



NAVAL AVIATION SCHOOLS COMMAND

~AVIATION PRE-FLIGHT INDOCTRINATION~

AWAITING IFS/API

CHECK-IN PACKET #3 | 2012

Introductory Flight Screening (IFS)

IFS is a highly structured, fast paced course designed to provide initial aviation exposure and identify students that are unable to perform in an aviation environment. IFS is divided into two parts: the online internet ground school portion and the flying portion at an assigned fixed-based operator (FBO.) The ground school portion is taught on Jeppesen online and will take two weeks to complete. You will be expected to complete all your online modules in order to pass the 4 exams that will occur in the ground portion. Upon completion of the ground portion, you will be expected to fly a total of eleven flights which culminate into a successful check ride and solo.

Aviation Pre-Indoctrination (API)

API is a 6-week school designed to teach and evaluate you on fundamental aviation concepts. API is part of the Naval Aviation Schools Command located aboard NAS Pensacola in building 633. All test questions will come from the Enabling Objectives found at the beginning of each lesson. “Gouge” may be helpful; however, this information has not been validated and may be used at your own risk. You will also be tested on physical endurance. Physical evaluation includes swimming and running. Make sure you can pass a PRT without question. Practice running on the “Chip Trail” since it is more difficult than running on a track.

GOUGE

“If you live by the gouge, you will die by the gouge!” This is a popular saying around the flight training community, and it’s true! Gouge is information former students have compiled that present the information you learn in class and from publications in different ways and learning styles that may be more adapted to your personal style of learning. For some, gouge is very helpful; however, everything you need to know for tests is in your pubs. Gouge is best used as a supplement to official publications, not as the primary means to obtain information. If you choose to use gouge, you must crosscheck it for accuracy.

FLIGHT TRAINING

SNAs

Once you have completed API, you will commence primary flight training at one of the three primary training bases: NAS Whiting Field (TW-5), FL; NAS Corpus Christi (TW-4), TX; or Vance Air Force Base, OK.

Primary is approximately 6 months of strenuous, but rewarding training that will give you a solid foundation in Visual Flight Rules (VFR) flying, Instrument Flight Rules (IFR) flying, navigation, aerobatics, aircraft systems, crew resource management (CRM), formation flying, and communications. Upon completion of primary flight training, you will list your choices for follow-on advanced flight training in preference order. Your choices will include, tail-hook (jets and C-2/E-2’s), rotors (helicopters), maritime (P-3’s or P-8’s), or E-6 TACAMO platforms. Once selected for advanced flight training, you will either train at NAS Kingsville or Meridian for tail-hook training, Whiting Field for rotary training, and Corpus Christi for maritime and E-6 training.

NAS Whiting Field is roughly 40 minutes northeast of Pensacola. Whiting Field is home to Training Air Wing Five and consists of three fixed-wing primary training squadrons (VT-2, 3, and 6), and three advanced rotary-wing training squadrons (HT 8, 18, and 28.) The T-34C Turbo

Mentor is in the process of being phased out and replaced by the T-6B Texan II, both are single engine turbo-prop aircraft. The three rotary-wing squadrons fly the TH-57B and C Sea Ranger, single engine helicopters.

NAS Corpus Christi is located in Corpus Christi, TX and home to Training Air Wing Four. It consists of two fixed-wing primary training squadrons (VT-27 and 28), and two fixed-wing advanced prop training squadrons (VT-31 and 35.) The two primary squadrons fly the T-34C and have not yet begun transitioning to the T-6B Texan II. The two advanced prop training squadrons fly the T-44 Pegasus and TC-12B Huron.

Vance Air Force Base is located in Enid, OK and home to the 71st Training Air Wing consisting of the 8th and 33rd Flying Training Squadrons (FTSs) for several Air Force platforms.

