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# Effectiveness of Contractor Mission Instructors in the 160th Special Operations Aviation Regiment Basic Mission Qualification Course

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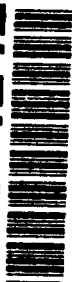
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Flight evaluation gradeslip  
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# EFFECTIVENESS OF CONTRACTOR MISSION INSTRUCTORS IN THE 160TH SPECIAL OPERATIONS AVIATION REGIMENT BASIC MISSION QUALIFICATION COURSE

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## GLOSSARY OF ACRONYMS AND ABBREVIATIONS

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|        |                                           |
|--------|-------------------------------------------|
| AVSCOM | Aviation Systems Command                  |
| AWC    | Adverse Weather Cockpit                   |
| BMQ    | Basic Mission Qualification               |
| BMT    | Basic Mission Training                    |
| CMI    | Contractor Mission Instructor             |
| CMS    | Cockpit Management System                 |
| FARP   | Forward Arming and Refueling Point        |
| FLIR   | Forward Looking Infrared                  |
| IP     | Instructor Pilot                          |
| LAFS   | Light Airborne FLIR System                |
| MMI    | Military Mission Instructor               |
| NVG    | Night Vision Goggles                      |
| S&T    | Selection and Training Detachment         |
| SATCOM | Satellite Communication(s)                |
| SERE   | Survival, Evasion, Resistance, and Escape |
| SME    | Subject Matter Expert                     |
| SOAR   | Special Operations Aviation Regiment      |
| VFR    | Visual Flight Rules                       |

EFFECTIVENESS OF CONTRACTOR MISSION INSTRUCTORS  
IN THE 160TH SPECIAL OPERATIONS AVIATION REGIMENT  
BASIC MISSION QUALIFICATION COURSE

Introduction

The Selection and Training (S&T) Detachment of the 160th Special Operations Aviation Regiment (SOAR) at Fort Campbell, Kentucky, is responsible for conducting basic mission qualification (BMQ) training of prospective special operations crewmembers. The BMQ course consists of a survival, evasion, resistance, and escape (SERE) training phase, an academic phase, and a flight phase. The SERE training phase is conducted at Fort Bragg, North Carolina, by SERE training personnel and is only monitored by the S&T staff. Students must complete the SERE training phase before entering the academic phase.

**During the academic phase, students take classes on** subjects common to all types of special operations aircraft. The nonflight subject classes of the academic phase are taught by subject matter experts (SMEs) of the specific field (i.e., military intelligence personnel teach intelligence classes and Staff Judge Advocate personnel teach wills and power of attorney classes). The requirement to teach the common flight subjects is passed to the operational units and a unit aviator is tasked to teach the class.

During the flight phase, students receive training in a specific type of aircraft. Operational units are tasked to **provide the instructor pilots (IPs) and the aircraft to train the BMQ students and to conduct flight checkrides.**

The S&T Detachment has traditionally utilized **operational unit instructor pilots as mission** instructors for BMQ training. The operational unit IPs are fully qualified to accomplish the BMQ training. However, the requirement to conduct BMQ training in addition to normal unit duties places an excessive burden on the IPs and reduces the availability of trained aviators for operational missions. In addition, when the IPs are not available because of operational missions, student training is interrupted.

A potentially effective method for addressing the IP availability and overload problems is to use civilian contractor mission instructors (CMIs) for BMQ training. Because the S&T Detachment had not previously used CMIs, the Commander, 1st Special Operations Command (SOCOM) established the requirement to evaluate the feasibility and effectiveness

of employing CMIs to accomplish the basic mission training currently being conducted by operational unit IPs. Accordingly, the Aviation Systems Command (AVSCOM) requested support from the U.S. Army Research Institute Fort Rucker Field Unit to conduct a training effectiveness evaluation. The Fort Rucker Field Unit tasked Anacapa Sciences to develop and conduct the evaluation.

### Objective

The objective of this research was to determine whether CMIs are as effective as military mission instructors (MMIs) in teaching the academic phase and the flight phase of the special operations BMQ course.

### Method

#### Review and Organize Materials

The first task in the evaluation of the BMQ training effectiveness was to review the existing training materials. Subsequent tasks could be accomplished only after gaining a clear understanding of the training objectives and the methods currently being used to accomplish the objectives. With the assistance of the S&T Detachment and contractor personnel, the reference materials listed in Appendix A were reviewed and organized into binders. In addition, materials requiring revision and subjects to be taught by the contractor personnel were identified. The materials to be revised were given to the S&T Detachment personnel and subsequently revised by the CMIs.

#### Evaluation Instruments

A total of 39 evaluation instruments were developed to perform the research (see Appendix B). A two-section questionnaire was developed to gather background data about the students (see Appendix C). Section I contains questions about personal characteristics (e.g., age, rank) and Section II contains questions about flight experience (e.g., flight time, specialized training). The last item in Section II is a self-appraisal of the individuals' proficiency in performing 11 flight tasks. The item requires the students to indicate their proficiency on a scale of 1 to 9, with 1 indicating not proficient and 9 indicating extremely proficient. Aviators who had no experience on a task were instructed to enter a zero.

Two assessment forms were developed to collect student feedback on the quality of instruction and instructors. The assessment forms have a rating scale of 1 to 5, with 1 indicating poor and 5 indicating excellent. The academic phase assessment form was divided into two major parts (see Appendix D). Part 1 contains items for assessing training materials and the physical environment, instructional aspects, and instructor characteristics. Part 2 contains items for making overall comments about the academic phase.

The flight phase assessment form was divided into three parts (see Appendix E). Part 1 is a self-appraisal of the individuals' proficiency in performing the same 11 flight tasks that were assessed in the background questionnaire. Part 2 contains items about materials, equipment, and instructional aspects. Part 3 contains items for making overall comments about the flight phase.

An observer assessment form for the academic instruction was developed with the same 1 to 5 rating scale used for the student assessment form. The observer form was divided into three major sections (see Appendix F). Section A contains items about instructional aspects, Section B contains items about organizational aspects, and Section C contains items about instructor quality.

Seven academic phase subjects were identified for the CMIs to teach (see Table 1). A 118-question academic examination was developed to assess the students' knowledge in each of the seven subjects. The academic examination contains multiple choice, multiple check, matching, fill in the blank, and short answer items. The number of items on

Table 1

Academic Examination

| Section | Subject                                          | Number of items |
|---------|--------------------------------------------------|-----------------|
| I       | Shipboard Operations                             | 20              |
| II      | Visual Flight Rules                              | 17              |
| III     | Forward Arming and Refueling<br>Point Operations | 13              |
| IV      | 160th Local Flying Area                          | 21              |
| V       | CAM Reg 95-1/Waivers                             | 7               |
| VI      | Environmental Operations                         | 25              |
| VII     | Mission Planning                                 | 15              |

each section of the examination ranges from 7 to 25. The examination was administered to the students at the end of the academic phase, but each section was scored separately so that each subject was equally weighted in the overall grade.

An evaluation gradeslip was developed for each of the flight checks and performance evaluations. A rating scale of 0 - 7, with 0 indicating unsatisfactory performance and 7 indicating exceptional performance was used for all gradeslips. Figure 1 is an example of the gradeslip. The gradeslips contain space for rating all the major tasks required to perform an operation and for making an overall evaluation of student performance. Eight gradeslips were developed for the CH/MH-47 (see Appendix G), eight gradeslips were developed for the UH/MH-60 (see Appendix H), and four gradeslips were developed for the MH-6 (see Appendix I).

Seven examinee instruction handouts were developed and distributed to ensure that all students received the same information about specific flight and hot bench operations. An instructor checklist was developed for the BMQ mission briefing for each of the aircraft to give the instructor guidance in performing the evaluation.

Finally, new written examinations were developed for the light airborne forward looking infrared (FLIR) system (LAFS), the MH-6 aircraft system, and the MH-6 aircraft loading classroom instruction given during the flight phase. In addition, all the operator manual (~10) examinations and a UH-60 cockpit management system (called the CMS-80) examination currently in use in the BMQ course were retained for the MMI-CMI comparison.

### Personnel

Six CMIs and 18 MMIs provided the instruction. All the CMIs had served with special operations aviation units before leaving the Army. The MMIs were IPs presently assigned to the 160th operational units. Checkrides were administered by IPs from the 160th units and the academic independent observers were SMEs from the 160th.

Students from Classes 91-02, 91-03, and 91-04 of the BMQ course participated in the evaluation. The number of students in each class were 13, 14, and 11, respectively. All the students were male and in the active Army, and all had completed the SERE phase of BMQ training. In addition, 34 line unit pilots took the academic examination as a baseline measure of academic performance; all the pilots were assigned to the 160th SOAR at the time they took the academic examination.

# UH-60 BASIC NAVIGATION EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                            |                       |                             |                       |                            |                  |
|-----------------------------------------------|------------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|----------------------------|------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1<br>Marginal                | 2<br>Well Below<br>Average | 3<br>Below<br>Average | 4<br>Average<br>S&T Student | 5<br>Above<br>Average | 6<br>Well Above<br>Average | 7<br>Exceptional |
|                                               | Satisfactory S&T Performance |                            |                       |                             |                       |                            |                  |

|                                           |       |   |   |   |   |   |   |   |
|-------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Oral Examination                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Long-Range Mission Planning            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. VFR Flight Planning                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. DD Form 365-4                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. DA Form 4887-R                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Preflight Inspection                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Engine Start, Runup                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Pilotage and Dead Reckoning            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Long-Range Navigation (200 NM)         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Checkpoint Times ( $\pm 2$ Min.)      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Fuel Management Procedures            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Emergency Procedures (Oral)           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Cockpit Teamwork                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. VHIRP                                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Emergency Procedures for NVG Failures | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 16. Target Time ( $\pm 30$ Sec.)          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. Before Landing Check                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. After Landing Tasks                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 19. Overall Evaluation                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ]  
 Level \_\_\_\_\_

Checkride [ ] Hot Bench [ ]

Training Hour \_\_\_\_\_

Figure 1. Example of a performance evaluation gradeslip.

## Procedures

Academic phase. During the course orientation class, each student completed the background questionnaire. The original research design stipulated that one half of each class was to be taught by MMIs and the other half was to be taught by CMIs, but the MMIs were not available for the academic phase of Class 91-02 because of Operation Desert Storm. The research design was changed so that CMIs taught the academic phase for Classes 91-02 and 91-04, and the MMIs taught the academic phase for Class 91-03. However, a member of the S&T staff taught the mission planning topic for Class 91-02 because a CMI was not available. Therefore, student performance on the mission planning section of the examination was analyzed as part of the evaluation.

The academic examination was administered to the students at the completion of the academic phase. Each of the six academic subjects taught by CMIs and MMIs was evaluated by an observer to assess the quality of instruction. In addition, the students completed an instructor assessment form for each subject.

The academic examination was also administered to 34 pilots assigned to the 160th SOAR battalions. The examination was administered to the line pilots to develop a baseline for evaluating the student examinations. Three line pilots did not complete the examination and were eliminated from the baseline sample.

Flight phase. During the flight phase, each class was divided into a CMI and an MMI group. Students were assigned to one of four aircraft tracks: the AH-6, MH-6, UH-60, or the CH-47. The UH-60 and CH-47 track flight phases have two major segments. The first segment is basic navigation and the second segment is system training. Although the flight phase is conducted mostly in the aircraft, a few hours are spent in the classroom to cover specific aircraft systems.

During the flight phase, both written and performance evaluations were conducted. Table 2 lists the evaluations used for the UH-60 and the CH-47 flight phase topics. A part-task trainer (hot bench) was used to evaluate student performance on the CMS-80, the all weather cockpit (AWC) system, and the Omega navigation system. Although the subsystems were also evaluated during flight checks, a more complete check of student performance can be accomplished on the subsystem hot bench.

Table 2

## UH-60/CH-47 Flight Phase Evaluations

| UH-60 evaluation topic | CH-47 evaluation topic | Type evaluation       |
|------------------------|------------------------|-----------------------|
| Commander's Evaluation | Commander's Evaluation | Flight Check          |
| Basic Navigation       | Basic Navigation       | Flight Check          |
| LAFS                   |                        | Written               |
| CMS-80                 |                        | Written               |
| CMS-80 Procedure       | AWC Procedure          | Hot Bench Performance |
| Omega Procedure        | Omega Procedure        | Hot Bench Performance |
| LAFS                   |                        | Flight Check          |
| CMS-80 Flight          | AWC Flight             | Flight Check          |
| BMQ Mission Briefing   | BMQ Mission Briefing   | Briefing Performance  |
| BMQ                    | BMQ                    | Flight Check          |
| -10 Exam               | -10 Exam               | Written               |

**Note.** UH = utility helicopter; CH = cargo helicopter; LAFS = light airborne forward looking infrared system; CMS = cockpit management system; BMQ = basic mission qualification.

