

PREPARED 17 DEC 2014 14:39

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN 5A036-110

NAME: MPE3

GRADE: SSGT SSAN:

CREW POSITION: MF B

UNIT: 0095ALSSQ

PHYSICAL DUE DATE: 10 APR 15

PHYSIOLOGICAL DUE DATE: 31 JAN 19

RECORDS REVIEW DUE DATE: 31 AUG 15

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC		
										OVR DUE	IN PHS	REST CODE
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	1		20 MAY 14		31 DEC 17			N
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0		19 JAN 11		31 DEC 13	YES		N
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	0		19 JAN 11					N
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	1		20 MAY 14		31 DEC 17			N
GT	C130 GRND TRNG ALL	AFE FIT CHECK-GND	LL07	0	1		02 SEP 14		30 SEP 17			N
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0							N
GT	C130 GRND TRNG ALL	INT NVG TRNG	NW01	0	0		08 AUG 12					N
GT	C130 GRND TRNG ALL	NVG GRND REF-MR	NW03	0	1		05 FEB 14		29 FEB 16			N
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	3		14 APR 14		30 APR 15			N
GT	C130 GRND TRNG ALL	FEF REVIEW	Q170	0	2		05 FEB 14		28 FEB 15			N
GT	C130 GRND TRNG ALL	LOCAL SURV -G	SS01	0	0		02 FEB 10					N
GT	C130 GRND TRNG ALL	CBT SERE TRNG-MR	SS02	0	0		09 AUG 12		31 AUG 15			N
GT	C130 GRND TRNG ALL	CNDCT CPTR	SS03	0	0		03 DEC 12		31 DEC 15			N
GT	C130 GRND TRNG ALL	WATER SURV -MR	SS05	0	0		10 AUG 12		31 AUG 15			N
GT	C130 GRND TRNG ALL	ERCHUTE TRNG-MR	SS06	0	0		04 DEC 12		31 DEC 15			N
GT	C130 GRND TRNG ALL	CONT SERE INDOC	SS07	0	0		05 MAR 10					N
GT	C130 GRND TRNG ALL	INT CBMT SURV	SS20	0	0		11 DEC 09					N
GT	C130 GRND TRNG ALL	INT WATER SURV	SS31	0	0		11 DEC 09					N
GT	C130 GRND TRNG ALL	VTTRAT INITIAL	VT01	0	0		11 DEC 09					N
GT	C130 GRND TRNG ALL	VTTRAT REF	VT03	0	2		17 MAY 14		31 DEC 15			N
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0							N
GT	C130 GRND TRNG ALL	SEMTS -MR	XSEMT	0	2		01 JUL 14		31 DEC 14			N
GT	C130 LCLA	C130 LCLA	0517	0	0		09 DEC 10					N
GT	JPADS CERT	JPADS/ICDS CERT	0502	0	0		30 JUL 13					N

G1.8.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
SSGT	MFE3	C-130H	0.7	7	28.1	35

G1.9. MIL

G1.9.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:41

INDIVIDUAL DATA SUMMARY (PA) AS OF 17 DEC 2014 PCN 5A036-A70

INQUIRY

NAME: **MIL** SSAN: _____ GRADE: TSG CMD: AFR WING: 9449ALFWG UNIT: 0095ALS50

BASE: 440AW (POPE FIELD)

PERSONAL DATA

DUTY PHONE: _____

OFFICE SYMBOL: _____

MRR SVC CAT: _____

LAST PHYS DATE: 08 MAR 14

PHYS CODE: A

PHYS DUE DATE: 05 JUN 15

PHYS AVAIL CODE: A

PHYS AVAIL DATE: 08 MAR 14

PHYSICAL TNG DATE: 20 FEB 13

PHYSIOLOGICAL DUE DATE: 28 FEB 18

DATE OF BIRTH: _____

DUTY AFSC: 1A271

EFFECTIVE DATE OF DUTY: 19 MAR 12

PAS CODE: VILLEJYV

SHORT TOUR INDICATOR: N

DATE RETURN FROM OVERSEAS: _____

DATE OF RANK: 01 MAY 14

DATE OF SEP/OBLIGATION: 23 OCT 15

DATE DEP LAST DUTY STA: 16 JUL 09

DATE ARR THIS STATION: 21 SEP 09

PERSONNEL RECORD STATUS: 10

PROJECTED PAS CODE: _____

PROJECTED DUTY LOCATION: _____

PROJ DEPARTURE DATE: _____

PROJ REPORTING DATE: _____

FAC 8 EFFECTIVE DATE: _____

LOCAL USE CODE: _____

SECURITY CLEARANCE:

SECURITY CLEARANCE DATE: _____

RESTRICTED AREA BADGE NO: _____

PROFESSIONAL QUAL INDEX (PQI): _____

PROFESSIONAL QUAL INDEX DATE: _____

DATE ASSIGNED JUMP STATUS: _____

JUMP STATUS: _____

SYSTEM MANAGEMENT

HARM CODE: _____

DEPLOYED HARM CODE: _____

DEPLOYED DATE: _____

REDEPLOYED DATE: _____

SPECIAL CAT ID: _____

RECORDS REVIEW ACC DATE: _____

RECORDS REVIEW DUE DATE: _____

RECORDS REVIEW STATUS CODE: _____

16 DEC 13

31 OCT 14

N

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____ DATE _____

AFR PAGE 1

PREPARED 17 DEC 2014 14:41

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN SA036-A70

NAME: MIL

BASE: 440AW (POPE FIELD)

SSAN:

INQUIRY

GRADE: TSG

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALS50

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC: TKKH
 CMD OF AIRCRAFT: 0M
 ACFT SVC CAT: AFRG
 PRIMARY ACFT: C130H
 FLI DUTY CERT CODE: IL B
 CATEGORICAL FLYING WAIVER: N

AERONAUTICAL RATING/AVIATION BADGE
 AVIATION BADGE: (BASIC) AIRMAN AIRCREWMEMBER
 EFFECTIVE DATE: 06 FEB 12

INCENTIVE PAY DATA

LAST MPO DATE: 06 FEB 09
 LAST MPO REASON: C
 AD/IAD: NONE
 PAY STOP DATE: 05 FEB 19
 LAST PRODUCTIVE FLIGHT DATE: 25 NOV 14
 PREVIOUS PRODUCTIVE FLIGHT DATE: 20 NOV 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE: AA
 EFFECTIVE DATE: 21 SEP 09
 PRIOR ASC: AX
 EFFECTIVE DATE: 09 APR 09
 AERO ORDER TERM DATE: 05 FEB 19
 AVIATION SERVICE DATE: 06 FEB 09
 TRANSITION STATUS CODE:
 AVIATION POSITION INDICATOR:
 EFFECTIVE DATE: 19 MAR 12
 FLYING ACTIVITY CATEGORY: A
 PRE-ACIA-OFDA: B
 OFDA GATE 10/12: 0
 OFDA GATE 15/15: 71
 OFDA GATE 20/18: 0
 OFDA TO DATE: 71

OUS MIL RTG DT:
 CURR PARA RATING:
 ORIG PARA RATING:
 ORIG PARA RATING DATE:
 FORMAL COURSE: 09 JUN 2009
 TRAINING/QUAL STATUS: DATE: 06 FEB 09

Your current OFDA is 71 month(s). You need 1 additional month(s) OFDA to meet your 10 Year gate requirement to receive continuous CEPIP through 15 years of aviation service and you must maintain a valid flight physical.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

G1.9.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:41

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-FA0

INQUIRY

NAME: **MIL** SSAN: GRADE: TSG API: A FAC: B OFDA: 71 ASC: AA ASC DATE: 21 SEP 09
 CMD: AFR WING: 0440ALFW PRI CRW POS: L PRI ACFT: C130H UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS	C130H(S)	C130E(S)	C130J(S)	LOADMASTER
FLT DTY CERT CODE	IL B	UL	FL	1633.3
DATE FIRST FLOWN	13 OCT 09	31 MAR 09	15 NOV 13	0.0
DATE LAST FLOWN	25 NOV 14	15 JUL 09	13 FEB 14	70.7
TOTAL TIME	1650.6	54.4	16.9	0.0
PRIMARY TIME	1562.0	54.4	16.9	17.9
SECONDARY TIME	0.0	0.0	0.0	1721.9
INSTRUCTOR TIME	70.7	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0
OTHER TIME	17.9	0.0	0.0	0.0
NIGHT	468.3	21.8	1.5	0.0
PRIMARY INST	0.0	0.0	0.0	261.5
PRIMARY SIM INST	0.0	0.0	0.0	132.4
NVG TIME	136.9	9.2	0.7	912
COMBAT TIME	261.5	0.0	0.0	114
COMBT SUPPORT TIME	132.4	0.0	0.0	57
COMBAT SORTIES	114	0	0	146.8
COMBT SUPPORT SORTIES	57	0	0	57
TOTAL SORTIES	882	21	9	1721.9

CAREER TOTALS

GRAND TOTAL 1721.9

G1.9.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:42 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 5A036-F60

NAME: **MLL** RANK: TS9GT SSAN: API: A FAC: B PRI ACFT: C130H
 CREW POSN: IL B AGE: LST PHYS: 08 MAR 14 MAJCOM: AFR
 DAFSC: 1A271 LST CHWB: 20 FEB 13 (PART-1)

MDS:	C130H	C130J	C130E	ACFT
CREW POSN:	IL B	FL	UL	TOTAL
SEO NO:	01	00	00	1721.9
TOTAL TIME:	1650.6	16.9	54.4	1633.3
PRIMARY:	1562.0	16.9	54.4	0.0
SECONDARY:	0.0	0.0	0.0	70.7
INSTRUCTOR:	70.7	0.0	0.0	0.0
EVALUATOR:	0.0	0.0	0.0	17.9
OTHER:	17.9	0.0	0.0	261.5
COMBAT:	261.5	0.0	0.0	132.4
CMBT SUPT:	132.4	0.0	0.0	146.8
NVG:	136.9	0.7	9.2	

PREPARED 17 DEC 2014 14:42 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 5A036-F60

NAME: **MIU** RANK: TSGT SSAN: API: A FAC: B PRI ACFT: C130H
 CREW POSN: IL B AGE: LST PHYS: 08 MAR 14 MAJCOM: AFR ASC: AA
 DAFSC: 1A271 LST CHMB: 20 FEB 13

TOTAL FLYING TIME: 1721.9 TOTAL PRIMARY/INSTRUCTOR TIME: 1704.0
 GRAND TOTAL: 1721.9 MDS PRIMARY/INSTRUCTOR TIME: 1704.0

AIRCRAFT TYPE REQUEST: ALL AIRCRAFT MDS REQUEST: C130H
 (PART-2)

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV	18 NOV
0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	3.1

--- 30 DAYS TOTAL FLYING TIME: 4.8 DAYS FLOWN: 3 ---

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV	08 NOV
1.5	0.0	0.0	0.0	2.2	2.4	0.0	0.0	0.0	0.0	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT	29 OCT
3.2	0.0	3.3	1.6	3.0	0.0	0.0	0.0	3.0	0.0	0.0
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT	19 OCT
0.0	0.0	0.0	0.0	2.3	0.0	3.4	1.9	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 32.6 DAYS FLOWN: 14 ---

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT	09 OCT
0.0	0.0	0.0	2.7	0.0	0.0	0.0	6.9	7.0	1.5	1.5
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP	29 SEP
2.5	3.1	2.4	0.0	0.0	3.8	0.0	2.2	2.0	0.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP	19 SEP
0.0	0.0	0.5	4.0	2.2	0.0	0.0	0.0	0.0	0.0	1.0

--- 90 DAYS TOTAL FLYING TIME: 74.4 DAYS FLOWN: 28 ---

G1.9.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:42 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 17 DEC 2014 PCN SA036-F70

INQUIRY

NAME: **MIL** WING: 0440ALFWG UNIT: 0095ALSQ SSAN: ACTF OPLC: TMKH GRADE: TSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	SRT	NITE	INS	SIM	INS	NWG	RES	N/S	DATE UPDATED
C130J	15 NOV 13	98-1355	UL	3.5	0.0	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0	0.3	0.0	0.0	0.0	0.0	1	S	20131224
C130J	19 NOV 13	98-1357	UL	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	1.2	0.0	0.0	0.0	0.7	1	S	20131224
C130J	21 NOV 13	98-1355	UL	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20131224
C130J	22 NOV 13	97-1354	UL	1.9	0.0	0.0	0.0	0.0	1.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20131224
C130J	27 NOV 13	05-3146	UL	3.4	0.0	0.0	0.0	0.0	3.4	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20131224
C130J	03 DEC 13	98-1357	UL	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20131224
C130J	10 FEB 14	05-8157	FL	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140219
C130J	13 FEB 14	05-8157	FL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140219
C130H	25 MAR 14	86-0411	ML	1.8	0.0	0.0	0.0	0.0	1.8	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140327
C130H	26 MAR 14	88-4401	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140327
C130H	28 MAR 14	88-4401	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140331
C130H	31 MAR 14	88-4403	ML	2.9	0.0	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140401
C130H	03 APR 14	86-0418	TL	0.0	0.0	2.4	0.0	0.0	2.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140404
C130H	08 APR 14	88-4405	TL	1.8	0.0	0.0	0.0	0.0	1.8	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140409
C130H	10 APR 14	88-4402	TL	2.7	0.0	0.0	0.4	0.0	3.1	1	0.0	0	0.0	0	1.1	0.0	0.0	0.0	0.0	1	S	20140411
C130H	13 APR 14	88-4405	ML	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140414
C130H	15 APR 14	86-0410	ML	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140416
C130H	17 APR 14	86-0418	ML	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140418
C130H	18 APR 14	88-4405	ML	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140423
C130H	19 APR 14	88-4405	ML	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140423
C130H	20 APR 14	88-4405	ML	6.1	0.0	0.0	0.0	0.0	6.1	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140423
C130H	21 APR 14	88-4405	ML	5.0	0.0	0.0	0.0	0.0	5.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140423
C130H	22 APR 14	88-4405	ML	5.2	0.0	0.0	0.0	0.0	5.2	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140423
C130H	25 APR 14	86-0414	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140428
C130H	28 APR 14	86-0414	ML	1.4	0.0	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0	0.5	0.0	0.0	0.0	0.0	1	S	20140429
C130H	02 MAY 14	88-4403	ML	3.6	0.0	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	33	S	20140505

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:42

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: **MIL** WING: 0440ALFWG UNIT: 0095ALS50 SSAN: GRADE: TSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR ACFT OPLC: TMKH

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	NITE	INS	STN	NWG	RES	N/S	DATE
C130H	05 MAY 14	87-9284	ML	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	2.1	0.0	0.0	0.0	33	S	20140506
C130H	06 MAY 14	86-0414	ML	1.6	0.0	0.0	0.0	0.0	1.6	2	0.0	0	1.1	0.0	0.0	0.0	1	S	20140507
C130H	07 MAY 14	86-0410	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	1.0	0.0	0.0	0.0	33	S	20140508
C130H	09 MAY 14	88-4405	IL	0.0	0.0	2.4	0.0	0.0	2.4	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140512
C130H	13 MAY 14	88-4404	ML	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140514
C130H	14 MAY 14	88-4404	ML	2.0	0.0	0.0	0.0	0.0	2.0	5	0.0	0	1.5	0.0	0.0	1.0	1	S	20140514
C130H	10 JUN 14	88-4404	ML	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140611
C130H	11 JUN 14	88-4404	ML	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	1.3	0.0	0.0	0.0	1	S	20140611
C130H	19 JUN 14	87-9284	ML	0.0	0.0	1.4	0.0	0.0	1.4	1	0.0	0	0.7	0.0	0.0	0.0	33	S	20140619
C130H	01 JUL 14	87-9284	ML	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	1.2	0.0	0.0	0.0	1	S	20140709
C130H	02 JUL 14	87-9284	ML	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	1.5	0.0	0.0	0.0	1	S	20140709
C130H	03 JUL 14	86-0418	IL	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140709
C130H	08 JUL 14	88-4401	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.7	0.0	0.0	0.0	33	S	20140709
C130H	15 JUL 14	87-9284	IL	0.0	0.0	2.1	0.0	0.0	2.1	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140716
C130H	20 JUL 14	88-4404	ML	2.0	0.0	0.0	0.0	0.0	2.0	3	0.0	0	0.0	0.0	0.0	0.0	1	S	20140723
C130H	22 JUL 14	88-4404	ML	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140725
C130H	24 JUL 14	86-0414	ML	0.0	0.0	2.2	0.0	0.0	2.2	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140728
C130H	25 JUL 14	88-4401	ML	2.1	0.0	0.0	0.0	0.0	2.1	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140728
C130H	26 JUL 14	88-4401	ML	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.8	0.0	0.0	0.0	33	S	20140731
C130H	29 JUL 14	88-4404	ML	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140730
C130H	30 JUL 14	86-0418	IL	0.0	0.0	2.8	0.0	0.0	2.8	1	0.0	0	1.5	0.0	0.0	0.0	33	S	20140801
C130H	31 JUL 14	88-4402	ML	2.3	0.0	0.0	0.0	0.0	2.3	1	0.0	0	0.8	0.0	0.0	0.0	33	S	20140801
C130H	04 AUG 14	86-0411	IL	0.0	0.0	0.5	0.0	0.0	0.5	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140805
C130H	06 AUG 14	86-0418	IL	0.0	0.0	1.8	0.0	0.0	1.8	1	0.0	0	1.8	0.0	0.0	0.5	1	S	20140806
C130H	08 AUG 14	86-0410	ML	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140814
C130H	11 AUG 14	84-4401	ML	4.1	0.0	0.0	0.0	0.0	4.1	6	0.0	0	0.0	0.0	0.0	0.0	1	S	20140814

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:42 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 17 DEC 2014 PCN SA036-F70

