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Flying Operations

**TG-10B/C/D AIRCREW EVALUATION
CRITERIA**



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and references AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the TG-10B/C/D aircraft. It does not apply to the Air National Guard or Air Force Reserve Command, with the exception of those assigned to the 34th Operations Group. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references, abbreviations and acronyms.

See paragraph **1.2.** of this instruction for guidance on submitting comments and suggesting improvements to this publication .

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The authority for maintenance of ARMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497. This instruction is affected by the Paperwork Reduction Act as amended in 1996.

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations are conducted in accordance with the provisions of AFI 11-202, Volume 2, and this instruction.

1.1.1. Records Disposition. Ensure that all records created by this AFI are maintained and disposed of IAW AFMAN 37-139, *Records Disposition Schedule*.

1.2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through standardization/evaluation (stan/eval) channels. Squadron Stan/Eval will forward approved recommendations to 34 OG/OGV in accordance with AFPD 11-2, paragraph 2.4.1. 34 TRW/CC is approval authority for changes/revisions and waivers to this instruction. Submit waiver requests in message or memorandum format to 34 OG/OGV.

1.3. Procedures:

1.3.1. Flight examiners (FE) will use the evaluation criteria contained in **Chapter 3** for conducting flight and emergency procedures evaluations (EPE).

1.3.2. Unless specified, the examinee or FE may fly in either seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the front seat during periodic instructor mission evaluations .

1.3.3. A Squadron Supervisor will be present for a Q-3.

1.3.4. Group Standardization/Evaluation FEs may administer SPOT evaluations, including those outside their aircrew specialty to any aircrew member assigned to the group. Squadron commanders may task any squadron assigned FE to administer SPOT evaluations to any aircrew member in their squadron.

NOTE: When the flight examiner administering a SPOT evaluation is not qualified in the MDS and crew position of the examinee, the evaluation will not be credited towards a periodic evaluation.

1.3.5. Non-rated examinees will have evaluations documented on a 34 OG Form 0-2-TG-10, **Flight Evaluation Certificate**, which will be kept in individual sailplane training folders.

1.4. Grading Instructions:

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and stable aircraft conditions. Momentary deviations from tolerances are not considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade.

1.4.2. Use the Evaluation Criteria in **Table 3.1.** and the definitions listed below to determine individual area grades. When individual areas are performed well above the Grading Criteria standards then make an appropriate comment stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8 or 34 OG Form 0-2-TG-10. FE judgement is exercised when the wording of areas is subjective and specific situations are not covered.

1.4.2.1. Q. Q is the desired level of performance. The examinee demonstrated a satisfactory knowledge of all required information, performed aircrew duties with the prescribed tolerances and accomplished the assigned mission.

1.4.2.2. Q-. Q- indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner. Deviations from established standards must not exceed the prescribed Q- tolerances or jeopardize flight safety .

1.4.2.3. U. Assign a U area grade for any breach of flight discipline, performance outside allowable parameters or deviations from prescribed procedures/tolerances that adversely affect mission accomplishment or compromise flight safety. An examinee receiving an area grade of U normally requires additional training. When, in the judgement of the flight examiner, additional training will not constructively improve examinee’s performance, it is not required. In this case, the flight examiner must thoroughly debrief the examinee.

1.4.3. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202, Volume 2, this instruction, and FE judgment.

1.4.4. Critical Areas. Critical areas require adequate accomplishment by the examinee in order to successfully achieve the mission objectives. If the examinee receives an unqualified grade in any critical area, the overall grade for the evaluation will be unqualified (Q-3). Critical areas are identified by a "*" in **Table 2.1.** and by "Critical" in the area title in **Table 3.1.** Grade critical areas as "Q" or "U".

1.4.5. The General Evaluation Criteria in **Table 1.1.** apply during all phases of flight, except as noted for specific areas:

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	±100 ft	±200 ft	Exceeds Q- limits
Airspeed	±5 mph	±10 mph	Exceeds Q- limits
Heading	Maintains/rolls out ±10° of desired heading	Maintains/rolls out ±20° of desired heading	Exceeds Q- limits

1.5. Emergency Procedures Evaluation (EPE). Evaluate an aircrew member’s knowledge of MDS specific EPs and systems knowledge for all QUAL evaluations. Only one EPE need be accomplished for each evaluation.

1.6. Completion of AF Form 8, Certificate of Aircrew Qualification, for Rated Examinees. Record and certify aircrew member qualification using the AF Form 8, **for all rated examinees,** in accordance with **Attachment 2** and AFI 11-202, Volume 2 .