The MH-6 and AH-6 flight phases also have two major segments. The first segment is pilot transition training into the different aircraft and the second segment is basic navigation training. The special systems on the aircraft and gunnery are taught by the aviator's assigned unit after completing the S&T Detachment basic mission training (BMT). No CMI was available to conduct AH-6 training; therefore, it was not part of this evaluation. Table 3 lists the evaluations used for the MH-6 flight phase topics.

All written examinations and hot bench evaluations were given at the end of the flight phase classroom instruction. Flight checks were administered when the student had accumulated a specified number of flight hours or had reached a specified level of proficiency. Before each checkride, the mission instructors evaluated the students' progress and completed a putup gradeslip.

Table 3

MH-6 Flight Phase Evaluations

| Evaluation topic             | Type evaluation      |
|------------------------------|----------------------|
| Transition Flight Maneuvers  | Flight Check         |
| Aircraft Systems             | Written              |
| Aircraft Loading             | Written              |
| -10 Exam                     | Written              |
| NVG Qualification Evaluation | Flight Check         |
| BMT Mission Briefing         | Briefing Performance |
| BMT                          | Flight Check         |

Note. MH = mission helicopter; BMT = basic mission training; NVG = night vision goggles.

At the end of the flight phase, the students completed an assessment form (see Appendix E) that included a self-appraisal of flight task proficiency and an evaluation of the flight phase instructional quality. The students were also given the opportunity to write anonymous comments about the course and instructors.

### Results

This research addressed the question of whether CMIs are as effective as MMIs in teaching the BMQ course by examining the performance of the academic and flight instructors and by examining the performance of their students. Three types of data are presented in the Results section. First, data collected about the BMQ students' background are examined on the basis of their class and whether they were instructed by a CMI or an MMI. These data are important to consider when comparing the performance of students trained by CMIs and MMIs; differences in student academic and flight performance could be a function of their instructors or of pre-existing differences between the students in each group.

Second, data are presented about the academic phase of training, in which each class was taught by either MMIs or CMIs. These data include student performance on academic examinations, student ratings of instructor performance, and observer ratings of instructor performance. The third type

of data were collected during the flight phase of training, in which each class was divided into MMI and CMI training groups. These data include the students' performance on flight phase written examinations, on system hot bench tests, and on flight evaluations (putup and checkride grades). The students also provided ratings of instructor performance during the flight phase and a self-appraisal of their proficiency levels on various flight tasks.

The research results presented in this section are primarily descriptive rather than inferential. Statistical tests were planned for all the data and statistical results are presented where appropriate (e.g., for the academic examination results). However, the sample sizes were smaller than expected and equal numbers of students could not be maintained in each group for many variables. Both of these problems limit the use of statistical tests. For many individual maneuvers, the sample sizes are too small to detect a significant difference if it exists. However, the consistency of the descriptive data across all phases of training and all types of measures is sufficient to answer the primary question about the effectiveness of CMIs in teaching the BMQ course.

### Student Demographics

Each of the classes that participated in this research received academic instruction from either MMIs (Class 91-03) or CMIs (Classes 91-02 and 91-04). Because there was no assignment to training groups during the academic phase, the differences in the backgrounds of each class could affect the students' academic performance as much or more than the type of instruction they received. Fortunately, the students in each of the classes were reasonably similar in most of their background characteristics (see Table 4). The largest differences were in the assigned aircraft and in the students' ranks. Half of the students in Class 91-03 were assigned to the AH-6 and none to the MH-6; for the other two classes, just less than half the students were divided almost equally between the AH-6 and MH-6. However, the differences in assigned aircraft probably had little effect on the results because the academic topics were taught to the entire class (i.e., they were not aircraft specific) and the aircraft assignment was used to divide the students into MMI and CMI groups for the flight phase of training. In addition, the AH-6 students were not evaluated during the flight phase because an AH-6 CMI was not available to instruct the course.

Table 4

## Demographic Data of Student Groups During Academic Instruction

| Characteristic                            | CMI students<br>Class 91-02<br>(n = 13) | MMI students<br>Class 91-03<br>(n = 14) | CMI students<br>Class 91-04<br>(n = 13) |
|-------------------------------------------|-----------------------------------------|-----------------------------------------|-----------------------------------------|
| Rank: Number                              |                                         |                                         |                                         |
| CW2                                       | 3                                       | 9                                       | 8                                       |
| CW3                                       | 4                                       | 1                                       | 1                                       |
| CW4                                       | 1                                       | 2                                       | 1                                       |
| CPT                                       | 5                                       | 2                                       | 1                                       |
| MAJ                                       | 0                                       | 0                                       | 2                                       |
| Age                                       |                                         |                                         |                                         |
| Median                                    | 32                                      | 31                                      | 30                                      |
| Range                                     | 26 - 41                                 | 27 - 44                                 | 26 - 41                                 |
| Aviation experience<br>(years)            |                                         |                                         |                                         |
| Median                                    | 9                                       | 7                                       | 5                                       |
| Range                                     | 6 - 19                                  | 3 - 21                                  | 1 - 21                                  |
| Primary aircraft                          |                                         |                                         |                                         |
| AH-6                                      | 3                                       | 7                                       | 2                                       |
| MH-6                                      | 3                                       | 0                                       | 4                                       |
| CH-47                                     | 4                                       | 4                                       | 3                                       |
| UH-60                                     | 3                                       | 3                                       | 4                                       |
| Total flight hours in<br>primary aircraft |                                         |                                         |                                         |
| Median                                    | 900                                     | 650                                     | 730                                     |
| Range                                     | 130 - 3000                              | 32 - 3700                               | 60 - 2700                               |
| Total flight hours                        |                                         |                                         |                                         |
| Median                                    | 1600                                    | 1500                                    | 1500                                    |
| Range                                     | 800 - 4000                              | 880 - 5350                              | 610 - 4500                              |
| Total NVG flight hours                    |                                         |                                         |                                         |
| Median                                    | 100                                     | 150                                     | 170                                     |
| Range                                     | 45 - 450                                | 42 - 450                                | 50 - 700                                |
| Number of NVG hours<br>last 12 months     |                                         |                                         |                                         |
| Median                                    | 15                                      | 20                                      | 40                                      |
| Range                                     | 1 - 200                                 | 0 - 80                                  | 0 - 100                                 |

**Note.** CMI = contractor mission instructor; MMI = military mission instructor; CW = chief warrant; CPT = captain; MAJ = major; AH = attack helicopter; MH = mission helicopter; CH = cargo helicopter; UH = utility helicopter; and NVG = night vision goggle.

There were also large differences in the students' ranks: More than 60% of the students in Classes 91-03 and 91-04 but only 23% of the students in Class 91-02 held the rank of CW2. Because rank is correlated with experience, students in Classes 91-03 and 91-04 had fewer years of aviation experience, fewer total flight hours, and fewer flight hours in the assigned aircraft. The class differences in flight experience are reversed for the NVG flight hour variables, but the accumulation of NVG flight time is greatly affected by the type of aircraft flown, by duty assignments within a unit, and by the mission of the aviator's unit.

Although there are differences between the classes on the background variables, the magnitude of the differences is not large enough to be a major concern in analyzing the students' performance as a function of whether they were instructed by MMIs or CMIs. In some cases, there are mitigating considerations. For example, the low minimum and median flight hours in the assigned aircraft for Class 91-03 is partly a function of the number of AH-6 students. If a student was assigned to the AH-6, which is flown only for special operations, flight time in the OH-58 was included in the assigned aircraft flight hour data as the most similar type of experience. Some of the AH-6 students had very little OH-58 flight time even though they had a large number of total flight hours (cf. the total flight hours row in Table 4). In all cases, the variability within groups is much greater than the variability between groups.

The MH-6, CH-47, and UH-60 students in classes 91-02 and 91-03 were divided into CMI and MMI groups for flight training on the basis of their assigned aircraft and backgrounds to minimize pre-existing differences between the groups. The assignment to groups was generally successful (see Table 5), but the small number of students in each group (8 in the MMI group and 9 in the CMI group after eliminating the AH-6 students) limited how well the groups could be equated on all the background variables. The primary grouping criteria were assigned aircraft, flight time in the assigned aircraft, NVG experience during the last 12 months, and years of aviation experience. As a result, the median and range for the two groups are very similar for these variables and somewhat less similar for the other variables. However, there are no differences between the two groups that are likely to influence their performance during the flight phase of training.

Table 5

## Background Data of MMI and CMI Groups During the Flight Phase

| Characteristic                       | MMI student<br>group (n = 8) | CMI student<br>group (n = 9) |
|--------------------------------------|------------------------------|------------------------------|
| Rank (number)                        |                              |                              |
| CW2                                  | 3                            | 2                            |
| CW3                                  | 3                            | 2                            |
| CW4                                  | 1                            | 2                            |
| CPT                                  | 1                            | 3                            |
| Age                                  |                              |                              |
| Median (years)                       | 31.5                         | 34                           |
| Range                                | 28 - 41                      | 26 - 44                      |
| Aviation experience                  |                              |                              |
| Median (years)                       | 9                            | 9                            |
| Range                                | 4 - 17                       | 4 - 21                       |
| Assigned aircraft                    |                              |                              |
| MH-6                                 | 1                            | 2                            |
| CH-47                                | 4                            | 4                            |
| UH-60                                | 3                            | 3                            |
| Flight hours in<br>assigned aircraft |                              |                              |
| Median                               | 975                          | 950                          |
| Range                                | 350 - 2500                   | 35 - 3700                    |
| Total flight hours                   |                              |                              |
| Median                               | 1600                         | 2150                         |
| Range                                | 1019 - 3000                  | 800 - 5350                   |
| NVG flight hours                     |                              |                              |
| Median                               | 130                          | 260                          |
| Range                                | 42 - 325                     | 70 - 450                     |
| NVG flight hours<br>last 12 months   |                              |                              |
| Median                               | 20                           | 15                           |
| Range                                | 2 - 125                      | 0 - 200                      |

Note. MMI = military mission instructor; CMI = contractor mission instructor; CW = chief warrant; CPT = captain; MH = mission helicopter; CH = cargo helicopter; UH = utility helicopter; and NVG = night vision goggle.

## Academic Phase Results

Academic examination performance. There was a significant main effect for groups on the academic examination,  $F(3, 65) = 6.15$ ,  $p < .001$ . Scheffé tests ( $p < .05$ ) indicated that Classes 91-03 and 91-04 performed significantly better than the baseline group of operational aviators; there were no significant differences in academic performance between the classes taught by MMIs and CMIs. In all three of the classes, the average performance level was in the mid-80s with no scores less than 77% correct (see Table 6). In contrast, the baseline aviators averaged only 75.6% correct with a range of 54% to 98%.

The test results, especially the range of scores for the baseline aviators, indicate that the academic examination is challenging but that all the items can be answered correctly. There were significant differences in performance on the six sections of the academic examination,  $F(5, 325) = 49.20$ ,  $p < .0001$ . Average performance was best on the forward arming and refueling point (FARP) section (92.0% correct) and worst on the local flying area section (70.7%). Scheffé tests ( $p < .05$ ) indicated that neither the CAM-95 waivers (84.8%) and environmental (82.4%) sections nor the visual flight rules (78.6%) and the shipboard operations (77.0%) were significantly different from each other, but each of these pairs were different from all the other sections.

