31 JUL 1987

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32F (4-81) SN 0107-LF-736-2170

SECTION IIIB – OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, first, middle initial) MCGUIRE	RANK/RATE	SSN

COURSE CATEGORY	DATE / GRADE / UNIT / SIGNATURE	COURSE CATEGORY	DATE / GRADE / UNIT / SIGNATURE
SJU-5 EGRESS TRAINING	DATE [illegible] GRADE P UNIT 113 SIGNATURE (b) (6)		DATE / GRADE / UNIT / SIGNATURE
SJU-5 EGRESS TRAINING	DATE 11 SEPT 86 GRADE P UNIT 125 SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE
	DATE / GRADE / UNIT / SIGNATURE		DATE / GRADE / UNIT / SIGNATURE

Figure A-6. Operational Physiology and Survival Training (Sheet 1 of 2)

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NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET
OPNAV 3760/32F (4-81) SN 0107-LF-736-2170

SECTION IIIB – OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, first, middle initial)	RANK/RATE	SSN
MCGUIRE, KEN	LCDR	[redacted] (b) (6) [redacted]

COURSE CATEGORY	TYPE OF TRAINING											
	AVIATION PHYSIOLOGY			EMERGENCY EGRESS			WATER SURVIVAL			LAND SURVIVAL, DWEST, SERE		
[redacted] (b) (6) LECT/~~SHOT~~ ANN/~~QUAD.ANN~~	DATE	GRADE	UNIT	DATE SEP 14 1990	GRADE Q	UNIT 5	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIG (b) (6) [redacted] HM USN			SIGNATURE			SIGNATURE		
[redacted] (b) (6) LECT/~~SHOT~~ ANN/~~QUAD.ANN~~	DATE	GRADE	UNIT	DATE 23 APR 91	GRADE Q	UNIT 5	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIG (b) (6) [redacted] LT MSC USN			SIGNATURE			SIGNATURE		
[redacted] (b) (6) LECT/~~SHOT~~ ANN/~~QUAD.ANN~~	DATE	GRADE	UNIT	DATE 06 JAN 1992	GRADE Q	UNIT 5	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIG (b) (6) [redacted] (b) (6)			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE			SIGNATURE			SIGNATURE			SIGNATURE		

TRAINING ACTIVITIES

1. Pensacola, FL	8. Barbers Point, HI	15. Brunswick, ME
2. Miramar, CA	9. Cecil Field, FL	16. FASOTRAGRUPAC
3. Norfolk, VA	10. Cherry Point, NC	17. FASOTRAGRULANT
4. Corpus Christi, TX	11. Whidbey Island, WA	18. MCAS New River, NC
5. Lemoore, CA	12. Beaufort, SC	19. Okinawa
6. El Toro, CA	13. Point Mugu, CA	20. Other (List)
7. Jacksonville, FL	14. Patuxent River, MD	21.

☆ U.S. Government Printing Office: 198

FLIGHT TIME SUMMARY FOR LCDR MCGUIRE

Total pilot time: 3233.4 hours

Total F/A-18 pilot time: 2175.5 hours

Recent experience:

Feb 92	27.1
Mar 92	50.6
Apr 92	46.2
May 92	1.6

Date of last flight: 06 May 92

NO. 0564DNJ

NAVAL AIRCRAFT FLIGHT RECORD

06 May 1992

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AIRCRAFT DATA (RECORD TYPE 7B)

SIDE NO.	EXC CODE	BUNO/SER	TEC	ORG	MSN 1	HRS 1	MSN 2	HRS 2	MSN 3	HRS 3	SUPT CODE	TOT FLT	OPS	CAT/JATO	AIRLIFT MISSION NO.	REC TYP	ENGINE HRS 1	2	3
3016		164051 7	AMAF	PA13	7A7	1.6					AP	011				7B	1.6	1.6	.

TOTAL MISSION REQUIREMENT (TMR) DATA

AIRCREW DATA (RECORD TYPE 7C; IF EXC CODE = G, L OR R; RECORD TYPE = 7D)

LINE	EXC CODE	FIRST INIT	LAST INIT	NAME	SSN	SPL QUAL	SVC	FPT	CPT	SCT	ACT	SIM	NIGHT TIME	LANDINGS T NO.	T N	T N	T N	APPROACHES T N	T N	T N	T N	TRAINING CO 1ST	2ND	3RD	REC TYP
9 1	10	11	12	KMCGUIRE	(b) (6)	3 A	7	24 1.6	27 .	30 .	33 .	36 .	39 .	42 601	45	47	49	51	53	55	57	59 FVB	62	65	79 7C
2								.	.	.	.	.	.												7C
3								.	.	.	.	.	.												7C
4								.	.	.	.	.	.												7C
[illegible]								.	.	.	.	.	.												7C
6								.	.	.	.	.	.												7C
7								.	.	.	.	.	.												7C

LOGISTICS DATA (DEPART—RECORD TYPE 7E; ARRIVE—RECORD TYPE 7F)

LEG NO	EXC CODE	TIME ZONE		TIME	DATE (JULIAN)	ICAO OR SHIP I.D.	S S	DISTANCE	DELAY 1ST CODE	1ST HRS	DELAY 2ND CODE	2ND HRS	PRI 1 PAX NO.	PRI 2 PAX NO.	PRI 3 PAX NO.	PRI 4 PAX NO.	PRI 5 PAX NO.	CARGO (LBS)	OPPORTUNE PAYLOAD PAX NO.	CARGO (LBS)	CODE 1	CODE 2	CONFIG DATA MAX PAX	MAX CARGO (LBS)	REC TYP
9 1	10	11	12	DEPART 0180010	16 7/1/27	20 KMLC			29	30 .	33	34 .	37	40	43	46	49	52	57	60	65	66	67	70	79 7E
			12	ARRIVE 0935	16 7/1/27	20 KMLC	24 F	25		.		.													7F
2				DEPART						.		.													7E
				ARRIVE						.		.													7F
3				DEPART						.		.													7E
[illegible]				ARRIVE						.		.													7F
4				DEPART						.		.													7E
				ARRIVE						.		.													7F
5				DEPART						.		.													7E
				ARRIVE						.		.													7F

WEAPONS PROFICIENCY DATA (RECORD TYPE 7G)

LINE	EXC CODE	LINE NO.	TRNG AREA 1	HRS 1	TRNG AREA 2	HRS 2	ORD 1	DEL 1	RUNS 1	SCORE 1	ORD 2	DEL 2	RUNS 2	SCORE 2	ORD 3	DEL 3	RUNS 3	SCORE 3	CD 1	DATA 1	CD 2	DATA 2	REC TYP
9 1	10	11	12	19 .	21	28 .	30	34	36	38	41	45	47	49	52	56	58	60	63	65	68	70	79 7G
2				.		.																	7G

(REMARKS)	(NAME/GRADE/LOCAL USE) A	B	C	D	E	F	G	H	FLIGHT QUALIFICATION EXPIRATION DATES NATOPS YY MM	MEDICAL YY MM	INSTRUMENTS YY MM	WATER YY MM	PHYSIOLOGY YY MM	REC TYP
	34	36	38	40	42	44	46	48	50	54	58	62	66	79 7D

A/C OR MSN CMDR SIGNATURE/GRADE

OPNAV 3710/4 (Rev. 2-84)

S/N 0107-LF-037-1020

MONTH APRIL YEAR 92

A–Automatic C–CCA | F–ADF G–GCA I–ILS | L–LF range O–OMNI R–Radar | T–TACAN S–Simulated J–Jet

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME A/C COMMD	INSTRUMENT TIME WET	INSTRUMENT TIME SIM	NIGHT TIME	LANDINGS CARRIER ARR	LANDINGS CARRIER TAG	LANDINGS CARRIER BOL	LANDINGS FCL	LANDINGS SEA/LAND	CATAPULT	STD INST. APPR. COMPLETED NO.	STD INST. APPR. COMPLETED TYPE	STD INST. APPR. COMPLETED S	REMARKS
26	FA18C	164031	2K2	1.1	1.1										1					KNLC-KNLC
26	FA18C	164063	1A6	3.0	3.0					3.0					1					KNLC-KNLC
23	FA18C	164041	1A6	4.5	4.5										1					KNLC-KNLC
																				FA18C-2173.9
																				TKOF-445
																				NVG-125.6
TOTAL THIS PAGE				46.2	46.2	–	–	–	–	–	13	–	–	–	–		–			
BROUGHT FORWARD		3185.6		150.1	150.1	–	27	–	22	06	39.4	13/8	1/0	–	6/12	72/30	13/8			
TOTAL TO DATE		3231.8		196.3	196.3	–	27	–	22	06	52.4	13/8	1/0	–	6/12		13/8			
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR				TOTALS, THIS FISCAL YEAR												

CERTIFIED A CORRECT RECORD:

Pilot

Approved:

C.O. or authorized deputy

Pilot-time report submitted through last (or _____) day of this month: noted by _____ (initials)

Encl (9)
3 of 7

MONTH April YEAR 92

[illegible] S-Instrument C-CCR | F-ADF G-GCA I-ILS | L-LF range O-OMNI R-Radar | T-TACAN S-Simulated J-Jet