INQUIRY

NAME: MIL WING: 0440ALFWG UNIT: 0095ALS50 SSAN: ACFT OPLOC: TMKH GRADE: TSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	STM	NVG	RES	N/S	DATE UPDATED
C130H	13 AUG 14	87-9284	ML	6.9	0.0	0.0	0.0	0.0	6.9	2	0.0	0	0.0	0.0	0.0	1	S	20140814
C130H	20 AUG 14	86-0410	ML	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0.0	0.0	1	S	20140821
C130H	26 AUG 14	87-9284	IL	0.0	0.0	1.0	0.0	0.0	1.0	1	0.0	0	0.0	0.0	0.0	1	S	20140827
C130H	27 AUG 14	87-9284	IL	0.0	0.0	1.9	0.0	0.0	1.9	2	0.0	0	0.0	0.0	0.0	1	S	20140827
C130H	27 AUG 14	87-9284	ML	1.7	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.9	0.0	0.0	1	S	20140827
C130H	28 AUG 14	87-9284	ML	2.0	0.0	0.0	0.0	0.0	2.0	2	0.0	0	2.0	0.0	0.0	1	S	20140828
C130H	02 SEP 14	88-4405	ML	2.1	0.0	0.0	0.0	0.0	2.1	3	0.0	0	0.0	0.0	0.0	1	S	20140903
C130H	03 SEP 14	88-4402	IL	0.0	0.0	2.7	0.0	0.0	2.7	3	0.0	0	0.0	0.0	0.0	1	S	20140905
C130H	04 SEP 14	86-0410	IL	0.0	0.0	3.6	0.0	0.0	3.6	4	0.0	0	0.0	0.0	0.0	1	S	20140905
C130H	10 SEP 14	88-4401	ML	2.0	0.0	0.0	0.0	0.0	2.0	2	0.0	0	0.0	0.0	0.0	1	S	20140912
C130H	11 SEP 14	88-4404	ML	2.3	0.0	0.0	0.0	0.0	2.3	2	0.0	0	1.0	0.0	0.0	1	S	20140912
C130H	12 SEP 14	88-4404	ML	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	1.3	0.0	0.0	1	S	20140912
C130H	17 SEP 14	88-4405	IL	2.7	0.0	0.0	0.0	0.0	2.7	5	0.0	0	0.0	0.0	0.0	1	S	20140918
C130H	18 SEP 14	88-4404	IL	0.0	0.0	1.0	0.0	0.0	1.0	2	0.0	0	0.7	0.0	0.0	1	S	20140919
C130H	19 SEP 14	88-4404	IL	0.0	0.0	1.0	0.0	0.0	1.0	2	0.0	0	1.0	0.0	0.0	1	S	20140919
C130H	24 SEP 14	88-4401	IL	0.0	0.0	2.2	0.0	0.0	2.2	1	0.0	0	0.0	0.0	0.0	1	S	20140925
C130H	25 SEP 14	88-4401	IL	0.0	0.0	1.3	0.0	0.0	1.3	1	0.0	0	1.3	0.0	0.0	1	S	20140925
C130H	25 SEP 14	88-4404	IL	0.0	0.0	2.7	0.0	0.0	2.7	2	0.0	0	2.2	0.0	0.0	1	S	20140926
C130H	26 SEP 14	88-4404	IL	0.0	0.0	0.5	0.0	0.0	0.5	1	0.0	0	0.5	0.0	0.0	1	S	20140926
C130H	30 SEP 14	87-9284	IL	0.0	0.0	2.0	0.0	0.0	2.0	3	0.0	0	0.0	0.0	0.0	1	S	20141001
C130H	01 OCT 14	88-4403	IL	0.0	0.0	2.2	0.0	0.0	2.2	3	0.0	0	0.0	0.0	0.0	1	S	20141002
C130H	03 OCT 14	86-0410	ML	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0.0	0.0	33	S	20141006
C130H	06 OCT 14	86-0411	IL	0.0	0.0	2.4	0.0	0.0	2.4	2	0.0	0	0.5	0.0	0.0	33	S	20141007
C130H	07 OCT 14	88-4404	IL	0.0	0.0	3.1	0.0	0.0	3.1	3	0.0	0	2.0	0.0	0.0	1	S	20141008
C130H	08 OCT 14	86-0410	ML	2.5	0.0	0.0	0.0	0.0	2.5	4	0.0	0	0.3	0.0	0.0	1	S	20141009
C130H	09 OCT 14	88-4404	ML	1.5	0.0	0.0	0.0	0.0	1.5	2	0.0	0	0.0	0.0	0.0	1	S	20141010

AFR PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:42

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: MIL

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSSQ

SSAN: ACFT OPLC: TMKH

GRADE: TSgt

PRI CREW POS: L

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	OTH	TOTAL	SRT	CMB	SRT	CMB	SRT	C/S	SRT	NITE	INS	SIM	INS	NVG	RES	N/S	DATE UPDATED
C130H	10 OCT 14	88-4401	ML	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2	0.0	0	0.0	0	0.0	0	2.0	0.0	0.0	0.0	0.0	1	S	20141015
C130H	11 OCT 14	88-4401	ML	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9	2	0.0	0	0.0	0	0.0	0	4.2	0.0	0.0	0.0	0.0	1	S	20141015
C130H	15 OCT 14	86-0414	ML	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7	3	0.0	0	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	1	S	20141016
C130H	21 OCT 14	88-4404	ML	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	2	0.0	0	0.0	0	0.0	0	1.1	0.0	0.0	0.0	0.0	1	S	20141022
C130H	22 OCT 14	88-4404	ML	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1	0.0	0	0.0	0	0.0	0	0.6	0.0	0.0	0.0	0.0	1	S	20141022
C130H	24 OCT 14	86-0410	IL	0.0	0.0	2.8	0.0	0.0	0.0	0.0	2.8	4	0.0	0	0.0	0	0.0	0	0.5	0.0	0.0	0.0	0.0	1	S	20141023
C130H	30 OCT 14	86-0411	IL	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141027
C130H	03 NOV 14	86-0414	ML	3.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0	2.5	0.0	0.0	0.0	0.0	3	S	20141031
C130H	04 NOV 14	86-0410	ML	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0.0	0	0.0	0	3.0	0.0	0.0	0.0	0.0	3	S	20141104
C130H	05 NOV 14	86-0410	ML	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2	0.0	0	0.0	0	0.0	0	1.4	0.0	0.0	0.0	0.0	1	S	20141105
C130H	07 NOV 14	88-4401	ML	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.1	2	0.0	0	0.0	0	0.0	0	1.1	0.0	0.0	0.0	0.0	1	S	20141106
C130H	12 NOV 14	88-4402	IL	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2	0.0	0	0.0	0	0.0	0	2.2	0.0	0.0	0.0	1.4	1	S	20141110
C130H	13 NOV 14	86-0414	ML	0.0	0.0	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	3	S	20141113
C130H	17 NOV 14	88-4403	ML	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2	0.0	0	0.0	0	0.0	0	2.4	0.0	0.0	0.0	1.5	3	S	20141114
C130H	18 NOV 14	88-4401	ML	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0	1.7	0.0	0.0	0.0	0.0	1	S	20141118
C130H	20 NOV 14	88-4402	ML	2.4	0.0	0.7	0.0	0.0	0.0	0.0	3.1	2	0.0	0	0.0	0	0.0	0	1.5	0.0	0.0	0.0	0.0	3	S	20141119
C130H	25 NOV 14	88-4405	IL	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0	0.0	0	2.7	0.0	0.0	0.0	0.0	1	S	20141121
C130H				1.2	0.0	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141126

MDS SUMMARY

AIRCRAFT: 177.2

SIMULATOR: 0.0

RPA: 0.0

PRI 0.0

SEC 0.0

INST 58.9

EVAL 0.0

OTH 0.0

TOTAL 236.1

SRT 164

CMB 0.0

OTH 0.0

TOTAL 0.0

SRT 0

CMB N/A

OTH 0.0

TOTAL 0.0

SRT 0

CMB N/A

OTH 0.0

TOTAL 0.0

SRT 0

CMB N/A

OTH 0.0

TOTAL 63.8

SRT 0

CMB N/A

OTH 0.0

TOTAL 0.0

SRT 0.0

CMB 0.0

I CERTIFY THAT I HAVE REVIEWED MY IRRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

G1.9.5. INDIVIDUAL TRAINING SUMMARY

PGM CD		QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACCT IN REST
AA	LM	BASIC FTL B	PROF SORTIE	M010	6	114	0	25 NOV 14		31 JAN 15	I
AA	LM	BASIC FTL B	NWG EVENT	NW02	1	8	0	12 NOV 14			I
AA	LM	BASIC FTL B	ACDTOT	P280	0	0		16 JUN 12		31 DEC 14	I
AA	LM	JPADS A/D	PADS ATDROP	AD10	0	0		09 MAY 14		31 DEC 15	I
AA	LM	MSN FTL B-R	BASIC A/D EVENT	AD01	3	183	0	18 NOV 14			I
AA	LM	MSN FTL B-R	EQUIP ACTUAL	AD03	0	9		18 NOV 14			I
AA	LM	MSN FTL B-R	CDS ACTUAL	AD04	1	17	0	17 NOV 14		31 DEC 15	I
AA	LM	MSN FTL B-R	PERSONNEL ACT.	AD05A	0	157		13 NOV 14		31 DEC 15	I
AA	LM	MSN FTL B-R	MED/HT OR JPADS A/D	AD09	0	18		22 OCT 14		31 DEC 15	I
AA	LM	MSN FTL B-R	OPTICAL THREAT	FE09	0	10		17 NOV 14		31 DEC 15	I
AA	LM	MSN FTL B-R	IR THREAT EVENT	FE19	0	9		17 NOV 14		31 DEC 15	I
AA	LM	MSN FTL B-R	TAC MSN EVENT	M050	3	184	0	18 NOV 14			I
GT		BANNER CERTIFICATION	BANNER CERT	0544	0	0		03 DEC 13			N
GT		C130 AIRCRAFT DEMO GT	ACFT DEMO GT	X0GT	0	0		03 DEC 13			N
GT		C130 FLT INSTR CERT	FLT INSTR CERT	0511	0	0		25 JUL 13			N
GT		C130 GRAND TRNG ALL	MOB FLDR REV	C040	0	0		19 NOV 12		31 MAY 13	YES
GT		C130 GRAND TRNG ALL	PASSPORT	E030	0	0		10 JUL 10		10 JUL 15	N
GT		C130 GRAND TRNG ALL	DDO CYBER AC	E100	0	1		15 SEP 14		15 SEP 15	N
GT		C130 GRAND TRNG ALL	INFO PROTECTION	E112	0	1		06 NOV 14		06 NOV 15	N
GT		C130 GRAND TRNG ALL	HUMAN RELATIONS	E113	0	1		06 NOV 14		06 NOV 15	N
GT		C130 GRAND TRNG ALL	FORCE PROTECT	E114	0	1		06 NOV 14		06 NOV 15	N
GT		C130 GRAND TRNG ALL	UNIT INDOC-NR	G001	0	0		01 MAY 10			N
GT		C130 GRAND TRNG ALL	MARSHALL TRG -G	G002	0	0		15 JUL 09			N
GT		C130 GRAND TRNG ALL	CERNE HANDS ON	G010	0	0		03 FEB 11		28 FEB 13	YES

PREPARED 17 DEC 2014 14:43

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN SA036-T10

NAME: **MLL**
PHYSICAL DUE DATE: 05 JUN 15

GRADE: TSGT SSAN:
PHYSIOLOGICAL DUE DATE: 28 FEB 18

CREW POSITION: IL B UNIT: 0095ALSSQ
RECORDS REVIEW DUE DATE: 31 OCT 14

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REO	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC			
											IN	PHS	REST	
GT	C130 GRND TRNG ALL	ENAF AD ONLY	G055	0	0	0	01 JAN 75				N			
GT	C130 GRND TRNG ALL	TACTICS-MR	G060	0	1	1	13 JAN 14		31 DEC 15		N			
GT	C130 GRND TRNG ALL	INTEL TRNG-MR	G070	0	1	1	13 JAN 14		31 DEC 15		N			
GT	C130 GRND TRNG ALL	ANTI-HIJACK-MR	G090	0	0	0	05 NOV 13		20 SEP 12	YES	N			
GT	C130 GRND TRNG ALL	LOAC	G100	0	1	1	06 NOV 14		30 NOV 16		N			
GT	C130 GRND TRNG ALL	ISOPREP REV	G120	0	1	1	10 OCT 14		30 APR 15		N			
GT	C130 GRND TRNG ALL	MASK FIT TEST	G183A	0	0	0	09 FEB 10				N			
GT	C130 GRND TRNG ALL	INITIAL CRM	G231	0	0	0	15 JUL 09				N			
GT	C130 GRND TRNG ALL	9MM SML ARM	G280	0	1	1	11 JAN 14		31 JAN 16		N			
GT	C130 GRND TRNG ALL	SABC	G281	0	1	1	15 JAN 14		31 JAN 16		N			
GT	C130 GRND TRNG ALL	USE OF FORCE	G283	0	1	1	24 MAR 14		31 DEC 15		N			
GT	C130 GRND TRNG ALL	EX ORD RECON	G284	0	0	0	16 NOV 12		16 NOV 14	YES	N			
GT	C130 GRND TRNG ALL	DENTAL EXAM	H020	0	1	1	01 JUN 14		30 JUN 15		N			
GT	C130 GRND TRNG ALL	LS FAM TRNG - G	L101	0	0	0	21 OCT 13				N			
GT	C130 GRND TRNG ALL	EGRESS C130-GND	L103	0	0	0	03 DEC 13		31 DEC 16		N			
GT	C130 GRND TRNG ALL	AIRCREW CW	L104	0	1	1	14 JAN 14		31 DEC 16		N			
GT	C130 GRND TRNG ALL	EGRES W/ACDE	L105	0	1	1	14 JAN 14				N			
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	L106	0	0	0	21 OCT 13		31 DEC 16		N			
GT	C130 GRND TRNG ALL	AFE FIT CHECK-GND	L107	0	0	0					N			
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0	0	12 MAY 11				N			
GT	C130 GRND TRNG ALL	INT NVG TRNG	NV01	0	0	0	05 DEC 09				N			
GT	C130 GRND TRNG ALL	NVG GRND REF-MR	NV03	0	1	1	13 JAN 14		31 JAN 16		N			
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	2	2	25 OCT 14		31 OCT 15		N			
GT	C130 GRND TRNG ALL	FEF REVIEW	0170	0	1	1	05 AUG 14		31 AUG 15		N			

PREPARED 17 DEC 2014 14:43

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

CURRENT TRAINING PERIOD

NAME: MIL
 PHYSICAL DUE DATE: 05 JUN 15

GRADE: TS6T SSAN:
 PHYSIOLOGICAL DUE DATE: 28 FEB 18

CREW POSITION: IL B UNIT: 0095ALS50
 RECORDS REVIEW DUE DATE: 31 OCT 14

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC IN REST	WWD
GT	C130	GRND TRNG ALL	LOCAL SURV -G	SS01	0	0	0	08 NOV 13			N	
GT	C130	GRND TRNG ALL	CBT SERE TRNG-MR	SS02	0	0	0	08 MAR 12		31 MAR 15	N	
GT	C130	GRND TRNG ALL	CNDCT CPTR	SS03	0	1	1	15 JAN 14		31 JAN 17	N	
GT	C130	GRND TRNG ALL	WATER SURV -MR	SS05	0	1	1	17 JAN 14		31 JAN 17	N	
GT	C130	GRND TRNG ALL	ERCHUTE TRNG-MR	SS06	0	0	0	17 OCT 12		31 OCT 15	N	
GT	C130	GRND TRNG ALL	CONT SERE INDOC	SS07	0	1	1	15 JAN 14			N	
GT	C130	GRND TRNG ALL	INT CWBT SURV	SS20	0	0	0	31 OCT 08			N	
GT	C130	GRND TRNG ALL	INT WATER SURV	SS31	0	0	0	06 NOV 08			N	
GT	C130	GRND TRNG ALL	VTRAT INITIAL	VT01	0	0	0	06 NOV 13			N	
GT	C130	GRND TRNG ALL	VTRAT REF	VT03	0	0	0	04 JUN 13		31 DEC 14	N	
GT	C130	GRND TRNG ALL	GO NO GO	XGNG	0	0	0				N	
GT	C130	JAT	SEMTS -MR	XSEMT	0	3	3	01 JUL 14		31 DEC 14	N	
GT	C130	JAT	JAT	XJAI	0	0	0	03 DEC 13			N	
GT	C130	LCLA	QUAL EVAL	Q517	0	0	0	16 AUG 12			N	
GT	C130	LM RES GRND	HAZARD CARGO-MR	AA01	0	1	1	18 JUN 14		30 NOV 15	N	
GT	C130	LM RES GRND	LM REFRESHER-MR	G182A	0	1	1	25 OCT 14		31 OCT 16	N	
GT	C130	LM RES GRND	MISSION EVAL-MR	G602	0	1	1	25 OCT 14		31 DEC 15	N	
GT	C130	LM RES GRND	NWG A/D CERT	0903	0	1	1	18 JUN 14		30 NOV 15	N	
GT	C130	LM RES GRND	NWG A/L CERT	0547	0	0	0	03 DEC 13			N	
GT	C130	LM RES GRND	CRM LM REFR-MR	0548	0	0	0	03 DEC 13			N	
GT	C130	LM RES GRND	EM PAR JET SYS	X230R	0	5	5	25 OCT 14		31 MAR 15	N	
GT	C130	LM RES GRND	JPADS/ICDS CERT	XEPJ	0	0	0	03 DEC 13			N	
GT	C130	LM RES GRND	JPADS/ICDS CERT	0502	0	0	0	03 DEC 13			N	
GT	C130	LM RES GRND	JPADS PHASE 2	0522	0	0	0	03 DEC 13			N	

G1.9.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
TSGT	MIL	C-130H	1.2	22	62.5	92.1

G1.10. ML1

G1.10.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:40 INDIVIDUAL DATA SUMMARY (PA) AS OF 17 DEC 2014 PCN SA036-A70

INQUIRY

NAME: **ML1** SSAN: GRADE: MSG CMD: AFR WING: 0440ALFWG UNIT: 0095ALSQ
 BASE: 440AW (POPE FIELD)

PERSONAL DATA

DUTY PHONE: DOLM
 OFFICE SYMBOL: AFRG 05 FEB 13
 MRR SVC CAT: 12 JUL 14
 LAST PHYS DATE: A
 PHYS CODE: 09 OCT 15
 PHYS DUE DATE: A
 PHYS AVAIL CODE: 12 JUL 14
 PHYS AVAIL DATE: 06 FEB 13
 PHYSIOLOGICAL TNG DATE: 28 FEB 18
 PHYSIOLOGICAL DUE DATE: 1A271
 DATE OF BIRTH: 22 MAY 13
 DUTY AESC: VILFLMZ
 EFFECTIVE DATE OF DUTY: N

SHORT TOUR INDICATOR: HARM CODE: SYSTEM MANAGEMENT THKH
 DATE RETURN FROM OVERSEAS: DEPLOYED HARM CODE: DEPLOYED DATE: REDEPLOYED DATE: SPECIAL CAT ID: RECORDS REVIEW ACC DATE: RECORDS REVIEW DUE DATE: RECORDS REVIEW STATUS CODE:

01 FEB 10
 07 MAR 17
 13 JUN 04
 01 JUN 07
 10

08 AUG 14
 31 JUL 15
 N

PROJECTED PAS CODE: PROJECTED DUTY LOCATION: PROJ DEPARTURE DATE: PROJ REPORTING DATE: FAC 8 EFFECTIVE DATE: LOCAL USE CODE:

SECURITY CLEARANCE: SECURITY CLEARANCE DATE: RESTRICTED AREA BADGE NO: PROFESSIONAL QUAL INDEX (PQI): PROFESSIONAL QUAL INDEX DATE:

JUMP STATUS: DATE ASSIGNED JUMP STATUS:

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

PAGE 1 SIGNATURE _____ DATE _____ AFR PAGE 1

PREPARED 17 DEC 2014 14:40

INDIVIDUAL DATA SUMMARY (PA)
INQUIRY

AS OF 17 DEC 2014

PCN 5A036-A70

NAME: **ML1**

SSAN:

GRADE: MSG

CMD: AFR

WING: 0440ALFWG

UNIT: 0095ALSQ

BASE: 440AW (POPE FIELD)

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC: TMKH
 CMD OF AIRCRAFT: 0M
 ACFT SVC CAT: AFRC
 PRIMARY ACFT: C130H
 FLT DUTY CERT CODE: EL A
 CATEGORICAL FLYING WAIVER: N

AERONAUTICAL RATING/AVIATION BADGE

AVIATION BADGE: SENIOR AIRMAN AIRCREWMEMBER
 EFFECTIVE DATE: 04 AUG 11
 AVIATION BADGE: (BASIC) AIRMAN AIRCREWMEMBER
 EFFECTIVE DATE: 04 AUG 04

INCENTIVE PAY DATA

LAST MPO DATE: 14 JUN 04
 LAST MPO REASON: C
 AD/IAD: NONE
 PAY STOP DATE: 13 JUN 19
 LAST PRODUCTIVE FLIGHT DATE: 21 SEP 14
 PREVIOUS PRODUCTIVE FLIGHT DATE: 11 JUL 14

AVIATION SERVICE DATA

AVIATION SERVICE CODE: BA
 EFFECTIVE DATE: 14 JUN 14
 PRIOR ASC: AA
 EFFECTIVE DATE: 10 SEP 12
 AERO ORDER TERM DATE: 13 JUN 19
 OFFICER SERVICE DATE: 14 JUN 04
 AVIATION SERVICE DATE:
 TRANSITION STATUS CODE:
 AVIATION POSITION INDICATOR:
 EFFECTIVE DATE: 22 MAY 13
 FLYING ACTIVITY CATEGORY: A
 PRE-ACIA-OFDA: 0
 OFDA GATE 10/12: 120
 OFDA GATE 15/15: 127
 OFDA GATE 20/18: 0
 OFDA TO DATE: 127