There was also a significant interaction between the examination sections and the four groups [ $F(15, 325) = 8.63$ ,  $p < .0001$ ]. Most of the significant differences between cells involved the baseline aviators' performance on the local flying area section of the examination (see Figure 2). The only significant interaction of practical interest involved performance on the shipboard operations section of the exam:

Table 6

Academic Examination Scores

|                   | $n$ | Mean | SD   | Range   |
|-------------------|-----|------|------|---------|
| Baseline          | 31  | 75.6 | 13.9 | 54 - 98 |
| Class 91-02 (CMI) | 13  | 83.1 | 3.6  | 78 - 89 |
| Class 91-03 (MMI) | 14  | 84.7 | 3.5  | 77 - 90 |
| Class 91-04 (CMI) | 11  | 88.4 | 2.5  | 85 - 92 |

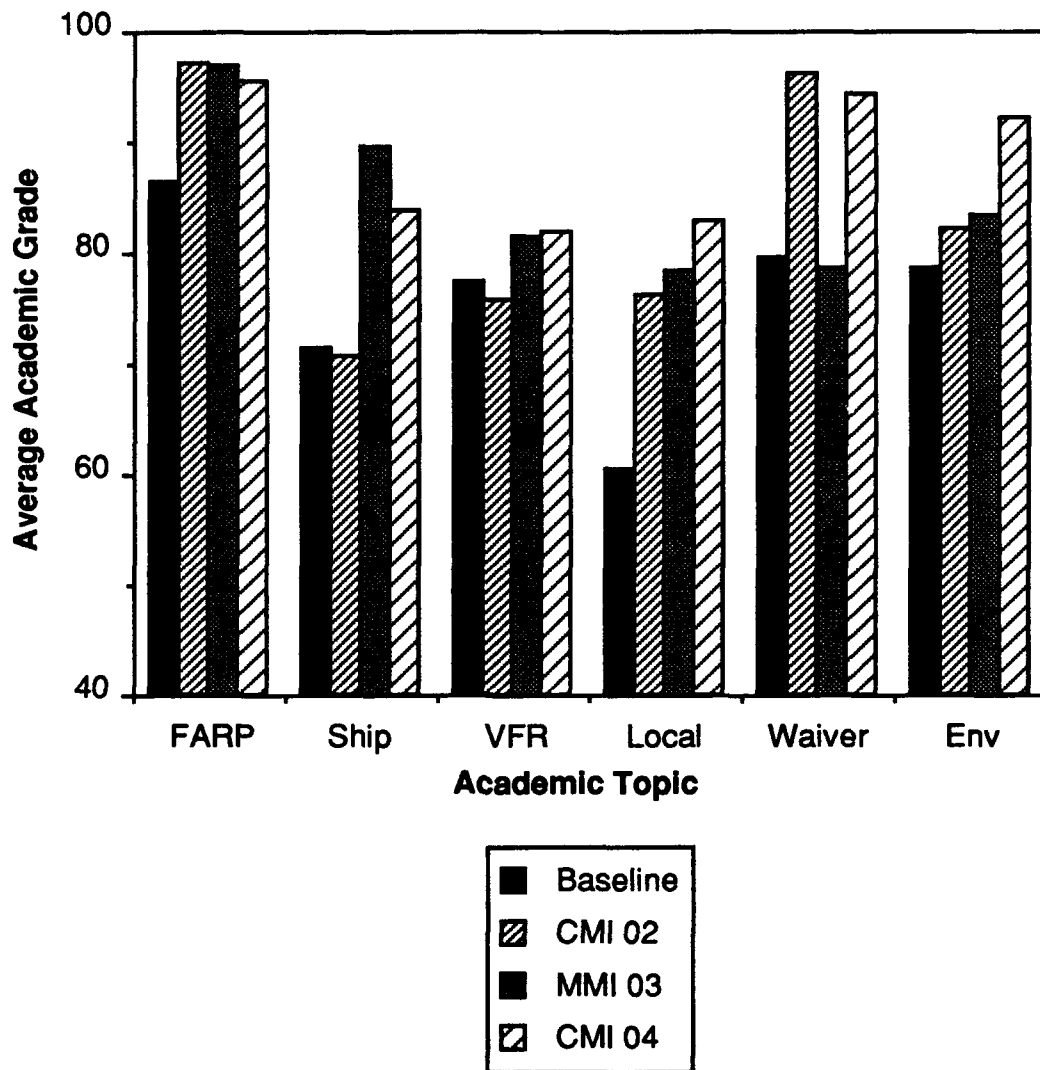


Figure 2. Average academic grade for each topic for each group (FARP = forward arming and refueling point; VFR = visual flight rules; Env = environmental).

The first CMI class scored significantly lower (mean = 70.8% correct) than the MMI class (mean = 89.5%), but the second CMI class score (mean = 83.9%) was not significantly different from either of the first two classes.

Student assessments. Each student was asked to assess various aspects (see Appendix D) of each academic session that was taught by a CMI in Class 91-02 and an MMI in Class 91-03. Figures 3 and 4 show the average MMI and CMI ratings for training materials, instructional aspects, and instructor

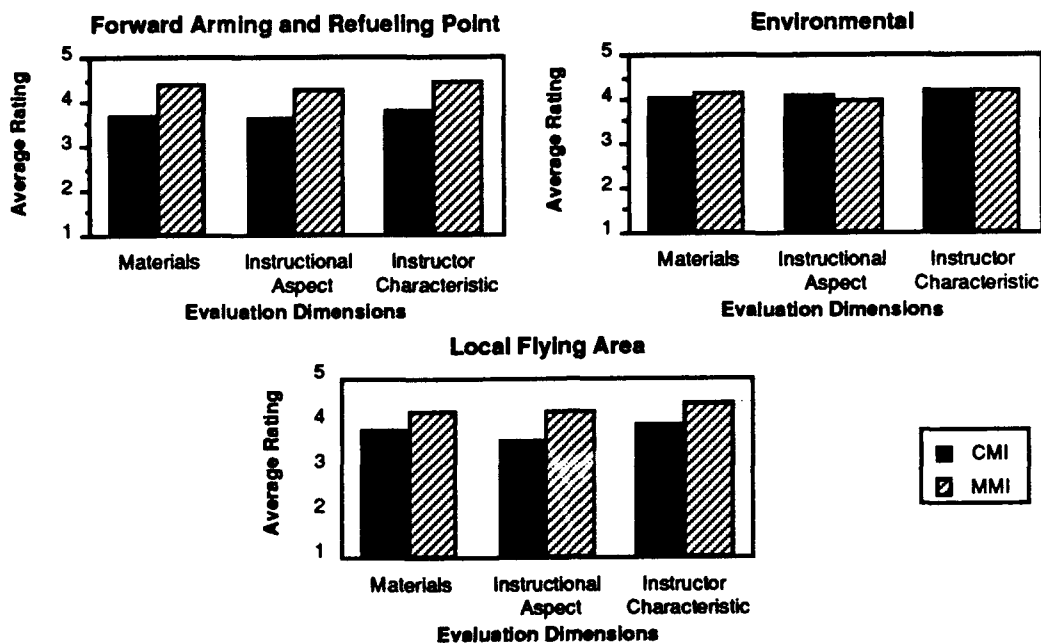


Figure 3. Student ratings of environmental, forward arming and refueling point, and local flying area instruction.

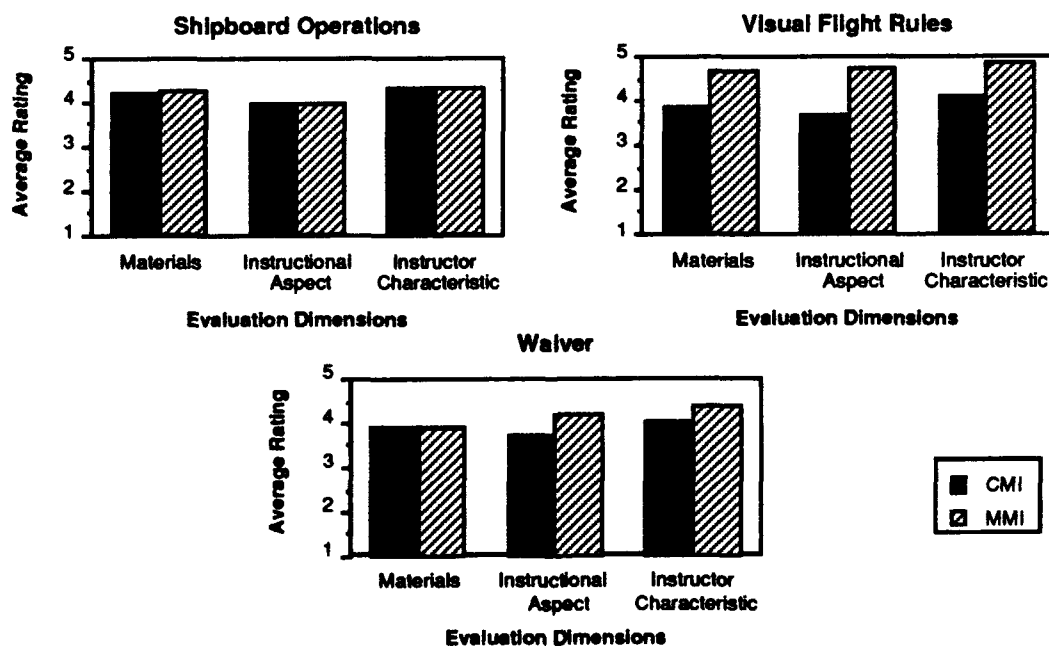


Figure 4. Student ratings of shipboard operations, visual flight rules, and waiver instructions.

characteristics for each academic topic. The MMI and CMI ratings are nearly identical for the environmental and shipboard operations topics; the student ratings for the other topics slightly favor the MMIs over the CMIs. However, the differences are relatively small and all the ratings are near a value of 4, which was defined as very good instruction. None of the academic instructors received a rating of less than 3 (good instruction).

The student ratings were consistent across the three evaluation dimensions. That is, if the MMIs were rated higher than the CMIs on materials for a topic (e.g., VFR), they were also rated higher on instructional aspects and instructor characteristics for that topic. Although the differences are very small (see Figure 3 and Figure 4), the instructor characteristic dimension was rated slightly higher and the instructional aspect dimension was rated slightly lower than the other dimensions across both types of instructors.

Observer assessments. Each academic class presentation was also evaluated by an independent observer on the training materials used, instructional aspects, and instructor characteristics using the same scale of 1 = poor to 5 = excellent. Because there was only one rating per topic per group, the observer ratings are averaged across topics. In contrast to the student assessments, the observer gave slightly higher ratings to the CMI instructors than to the MMI instructors (see Figure 5), but both types of instructors were rated as being good to very good (i.e., ratings between 3 and 4). The rating pattern was consistent across all three dimensions.

### Flight Phase Results

A Commander's Evaluation checkride was given to the CH-47 and UH-60 students before beginning the flight phase of BMQ training. The Commander's Evaluation mean score was 4.32 ( $SD = .52$ ) for the MMI students and 4.30 ( $SD = .53$ ) for the CMI students, indicating that the two groups were equally proficient at the beginning of training. The MH-6 students had to undergo transition training so they were not given a Commander's Evaluation checkride.

Written examinations. Five written examinations were administered during the flight phase of training, but not all the students took each examination because of assigned aircraft type, scheduling problems, and the anticipated unit assignment of the students (not all units use the same

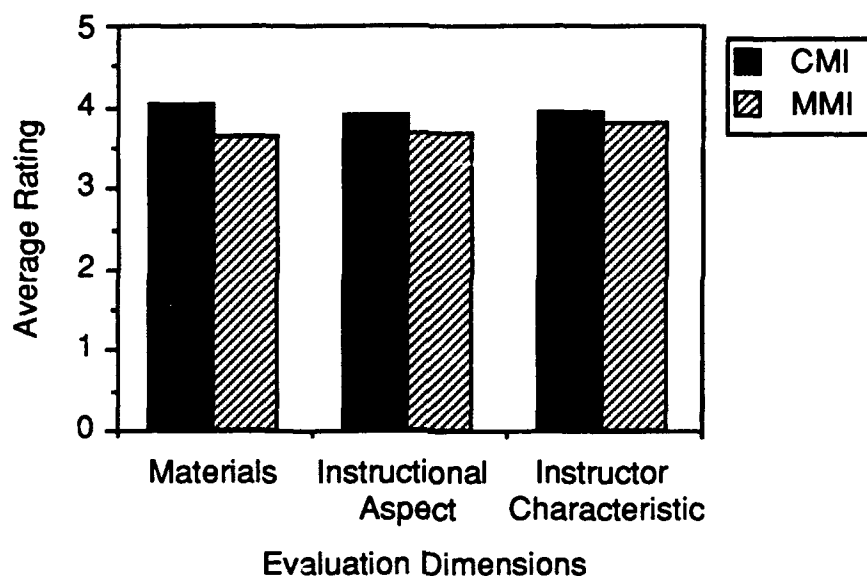


Figure 5. Observer ratings of academic instruction.

systems). All of the MH-6, CH-47, and UH-60 students took the -10 examination, but only the UH-60 students took the FLIR and CMS-80 examinations. Only one student in either the MMI or CMI group took the MH-6 aircraft systems and MH-6 aircraft loading examinations, so no data are presented for these examinations. The performance of the students trained by MMIs and CMIs is very similar on the -10 and the CMS-80 examinations (see Table 7). The CMI students' average is somewhat higher than the MMI students on the FLIR examination.

