28 MAR 2021

VT-28 EXPANDED FLIGHT BRIEFING GUIDE VER 5.1
Verbatim Memory Items Only and Memorizer Tool

Editor Note: These memory items have been updated to reflect the most recent VT-28 NATOPS Brief change (17 MAR 21). This memorizer tool is derived from the VT-27 NATOPS Brief Memorizer located in the Corpus Primary Pubs and Gouge drive. This version only has the Contacts stage verbatim items, so remember to modify your brief once you get to the INAV/FORM stages.

To use it, speak the text out loud a few times, then attempt reciting it again using only the lined text below. Once you feel confident only using the lined text, practice reciting it only from memory. You can also supplement your practice by recording yourself reciting the brief, then playing it back during your commute to base or during your runs. Best of luck!
- Gass

ADMINISTRATION

3. ***Airsickness History**. Note history of airsickness if applicable. Both pilots shall announce if they become passively or actively airsick. They may pass the controls as the situation dictates. The flying pilot will keep the aircraft in a stable position minimizing turns as the situation allows. If the airsick pilot feels he cannot continue, the mission will be aborted for airsickness.

N____ h_____ o_ a_____ i_ a_____. B____ p_____ s____ a_____ i_ t___
b_____ p_____ o_ a_____ a_____. T___ m__ p___ t__ c_____ a_ t__ s_____
d_____. T__ f_____ p____ w___ k___ t__ a_____ i_ a s_____ p_____ m_____
t____ a_ t__ s_____ a_____. I_ t__ a_____ p____ f____ h_ c_____ c_____, t__
m_____ w___ b_ a_____ f__ a_____.

18. ***Foreign Object Debris**. Ensure only those items required for flight are taken to the aircraft, and that all flight suit pockets are zippered. Both pilots will inspect BOTH cockpits before and after flight to ensure no FOD is present and ejection seat and CFS safety pins are installed.

E_____ o___ t____ i____ r_____ f__ f_____ a__ t____ t_ t__ a_____, a__ t___ a__ f_____
s___ p_____ a__ z_____. B___ p_____ w___ i_____ B___ c_____ b_____ a__ a____
f_____ t_ e_____ n_ F__ i_ p_____ a____ e_____ s___ a__ C__ s____ p___ a___ i_____.

MISSION EXECUTION/CONDUCT

1. ***Ground Ops**. In accordance with NATOPS, SOP, FTI, and Course Rules.

I_ a_____ w___ N_____, S__, F__, a__ C_____ R_____.

7. ***G-Exercise (Contacts ONLY)**. We will conduct a G-Ex prior to conducting any maneuvers requiring greater than three Gs, and preface all maneuvers with “Gs coming on, NOW, NOW, NOW.” Either pilot experiencing gray-out conditions should immediately call “Knock-it-Off” over the ICS, and a contact unusual attitude recovery should be used to level and unload the aircraft. In the event either pilot experiences a GLOC, the training portion of the flight will be terminated, and the IP will recover the aircraft to Navy Corpus.

W_ w___ c_____ a G-__ p____ t_ c_____ a__ m_____ r_____ g_____ t___ t____ G_, a__ p_____ a__ m_____ w___ "G_ c_____ o_, N__ N__ N__." E_____ p____ e_____ g___-___ c_____ s_____ i_____ c___ "k____ i_ o__" o___ t__ I__ a__ a c_____ u_____ a_____ r_____ s_____ b_ u___ t_ l____ a__ u_____ t__ a_____. I_ t__ e____ e_____ p____ e_____ a G___, t__ t_____ p_____ o_ t__ f_____ w___ b_ t_____, a__ t__ I_ w___ r_____ t__ a_____ t_ N___ C_____.

10. ***Course Rules/Home Field Entry**

(1) Brief planned recovery method.

(2) Brief out and in location, to include airfield layout/planned arrival/FBO location.

(3) We will plan to recover via (VFR Course Rules/VFR Arrival/Instrument Approach) to (Airfield).

(1) B_____ p_____ r_____ m_____.

(2) B____ o__ a__ i_ l_____, t_ i_____ a_____ l_____/p_____ a_____/F__ l_____.

(3) W_ w___ p___ t_ r_____ v__ (V__ C____ R____/V__ A_____/I_____ A_____) t_ (A_____)

COMMUNICATIONS AND CREW COORDINATION

1. **Frequencies**. We will use preset UHF, VHF, and NAV frequencies, and manual frequencies as required.
W_ w___ u__ p_____ U__, V__, a__ N__ f_____, a__ m_____ f_____ a_ r_____.