1.7. Completion of a Flight Evaluation Certificate for Non-Rated Examinees. Record and certify aircrew member qualification using a Flight Evaluation Certificate for all non-rated examinees in accordance with **Attachment 2.**

1.8. Additional Training Documentation. For any evaluation resulting in a Q2 or Q3, the flight examiner will complete an Additional Training Letter using the example in **Attachment 3** to document what

additional training requirements must be met before the restrictions are removed from the examinee. This letter will be signed by the 94 FTS/DOV Chief with an indorsement from the 94 FTS Program Manager responsible for the training of the examinee, for example TG-10B indorser is B Flt/CC, TG-10C/D indorser is C Flt/CC .

Chapter 2

EVALUATION REQUIREMENTS

2.1. General.

2.1.1. There are three types of evaluation in the TG-10B/C/D: Qualification (QUAL), Instructor (INSTR), and SPOT. AFI 11-202V2 does not require an Instrument (INSTM) evaluation for TG-10B/C/D pilots. The requirement for a Mission (MSN) evaluation is waived by this instruction IAW the provisions of AFI 11-202V2, paragraph 5.2.1.3. All areas for evaluation are shown in **Table 2.1.** of this instruction, "Pilot Evaluations." Required (R) areas are indicated for that type of evaluation. A required area is a specific area that must be sampled to complete the evaluation. Include all required areas in the flight evaluation profile. When it is impossible to evaluate a required area in flight, the FE evaluates it by oral examination to complete the evaluation. Document the verbal evaluation in the Examiner's Remarks in the Comments block of the AF Form 8 or Flight Evaluation Certificate, as applicable. If the FE determines the required item cannot be adequately evaluated verbally, the examinee requires an additional flight to complete the evaluation.

2.1.2. An evaluation is not required in each of the TG-10B/C/D aircraft. Successful completion of syllabus requirements IAW 34 OG Syllabus TG-10B/C/D, *TG-10B/C/D Pilot and Instructor Pilot Syllabus*, in conjunction with an evaluation from either paragraph **2.3.** or **2.4.** will qualify the individual in the specific aircraft models in which requisites have been met. Qualification in subsequent models will be accomplished by successful completion of syllabus requirements IAW 34 OG Syllabus TG-10B/C/D, *TG-10B/C/D Pilot and Instructor Pilot Syllabus*, and does not require an evaluation. Annotate subsequent aircraft model qualifications on the original evaluation document.

2.2. Requisites. All evaluations include the following requisites:

2.2.1. Closed and open book examinations.

2.2.2. EPE.

2.2.3. Boldface examination.

2.3. Qualification Pilot Evaluation.

2.3.1. A qualification (QUAL) evaluation is administered to those individuals who will not instruct students.

2.3.2. All initial qualification evaluations include a minimum of two sorties. Periodic evaluations may be one or two sorties. If only one sortie, plan an area tow with the examinee in the front seat, Center of Gravity (CG) permitting, and include a sampling of area maneuvers. If a second sortie is flown, the examinee occupies the rear seat, CG permitting. The examinee briefs the examiner on the sortie profile and performs at least one takeoff and landing. A TG-10B, or TG-10C, QUAL evaluation satisfies the recurring QUAL evaluation requirements in the TG-10B, TG-10C, and TG-10D (as applicable) provided all requisites are met for each MDS aircraft (**reference AF/XOO Memo [Waiver], 27 August 2002.**)

2.4. Instructor Pilot Evaluation.

2.4.1. All instructor pilot (IP) (INSTR) evaluations are combined with aircraft qualification evaluations to evaluate both proficiency and instructor ability. Typical evaluation profiles are:

2.4.2. All initial qualification evaluations include a minimum of two sorties. Periodic evaluations include a one or two sorties. If the pilot is spin qualified, the first ride should be a spin proficiency sortie with the examinee in the rear seat, CG permitting. The ground evaluation should include all basic and advanced qualification topics for which the instructor is qualified (TG-10B, C, or D; cross-country; aerobatics; competition; wave; and demonstration). A TG-10B, or TG-10C, QUAL evaluation satisfies the recurring QUAL evaluation requirements in the TG-10B, TG-10C, and TG-10D (as applicable) provided all requisites are met for each MDS aircraft (**reference AF/XOO Memo [Waiver], 27 August 2002.**) In addition to the above requirements, training units will select one of the following profiles:

2.4.2.1. Airmanship 251 (AM-251). This profile is for instructors who are not Airmanship 461 (AM-461) qualified. The profile may include one or two sorties. The first sortie simulates a typical AM-251 sortie. The second sortie (if required) includes proficiency and/or instruction items requested by the examiner. The examinee briefs the sortie profile as if the examiner were an AM-251 student. The examinee determines the profile based on an example AM-251 grade card provided by the examiner. The example grade card is filled out to allow a sampling of AM-251 maneuvers as well as guiding the examinee to accomplish all required areas. The examinee debriefs the examiner after the sortie(s). The examinee flies in the rear seat.