Hot bench evaluations. Two types of performance were evaluated with a hot bench technique: use of the CMS-80 (UH-60 only) and the AWC (CH-47 only) systems, and use of the Omega navigation system (UH-60 and CH-47 students). Before each hot bench evaluation, the instructors assigned a putup grade to each of his students on the basis of the student's training performance. The students trained by MMIs and CMIs demonstrated similar and satisfactory performance levels on both the putup and hot bench performance evaluations (see Table 8). The average evaluation grades were slightly higher than the putup grades for the CMS-80/AWC test but almost identical for the Omega test.

Table 7

## Flight Phase Written Examination Results

| Examination | MMI students |      |      | CMI students |      |     |
|-------------|--------------|------|------|--------------|------|-----|
|             | n            | Mean | SD   | n            | Mean | SD  |
| -10 exam    | 6            | 95.0 | 3.0  | 8            | 95.5 | 3.7 |
| FLIR        | 3            | 77.0 | 10.4 | 3            | 83.0 | 5.0 |
| CMS-80      | 2            | 83.5 | 2.1  | 3            | 86.7 | 5.7 |

**Note.** MMI = military mission instructors; CMI = civilian mission instructors; FLIR = forward looking infrared; CMS = cockpit management system.

Table 8

## Flight Phase Hot Bench Putup and Evaluation Results

| Evaluation       | MMI students |      |     | CMI students |      |      |
|------------------|--------------|------|-----|--------------|------|------|
|                  | n            | Mean | SD  | n            | Mean | SD   |
| CMS-80/AWC       |              |      |     |              |      |      |
| Putup            | 2            | 4.20 | .10 | 5            | 4.52 | .61  |
| Evaluation       | 4            | 4.48 | .84 | 5            | 4.85 | 1.14 |
| Omega navigation |              |      |     |              |      |      |
| Putup            | 7            | 4.49 | .59 | 7            | 4.43 | .48  |
| Evaluation       | 7            | 4.52 | .57 | 7            | 4.48 | 1.13 |

**Note.** MMI = military mission instructors; CMI = civilian mission instructors; CMS = cockpit management system; AWC = all weather cockpit.

Flight putup grades. Before each of the five flight check evaluations, each IP graded his students on the basis of their training performance. The means and standard deviations of the average putup grades indicate that nearly all the students were rated as an average or above average BMQ student (see Table 9). There were only small differences in the putup grades for the MMI and CMI groups. The differences in the number of students for each evaluation were caused by aircraft specific evaluations or evaluations that were not administered because of the student's anticipated duty assignment.

Table 9

## Flight Phase Putup and Check Evaluation Results

| Evaluation        | MMI students |      |     | CMI students |      |      |
|-------------------|--------------|------|-----|--------------|------|------|
|                   | n            | Mean | SD  | n            | Mean | SD   |
| Putup Evaluation  |              |      |     |              |      |      |
| Basic navigation  | 7            | 4.53 | .39 | 7            | 4.54 | .50  |
| LAFS (UH-60 only) | 3            | 4.09 | .31 | 3            | 4.19 | .16  |
| CMS-80/AWC        | 4            | 4.34 | .54 | 5            | 4.38 | .28  |
| Mission brief     | 7            | 4.13 | .47 | 7            | 4.27 | .44  |
| BMQ/BMT           | 7            | 4.47 | .27 | 7            | 4.49 | .51  |
| Check Evaluation  |              |      |     |              |      |      |
| Basic navigation  | 7            | 4.16 | .71 | 7            | 4.53 | .40  |
| LAFS              | 3            | 4.51 | .57 | 3            | 5.04 | 1.70 |
| CMS-80/AWC        | 4            | 4.05 | .13 | 5            | 4.64 | 1.34 |
| Mission brief     | 6            | 4.38 | .49 | 7            | 4.58 | .50  |
| BMQ/BMT           | 7            | 4.63 | .60 | 7            | 4.45 | .43  |

Note. MMI = military mission instructors; CMI = civilian mission instructors; LAFS = light airborne forward locking infrared system; CMS = cockpit management system; AWC = all weather cockpit; BMQ = basic mission qualification; BMT = basic mission training.

Flight check grades. Except for the MMI students on the basic navigation and CMS-80/AWC checkrides, the students performed as well or better on the flight phase check evaluations than they did on the putup evaluations (see Table 9). The average ratings for all the evaluations were 4 or higher. The check performance of the MMI students was slightly higher than the CMI students on the BMQ/BMT evaluation; the CMI students had slightly to moderately higher average scores on all the other check evaluations. The largest differences in average performance were on the LAFS and the CMS-80/AWC checkrides.

Student assessments. Each student was asked to assess various aspects (see Appendix E) of each segment of flight instruction. Over all segments, the CMI students rated their instructors somewhat higher on training materials used, instructional aspects, and instructor characteristics than the MMI students (see Figure 6). Conversely, the MMI

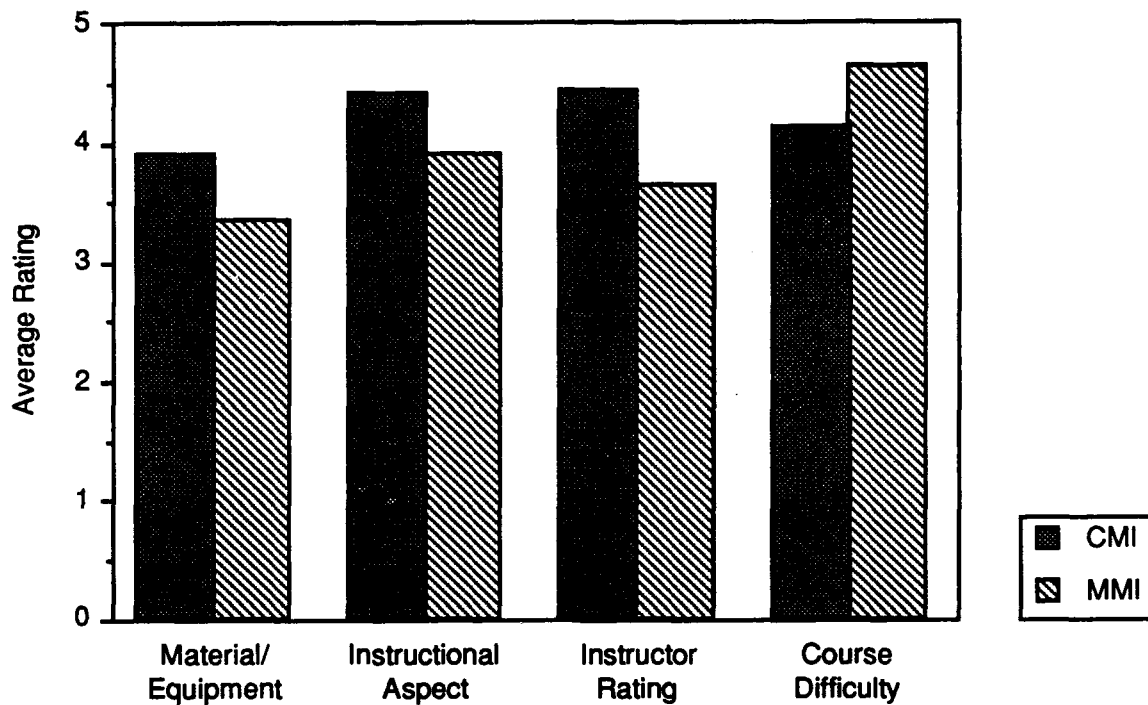


Figure 6. Student ratings of flight instruction.

students rated the BMQ course as more difficult than did the CMI students.

During informal discussions with students who had completed the training, some MMI-trained students expressed the opinion that the MMIs did not facilitate the training as effectively as the CMIs. The students' main complaint was that frequent IP changes interfered with the continuity of training. Four MMI-trained students complained about multiple IPs on the Flight Phase Assessment form completed by all students following training. One student had nine different IPs during training, one student had seven IPs, one student had five IPs, and one student had four IPs. Although all four of these students successfully completed training, the students probably had to expend more effort than students who had fewer IPs.

As part of the student assessment data collection, the students were given the opportunity to provide written comments and suggestions about the course and the instructors. Some of the suggestions related to the course materials and organization. The most frequently mentioned suggestions were the needs for (a) FLIR qualification for the

CH-47 students, (b) a published flight schedule or syllabus, (c) better visual aids in the flight phase, (d) a video demonstration on shipboard operations, and (e) the distribution of a field manual for the mission planning topic. In addition, several comments addressed the difficulty of meeting the required flight training standards when trained by multiple instructors, which occurred when MMIs were drawn from the operational unit for training duty.

There were 22 comments written about specific instructors, 10 in the academic phase and 12 in the flight phase. Of the comments about instructors in the academic phase, there were 2 positive and 3 negative comments about MMIs and 5 positive comments about CMIs. Of the comments about flight phase instructors, there were 3 positive and 1 negative comments about MMIs, and 7 positive and 1 negative comments about CMIs.

Student self-appraisals. The students rated their own proficiency on 11 flight tasks (see Appendixes C and E) before and after the BMQ course (see Tables 10 and 11). The individuals who entered a zero, indicating no experience in a specific operation, were not included in the analysis for that task. Before the course began, the students in both groups considered themselves to be moderately proficient on the five NVG tasks (mean MMI = 5.20; mean CMI = 5.34) but only somewhat proficient on the other six tasks (mean MMI = 3.12; mean CMI = 2.93).

Both groups showed an increase in self-assessed proficiency on all 11 tasks as a result of the BMQ training, with the CMI students showing a slightly to moderately higher increase on most of the tasks. On the average, the MMI students' proficiency increased 1.48 and 1.45 points on the NVG and other tasks, respectively, and the CMI students' proficiency increased 1.74 and 1.85 points. Overall, the students in both groups rated themselves as being highly proficient on the NVG tasks and moderately proficient on the other tasks at the end of the BMQ course.

### Summary and Conclusions

This research was conducted to determine whether CMIs are as effective as MMIs in conducting the BMQ course. Direct evaluations (student and observer assessments) of the instructors indicated that both MMIs and CMIs provided a very good quality of instruction. The students rated the MMIs as equal to or slightly better than the CMIs in the academic phase. During the same phase, the independent observer

Table 10

## Individual NVG Self-Appraisal

|                              | MMI students ( $n = 8$ ) |       | CMI students ( $n = 9$ ) |       |
|------------------------------|--------------------------|-------|--------------------------|-------|
|                              | Before                   | After | Before                   | After |
| NVG flight                   |                          |       |                          |       |
| $n$                          | 8                        | 8     | 9                        | 9     |
| Mean                         | 5.4                      | 6.9   | 5.2                      | 7.1   |
| SD                           | 2.2                      | 1.3   | 1.2                      | 1.7   |
| NVG navigation               |                          |       |                          |       |
| $n$                          | 8                        | 8     | 9                        | 9     |
| Mean                         | 5.3                      | 6.8   | 5.0                      | 6.7   |
| SD                           | 2.3                      | 1.3   | 1.0                      | 1.8   |
| NVG slope operations         |                          |       |                          |       |
| $n$                          | 8                        | 8     | 9                        | 9     |
| Mean                         | 4.9                      | 6.3   | 5.4                      | 7.2   |
| SD                           | 2.2                      | 1.0   | 1.9                      | 1.5   |
| NVG confined area operations |                          |       |                          |       |
| $n$                          | 8                        | 8     | 9                        | 9     |
| Mean                         | 5.0                      | 6.1   | 5.4                      | 7.1   |
| SD                           | 2.3                      | 1.0   | 1.9                      | 1.6   |
| NVG failure procedures       |                          |       |                          |       |
| $n$                          | 8                        | 8     | 9                        | 9     |
| Mean                         | 5.4                      | 7.3   | 5.7                      | 7.3   |
| SD                           | 2.6                      | 1.4   | 1.7                      | 1.3   |

Note. MMI = military mission instructor; CMI = contractor mission instructor; NVG = night vision goggles.

consistently rated the CMIs as slightly better than the MMIs. The students consistently rated the CMIs as slightly better than the MMIs during the flight phase of training. In both phases, the differences between the MMI and CMI assessments by the students and the observer were small, and in all cases the instructors were rated as providing good instruction or better.