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME A/C COMMDR	[illegible]	INSTRUMENT TIME [illegible]	INSTRUMENT TIME SIM	NIGHT TIME	LANDINGS CARRIER ABE	LANDINGS CARRIER TBG	LANDINGS CARRIER BOL	LANDINGS FCL	LANDINGS SEA/LAND	CATAPULT	STD INST. APPR. COMPLETED NO.	STD INST. APPR. COMPLETED TYPE	STD INST. APPR. COMPLETED S	REMARKS
6	FA18C	164031	1A6	1.5	1.5											1					KLSV-KLSV
6	FA18C	164031	1A6	1.2	1.2											1					KLSV-KLSV
13	FA18C	164031	1A6	1.5	1.5						1.5					1					KNLC-KNLC
9	FA18C	164044	1A1	0.8	0.8						0.8					1					KLSV-KLSV
9	FA18C	164057	1A6	1.1	1.1											1					KLSV-KLSV
20	FA18C	164039	1A6	1.3	1.3						0.5					1					KNLC-KNLC
20	FA18C	164039	1A7	1.6	1.6											1					KNLC-KNLC
8	FA18C	164044	1A6	1.2	1.2											1					Strike escort KLSV-KLSV
14	FA18C	164057	1A6	1.0	1.0											1					KNLC-KNLC
14	FA18C	164062	1A6	1.2	1.2											1					KNLC-KNLC
15	FA18C	164039	1A7	3.4	3.4											2					KNLC-KNLC
16	FA18C	164039	1A7	4.1	4.1											3					KNLC-KNLC
5	FA18C	164054	1A6	1.2	1.2											1					IVI VS XO KNLC-KNLC
7	FA18C	164031	1A6	1.3	1.3											1					KLSV-KLSV
2	FA18C	164063	1A7	1.6	1.6											1					KNLC-KNLC
21	FA18C	164063	1A1	1.4	1.4											1					KNLC-KNLC
22	FA18C	163986	1A6	4.6	4.6						4.1					1					NVG 2.0 KNLC-KNLC
24	FA18C	164041	1A6	4.3	4.3											1					KNLC-KNLC
25	FA18C	164054	1A6	3.3	3.3						3.1					1					NVG 2.0 HRS KNLC-KNLC
TOTAL THIS PAGE																					
BROUGHT FORWARD																					
TOTAL TO DATE																					
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR					TOTALS, THIS FISCAL YEAR												

CERTIFIED A CORRECT RECORD:

Pilot

Approved:

C.O. or authorized deputy

Pilot-time report submitted through last (or day of this month: noted by (initials))

Encl (9)
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MONTH MARCH YEAR 92

CODES: A – Automatic, C – CCA, F – ADF, G – GCA, I – ILS, L – LF range, O – OMNI, R – Radar, T – TACAN, S – Simulated, J – Jet

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME A/C COMDR.	INSTRUMENT TIME ACT	INSTRUMENT TIME SIM	NIGHT TIME	LANDINGS CARRIER ARR	LANDINGS CARRIER TRG	LANDINGS CARRIER BOL	LANDINGS FCL	LANDINGS SEA/LAND	CATAPULT	STD INST. APPR. COMPLETED NO.	STD INST. APPR. COMPLETED TYPE	STD INST. APPR. COMPLETED S	REMARKS
23	FA18C	164031	1A1	3.9	3.9															
19	FA18C	164031	1A1	8.3	8.3					2.1					2					KADW-KNLC
18	FA18C	164054	1A7	1.4	1.4					1.7					5					KNLC-KADW
17	FA18C	164062	1A7	1.5	1.5					1.4					1					KNLC-KNLC
18	FA18C	164039	2K2	1.5	1.5					1.5					1					KNLC-KNLC
25	FA18C	164057	1A7	2.2	2.2										1					PMCF PRO "A" KNLC-KNLC
17	FA18C	164054	1A6	1.3	1.3										2					KNLC-KNLC
30	FA18C	164062	1A1	2.5	2.5										1					KNLC-KNLC
31	FA18C	163996	1A6	1.3	1.3					1					2					KNLC-KNLC
31	FA18C	163996	1A6	1.3	1.3					1					1					KNLC-KNLC
26	FA18C	164057	1A6	1.2	1.2										1					KNLC-KNLC
26	FA18C	164062	2K2	0.5	0.5										1					KNLC-KNLC
																				FAISE-2127.7
																				AVG-121.6
																				TMBPS 445
TOTAL THIS PAGE				50.6	50.6		—	—	—	13.1	–	–	–	–	21/17	–				CERTIFIED A CORRECT RECORD:
BROUGHT FORWARD		3135		99.5	99.5		27.1	26.6	26.6	26.3	12/8	1/0	–	6/12	51/13	12/8				Pilot
TOTAL TO DATE		3185.6		150.1	150.1		27.1	26.6	26.6	39.4	12/8	1/0	–	6/12	72/30	13/8				Approved:
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR																C.O. or authorized deputy

Pilot-time report submitted through last (or ____) day of this month; noted by ____ (initials)

Encl (9)
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MONTH MARCH YEAR 1992

A – Automatic F – ADF L – LF range T – TACAN
C – CCA G – GCA O – OMNI S – Simulated
I – ILS R – Radar J – Jet

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME A/C COMDR	INSTRUMENT TIME HOOD	INSTRUMENT TIME SIM	NIGHT TIME	LANDINGS CARRIER ARR	LANDINGS CARRIER TAG	LANDINGS CARRIER BOL	LANDINGS FCL	LANDINGS SEA/LAND	CATAPULT	STD INST. APPR. COMPLETED NO.	STD INST. APPR. COMPLETED TYPE	STD INST. APPR. COMPLETED S	REMARKS
2	FA18C	164054	2K2	1.3	1.3										1					PMCF PTO 'B' KNLC-KNLC
3	FA18C	164044	1A6	1.3	1.3					1.3					1					NVG 1.0 KNLC-KNLC
3	FA18C	164054	1A6	1.3	1.3										1					KNLC-KNLC
4	FA18C	164041	1A6	1.0	1.0										1					KNLC-KNLC
4	FA18C	163996	2K2	0.8	0.8										1					PMCF 'C' KNLC-KNLC
9	FA18C	164054	1A6	1.2	1.2										1					IVI BIFM KLSV-KLSV
9	FA18C	164054	1A6	1.4	1.4					0.1					1					KLSV-KLSV
5	FA18C	164031	1A1	1.5	1.5										1					KNLC-KNLC
11	FA18C	163996	1A6	1.2	1.2										1					KLSV-KLSV
11	FA18C	163996	1A6	1.0	1.0										1					KLSV-KLSV
10	FA18C	164054	1A6	1.1	1.1										1					KLSV-KLSV
10	FA18C	164054	1A6	1.4	1.4										1					KLSV-KLSV
16	FA18C	163996	1A7	1.8	1.8					0.5					1					KNLC-KNLC
13	FA18C	164054	1A1	0.8	0.8										1					KLSV-KNLC
13	FA18C	164054	1A6	1.3	1.3										1					KNSV-KLSV
12	FA18C	164063	1A6	0.9	0.9										1					KLSV-KLSV
12	FA18C	164054	1A6	1.2	1.2										1					KLSV-KLSV
16	FA18C	164044	1A6	1.4	1.4					1.4					1					NVG 1.3 KNLC-KNLC
24	FA18C	164044	1A7	1.8	1.8					1.8					1					KNLC-KNLC
TOTAL THIS PAGE																				
BROUGHT FORWARD																				
TOTAL TO DATE																				
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR																

Pilot-time report submitted through last (or ____) day of this month: noted by ____ (initials)

CERTIFIED A CORRECT RECORD:

Pilot

Approved:

C.O. or authorized deputy

Encl (9)
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MONTH FEBRUARY YEAR 1992

CODES: A—Automatic, C—CCA, F—ADF, G—GCA, I—ILS, L—LF range, O—OMNI, R—Radar, T—TACAN, S—Simulated, J—Jet

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME A/C COMDR	SIM CIM CREW TIME	INSTRUMENT TIME WET	INSTRUMENT TIME SIM	NIGHT TIME	LANDINGS CARRIER ARR	LANDINGS CARRIER T&G	LANDINGS CARRIER BOL	LANDINGS FCL	LANDINGS SEA/LAND	CATAPULT	STD INST. APPR. COMPLETED NO.	STD INST. APPR. COMPLETED TYPE	STD INST. APPR. COMPLETED S	REMARKS
3	FA18C	163995	1A7	1.2	1.2		1.2									1					MK 82 BMB
3	FA18C	164062	1A6	1.5	1.5		1.5				1.5					1					KNLC-KNLC
4	FA18C	164031	1A6	1.5	1.5		1.5				1.5					1					KNLC-KNLC
6	FA18C	164063	1A7	1.5	1.5		1.5		[illegible]							1					KNLC-KNLC
10	FA18C	164044	1A6	1.3	1.3		1.3		[illegible]							1					KNLC-KNLC
11	FA18C	164057	2K2	1.0	1.0		1.0									1					KNLC-KNLC
11	FA18C	164063	1A6	1.5	1.5		1.5									1					KNLC-KNLC
18	FA18C	164039	1A6	1.0	1.0		1.0									1					KNLC-KNLC
18	FA18C	164057	2K2	1.6	1.6		1.6									1					KNLC-KNLC PMCF Pro 3+C
13	FA18C	164063	1A1	0.3	0.3		0.3		0.3							1					KNLC-KNLC
13	FA18C	164062	1A7	2.5	2.5		2.5				1.5					2					KNLC-KNLC NVG 1.3 Hrs
19	FA18C	164057	2K2	1.0	1.0		1.0									1					KNLC-KNLC PMCF Pro B
19	FA18C	163063	1A1	4.5	4.5		4.5									4					KNLC-KNLC
26	FA18C	164041	1A7	1.5	1.5		1.5									1					KNLC-KNLC
26	FA18C	164044	1A6	1.3	1.3		1.3				1.3					1					KNLC-KNLC
24	FA18C	163995	1A6	1.3	1.3		[illegible]				1.3					1					KNLC-KNLC
24	FA18C	164041	2K2	1.1	1.1		1.1									1					KNLC-KNLC
27	FA18C	164062	1A1	1.5	1.5		1.5									1					KNLC-KNLC
TOTAL THIS PAGE				27.1	27.1		27.1		[illegible]	—	6.5	—	—	—	—	16/6	—				
BROUGHT FORWARD		3107.9		72.4	72.4		—		[illegible]	0.6	19.5	13/8	1/0	—	6/12	35/7	13/8				
TOTAL TO DATE		3135		99.5	99.5		27.1		[illegible]	0.6	26.3	13/8	1/0	—	6/12	50/13	13/8				
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR					TOTALS, THIS FISCAL YEAR												

