

APPENDIX P

MIDSHIPMAN FIRST CLASS CARRIER AVIATION (CV/CVN) CRUISE GUIDE

This document provides general guidelines and instructions for your Midshipmen First Class CV Aviation Summer Cruise. The areas delineated herein should be considered a starting point through which you can obtain knowledge of the overall mission of the tactical aviation community. This will include the duties and responsibilities of the officers and enlisted personnel within normal deployment daily operations.

Midshipmen assigned to the CV Aviation Cruise will complete the following activities on an observation/participation basis with emphasis on maximum participation whenever possible or practicable.

Midshipmen arriving aboard a deployed CV/CVN for CV Aviation cruise will be assigned to the embarked CVW for assignment to an embarked squadron for the duration of their cruise.

CARRIER ORIENTATION

While attached to the air wing or squadron, midshipmen should receive carrier orientation beginning with the Administrative Department and should continue through each of the aviation departments on the ship. Complete the following activities:

1. Begin check-in procedures by meeting with the Carrier Air Group's (CAG's) Midshipmen Training Officer (MTO). Schedule courtesy calls with CAG/Deputy CAG.
2. Visit Safety Department and become familiar with the following topics (as well as any other items that the Safety Department deems necessary):
 - a. Hangar deck and elevator safety
 - b. Flight deck safety
 - c. Fire and damage control
 - d. Various Safety Duty Officer watches
 - e. FOD prevention program
3. Become familiar with Ground Support Equipment (GSE) Division.
4. Visit Strike Ops and become familiar with air plan mission and weapon loading divisions, and visit CVIC to learn weather, intelligence, and reconnaissance.
5. Visit Combat Information Center (CIC) and various CIC warfare modules to include: (Discussing radar and NTDS)
 - a. C1 division (surface)

- b. C2 division (anti-air)
 - c. C3 division (ASW)
 - d. C4 division (EW)
6. Visit Air Ops (land launch/recovery).
7. Visit AIMD Departments and become familiar with work centers within:
 - a. IM2 division (Airframes)
 - b. Jet shop
 - c. IM3 division (Electronics)
8. Visit V1 division and learn about flight deck organization and operations.
9. Visit V2 division and observe:
 - a. Catapult operations
 - b. Landings/takeoffs
10. Visit Weapons Department and observe:
 - a. Weapons storage
 - b. Weapons movement from magazine to flight deck
 - c. Aircraft weapon loading
 - d. Understand safety procedures used in all of these evolutions.
11. Visit V3 division and observe:
 - a. Elevator operations
 - b. Conflagration stations
 - c. Aircraft movement
12. Visit Primary Flight Control and receive operational brief from V5.
13. Visit V4 and observe:
 - a. Pump room operations
 - b. Deck edge pumping operations

CARRIER AIR GROUP (CAG) ORIENTATION

Upon arrival, all midshipmen will check-in with the carrier air wing staff (CAG Ops). Here, the midshipmen should develop a basic working knowledge of the staff's responsibilities and the overall operation of the air wing to include:

1. Which squadrons are assigned to the CAG and the specific missions of each. Understand that different squadrons have a variety of missions involving both offensive and defensive roles.
2. Understand the concept of flight deck operations to include but not be limited to:
 - a. Cyclic versus flex-deck operations
 - b. Day and night takeoff
 - c. Landing procedures and landing signal officer's responsibilities
 - d. Flight deck control
3. Air wing staff's coordination role with all divisions. Emphasis should focus on the liaison between CAG staff and supply, CATTC, strike, etc.

SQUADRON ORIENTATION

Each midshipman will be assigned to a specific fixed wing squadron for the duration of his/her cruise. Here he/she will develop an understanding for the organizational makeup of a squadron. Midshipmen will develop a better understanding of daily operations as they observe squadrons combining their expertise to plan major evolutions and exercises. The following objectives were developed to ensure midshipmen understand the administrative and operational duties of the naval aviator and his/her squadron:

1. Courtesy call on CAG/Deputy CAG.
2. Check in with the Administrative Officer and schedule courtesy call with CO/XO.
3. Courtesy call and welcome aboard by Executive Officer.
4. Courtesy call and welcome aboard by Commanding Officer.
5. Upon initial arrival, it is imperative that all midshipmen schedule and receive a safety brief from the Safety Officer. Midshipmen should sign out and review NATOPS manuals and Squadron Standard Operating Procedures (SOP) as well as obtaining briefs from the NATOPS Officer and Safety Officer.
6. Check in with the senior watch officer and schedule:
 - a. Squadron Duty Officer (SDO) familiarization

b. Squadron Duty Officer (SDO) watch

7. Check into Operations Department for your initial brief. Interview and understand the basic duties of the following officers:

- a. LSO
- b. Schedules
- c. Training
- d. Aviation Intelligence
- e. Tactics
- f. Operations

Additionally, midshipmen should:

- g. Conduct a cockpit familiarization.
- h. Visit CVIC.
- i. Understand how the training matrix dictates training unitrep to each mission assignment.