In a related assessment of the instructors, the students submitted written comments about the course. Overall, there were 17 positive comments and 5 negative comments about the instructors. The students wrote more negative comments about the MMIs than the CMIs during the academic phase and more

Table 11

## Individual Systems Self-Appraisal

|                      | MMI students (n = 8) |       | CMI students (n = 9) |       |
|----------------------|----------------------|-------|----------------------|-------|
|                      | Before               | After | Before               | After |
| Omega navigation     |                      |       |                      |       |
| n                    | 5                    | 8     | 7                    | 9     |
| Mean                 | 4.2                  | 5.0   | 3.0                  | 5.1   |
| SD                   | 2.2                  | 2.1   | 1.5                  | 2.9   |
| FLIR operations      |                      |       |                      |       |
| n                    | 3                    | 5     | 4                    | 6     |
| Mean                 | 2.3                  | 5.0   | 2.3                  | 4.5   |
| SD                   | 2.3                  | 2.4   | 1.9                  | 3.3   |
| Shipboard operations |                      |       |                      |       |
| n                    | 4                    | 6     | 5                    | 7     |
| Mean                 | 2.5                  | 4.5   | 1.8                  | 5.3   |
| SD                   | 1.9                  | 2.0   | 0.8                  | 3.0   |
| Fast rope operations |                      |       |                      |       |
| n                    | 5                    | 6     | 4                    | 6     |
| Mean                 | 2.0                  | 3.8   | 2.0                  | 4.2   |
| SD                   | 1.4                  | 1.6   | 1.4                  | 3.6   |
| Doppler navigation   |                      |       |                      |       |
| n                    | 7                    | 8     | 9                    | 9     |
| Mean                 | 4.9                  | 5.8   | 4.9                  | 5.4   |
| SD                   | 2.1                  | 2.3   | 2.7                  | 2.8   |
| SATCOM operations    |                      |       |                      |       |
| n                    | 4                    | 4     | 5                    | 6     |
| Mean                 | 2.8                  | 3.3   | 3.6                  | 4.2   |
| SD                   | 2.1                  | 2.6   | 2.5                  | 3.1   |

Note. MMI = military mission instructor; CMI = contractor mission instructor; FLIR = forward looking infrared; SATCOM = satellite communication.

than twice as many positive comments about the CMIs than the MMIs during both phases of training. The proportion of positive and negative student-initiated comments indicates that the students were generally satisfied with the quality of instruction during the BMQ course in general and somewhat more satisfied with the CMIs than with the MMIs.

Indirect evaluations of the instructors were made by assessing the performance of their products, the prospective special operations aviators. A comparison of the students' backgrounds indicated the MMI- and CMI-trained students were sufficiently similar before the BMQ course began that comparisons of instructional effectiveness could be made by examining student performance. The MMIs and CMIs were equally effective in conducting academic training, as measured by the students' performance on the academic examination. Furthermore, both groups of students performed better than the baseline group of operational aviators on the academic examination.

During the flight phase of training, both the MMI- and CMI-trained students performed equally and satisfactorily on the Commander's Evaluation, the written examinations, the hot bench evaluations, and the flight phase putup evaluations. All the students received satisfactory ratings on the flight check evaluations, with the MMI-trained students being rated slightly higher on one checkride and the CMI-trained students being rated slightly to moderately higher on the other four check evaluations. Finally, the students' self-appraisals on 11 flight tasks indicated an increase in proficiency as a result of the BMQ course. The CMI-trained students indicated a slightly larger increase in proficiency than the MMI-trained students.

There was no substantive evidence that the CMIs provided a lower quality of instruction than the MMIs. Overall, the research results indicate that both the MMIs and CMIs provided effective BMQ training. In addition, the CMIs provided a more consistent training program in terms of the number of IPs involved in the training (6 CMIs versus 18 MMIs). Not only do the CMI students benefit from having the same IP throughout a flight segment, but the CMIs are able to benefit from their experience with one class and improve their instruction in subsequent classes. Finally, using CMIs to instruct limits the BMQ training workload for the operational unit IPs to serving only as check pilots. The research results indicate that employing CMIs is an effective method of conducting the BMQ course, with a reduction in other problems associated with using MMIs (turnover, IP overload).

A P P E N D I X    A

ALL SOURCE INTELLIGENCE CENTER  
MISSION QUALIFICATION COURSE MATERIALS

160th Special Operations Aviation Regiment. Tactical standing operating procedures (TAC SOP).

160th Special Operations Aviation Regiment Selection and Training Detachment. Local flying area seminar. 160th SOAG (ABN) Selection and Training (handout).

160th Special Operations Aviation Regiment Special Operations Aviation Regiment Selection and Training Detachment. CH-47/MH-47D flight training guide.

160th Special Operations Aviation Regiment Selection and Training Detachment. CMS-80 training program (handout).

AN/ARN-148 OMEGA instructor's guide (Lessons 1 - 5).

AN/ARN-148 OMEGA student's guide (Lessons 1 - 5).

ARC-182 VHF/UHF communications pilot's guide (handout).

Canadian Marconi Company. (1985, October). Operator's handbook, status display system CMA-776, part 1, description and operation. Montreal, Canada: Canadian Marconi Company.

Collins. Collins UH-60A cockpit management system operator's guide (Volumes 1 - 3).

Davtron Digital Clock. Operator's manual M880A (handout).

Department of the Army. (1983, April). Technical manual, TM 11-5841-291-12, operator's and organizational maintenance manual, radar warning systems AN/APR-44(V)1 and AN/APR-44(V)3. Headquarters, Department of the Army.

Department of the Army. (1986, October). Aircrew training program commander's guide (TC 1-210). Headquarters, Department of the Army.

Department of the Army. (1987, November). Aircrew training manual, cargo helicopter (TC 1-216). Headquarters, Department of the Army.

Department of the Army. (1987, October). Technical manual, TM 11-5826-306-12, operator's and aviation unit maintenance manual, navigational set, OMEGA AN/ARN-148. Headquarters, Department of the Army.

Department of the Army. (1988, May). 1st CoCom regulation No. 350-6. Fort Bragg, NC: Headquarters, Department of the Army, U.S. Army 1st Special Operations Command (Airborne).

Department of the Army. (1988, October). TC 1-212, aircrew training manual, utility helicopter, UH-60. Headquarters, Department of the Army.

Department of the Army. (1988, December). Night flight techniques and procedures (TC 1-204). Headquarters, Department of the Army.

Department of the Army. (1989, April). UH-60 flight training POI. Fort Campbell, KY: Department of the Army, Selection and Training Detachment, 160th Special Operations Aviation Group (Airborne).

Department of the Army. (1989, September). Memorandum for commander, HSC, 160th SOAG (ABN), Attn: ASOF-AV-R (S/MO), Fort Campbell, KY. Subject: Airworthiness release for UH-60A helicopters with special mission equipment installed. St. Louis, MO: Headquarters, Department of the Army, U.S. Army Aviation Systems Command.

Department of the Army. TM 11-5841-294-12, extract, operator and aviation unit maintenance manual, radar signal detecting set AN/APR-39A(V)1. Headquarters, Department of the Army.

Departments of the Army and Navy. (1987, August). TM 11-5865-200-12, NAVAIR 16-35ALO144-1, extract, operator's and aviation unit maintenance manual, countermeasures sets AN/ALO-144(V)1 and AN/ALO-144(V)3. Departments of the Army and Navy.

Hughes Aircraft Company. (1984, November). Program 7304, operator's familiarization course, instructor's guide, HNVS. Hughes Aircraft Company Support Systems, EDSG Programs.

Hughes Aircraft Company. (1984, November). Program 7304, operator's familiarization course, practical exercises, AN/AAO-16. Hughes Aircraft Company Support Systems, EDSG Programs.

Hughes Aircraft Company. (1984, November). Program 7304, operator's familiarization course, student guide, AN/AAO-16. Hughes Aircraft Company Support Systems, EDSG Programs.

Hughes Aircraft Company. (1984, November). Technical manual HAC PUB 84-7304-10, infrared detecting system AN/AAO-16 (Hughes night vision system). Hughes Aircraft Company Support Systems, EDSG Programs.

Rockwell International. (1989, September). Collins CH-47D integrated avionics system operator's guide (Volumes 1 - 5). Rockwell International, Collins Government Avionics Division.

Singer Company. (1981, September). Doppler navigation set K510A009-01 pilot's operational guide. Little Falls, NJ: The Singer Company, Kearfott Division.

Task Force 160th Aircrew Training Manual.

Trimble Navigation. TA 7880, AN/ARN 148.

A P P E N D I X    B  
LIST OF EVALUATION INSTRUMENTS

## General

- Academic Examination
- Observer Assessment of Academic Instruction
- Student Assessment of Academic Instruction
- Student Demographic Questionnaire
- Student Flight Phase Assessment

## CH-47

- Commander's Evaluation
- Examinee Instructions Basic Navigation Evaluation Mission Assignment
- Basic Navigation Evaluation
- OMEGA Performance Handout
- OMEGA Performance Evaluation
- AWC Performance Requirements
- AWC Performance Evaluation
- LAFS Written Examination
- LAFS Flight Evaluation
- AWC Flight Evaluation
- BMQ Mission Briefing Checklist
- Examinee Instructions Basic Mission Qualification Evaluation Mission Assignment
- BMQ Mission Briefing Evaluation
- BMQ NVG Flight Evaluation

## UH-60

- Commander's Evaluation
- Examinee Instructions Basic Navigation Evaluation Mission Assignment
- Basic Navigation Evaluation
- OMEGA Performance Evaluation
- OMEGA Performance Handout
- CMS Performance Requirements
- CMS Performance Evaluation

LAFS Written Examination  
LAFS Flight Evaluation  
CMS Flight Evaluation  
BMQ Mission Briefing Checklist  
Examinee Instructions Basic Mission Qualification  
Evaluation Mission Assignment  
BMQ Mission Briefing Evaluation  
BMQ NVG Flight Evaluation

MH-6

Transition Flight Evaluation  
Aircraft Systems Examination  
Aircraft Loading Examination  
NVG Qualification Evaluation  
Examinee Instructions Basic Mission Qualification  
Evaluation Mission Assignment  
BMT Mission Briefing Checklist  
BMT Mission Briefing Evaluation  
BMT Flight Evaluation

A P P E N D I X    C

160TH SELECTION AND TRAINING QUESTIONNAIRE

## 160TH SELECTION AND TRAINING

### SECTION I: PERSONAL DATA

1. NAME: \_\_\_\_\_  
(Last) (First) (MI)
2. SSN: \_\_\_\_\_ 3. Rank: \_\_\_\_\_
4. Age: \_\_\_\_\_ years 5. Date Graduated From IERW: \_\_\_\_\_  
(Month/Year)
6. Last Aviator Qualification Course (AQC) attended: \_\_\_\_\_  
(Type)
7. Date graduated from last AQC: \_\_\_\_\_ 8. PMOS or SSI: \_\_\_\_\_  
(Month/Year)
9. SOF Training Aircraft: ☐ CH-47 ☐ UH-60 ☐ MH-6 ☐ AH-6

### SECTION II: FLIGHT EXPERIENCE

10. Check [☒] the **type of Army aircraft** in which you have been qualified and indicate the **number of flight hours** logged in each aircraft you check. Also, please check [☒] the box that indicates the **highest qualification** you have held. (Check as many as apply.)

#### Rotary Wing

| Type Aircraft                  | Hours Logged | Highest Qualification Held     |                             |                             |                              |
|--------------------------------|--------------|--------------------------------|-----------------------------|-----------------------------|------------------------------|
| <input type="checkbox"/> UH-1  | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> UH-60 | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> OH-6  | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> OH-58 | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> CH-47 | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> CH-54 | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> AH-1  | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |
| <input type="checkbox"/> Other | _____        | <input type="checkbox"/> Pilot | <input type="checkbox"/> UT | <input type="checkbox"/> IP | <input type="checkbox"/> SIP |

Specify Other \_\_\_\_\_

11. Fixed Wing flight time: \_\_\_\_\_ hours

12. Total NVG flight time:\_\_\_\_\_ hours
13. Total NVG hours in the last 12 months:\_\_\_\_\_ hours
14. Total ANVIS-6 flight time:\_\_\_\_\_ hours
15. Total flight time:\_\_\_\_\_ (all aircraft)
16. Total flight time in the last 12 months:\_\_\_\_\_ hours
17. What **additional qualification** have you held during your Army career?  
(Check as many as apply.)
- ☐ Instrument Flight Examiner
  - ☐ Unaided Night Tactical (Night Hawk)
  - ☐ Night Vision Goggles
  - ☐ Other (specify)\_\_\_\_\_
- 
18. What additional specialized training have you received? (Check as many as apply.)
- ☐ OMEGA
  - ☐ FLIR
  - ☐ Shipboard Operations
  - ☐ Fast Rope Operations
  - ☐ High Gross Weight Operations (routine flights at max gross weight)
  - ☐ Long range Pilotage Navigation (200 miles +)

---

**NOTE:** Item 19 requires that you provide information and opinions concerning your flight proficiency and training. Please answer the questions with regard to **your** skills only.