2.4.2.2. AM-461. This profile is for instructors who are AM-461 qualified. The profile includes one or two sorties. The first sortie simulates a typical AM-461 sortie from phase I or III, depending on the level at which examinee is qualified to instruct. The second sortie, if required, includes proficiency and/or instruction items requested by the examiner. The ground evaluation includes AM-251 and AM-461 topics. The examinee briefs the sortie profile as if the examiner were an AM-461 student. The examinee determines the profile based on an example AM-461 grade card provided by the examiner. The example grade card is filled out to allow a sampling of AM-461 maneuvers as well as guiding the examinee to accomplish all required areas. The examinee debriefs the examiner after the sortie(s). The examinee flies in the rear seat for a Phase I sortie and the front seat for a phase III sortie.

Table 2.1. Pilot Evaluations.

Area	Title	MP	IP	
		QUAL	QUAL	INSTR
1	General Knowledge	R	R	R
2	Emergency Procedures	R	R	R
3	Crew Coordination	R	R	R
4	Publications	R	R	
5	Ground Operations	R	R	R
6	In-Flight Checks	R	R	R
7	Takeoff	R	R	R
8	Aerotow Straight	R	R	R
9	Aerotow Turns	R	R	R
10	General Aircraft Control	R	R	R
11	Communications	R	R	R
12	Clearing	R	R	R
13	Situational Awareness*	R	R	R
14	Box the Wash			
15	Slack Line			
16	Release			
17	Slow Flight	R		R
18	Steep Turns			
19	Nose-High Stall			
20	Turning Stall			
21	Landing Attitude Stall			
22	Spiral Dive			
23	Rope Break	Note 2	Note 2	Note 2
24	Spin Prevent			
25	In-Flight Planning/Area Orientation	R	R	R
26	Slips			
27	Normal Pattern	Note 1	Note 1	Note 1
28	Low Pattern	Note 1	Note 1	Note 1
29	Extended Base	Note 1	Note 1	Note 1
30	Normal Landing	Note 1	Note 1	Note 1
31	Off-Field Landing		Note 1	Note 1
32	Hard Surface Landing		Note 1	Note 1
33	No Altimeter Pattern & Landing		Note 1	Note 1
34	Downwind Pattern & Landing		Note 1	Note 1
35	Spins	Note 3	Note 3	Note 3
36	Transfer of Aircraft Control	R	R	R
37	Grading Practices		R	
38	Task Management	R	R	R
39	Mission Planning/Debrief	R	R	R
40	Risk Management*	R	R	R

LEGEND FOR Table 2.1.:

R - Required Area

NOTES:

1. Sample at least one type of pattern and landing.
2. Evaluate in flight during all initial qualification evaluations.
3. Evaluate in flight for those qualified.

* - Critical Area

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use Grading Criteria in **Table 3.1.** for required proficiency standards. However, when evaluating instructors, use more general criteria to determine if instructor performance meets the desired mission objectives. Apply the following guidelines to assess the quality of instruction:

3.1.1. Accuracy. Base instruction of a particular task on the delivery of accurate information, i.e., any information presented by the instructor should accurately reflect the numbers, procedures and policies contained in the Grading Criteria.

3.1.2. Appropriateness. Tailor instruction to the student and the task being performed. Avoid teaching above or below the probable level of student understanding.

3.1.3. Timeliness. Time inputs to provide the maximum benefit to the student learning a given task. Depending on the particular situation, the instructor gives inputs at prebrief, during an instructor demonstration, after student performance, or during a debrief .

3.1.4. Error Analysis. The instructor notes student errors and delivers feedback to the student in a fashion that focuses on the techniques and/or procedures necessary for student improvement.

3.1.5. Presentation. Instructor manner and presentation of information is always positive and motivational. Negatively oriented and demeaning delivery is never acceptable .

3.1.6. Intervention. The instructor intervenes, either verbally or physically, prior to exceeding appropriate safety limits. Conversely, the instructor does not intervene so early as to reduce the opportunity for student learning .

Table 3.1. Evaluation Criteria.

Grading Area	Grading Criteria
Area 1. General Knowledge: a. Aircraft General:	Demonstrates thorough knowledge of aircraft systems, limitations, and performance characteristics.
b. Flight Rules/ Procedures:	Thorough knowledge of flight rules and procedures.
c. Local Area Procedures:	Thorough knowledge of local procedures.
Area 2. Emergency Procedures:	Uses all available indications to analyze the situation and emergency. Applies correct, immediate response to Boldface and non-Boldface emergency situations. Resolves the emergency situation to a logical conclusion. Effectively uses checklist and in-flight guide. If in flight, maintains aircraft control during performance of critical or non-critical action emergency procedures .