CERTIFIED A CORRECT RECORD:

Pilot

Approved: [redacted]

C.O. or authorized deputy

Pilot-time report submitted through last (or ____) day of this month; noted by ____ (initials)

FD18C-2072/NVG-116.6 TRAPS-[illegible]

Encl (9)
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BUNO 164031 FLIGHT TIME SUMMARY

Total aircraft Time Since New: 814.9 hours
Number one engine TSN: 814.9
Number two engine TSN: 814.9

Last Functional Check Flight: 26 April 92
Purpose: Profile B after incorporation of IPPC 79 on both engines
Check flight pilot: LCDR McGuire

Flights since last FCF:

Julian date	FPC	Flight time
2117	2K2	1.1
2121	1A7	1.6
2121	1A6	1.6
2121	1A1	0.8
2124	1A1	0.8
2125	1A6	1.6
2125	1A6	1.4
2126	1A6	1.3
2126	1A8	1.5
2126	1A6	1.4
2127	1A7	1.7
2127	1A7	1.3
2127	1A1	1.4

Total time since last FCF: 17.5 hours

DAILY AIRCRAFT FLIGHT LOG

MODEX: 300 BUNO: 164031 ENG #1: 031164 ENG #2: 031164 MONTH/YEAR: Apr 92 SHEET

JULIAN DATE	DEPART TIME	# FLT	TMR CODE	DAY FLT HRS	MON FLT HRS	ACFT TSN	LANDING CODES A/1	B/2	C/3	E/5	F/6	G/7	CAT	TTL LDGS	TTL ARRS	TTL CATS	10 ARREST	100 HR ENG INSP	100 HR APU INSP	#1 ENG TSN
PREVIOUS MONTHS TOTALS:						751.6								909	224	223	7	48.4	84.5	751.6
2092	1115	1	1A6	1.8	1.8	753.4					1			910	224	223	7	46.6	82.7	753.4
2092	1335	1	1A6	1.4	3.2	754.8					1			911	224	223	7	45.2	81.3	754.8
2092	1625	1	1A6	1.0	4.2	755.8					1			912	224	223	7	44.2	80.3	755.8
2093	0900	1	1A7	1.8	6.0	757.6					1			913	224	223	7	42.4	78.5	757.6
2095	1500	1	1A6	1.3	7.3	758.9					1			914	224	223	7	41.1	77.2	758.9
2097	1305	1	1A6	1.5	8.8	760.4					1			915	224	223	7	39.6	75.7	760.4
2099	1150	1	1A6	1.2	10.0	761.6					1			916	224	223	7	38.4	74.5	761.6
2099	1330	1	1A6	1.3	11.3	762.9					1			917	224	223	7	37.1	73.2	762.9
2099	1750	1	1A6	1.0	12.3	763.9					1			918	224	223	7	36.1	72.2	763.9
2099	1130	1	1A1	1.0	13.3	764.9					1			919	224	223	7	35.1	71.2	764.9
2100	0954	1	1A3	1.4	14.7	766.3					5			924	224	223	7	33.7	69.8	766.3
2100	1520	1	1A7	3.2	17.9	769.5					1			925	224	223	7	30.5	66.6	769.5
2104	1130	1	1A1	1.5	19.4	771.0					6			931	224	223	7	29.0	65.1	771.0
2104	1435	1	1A7	2.2	21.6	773.2					1			932	224	223	7	26.8	62.9	773.2
2105	1925	1	1A6	1.5	23.1	774.7					1			933	224	223	7	25.3	61.4	774.7
2105	0933	1	1A6	1.4	24.5	776.1					2			935	224	223	7	23.9	60.0	776.1
2105	1145	1	1A1	1.1	25.6	777.2					1			936	224	223	7	22.8	58.9	777.2
2105	1530	1	1A1	1.6	27.2	778.8					1			937	224	223	7	21.2	57.3	778.8
2106	1000	1	1A7	1.7	28.9	780.5					2			939	224	223	7	19.5	55.6	780.5
2106	1200	1	1A1	1.5	30.4	782.0					3			942	224	223	7	18.0	54.1	782.0
[illegible]	1535	2	1A7	2.2	32.6	784.2					2			944	224	223	7	15.8	51.9	784.2
[illegible]	[illegible]05	3	1A7	4.2	36.8	788.4					3			947	224	223	7	11.6	47.7	788.4
[illegible]	0910	1	1A1	1.9	38.7	790.3					4			951	224	223	7	9.7	45.8	790.3
[illegible]	1330	1	1A7	1.6	40.3	791.9					1			952	224	223	7	8.1	44.2	791.9
END OF MONTH TOTALS																				

A 22 FORM 3750/1 (05-90) A B C F F G

Encl (10)
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DAILY AIRCRAFT FLIGHT LOG

MODEX: 300 BUNO: 164031 ENG #1: 0311641 ENG #2: [illegible] MONTH/YEAR: Apr 92 SHEET

JULIAN DATE	DEPART TIME	# FLT	TMR CODE	~~DAY~~ FLT HRS	MON FLT HRS	ACFT TSN	LANDING CODES A/1	B/2	C/3	E/5	F/6	G/7	CAT	TTL LDGS	TTL ARRS	TTL CATS	10 ARREST	100 HR ENG INSP	100 HR APU INSP	#1 ENG TSN
PREVIOUS MONTHS TOTALS:					40.3	791.9								952	224	223	7	8.1	44.2	791.9
2112	1015	1	1A7	1.1	41.4	793.0					5			957	224	223	7	7	43.1	793.0
2112	1100	1	1A1	1.5	42.9	794.5					1			958	224	223	7	5.5	41.6	794.5
2112	1815	1	1A7	1.5	44.4	796.0					1 4			963	224	223	7	4.0	40.1	796.0
2113	1403	1	1A7	3.9	48.3	799.9					1			964	224	223	7	.1	36.2	799.9
2114	1000	1	1A6	1.2	49.5	801.1					2			966	224	223	7	-1.1	35.0	801.1
2114	1533	1	1A6	2.8	52.3	803.9					1			967	224	223	7	96.1	32.2	803.9
2115	1330	1	1A6	4.0	56.3	807.9					1			968	224	223	7	92.1	28.2	807.9
2115	2045	1	1A6	1.9	58.2	809.8					1			969	224	223	7	90.2	26.3	809.8
098																				A/C N
2117	1250	1	2K2	1.1	59.3	810.9					1			970	224	223	7	89.1	25.2	810.9
2121	0950	1	1A7	1.6	60.9	812.5					1			971	224	223	7	87.5	23.6	812.5
2121	1130	1	1A6	1.6	62.5	814.1					1			972	224	223	7	85.9	22.0	814.1
2121	1830	1	1A1	.8	63.3	814.9					1			973	224	223	7	85.1	21.2	814.9
END OF MONTH TOTALS							A	B	C	F	F	G								

VFA 22 FORM 3750/1 (05-90)

Encl (10)
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DAILY AIRCRAFT FLIGHT LOG

MODEX: 300 BUNO: 164031 ENG #1: 311641 ENG #2: 311640 MONTH/YEAR: MAY 92 SHEET

JULIAN DATE	DEPART TIME	# FLT	TMR CODE	DAY FLT HRS	MON FLT HRS	ACFT TSN	LANDING CODES A/1	B/2	C/3	E/5	F/6	G/7	CAT	TTL LDGS	TTL ARRS	TTL CATS	10 ARREST	100 HR ENG INSP	100 HR APU INSP	#1 ENG TSN
PREVIOUS MONTHS TOTALS:						814.9								973	224	223	7	85.1	21.2	814.9
2124	1800	1	1A1	.8	.8	815.7					1			974	224	223	7	84.3	20.4	815.7
2125	1400	1	1A6	1.6	2.4	817.3					1			975	224	223	7	82.7	18.8	817.3
2125	[illegible]	1	1A6	1.4	3.8	818.7					5			980	224	223	7	81.3	17.4	818.7
2126	[illegible]	1	1A6	1.3	5.1	820.0					1			981	224	223	7	80.0	16.1	820.0
2126	1400	1	1A8	1.5	6.6	821.5					1			982	224	223	7	78.5	14.6	821.5
2126	[illegible]	1	1A6	1.4	8.0	822.9					1			983	224	223	7	77.1	13.2	822.9
2127	[illegible]	1	1A7	1.7	9.7	824.6					1			984	224	223	7	75.4	11.5	824.6
2127	1330	1	1A7	1.3	11.0	825.9					5			989	224	223	7	74.1	10.[illegible]	[illegible]
2127	1822	1	1A1	1.4	12.4	827.3					1			990	224	223	7	72.7	108.8	827.3
END OF MONTH TOTALS					12.4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0		940	224	[illegible]	7	[illegible]	[illegible]	[illegible]

LAST ENTRY PRIOR TO STRIKE

VI

RM 3750/1 (05-90)

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A1-F18AC-NFM-700

NATOPS

FUNCTIONAL CHECKFLIGHT CHECKLIST

NAVY MODEL F-18A/B/C/D AIRCRAFT 161353 AND UP

Mid Apr

BUNO 164031 DATE 2117

Checkflight Pilot's Signature

Barometric Pressure _____ OAT _____

Configuration ℄

Record time, temperature or pressure when applicable. Use a [✓] for satisfactory, a [X] for unsatisfactory, or a [—] for not checked when applicable. All steps marked with an asterisk (*) require actual readings to be recorded.