8. A great deal of a midshipman's time should be spent in the maintenance department. His/her initial assignment will be in maintenance control where the midshipman will:

- a. Develop an understanding for the organizational structure of a naval aviation squadron.
- b. Preventative and corrective maintenance procedures.
- c. How aircraft are scheduled for flights and maintenance.
- d. Understand line procedures.
- e. Observe ordnance loading.
- f. Visit the quality assurance (QA) shop.
- g. Additionally, all administrative procedures incorporated in the work centers should be introduced to the midshipman.

9. The midshipman will obtain a basic understanding of the function of the administrative department. This will include interviewing the following officers:

- a. Administrative Officer
- b. Personnel Officer
- c. Public Affairs Officer (PAO)
- d. Educational Services Officer (ESO)

More important, the midshipman must understand the many services the administrative department provides which have a direct impact on morale.

10. Finally, the midshipman should visit the other squadrons of the CAG so that they can compare similarities and differences between squadrons.

11. At the conclusion of the CV cruise period all midshipmen should revisit the Squadron Commander for a check out brief and farewell call. Remember, the training will be conducted under the direction of the squadron CO. You should be given every opportunity to work, stand watches and perform duties under competent guidance. This guidance will afford you every chance to exercise initiative in fulfilling your duties. The profits that you realize from this training will be directly proportional to the skill, interest, imagination and enthusiasm you display.

GENERAL SHIPBOARD SAFETY NOTES

GENERAL. The Department of the Navy Safety Program requires all commands to conduct an aggressive, continuing accident prevention program. Safety rests on each individual's shoulders. It is mandatory that each midshipman read the following safety precautions, understand and comply with them, and review them often during cruise.

ELECTRICAL SAFETY PRECAUTIONS

1. Portable electrical equipment includes any electrical or electronic equipment that can possibly be plugged into an electrical outlet.

a. Ashore, and especially at home, lighting and power are frequently not treated with the respect deserved. This has led to the mistaken impression that 115 volt circuits are not lethal; this is not true. More Navy personnel have been killed by 115 volts than circuits of all other voltages combined. Shipboard conditions are especially conducive to increasing the severity of a shock because the person affected is usually in contact with the ship's metal structure and because the dampness that is often present in the user's clothes lowers electrical resistance.

b. The typical current path is from the metal case of an ungrounded appliance through the body of the user to ground (sea water) via the steel structure of the ship. In contrast to the home environment, this path is always present on board ship. Hence, the use of ungrounded appliances on board ship is prohibited.

c. Electrical safety can be attained only through the cooperation of all hands. For this reason it is essential that all personnel understand the lethal nature of the hazard and be made familiar with electrical safety precautions.

2. The following rules shall be rigidly adhered to:

a. No privately-owned electrical or electronic equipment shall be used or kept aboard the ship without the specific permission of the Executive Officer and only then, after it has been inspected and approved for use by the Engineering Officer or his designated representative. This restriction includes portable radios, CD players, etc. that can be plugged into electrical outlets. Electrical razor cases must be plastic.

b. No portable electric/electronic equipment will be operated unless it is properly grounded by means of a three-prong plug, and has been inspected and tested by the Engineering Department.

c. No person shall operate an electrically powered hand tool unless specifically authorized by his/her division officer or other supervisor.

ELECTRONIC SAFETY PRECAUTIONS

1. Read and practice all posted safety precautions and operating instructions of all equipment you operate.

2. Never energize equipment unless you are sure that you know what it is and for what purpose you are energizing it.

3. Never attempt to work on energized equipment - ensure it is off. Ensure tags are placed at remote positions where it is possible to energize the equipment.

4. When servicing energized equipment, do so only in accordance with specifically delineated maintenance procedures. Use the buddy system and have someone standing by.

5. Never make unauthorized changes to equipment.

6. Never bring or allow anyone to bring steel wool into electronic spaces.

7. Never tamper with safety devices or interlocks.

8. Never spray water on or around electronic equipment.

9. Never energize tagged equipment.

10. Keep your hands off knobs on equipment unless you are authorized.

11. If you are ever in doubt, ask your Leading Petty Officer, Chief Petty Officer, or Junior Officer.