Grading Area	Grading Criteria
Area 3. Crew Coordination:	Effectively coordinates with other crewmember throughout the mission. Contributes to the smooth and efficient operation of the aircrew.
Area 4. Publications:	All publications required by AFI 11-2TG-10B/C/DV3 <i>Operations Procedures</i> , and local procedures are current, contain all supplements/changes and are properly posted. Know how to access the E-Publications.
Area 5. Ground Operations:	Accurately determines readiness of aircraft for flight. Performs all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handles the aircraft properly.
Area 6. In-Flight Checks:	Correctly performs all required in-flight checks in a timely manner. Refers to appropriate checklists for all normal and simulated emergency procedures if time and conditions permit.
Area 7. Takeoff:	Maintains smooth aircraft control on centerline throughout takeoff. Promptly establishes proper pitch attitude allowing the aircraft to accelerate to liftoff speed (-0, +10 KIAS). Applies appropriate crab after takeoff to remain directly behind the towplane. Once the towplane is airborne, transitions timely to the standard aerotow position.
Area 8. Aerotow Straight:	Uses appropriate control inputs to remain coordinated in the standard aerotow position directly behind the towplane's left wheel .
Area 9. Aerotow Turns:	Uses appropriate control inputs to roll in, maintain, and roll out of turns in the standard aerotow position. Flies the same arc as the towplane and remains coordinated throughout the turn.
Area 10. General Aircraft Control:	Demonstrates thorough knowledge of primary and secondary (trim) flight controls and uses them to fly the aircraft properly. Maintains appropriate airspeeds for each particular phase of flight. Remains coordinated during all phases of flight (except for intentional slips, spins, and spin prevents). Initiates timely roll out to maintain a desired heading.
Area 11. Communication:	Complete knowledge of and compliance with correct communication procedures. Effectively communicates with concise, accurate, and proper radio terminology. Maintains awareness of other radio calls and times transmissions appropriately. Effectively communicates with other crewmember.
Area 12. Clearing:	Maintains constant vigilance during all phases of flight using visual and auditory information to recognize and avoid conflicting traffic.
Area 13. Situational Awareness: (Critical)	Displays the airmanship and ability to make timely decisions and select alternative courses of action essential to mission accomplishment. Recognizes deviations and unsafe situations and takes appropriate action without prompting. Recognizes environmental effects on the mission and adjusts accordingly. Interacts with other crewmember to recognize and correct unsafe conditions.
Area 14. Box the Wash:	Starting from the high tow position moves laterally, then down, over, and up, to fly a box around the prop wash, stopping momentarily at each corner and finishing in the high tow position. The bottom of the box passes through the low tow position.

Grading Area	Grading Criteria
Area 15. Slack Line:	Recognizes a slack line condition and corrects promptly without entering a secondary slack line. Minimizes deviation below the standard aerotow position. Returns to the standard aerotow position in a timely manner. (AM-461 Phase II students and higher must demonstrate the ability to properly set up a slack line. Set up must not exceed limits of tow plane elevator authority or cause loss of sight of tow plane.)
Area 16. Release:	Properly clears for both aircraft, releases, and makes a coordinated right-hand turn (minimum of 90°) away from the towplane. Releases in the proper location and position and attains a suitable airspeed for the existing conditions .
Area 17. Slow Flight:	Determines and maintains airspeed 3-5 kts above the first aerodynamic indication of a stall in wings-level flight and shallow turns. Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 18. Steep Turns:	In turns using 45-60° of bank maintains airspeed (± 10 kts) and rolls out on desired point ($\pm 20^\circ$). Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 19. Nose-High Stall:	Raises the nose of the aircraft with sufficient airspeed to reach a wings-level 20-30° nose-high attitude. Continues adding backstick pressure to maintain the nose-high attitude until the aircraft fully stalls. As the nose falls (or wing drops), relaxes back stick pressure and recovers to a safe flying airspeed without a secondary stall.
Area 20. Turning Stall:	Enters a shallow bank turn and holds a constant bank angle with a slightly nose-high attitude. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (closing airbrakes if open). Rolls wings level (if required) using rudder (primary) and ailerons. Completes the recovery to a safe flying airspeed without entering a secondary stall.
Area 21. Landing Attitude Stall:	Enters a normal wings-level landing attitude with at least ½ airbrakes. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (primary) and closing airbrakes. Completes the recovery by establishing the landing attitude without entering a secondary stall while establishing minimum safe flying airspeed.
Area 22. Spiral Dive:	Enters a steep bank turn then continues to increase backstick pressure and bank angle to enter a spiral dive. Recovers promptly by relaxing backstick pressure, rolling wings level with coordinated rudder and aileron, and recovering to a normal flying attitude and airspeed.
Area 23. Rope Break:	Performs the Boldface and takes the appropriate action to make a safe pattern and landing considering location, altitude, and existing weather conditions.
Area 24. Spin Prevent:	Enters from a shallow attitude (0-15° bank, 0-15° pitch). Just prior to stall, increases backstick pressure to full and applies full pro-spin rudder. At the definite indication of departure from controlled flight (uncontrollable wing and nose drop), immediately recovers by simultaneously applying opposite rudder and forward stick at the same rate (positive control movement) until the stall is broken (closing airbrakes if open). Initiates a roll to wings level (if required) using rudder and ailerons. Once bank angle is less than 45°, uses aft stick to complete the recovery to a safe flying airspeed without entering a secondary stall.