		DATE
QAR BRIEF	AMH/C (b) (6)	4/26/92
QAR DEBRIEF	AMH/C (b) (6)	4/26/92
W/C BRIEF	ADI (b) (6)	
W/C DEBRIEF	ADI (b) (6)	
M/C BRIEF	(b) (6) AMSC	4-26-92
M/C DEBRIEF	(b) (6) AMS	4-26-92

Encl (10)
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BUNO 164031 OUTSTANDING AIRCRAFT DISCREPANCIES, 07 MAY 92

1. Port AMAD chips detected. 10 flight inspection.
2. MPCD working intermittantly.
3. Bolt and two clamps need spacer (under SMS).
4. Port TEF fairing leading edge pulling away from fairing structure.
5. Radar A/A modes intermittant.
6. Needle bearing inboard shroud track port aileron bad.
7. Corrosion on tiedown bolt on stbd MLG.
8. Corrosion on stbd aileron outboard hinge rivet.

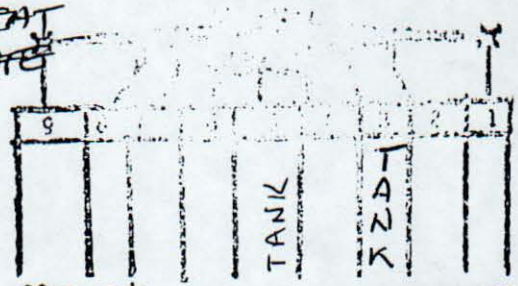
A/C 300

AIRCRAFT INSPECTION AND ACCEPTANCE RECORD OPNAVINST 4790.2E

1. A/C BU/SER NO.	2. T/M/S	3. RPT. CL	4. OXY	5. FUEL GRADE	5. FUEL QTY	6. OIL GRADE	6. OIL 1	6. OIL 2	6. OIL 3	6. OIL 4	7. TE
164031	F/A18C	VFA-22	10	JP-5	15.0	MIL-L 23699	RE 46	LE 28	0	0	2128

8. ORDNANCE / SPECIAL EQUIPMENT / LIMITATIONS / REMARKS:

SEAT SAFE



20mm rds
chaff/flares
QA/TL 102 (b) (6)

9. I have personally inspected this aircraft IAW the applicable MRCs/ checklists. Any discrepancies noted have been entered on OPNAV 4790/38.

SIGNATURE OF PLANE CAPTAIN (b) (6) RANK/RATE AW

10. Certification of safe for flight condition by the MO, MMCO, or MCO. Other persons may sign this form if authorized.

SIGNATURE (b) (6) RANK/RATE

11. I have reviewed the discrepancy reports of the 10 previous flights, insured proper filing of weight and balance data, and accept this aircraft for flight.

SIGNATURE OF PILOT IN COMMAND RANK LCDR

OPNAV 4790/141 (12-89) S/N 0107-LF-008-4600 *U.S. GPO: 1990-783-002/15083

ALSS (b) (6)

Encl (11)
1 of 1

18 Jun 92

MEMORANDUM

From: Maintenance Officer, VFA 22
To: JAG Investigating Officer, VFA 22 Class A Flight Mishap 01-92

Subj: Maintenance History for VFA 22 FA-18 Buno 164031

1. The following is a list of Special Inspections completed:

Inspection	Due Date	Completion Date
14 day	2127	2126
28 day	2113	2111
42 day	2113	2112
84 day	2029	2028
224 day	2128	2126
364 day	1185	1186
448 day	1108	1111
10 arrestment		2026

Inspection	Due (flt hrs)	Completion Date (flt hrs)
30 hr AMAD Oil	830.8	2127 (825.9)
30 hr Engine Oil	830.8	2127 (825.9)
100 aircraft flt hrs	800.0	2115 (803.9)
100 engine hrs	800.0	2115 (803.9)
200 engine hrs	800.0	2116 (803.9)
400 engine hrs	800.0	2116 (803.9)

2. Last FCF flown 2117 (Sunday, 25 April 92) following completion of Phase 'D' Inspection. Pro 'B' was flown because both port and starboard engines were dropped to install Interim Power Plants Change #79 (safety wire borescope plugs) during the Phase Inspection.

3. AFB 241 verified incorporated 04/91 from aircraft logbooks.

(b) (6) [redacted]
(b) (6) [redacted]

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BUNO 164031 OUTSTANDING TECHNICAL DIRECTIVES, 07 MAY 92

TD Number	Title	
AFC 092	DORSAL DECK, FATIGUE IMPRVMNT	AFC 104 PT6
AFC 104(I)	FATIGUE LIFE IMPROV IN MLG WW	.55 WR
AFB 123,REV A, AM 1&2	INSP OF MLG SIDE BRACE SUPPORT	1.0 FLE
AFB 123,REV B	MLG SIDE BRACE SUPPORT	1.0 FLE
AFB 157,REV A	AFT ENG MOUNT SUPPORT STRUCTURE	1300 FLT HRS
AFB 176	INSP OF Y478.5 BULKHEAD	.55 WR
AFB 177	INSP OF UPPER DORSAL LONGERON	2800 FLT HRS
AFB 193	INSP FOR CORR ON DORSAL LONGERONS & WING STRUCTURE	SCHED BY CNAP
AFB 231,REV A	INSP OF Y470.5 BULKHEAD	1000 FLT HRS/ 1200 LNDGS
AFB 266,REV A	WIRE BUNDLE, INSP OF ECS BAY	NLT NXT PHASE
IASC 041	RELOAD OF MEMORY UNIT	AS DIR TYCOM
IPPC 73	INST OF A/B PILOT SPRAYBAR CUSHIONED CLAMPS	NXT ENG RMVL/ 976.4 ENG HRS
IPPC 79	ADD BORESCOPE PLUG LOCK WIRE	NLT NXT PHASE
IAVC 4214	NIGHT ATTACK, DMC	NLT NXT PHASE
IAVC 4216,REV A	NIGHT ATTACK, DDI	NLT NXT PHASE
AVC 4217	DDI MOD	WING DIR

NOTE: The above listed TDs are not yet due. All TDs which have previously come due have been complied with.

BUNO 164031 AIRCRAFT CONFIGURATION, 07 MAY 92

Station	Configuration
1	LAU-7
2	Pylon
3	Pylon and Drop Tank
4	empty
5	Pylon and Drop Tank
6	empty
7	Pylon
8	Pylon
9	LAU-7

Classified equipment installed:

1. Complete ALR-67 Radar Warning Reciever system
2. CP-1001A HARM Command Launch Computer
3. Complete ALE-39 Dispenser system
4. AMAC Control Panel and Power Supply

Strike Fighter Squadron Two Two 'Fighting Redcocks' Flight Schedule

CO: RONDESTVEDT C. R.
XO: [redacted] J. T.
Date: THURSDAY, 07 MAY 1992/128

SDO: LT [redacted]
Phone: X-1982

Sunrise: 0608 Sunset: 1952 Moonrise: 1032 Moonset: 0013 Phase: 28%

EVT	NO/ TYPE FUEL	BRF EJD EJA	RTE MSN	EJE	MODEX	PILOT	TIME T/N	REMARKS ORDNANCE TRN CODES
EVT 1 BEEF 1	1 FA18 12.5	0630 0800 0900	DD 175 NLC-NKX	1+00	___	*LT [redacted]	___/___	TAC 306.0
EVT 2 BEEP 2	4 FA18 12.5	0730 0900 1030	CLAWP 208 LL/OPPOSED ENTER A EXIT G 0915-1000	1+30	___	*LCDR [redacted]	___/___	TAC 306.5 F17, 18
					___	LT [redacted]	___/___	
					___	LCDR G[redacted]R	___/___	
					___	LCDR [redacted]	___/___	
EVT 3 BEEF 3	1 FA18 12.5	0730 0900 1030	CLAWP 208 LL/BOGEY ENTER A EXIT G 0915-1000	1+30	___	*LCDR McGUIRE	___/___	TAC 306.5 F08,17,18
VT 4 BEEF 4	2 FA18 12.5	1030 1200 1315	W 283 ACM	1+15	___	*CDR RONDESTVEDT	___/___	TAC 306.05 F01
					___	ENS [redacted]	___/___	
EVT 5 BEEF 5	2 FA18 12.5	1030 1200 1315	R 2508 ACM	1+15	___	*CDR [redacted]	___/___	TAC 306.5 F01
					___	LT [redacted]	___/___	

SIMULATORS
1. 0800: WTT 3 /ENS [redacted], LT [redacted].

MEETINGS:
1. 0900: NTPI TECH ASSIST.
2. 0900: CDR RONDESTVEDT - SFWSP.
3. 0830: LEGAL MTG/CDR [redacted], ENS [redacted].
4. 0900: SCHEDULE CONF/LT [redacted].
5. 1130: SAFETY MTG/LCDR [redacted].
6. 1400: DEPT HEAD MTG.
7. 1500: AOM - READY ROOM.
8. 1530: QUARTERS.
9. 1700: REC MTG - READY ROOM.

EOD: RT ENGINE FAILURE.
NQOD: MAX LANDING WEIGHT.
WQOD: OFF BORE SIGHT CAPABILITY OF AA-11.

	D / N		D / N
SORTIES SCHED:	10 / 0	HOURS SCHED:	13.5 /
SORTIES FLOWN:		HOURS FLOWN:	

SUBMITTED BY:
K. F. McGUIRE
LCDR USN

APPROVED BY:
C. R. RONDESTVEDT
CDR USN

Encl (15)
1 of 1

11 MAY 92

STATEMENT OF LCDR D. E. (b) (6) VFA 22 REGARDING VFA 22 CLASS A FM 01-92 01 MAY 1992

I was the Flight Lead for Beef 2, a scheduled division opposed Low Level Mission, launching at 0900 and recovering at 1030. LCDR McGuire, in Beef 3, would provide opposition support and Radar/Lookout Doctrine training along the VR-208 Low Level route into the Fallon/B17 Target Complex. The brief was scheduled for 0730 but was delayed for 10 minutes for Beef 2 Dash 3, who was not in the spaces.