OUS MIL RTG DT:

CURR PARA RATING:
 CURR PARA RATING DATE:
 ORIG PARA RATING:
 ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE DATE
 COMBAT SURVIVAL TRAINING 03 DEC 03
 BASIC LOADMASTER COURSE 12 NOV 03
 WATER SURVIVAL TRAINING COURSE 02 OCT 03

You have met OFDA requirements for current gate.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE

DATE

G1.10.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:40

FLYING HISTORY REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F40

INQUIRY

NAME: **MLJ** SSAN: GRADE: MSG APT: A FAC: A OFDA: 127 ASC: BA ASC DATE: 14 JUN 14
 CMD: AFR WING: 0440ALFW PRI CRW POS: L PRI ACFT: C130H UNIT: 0095ALSQ BASE: 440AW (POPE FIELD)

AIRCRAFT TOTALS

AIRCRAFT MDS C130H(S) EL A
 FLT DTY CERT CODE 22 OCT 04
 DATE FIRST FLOWN 21 SEP 14
 DATE LAST FLOWN 21 SEP 14
 TOTAL TIME 2329.7
 PRIMARY TIME 1896.1
 SECONDARY TIME 10.7
 INSTRUCTOR TIME 289.6
 EVALUATOR TIME 17.1
 OTHER TIME 116.2
 NIGHT 674.8
 PRIMARY INST 0.0
 PRIMARY SIM INST 0.0
 NVG TIME 239.5
 COMBAT TIME 506.2
 COMBAT SUPPORT TIME 158.1
 COMBAT SORTIES 243
 CMBT SUPPORT SORTIES 97
 TOTAL SORTIES 1106

CAREER TOTALS

C130E(S) ML
 CREW POSITION LOADMASTER
 PRIMARY TIME 1944.4
 SECONDARY TIME 10.7
 INSTRUCTOR TIME 289.6
 EVALUATOR TIME 17.1
 OTHER TIME 117.2
 TOTAL TIME 2379.0
 STUDENT TIME 0.0
 OTHER US MIL TIME 0.0
 FOREIGN MIL TIME 0.0
 CIVILIAN TIME 0.0
 COMBAT TIME 506.2
 COMBAT SUPT TIME 158.1
 TOTAL SORTIES 1122
 COMBAT SORTIES 243
 COMBAT SUP SORTIES 97
 NVG TIME 239.5
 DATE FIRST FLOWN 20 JUL 04
 DATE LAST FLOWN 21 SEP 14

GRAND TOTAL 2379.0

G1.10.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:40 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN 5A036-F60

NAME: **ML1** RANK: NSGT SSAN: PRI ACFT: C130H
 CREW POSN: EL A AGE: LST PHYS: 12 JUL 14 API: A
 DAFSC: 1A271 LST CHNB: 06 FEB 13 MAJCOM: AFR FAC: A ASC: BA

(PART-1)

MDS:	C130H	C130E	ACFT
CREW POSN:	EL A	ML	TOTAL
SEO NO:	01	00	
TOTAL TIME:	2329.7	49.3	2379.0
PRIMARY:	1896.1	0.0	1944.4
SECONDARY:	10.7	0.0	10.7
INSTRUCTOR:	289.6	0.0	289.6
EVALUATOR:	17.1	0.0	17.1
OTHER:	116.2	1.0	117.2
COMBAT:	506.2	0.0	506.2
COMB SUPT:	158.1	0.0	158.1
NVC:	239.5	0.0	239.5

PREPARED 17 DEC 2014 14:40 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN SA036-F60

NAME: **MLI** RANK: MSGT SSAN: PRI ACFT: C130H
 CREW POSN: EL A AGE: LST PHYS: 12 JUL 14 APT: A FAC: A ASC: BA
 DAFSC: 1A271 LST CHRB: 06 FEB 13 MAJCOM: AFR

TOTAL FLYING TIME: 2379.0 TOTAL PRIMARY/INSTRUCTOR TIME: 2234.0
 GRAND TOTAL: 2379.0 MDS PRIMARY/INSTRUCTOR TIME: 2234.0

AIRCRAFT TYPE REQUEST: ALL

(PART-2)

AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 0.0

DAYS FLOWN: 0

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 0.0

DAYS FLOWN: 0

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 2.0

DAYS FLOWN: 1

G1.10.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:40 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 17 DEC 2014 PCN SA036-F70

INQUIRY

NAME: **ML1** WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: ACFT OPLC: TMKH GRADE: MSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL SRT	CMB SRT	C/S SRT	NITE	INS	SIM	INS	NVG	RES	N/S	DATE UPDATED
C130H	06 DEC 13	88-4403	ML	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20131208
C130H	11 DEC 13	88-4404	EL	0.0	0.0	0.0	3.1	0.0	3.1	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20131212
C130H	16 DEC 13	1555	IL	0.0	0.0	4.2	0.0	0.0	4.2	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20131217
C130H	19 DEC 13	88-4402	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0.0	0.0	0.0	3	S	20131220
C130H	19 DEC 13	88-4402	ML	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0.0	0.0	0.0	3	S	20131220
C130H	16 JAN 14	86-0414	IL	0.0	0.0	0.4	0.0	0.0	0.4	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140121
C130H	17 JAN 14	86-0414	IL	0.0	0.0	2.6	0.0	0.0	2.6	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140121
C130H	17 JAN 14	86-0414	ML	4.7	0.0	0.0	0.0	0.0	4.7	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140121
C130H	22 JAN 14	88-4404	EL	0.0	0.0	0.0	0.6	0.0	0.6	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140124
C130H	07 FEB 14	88-4402	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140213
C130H	21 FEB 14	87-9284	IL	0.0	0.0	3.3	0.0	0.0	3.3	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140225
C130H	22 FEB 14	87-9284	IL	0.0	0.0	3.6	0.0	0.0	3.6	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140226
C130H	24 FEB 14	86-0411	ML	0.0	0.0	0.0	0.0	1.8	1.8	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140226
C130H	27 FEB 14	88-4401	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140228
C130H	01 MAR 14	88-4402	ML	4.0	0.0	0.0	0.0	0.0	4.0	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140304
C130H	02 MAR 14	88-4401	ML	4.1	0.0	0.0	0.0	0.0	4.1	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140303
C130H	12 MAR 14	88-4402	IL	0.0	0.0	1.1	0.0	0.0	1.1	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20140313
C130H	14 MAR 14	88-4402	ML	1.4	0.0	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140320
C130H	15 MAR 14	88-4402	ML	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140320
C130H	16 MAR 14	88-4402	IL	0.0	0.0	0.0	0.0	1.4	1.4	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140319
C130H	18 MAR 14	86-0411	ML	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140319
C130H	19 MAR 14	86-0411	ML	1.9	0.0	0.0	0.0	0.0	1.9	2	0.0	0	0.0	0.0	0.0	0.0	1	S	20140319
C130H	23 MAY 14	86-0414	ML	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140527
C130H	21 JUN 14	88-4404	IL	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140624
C130H	22 JUN 14	88-4404	IL	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	0.0	1	S	20140624

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:40

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: **ML1** WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: ACFT OPLC: TMKH GRADE: MSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	DATE
C130H	22 JUN 14	88-4404	IL	0.0	0.0	2.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	1 S 20140624
C130H	11 JUL 14	88-4401	ML	6.3	0.0	0.0	0.0	0.0	6.3	3	0.0	0	0.0	0.0	0.0	33 S 20140714
C130H	21 SEP 14	88-4405	ML	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0.0	0.0	2 S 20140922

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	DATE
AIRCRAFT:	44.7	0.0	23.2	3.7	3.2	74.8	35	0.0	0.0	0	0.0	0.0	0.0
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	0	0.0	0.0	0.0
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

G1.10.5. INDIVIDUAL TRAINING SUMMARY

PGM		QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN REST CODE	WVD
AA	LM BASIC FTL A	PROF SORTIE	M010	4	4	0	0	21 SEP 14		30 NOV 14	YES	I	
AA	LM BASIC FTL A	NVG EVENT	NW02	0	0			22 NOV 13		31 DEC 14		I	
AA	LM BASIC FTL A	ACDTOT	P280	0	1			24 OCT 14		31 DEC 17		I	
AA	LM JPA05 A/D	PADS AIRDR0P	AD10	0	0			28 SEP 12		31 DEC 13	YES	I	
AA	LM MSN FTL A	BASIC A/D EVENT	AD01	2	0	100		18 MAR 14				I	
AA	LM MSN FTL A	EQUIP ACTUAL	AD03	0	0			15 MAR 14		31 DEC 15		I	
AA	LM MSN FTL A	CDS ACTUAL	AD04	0	0			09 SEP 13		31 DEC 14		N	
AA	LM MSN FTL A	PERSONNEL ACT.	AD05A	0	0			18 MAR 14		31 DEC 15		N	
AA	LM MSN FTL A	MED/HI OR JPA05 A/D	AD09	0	0			16 MAY 13		31 DEC 14		N	
AA	LM MSN FTL A	OPTICAL THREAT	FE09	0	0			18 MAR 14		31 DEC 15		N	
AA	LM MSN FTL A	IR THREAT EVENT	FE19	0	0			18 MAR 14		31 DEC 15		N	
AA	LM MSN FTL A	TAC MSN EVENT	M050	2	0	100		18 MAR 14				I	
GT	BANNER CERTIFICATION	BANNER CERT	0544	0	0			08 DEC 04				N	
GT	C130 AIRCRAFT DEMO GT	ACFT DEMO GT	X0GT	0	0			08 NOV 12				N	
GT	C130 DZSO	DZSO	0572	0	0			01 JAN 12				N	
GT	C130 FLT EVAL CERT	FLT EVAL CERT	0512	0	0			15 JAN 12				N	
GT	C130 FLT INSTR CERT	FLT INSTR CERT	0511	0	0			09 JUN 08				N	
GT	C130 GRAND TRNG ALL	MOB FLDR REV	C040	0	2			06 MAR 14				N	
GT	C130 GRAND TRNG ALL	PASSPORT	E030	0	0			04 JUN 13		30 SEP 14	YES	N	
GT	C130 GRAND TRNG ALL	DDD CYBER AC	E100	0	1			16 APR 14		04 JUN 18		N	
GT	C130 GRAND TRNG ALL	INFO PROTECTION	E112	0	1			16 APR 14		16 APR 15		N	
GT	C130 GRAND TRNG ALL	HUMAN RELATIONS	E113	0	1			16 APR 14		16 APR 15		N	
GT	C130 GRAND TRNG ALL	FORCE PROTECT	E114	0	1			16 APR 14		16 APR 15		N	
GT	C130 GRAND TRNG ALL	UNIT INDOC-NR	G001	0	0			01 MAY 10				N	

PREPARED 17 DEC 2014 14:41

INDIVIDUAL TRAINING SUMMARY

AS OF 17 DEC 2014

PCN SA036-T10

NAME: **ML1**

PHYSICAL DUE DATE: 09 OCT 15

GRADE: MSGT SSAN:
 PHYSIOLOGICAL DUE DATE: 28 FEB 18

CREW POSITION: EL A UNIT: 0095ALS5Q
 RECORDS REVIEW DUE DATE: 31 JUL 15

PGM	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN REST	PHS CODE	WTD
GT	C130	GRND TRNG ALL	MARSHALL TRG -G	G002	0	0		04 AUG 04				N		
GT	C130	GRND TRNG ALL	CBRNE HANDS ON	G010	0	0		07 OCT 10				N		
GT	C130	GRND TRNG ALL	EMAF AD ONLY	G055	0	0		01 JAN 75		31 OCT 12	YES	N		
GT	C130	GRND TRNG ALL	TACTICS-MR	G060	0	0		13 JAN 14		31 DEC 15		N		
GT	C130	GRND TRNG ALL	INTEL TRNG-MR	G070	0	1		13 JAN 14		31 DEC 15		N		
GT	C130	GRND TRNG ALL	ANTI-HIJACK-MR	G090	0	1		16 APR 14		31 DEC 16		N		
GT	C130	GRND TRNG ALL	LOAC	G100	0	1		16 APR 14		30 APR 16		N		
GT	C130	GRND TRNG ALL	ISOPREP REV	G120	0	1		01 APR 14		30 SEP 14	YES	N		
GT	C130	GRND TRNG ALL	MASK FIT TEST	G183A	0	0		05 FEB 08				N		
GT	C130	GRND TRNG ALL	INITIAL CRM	G231	0	0		24 SEP 04				N		
GT	C130	GRND TRNG ALL	9MM SML ARM	G280	0	0		02 NOV 13		30 NOV 15		N		
GT	C130	GRND TRNG ALL	SABC	G281	0	1		15 JAN 14		31 JAN 16		N		
GT	C130	GRND TRNG ALL	USE OF FORCE	G283	0	1		16 APR 14		31 DEC 15		N		
GT	C130	GRND TRNG ALL	EX ORD RECON	G284	0	1		01 APR 14		01 APR 16		N		
GT	C130	GRND TRNG ALL	DENTAL EXAM	H020	0	2		11 FEB 14		28 FEB 15		N		
GT	C130	GRND TRNG ALL	LS FAM TRNG -G	LL01	0	0		22 FEB 10				N		
GT	C130	GRND TRNG ALL	EGRESS C130-GND	LL03	0	0		06 MAR 12		31 DEC 15		N		
GT	C130	GRND TRNG ALL	AIRCREW CW	LL04	0	1		14 JAN 14		31 DEC 16		N		
GT	C130	GRND TRNG ALL	EGRES W/ACOE	LL05	0	1		14 JAN 14				N		
GT	C130	GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	0		08 NOV 12		31 DEC 15		N		
GT	C130	GRND TRNG ALL	AFE FIT CHECK-GND	LL07	0	1		02 SEP 14		30 SEP 17		N		
GT	C130	GRND TRNG ALL	THEAT INDOC	M060	0	0		06 OCT 08				N		
GT	C130	GRND TRNG ALL	INT NWG TRNG	NV01	0	0		11 FEB 09				N		
GT	C130	GRND TRNG ALL	NWG GRND REF-MR	NV03	0	1		13 JAN 14		31 JAN 16		N		

PREPARED 17 DEC 2014 14:41

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN SA036-T10

NAME: **MLI**
PHYSICAL DUE DATE: 09 OCT 15

GRADE: MSGT SSAN:
PHYSIOLOGICAL DUE DATE: 28 FEB 18

CREW POSITION: EL A UNIT: 0095ALS50
RECORDS REVIEW DUE DATE: 31 JUL 15

Pgm	CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	ACC IN REST	PHS CODE	WWD
GT	C130	GRND TRNG ALL	PUBS CHECK	0090	0	1		25 OCT 14		31 OCT 15		N		
GT	C130	GRND TRNG ALL	FEF REVIEW	0170	0	1		01 APR 14		30 APR 15		N		
GT	C130	GRND TRNG ALL	LOCAL SURV -G	5501	0	0		05 NOV 07				N		
GT	C130	GRND TRNG ALL	GBT SERE TRNG-MR	5502	0	0		08 NOV 12		30 NOV 15		N		
GT	C130	GRND TRNG ALL	CNDCT CPTP	5503	0	0		06 MAR 12		31 MAR 15		N		
GT	C130	GRND TRNG ALL	WATER SURV -MR	5505	0	0		09 MAR 12		31 MAR 15		N		
GT	C130	GRND TRNG ALL	ERCHUTE TRNG-MR	5506	0	0		06 MAR 12		31 MAR 15		N		
GT	C130	GRND TRNG ALL	CONT SERE INDOC	5507	0	0		06 MAR 12				N		
GT	C130	GRND TRNG ALL	INT CMBT SURV	5520	0	0		03 DEC 03				N		
GT	C130	GRND TRNG ALL	INT WATER SURV	5531	0	0		02 OCT 03				N		
GT	C130	GRND TRNG ALL	VTRAT INITIAL	VT01	0	0		22 JUN 06				N		
GT	C130	GRND TRNG ALL	VTRAT REF	VT03	0	1		13 JAN 14		31 DEC 15		N		
GT	C130	GRND TRNG ALL	GO NO GO	XGNG	0	0						N		
GT	C130	GRND TRNG ALL	SEMTS -MR	XSEMT	0	2		01 JUL 14		31 DEC 14		N		
GT	C130	JAI	JAI	XJAI	0	1		24 OCT 14				N		
GT	C130	LM RES GRND	QUAL EVAL -MR	AA01	0	0		09 SEP 13		28 FEB 15		N		
GT	C130	LM RES GRND	HAZARD CARGO-MR	G182A	0	1		25 OCT 14		31 OCT 16		N		
GT	C130	LM RES GRND	LM REFRESHER-MR	G602	0	1		25 OCT 14		31 DEC 15		N		
GT	C130	LM RES GRND	MISSION EVAL-MR	0003	0	0		09 SEP 13		28 FEB 15		N		
GT	C130	LM RES GRND	NVG A/D CERT	0547	0	0		11 JAN 05				N		
GT	C130	LM RES GRND	NVG A/L CERT	0548	0	0		13 JAN 05				N		
GT	C130	LM RES GRND	CRM LM REFER-MR	X230R	0	4		25 OCT 14		31 MAR 15		N		
GT	C130	LM RES GRND	EM PAR JET SYS	XEPJ	0	0		12 SEP 13				N		

G1.10.6. 30/60/90 DAY REPORT

GRADE	NAME	7	30	60	90
MSGT	ML1	C-130H	0	0	0

G1.11. ML2

G1.11.1. INDIVIDUAL DATA SUMMARY

PREPARED 17 DEC 2014 14:43

INDIVIDUAL DATA SUMMARY (PA) AS OF 17 DEC 2014 PCN 5A036-A70

INQUIRY

NAME: **ML2** SSAN: _____ GRADE: SSG CND: AFR WING: 0440ALFMG UNIT: 0095ALS50

BASE: 440AW (POPE FIELD)

PERSONAL DATA

DUTY PHONE: _____ SECURITY CLEARANCE: _____ 5

OFFICE SYMBOL: _____ SECURITY CLEARANCE DATE: 22 SEP 09

MRR SVC CAT: _____ RESTRICTED AREA BADGE NO: _____

LAST PHYS DATE: _____ PROFESSIONAL QUAL INDEX (PQI): _____

PHYS CODE: _____ PROFESSIONAL QUAL INDEX DATE: _____

PHYS DUE DATE: 05 JUN 15 A

PHYS AVAIL CODE: _____

PHYS AVAIL DATE: 08 MAR 14 A

PHYSIOLOGICAL TNG DATE: 02 JUL 13

PHYSIOLOGICAL DUE DATE: 31 JUL 18

DATE OF BIRTH: _____

DUTY AFSC: 1A251

EFFECTIVE DATE OF DUTY: 12 SEP 12

PAS CODE: VILLFLWZ

SHORT TOUR INDICATOR: N

DATE RETURN FROM OVERSEAS: _____

DATE OF RANK: 01 NOV 14

DATE OF SEP/OBLIGATION: 11 JAN 16

DATE DEP LAST DUTY STA: 13 JUN 12

DATE ARR THIS STATION: 12 SEP 12

PERSONNEL RECORD STATUS: 10

PROJECTED DAFSC: _____

PROJECTED PAS CODE: _____

PROJECTED DUTY LOCATION: _____

PROJ DEPARTURE DATE: _____

PROJ REPORTING DATE: _____

FAC 8 EFFECTIVE DATE: _____

LOCAL USE CODE: _____

JUMP STATUS _____

DATE ASSIGNED JUMP STATUS: _____

SYSTEM MANAGEMENT _____

HARR CODE: _____

DEPLOYED HARR CODE: _____

TKKH

REDEPLOYED DATE: _____

SPECIAL CAT ID: _____

RECORDS REVIEW ACC DATE: 24 FEB 14

RECORDS REVIEW DUE DATE: _____

RECORDS REVIEW STATUS CODE: _____

N

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE _____ DATE _____

PAGE 1 AFR PAGE 1

PREPARED 17 DEC 2014 14:43

INDIVIDUAL DATA SUMMARY (PA)

AS OF 17 DEC 2014

PCN 5A036-A70

NAME: **ML2**

SSAN:

INQUIRY

GRADE: SSG

UNIT: 0095ALS5Q

BASE: 440AW (POPE FIELD)

AIRCRAFT ASSIGNMENT DATA

TMKH

AERONAUTICAL RATING/AVIATION BADGE

AIRCRAFT OPLOC:

CMD OF AIRCRAFT:

ACFT SVC CAT:

PRIMARY ACFT:

FLT DUTY CERT CODE:

CATEGORICAL FLYING WAIVER:

INCENTIVE PAY DATA

LAST MPO DATE:

AD/1AD:

PAY STOP DATE:

LAST PRODUCTIVE FLIGHT DATE:

PREVIOUS PRODUCTIVE FLIGHT DATE:

AVIATION SERVICE DATA

AVIATION SERVICE CODE:

EFFECTIVE DATE:

PRIOR ASC:

EFFECTIVE DATE:

AERO ORDER TERM DATE:

OFFICER SERVICE DATE:

AVIATION SERVICE DATE:

TRANSITION STATUS CODE:

AVIATION POSITION INDICATOR:

EFFECTIVE DATE:

FLYING ACTIVITY CATEGORY:

PRE-ACIA-OFDA:

OFDA GATE 10/12:

OFDA GATE 15/15:

OFDA GATE 20/18:

OFDA TO DATE:

Your current OFDA is 17 month(s). You need 55 additional month(s) OFDA to meet your 10 year gate requirement to receive continuous CEFIP through 15 years of aviation service and you must maintain a valid flight physical.