Grading Area	Grading Criteria
Area 25. In-Flight Planning/ Area Orientation:	Follows local area procedures regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently uses available airspace to safely accomplish the mission.
Area 26. Slips:	Applies airbrakes and proper cross-controls for existing winds to increase the descent rate while maintaining a proper ground track. Maintains pitch picture as airspeed indications fluctuate. Recovers to a safe flying airspeed .
Area 27. Normal Pattern:	Arrives over the entry point at 1000 ft AGL (± 200 ft). Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 KIAS) using the pitch of the aircraft. Uses airbrakes to maintain desired glidepath with approximately $\frac{1}{2}$ airbrakes on final. Uses sufficient control inputs to maintain runway centerline on final. Maintains zero wind aimpoint and adjusts rollout with airbrakes and wheel brake to roll up to a predetermined point (± 200 ft).
Area 28. Low Pattern:	Arrives over the entry point at 700 ft AGL (± 100 ft). Attempts to fly a normal pattern, modifying downwind displacement, turn to base, and turn to final to effect a safe pattern and landing. Rolls out on final no lower than 200 ft AGL.
Area 29. Extended Base:	Positions the aircraft down wind from the entry point at a safe altitude. Sequences the aircraft on extended base so as not to interfere with other downwind traffic. Flies a normal base and final once established in the pattern.
Area 30. Normal Landing :	While established on final begins a round out and flare 2-5 ft AGL and touches down smoothly on the main wheel. Removes any crab prior to touch down and uses the wing-low landing method to correct for crosswinds. Maintains runway centerline (straight ground track if in the grass) during rollout. Smoothly applies airbrakes and wheel brakes to stop the aircraft without touching the nose skid to the ground.
Area 31. Off-Field Landing:	Selects the correct aimpoint and makes a normal landing in the alternate recovery area, maintaining proper clearances from buildings, taxiways, aircraft, and personnel .
Area 32. Hard Surface Landing:	Makes a normal landing on the runway and comes to a stop near mid-field or 200 ft short of any aircraft/obstacle within one wingspan of the runway, whichever occurs first.
Area 33. No Altimeter Pattern & Landing:	Attempts to fly a normal pattern and landing using outside references to judge height above the ground. Rolls out on final no lower than 200 ft AGL.
Area 34. Downwind Pattern & Landing:	Adjusts the traffic pattern as necessary to safely arrive on final, opposite direction at a minimum of 200 ft AGL. Selects an appropriate aimpoint for the wind conditions and makes a normal landing west of sailplane operations but east of the jump pit.

Grading Area	Grading Criteria
Area 35. Spins	Enters and recognizes a developed spin. Properly executes the Boldface and recovers with minimum altitude loss. Does not exceed operating limits during entry or recovery.
Area 36. Transfer of Aircraft Control:	Transfers aircraft control using the appropriate physical and verbal procedures of transfer. Does not ride or bump the controls when not flying.
Area 37. Grading Practices:	Accurately assesses student's ability and documents grades in accordance with the training syllabus.
Area 38. Task Management:	Effectively sets priorities in flight. Uses other crewmember when task overloaded. Recognizes when other crewmember is overloaded and assists when required.
Area 39. Mission Planning/ Debrief:	Effectively sets mission requirements in pre-brief. De-briefs any crewmember items encountered in flight.
Area 40. Risk Management: (Critical)	Accurately identifies pertinent risk to mission. Maintains flight discipline to manage in-flight risk.

3.2. Forms Adopted. AF Form 847, **Recommendation for Change of Publication**; AF Form 8, **Certificate of Aircrew Qualification**.