LCDR McGuire arrived on time for the brief, writing down the lineup, route points and times, comm plan and other pertinent items prior to the brief starting. He appeared well rested, enthusiastic and ready to fly. I elected to fly the event as a triad, as I felt sliding the brief would affect our takeoff time and subsequent flight schedule. I covered the basic admin for the flight ensuring LCDR McGuire knew our route intentions, times, simulated deliveries, and aimpoints in the target area. LCDR McGuire was to launch five minutes before Beef 2 and provide a radar target as well as visual adversary to test our RHAW, Radar, and visual lookout doctrine. LCDR McGuire would then get us cleared into the Fallon Complex/Target Area, and pass our assigned Fallon Complex IFF codes. He had performed this mission on numerous occasions and was thoroughly familiar with the scenario. After obtaining all pertinent information, LCDR McGuire left the brief allowing the Beef 2 flight to discuss Admin and tactics for the triad. During that portion of the brief, Wing Operations called requesting we slide our takeoff time 10 minutes for VR-208 route deconfliction. We agreed. At the end of the brief, Beef 2 flight was briefed on a 3 plane ACM option in GABBS if fuel was available after exiting the target. At this time I realized I had neglected to brief low altitude ROE and briefed LCDR McGuire while getting dressed to launch. I also ensured that

Encl (16)
1 of 3

the ACM option was okay since it was not on the schedule. Man up and launch went as briefed with LCDR McGuire in Beef 3 launching at approximately 0907 and Beef 2 following 5 minutes later at 0912. As Beef 2 took the runway I called to switch to our tactical frequency and got a check in with LCDR McGuire, already airborne, checking in as 4. The only other contact we had with the MP was when he called Oakland Center to descend and cancel on IFR 327.0 as we approached the Mizre Tacan Fix. Approaching VR-208 point Alpha, Dash 3 called a contact about 40 NM ahead of us at 7,000 ft, cold and looked like a "slow mover". I called for descent to cancel, contacted Fresno FSS in the blind and descended through an open area in the broken layer of clouds at 12,000 ft. As we approached the mountain range prior to point Alpha, Dash 3 called sight of the traffic, "the white cessna by the white smoke". I got a tally of a white cessna flying by a small white brush fire. I then called for radar altimeter to be switched to the HUD and upon clearing the ridge initiated 9 left/right turns for GLOC. We then moved into the triad formation and called Beef 3 that we were approaching Point Alpha. I received no answer and called again at Point Alpha with no response. I asked Dash 3 how he was reading my transmissions and he replied "loud and clear". We pressed on along the route calling out checkpoints but receiving no response. I assumed that Beef 3 had headed up to Fallon and would be waiting for us there. Approaching the Fallon Complex I contacted Desert Control, who cleared us into the area. We contacted B-17 target, made our delivery and exited south. I called Desert Control and asked if they had heard from Beef 3. I was told that we were the only Beef's that day so far. I asked them to call our duty desk to see if they had any word on Beef 3's whereabouts. The call came back that he had taken off 5 minutes before us and no word since. From that point I sent Beef 2 Dash 2 back to base to relay messages for us as we proceeded VFR back to Point Alpha to check the smoke we saw. That was all we would have fuel for. I had Dash 2 initiate the SAR effort with base and took

the eastern side of the ridgeline while Dash 3 took the western half. We were able to make one pass over the area, saw no smoke but Dash 3 would later say he did see some vehicles in the area where the smoke had been. From there we turned back to Lemoore to gas up. I contacted Fresno FSS on the way back and asked if they had any information and they did not.

(b) (6) [redacted]

Encl (16)
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Statement of LCDR (b) (6) E. (b) (6) (b) (6) /1310, Regarding VFA-22 Class A FM 01-92 on 07 May 1992.

On May 7, 1992 I was scheduled for a 0730 brief, 0900 takeoff, as dash 4 of a 4 plane low level, callsign Beef 2. LCDR (b) (6) was assigned as the flight lead and Mission Commander of my flight. LCDR McGuire was scheduled as Beef 3 to provide opposition support and Radar/Lookout training along the VR-208 Low Level into the Fallon/B-17 Target area for our flight. Beef 2 Dash 3 was unavailable at brief time and after a 5-10 minute wait LCDR (b) (6) decided to brief our division as a three plane.

LCDR McGuire was on time and appeared well rested and ready to fly. Before the brief LCDR McGuire wrote down the line-up, route waypoints, comm plan and other pertinent information that was put up on the board by the flight lead. The administrative portion of brief was conducted in accordance with the VFA-22 briefing guide. LCDR (b) (6) also covered the coordination for the Fallon target area that LCDR McGuire was to provide for our flight. LCDR Mcguire then left the briefing room and LCDR (b) (6) finished the brief with our element tactics and ROE. While the flight was getting their flight gear on I noticed that LCDR (b) (6) was briefing LCDR McGuire on the ROE that he covered after LCDR McGuire left the briefing room.

Start, Taxi, and Take-off went as briefed. Beef 3 launched approximately 5 minutes ahead of our flight, callsign Beef 2. Just prior to taking the runway LCDR (b) (6) initiated a radio/flight check-in on the assigned tactical frequency. LCDR Mcguire checked in as Dash 4. As our flight was in the vicinity of MIZRE we checked in with Oakland Center on 327.0. Shortly after we checked in with Oakland Center I heard Beef 3 canceling his IFR clearance. As Beef 3 canceled his clearance I noticed that I had an Air to Air Tacan reading of 42 NM which I believe was ranging off of Beef 2. Approximately 5 NM East of MIZRE I had a radar contact east of our position for 40NM at 7,000 ft. The contact was flying at a low Mach number Eastbound and I reported the contact to the flight as a "slow mover". I continued to monitor the contact as we approached Point Alpha of the VR-208. Approximately 5 NM Southeast of Bishop airport I saw the contact, a small white Cessna that was now heading West approaching a small fire within a valley. The fire appeared to be a small brush fire that was emitting a white smoke with no visible flames. I called the traffic for the flight as he flew over the smoke. As we crossed the ridgeline just prior to the start of our low level LCDR (b) (6) called for the flight to check radar altimeters to the HUD followed by two 90 degree G LOC turns. At the completion of the G LOC maneuver LCDR (b) (6) called over the radio that the flight was approaching Point Alpha and then again as we crossed the Point Alpha. LCDR McGuire did not respond to either of the calls. LCDR (b) (6) asked me if I could hear his transmissions and I replied "loud and clear". LCDR (b) (6) continued to give position reports throughout our route of flight at all check points but still received no response from

Beef 3. As we approached the Fallon Complex LCDR (b) (6) contacted Desert Control an received clearance into the Bravo 17 target area. He then contacted Bravo 17 as we entered the target. The flight made a single bomb delivery and exited the target area. While departing the target LCDR (b) (6) contacted Desert Control and asked if they have heard from Beef 3. Their reply was negative and he asked if they would called the squadron and see if Beef 3 had returned to base. The call came back and they reported that base had not heard from him since he taken off. LCDR (b) (6) then directed Dash 2 of our flight to proceed home and relay messages to base as he and I proceeded back toward Point Alpha where we saw the smoke. As we continued toward Point Alpha LCDR (b) (6) told Dash 2, that was returning to base, to have base initiate a SAR effort. Due to our fuel state LCDR (b) (6) and I split up. He took the Eastern ridgeline and I took the Western ridgeline. I was only able to make a single pass over the area, due to my fuel state, that I believed to be the area that I had witnessed the smoke. During that single pass I did notice a few vehicles in the area that I believed to be campers and saw no evidence of a fire or smoke. I returned to base at this time to refuel. Upon my return, base coordinated another flight plan for CDR (b) (6) and myself To return to the Bishop area as there was now confirmed reports of a military aircraft that has crashed within the Bishop area. CDR (b) (6) and I flew to the Bishop area to search for the crash site. Within minutes of arriving in the area we found the site. CDR (b) (6) and I held overhead the area to help direct the rescue helos onto the site and once they arrived we continued to hold until they came back with a status of the pilot. Once the helo pilots reported the mishap pilots status CDR (b) (6) and I returned to base.

(b) (6)

R. E. (b) (6)
LCDR USN

SUMMARY TRANSCRIPT OF OAKLAND CENTER VOICE COMMUNICATIONS WITH BEEF 3 ON 07 MAY 92

Approx time	Summary of communication
0908L	BEEF 3 initial check-in with center and request to cancel IFR clearance. Oakland asks BEEF 3 if he would like flight following. BEEF 3 replies affirmative.
0912L	Oakland directs BEEF 3 to switch to frequency 327.0
0913L	BEEF 3 checks in on 327.0, VFR at 17,500 ft.
0917L	BEEF 2 flight checks in at FL190.
0918L	Oakland controller notes BEEF 3 turning south and asks another controller about BEEF 3 intentions.
0919L	Oakland advises BEEF3 of Bishop altimeter. BEEF 3 responds that he is "descending and switching." Oakland terminates service and radar track.