16 AUG 13

C

NONE

15 AUG 23

21 NOV 14

18 NOV 14

AA

12 MAR 14

AX

24 FEB 14

15 AUG 23

16 AUG 13

0

A

12 SEP 12

A

0

0

17

0

0

17

OUS MIL RTG DT:

CURR PARA RATING:

CURR PARA RATING DATE:

ORIG PARA RATING:

ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE

INITIAL PHYSIOLOGICAL HYPOXIA TRAINING

DATE

02 JUL 13

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.

SIGNATURE

DATE

G1.11.2. INDIVIDUAL FLYING HISTORY REPORT

PREPARED 17 DEC 2014 14:43 FLYING HISTORY REPORT (PA) AS OF 17 DEC 2014 PCN SA036-F40
 INQUIRY

NAME: **ML2** SSAN: GRADE: SSG API: A FAC: A OFDA: 17 ASC: AA ASC DATE: 12 MAR 14
 CMD: AFR WING: 0440ALEFW PRI CWV POS: L PRI ACFT: C130H UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)

AIRCRAFT MDS	C130H(S)	CREW POSITION	LOADMASTER
FLT DTY CERT CODE	ML C	PRIMARY TIME	147.5
DATE FIRST FLOWN	30 JAN 14	SECONDARY TIME	0.0
DATE LAST FLOWN	21 NOV 14	INSTRUCTOR TIME	0.0
TOTAL TIME	147.7	EVALUATOR TIME	0.0
PRIMARY TIME	147.5	OTHER TIME	0.2
SECONDARY TIME	0.0	TOTAL TIME	147.7
INSTRUCTOR TIME	0.0	STUDENT TIME	0.0
EVALUATOR TIME	0.0	OTHER US MIL TIME	0.0
OTHER TIME	0.2	FOREIGN MIL TIME	0.0
NIGHT	30.1	CIVILIAN TIME	0.0
PRIMARY INST	0.0	COMBAT TIME	0.0
PRIMARY SIM INST	0.0	COMBAT SUP TIME	0.0
NVG TIME	9.1	TOTAL SORTIES	101
COMBAT TIME	0.0	COMBAT SORTIES	0
COMBT SUPPORT TIME	0.0	COMBAT SUP SORTIES	0
COMBAT SORTIES	0	NVG TIME	9.1
COMBT SUPPORT SORTIES	0	DATE FIRST FLOWN	30 JAN 14
TOTAL SORTIES	101	DATE LAST FLOWN	21 NOV 14
		GRAND TOTAL	147.7

G1.11.3. INDIVIDUAL FLIGHT DATA REPORT

PREPARED 17 DEC 2014 14:44 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN SA036-F60

NAME: ML2 RANK: SSGT SSAN: PRI ACFT: C130H
CREW POSN: ML C AGE: LST PHYS: 08 MAR 14 APT: A
DAFSC: 1A251 LST CHMB: 02 JUL 13 MAJCOM: AFR FAC: A ASC: AA

(PART-1)

MDS:	C130H	ACFT
CREW POSN:	ML C	TOTAL
SEQ NO:	01	
TOTAL TIME:	147.7	147.7
PRIMARY:	147.5	147.5
SECONDARY:	0.0	0.0
INSTRUCTOR:	0.0	0.0
EVALUATOR:	0.0	0.0
OTHER:	0.2	0.2
COMBAT:	0.0	0.0
COMBT SUPT:	0.0	0.0
NVG:	9.1	9.1

PREPARED 17 DEC 2014 14:44 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 PCN SA036-F80

NAME: ML2 RANK: SSGT SSAN: PRI ACFT: C130H
 CREW POSN: ML C AGE: LST PMS: 08 MAR 14 APT: A
 DAFSC: 1A251 LST CHMB: 02 JUL 13 MAJCOM: AFR FAC: A ASC: AA

TOTAL FLYING TIME: 147.7 TOTAL PRIMARY/INSTRUCTOR TIME: 147.5
 GRAND TOTAL: 147.7 MDS PRIMARY/INSTRUCTOR TIME: 147.5

AIRCRAFT TYPE REQUEST: ALL (PART-2) AIRCRAFT MDS REQUEST: C130H

17 DEC	16 DEC	15 DEC	14 DEC	13 DEC	12 DEC	11 DEC	10 DEC	09 DEC	08 DEC
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07 DEC	06 DEC	05 DEC	04 DEC	03 DEC	02 DEC	01 DEC	30 NOV	29 NOV	28 NOV
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 NOV	26 NOV	25 NOV	24 NOV	23 NOV	22 NOV	21 NOV	20 NOV	19 NOV	18 NOV
0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	1.1

--- 30 DAYS TOTAL FLYING TIME: 5.4 DAYS FLOWN: 2 ---

17 NOV	16 NOV	15 NOV	14 NOV	13 NOV	12 NOV	11 NOV	10 NOV	09 NOV	08 NOV
4.2	0.0	0.0	0.0	2.1	4.1	0.0	0.0	0.0	0.0
07 NOV	06 NOV	05 NOV	04 NOV	03 NOV	02 NOV	01 NOV	31 OCT	30 OCT	29 OCT
0.0	0.0	1.4	2.3	0.0	0.0	0.0	0.0	0.0	4.0
28 OCT	27 OCT	26 OCT	25 OCT	24 OCT	23 OCT	22 OCT	21 OCT	20 OCT	19 OCT
0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	3.1	0.0

--- 60 DAYS TOTAL FLYING TIME: 29.3 DAYS FLOWN: 10 ---

18 OCT	17 OCT	16 OCT	15 OCT	14 OCT	13 OCT	12 OCT	11 OCT	10 OCT	09 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
08 OCT	07 OCT	06 OCT	05 OCT	04 OCT	03 OCT	02 OCT	01 OCT	30 SEP	29 SEP
2.5	0.0	3.0	0.0	0.0	2.8	1.9	1.1	3.0	0.0
28 SEP	27 SEP	26 SEP	25 SEP	24 SEP	23 SEP	22 SEP	21 SEP	20 SEP	19 SEP
1.5	0.0	0.0	1.3	2.2	0.0	0.0	0.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 51.6 DAYS FLOWN: 20 ---

G1.11.4. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 17 DEC 2014 14:44

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: **ML2** WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: ACFT OPLC: TMKH GRADE: SSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB SRT	CMB	C/S SRT	C/S	NITE	INS	SIM	INS	AVG	RES	N/S	DATE UPDATED
C130H	16 MAY 14	88-4405	FL	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140519
C130H	20 MAY 14	88-4401	FL	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140521
C130H	21 MAY 14	88-4401	FL	1.3	0.0	0.0	0.0	0.0	1.3	2	0.0	0	0.0	0	1.3	0.0	0.0	0.0	0.0	1	S	20140521
C130H	23 MAY 14	86-0410	FL	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140527
C130H	27 MAY 14	87-9284	FL	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140528
C130H	28 MAY 14	87-9284	FL	0.9	0.0	0.0	0.0	0.0	0.9	2	0.0	0	0.0	0	0.9	0.0	0.0	0.0	0.0	1	S	20140528
C130H	29 MAY 14	86-0411	FL	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.6	0.0	0.0	0.0	0.0	1	S	20140530
C130H	10 JUN 14	88-4404	FL	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140611
C130H	11 JUN 14	88-4404	FL	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	1.3	0.0	0.0	0.0	0.0	1	S	20140611
C130H	13 JUN 14	87-9284	FL	4.4	0.0	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140616
C130H	14 JUN 14	87-9284	FL	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140616
C130H	24 JUN 14	86-0410	FL	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140625
C130H	25 JUN 14	86-0410	FL	1.4	0.0	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0	1.4	0.0	0.0	0.0	0.0	1	S	20140625
C130H	26 JUN 14	88-4404	FL	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140627
C130H	01 JUL 14	87-9284	FL	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140709
C130H	02 JUL 14	87-9284	FL	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	1.2	0.0	0.0	0.0	0.0	1	S	20140709
C130H	03 JUL 14	86-0414	FL	2.7	0.0	0.0	0.0	0.0	2.7	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140709
C130H	08 JUL 14	86-0418	FL	1.4	0.0	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140709
C130H	12 JUL 14	86-4402	FL	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	2	S	20140714
C130H	22 JUL 14	88-4402	FL	2.9	0.0	0.0	0.0	0.0	2.9	2	0.0	0	0.0	0	0.7	0.0	0.0	0.0	0.0	1	S	20140723
C130H	24 JUL 14	86-0414	FL	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140731
C130H	30 JUL 14	86-0418	FL	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	1.5	0.0	0.0	0.0	0.0	1	S	20140814
C130H	08 AUG 14	86-0410	FL	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140814
C130H	13 AUG 14	86-0414	FL	2.2	0.0	0.0	0.0	0.0	2.2	2	0.0	0	0.0	0	1.1	0.0	0.0	0.0	0.0	1	S	20140814
C130H	14 AUG 14	86-0414	FL	1.1	0.0	0.0	0.0	0.0	1.1	0	0.0	0	0.0	0	1.1	0.0	0.0	0.0	0.0	1	S	20140814
C130H	19 AUG 14	88-4401	FL	3.9	0.0	0.0	0.0	0.0	3.9	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140820

AFR PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PREPARED 17 DEC 2014 14:44

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN 5A036-F70

INQUIRY

NAME: **ML2**

CMD: AFR WING: 0440ALFWG

UNIT: 0095ALS5Q SSAN: ACFY OPLOC: TMKH

GRADE: SSGT PRI CREW POS: L

PRI AIRCRAFT: C130H

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	C/S	NITE	INS	INS	STN	NWG	RES	N/S	DATE UPDATED
C130H	20 AUG 14	86-0410	FL	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140821
C130H	29 AUG 14	86-0411	FL	4.3	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140902
C130H	02 SEP 14	88-4405	FL	2.1	0.0	0.0	0.0	0.0	2.1	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140903
C130H	04 SEP 14	88-4405	FL	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140905
C130H	10 SEP 14	88-4401	FL	3.4	0.0	0.0	0.0	0.0	3.4	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140912
C130H	12 SEP 14	86-0418	ML	2.1	0.0	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140915
C130H	15 SEP 14	88-4404	ML	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140916
C130H	17 SEP 14	88-4405	ML	2.7	0.0	0.0	0.0	0.0	2.7	5	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140918
C130H	24 SEP 14	88-4401	ML	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140925
C130H	25 SEP 14	88-4401	ML	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20140925
C130H	28 SEP 14	88-4405	ML	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	30 SEP 14	88-4405	ML	2.4	0.0	0.0	0.0	0.0	2.4	6	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	01 OCT 14	88-4405	ML	0.6	0.0	0.0	0.0	0.0	0.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	02 OCT 14	88-4405	ML	1.1	0.0	0.0	0.0	0.0	1.1	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	03 OCT 14	88-4405	ML	1.9	0.0	0.0	0.0	0.0	1.9	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	03 OCT 14	88-4405	ML	1.5	0.0	0.0	0.0	0.0	1.5	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	03 OCT 14	88-4405	ML	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141006
C130H	06 OCT 14	88-4401	ML	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141007
C130H	08 OCT 14	86-0410	ML	2.5	0.0	0.0	0.0	0.0	2.5	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141007
C130H	10 OCT 14	86-0414	ML	3.0	0.0	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141014
C130H	20 OCT 14	88-4402	ML	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141021
C130H	22 OCT 14	88-4405	ML	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141023
C130H	29 OCT 14	88-4405	ML	4.0	0.0	0.0	0.0	0.0	4.0	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141030
C130H	04 NOV 14	88-4403	ML	2.3	0.0	0.0	0.0	0.0	2.3	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141105
C130H	05 NOV 14	88-4403	ML	1.4	0.0	0.0	0.0	0.0	1.4	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	1	S	20141105
C130H	12 NOV 14	88-4401	ML	4.1	0.0	0.0	0.0	0.0	4.1	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	2	S	20141113

AFR PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE _____

PREPARED 17 DEC 2014 14:44

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 17 DEC 2014

PCN SA036-F70

INQUIRY

NAME: **ML2** WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: ACFT OPLOC: TMKH GRADE: SSGT PRI CREW POS: L PRI AIRCRAFT: C130H
 CMD: AFR

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	NITE	INS	SIM	INS	RES	N/S	DATE	
C130H	13 NOV 14	88-4402	ML	2.1	0.0	0.0	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0.0	0.0	0.0	2	S	20141114	
C130H	17 NOV 14	88-4403	ML	4.2	0.0	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20141118	
C130H	18 NOV 14	88-4401	ML	1.1	0.0	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0.0	0.0	0.0	3	S	20141119	
C130H	21 NOV 14	88-4403	ML	4.3	0.0	0.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0.0	0.0	0.0	33	S	20141124	
MDS SUMMARY				PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	SRT	NITE	INS	INS	RES	SIM	DATE	
AIRCRAFT:				128.8	0.0	0.0	0.0	0.0	128.8	93	0.0	0	0.0	0	24.0	0.0	0.0	0.0	0.0	0.0	6.1
SIMULATOR:				0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RPA:				0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AFR PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

G1.11.5. INDIVIDUAL TRAINING SUMMARY

PGM CD		QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR DUE	IN REST	ACC CODE	WPD
AA	LM	BASIC FTL C	PROF SORTIE	M010	6	69	0	21 NOV 14		31 JAN 15		I		
AA	LM	BASIC FTL C	NWG EVENT	NW02	2	4	0	02 OCT 14				I		
AA	LM	BASIC FTL C	ACDTOT	P280	0	2	0	24 OCT 14		31 DEC 15		I		
AA	LM	MSN FTL C-R	BASIC A/D EVENT	AD01	5	152	0	04 NOV 14				I		
AA	LM	MSN FTL C-R	EQUIP ACTUAL	AD03	2	5	0	20 OCT 14				I		
AA	LM	MSN FTL C-R	COS ACTUAL	AD04	2	5	0	20 OCT 14				I		
AA	LM	MSN FTL C-R	PERSONNEL ACT.	AD05A	0	141		04 NOV 14		31 DEC 15		I		
AA	LM	MSN FTL C-R	MED/HR OR JPADS A/D	AD09	0	3		08 OCT 14		31 DEC 15		I		
AA	LM	MSN FTL C-R	OPTICAL THREAT	FE09	0	6		04 NOV 14		31 DEC 15		I		
AA	LM	MSN FTL C-R	IR THREAT EVENT	FE19	0	9		04 NOV 14		31 DEC 15		I		
AA	LM	MSN FTL C-R	TAC MSN EVENT	M050	5	149	0	04 NOV 14				I		
GT	C130	AIRCFT DEMO	ACFT DEMO	X0GT	0	1		16 NOV 14		31 OCT 14	YES	N		
GT	C130	GRND TRNG ALL	MOB FLDR REV	C040	0	2		12 APR 14				N		
GT	C130	GRND TRNG ALL	PASSPORT	E030	0	0						N		
GT	C130	GRND TRNG ALL	DOD CYBER AC	E100	0	1		02 JUL 14		02 JUL 15		N		
GT	C130	GRND TRNG ALL	INFO PROTECTION	E112	0	2		09 MAR 14		09 MAR 15		N		
GT	C130	GRND TRNG ALL	HUMAN RELATIONS	E113	0	2		09 MAR 14		09 MAR 15		N		
GT	C130	GRND TRNG ALL	FORCE PROTECT	E114	0	1		09 MAR 14		09 MAR 15		N		
GT	C130	GRND TRNG ALL	UNIT INDOC-MR	G001	0	1		08 AUG 14				N		
GT	C130	GRND TRNG ALL	MARSHALL TRG -G	G002	0	1		24 FEB 14				N		
GT	C130	GRND TRNG ALL	CBRIE HANDS ON	G010	0	0						N		
GT	C130	GRND TRNG ALL	EMAF AD ONLY	G055	0	0						N		
GT	C130	GRND TRNG ALL	TACTICS-MR	G060	0	1		24 FEB 14		31 DEC 15		N		
GT	C130	GRND TRNG ALL	INTEL TRNG-MR	G070	0	2		22 SEP 14		31 DEC 15		N		

PREPARED 17 DEC 2014 14:44

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN SA036-110

NAME: **ML2**
PHYSICAL DUE DATE: 05 JUN 15

GRADE: SSGT SSAN:
PHYSIOLOGICAL DUE DATE: 31 JUL 18

CREW POSITION: ML C
RECORDS REVIEW DUE DATE:

UNIT: 0095ALSQ

PGH CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC		
										OVR DUE	IN PHS	REST CODE WVD
GT	C130 GRND TRNG ALL	ANTI-HIJACK-MR	G090	0	1		24 FEB 14		31 DEC 16	N		
GT	C130 GRND TRNG ALL	LOAC	G100	0	2		19 MAR 14		31 MAR 16	N		
GT	C130 GRND TRNG ALL	ISOPREP REV	G120	0	1		22 SEP 14		31 MAR 15	N		
GT	C130 GRND TRNG ALL	MASK FIT TEST	G183A	0	0					N		
GT	C130 GRND TRNG ALL	INITIAL CRM	G231	0	1		24 FEB 14			N		
GT	C130 GRND TRNG ALL	9MM SML ARM	G280	0	1		20 SEP 14		30 SEP 16	N		
GT	C130 GRND TRNG ALL	SABC	G281	0	1		18 MAR 14		31 MAR 16	N		
GT	C130 GRND TRNG ALL	USE OF FORCE	G283	0	0					N		
GT	C130 GRND TRNG ALL	EX ORB RECON	G284	0	2		18 MAR 14		18 MAR 16	N		
GT	C130 GRND TRNG ALL	DENTAL EXAM	H020	0	1		01 MAR 14		31 MAR 15	N		
GT	C130 GRND TRNG ALL	LS FAM TRNG -G	LL01	0	1		06 MAY 14			N		
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	2		24 FEB 14		31 DEC 17	N		
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0					N		
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	1		13 MAY 14			N		
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	0		28 AUG 13			N		
GT	C130 GRND TRNG ALL	AFF FIT CHECK-GND	LL07	0	0				31 DEC 16	N		
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0					N		
GT	C130 GRND TRNG ALL	INT WVG TRNG	NV01	0	1		24 FEB 14			N		
GT	C130 GRND TRNG ALL	NWG GRND REF-MR	NV03	0	1		24 FEB 14		29 FEB 16	N		
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	1		25 OCT 14		31 OCT 15	N		
GT	C130 GRND TRNG ALL	FEF REVIEW	Q170	0	1		19 MAR 14		31 MAR 15	N		
GT	C130 GRND TRNG ALL	LOCAL SURV -G	SS01	0	1		06 MAY 14			N		
GT	C130 GRND TRNG ALL	CBT SERE TRNG-MR	SS02	0	2		11 APR 14		30 APR 17	N		
GT	C130 GRND TRNG ALL	CNDCT CPTR	SS03	0	2		11 APR 14		30 APR 17	N		