3.3. Form Prescribed. 34 OG Form 0-2-TG-10, **TG-10 Flight Evaluation Certificate**.

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2TG-10B/C/D, Volume 3, *TG-10B/C/D Operations Procedures*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program, USAFA Sup 1/34 OG Sup 1*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AGL—Above Ground Level

AM-251—Airmanship 251

AM-461—Airmanship 461

ARMS—Aviation Resource Management System

CG—Center of Gravity

EPE—Emergency Procedures Evaluation

FE—Flight Examiner

FT—Feet

HQ—Headquarters

INSTM—Instrument

INSTR—Instructor

IP—Instructor Pilot

KIAS—Knots Indicated Airspeed

KTS—Knots

MP—Mission Pilot

MSN—Mission

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

PDO—Publishing Distribution Office

Q—Qualified

QUAL—Qualified

R—Required Area

STAN/EVAL—Standardization/Evaluation

U—Unqualified

VFR—Visual Flight Rules

Attachment 2

SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION

Figure A2.1. Sample AF Form 8 Illustrating Qualification/Instructor -EQ.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20020901		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Schweizer, Paul			GRADE Capt	SSAN 123-45-6789		
ORGANIZATION AND LOCATION 94 FTS, USAF Academy CO			ACFT/CREW POSITION TG-10B/IP	ELIGIBILITY PERIOD May - Oct 2002		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20020630	97	QUAL	20020901		
Closed Book	20020630	98				
Boldface	20020630	Q				
EPE	20020901	1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES N/A			
1			DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION 28 Feb 04						
COMMENTS (If more space is needed, continue on reverse) EXCEPTIONALLY QUALIFIED						
EXAMINER'S REMARKS: A. Mission Description. The examinee completed an evaluation consisting of two sorties. One simulating an AM-251 student aerotow and the other a simulated rope break for an extended base. General Knowledge (Proficiency), Normal Pattern and Landing (INSTR), and Aerotow Turns (QUAL and INSTR) were commendable. The examinee instructed all required items and the following additional items: Box the wash, release, extended base, normal landing. B. Discrepancies. None.						
TG-10C Difference Training Completed: _____			(Date/Signature)			
TG-10D Difference Training Completed: _____			(Date/Signature)			
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20020901
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO	X				
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Paul Schweizer, Capt			SIGNATURE		

Figure A2.2. Sample AF Form 8 Illustrating Qualification/Instructor -Q2.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20021113	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE		SSAN	
Boeing, William E.			Capt		123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD	
94 FTS, USAF Academy CO			TG-10B/IP		N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK		DATE	GRADE	MISSION/CHECK		DATE
Open Book		20021103	96	INIT QUAL/INSTR		20021113
Closed Book		20021104	80/90			
Boldface		20021105	U/Q			
EPE		20021113	1			
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING		
QUALIFIED		UNQUALIFIED		DUE DATES		
2				20030131		
EXPIRATION DATE OF QUALIFICATION 30 Apr 04			<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DATE ADDITIONAL TRAINING COMPLETED 20021130	
COMMENTS (If more space is needed, continue on reverse)						
RESTRICTIONS: The examinee will not fly as an aircrew member until a successful reexamination of Boldface. (Date of Unsat: 4 Nov 2002).						
EXAMINER'S REMARKS: A. Mission Description. The examinee completed an evaluation consisting of two sorties. One simulating an AM-251 student area tow and the other a simulated rope break for an extended base. The examinee instructed all required items and the following additional items: Normal patterns, hard surface landing. B. Discrepancies. 1. Ground. Area 1. General Knowledge (QUAL) - Q-Debriefed. Knowledge of local area procedures was incomplete. Discrepancy corrected during debrief.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20021113
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO	X				
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE William E. Boeing, Capt			SIGNATURE		

AF FORM 8 CONTINUATION SHEET

(Figure A2.2. Continued)

2. Flight.

Area 6. In-Flight Checks (QUAL) - Q- Debriefed. Preoccupation with instruction resulted in late completion of the Before Landing Check. Discrepancy corrected during debrief.

C. Recommended Additional Training:

1. Ground. Accomplish two hours of review, followed by a ground evaluation with a squadron supervisor.

2. Flight. Accomplish one training sortie with a squadron supervisor, emphasizing normal patterns and the importance of flying the aircraft over instructing the student when an abnormal situation develops.

REVIEWING OFFICER'S REMARKS: Capt Boeing completed additional training with Capt Jones 30 Nov 02. The ground evaluation and sortie covered all required areas to a satisfactory level. No further action required.

signed/dated

CLARENCE K. JOHNSON, Maj, USAF
Operations Officer

Figure A2.3. Sample AF Form 8 Illustrating Qualification -Q3

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20021103		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE	SSAN		
Cessna, Clyde			Maj	123-45-6789		
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD		
94 FTS, USAF Academy CO			TG-10/MP	N/A		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20021003	96	INIT QUAL	20021103		
Closed Book	20021004	90				
Boldface	20021003	Q				
EPE	20021024	3/1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
3			EPE 20021231 FLT 20030131			
EXPIRATION DATE OF QUALIFICATION N/A		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DATE ADDITIONAL TRAINING COMPLETED EPE 20021024 FLT 20021107			
COMMENTS (If more space is needed, continue on reverse)						
RESTRICTIONS:						
SUPERVISED STATUS: Will not perform aircrew duties unsupervised until a successful QUAL check has been accomplished.						
EXAMINER'S REMARKS:						
A. Mission Description. The examinee completed an unsatisfactory evaluation consisting of one sortie. A front seat spin sortie to 12,500 feet in the Western Aerobatic Area was flown. The planned rear seat pattern tow was not flown.						
B. Discrepancies.						
1. Ground.						
Area 1. General Knowledge (QUAL) - Q- Debriefed. Knowledge of local area procedures was incomplete. Discrepancy was corrected during debrief.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20021113
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO	X				
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Clyde Cessna, Maj			SIGNATURE		