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LOG          SORT=AID,TIME                    NAS ID=OE04A370  NAS DATE=07/05/92  MPOOL=RE041081   05/07/92  PAGE 0010
                                                                                                          A4E0.4
 TIME  | AID    CID|DEV  DID |MSG TYP| MSG CONTENT
160602.6|BEEF3   434|ART NLA  |I DM   | NLA1606033   DM 434 1606
160602.7|BEEF3   434|NAS ZCX  |O DZ   | 0410   DZ BEEF3/434 F18 NLC D1606 OAL180045 1624
160602.7 BEEF3   434 HSP HSP   O FPDAT
606 NLA     DM *434 BEEF3 F18/R 4317 420 NLC D1606 190 NLC.NLC3.NLC..MIZRE..NLC020066..OAL180045/1624 |D0+40 VR208 A-G NLC
160602.8|BEEF3   434|ART NLA  |O DA   | ZC01606972   DA 434 NLA1606033
160603.2|BEEF3   434|NAS ZCX  |I DA   | X961   DA 0410
160607.1|BEEF3   434|DCR 16D  |O DTMUP|  BEEF3   434              * 1*
|       |          |         |       |  NLC          D1606
|       |          |         |       |  190
160615.4|BEEF3   434|ART NLA  |I TI   | NLA1606034   TI S16 434 ***23***                          -002/0002  -162/0181
160615.4|BEEF3   434|PVD 16P  |N FDB-N|          BEEF3              PS=FLAT  FORCE=Y  BLINK=E                    TRK#=008(
|       |          |         |       |          190N               LD=  NE  DISPL=Y  VEL=  - 1.75,  3.50
|       |          |         |       |          434H016            LL=  CI  ATN=  0  COORD=505.00,181.50
160615.4|BEEF3   434|DRC 16   |O QT   | TRACK INITIATE        ALT = 190       BCN = 4317
|       |          |         |       |                       HDG = 333       SPD = 247       COORD =  505.00,  181.50
160615.5|BEEF3   434|ART NLA  |O DA   | ZC01606973   DA 434 NLA1606034
160616.7|BEEF3   434|ART NLA  |I TU   | NLA1606035   TU 434 ***23***                              -002/0002  -182/0201
160617.5|BEEF3   434|FSP 18F  |O ENR  |          NLC      20       190      OAL   NLC208---NLC NLC3
|       |          |         |       |  >BEEF3<          16                 180   NLC MIZRE NLC020066& 4317
|       |          |         |       |                                      045   OAL180045
|       |          |         |       |   F18/R     1606
|       |          |         |       |  T420 G408
|       |          |         |       |     18
|       |          |         |       | >434<   02        CZQ 039/037    S45        |D0+40 VR208 A-G NLC
160618.1|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3              PS=FREE  FORCE=Y  BLINK=E                    TRK#=008(
|       |          |         |       |          190N               LD=  NE  DISPL=Y  VEL=  - 2.00,  4.00
|       |          |         |       |          434NONE            LL=  CI  ATN=  2  COORD=505.00,181.50
160619.2|BEEF3   434|FSP 55F  |O ARR  |          CZQ      28     ; 190          NLC208---NLC./.
|       |          |         |       |  >BEEF3<   039   16                      NLC020066          4317
|       |          |         |       |            037                           OAL180045/1624
|       |          |         |       |   F18/R     1620
|       |          |         |       |  T420 G410
|       |          |         |       |     46
|       |          |         |       | >434<   03        OAL 180/045            |D0+40 VR208 A-G NLC
160621.4|BEEF3   434|ART NLA  |I TU   | NLA1606036   TU 434 ***23***                              -003/0002  -189/0220
160624.1|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3              PS=FREE  FORCE=Y  BLINK=E                    TRK#=008
|       |          |         |       |          190$18             LD=  NE  DISPL=Y  VEL=  - 2.25,  4.50
|       |          |         |       |          434 294            LL=  CI  ATN=  2  COORD=504.56,182.81
```

Takeoff

Cancelled IFR upon initial contact with Oakland Center, 13nm from NLC
proceeded VFR at 17.5k with flight following

Encl (18)
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| TIME  | AID    CID|DEV  DID |MSG TYP| MSG CONTENT
-------------------------------------------------------------------------------------------------------------
|160730.1|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          190N                 LD=  NE  DISPL=Y  VEL=  - 1.00,  5.50
|        |           |         |       |          434 340              LL=  CI  ATN=  2  COORD=504.18,188.12
-------------------------------------------------------------------------------------------------------------
|160736.2|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          190$87               LD=  NE  DISPL=Y  VEL=    0.25,  5.50
|        |           |         |       |          434 326              LL=  CI  ATN=  2  COORD=505.43,189.06
-------------------------------------------------------------------------------------------------------------
|160748.1|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          190$101              LD=  NE  DISPL=Y  VEL=    1.00,  5.50
|        |           |         |       |          434 331              LL=  CI  ATN=  2  COORD=506.43,190.06
-------------------------------------------------------------------------------------------------------------
|160800.1|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          190$116              LD=  NE  DISPL=Y  VEL=    1.00,  5.50
|        |           |         |       |          434 331              LL=  CI  ATN=  2  COORD=507.56,191.06
-------------------------------------------------------------------------------------------------------------
|160806.5|BEEF3   434|DEC 16R  |I QZ   | VFR¬"   Oakland check-in and cancel IFR          507.562/ 190.812    282/ 579
-------------------------------------------------------------------------------------------------------------
|160806.5|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          VFR/116              LD=  NE  DISPL=Y  VEL=    1.00,  5.50