---

19. Use the following scale to rate your proficiency on each of the tasks listed below. Fill in the blank beside each task with the appropriate whole number between 1 and 9. (Fill in the blank with a 0 for tasks for which you have no experience.)

|                   |                        |   |                          |   |                      |   |                         |   |
|-------------------|------------------------|---|--------------------------|---|----------------------|---|-------------------------|---|
| 1                 | 2                      | 3 | 4                        | 5 | 6                    | 7 | 8                       | 9 |
| Not<br>Proficient | Somewhat<br>Proficient |   | Moderately<br>Proficient |   | Highly<br>Proficient |   | Extremely<br>Proficient |   |

- a. \_\_\_\_\_ OMEGA Navigation
- b. \_\_\_\_\_ FLIR Operations
- c. \_\_\_\_\_ Shipboard Operations
- d. \_\_\_\_\_ Fast Rope Operations
- e. \_\_\_\_\_ NVG Flight
- f. \_\_\_\_\_ NVG Navigation
- g. \_\_\_\_\_ Doppler Navigation
- h. \_\_\_\_\_ SATCOM Operations
- i. \_\_\_\_\_ NVG Slope Operations
- j. \_\_\_\_\_ NVG Confined Area Operations
- k. \_\_\_\_\_ NVG Failure Procedures

A P P E N D I X    D  
STUDENT ASSESSMENT OF ACADEMIC INSTRUCTION

160th Special Operations Aviation Regiment  
Basic Mission Qualification Course

**STUDENT ASSESSMENT OF ACADEMIC INSTRUCTION**

Topic Covered: \_\_\_\_\_

Date: \_\_\_\_\_

Instructor: \_\_\_\_\_

Instruction Date(s): \_\_\_\_\_

**PART 1**

**Directions:** Use the numbers of the following scale to score each item listed below. Enter "NA" if the item does not apply to this particular course topic. Score each item relative to how close you believe the topic presentation approaches an "ideal" level of quality. You may use the space at the end of the form to make additional comments.

**1 = Poor      2 = Marginal      3 = Good      4 = Very Good      5 = Excellent**

**A. Materials and Physical Environment : Score each aspect of the materials used for this topic and the classroom environment.**

**Score**

**Materials and Physical Environment**

- \_\_\_\_\_ Quality of the slides, maps, diagrams, or other visual aids used
- \_\_\_\_\_ Quality of the text materials used (e.g., handouts, SOP)
- \_\_\_\_\_ Availability of materials for all students
- \_\_\_\_\_ Quality of lighting, noise level, and temperature of the classroom
- \_\_\_\_\_ Absence of interruptions (e.g., instructor called away, schedule deviations)
- \_\_\_\_\_ Adequacy of time allotted to cover the topic

**B. Topic Presentation and Organization : Score each instructional aspect as observed in the instructor's behavior during the classroom session(s) for this topic.**

**Score**

**Instructional Aspect**

- \_\_\_\_\_ States topic objectives and relates them to the course objectives
- \_\_\_\_\_ Presents relevant topic information in a logical, ordered sequence
- \_\_\_\_\_ Organizes the presentation with smooth transitions between elements
- \_\_\_\_\_ Covers completely each area of relevant topic information
- \_\_\_\_\_ Uses examples and teaching aids effectively to support learning
- \_\_\_\_\_ Determines if students understand material by using probing questions
- \_\_\_\_\_ Responds clearly and effectively to student questions and concerns
- \_\_\_\_\_ Points out additional resources or activities to aid student learning
- \_\_\_\_\_ Provides a comprehensive review of the topic
- \_\_\_\_\_ Emphasizes critical information the student will need later

**(Continued on Back)**

C. Instructor Assessment : Score each instructor characteristic as observed during the classroom session(s) for this topic.

| <u>Score</u> | <u>Instructor Characteristic</u>                                                |
|--------------|---------------------------------------------------------------------------------|
| _____        | Displays appropriate appearance (e.g., grooming, clothing)                      |
| _____        | Shows enthusiasm for topic                                                      |
| _____        | Establishes rapport with students                                               |
| _____        | Appears well prepared to present the topic                                      |
| _____        | Displays knowledge of subject matter                                            |
| _____        | Uses appropriate grammar, vocabulary, and pronunciation of terms                |
| _____        | Employs effective speaking techniques (e.g., inflection, eye contact, gestures) |
| _____        | Uses good judgment in the selection of training aids, slides, and examples      |
| _____        | Manages class time well (e.g., not hurried near end of class)                   |
| _____        | Manages student behavior well (e.g., stays in control of class)                 |
| _____        | Encourages student participation and praises student efforts                    |

## PART 2

**Directions:** Use the numbers of the following scale to score each comment listed below. Score each comment relative to other aviation training you have experienced. You may use the space at the end of the form to make additional comments.

**1**  
**Well Below**  
**Average**

**2**  
**Below**  
**Average**

**3**  
**Average**  
**(Typical Class)**

**4**  
**Above**  
**Average**

**5**  
**Well Above**  
**Average**

### Overall Topic Comment

Compared to other topics covered in this course, this topic's importance was: \_\_\_\_\_.

Compared to the difficulty of most aviation topics, the difficulty of this topic was: \_\_\_\_\_.

Compared to other instructors I have had, this instructor was: \_\_\_\_\_.

### COMMENTS

Use this area to make comments about the topic, such as what aspects you liked best, what aspects you liked least, and what suggestions you have for improving the topic.

A P P E N D I X    E  
STUDENT FLIGHT PHASE ASSESSMENT

160th Special Operations Aviation Regiment  
Basic Mission Qualification Course  
**STUDENT FLIGHT PHASE ASSESSMENT**

SSN Last Four: \_\_\_\_\_ Instructional Phase: \_\_\_\_\_ Instructor Pilot: \_\_\_\_\_

Instruction Date(s): \_\_\_\_\_ Aircraft Type: \_\_\_\_\_ Date: \_\_\_\_\_

**PART 1**

**Directions:** Use the following scale to rate your current proficiency on each task listed beneath the scale. Fill in the blank beside each task with the appropriate whole number between 1 and 9 (use a 0 for tasks on which you have no experience).

| 1              | 2 | 3                   | 4 | 5                     | 6 | 7                 | 8 | 9                    |
|----------------|---|---------------------|---|-----------------------|---|-------------------|---|----------------------|
| Not Proficient |   | Somewhat Proficient |   | Moderately Proficient |   | Highly Proficient |   | Extremely Proficient |

- |                                                                                                                                                                                               |                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>_____ OMEGA Navigation</p> <p>_____ Doppler Navigation</p> <p>_____ NVG Navigation</p> <p>_____ NVG Flight</p> <p>_____ NVG Slope Operations</p> <p>_____ NVG Confined Area Operations</p> | <p>_____ NVG Failure Operations</p> <p>_____ FLIR Operations</p> <p>_____ SATCOM Operations</p> <p>_____ Shipboard Operations</p> <p>_____ Fast Rope Operations</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**PART 2**

**Directions:** Use the numbers of the following scale to score each item in sections A and B. Score each item relative to how closely you believe the flight phase instruction approaches an "ideal" level of quality. Make any additional comments at the end of the form.

**1 = Poor      2 = Marginal      3 = Good      4 = Very Good      5 = Excellent**

A. **Materials and Equipment:** Score each aspect of the materials and equipment used during the flight phase.

- | <u>Score</u> | <u>Materials and Equipment</u>                                                     |
|--------------|------------------------------------------------------------------------------------|
| _____        | Quality of the slides, diagrams, handouts, or other visual aids used for briefings |
| _____        | Availability of materials for all students                                         |
| _____        | Absence of interruptions (e.g., instructor called away, schedule deviations)       |
| _____        | Adequacy of time allotted to cover the materials or equipment                      |
| _____        | Aircraft availability and reliability                                              |
| _____        | System (e.g., OMEGA, FLIR) availability and reliability                            |

(Continued On Back)

B. In-Flight Instructional Process: Score each instructional aspect as observed in the instructor's behavior during this training phase.

| <u>Score</u> | <u>Instructional Aspect</u>                                      |
|--------------|------------------------------------------------------------------|
| _____        | Displayed knowledge of subject matter                            |
| _____        | Presented flight tasks in a logical, ordered sequence            |
| _____        | Taught the mechanics needed to operate new systems               |
| _____        | Explained the processes underlying the flight tasks              |
| _____        | Covered each area of relevant information completely             |
| _____        | Responded clearly and effectively to questions and concerns      |
| _____        | Evaluated understanding of procedures by using probing questions |
| _____        | Presented a variety of "what if" situations                      |
| _____        | Remained alert to any possible errors or emergency conditions    |
| _____        | Remained calm and in control of the situation at all times       |
| _____        | Provided constructive criticism and helpful suggestions          |
| _____        | Provided positive feedback and praise when appropriate           |
| _____        | Identified additional resources or activities to aid learning    |
| _____        | Emphasized critical information that will be needed later        |
| _____        | Showed enthusiasm for training                                   |

### PART 3

Directions: Use the numbers of the following scale to score each comment listed below. Score each comment relative to other aviation training you have experienced. Make any additional comments at the end of the form.

|                               |                          |                                                  |                          |                               |
|-------------------------------|--------------------------|--------------------------------------------------|--------------------------|-------------------------------|
| <b>1</b>                      | <b>2</b>                 | <b>3</b>                                         | <b>4</b>                 | <b>5</b>                      |
| <b>Well Below<br/>Average</b> | <b>Below<br/>Average</b> | <b>Average<br/>(Typical Flight<br/>Training)</b> | <b>Above<br/>Average</b> | <b>Well Above<br/>Average</b> |

#### Overall Flight Phase Comment

Score

- Compared to other flight training courses, the difficulty of this flight training phase was \_\_\_\_\_.
- Compared to other flight instructors I have had, this flight instructor was \_\_\_\_\_.

#### COMMENTS

Use this area to make comments about the flight instruction, such as what aspects you liked best, what aspects you liked least, and what suggestions you have for improving the flight instruction.

A P P E N D I X F  
OBSERVER ASSESSMENT OF ACADEMIC INSTRUCTION

160th Special Operations Aviation Regiment  
Basic Mission Qualification Course

**OBSERVER ASSESSMENT OF ACADEMIC INSTRUCTION**

Instructor (Rank & Name): \_\_\_\_\_

Evaluator (Rank & Name): \_\_\_\_\_

Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ End Time: \_\_\_\_\_

Subject(s) Taught: \_\_\_\_\_

Number of Students \_\_\_\_\_

**Directions:** Use the following scale to rate each aspect of the instructor's performance, lesson organization, and personal qualities; enter NA if the aspect is not applicable. Make each rating relative to an "ideal" level of performance, organization, or quality. Make comments supporting your ratings on the back side of this form.

**1 = Poor    2 = Marginal    3 = Good    4 = Very Good    5 = Excellent**

A. ***Instructional Ratings:*** Rate each aspect of the instructor's performance during the lesson. Each aspect should be directly observable one or more times during the lesson.

Rating

Instructional Aspect

- \_\_\_\_\_ States lesson objectives and relates them to other lessons
- \_\_\_\_\_ Presents relevant lesson information in a logical sequence
- \_\_\_\_\_ Uses examples and teaching aids effectively to support learning
- \_\_\_\_\_ Evaluates student comprehension with probing questions
- \_\_\_\_\_ Responds effectively to student questions and concerns
- \_\_\_\_\_ Identifies additional resources or activities to aid student learning
- \_\_\_\_\_ Provides a comprehensive review and summary of the lesson
- \_\_\_\_\_ Emphasizes critical information
  
- \_\_\_\_\_ Total of Instructional Ratings

(Continued on Back)

B. Organizational Ratings: Rate each organizational aspect of the instructor's performance during the lesson. Some aspects can be directly observed during the lesson but other aspects must be inferred from the instructor's performance.