AF FORM 8 CONTINUATION SHEET

(Figure A2.3 Continued)

2. Flight.

Area 7. Takeoff (QUAL) - Q- Debriefed. Over-rotation resulted in pilot induced oscillations and aircraft touch down after liftoff. Discrepancy corrected during debrief.

Area 24. Spin Prevent (QUAL) - U. Examinee improperly applied flight controls resulting in IP intervention.

C. Recommended Additional Training.

1. Flight. Examinee must fly a minimum of two review sorties emphasizing proper spin recovery procedures. Flight recheck must be accomplished for Spins (QUAL) to an acceptable level.

REVIEWING OFFICER'S REMARKS: Maj Cessna completed all additional ground training with Capt Stick on 24 Oct 02. Two sorties emphasizing correct departure recovery procedures were flown with Capt Jones on 6 Nov 02 and 7 Nov 02. A flight recheck must be accomplished.

signed/dated

CLARENCE K. JOHNSON, Maj, USAF
Operations Officer

Figure A2.4. Sample AF Form 8 Illustrating Recheck -Q1

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20021128	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE		SSAN	
Cessna, Clyde			Maj		123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD	
94 FTS, USAF Academy CO			TG-10/MP		N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
			QUAL		20021128	
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED			DUE DATES		
1			<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	N/A		
EXPIRATION DATE OF QUALIFICATION 30 Apr 04			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS:						
A. Mission Description. This is a recheck QUAL evaluation. The examinee accomplished all takeoff and spin boldface successfully.						
B. Discrepancies.						
1. Flight.						
Area 27. Normal Pattern (QUAL) - Q-. Debriefed. Long aimpoint resulted in landing longer than desired. Discrepancy was corrected during debrief.						
NOTE: RQ not used if recheck is from an INIT evaluation.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20021128
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO	X				
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Clyde Cessna, Maj			SIGNATURE		

Figure A2.5. Sample AF Form 8 Illustrating No Notice Qualification/Instructor -Q1

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20021015	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE	SSAN		
Schleicher, Alexander			Capt	123-45-6789		
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD		
94 FTS, USAF Academy CO			TG-10/IP	N/A		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
Open Book	20021014	95	N/N QUAL		20020928	
Closed Book	20021015	97				
Boldface	20020919	Q				
EPE	20020919	1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
1			N/A			
EXPIRATION DATE OF QUALIFICATION 29 Feb 04		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS:						
A. Mission Description. The examinee completed a No-Notice evaluation consisting of one sortie simulating an AM-461 spin training sortie. This evaluation satisfies recurring evaluation requirements. Slack line (INSTR) was commendable. The examinee instructed all required items.						
B. Discrepancies. None.						
NOTE: The "Date Completed" is the date the last requisite event was accomplished, not including additional training. The "Expiration Date" is based on the date of the flight phase. These blocks and the test scores remain blank until the testing is completed (must be accomplished no later than the last day of the 2nd month following the month of the flight evaluation.) Show "Eligibility Period" if the examinee is in his/her Eligibility Period.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20021015
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO	X				
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Alexander Schleicher, Capt			SIGNATURE		

Figure A2.6. Sample AF Form 8 Illustrating No Notice Spot -Q1

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20020919	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE		SSAN	
Wierbel, Gerhard			Maj		123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD	
94 FTS, USAF Academy CO			TG-10/IP		N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
			N/N SPOT		20020919	
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)			
QUALIFIED	UNQUALIFIED			ADDITIONAL TRAINING		
1		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		DUE DATES		
EXPIRATION DATE OF QUALIFICATION			DATE ADDITIONAL TRAINING COMPLETED			
N/A			N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS:						
A. Mission Description. The examinee completed a No-Notice evaluation consisting of one sortie simulating an AM-461 spin training sortie. This evaluation does not satisfy recurring evaluation requirements in the TG-10, or TG-10. The examinee provided instruction throughout all phases of flight to include: general aircraft control, slips, and nose-high stall.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20020919
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO	X				
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
	Gerhard Weirbel, Maj					

Figure A2.7. Sample AF Form 8 Illustrating TG-10B/C/D Flight Evaluation Certificate