|        |           |         |       |          434 331              LL=  CI  ATN=  2  COORD=507.56,191.06
-------------------------------------------------------------------------------------------------------------
 160806.6 BEEF3   434 HSP HSP   O FPDAT

1608 S16-R   QZ  434 BEEF3 F18/R 4317 420 NLC D1606 VFR NLC.NLC3.NLC..MIZRE..NLC020066..OAL180045/1624 |D0+40 VR208 A-G NLC
-------------------------------------------------------------------------------------------------------------
|160807.1|BEEF3   434|NAS ZCX  |O RZ   | O432   RZ BEEF3 NLC OAL180045
-------------------------------------------------------------------------------------------------------------
|160807.4|BEEF3   434|DEC 16R  |I QN   |8¬"                                                 507.562/ 190.812    282/ 579
-------------------------------------------------------------------------------------------------------------
|160807.4|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          VFR/116              LD=   S  DISPL=Y  VEL=    1.00,  5.50
|        |           |         |       |          434 331              LL=  CI  ATN=  2  COORD=507.56,191.06
-------------------------------------------------------------------------------------------------------------
|160807.6|BEEF3   434|NAS ZCX  |I DA   | X983   DA O432
-------------------------------------------------------------------------------------------------------------
|160807.7|BEEF3   434|DCR 45D  |O ALTUP|  BEEF3   434   ALTITUDE    * 1*
|        |           |         |       |                VFR
-------------------------------------------------------------------------------------------------------------
|160812.2|BEEF3   434|PVD 16P  |O FDB-O|          BEEF3                PS=FREE  FORCE=N  BLINK=NONE                TRK#=0080
|        |           |         |       |          VFR/129              LD=   S  DISPL=Y  VEL=    2.00,  5.25
|        |           |         |       |          434 343              LL=  CI  ATN=  2  COORD=508.43,192.06
-------------------------------------------------------------------------------------------------------------
|160821.8|BEEF3   434|FSP 18F  |O ENR  |          1 CZQ      17      VFR      OAL   NLC208---NLC./.NLC
|        |           |         |       |  >BEEF3<   141   16                  180   MIZRE NLC020066&     4317
|        |           |         |       |            015                       045   OAL180045
|        |           |         |       |   F18/R    1611
|        |           |         |       |  T420 G419
|        |           |         |       |     18
|        |           |         |       | >434<   04        CZQ 039/037    S45        |D0+40 VR208 A-G NLC
-------------------------------------------------------------------------------------------------------------
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LOG SORT=AID,TIME NAS ID=OE04A370 NAS DATE=07/05/92 MPOOL=RE041081 05/07/92 PAGE 0024
A4E0.4

TIME	AID	CID	DEV	DID	MSG TYP	MSG CONTENT					
161746.4	BEEF3	434	PVD	16P	O FDB-O	BEEF3 VFR/176 R434H-45	PS=FLAT LD= NE LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 5.75, 2.00 COORD=554.06,237.12		TRK#=1125
161748.2	BEEF3	434	PVD	18P	O FDB-O	BEEF3 VFR/176 434 296	PS=FLAT LD= S LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 4.50, 2.00 COORD=554.06,237.12		TRK#=0080
161748.2	BEEF3	434	PVD	45P	O FDB-O	BEEF3 VFR/176 R434 296	PS=FLAT LD= N LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 4.50, 2.00 COORD=554.06,237.12		TRK#=1131
161748.2	BEEF3	434	PVD	16P	O FDB-O	BEEF3 VFR/176 R434 296	PS=FLAT LD= NE LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 4.50, 2.00 COORD=554.06,237.12		TRK#=1125
161754.2	BEEF3	434	PVD	18P	O FDB-O	BEEF3 VFR/176 434H-45	PS=FLAT LD= S LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 4.50, 2.00 COORD=556.62,235.75		TRK#=0080
161754.2	BEEF3	434	PVD	45P	O FDB-O	BEEF3 VFR/176 R434H-45	PS=FLAT LD= N LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 4.50, 2.00 COORD=556.62,235.75		TRK#=1131
161754.2	BEEF3	434	PVD	16P	O FDB-O	BEEF3 VFR/176 R434H-45	PS=FLAT LD= NE LL= CI	FORCE=Y DISPL=Y ATN= 0	BLINK=E VEL= 4.50, 2.00 COORD=556.62,235.75		TRK#=1125
161756.8	BEEF3	434	DEC	18R	I QN	434'					
161756.8	BEEF3	434	PVD	18P	O FDB-O	BEEF3 VFR/176 434 296	PS=FLAT LD= S LL= CI	FORCE=Y DISPL=Y ATN= 2	BLINK=NONE VEL= 4.50, 2.00 COORD=556.62,235.75		TRK#=0080
161756.8	BEEF3	434	PVD	16P	O FDB-O	BEEF3 VFR/176 R434 296	PS=FLAT LD= NE LL= CI	FORCE=Y DISPL=Y ATN= 2	BLINK=NONE VEL= 4.50, 2.00 COORD=556.62,235.75		TRK#=1125
161759.4	BEEF3	434	DEC	18R	I QX	FP 434'					
161759.5	BEEF3	434	HSP	HSP	O FPDAT	1617 S18-R QX *434 BEEF3 REMOVE STRIP					
161922.1	BEEF3	434	DCR	45D	O RS UP	BEEF3 434 REMOVE STRIPS * 1*					

Altitude 17.6k
Airspeed 296 knots G.S.

These coordinates correspond to
N 37 15 49
W 118 52 34

per Mr. [redacted] Oakland center Rep

Encl (18)
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MF1-10A
(5-83)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

SURFACE WEATHER OBSERVATIONS

STATION: BISHOP, CALIFORNIA

DATE: MAY - 7 1992

TO CONVERT LST TO GMT: ADD 8 hrs. SUBTRACT ____ hrs.

TYPE (1)	TIME (LST) (2)	SKY AND CEILING (Hundreds of Feet) (3)	VISIBILITY (Miles) SURFACE (4)	VISIBILITY (Miles) TOWER (4a)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA LEVEL PRESS. (Mbs.) (6)	TEMP. (°F) (7)	DEW PT. (°F) (8)	WIND DIRECTION (00-36) (9)	WIND SPEED (Kts.) (10)	WIND CHARACTER (11)	ALTIMETER SETTING (Ins.) (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)	OBSERVER'S INITIALS (15)
SP	0525	100SCT E150BKN	40				48	45	30	05		D19	FIRST	BC
SA	0550	100SCT E150BKN	40			200	50	47	34	05		020	47351	BC
SA	0650	100SCT 150SCT	40			200	59	47	29	05		021	207 1530	BC
SA	0750	100SCT	40			200	62	47	30	06		021		BC
SA	0850	100SCT 150SCT	40			196	69	47	31	04		021		BC