Rating

Organizational Aspect

- \_\_\_\_\_ Lesson planning and preparation
- \_\_\_\_\_ Completeness of relevant lesson information
- \_\_\_\_\_ Organization of lesson and transition between topics
- \_\_\_\_\_ Quantity and quality of training aids, slides, examples, etc.
- \_\_\_\_\_ Management of class time
- \_\_\_\_\_ Management of student behavior
- \_\_\_\_\_ Maintenance of atmosphere conducive to learning (e.g., establishes high expectations, encourages student participation, uses praise)
- \_\_\_\_\_ Total of Organizational Ratings

C. Personal Qualities Ratings: Rate each instructor on the personal qualities exhibited during the lesson.

Rating

Instructor Quality

- \_\_\_\_\_ Instructor appearance
- \_\_\_\_\_ Enthusiasm for lesson
- \_\_\_\_\_ Rapport with students
- \_\_\_\_\_ Knowledge of subject matter
- \_\_\_\_\_ Communication ability (vocabulary, grammar, pronunciation, etc.)
- \_\_\_\_\_ Communication style (inflection, timing, eye contact, gestures, etc.)
- \_\_\_\_\_ Total of Personal Qualities Ratings
- \_\_\_\_\_ Total of all Ratings
- \_\_\_\_\_ Number of Aspects Rated
- \_\_\_\_\_ Average Instructor Observation Score

A P P E N D I X    G

CH/MH-47 PERFORMANCE EVALUATION GRADESLIPS

# CH-47 COMMANDER'S EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## Preflight Tasks

1. VFR Flight Planning
2. DA Form 4887-R
3. Preflight Inspection
4. Engine Start/Runup, and Before Takeoff Checks

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Hovering/Taxiing

5. Ground Taxi
6. Hover Power Check
7. Hovering Flight
8. Hovering Flight NVG

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## In-Traffic Flight

9. Normal Takeoff
10. Normal Takeoff NVG
11. Maximum Performance Takeoff
12. Before Landing Check
13. VMC Approach
14. VMC Approach NVG
15. Roll-On Landing
16. After Landing Tasks
17. Perform Doppler Navigation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Outside Traffic

18. Slope Operations
19. Slope Operations NVG
20. Simulated Engine Failure At Altitude

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

# CH-47 COMMANDER'S EVALUATION (Continued)

| UNSAT<br>Unsatisfactory<br>Performance | 1<br>Marginal                | 2<br>Well Below<br>Average | 3<br>Below<br>Average | 4<br>Average<br>S&T Student | 5<br>Above<br>Average | 6<br>Well Above<br>Average | 7<br>Exceptional |
|----------------------------------------|------------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|----------------------------|------------------|
|                                        | Satisfactory S&T Performance |                            |                       |                             |                       |                            |                  |

|                                         |       |   |   |   |   |   |   |   |
|-----------------------------------------|-------|---|---|---|---|---|---|---|
| 21. Flight With AFCS Off                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 22. Flight With AFCS Off NVG            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 23. Emergency Procedures                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 24. Emergency Procedures NVG            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 25. Unusual Attitude Recovery           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 26. IFF Systems                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 27. Emergency Procedure for NVG Failure | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 28. Confined Area Operations            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 29. Confined Area Operations NVG        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 30. <u>Overall Evaluation</u>           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 BASIC NAVIGATION EVALUATION

Pilot \_\_\_\_\_

Evaluator \_\_\_\_\_

Date \_\_\_\_\_

|                                               |                              |                            |                       |                             |                       |                            |                  |
|-----------------------------------------------|------------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|----------------------------|------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1<br>Marginal                | 2<br>Well Below<br>Average | 3<br>Below<br>Average | 4<br>Average<br>S&T Student | 5<br>Above<br>Average | 6<br>Well Above<br>Average | 7<br>Exceptional |
|                                               | Satisfactory S&T Performance |                            |                       |                             |                       |                            |                  |

|                                          |       |   |   |   |   |   |   |   |
|------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Oral Examination                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Long-Range Mission Planning           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. VFR Flight Planning                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. DD Form 365-4                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. DA Form 4887-R                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Preflight Inspection                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Engine Start, Runup                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Pilotage and Dead Reckoning           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Long-Range Navigation (200 NM)        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Checkpoint Times ( $\pm$ 2 Min.)     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Emergency Procedures (Oral)          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Cockpit Teamwork                     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. VHIRP (Oral)                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Emergency Procedures for NVG Failure | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Target Time ( $\pm$ 30 Sec.)         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 16. Before Landing Check                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. After Landing Tasks                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. Overall Evaluation                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 LAFS FLIGHT EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

|                                                     |       |   |   |   |   |   |   |   |
|-----------------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Identify the 6 LRUs                              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Perform LAFS Turn-on and ORT                     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Perform LAFS BIT Procedure                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Perform MFCU and PDU Operations                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. Initiate Autotrack                               | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Perform LAFS Assisted Precision Hover            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Perform LAFS Nonprecision Hover                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Perform LAFS Assisted Takeoff                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Perform LAFS Assisted Approach                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Perform LAFS Assisted Terrain Flight            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Perform LAFS Assisted Terrain Flight Navigation | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Stow the TFU                                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Turn Off the FLIR Image                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Turn Off the Cryogenic Cooler                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Overall Evaluation                              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 AWC PERFORMANCE EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

## Start-up Procedures

|                                        |       |   |   |   |   |   |   |   |
|----------------------------------------|-------|---|---|---|---|---|---|---|
| 1. System Status                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Update SCC                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Initiate Navigation Start Procedure | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Communication Operations

|                                           |       |   |   |   |   |   |   |   |
|-------------------------------------------|-------|---|---|---|---|---|---|---|
| 4. Enter Radio Frequencies and Call Signs | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. Enter Met Variables                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Set Radio Parameters                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Set ATHS Start Page Data               | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Navigation Operations

|                                                   |       |   |   |   |   |   |   |   |
|---------------------------------------------------|-------|---|---|---|---|---|---|---|
| 8. Enter Nav Aid Data (ADF, VOR, TACAN)           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Access IFF Data                                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Zeroize Function (Oral)                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Enter Waypoints                               | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Generate Track Procedures (Offset, Direct To) | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Perform Doppler Control Procedure             | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Perform Update Procedure                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Generate Hold Pattern                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 16. Perform Shutdown Procedure                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. Emergency System Operations                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. Overall Evaluation                            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 AWC FLIGHT EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## Cockpit Management Systems

1. CDU Controls and Indicators
2. Scratch Pad Notations
3. Comm Control, Presets, and Test
4. Nav Control, Presets, and Test
5. IFF Control, Display, and Test
6. System Status Monitoring

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## HSVD

7. Controls
8. Mode Selection and Display
9. HSVD Panel NAV Sources

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Mission Computer Unit

10. Initialization
11. Use of Waypoint List and Flight Plan Generation
12. Auto Sequencing and Direct-to
13. Progress Page
14. Update Procedures
15. Approach to Hover
16. Patterns
17. Annunciation Understanding

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Nav System Management Without MCU

18. INS Alignment, Control, Update
19. Doppler Control and Update
20. Doppler and INS Initialization After MCU Failure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

# CH-47 AWC FLIGHT EVALUATION (Continued)

| <b>UNSAT</b><br><b>Unsatisfactory</b><br><b>Performance</b> | 1        | 2                  | 3             | 4                   | 5             | 6                  | 7           |
|-------------------------------------------------------------|----------|--------------------|---------------|---------------------|---------------|--------------------|-------------|
|                                                             | Marginal | Well Below Average | Below Average | Average S&T Student | Above Average | Well Above Average | Exceptional |
| Satisfactory S&T Performance                                |          |                    |               |                     |               |                    |             |

## Flight Director System

21. Flight Director Selector Panel and Mode Annunciator Panel
22. Alt, R Alt-Hold, VS
23. NAV XFR
24. NAV
25. Hdg Sel
26. Appr, DH Level, T-Hover, Hov Aug

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Weather/Search Radar

27. Preflight of Components and Safety Considerations
28. Mode Selector Positions
29. Range Selector Positions
30. Scan/Stab Selector
31. Tilt Control

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## 32. Overall Evaluation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 OMEGA PERFORMANCE EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

|                                                                             |       |   |   |   |   |   |   |   |
|-----------------------------------------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Perform Start Procedure                                                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Initialize System                                                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Enter Waypoints                                                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Select Flight Plan                                                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. Edit Flight Plan                                                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Enter Fuel Data                                                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Perform Direct-To Operation                                              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Change Track Change Mode                                                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Manually Override Ramp Protection                                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Change Display to Night Vision Mode<br>and Display ETA to Next Waypoint | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Manually Enter True Airspeed                                            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Perform Position Update to Flight Plan<br>Waypoint                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Perform System Shutdown                                                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Overall Evaluation                                                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 BMQ MISSION BRIEFING EVALUATION

Pilot \_\_\_\_\_

Evaluator \_\_\_\_\_

Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## I. SITUATION

A. Enemy Force

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Friendly Forces

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. PAO Guidance

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. EE/EEFI

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## II. MISSION

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## III. EXECUTION

A. Commander's Intent

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Concept of the Operation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. Sub Unit Missions

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. FSB/Airhead Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

E. Flight Route

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

F. Landing Area Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

G. Departure Airhead Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

H. Coordinating Instruction

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## IV. SERVICE SUPPORT

A. Class I

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. ALSE

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. Medivac/Medical Support

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. Maintenance

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

E. Special Equipment

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

# CH-47 BMQ MISSION BRIEFING EVALUATION (Continued)

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## V. COMMAND AND SIGNAL

A. Command

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Signal

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## VI. SAFETY

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## OVERALL EVALUATION

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# CH-47 BMQ NVG FLIGHT EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## Preflight Tasks

1. Oral Exam
2. Terrain Flight Planning
3. DD Form 365-4
4. DA Form 4887-R
5. Preflight Inspection
6. Engine and Equipment Start/Runup
7. Data Entry

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Hovering/Taxling

8. Ground Taxi
9. Hovering Flight
10. Hover Power Check

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## In-Traffic Flight

11. Normal Takeoff
12. Before Landing Check
13. Approach

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Outside Traffic

14. Perform Doppler Navigation
15. Pilotage and Dead Reckoning
16. Terrain Flight
17. Terrain Flight Navigation
18. VHIRP
19. Perform OMEGA Nav
20. Multi-aircraft Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

# CH-47 BMQ NVG FLIGHT EVALUATION (Continued)

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

21. Cockpit Teamwork

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

22. Emergency Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

23. Fuel Management Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

24. NVG Failure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

25. Overall Evaluation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

A P P E N D I X    H

UH/MH-60 PERFORMANCE EVALUATION GRADESLIPS

# UH-60 COMMANDER'S EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## Preflight Tasks

- VFR Flight Planning
- DA Form 4887-R
- Preflight Inspection
- Engine Start/Runup

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Hovering/Taxling

- Before Takeoff Checks
- Ground Taxi
- Hover Power Check
- Hovering Flight
- Hovering Flight NVG

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Traffic Pattern Flight

- Normal Takeoff
- Normal Takeoff NVG
- Maximum Performance Takeoff
- Before Landing Check
- VMC Approach
- VMC Approach NVG
- Roll-On Landing
- Roll-On Landing NVG
- Radio Communication Procedures
- After Landing Tasks
- Simulated Engine Failure at Altitude
- Degraded AFCS
- ECU Lockout Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

# UH-60 COMMANDER'S EVALUATION (Continued)

| UNSAT<br>Unsatisfactory<br>Performance | 1<br>Marginal                | 2<br>Well Below<br>Average | 3<br>Below<br>Average | 4<br>Average<br>S&T Student | 5<br>Above<br>Average | 6<br>Well Above<br>Average | 7<br>Exceptional |
|----------------------------------------|------------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|----------------------------|------------------|
|                                        | Satisfactory S&T Performance |                            |                       |                             |                       |                            |                  |