PREPARED 17 DEC 2014 14:44

INDIVIDUAL TRAINING SUMMARY
CURRENT TRAINING PERIOD

AS OF 17 DEC 2014

PCN SA036-T10

NAME: **ML2**
PHYSICAL DUE DATE: 05 JUN 15

GRADE: SSGT SSAN:
PHYSIOLOGICAL DUE DATE: 31 JUL 18

CREW POSITION: ML C
RECORDS REVIEW DUE DATE:

UNIT: 0095ALSQ

PGM CD	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	% REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR DUE	IN PHS	REST CODE	WWD
GT	C130 GRND TRNG ALL	WATER SURV -NR	5505	0	1		06 MAR 14		31 MAR 17			N	
GT	C130 GRND TRNG ALL	ERCHUTE TRNG-NR	5506	0	2		21 MAR 14		31 MAR 17			N	
GT	C130 GRND TRNG ALL	CONT SERE INDOC	5507	0	2		11 APR 14					N	
GT	C130 GRND TRNG ALL	INT CBMT SURV	5520	0	2		11 APR 14					N	
GT	C130 GRND TRNG ALL	INT WATER SURV	5531	0	1		06 MAR 14					N	
GT	C130 GRND TRNG ALL	VTRAT INITIAL	VT01	0	1		24 FEB 14		31 DEC 15			N	
GT	C130 GRND TRNG ALL	VTRAT REF	VT03	0	1		24 FEB 14					N	
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0							N	
GT	C130 GRND TRNG ALL	SEMIS -NR	XSEMT	0	2		01 JUL 14		31 DEC 14			N	
GT	C130 LM RES GRND	QUAL EVAL -NR	AA01	0	1		24 FEB 14		31 JUL 15			N	
GT	C130 LM RES GRND	HAZARD CARGO-NR	G182A	0	2		25 OCT 14		31 OCT 16			N	
GT	C130 LM RES GRND	LM REFRESHER-NR	G602	0	2		25 OCT 14		31 DEC 15			N	
GT	C130 LM RES GRND	MISSION EVAL-NR	0003	0	1		24 FEB 14		31 JUL 15			N	
GT	C130 LM RES GRND	NAV A/D CERT	0547	0	1		24 FEB 14					N	
GT	C130 LM RES GRND	NAV A/L CERT	0548	0	1		24 FEB 14					N	
GT	C130 LM RES GRND	CRM LM REFR-NR	X230R	0	5		25 OCT 14		31 MAR 15			N	
GT	C130 LM RES GRND	EM PAR JET SYS	XEPJ	0	0							N	

AFR PAGE 3

G1.11.6. 30/60/90 DAY REPORT

<u>GRADE</u>	<u>NAME</u>		<u>7</u>	<u>30</u>	<u>60</u>	<u>90</u>
SSGT	ML2	C-130H	0	19.5	42.5	70.2

G2. FLIGHT EVALUATION AND TRAINING RECORDS

G2.1. MIP1

G2.1.1. DA FORM 7120s

COMMANDER'S TASK LIST																		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: MIP1										Rank: DAC		PID:		Birth Month:		FAC: N/A		
Duty Title: Airplane Pilot (Instrument Examiner)										Aircraft Type: C-212		Primary <input checked="" type="checkbox"/>		Additional <input type="checkbox"/>		Alternate <input type="checkbox"/>		
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>										
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>										
Other Station				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>												
NVG																		
NVS																		
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual		First Period		Second Period		Remarks/Adjustment											
Dates	Sep 14 - Aug 15		Sep 14 - Feb 15		Feb 15 - Aug 15													
Total Aircraft Hours			30		30													
Total Simulator Hours																		
Night Unaltd Hours			1		1													
NVG Hours																		
Hood/Weather Hours																		
Other Hours (Specify)																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)										Remarks/Date Completed							
Standardization Flight Evaluation	Jun 15 - Aug 15																	
Instrument Flight Evaluation	Jun 15 - Aug 15																	
Operator's Manual Written Examination	Jun 15 - Aug 15																	
NVG Flight Evaluation	Jun 15 - Aug 15																	
Maintenance Test Flight Evaluation																		
Other (Specify) FCP Evaluation	Jun 15 - Aug 15																	
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)															Yes <input checked="" type="checkbox"/> No			
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)																		
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)																		
4. Other (Specify)																		
5. Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander: CW5, AV										Signature:				Date: 29 AUG 14				
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature:										Date: 29 AUG 14								

DA FORM 7120-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD LF v1.01.ES

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS									
CONTINUATION SHEET									
For use of this form see TC 3-04.11; the proponent agency is TRADOC.									
Name: MIP1				Aircraft: C-212				Page 1	of 1
Tasks (continued)	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks	
1305 Perform Vmca w/CEI	1E								
1352 Perform Rejected Takeoff	2E							See 7120-3-R	
2002 Perform Unimproved Area Op	3								
2003 Perform Airborne Op	3								
4911 Eng Run-Up/Aircraft Sys Ck	2								
4917 Engine NTS Sys Check	2								
4918 Flight Idle Fuel Flow Ck	2								
4921 Stall Warning Sys Ck	2								

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION		
<small>For use of this form see TC 3-04.11; the proponent agency is TRADOC.</small>		
REMARKS:		
MIP1	C-212	29 AUG 14
COMPLETED		
Academic Training to be IAW unit SOP.		
Crewmember will perform at least one Rejected Takeoff maneuver during first semi-annual period.		
CERTIFICATION:		
I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.		
Crew Member's Signature:		Date:

DA FORM 7120-3-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

COMMANDER'S TASK LIST																		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: MPI1					Rank: DAC			PID:			Birth Month:		FAC: N/A					
Duty Title: Airplane Pilot (Instrument Examiner)					Aircraft Type: C-27J			<input checked="" type="checkbox"/> Primary		Additional		Alternate						
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>										
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>										
Other Station				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>												
NVG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													
NVS																		
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual		First Period		Second Period		Remarks/Adjustment											
Dates	Sep 14 - Aug 15		Sep 14 - Feb 15		Feb 15 - Aug 15													
Total Aircraft Hours			30		30													
Total Simulator Hours																		
Night Unaided Hours			1		1													
NVG Hours			9		9													
Hood/Weather Hours			1		1													
Other Hours (Specify)																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)								Remarks/Date Completed									
Standardization Flight Evaluation	Jun 15 - Aug 15																	
Instrument Flight Evaluation	Jun 15 - Aug 15																	
Operator's Manual Written Examination	Jun 15 - Aug 15																	
NVG Flight Evaluation	Jun 15 - Aug 15																	
Maintenance Test Flight Evaluation																		
Other (Specify) FCP Evaluation	Jun 15 - Aug 15																	
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)												Yes <input checked="" type="checkbox"/> No						
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)																		
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)																		
4. Other (Specify)																		
5. Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander: CW5, AV					Signature: _____					Date: 29 AUG 14								
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature: _____										Date: 29 AUG 14								

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS								
For use of this form see TC 3-04.11; the proponent agency is TRADOC.								
Name: MIP1		Aircraft: C-27J			CBRN Requirements: Yes <input checked="" type="checkbox"/> No			
Tasks	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks
1023 Perform VMCa w/CEI	1E							
1352 Perform Rejected T/O	2E							See 7120-3-R
2000 Perform Unimproved Area Op	3							
2001 Perform Paradrop S/L Door	3		2					
2002 Perform CDS Ops	1							
2003 Perform MFF Ops (HALO)	3							
2006 Perf Static Line Door Bundle	3							
2009 Perform ERO	1							
2040 Perform Airdrop Emer Proc	3							
2079 Perform Low Level Nav	3							
2081 Perform Low Level Flight	3		2					

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.		
REMARKS:		
MIP1	C-27J	29 AUG 14
COMPLETED		
ACT-E Sustainment Training.		
Academic Training to be IAW unit SOP.		
Aeromedical Training to be completed IAW unit SOP.		
Crewmember will perform at least one Rejected Takeoff maneuver during first semi-annual period.		
Crewmember will perform at least one iteration of each procedure listed in the Acceptance And Functional Check Flight Checklist (TO 1C-27J-6CL-1) annually.		
There are no ASE/EW training requirements IAW DSOA memo dated 1 SEP 10.		
There are no CBRN training requirements IAW DSOA memo dated 1 SEP 10.		
There are no ROCV training requirements IAW DSOA memo dated 1 SEP 10.		
There are no PR training requirements IAW DSOA memo dated 1 SEP 10.		
CERTIFICATION:		
I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.		
Crew Member's Signature:		Date:

G2.2. MP1

G2.2.1. DA FORM 7120

COMMANDER'S TASK LIST																		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: MP1				Rank: CIV		PID:		Birth Month:		FAC: N/A								
Duty Title: Instructor Pilot				Aircraft Type: C-27J		<input checked="" type="checkbox"/> Primary		<input type="checkbox"/> Additional		<input type="checkbox"/> Alternate								
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>NVGs added, 18 Nov 14</i>
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual	First Period	Second Period	Remarks/Adjustment														
Dates																		
Total Aircraft Hours																		
Total Simulator Hours																		
Night Unaided Hours																		
NVG Hours																		
Hood/Weather Hours																		
Other Hours (Specify)																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)										Remarks/Date Completed							
Standardization Flight Evaluation																		
Instrument Flight Evaluation																		
Operator's Manual Written Examination																		
NVG Flight Evaluation																		
Maintenance Test Flight Evaluation																		
Other (Specify)																		
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)											<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)																		
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)																		
4. Other (Specify)																		
5. Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander: CW5, AV				Signature: _____				Date: 3 SEP 14										
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature: _____											Date: 3 SEP 14							

DA FORM 7120-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD LF v1.01.E5

G2.2.2. DA FORM 4507s

CREW MEMBER GRADE SLIP										
For use of this form see TC 3-04.11; the proponent agency is TRADOC.										
Name: MP1				Rank: CIV		PID:				
Unit: USASOC Flight				Purpose: Mission Training						
Aircraft Type: C-27J		Date Started: 18 Nov 14			Must Complete By: N/A					
Flight Data				Date						
				18 Nov 14						
Time Today				2.6						
Cumulative Time				2.6						
Day Flight--Today										
Day Flight--Cumulative										
W/H		Flight--Today								
W/H		Flight--Cumulative								
Night		Flight--Today								
Night		Flight--Cumulative								
NVG		Flight--Today		2.6						
NVG		Flight--Cumulative		2.6						
Duty Position				PI						
Seat Position				R						
Overall Grade				S						
Crew Member Initials										
Trainer or Evaluator Name, Rank, and Duty Position				DAC						

DA FORM 4507-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

MANEUVER/PROCEDURE GRADE SLIP		DATE												
For use of this form see TC 3-04.11; the proponent agency is TRADOC.														
Trainee's/Examinee's Name: MPI														
S E L E C T	Page No. 1	No. Pages 3	<i>18 Nov 14</i>											
	MANEUVER/PROCEDURE													
	1000 Participate in a Crew Mission Briefing		S											
R	1004 Plan a Visual Flight Rules (VFR) Flight		S											
R	1007 Plan Instrument Flight Rules (IFR) Flight		S											
	1014 Prepare Aircraft Weight and Balance		S											
R	1019 Perform (CNI-MS) Operations		S											
R	1022 Verify Takeoff + Landing Data (TOLD)		S											
R	1023 Perform Flight at Minimum Control Speed		S											
	1026 Maintain Airspace Surveillance		S											
	1029 Perform Preflight Inspection		S											
	1035 Perform Engine-Start/Systems Checks		S											
	1040 Perform Aircraft Taxi		S											
	1043 Perform Aircraft Backing Procedures		S											
	1057 Perform Emergency Ground Egress		S											
	1058 Perform Aircraft Fueling		S											
F	1060 Perform Ramp and Cargo Door Operation		S											
F	1061 Perform Internal Load Operations		S											
	1063 Perform Combat Offload Operations		S											
F	1084 Perform Cargo Compartment Change in Config		S											
	1104 Perform Normal Takeoff and Climb		S											
	1105 Perform Tactical / Maximum Effort T/O		S											
R	1120 Perform Steep Turns		S											
R	1122 Perform Climbs and Descents		S											
R	1125 Perform Slow Flight		S											
	1138 Perform Fuel Management Procedures		S											
R	1144 Perform Touch-and-Go Landing (IP/SPs)		S											
	1145 Perform Normal Landing		S											
	1146 Perform Tactical / Max Effort Landing		S											
R	1147 Perform No Flap Landing		S											

DA FORM 4507-1-R, DEC 2009

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APD PE v1.00

MANEUVER/PROCEDURE GRADE SLIP			
<small>For use of this form see TC 3-04.11; the proponent agency is TRADOC.</small>			
Trainee's/Examinee's Name: <u>MP1</u>			
S E L E C T			DATE
	Page No.	No. Pages	
	2	3	18 Nov 14
	MANEUVER/PROCEDURE		
R	1177 Perform Go-Around		✓
	1182 Perform Radio Comm Procedures		✓
R	1184 Respond to Inadvertent IMC		✓
	1188 Operate Aircraft Survivability Equipment		✓
	1189 Operate Crew Life Support Equip / ALSE		✓
R	1201 Perform Instrument Takeoff		✓
R	1210 Perform Holding Procedures		✓
R	1212 Perform Terrain Awareness (TAWS)		✓
R	1215 Perform Precision Approach		✓
R	1220 Perform Non-Precision Approach		✓
R	1229 Perform Coupled Approach		✓
R	1240 Perform Missed Approach		✓
R	1245 Perform Unusual Attitude Recovery		✓
	1247 Perform Auxiliary Power Unit (APU) Ops		✓
R	1249 Perform Windshear Recovery Procedures		✓
R	1250 Perform Digital Autopilot/FD/AT/Ops		✓
R	1251 Perform Head Up Display (HUD) Ops		✓
R	1254 Perform IFR Navigation		✓
R	1260 Operate Weather Avoidance Systems		✓
R	1262 Perform Circling Approach		✓
R	1265 Perform (TCAS) Operations		✓
	1300 Perform Emergency Procedures		✓
	1302 Perform Proc for Two-Way Radio Failure		✓
R	1303 Perform Approaches to Stalls		✓
	1310 Perform EPs for E/F During Cruise Flight		✓
	1315 Perform Single-Engine Landing		✓
	1320 Perform Single-Engine Go-Around		✓
	1325 Perform EPs for E/F During Takeoff		✓

DA FORM 4507-1-R, DEC 2009

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APD PE v1.00

MANEUVER/PROCEDURE GRADE SLIP			
<small>For use of this form see TC 3-04.11; the proponent agency is TRADOC.</small>			
Trainee's/Examinee's Name: <u>MP1</u>			
S E L E C T	Page No. <u>3</u> No. Pages <u>3</u>		DATE
	MANEUVER/PROCEDURE		18 Nov 14
	1335 Perform EPs for E/F Final Approach		
R	1352 Perform Rejected Takeoff		
	1470 Operate Night Vision Goggles (NVG)		S
	1474 Respond to NVG Failure		
	1800 Perform After Landing Tasks		S
	2000 Perform Unimproved Area Operations		
	2001 Perform Paratroop Door & Ramp Ops		
	2002 Perform CDS Operations		
	2003 Perform MFF Ops (HALO/HAHO)		
	2006 Perform Door Bundle Airdrop Ops		
	2009 Perform Eng Run Offload/Onload (ERO)		
	2010 Perform (IMC) Airdrop Operations		
	2026 Perform Mountain Operations		
	2040 Perform Airdrop Emergency Procedures		
	2042 Perform Actions on Contact/Evasive Manvr		
	2078 Perform Tactical Flight Mission Planning		
	2079 Perform Low Level Navigation		
	2080 Perform Tactical Departure		
	2081 Perform Low Level Flight		
	2084 Perform Tactical Descent and Arrival		
	XXX1 Perform Hazardous Cargo OPS		
	XXX2 Perform LDG Gear Jacks Extension OPS		

G2.3. MP2

G2.3.1. DA FORM 7120s

COMMANDER'S TASK LIST																		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: MP2				Rank: DAC		PID:		Birth Month: JUL		FAC: N/A								
Duty Title: Airplane Pilot				Aircraft Type: C-27J		<input checked="" type="checkbox"/> Primary		<input checked="" type="checkbox"/> Additional		<input type="checkbox"/> Alternate								
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>																QUAL COMPLETED
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>																558/14
Other Station																		ALI/IC 215/14 &
NVG	<input checked="" type="checkbox"/>																	NVG ADDED 2058/14
NVS																		PRM A/C 1007/14
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual	First Period	Second Period	Remarks/Adjustment														
Dates		22 OCT 14 - JAN 15	FEB 15 - JUN 15															
Total Aircraft Hours		15	30															
Total Simulator Hours																		
Night Unaided Hours																		
NVG Hours		4.5	9.0															
Hood/Weather Hours																		
Other Hours (Specify)																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed																
Standardization Flight Evaluation																		
Instrument Flight Evaluation																		
Operator's Manual Written Examination																		
NVG Flight Evaluation																		
Maintenance Test Flight Evaluation																		
Other (Specify) FCP Evaluation																		
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)												Yes <input checked="" type="checkbox"/> No						
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)																		
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)																		
4. Other (Specify)																		
5. Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander: CW5, AV				Signature: _____				Date: 1 AUG 14										
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature: _____								Date: 1 AUG 14										

DA FORM 7120-R, DEC 2009

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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS								
For use of this form see TC 3-04.11; the proponent agency is TRADOC.								
Name: MP2			Aircraft: C-27J			CBRN Requirements: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Tasks	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks
1023 Perform VMCa w/CEI	1 E							
1352 Perform Rejected T/O	1 E							
2000 Perform Unimproved Area Op	1							
2001 Perform Paradrop S/L Door	1		1					
2002 Perform CDS Ops	1							
2003 Perform MFF Ops (HALO)	1							
2006 Perf Static Line Door Bundle	1							
2009 Perform ERO	1							
2040 Perform Airdrop Emer Proc	1							
2079 Perform Low Level Nav	1							
2081 Perform Low Level Flight	1		1					

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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.		
REMARKS:		
MP2	C-27J	22 OCT 14
		COMPLETED
ACT-E Sustainment Training.		
Academic Training to be IAW unit SOP.		
Aeromedical Training to be completed IAW unit SOP.		
There are no ASE/EW training requirements IAW DSOA memo dated 1 SEP 10.		
There are no CBRN training requirements IAW DSOA memo dated 1 SEP 10.		
There are no ROCV training requirements IAW DSOA memo dated 1 SEP 10.		
There are no PR training requirements IAW DSOA memo dated 1 SEP 10.		
CERTIFICATION:		
I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.		
Crew Member's Signature:		Date:

DA FORM 7120-3-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

COMMANDER'S TASK LIST																		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: MP2				Rank: DAC		PID:		Birth Month:		FAC: N/A								
Duty Title: Airplane Pilot				Aircraft Type: C-212		<input checked="" type="checkbox"/> Primary		Additional		Alternate								
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>										10 OCT 14 REMOVED
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>										FROM A/C @ CPT
Other Station				<input checked="" type="checkbox"/>														
NVG																		
NVS																		
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual		First Period		Second Period		Remarks/Adjustment											
Dates	AUG 14 - JUL 15		AUG 14 - JAN 15		FEB 15 - JUL 15													
Total Aircraft Hours			30		30													
Total Simulator Hours																		
Night Unaided Hours			2		2													
NVG Hours																		
Hood/Weather Hours																		
Other Hours (Specify)																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)				Remarks/Date Completed													
Standardization Flight Evaluation	MAY 15 - JUL 15																	
Instrument Flight Evaluation	MAY 15 - JUL 15																	
Operator's Manual Written Examination	MAY 15 - JUL 15																	
NVG Flight Evaluation																		
Maintenance Test Flight Evaluation																		
Other (Specify) FCP Evaluation	MAY 15 - JUL 15																	
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)											Yes							
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)											Yes							
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)											Yes							
4. Other (Specify)																		
5. Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander:				Signature:				Date:										
CWS, AV								1 AUG 14										
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature:											Date:							
											1 AUG 14							

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS CONTINUATION SHEET									
Name: MP2				Aircraft: C-212				Page 1	of 1
Tasks (continued)	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks	
1305 Perform Vmca w/CEI	1E								
1352 Perform Rejected Takeoff	2E							See 7120-3-R	
2002 Perform Unimproved Area Op	3								
2003 Perform Airborne Op	3								
4911 Eng Run-Up/Aircraft Sys Ck	2								
4917 Engine NTS Sys Check	2								
4918 Flight Idle Fuel Flow Ck	2								
4921 Stall Warning Sys Ck	2								

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION	
For use of this form see TC 3-04.11; the proponent agency is TRADOC.	
REMARKS:	
C-212	1 AUG 14
COMPLETED	
ACT-E Sustainment Training.	
Academic Training to be IAW unit SOP.	
Aeromedical Training to be completed IAW unit SOP.	
Crewmember will perform at least one Rejected Takeoff maneuver during first semi-annual period.	
There are no ASE/EW training requirements IAW DSOA memo dated 1 SEP 10.	
There are no CBRN training requirements IAW DSOA memo dated 1 SEP 10.	
There are no ROCV training requirements IAW DSOA memo dated 1 SEP 10.	
There are no PR training requirements IAW DSOA memo dated 1 SEP 10.	
1 OCT 14 REMOVE FROM A/C AND PLACE IN THE C-27 AS PRIMARY A/C	
CERTIFICATION:	
I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.	
Crew Member's Signature:	Date:

DA FORM 7120-3-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

COMMANDER'S TASK LIST																		
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: MP2					Rank: DAC			PID:			Birth Month:		FAC: N/A					
Duty Title: Airplane Pilot					Aircraft Type: C-12C			Primary <input checked="" type="checkbox"/>		Additional <input type="checkbox"/>		Alternate <input type="checkbox"/>						
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>																
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>																
Other Station																		
NVG																		
NVS																		
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual		First Period		Second Period		Remarks/Adjustment											
Dates	AUG 14 - JUL 15		AUG 14 - JAN 15		FEB 15 - JUL 15													
Total Aircraft Hours			30		30													
Total Simulator Hours																		
Night Unaided Hours			2		2													
NVG Hours																		
Hood/Weather Hours																		
Other Hours (Specify)																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)								Remarks/Date Completed									
Standardization Flight Evaluation	MAY 15 - JUL 15																	
Instrument Flight Evaluation	MAY 15 - JUL 15																	
Operator's Manual Written Examination	MAY 15 - JUL 15																	
NVG Flight Evaluation																		
Maintenance Test Flight Evaluation																		
Other (Specify) FCP Evaluation																		
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) 2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet) 3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification) 4. Other (Specify) 5. Other (Specify)												Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>						
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander , CW5, AV					Signature: _____					Date: 1 AUG 14								
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature: _____										Date: 1 AUG 14								

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS								
For use of this form see TC 3-04.11; the proponent agency is TRADOC.								
Name: MP2		Aircraft: C-12C			CBRN Requirements: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Tasks	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks
1352 Perform Rejected Takeoff	2E							See 7120-3-R

DA FORM 7120-1-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION		
<small>For use of this form see TC 3-04.11; the proponent agency is TRADOC.</small>		
REMARKS:		
MP2	C-12C	1 AUG 14
COMPLETED		
Academic Training to be IAW unit SOP.		
Crewmember will perform at least one Rejected Takeoff maneuver with an IP during first semi-annual period.		
CERTIFICATION:		
I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.		
Crew Member's Signature:	Date:	

DA FORM 7120-3-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

G2.4. MP3

G2.4.1. AF FORM 942

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) MP3				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC						
C-130E/FP	INIT INSTM/QUAL	16 Jan 09	1				
C-130H/FP	INIT MSN	24 Jun 09	1				
	AMC						
	Initial Review	29 Jun 09					
C-130H/FP	INSTM/QUAL	18 May 10	1				
C-130H/FP	N/N MSN	20 May 10	1				
	Annual Review	30 Jun 10					
	Annual Review	30 Jun 11					
C-130H/FP	MSN	12 Jan 12	1				
C-130H/FP	INSTM/QUAL	19 Jan 12	1				
	Annual Review	25 Jun 12					
	AETC						
C-130H/MP	INIT MSN	07 Mar 13	1				
	AMC						
	Annual Review	03 Jun 13					
C-130H/MP	INSTM/QUAL	20 Jun 13	1				
	Annual Review	02 Jun 14					
C-130H/MP	MSN	18 Aug 14	1				
C-130H/MP	INSTM/QUAL	10 Nov 14	1				
AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to record aircrew evaluations. DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records.							
AF Form 942, 20061208				PREVIOUS EDITIONS ARE OBSOLETE			

G2.4.2. AF FORM 8s

INSTM / QUAL EVALUATION

This [periodic / no-noticed] flight evaluation was conducted on a [day / night] [training / operational] flight from [Pope Field, NC (KPOB) / _____] to [KPOB / _____] and return. The examinee was evaluated on the following maneuvers: [Instrument departure, SID, holding (Procedure turn, ILS PAR, M.S., _____), LOC, VOR, NDB, TACAN, ARA, ASR, _____, (circling approach) and VFR patterns]. A [full-flap (100%) / [partial-flap (50%) and (no-flap) landing was accomplished. The ability to perform touch-and-go landings was evaluated (FP- N/A). An [full-engine go-around (engine-out go-around) and (engine-out landing) was performed. The evaluation was debriefed to the [ZAS (SSAS) / (OO) / CCI].

[1.] Instructional abilities were evaluated and the examinee demonstrated instruction in Area _____ Title _____ and Area _____ Title _____

[2.] Area 20. VFR patterns was verbally evaluated

[3.] Area 28. Instrument Departure/SID was verbally evaluated

[4.] Area 33. Circling Approach was verbally evaluated

[5.] MULTI-DAY SORTIE: _____
Evaluations which span more than one day will show inclusive dates (AFI 11-200.2, AMC SUP 1 para. 7.3.7.2.3)

GROUND PHASE EPE GRADE: 2 3 look update from HSN ✓

DISCREPANCIES / WEAK AREA: *None*

RESTRICTIONS: *None*

C. RECOMMENDED ADDITIONAL TRAINING: Include how satisfactory knowledge or proficiency will be demonstrated to an EP or IP.

SEFE NAME: _____ PUBS CHECK BY: _____ (print legibly)

CERTIFYING OFFICIAL, RANK, ORG (print legibly)

D. ADDITIONAL COMMENTS: If an individual received an overall Q3, indicate whether the ENTIRE evaluation must be re-accomplished, or just SPECIFIC areas/subareas.
(If EP or CW on applicable TO)

1st SORTIE EVALUATOR: _____ NAME, RANK, ORG _____ DATE _____

2nd SORTIE EVALUATOR: _____ NAME, RANK, ORG _____ DATE _____

AF IMT 3862 (440 OGO/GOV OVERPRINT, 01 AUG 14)

C-130 PILOT EVALUATION DATE COMPLETED: *10 Nov 14*

NAME (Last, First, MI): **MP3** RANK: **Capt** SSN: _____

ORGANIZATIONAL LOCATION: **95 ASW POPE FIELD, NC** ACFT / CREW POSITION: **C-130H / MP** ELIGIBILITY PERIOD: **Jun - Nov 14**

GROUND PHASE		FLIGHT PHASE	
EXAMINATION / CHECK	DATE	GRADE	MISSION / CHECK
Open Book	<i>30 Oct 14</i>	<i>97%</i>	INST/MQUAL
Closed Book	<i>10 Nov 14</i>	<i>100%</i>	<i>29 Oct 14</i>
Instrument	<i>10 Nov 14</i>	<i>96%</i>	
EPE (1-3)	<i>10 Nov 14</i>	<i>1</i>	
Boldface (Q / U)	<i>10 Nov 14</i>	<i>Q</i>	

QUALIFICATION LEVEL

QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED
<i>1</i>			

EXPIRATION DATE: _____ CERTIFYING OFFICIAL, RANK AND ORG: _____ SIGNATURE: _____ DATE: _____

RESTRICTIONS: *MPR16* EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)

CERTIFICATION

PRINT NAME / GRADE / ORGANIZATION: _____ SIGNATURE / DATE: _____

FLIGHT EXAMINER: *LTCOL 95ASW* SIGNATURE / DATE: *10 Nov 14*

REVIEWING OFFICER: _____ SIGNATURE / DATE: _____

FINAL APPROVING OFFICER: _____ SIGNATURE / DATE: _____

C-130 LOT FLIGHT EVALUATION WORKSHEET					
AREA / SUB AREA	Q	Q-	U	T	REMARKS
GENERAL					
1. Directives / Publications / Pers. and Pro Equip	✓				
2. Mission Prep / Planning / Performance	✓				
3. Briefings	✓				
4. Use of Checklist	✓				
5. Safety Consciousness (Critical)	✓				
6. Flight Discipline (Critical)	✓				
7. Crew Coord / Management / CRM	✓				
8. Comm. Procedures / IFF / SIF Procedures	✓				
9. Life Support Systems / Egress	✓				
10. Knowledge / Completion of Forms	✓				
11. Airmanship / Situational Aware. (Critical)	✓				
QUALIFICATION					
12. Ground Operations / Taxi	✓				
13. Pre-Takeoff	✓				
14. Takeoff	✓				
15. Basic Aircraft Control	✓				
16. Radar Ops / WX Avoidance / Wind shear	✓				
17. Fuel Conservation	✓				
18. VFR Pattern (WX and Traffic Permitting) *	✓				
19. Landings	✓				
19a. Full Flap Landing (100%)	✓				
19b. Partial Flap Landing (50%)	✓				
19c. No Flap Landing	✓				
19d. Engine Out Landing	✓				
19e. Touch/Stop and Go Landing	✓				
20. Landing Roll / Braking / Propeller Rev	✓				
21. All Engine Go-Around (N/R if 23/35)	✓				
22. Engine Out Operations	✓				
23. Engine Out Go-Around	✓				
24. Boldface Emergency Procedures (Critical)	✓				
25. Other Emergency Procedures (if observed)	✓				
26. Systems operations / Knowledge / Limits	✓				
INSTRUMENT					
27. Instrument Departure / SID *	✓				
28. En Route Navigation / SCNS	✓				
29. Holding or Procedure Turn	✓				
30. Use of NAVAIDS	✓				
31. Descent / Arrival	✓				
32. Precision Approaches (1 Required)	✓				
32a. PAR	✓				
32b. ILS	✓				
32c. MLS (Precision)	✓				
INSTRUMENT					
33. Non-Precision Approaches (1 Required)	✓				
33a. NDB	✓				
33b. LOC/VOR	✓				
33c. ASR	✓				
33d. TACAN	✓				
33e. Azimuth Only MLS	✓				
33f. ARA	✓				
34. Circling Approach (WX & traffic permitting) *	✓				
35. Missed Approach (N/R if 23/25)	✓				
INSTRUCTOR					
60. Instructor Ability (Critical)	✓				
61. Instructor Demonstration	✓				
62. Student Briefing / Critique *	✓				
63. Knowledge of Training Forms *	✓				
*Verbally Evaluated If Not Observed					

AF IMT 3862 (440 OGOV OVERPRINT, 01 AUG 14)

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 18 Aug 14		
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MP3		RANK Capt	SSAN		ELIGIBILITY PERIOD Mar - Aug 14		
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/MP					
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK			DATE	
EPE	16 Jul 14	1	MSN			16 Jul 14	
Open Book	18 Aug 14	100					
Boldface	16 Jul 14	Q					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A		DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Dec 15		CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE		DATE	
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION							
TYPED NAME AND RANK		ORGANIZATION	CHECK			SIGNATURE	DATE
			C R E W	D O P	C R E W	E L I G I B I L I T Y	
1 FLIGHT EXAMINER Lt Col		95 AS/DOP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		18 Aug 14
2 REVIEWING OFFICER Lt Col		440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		19 Aug 14
3 FINAL APPROVING OFFICER Lt Col		95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		21 Aug 14
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE 22 Aug 14		TYPED NAME AND GRADE OF EXAMINEE MP3 Capt 95 AS			SIGNATURE		

G2.5. MCP

G2.5.1. AF FORM 942

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) (MCP)				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC						
C-130H/FP	INIT SIM INSTM/QUAL	07 Jan 13	1				
C-130H/FP	INIT MSN	30 Apr 13	1				
	AMC						
	Initial Review	29 Jul 13					
C-130H/FP	N/N SPOT	10 Feb 14	1				
C-130H/FP	INSTM/QUAL	12 Jun 14	1				
	Annual Review	16 Jul 14					
C-130H/FP	MSN	02 Sep 14	1				
<small> AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to record aircrew evaluations. DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records. </small>							

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.5.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 02 Sep 14	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) MCP		RANK 1Lt	SSAN	ELIGIBILITY PERIOD Apr - Sep 14	
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/FP			
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
EPE	09 Aug 14	1	MSN	02 Sep 14	
Open Book	11 Aug 14	96			
Boldface	02 Sep 14	Q			
QUALIFICATION LEVEL		ADDITIONAL TRAINING			
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A		
EXPIRATION DATE OF QUALIFICATION Feb 16	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE	
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input checked="" type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>		
III. CERTIFICATION					
TYPED NAME AND RANK	ORGANIZATION	CHECK			
		REVISION	DD FORM 1349-10	REVISION	SIGNATURE
1 FLIGHT EXAMINER Lt Col	95 AS/DOK	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	18 Sep 14
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	18 Sep 14
3 FINAL APPROVING OFFICER Lt Col	95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	26 Sep 14
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE 26 Sep 14	TYPED NAME AND GRADE OF EXAMINEE MCP 1Lt 95 AS			SIGNATURE	

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
<p>EXCEPTIONALLY QUALIFIED: Excellent en-route navigation and CRM/crew coordination.</p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This periodic evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Sicily DZ and return. The examinee planned and briefed a two-ship formation. The first route was flown in formation lead position utilizing VIS procedures to a PERS airdrop. The formation recovered back to Pope Field utilizing VIS procedures to a high-speed downwind approach and landing. A max-effort takeoff and a max-effort landing was monitored at Pope Field. The SKE route was not accomplished due to weather conditions. Area 50. NVG Usage/Limitations and Area 51. NVG Landings were verbally evaluated. The evaluation was debriefed to the 95AS/DO.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. Commendable. Area 7. Crew Coordination/Management/Crew Resource Management (CRM) / Threat and Error Management (TEM). Outstanding crew management and CRM allowed for mission success during complicated JAAVTT profile.</p> <p>Commendable. Area 45. En-route Navigation. Superior situational awareness while helping the Navigator with an-route navigation.</p> <p>REVIEWING OFFICER'S REMARKS: None.</p> <p>APPROVING OFFICER'S REMARKS: None.</p> <p>ADDITIONAL REVIEWS: None.</p>	
<p><small>AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</small></p>	

AF FORM 8, 20061208 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 12 Jun 14		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MCP		RANK 1Lt	SSAN	ELIGIBILITY PERIOD Jan - Jun 14		
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/FP				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Closed Book	01 May 14	100	INSTM/QUAL	05 Jun 14		
EPE	12 Jun 14	1				
Instrument	08 Apr 14	96				
Open Book	08 Apr 14	94				
Boldface	05 Jun 14	Q				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Nov 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE		
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		REC'D C	D O N	REC'D C		
1 FLIGHT EXAMINER Lt Col	95 AS/DOK	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		18 Jul 14
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		18 Jul 14
3 FINAL APPROVING OFFICER Lt Col	95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		21 Jul 14
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 21 Jul 14	TYPED NAME AND GRADE OF EXAMINEE MCP 95 AS 1Lt			SIGNATURE		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS: A. Mission Description. This periodic flight evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Fayetteville Regional, NC (KFAY) and return. The examinee was evaluated on the following maneuvers: instrument departure, procedure turn, ILS, VOR, circling approach and VFR Pattern. A full-flap (100%), partial-flap (50%) and no-flap landing was accomplished. An engine-out go-around and engine-out landing was performed. The evaluation was debriefed to the 95 AS/CC. B. Discrepancies. None. C. Recommended Additional Training. None. D. Additional Comments. None. REVIEWING OFFICER'S REMARKS: None. APPROVING OFFICER'S REMARKS: None. ADDITIONAL REVIEWS: None.	
<small>AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</small>	

AF FORM 8, 20061208 (REVERSE)

G2.6. MIP2

G2.6.1. AF FORM 942

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) MIP2				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	08 Feb 08					
	AETC						
C-130H/FP	INIT INSTM/QUAL	06 May 08	1				
C-130H/MP	INIT MSN	09 Jun 08	1				
	AMC						
	Annual Review	06 Feb 09					
C-130H/MP	INSTM/QUAL/MSN	13 Oct 09	1				
	Annual Review	13 Oct 09					
	AETC						
C-130H/IP	INIT INSTR	07 Oct 10	1				
	AMC						
	Annual Review	01 Oct 10					
C-130H/IP	INSTM/QUAL/MSN	24 Feb 11	1				
	Annual Review	10 Oct 11					
C-130H/IP	N/N SPOT	21 Dec 11	1				
C-130H/IP	INSTM/QUAL/MSN	23 Jul 12	1				
	Annual Review	23 Oct 12					
	Annual Review	03 Oct 13					
C-130H/IP	INSTM/QUAL/MSN	02 Dec 13	1				
	Annual Review	01 Oct 14					

AUTHORITY: 10 USC 8013; EO 9397
PRINCIPAL PURPOSE: Source document used to record aircrew evaluations.
DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records.