SA	0950	100SCT 150SCT 200SCT	40			194	73	46	27	03		020	803 1231 MIN 57	BC
SA	1050	[illegible]	40			186	77	44	13	04		018		RM
SA	1150	100SCT	40			166	80	40	08	06		015		RM
SA	1250	100SCT 200SCT	40			156	84	40	27	08		011	825 1201 TCU NW	RM
													LAST	

MH-2, is entered on line following related Basic observation.

Encl (14)
1 of 1

STATEMENT OF COLONEL (b) (6) (b) (6) USAF(R), WITNESS

June 1, 1992

Cmdr. (b) (6) (b) (6)
CSFWP
NAS Lemoore
CA 93246

Sir:

At the time of the mishap I was instructing aerobatics to (b) (6) (b) (6), M.D., also of Mammoth Lakes. We were at approximately nine-thousand feet over Round Valley, just west of Bishop Airport and west of Highway 395. As we were clearing the area preparatory to doing aerobatics, Dr. (b) (6) called my attention to an airplane to the south of us, heading north up the river toward Bishop. I remarked that it appeared to be an F18 and that we should look for a possible second F18. The aircraft was flying fairly fast and low over the river, perhaps a thousand feet AGL or lower. We delayed our maneuvering until I saw him turn east towards the White Mountains. We performed one barrel roll, and upon rolling out we immediately saw a large column of black smoke rising out of the area where we had last seen the F18. I flew over to the Black Canyon area and, upon looking closely at the flame and smoke pattern, elected to notify the Sheriff's office of a possible downed aircraft. I called the UNICOM at Bishop Airport and gave them the report. I returned to the canyon and made several low passes to see if there were any signs of a parachute. I could see the apparent impact point and some signs of aircraft wreckage. I also saw an automobile parked directly under the impact point, at the confluence of Black and Marble Canyons. I stayed airborne over the crash sight until two Sheriff's cars arrived. The weather was clear with unrestricted visibility. The point of impact was not in shadow and was easily visible to us as we initially descended toward the canyon from several miles away.

(b) (6)

(b) (6)
Colonel, USAF(Ret)
(619) 934-4324

Colonel (b) (6) flew tactical jet aircraft while serving with the US Air Force. J. A.

Encl (20)
1 of 1

INVESTIGATING OFFICER'S NOTES FROM TELEPHONE INTERVIEW WITH MR. (b) (6) (b) (6) WITNESS, ON 31 MAY 92

1. Witness was fishing along Owens River approx 2 nm west of mouth of Black Canyon at 0920 local on 07 May 92.

2. Witness observed an F/A-18 fly over the river aprox 300 yards north of his position at an estimated altitude of 150 to 200 ft AGL.

3. Witness said the aircraft appeared to be intact and operating normally. Speed was fast, guessed at 300 knots.

4. Witness said the aircraft was wings level and not maneuvering.

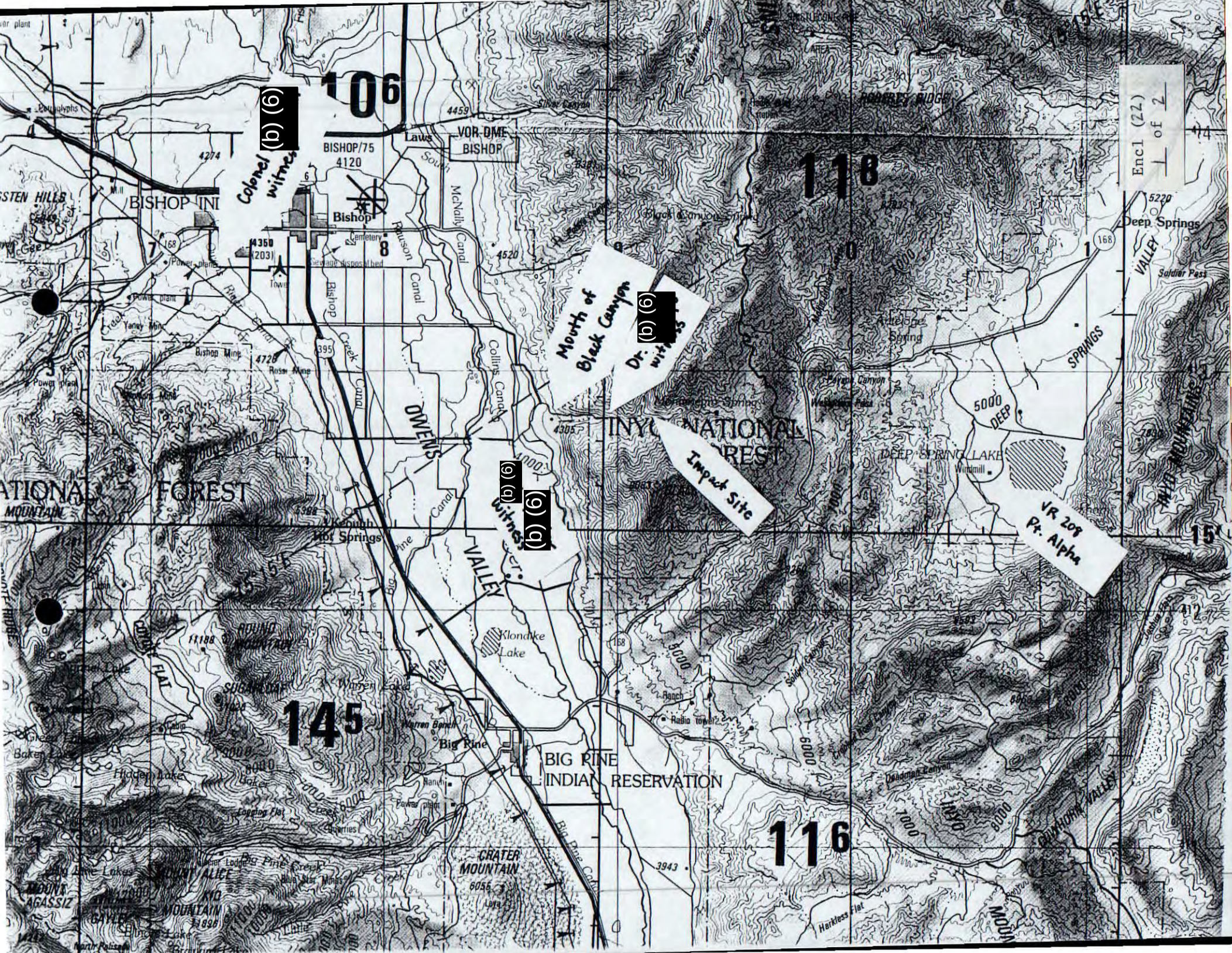
5. Witness lost sight of the F/A-18 behind some trees as it entered the mouth of Black Canyon.

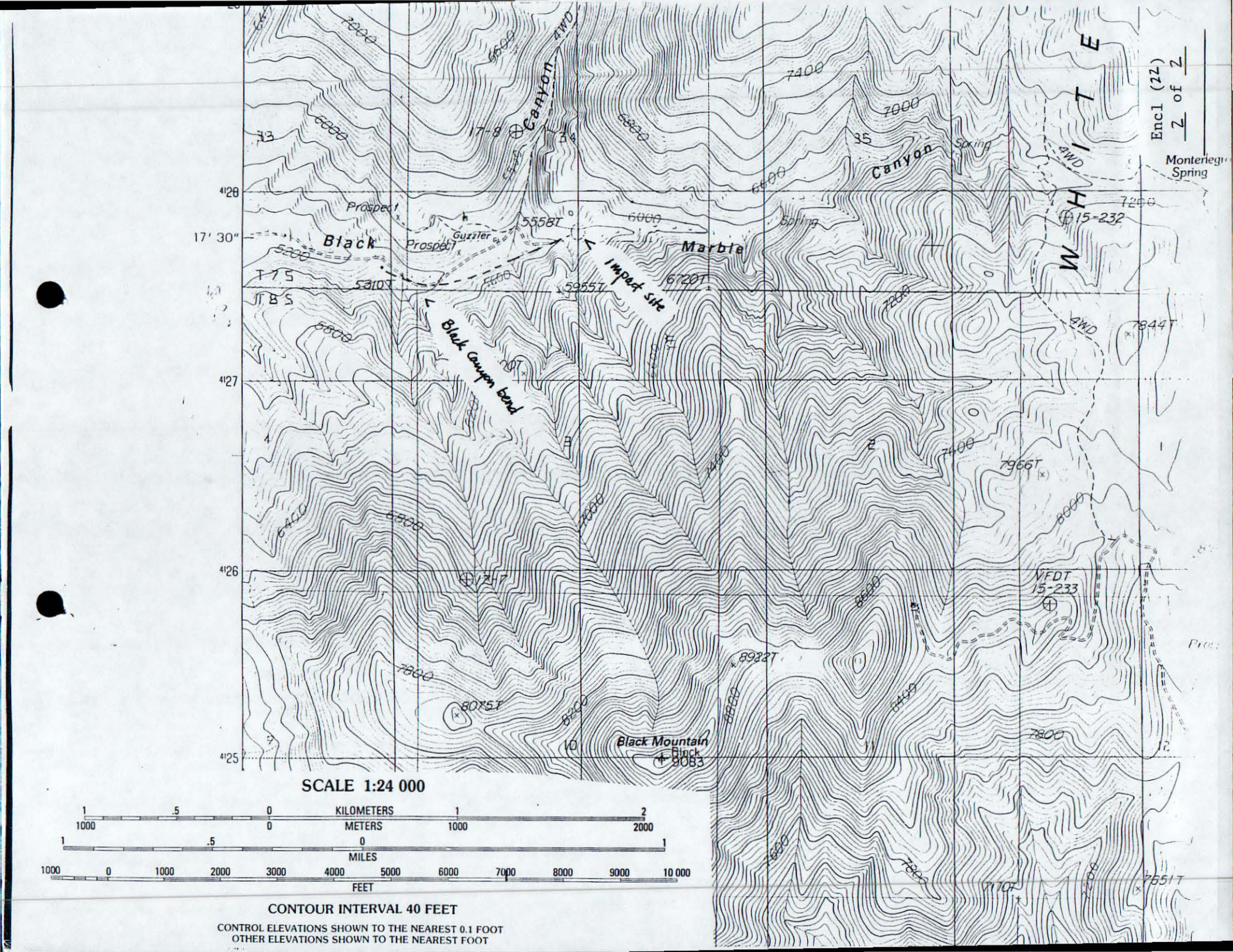
6. Witness moved several yards to regain sight of the aircraft, and picked it up in a wings level climb at the mouth of Marble Canyon with "the entire bottom of the plane on fire from wing to wing." He then witnessed the aircraft impact and explode.

7. Witness said he later realized that he could not see the first impact point from his position, but could see the second. His range from the impact site was between 3 and 4 nm.

8. Mr. (b) (6) served a tour as an aircraft mechanic for the USAF in the 1950's, working on B-29 type aircraft.

(b) (6)

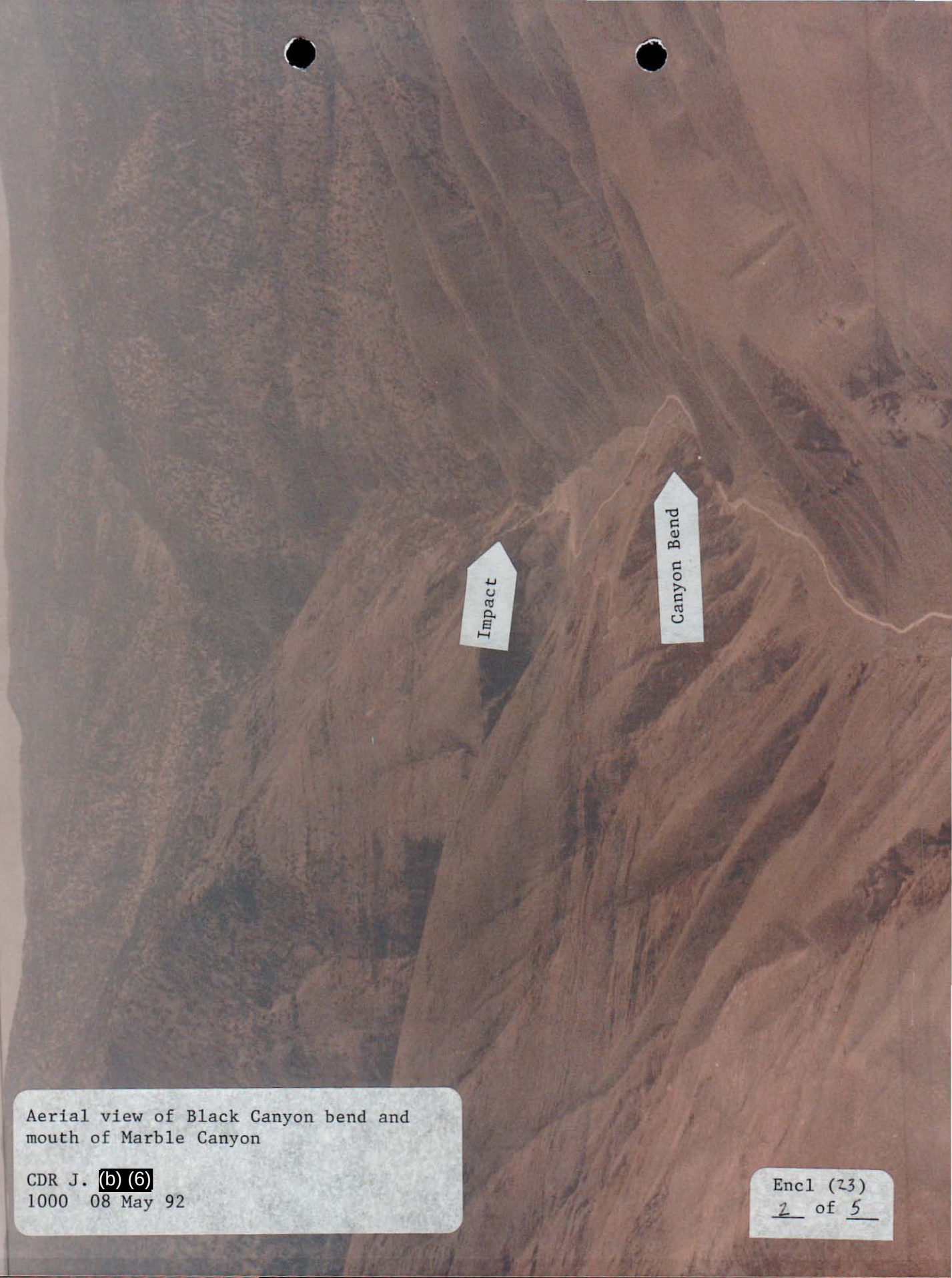

Encl (22)
1 of 2
Colonel (b) (6) witness
Mouth of Black Canyon
Dr. (b) (6) witness
Impact Site
VR 209 Pt. Alpha
(b) (6) witness
(b) (6)
106
118
116
145
BISHOP/75
4120
VOR-DME
BISHOP
Laws
Bishop
BISHOP IN
Deep Springs
Soldier Pass
DEEP SPRING LAKE
5000 DEEP
SPRINGS
VALLEY
OWENS
VALLEY
INYO NATIONAL FOREST
NATIONAL FOREST
Klondike Lake
Warren Lake
Big Pine
BIG PINE INDIAN RESERVATION
CRATER MOUNTAIN
Hot Springs
McNally Canal
Bishop Canal
Collins Canal
Black Canyon
Silver Canyon
Warren Bench
Hidden Lake
Baker Lake
Big Pine Lakes
Radio tower
Ranch
Power plant
Cemetery
Sewage disposal bed
Tower
Mill
Yaney Mine
Bishop Mine
Rose Mine
Antelope Spring
Windmill
Harkless Flat
Logging Flat
Quarries
Big Pine Creek
Glacier Lodge
Blue Star Mines
Lava
Cottonwood Creek
Deadman Canyon
Soldier Canyon
Wallace Pass
Fairview Canyon
Mormon Grove Spring
Bishop Creek
Big Pine Canal
Big Pine Creek
Round Mountain
Sugarloaf Peak
Coyote Flat
Mount Alice
Kyo Mountain
Mount Agassiz
Gayley
Cottonwood Valley
Kyo Mountain
Mount Inyo
Roberts Ridge
Silver Canyon
Black Canyon
Laws
Cemetery
Power plant
Tower
Mill
Yaney Mine
Bishop Mine
Rose Mine
Antelope Spring
Windmill
Radio tower
Ranch
Power plant
Quarries
Lava
Harkless Flat
Logging Flat
Big Pine Creek
Glacier Lodge
Blue Star Mines
Cottonwood Creek
Deadman Canyon
Soldier Canyon
Wallace Pass
Fairview Canyon
Mormon Grove Spring
Bishop Creek
Big Pine Canal
Big Pine Creek
Round Mountain
Sugarloaf Peak
Coyote Flat
Mount Alice
Kyo Mountain
Mount Agassiz
Gayley
Cottonwood Valley
Kyo Mountain
Mount Inyo
Roberts Ridge
Silver Canyon
Black Canyon


Encl (22)
2 of 2
WHITE
Canyon
Black
Marble
Canyon
Prospect
Guzzler
Spring
Monteriegro Spring
Impact site
Black Canyon bend
Black Mountain
Black
9083
17-8
17-7
15-232
15-233
VFDT
5558T
5310T
5955T
6720T
7844T
7966T
8922T
8075T
7170T
7651T
4WD
17' 30"
T 7 S
T 8 S
4128
4127
4126
4125
SCALE 1:24 000
KILOMETERS
METERS
MILES
FEET
CONTOUR INTERVAL 40 FEET
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 FOOT
OTHER ELEVATIONS SHOWN TO THE NEAREST FOOT

Aerial view of Black and Marble Canyons
from Owens Valley

CDR J. (b) (6)
1000 08 May 92

Encl (23)
1 of 5



Aerial view of Black Canyon bend and mouth of Marble Canyon

CDR J. (b) (6)
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Encl (23)
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