23. Stabilator Malfunction Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

24. Emergency Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## Outside Traffic

25. Slope Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

26. Slope Operations NVG

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

27. Confined Area Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

28. Confined Area Operations NVG

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

29. Instrument Approach

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

30. VHIRP

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

31. Command Instrument Systems  
Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

32. IFF Systems

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

33. Emergency Procedure for NVG Failure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

34. Overall Evaluation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# UH-60 BASIC NAVIGATION EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

|                                           |       |   |   |   |   |   |   |   |
|-------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Oral Examination                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Long-Range Mission Planning            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. VFR Flight Planning                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. DD Form 365-4                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. DA Form 4887-R                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Preflight Inspection                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Engine Start, Runup                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Pilotage and Dead Reckoning            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Long-Range Navigation (200 NM)         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Checkpoint Times ( $\pm$ 2 Min.)      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Fuel Management Procedures            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Emergency Procedures (Oral)           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Cockpit Teamwork                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. VHIRP                                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Emergency Procedures for NVG Failures | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 16. Target Time ( $\pm$ 30 Sec.)          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. Before Landing Check                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. After Landing Tasks                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 19. Overall Evaluation                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# UH-60 LAFS FLIGHT EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

|                                              |       |   |   |   |   |   |   |   |
|----------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Identify the 6 LRUs                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Perform ORT                               | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Perform BIT                               | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Perform HNVS Avionics Interface           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. Initiate Autotrack                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Select Hover Mode                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Perform Precision Hover                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Perform Nonprecision Hover                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Perform HNVS Takeoff to Cruise            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Select Cruise Mode                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Select Acquisition Mode                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Select Transition Mode                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Select Position Mode                     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Use HNVS to Assist in ACP Identification | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Perform HNVS Approach                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 16. Perform Instrument Flight                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. Stow the TFU                             | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. Turn Off the FLIR Image                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 19. Turn Off the Cryogenic Cooler            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 20. Overall Evaluation                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# MH-60 CMS PERFORMANCE EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                            |                       |                             |                       |                            |                  |
|-----------------------------------------------|------------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|----------------------------|------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1<br>Marginal                | 2<br>Well Below<br>Average | 3<br>Below<br>Average | 4<br>Average<br>S&T Student | 5<br>Above<br>Average | 6<br>Well Above<br>Average | 7<br>Exceptional |
|                                               | Satisfactory S&T Performance |                            |                       |                             |                       |                            |                  |

## Start-up Procedures

1. System Status

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

2. Update SCC

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

3. Initiate Navigation Start Procedure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## Communication Operations

4. Enter Radio Frequencies and Call  
Signs

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

5. Enter Met Variables

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

6. Set Radio Parameters

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

7. Set ATHS Start Page Data

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## Navigation Operations

8. Enter Nav Aid Data (ADF, VOR,  
TACAN)

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

9. Access IFF Data

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

10. Zeroize Function (Oral)

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

11. Enter Waypoints

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

12. Perform Doppler Control Procedure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

13. Perform Update Procedure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

14. Perform Shutdown Procedure

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

15. Emergency System Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

16. Overall Evaluation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# UH-60 CMS FLIGHT EVALUATION

Pilot \_\_\_\_\_

Evaluator \_\_\_\_\_

Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## Cockpit Management Systems

|                                    |       |   |   |   |   |   |   |   |
|------------------------------------|-------|---|---|---|---|---|---|---|
| 1. CDU Controls and Indicators     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Scratch Pad Notations           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Comm Control, Presets, and Test | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Nav Control, Presets, and Test  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. IFF Control, Display, and Test  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. System Status Monitoring        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Zeroize Procedures              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Doppler Control Procedure       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Use of Waypoint List            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Use of Flight Plan Generation  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Progress Page                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Update Procedures              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Annunciation Understanding     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. <u>Overall Evaluation</u>      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# UH-60 OMEGA PERFORMANCE EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

|                                                                             |       |   |   |   |   |   |   |   |
|-----------------------------------------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Perform Start Procedure                                                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Initialize System                                                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Enter Waypoints                                                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Select Flight Plan                                                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. Edit Flight Plan                                                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Enter Fuel Data                                                          | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Perform Direct-To Operation                                              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Change Track Change Mode                                                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Manually Override Ramp Protection                                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Change Display to Night Vision Mode<br>and Display ETA to Next Waypoint | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Manually Enter True Airspeed                                            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Perform Position Update to Flight Plan<br>Waypoint                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Perform System Shutdown                                                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Overall Evaluation                                                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# UH-60 BMQ MISSION BRIEFING EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

## I. SITUATION

A. Enemy Force

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Friendly Forces

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. PAO Guidance

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. EE/EEFI

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## II. MISSION

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## III. EXECUTION

A. Commander's Intent

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Concept of the Operation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. Sub Unit Missions

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. FSB/Airhead Operations

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

E. Flight Route

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

F. Landing Area Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

G. Departure Airhead Procedures

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

H. Coordinating Instruction

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## IV. SERVICE SUPPORT

A. Class I

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. ALSE

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. Medivac/Medical Support

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. Maintenance

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

E. Special Equipment

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

# **UH-60 BMQ MISSION BRIEFING EVALUATION (Continued)**

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

## **V. COMMAND AND SIGNAL**

A. Command

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Signal

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## **VI. SAFETY**

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

## **OVERALL EVALUATION**

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# UH-60 BMQ NVG FLIGHT EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

## Preflight Tasks

1. Oral Exam
2. Terrain Flight Planning
3. DD Form 365-4
4. DA Form 4887-R
5. Preflight Inspection
6. Engine and Equipment Start/Runup
7. Data Entry

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Hovering/Taxiing

8. Ground Taxi
9. Hovering Flight
10. Hover Power Check

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## In-Traffic Flight

11. Normal Takeoff
12. Before Landing Check
13. Approach
14. Terrain Flight Takeoff
15. After Landing Tasks

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Outside Traffic

16. Perform Doppler Navigation
17. Pilotage and Dead Reckoning
18. Terrain Flight
19. Terrain Flight Navigation
20. VHIRP
21. Perform OMEGA Nav

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

# UH-60 BMQ NVG FLIGHT EVALUATION (Continued)

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

|                                |       |   |   |   |   |   |   |   |
|--------------------------------|-------|---|---|---|---|---|---|---|
| 22. Cockpit Teamwork           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 23. Emergency Procedures       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 24. Fuel Management Procedures | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 25. NVG Failure                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 26. Perform Fast Rope Approach | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 27. <u>Overall Evaluation</u>  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

A P P E N D I X    I  
MH-6 PERFORMANCE EVALUATION GRADESLIPS

# MH-6 TRANSITION FLIGHT EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

## Preflight Tasks

1. Oral Examination
2. Permission Planning
3. Perform Preflight Inspection
4. Perform Engine Start and Runup

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Hovering/Taxiing

5. Hovering Flight
6. Perform Hover Power Check
7. Perform Hover Flight
8. Perform Hover OGE Check
9. Perform Before Takeoff Check
10. Perform Normal Takeoff

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Outside Traffic Pattern Flight

11. Normal Takeoff
12. Perform Slope Operations
13. Perform Terrain Flight Takeoff
14. Perform Terrain Flight
15. Perform NOE Deceleration
16. Perform or Describe VHIRP
17. Perform Masking and Unmasking
18. Confined Area Operations
19. Terrain Flight Navigation
20. Action on Contact

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

# MH-6 TRANSITION FLIGHT EVALUATION (Continued)

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

## Approaches

|                                                        |       |   |   |   |   |   |   |   |
|--------------------------------------------------------|-------|---|---|---|---|---|---|---|
| 21. Perform Before Landing Check                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 22. Perform VMC Approach                               | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 23. Perform Terrain Flight Approach                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 24. Perform a Shallow Approach to a<br>Running Landing | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 25. Perform After Landing Tasks                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

## Emergency Procedures

|                                                                       |       |   |   |   |   |   |   |   |
|-----------------------------------------------------------------------|-------|---|---|---|---|---|---|---|
| 26. Perform Standard Autorotation                                     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 27. Perform Low-Level Autorotation                                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 28. Perform Low-Level, Low-Airspeed<br>Autorotation                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 29. Perform Standard Autorotation With<br>Turn                        | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 30. Perform Simulated Antitorque<br>Malfunction (Fixed Pedal Setting) | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 31. Perform Hovering Autorotation                                     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 32. Perform Simulated Engine Failure at<br>Altitude                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 33. Perform Simulated Engine Failure at a<br>Hover                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 34. Perform or Describe Emergency<br>Procedures                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 35. <u>Overall Evaluation</u>                                         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up ☐ Checkride ☐ Hot Bench ☐ Training Hour Level \_\_\_\_\_

# MH-6 NVG QUALIFICATION EVALUATION

Pilot \_\_\_\_\_

Evaluator \_\_\_\_\_

Date \_\_\_\_\_

| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1        | 2                     | 3                | 4                      | 5                | 6                     | 7           |
|-----------------------------------------------|----------|-----------------------|------------------|------------------------|------------------|-----------------------|-------------|
|                                               | Marginal | Well Below<br>Average | Below<br>Average | Average<br>S&T Student | Above<br>Average | Well Above<br>Average | Exceptional |
| Satisfactory S&T Performance                  |          |                       |                  |                        |                  |                       |             |

|                                             |       |   |   |   |   |   |   |   |
|---------------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Perform Runup                            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Perform Hovering Flight                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Perform OGE Hover Check                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Perform NVG Takeoff                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. Perform NVG Traffic Pattern Flight       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. Perform Confined Area Operations         | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Perform Slope Operations                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Perform or Describe Emergency Procedures | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Perform Actual or Simulated NVG Failure  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Perform Terrain Flight Navigation       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Perform Terrain Flight                  | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Perform Masking and Unmasking           | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Perform NOE Deceleration                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Perform Before Landing Check            | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Perform NVG Approach                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 16. Perform Go-Around                       | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. Perform After-Landing Tasks             | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. Overall Evaluation                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# MH-6 BMT MISSION BRIEFING EVALUATION

Pilot \_\_\_\_\_ Evaluator \_\_\_\_\_ Date \_\_\_\_\_

|                                               |                              |                                   |                              |                                    |                              |                                   |                         |
|-----------------------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------------------|-------------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | <b>1</b><br>Marginal         | <b>2</b><br>Well Below<br>Average | <b>3</b><br>Below<br>Average | <b>4</b><br>Average<br>S&T Student | <b>5</b><br>Above<br>Average | <b>6</b><br>Well Above<br>Average | <b>7</b><br>Exceptional |
|                                               | Satisfactory S&T Performance |                                   |                              |                                    |                              |                                   |                         |

## INTRODUCTION

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### I. SITUATION

A. Enemy Force

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Friendly Forces

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. PAO Guidance

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. EEI/EEFI

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### II. MISSION

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### III. EXECUTION

A. Commander's Intent

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Concept of the Operation

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. Sub Unit Missions

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. Contingencies

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

E. Coordinating Instruction

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### IV. SERVICE SUPPORT

A. Class I

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Class III

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

C. ALSE

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

D. Medivac/Medical Support

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### V. COMMAND AND SIGNAL

A. Command

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

B. Signal

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### VI. SAFETY

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

### OVERALL EVALUATION

|       |   |   |   |   |   |   |   |
|-------|---|---|---|---|---|---|---|
| UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|---|---|---|---|---|---|---|

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_

# MH-6 BMT FLIGHT EVALUATION

Pilot \_\_\_\_\_

Evaluator \_\_\_\_\_

Date \_\_\_\_\_

|                                               |                              |                            |                       |                             |                       |                            |                  |
|-----------------------------------------------|------------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|----------------------------|------------------|
| <b>UNSAT</b><br>Unsatisfactory<br>Performance | 1<br>Marginal                | 2<br>Well Below<br>Average | 3<br>Below<br>Average | 4<br>Average<br>S&T Student | 5<br>Above<br>Average | 6<br>Well Above<br>Average | 7<br>Exceptional |
|                                               | Satisfactory S&T Performance |                            |                       |                             |                       |                            |                  |

|                                     |       |   |   |   |   |   |   |   |
|-------------------------------------|-------|---|---|---|---|---|---|---|
| 1. Oral Examination                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2. Permission Planning              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3. Preflight/Cockpit Procedures     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4. Normal Takeoff                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5. ATC Procedures                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6. NVG Failure                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7. Terrain Flight                   | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8. Blade Drill                      | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9. Blind Cockpit Drill              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10. Quick Start                     | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11. Formation Flight                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12. Pilotage and Dead Reckoning     | JNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13. Navigation Lead                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14. Navigation NOT Lead             | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Checkpoint Time ( $\pm$ 2 Min.) | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15. Fuel Management                 | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17. VMC Approach                    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18. Target Time ( $\pm$ 30 Sec.)    | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 19. Cockpit Teamwork                | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 20. Overall Evaluation              | UNSAT | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Type Evaluation (Check one): Put-Up [ ] Checkride [ ] Hot Bench [ ] Training Hour Level \_\_\_\_\_