SNFO's

Student Naval Flight Officers (SNFO's) will remain at NAS Pensacola for most of their training, flying within one or two squadrons of Training Air Wing Six. VT-10 is responsible for primary and intermediate "prop" training for all SNFO's. VT-86 is responsible for intermediate training for those selected for tail-hook aircraft. During primary "prop", students fly the T-6A Texan II to learn basic flying fundamentals and extensive training in instrument navigation. Time to train in primary is about three months. After primary "prop" students progress to intermediate "prop" training to learn the basics of visual navigation and formation flying. Students selecting P-3/P-8 or E-6B will then transfer to their respective FRS units to complete training. Those selecting tail-hook will transfer to VT-86 for intermediate jet training and utilize the T-39 Saberliner and T-45C Goshawk aircraft to further refine navigation skills. Time to train in the intermediate phase is approximately one month. During this phase students will be selected to continue in either Strike (E/A-6B Prowler) or Strike Fighter (F/A-18D Hornet or F/A-18G Growler). Strike students progress to the T-45C Goshawk, while the Strike Fighter students remain in the T-39 and learn much more about air to air radar intercepts. When complete, Strike Fighter students fly T-45s, where both tracks experience low-level formation flying, weapons delivery, Basic Fighter Maneuvering (BFM, a.k.a. dogfighting), and Close air Support (CAS). Total time in advanced training ranges from five to seven months.

STUDY SKILLS

Flight training is very rewarding, but the road is long, and can be stressful. It is important to develop strong study skills and learn how to manage stress.

Index Cards:

A proven technique for many students is the use of index cards. While in API, write down every Enabling Objective (EO) on one side of your index cards; and on the other side, answer or describe in detail the respective objective. You may use these cards in study sessions with classmates or even while driving your car, have your passengers quiz you.

Study Groups:

The first day of API, start forming study groups. Your group should consist of 3 or 4 of your classmates; anymore than that, your group will turn into a social session and you will inhibit learning. Utilize your study group for drill sessions, clearing up questions you have about the coursework, and to 'teach' the material to others. When you explain or 'teach' material to

another, your understanding of that material is strengthened. However, never show up to a study group unprepared; always study the material on your own first.

Practice:

Throughout API and flight training, practicing or studying the material over and over again, will help your 'rote' memorization of the material. Draw graphs, work problems, and quiz yourself over and over again; and when you think you finally have a grasp on the material, do it some more. Sometimes students find themselves in a bind and run out of time, because they are slow to work a problem. Practice will help your speed, retain the information, and recall the information quicker.

Computer Labs:

The API computer lab can be utilized to access slide presentations used in class, and allows you to view material at your own pace. You will find computer labs in Primary and Advance training as well.

Study Ahead:

Never show up to class or a study group without studying the material ahead of time. Always be about two or three lessons ahead. You will find it is very easy to fall behind. This technique will be crucial to your success throughout flight training.

Utilize Your Instructors:

All of your instructors have been in your shoes before. They want to see you succeed and have an open door policy when you have questions.

Chair Flying:

When preparing for a flight in primary, you may find chair flying very helpful. This is a visualization technique. Sit in a chair with a poster of your flight instruments in front of you. Go through your entire flight from prestart to shut down, using your pocket checklist, making radio calls, and imagining maneuvers. Some try to make this technique as real as possible and wear their flight suit, helmet, and gloves.

STRESS MANAGEMENT

Balance:

While studying should be one of your priorities in training, it is important to make room for personal time, especially if you have a family. You know yourself better than anyone else, so finding the right balance is up to you. Just remember, you need downtime to unwind and have fun.

Prioritize the Week:

Dedicate much of your time to studying during the week, and take some breaks from studying on the weekend. While success in this program will require studying on the weekend, family and/or leisure time should be carved out during these two days. Again, you know yourself, your situation, your study habits and your academic needs better than anyone else.

Be Ready Ahead of Time:

The night before class or a flight, have everything laid out and ready to go; so when you get up in the morning, you are not running around trying to find things.

Stay Fit:

It is very important you eat healthy and PT as much as you can. Exercise is a huge stress reliever. Drink lots of water throughout the week. Staying hydrated helps keep you mentally sharp.

Get Plenty of Rest:

You will have to accept long hours in the flight program, but it is important to get plenty of rest each night. Fatigue will hinder learning and is an unsafe human factor when flying. Learn to prioritize your time and protect the sleep required conducive to mental success.

The Day Before Starting API (Thursday)

- You will find out at muster if you class up. You will attend some indoctrination briefs this day.
- Get a fresh haircut and ensure your uniform is sharp for the Friday morning uniform inspection.

The Day You Start API (Friday)

- Meet at the F/A-18 Hornet in front of the API building (Bldg 633) for formation and uniform inspection at the scheduled time.
- Bring note taking gear.
- Uniform is Khakis with black and white name tag (1/4" above right pocket and centered), shined brown shoes and a clean metal belt (**this is the uniform you will be inspected in**).