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.6.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 02 Dec 13		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MIP2		RANK Lt Col	SSAN	ELIGIBILITY PERIOD Jul - Dec 13		
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/IP				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Closed Book	25 Nov 13	100	INSTM/QUAL/MSN	26 Nov 13		
EPE	12 Nov 13	1				
Instrument	25 Nov 13	98				
Open Book	02 Dec 13	98				
Boldface	12 Nov 13	Q				
Tactics	25 Nov 13	100				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Apr 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE		
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>				
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		UNQUALIFIED	NOT REASON	REASONABLE		
1 FLIGHT EXAMINER Lt Col	440 OG/OGV	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	[Redacted]	16 Dec 13
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[Redacted]	19 Dec 13
3 FINAL APPROVING OFFICER Lt Col	95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[Redacted]	10 Jan 14
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 12 Jan 14	TYPED NAME AND GRADE OF EXAMINEE MIP2 , Lt Col 95 AS/DOP			SIGNATURE [Redacted]		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
<p>A. Mission Description. This periodic evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Nijmegen DZ and return. The examinee planned and briefed a two-ship formation. The first route was flown in formation lead position utilizing SKE procedures for a CDS airdrop. The formation no-dropped due to weather. The formation recovered back to Pope Field utilizing SKE procedures to an ILS approach and landing. A visual low-level route was not flown due to weather. A max-effort takeoff and a max-effort landing were performed at Pope LZ Area 50. NVG Usage/Limitations was verbally evaluated. Area 51. NVG Landings was verbally evaluated. The INSTW/QUAL portion was conducted on a day flight from Pope Field, NC (KPOB) to Fayetteville Regional Airport, NC (KFAY) and return. The examinee was evaluated on the following maneuvers: Instrument departure, procedure turn, ILS, VOR, circling approach, and VFR patterns. Full-flap (100%), partial-flap (50%), and no-flap landings were accomplished. The ability to perform touch-and-go landings was evaluated. An engine-out go-around and engine-out landing was performed. Instructional abilities were evaluated and the examinee demonstrated instruction in Area 25. Engine Out Go-Around and Area 54. Max Effort Landing. The evaluation was debriefed to the 95 AS/DO.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. None.</p> <p>REVIEWING OFFICER'S REMARKS: None.</p> <p>APPROVING OFFICER'S REMARKS: None.</p> <p>ADDITIONAL REVIEWS: None.</p>	
<p><small>AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</small></p>	

AF FORM 8, 20061208 (REVERS)

G2.7. MN

G2.7.1. AF FORM 942

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) MN				SSAN 6588			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC						
C-130H/FN	RQ QUAL	29 Sep 11	1				
C-130H/MN	RQ MSN	14 Nov 11	1				
	AMC						
	Initial Review	30 Nov 11					
C-130H/IN	RQ INSTR	28 Feb 12	1				
C-130H/IN	QUAL/MSN	26 Sep 12	1				
	Annual Review	20 Nov 12					
	Annual Review	01 Nov 13					
C-130H/IN	QUAL/MSN	03 Feb 14	1				
	Annual Review	04 Nov 14					

AUTHORITY: 10 USC 8013; EO 9397
PRINCIPAL PURPOSE: Source document used to record aircrew evaluations.
DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records.

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.7.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 03 Feb 14			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MN		RANK Maj	SSAN	ELIGIBILITY PERIOD Sep 13 - Feb 14			
ORGANIZATION AND LOCATION 2 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/IN					
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Closed Book	03 Oct 13	100	QUAL/MSN	03 Feb 14			
EPE	03 Feb 14	1					
Instrument	17 Oct 13	100					
Open Book	21 Oct 13	99					
Tactics	22 Jan 14	100					
Boldface	03 Oct 13	Q					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A				
EXPIRATION DATE OF QUALIFICATION Jul 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE			
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>					
III. CERTIFICATION							
TYPED NAME AND RANK	ORGANIZATION	CHECK				SIGNATURE	DATE
		FLIGHT EXAMINER	REVIEWING OFFICER	FINAL APPROVING OFFICER			
1 FLIGHT EXAMINER Lt Col	440 OG/OGV	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			05 Mar 14
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			11 Mar 14
3 FINAL APPROVING OFFICER Lt Col	2 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			12 Mar 14
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE 27 Mar 14	TYPED NAME AND GRADE OF EXAMINEE Maj 440 OG/OGV			SIGNATURE			

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS: A. Mission Description. This periodic evaluation was administered on a night training flight from Pope Field, NC (KPOB) to Nijmegen DZ and return. The examinee planned and briefed a two-ship formation. The first route was flown in the lead position utilizing SKE procedures to a HE airdrop. The second route was flown in the lead position utilizing SKE procedures to a CDS airdrop. The examinee performed an ARA to RWY 23 at Pope Field. Instructional abilities were evaluated and the examinee also demonstrated instruction in Area 44. Airborne Radar Approach and Area 35. SKE/AWADS procedures. The QUAL airland mission planning portion was administered utilizing overwater procedures from Norfolk Naval Air Station (KNGU) to Lajes AB, Azores (LPLA), demonstrating all applicable navigation procedures. Area 43. NVG Usage/Limitations was verbally evaluated. The VIS low-level was not accomplished due to WX. The evaluation was debriefed to the 95 AS/DO. B. Discrepancies. None. C. Recommended Additional Training. None. D. Additional Comments. None. REVIEWING OFFICER'S REMARKS: None. APPROVING OFFICER'S REMARKS: None. ADDITIONAL REVIEWS: None.	
AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.	

AF FORM 8, 20061208 (REVERSE)

G2.8. MFE3

G2.8.1. AF FORM 942

RECORD OF EVALUATION							
NAME(<i>Last, First Middle Initial</i>) MFE3				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC						
C-130E/MF	INIT QUAL/MSN	11 Dec 09	1				
	AMC						
	Initial Review	12 Jan 10					
	Annual Review	13 Jan 11					
C-130H/MF	QUAL/MSN	11 Apr 11	1				
	Annual Review	03 Jan 12					
C-130H/MF	RQ QUAL/MSN	19 Dec 12	1				
	Annual Review	07 Jan 13					
	Initial Review	06 Nov 13					
	Annual Review	16 Jan 14					
C-130H/MF	QUAL/MSN	09 Apr 14	1				

AUTHORITY: 10 USC 8013; EO 9397
PRINCIPAL PURPOSE: Source document used to record aircrew evaluations.
DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records.

AF Form 942, 20061208 PREVIOUS EDITIONS ARE OBSOLETE

G2.8.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 09 Apr 14			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MFE3		RANK SSgt	SSAN	ELIGIBILITY PERIOD Nov 13 - Apr 14			
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/MF					
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Closed Book	21 Mar 14	100	QUAL/MSN	09 Apr 14			
EPE	03 Apr 14	1					
Open Book	09 Feb 14	95					
Boldface	21 Mar 14	Q					
Tactics	21 Mar 14	100					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A		DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Sep 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE		DATE		
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>				
III. CERTIFICATION							
TYPED NAME AND RANK	ORGANIZATION	CHECK				SIGNATURE	DATE
		REVISION	CO	REVISION	UNREVISION		
1 FLIGHT EXAMINER TSgt	2 AS/DOE	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			23 Apr 14
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			23 Apr 14
3 FINAL APPROVING OFFICER Lt Col	95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			02 May 14
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE 19 May 14	TYPED NAME AND GRADE OF EXAMINEE MFE3, SSgt 95 AS/DOIF				SIGNATURE MFE3		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
<p>A. Mission Description. This periodic evaluation was conducted on a night training flight from Pope Field, NC (KPOB) to Nijmegen DZ and return. A SKE route to a HE and NVG-VLL to a SATB-P airdrop was flown. A NVG max-effort takeoff and landing was accomplished at Pope Field (KPOB). The examinee performed all flight engineer tasks to include preflight, post-flight, and all required checklists. This evaluation was debriefed to the 95 AS DO.</p>	
B. Discrepancies.	
<p>1. Ground. None</p> <p>2. Flight. Area 59. Mission Procedures - Q-. Debriefed. Examinee omitted running the Combat Entry Checklist prior to the tactical environment per 11-2C-130V3 paragraph 19.11.1. Corrected by Evaluator.</p>	
C. Recommended Additional Training. None.	
D. Additional Comments. None.	
REVIEWING OFFICER'S REMARKS: None.	
APPROVING OFFICER'S REMARKS: None.	
ADDITIONAL REVIEWS: None.	
<p><small>AUTHORITY: 10 USC 8013; EO 9397</small></p> <p><small>PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification</small></p> <p><small>DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</small></p>	
<p>AF FORM 8, 20061208 (REVERSE)</p>	

G2.9. MIL

G2.9.1. AF FORM 942

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) MIL				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC						
C-130E/FL	INIT QUAL	09 Apr 09	1				
C130E/ML	INIT MSN	15 Jul 09	1				
	AMC						
C-130H/ML	QUAL/MSN	11 Sep 10	3/1				
	Initial Review	21 Aug 09					
	Annual Review	04 Aug 10					
	Annual Review	18 Aug 11					
C-130H/ML	QUAL/MSN	21 Feb 12	3				
C-130H/ML	RQ QUAL/MSN	23 Feb 12	1				
	Annual Review	31 Aug 12					
C-130H/ML	SPOT	04 Sep 12	1				
C-130H/ML	QUAL/MSN	31 May 13	1				
	AETC						
C-130H/IL	INIT INSTR	17 Jul 13	1				
	AMC						
	Annual Review	01 Aug 13					
	AETC						
C-130J/ML	INIT QUAL/MSN	03 Dec 13	1				
	AMC						
C-130H/IL	QUAL/MSN	19 Jun 14	1				
	Annual Review	05 Aug 14					
<p>AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to record aircrew evaluations. DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records.</p>							

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.9.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 19 Jun 14		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MIL		RANK TSgt	SSAN	ELIGIBILITY PERIOD May - Oct 14		
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/IL				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Closed Book	16 Jun 14	100	QUAL/MSN	18 Jun 14		
EPE	19 Jun 14	1				
Open Book	13 Jun 14	95				
Boldface	16 Jun 14	Q				
Tactics	17 Jun 14	100				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A		DATE ADDITIONAL TRAINING COMPLETED N/A		
EXPIRATION DATE OF QUALIFICATION Nov 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE		DATE	
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		REC'D	DD	REC'D		
1 FLIGHT EXAMINER SSgt	440 OG/OGV	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		19 Jun 14
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		20 Jun 14
3 FINAL APPROVING OFFICER Lt Col	95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		08 Jul 14
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 16 Jul 14	TYPED NAME AND GRADE OF EXAMINEE MIL TSgt 95 AS/DOL			SIGNATURE MIL		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
<p>A. Mission Description. This periodic evaluation was administered on a night training flight from Pope Field, NC (KPOB). The examinee performed primary loadmaster duties while loading, rigging and airdropping a 2900-pound heavy equipment training load. Area 21. Winching Procedures, Area 22. Hazardous Materials, Area 24. Passenger Handling, Area 25. Anti-Hijacking/Aircraft Security, Area 26. Border Clearance, Area 29. Engine Running Onload/Offload, Area 30. Combat Offload, and Area 35. NVG Usage/Limitations were verbally evaluated. Instructional abilities were evaluated and the examinee demonstrated instruction in Area 13. Emergency Procedures (MLG Tiedown) and Area 20. Tiedown and Restraint (computing tiedown restraint). This evaluation was debriefed to the 95 AS/CC.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. Commendable. Area 15. Emergency Equipment. Examinee displayed an extremely detailed knowledge of aircraft emergency equipment usage and limitations.</p> <p>Commendable. Area 40. Instructor Demonstration. Examinee's abilities to effectively demonstrate and elaborate upon the topics of his instruction were both excellent.</p> <p>REVIEWING OFFICER'S REMARKS: None.</p> <p>APPROVING OFFICER'S REMARKS: None.</p> <p>ADDITIONAL REVIEWS: None.</p>	
<p>AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</p>	
AF FORM 8, 20061208 (REVERSE)	

G2.10. ML1

G2.10.1. AF FORM 942

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) ML1				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	Annual Review	09 Apr 07					
C-130H/ML	QUAL/MSN	17 Apr 07	1				
	Annual Review	07 Apr 08					
	AETC						
C-130E/IL	INIT INSTR	23 May 08	1				
	AMC						
C-130H/IL	QUAL/MSN	01 Jul 08	1				
	Annual Review	07 Apr 09					
C-130H/IL	QUAL/MSN	08 Dec 09	1				
	Annual Review	05 Apr 10					
C-130H/IL	QUAL/MSN	11 Mar 11	1				
	Annual Review	05 Apr 11					
	Annual Review	06 Apr 12					
C-130H/IL	QUAL/MSN	07 May 12	1				
	Annual Review	05 Apr 13					
C-130H/IL	QUAL/MSN	09 Sep 13	1				
	Annual Review	01 Apr 14					
AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to record aircrew evaluations. DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may result in a loss of aircrew evaluation records.							

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.10.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 09 Sep 13		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) ML1		RANK MSgt	SSAN	ELIGIBILITY PERIOD Apr - Sep 13		
ORGANIZATION AND LOCATION 95 AS, Pope Field, NC 28308		ACFT/CREW POSITION C-130H/IL				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Closed Book	19 Aug 13	100	QUAL/MSN	09 Sep 13		
EPE	19 Aug 13	1				
Open Book	04 Aug 13	95				
Boldface	19 Aug 13	Q				
Tactics	13 Jul 13	100				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Feb 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE		DATE	
RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		REVISION	AGE	REVISION		
1 FLIGHT EXAMINER SMSgt	440 OG/OGV	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		10 Sep 13
2 REVIEWING OFFICER Lt Col	440 OG/OGV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		10 Sep 13
3 FINAL APPROVING OFFICER Lt Col	95 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		10 Sep 13
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 12 Sep 13	TYPED NAME AND GRADE OF EXAMINEE ML1 95 AS/DOL MSgt			SIGNATURE ML1		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

G2.11.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 24 Feb 14	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) ML2		RANK SrA	SSAN	ELIGIBILITY PERIOD N/A	
ORGANIZATION AND LOCATION 154 TRS, Little Rock AFB, AR		ACFT/CREW POSITION C130H/ML			
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
QUAL EOC	20 Sep 13	92	INIT QUAL/MSN	24 Feb 14	
MSN EOC	24 Jan 14	97			
EPE	21 Feb 14	1			
Boldface	21 Feb 14	Q			
QUALIFICATION LEVEL			ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED		
1		N/A	N/A		
EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE
Jul 15		N/A			
<input checked="" type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)	
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			C	O	R
			O	N	E
			N	C	M
			C	O	A
			O	U	R
			U	T	E
1 FLIGHT EXAMINER MSgt		714 TRS/DOLM		X	CAC PKI
2 REVIEWING OFFICER Lt Col		154 TRS/DO	X		CAC PKI
3 FINAL APPROVING OFFICER Lt Col		154 TRS/CC	X		CAC PKI
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE CAC PKI	TYPED NAME AND GRADE OF EXAMINEE ML2 SrA, 154 TRS/DOLM		SIGNATURE ML2		

AF FORM 8, 20100913

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
	<p>RESTRICTIONS: SUPERVISED STATUS for personnel airdrop until an actual static line personnel airdrop is accomplished. Final certification will be accomplished under the supervision of a loadmaster instructor or flight examiner.</p> <p>Actual personnel airdrop accomplished on <u>8 JULY 2014</u></p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This formal school flight evaluation was conducted on a local tactical sortie to BJDZ. The examinee accomplished all required preflight inspections, airdrop preparations, loaded, rigged and performed in-flight duties for the aerial delivery of a heavy equipment load weighing 2,570 pounds. The examinee was primary the entire mission.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. None.</p> <p>Reviewing Officer's Remarks: None.</p> <p>Approving Officer's Remarks: None.</p>
<p><small>AUTHORITY: 10 USC §013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification. DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</small></p>	

AF FORM 8, 20100913 (REVERSE)

G3. MAINTENANCE TRAINING RECORDS

No Additional Training Records Were Obtained By the SIB

G4. OTHER PERSONNEL EVALUATION AND TRAINING RECORDS.

No Other Training Records Were Obtained By the SIB

TAB H
EGRESS, AFE, IMPACT AND CRASHWORTHINESS ANALYSIS

H1. MEMORANDUM FOR RECORD.....2



DEPARTMENT OF THE AIR FORCE
AIR MOBILITY COMMAND
POPE ARMY AIRFIELD

19 Dec 14

MEMORANDUM FOR RECORD

FROM: POPE AAF C-130 & C-27 SIB

SUBJECT: Tab H, Class A Mishap, C-130H, 88-4404 & C-27J, 10-27030, 1 Dec 14

No egress or crashworthiness analysis was accomplished for this mishap. There is no data available for Tab H.


Colonel, USAF
President, Safety Investigation Board

TAB I
DEFICIENCY REPORTS

II. MEMORANDUM FOR RECORD.....2



DEPARTMENT OF THE AIR FORCE
AIR MOBILITY COMMAND
POPE ARMY AIRFIELD

19 Dec 14

MEMORANDUM FOR RECORD

FROM: POPE AAF C-130 & C-27 SIB

SUBJECT: Tab I, Class A Mishap, C-130H, 88-4404 & C-27J, 10-27030, 1 Dec 14

There were no Deficiency Reports submitted for this mishap section; there is no data available for Tab I.

, Colonel, USAF
President, Safety Investigation Board

TAB J

RELEASABLE TECHNICAL REPORTS AND ENGINEERING EVALUATIONS

J1. MEMORANDUM FOR RECORD.....2

J1. MEMORANDUM FOR RECORD



DEPARTMENT OF THE AIR FORCE
AIR MOBILITY COMMAND
POPE ARMY AIRFIELD

19 Jan 15

MEMORANDUM FOR RECORD

FROM: POPE AAF C-130 & C-27 SIB

SUBJECT: Tab J, Class A Mishap, C-130H, 88-4404 & C-27J, 10-27030, 1 Dec 14

There were no Technical or Engineering Reports submitted for this mishap section; there is no data available for Tab J.


Colonel, USAF
President, Safety Investigation Board

TAB K
MISSION RECORDS AND DATA

K1. FLIGHT PLAN, FLIGHT ORDERS AND MISSION PAPERS 2

K1.1. FLIGHT PLANS..... 2

K1.1.1. PACKR30 2

K1.1.2. GECKO33 4

K1.2. FLIGHT AUTHORIZATIONS..... 5

K1.2.1. PACKR30 5

K1.2.2. GECKO33 6

K1.3. NOTAMS..... 7

K1.4. ORM WORKSHEETS..... 10

K1.4.1. PACKR 30 10

K1.4.2. GECKO33 11

K1.5. 95 AS GO/NO GO..... 12

K2. AIRCRAFT WEIGHT AND BALANCE 14

K2.1. PACKR30 14

K2.2. GECKO33..... 15

K1. FLIGHT PLAN, FLIGHT ORDERS AND MISSION PAPERS

K1.1. FLIGHT PLANS

K1.1.1. PACKR30

NOTE: All markings are part of original document provided to the ISB/SIB and not analysis

P.001

DEC-01-2014 17:11 95 AS

DD Form 175, MAY 86

BASE OPERATIONS USE		ROUTE OF FLIGHT		TO	ETE
TYPE FLY PLAN	TRUE AIRSPEED	POINT DEPARTURE	PROPOSED D/TIME (Z)	ALTITUDE	
R544	220	POB	0600	SKE23 LU S/E	1+00
R538	210		0100	TS LU S/W (5+00, CHS, 0+45)	1+00
R538	210		0200	TS LU S/W (4+00, CHS, 0+45)	1+00

REMARKS: MARSA/ 2 C-130 NON-STANDARD FORMATION 2000-12000 FT IN TRAIL.

RANK AND HONOR CODE		W/T AND BALANCE		AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION	
FILED ON BO	ALTN AIRFIELD	FILED AT POB	ACTUAL DEPT TIME	BASE OPERATIONS USE	ORGANIZATION AND STATION
6400	CHS	76-041	0835	88-4404	440AW/POB
SIGNATURE OF APPROVAL AUTHORITY		SEE MANIFEST		88-4404	
NAME AND INITIALS		RANK		SSN	
PIC		CPT		440AW/POB	
PIC		ON FILE		440AW/POB	
PIC		ON FILE		440AW/POB	

PREVIOUS EDITIONS ARE OBSOLETE.