34 OG TG-10B/C/D Flight Evaluation Certificate

Flight Examiner:

Date:

Examinee:

Rank:

SSAN:

94 FTS, USAF Academy CO

TG-10B/C/D (Circle One) IP/MP (Circle One)

Test Type Date Score Q1 Q2 Q3 (Circle One)
 Initial Check? Yes/No (Circle One)
 SPIN IP? Yes/No (Circle One)

SUBAREA DESCRIPTION																	
Required Proficiency Items (MP) = '+'								Not Graded =									
Required Proficiency Items (IP) = 'I'								Required Instruction Items (IP) = <i>ITALICS</i>									
	PROFICIENCY				INSTRUCTION					PROFICIENCY				INSTRUCTION			
	U	Q-	Q	*	U	Q-	Q	U		Q-	Q	*	U	Q-	Q		
+! General Knowledge									Stalls								
+! Emergency Procedures									Nose-High Stall								
+! Crew Coordination									Turning Stall								
+! Publications									Landing Attitude Stall								
+! Ground Operations									Spin Prevent								
+! In-Flight Checks									+! In-flight Planning								
+! Takeoff									Slips								
+! Aerotow Straight									Traffic Pattern (sample at least 1)								
+! Aerotow Turns									Normal Pattern								
+! Gen. Aircraft Control									Low Pattern								
+! Communications									Extended Base								
+! Clearing									Landing (sample at least 1)								
+! Situational Awareness *									Normal Landing								
Box the Wash									Off-Field Landing								
Slack Line									Hard Surface Landing								
Release									No Altimeter Pattern & Ldg								
+! Slow Flight									Opposite Direction Patt & Ldg								
Steep Turns									+! Transfer of AIC Control								
Spiral Dive									! Grading Practices								
1 Rope Break									+! Task Management								
Spins (as applicable)									+! Mission Planning/Debrief								
									+! Risk Management *								

UPDATED Feb 03 34OGJGV
 !: Evaluate in flight on all initial qualifications
 * Critical Area of Flight

COMMENTS:

TG-10C difference training completed: _____ (date/signature of IP)
 TG-10D difference training completed: _____ (date/signature of IP)

Examinee Signature/Date _____ Ops Officer Signature/Date _____
 Examinee Signature/Date _____ Commander Signature/Date _____

Attachment 3**ADDITIONAL TRAINING LETTER SAMPLE**

NOTE: The information below is an example of an additional training letter

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 34TH TRAINING WING
USAF ACADEMY COLORADO

MEMORANDUM FOR 94 FTS/DOB or DOC

DATE

FROM: 94 FTS/DOV

SUBJECT: Additional Training

1. As a result of an evaluation administrated to Cadet Ham Hands in the TG-10B/C/D, additional training is required. IAW AFI 11-202 V2, Paragraph 5.2.12.2.4., the training listed below will be accomplished by (last day of second month after evaluation).
2. Cadet Hands had the following discrepancies that require additional training.
 - a. Area 13. Situational Awareness (QUAL) - U. Examinee committed airmanship error during simulated rope break resulting in an extremely low pattern/landing forcing the evaluator to take control of the aircraft to effect a safe landing.
 - b. Area 28. Low Pattern (QUAL) - U. Examinee failed to adjust downwind displacement, turn to base, or turn to final to ensure a 200' AGL final. The evaluator had to take control of the aircraft to ensure a safe landing.
3. Cadet Hands must accomplish the following additional training.
 - a. Ground. Examinee must complete a thorough discussion with a Cadet DOV Instructor all scenarios of rope break recoveries and the initial actions taken after the Boldface Procedures are accomplished.
 - b. Flight. Examinee must complete three sorties with a Cadet DOV Instructor. Each sortie must accomplish a simulated rope break at different altitudes and areas during aerotow. None of the simulated rope breaks should be in the pattern. A low pattern and an extended base need to be accomplished during the flights
4. Flight recheck required.

CARL T. HAMMER, Maj, USAF
Chief, Stan/Eval

1st Ind, DOB or DOC

MEMORANDUM FOR DOV

1. The above directed additional training was accomplished.

a. Item 3a was accomplished on _____ by _____.

b. Item 3b sortie one was accomplished on _____ by _____.

Item 3b sortie two was accomplished on _____ by _____.

Item 3b sortie three was accomplished on _____ by _____.

2. Examinee is ready for flight recheck. **Note:** State here if examinee is ready for recheck. If examinee is not ready for recheck, in item 2, state reason and planned retraining or disenrollment options.

3. The original copy of this training accomplishment record will be placed in the individual's training folder. A copy will be forwarded to DOV.

BEAUFORD T. JUSTICE, Maj, USAF

B Flight Commander

Or

ROSCOE P. COLETRAIN, Capt, USAF

C Flight Commander