MILITARY FLIGHT PLAN

DATE: 1 DEC 14

AIRCRAFT CALL SIGN: PACKR 30

AIRCRAFT DESIG AND TO CODE: C-130/1

FILE 15/57

See stereo flight plans below for details:

<u>Attachment D: Airlift Aircraft Stereo Routes / Diagrams</u>		D-11
<u>LUZON DZ</u>		
<u>SOUTH EAST RECOVERY PROFILES:</u>		
SKE23 LU S/E (SK23LUSE)	ALT 060 POB FAY219010 GANDS SLITT ROWEL DUNGY KURBY FLO346047 LU POB251021 POB219024 POB114026 POB064023 ACENO POB	
SKE23 LU RA S/E (SK23LURASE)	ALT 060 POB FAY219010 GANDS SLITT ROWEL DUNGY KURBY FLO346047 LU POB251021 POB219024 DUNGY KURBY FLO346047 LU POB251021 POB219024 POB114026 POB064023 ACENO POB	
SKE23 LU HD (D X+XX) S/E (SK23LUHDSE)	<i>(Note: This is an IFR delay over the drop zone)</i> ALT 060 POB FAY219010 GANDS SLITT ROWEL DUNGY KURBY FLO346047 LU/D 0+30 POB251021 POB219024 POB114026 POB064023 ACENO POB	
<u>WEST RECOVERY PROFILE:</u>		
SKE23 LU MP (D X+XX) S/W (SK23LUMPSW)	<i>(Note: This is an IFR to VFR transition over the drop zone)</i> ALT 060 POB FAY219010 GANDS SLITT ROWEL DUNGY KURBY FLO346047 LU/D 0+30 POB239027 POB256035 POB276030 POB322018 POB013010 POB049006 POB	

K1.1.2. GECKO33

NOTE: All markings are part of original document provided to the ISB/SIB and not analysis


AUTHORITY:		10 USC 4012 and EO 5197		PRIVACY ACT STATEMENT		DATE		AIRCRAFT CALL SIGN		AIRCRAFT DESG AND TD CODE	
PRINCIPAL PURPOSE:		To provide data required to process flight plans with appropriate air traffic services authorities. A file is retained by the agency processing the flight plan information, however, failure to provide the SSN could result in denial of flight plan processing.		ROUTINE USES: DISCLOSURE:		01 DEC 14		GECKO33		C275/G	
BASE OPERATIONS USE											
TYPE FLN PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE				
V	170	POB	2330	015	LORRY	MEB	015				
REMARKS											
DELAY @ MEB PRACTICE APPROACHES 2300 - 0001 Z AND 0100 - 0200 Z.											
RANK AND HONOR CODE											
FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION					
6+00	N/R			FM - LRF	LRF 01 DEC 14	10-27030/USASOC/POB					
SIGNATURE OF APPROVAL AUTHORITY		CREW/PASSENGER LIST		ACTUAL DEP TIME (Z)		BASE OPERATIONS USE					
		ATTACHED		SEE PSGR							
DUTY PILOT IN COMMAND		NAME AND INITIALS		RANK		SSN		ORGANIZATION AND LOCATION			
MPI				DAC		ON FILE		UEC, PDB			
MP2				DAC							
MPI				CIV							
				E-6							

DD Form 175, MAY 86
 Previous editions are obsolete.
 E-7
 MILITARY FLIGHT PLAN
 Adobe Professional 8.0

K1.2. FLIGHT AUTHORIZATIONS

K1.2.1. PACKR30

NOTE: All markings are part of original document provided to the ISB/SIB and not analysis

CREW FLIGHT (FA) AUTHORIZATION									
1. PREPARED DATE: 20141126		2. MISSION NUMBER: QUNRTTD02335		3. DEPARTURE LOCATION: KPOB, Pope Airfield			4. DESTINATION: KPOB, Pope Airfield		
5. MISSION SYMBOL AND PURPOSE: N2AA/AIRDROP TRAINING (Airlift)				6. SCHEDULED DEP DATE/TIME: 20141202 0000 (Z)			7. SCHEDULED RET DATE/TIME: 20141202 0300 (Z)		
				8. AERO VEHICLE: C130H		9. ACFT TAIL #: 88-4404		10. CALL SIGN: PACKR 32	
PRIVACY ACT STATEMENT									
<p>AUTHORITY: 10 U.S.C. 8013; 44 U.S.C. 3101; AND EO 9397 PRINCIPAL PURPOSE: Source document used to authorize aircrew members to perform in-flight duties for this aircraft and provide accountability for aircrew personnel on mission. Additionally used to validate aircrew duties for entitlement to flight time, operational flying duty credit, and flight pay entitlements. DISCLOSURE IS VOLUNTARY: SSAN is needed to meet qualification for accountability, flight documentation, and flight pay entitlements. Failure to provide may prevent authorization to fly and result in a loss of records, qualification, and incentive pay entitlements.</p>									
11. CREW INFORMATION:									
A NAME	B GRADE MIL/GS	C SSAN	D SEC CLR	E CREW POS	F DUTY POS	G REMARKS/ RES CODE	H UNIT	I CREW #	J INITIALS FOR CHG
MP3	CPT			MP B	MP B	A /33	0095		
MCP	1Lt			FPQ C	FPQ C	/33	0095		
MIP2	LTC			EP A	IP A	M /2	0095		
MN	Maj			EN A	MN A		0002		
MFE3	SSgt			MF B	MF B	/33	0095		
	TSgt			IL B	IL B	/33	0095		
ML2	SSgt			ML C	ML C	/33	0095		
ML1	MSgt			EL A	ML A	B /2	0095		
MIL	TSgt			IL B	IL B	/1	0095		
12. REMARKS: (Variations in Itinerary Authorized)									
<p>A: Aircraft Commander, B: Non-Current, C: Acting in next highest Crew Qual for Evaluation Purposes, G: Female, H: Instructor or Evaluator Candidate Q: Enplane, R: Deplane, J: Enplane/Deplane, T: Touch and Go Qual, I: Non-Mission Ready, M: Mission Commander, N: Medical Crew Director</p>									
13. AUTHORIZATION DATE: 20141126		14. FA NUMBER: 15-0096		15. DISTRIBUTION: 1-REC, 0-MBR, 2-KIT					
16. GO/NO-GO VERIFICATION:									
<p>I certify go/no-go checks were accomplished for aircrew members listed below. As a minimum, flight physical, physical availability, physiological training, emergency egress, local area survival, current ASC, (AO effective date/term date), ACFT AOs, FCIF card, and any other grounding events were checked. Individuals non-current for aircrew training or aircrew qualification have appropriate remarks codes assigned and an instructor is on-board for their specialty. Reserve personnel not on extended duty are subject to the provisions of the uniform code of military justice, while performing this duty.</p>									
1COX2 Initials: _____				Aircraft Commander Review: _____					
<p>IF CHANGES TO ORIGINAL CREW MEMBERS: I certify the above go/no-go checks were performed for aircrew member (s) added: Aircraft Commander Signature: _____</p>									
17. UNIT DESIGNATION AND LOCATION OF AUTHORIZING AGENCY:					18. SIGNATURE ELEMENT OF AUTHENTICATING OFFICIAL:				
DEPARTMENT OF THE AIR FORCE 95TH AIRLIFT SQUADRON POPE AFB, NC 28308 DSN 424-8044/ DSN FAX 424-8400					 LTC, USAFR 95AS DIRECTOR OF OPERATIONS				
19. ACCOUNTING CITATION:									

ORIGINAL

K1.2.2. GECKO33

NOTE: All markings are part of original document provided to the ISB/SIB and not analysis

USASOC FLIGHT DETACHMENT AIRCREW MISSION BRIEF					
C27/C-212 (CASA)					
MISSION INFORMATION					
1	Msn #	1T-1	13*	Mission*:	TRNG, LFA
2*	Date:	1 Dec 14			
3*	Acft Type:	C27-C-212 (CASA)			
4*	Acft Tail #:	030			
5	Supported Unit	TRAINING	13a	Formation Flight	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> AMC:
6*	Est Time of Dpt	1730	14	Outside LFA	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	DZ:	N/A	15*	Flight Conditions	Day <input checked="" type="checkbox"/> Night <input type="checkbox"/> NVG <input checked="" type="checkbox"/> Hood <input checked="" type="checkbox"/>
	Showtime:	N/A			YMC <input checked="" type="checkbox"/> IMC <input type="checkbox"/>
8*	Est Time Enrte	5+0	16	Emer Procedures Authorized:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9	Est Time of Return	2230	17	Safety Considerations:	
10*	PC: (L/R) MIP1		18	POC @ FBG: Name:	Ph #:
11*	PI: (L/R) MP2	MP1		POC @ Dest / DZ / Pickup Pt:	
12*	Crewmembers:			Name	Ph# Freq
19	Flight Route:	POB → MEB → TDH → MEB → POB SEE FDH CASE POB → MEB → TDH → MEB → POB			
20	Leg #1 Refuel:	RON: Yes <input type="checkbox"/> No <input type="checkbox"/>	PPR#		
21	Leg #2 Refuel:	RON: Yes <input type="checkbox"/> No <input type="checkbox"/>	PPR#		
22	FBG Fuel:	PPR#	Time:		
23	Additional Remarks: If time permits, continuation training is authorized after mission completion.				
	POB → MEB → TDH → MEB → TDH → POB				
24	Mission Confirmed:	Date-	Time-	By-	Init-
25*	Briefer:	Name (Print)		Signature:	
26	Approval Auth:	Name (Print)		Signature:	
27	If VOCCO:	Logged By:		Received DTG:	1 DEC 14 1615
PILOT'S MISSION PLANNING CHECKLIST					
1	Mission can be accomplished as briefed:		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
2	If No, Deviations Required:				
3	Weather	<input checked="" type="checkbox"/>	NOTAMS	<input checked="" type="checkbox"/>	Crew Status
	PPC	<input checked="" type="checkbox"/>	Filed Flight Plan	<input checked="" type="checkbox"/>	Qual & Current
4*	Waiver(s) Required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Risk Assessment Value*	20	Crew Rest
		Crew Endurance	Flight Endurance		Forecast WX Hazards
	Waiver Approved By:		DTG:		
5*	PC's Signature:				
POST MISSION DEBRIEF					
1*	Mission Status:	Completed as Briefed <input type="checkbox"/>	Cancelled <input type="checkbox"/>	Changed (explain in remarks) <input type="checkbox"/>	
2	Aircraft Status:	Up <input type="checkbox"/> Down <input type="checkbox"/>	Total Time:	Time Charged to Unit:	
3	Airborne Operations	Total # of Jumpers:	SL <input type="checkbox"/>	HALO <input type="checkbox"/>	Bundles <input type="checkbox"/>
		Universal Snap Link Used	Yes <input type="checkbox"/> No <input type="checkbox"/>		
4	Remarks:				

K1.3. NOTAMS

Defense Internet NOTAM Service

Page 1 of 3

Sort By: Default Report

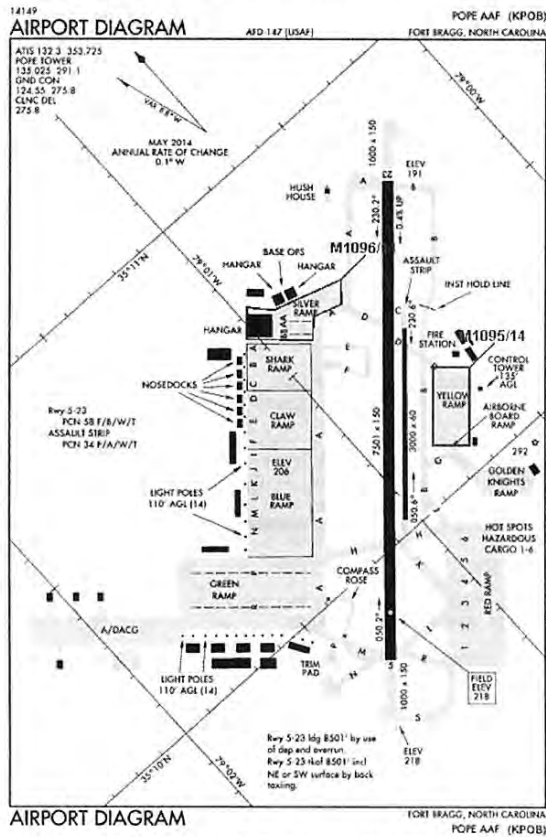
Keyword Sort:

Locations:
KPOB, KHFF

Data Current as of: Tue, 02 Dec 2014 02:33:00 GMT

KPOB POPE AAF

Data Current as of: Tue, 02 Dec 2014 02:33:00 GMT



Effective 13 NOV 2014 thru 10 DEC 2014

M1114/14 - ILS RWY23 FLIGHT CHECK INSPECTION. EFFECTIVE 11 DEC-12 DEC 14, 01 DEC 20:19 2014 UNTIL 12 DEC 23:59 2014. CREATED: 01 DEC 20:21 2014

M1113/14 - NR FAYETTEVILLE NC 3/C130 BETWEEN FAY356033 AND FAY313016, 3000 MSL AND BELOW, CONDUCTING IFR AIRDROPS AT SICILY DROPZONE BELOW

<https://www.notams.jcs.mil/dinsQueryWeb/queryRetrievalMapAction.do>

12/1/2014

MINIMUM IFR ALTITUDE IAW FAA WAIVER 4371. 02 DEC 23:20 2014 UNTIL 03 DEC 02:30 2014. CREATED: 01 DEC 04:20 2014

M1109/14 - ILS RYW23 OUT OF SERVICE. EFFECTIVE 2 - 12 DEC, 26 NOV 14:45 2014 UNTIL 12 DEC 23:59 2014. CREATED: 26 NOV 14:50 2014

M1096/14 - SILVER RAMP AND TRANSIENT ROW APRON LIMITED TO TOW IN/OUT FOR BASE ASSIGNED AIRCRAFT ONLY. NO ENGINE START AUTHORIZED, DUE TO CONSTRUCTION. 21 NOV 16:58 2014 UNTIL 20 DEC 22:00 2014. CREATED: 21 NOV 16:58 2014

M1095/14 - YELLOW AND AIRBORNE [ACE] BOARD [RAMPS] APRONS, LIMITED TO BASE ASSIGNED AIRCRAFT ONLY, DUE TO CONSTRUCTION. 21 NOV 16:53 2014 UNTIL 15 DEC 22:00 2014. CREATED: 21 NOV 16:53 2014

M1094/14 - AERODROME OFFICIAL BUSINESS ONLY, DUE TO AIRFIELD CONSTRUCTION. AIRCRAFT PARKING LIMITED. 21 NOV 16:45 2014 UNTIL 20 DEC 22:00 2014. CREATED: 21 NOV 16:48 2014

M1050/14 - TAXIWAY BRAVO CLOSED BETWEEN RYW23 APPROACH END TO FIRE LANE. 11 NOV 21:30 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:32 2014

M1049/14 - TAXIWAY BRAVO CLOSED BETWEEN TWY DELTA SOUTH TO TWY HOTEL. 11 NOV 21:28 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:30 2014

M1048/14 - TAXIWAY GOLF CLOSED. 11 NOV 21:27 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:28 2014

M1047/14 - TAXIWAY JULIET CLOSED. 11 NOV 21:24 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:26 2014

M1027/14 - BLUE [RAMP] APRON, NOVEMBER ROW SIGNS NOT COINCIDENTAL WITH LEAD IN LINES. 03 NOV 13:35 2014 UNTIL 30 JAN 23:55 2015. CREATED: 03 NOV 13:37 2014

M0989/14 - PRIMARY UHF FREQUENCY FOR POPE COMMAND POST IS 257.1 UHF 381.3 OUT OF SERVICE. 16 OCT 19:30 2014 UNTIL 13 JAN 18:00 2015. CREATED: 16 OCT 19:29 2014

KHFF MACKALL AAF

M0227/14 - 1. WHEN TOWER IS CLOSED, THE AIRSPACE IS CLASS G.
A. WEATHER MINIMUMS FOR ROTARY WING AIRCRAFT IS CLEAR OF CLOUDS AND 1NM FLIGHT VISIBILITY.

2. AIRCREWS OPERATING IN THE VICINITY OF MACKALL AAF, USE CTAF VHF 121.0. 27 OCT 23:00 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 23:07 2014

M0226/14 - MACKALL AAF RUNWAY, TAXIWAY, RAMP CONSTRUCTION:
1. RUNWAY 11/29 CLOSED TO FIXED WING AIRCRAFT DUE TO CONSTRUCTION.
THE FIRST 2000FT OF RWY 29 AVAIL FOR ROTARY WING AIRCRAFT ONLY.

2. TAXIWAYS D AND J ARE CLOSED. CAUTION, MEN AND EQUIP ON RWY 29 AT INTERSECTION OF J TWY AND ON THE EASTERN PORTION OF THE RAMP.

3. RAMP IS RESTRICTED TO ONE(1) C17 OR, TWO(2) C130'S OR SMALLER. 27 OCT 23:00 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 23:03 2014

V0129/14 - [DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE CHANGED: NDB OR GPS RWY 11 STRAIGHT-IN NOT AUTHORIZED. LANDING NOT AUTHORIZED RWY 11/29. CIRCLING ONLY AUTHORIZED TO RWY 4/22. UFN. 17 OCT 00:12 2014 UNTIL 05 FEB 23:59 2015. CREATED: 17 OCT 00:16 2014

L0698/14 - LUZON DZ MISSION SCHEDULE IN ACCORDANCE WITH FINAL AIR MOVEMENT TABLE DATED 2DEC2014.

LUZON DZ - 02/1230 TO 02/1360 - HALO AERIAL DELIVERY OPERATIONS 12500 FT. ABOVE GROUND LEVEL. STATIC LINE AERIAL DELIVERY OPERATIONS 1500 FT. ABOVE GROUND LEVEL. LOAD ON LZ.

LUZON DZ - 02/1830 TO 02/2230 - STATIC LINE AERIAL DELIVERY OPERATIONS 1500 FT. ABOVE GROUND LEVEL. LOAD AT MACKALL.

ALL TIMES ZULU. 02 DEC 12:30 2014 UNTIL 02 DEC 22:30 2014. CREATED: 01 DEC 23:07 2014

L0652/14 - NOISE ABATEMENT PROCEDURES IN EFFECT FOR MOORE COUNTY, PINEHURST/SOUTHERN PINES (SOP).

1. CLOSED PATTERN WORK OR TOUCH & GO LANDINGDS, ARE NOT AUTHORIZED FROM 0300-1100 (2200L-0600L) NITELY.

2. NOISE SENSITIVE AREAS AROUND AIRPORT. 02 NOV 07:00 2014 UNTIL 24 JAN 05:00 2015. CREATED: 30 OCT 20:23 2014

L0649/14 - NOISE SENSITIVE AREA, NOE BLOCK #3 (17SPU3353665486): NO FLY ZONE CENTERED ON THE COORDINATES, AT A 1.5KM RADIUS FROM SEC TO 2000FT AGL.

PILOTS ARE TO ENSURE ACCURATE NAVIGATION TO AVOID AREA. 27 OCT 22:55 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:58 2014

L0648/14 - OBSTRUCTION LIGHT OTS ON 120FT AGL ANTENNA IN THE VICINITY OF(PU360770). 27 OCT 22:50 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:56 2014

L0646/14 - ***** ACFT FUEL CARD*****

AN APPROPRIATE FUEL CARD DEPICTING THE AIRCRAFT SERIAL NUMBER WILL

ONLY BE ACCEPTED. 27 OCT 22:45 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:49 2014

L0645/14 - NO OVERFLIGHT OF THE RESISTANCE TRAINING LAB (RTL) SERE CAMP (PU40597774).

ACFT MUST AVOID OVERFLYING THE RTL LAB (SERE CAMP) BY 1 KM RADIUS!!. 27 OCT 22:40 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:47 2014

L0643/14 - TAXIWAY F IS CLOSED TO ALL AIRCRAFT. 27 OCT 22:40 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:46 2014

L0641/14 - TRANSIENT AIRCRAFT SCHEDULED/LISTED ON THE DAILY AIR MOVEMENT TABLE (AMT), DO NOT REQUIRE A PPR TO LAND AT MACKALL. 27 OCT 22:40 2014 UNTIL 23 JAN 05:00 2015. CREATED: 27 OCT 22:44 2014

Number of NOTAMs: 23

End of Report