2. **Radio Procedures and Discipline**. The flying pilot will make all radio calls to be backed up by the non-flying pilot. Either pilot can make a safety of flight call. Keep all calls concise and professional.
T__ f_____ p____ w___ m___ a__ r____ c____ t_ b_ b_____ u_ b_ t__ n__-_____ p____. E_____ p____ c__ m___ a s_____ o_ f_____ c___. K___ a__ c____ c_____ a__ p_____.

3. **Change of Control of Aircraft**. We will use a positive three-way exchange of controls with emphasis on the word "CONTROLS." In the event of an ICS failure, we will use the push-to-pass, shake-to-take method of control transfer with the non-flying pilot showing his/her hands for verification. If in doubt of who has control of the aircraft, query the other pilot. Control inputs by the instructor do not constitute a control change. Transfer of aircraft controls includes control of the FMS/UFCP and radios. The non-flying pilot may assist or assume control of the FMS/UFCP and radios as directed.
W_ w___ u__ a p_____ t____-___ e_____ o_ c_____ w___ e_____ o_ t__ w___ "C_____." I_ t__ e____ o_ a_ I__ f_____, w_ w___ u__ t__ p___ t_ p___, s____ t_ t___ m_____ o_ c_____ t_____ w___ t__ n__-_____ p____ s_____ h__ o_ h__ h____ f__ v_____. I_ i_ d____ o_ w__ h__ c_____ o_ t__ a_____, q____ t__ o____ p____. C_____ i_____ b_ t__ i_____ d__ n__ c_____ a c_____ c_____ . T_____ o_ a_____ c_____ i_____ c_____ o_ t__ F__/U___ a__ r_____. T__ n__-_____ p____ m__ a_____ o_ a_____ c_____ o_ t__ F__/U___ a__ r_____ a_ d_____.

4. **Navigational Aids/FMS.**

(1) Contact/VNAV Stage. We will primarily fly VFR today using the ground reference checkpoints for navigation; however, we will keep the appropriate working area or navigation route in the FMS for back-up.
C_____/V___ S____. W_ w___ p_____ f__ V__ t____ u____ t__ g_____ r_____
c_____ f__ n_____; h_____, w_ w___ k___ t__ a_____ w_____ a___
o_ n_____ r____ i_ t__F__ f__ b___-__.

5. **Identification**. Our call sign will be RANGER XXX and we will squawk 55XX/56XX for Contact/VNAV or as assigned by ATC for INAV.
O__ c___ s___ w___ b_ R_____ XXX a__ w_ w___ s_____ 55XX/56XX f__
C_____/V___, o_ a_ a_____ b_ A__ f__ I___.

6. **Clearing Procedures**. Both pilots will maintain a vigilant lookout for other traffic using the TCAS to aid as appropriate. Call out all traffic using the clock system, HIGH/LEVEL/LOW, factor/no factor. Any pilot visually recognizing an immediate safety of flight conflict will immediately maneuver the aircraft into a safe position then discuss traffic avoidance after it is no longer a factor.
B___ p_____ w___ m_____ a v_____ l_____ f__ o____ t_____ u____ t__ T___ t_
a__ a_ a_____. C___ o__ a__ t_____ u____ t__ c____ s_____, H___/L____/L__,
f_____/__ f_____. A__ p____ r_____ a_ i_____ s_____ o_ f_____ c_____
w___ i_____ m_____ t__ a_____ i___ a s___ p_____ t___ d_____ t_____
a_____ a____ i_ i_ n_ l_____ a f_____.

7. **ICS Callouts**.
(1) The flying pilot will make all basic callouts (altitude, airspeed, heading, angle of bank, rate of descent).
(2) The non-flying pilot will back up flying pilot and make ICS callouts in IMC.
(1) T__ f_____ p____ w___ m____ a__ b____ c_____ (a_____, a_____, h_____, a____ o_ b___, r___ o_ d_____)

(2) T__ n__-_____ p____ w___ b___ u_ f_____ p____ a__ m___ I__ c_____ i_ I__.

NAVIGATION AND FLIGHT PLANNING
4/5. ***Penetration/Approach/Missed Approach**.
(1) Contact/VNAV Stage. If an instrument approach is required, the IP (or IUT at the IP's discretion) will fly the approach to be backed up by the SNA/IUT on all headings, altitudes, airspeeds, angles of bank, and rates of descent. The SNA/IUT will call the runway environment in sight with clock position, and repeat the current landing clearance (Land/T&G/Option/Low Approach as appropriate).
C_____/V___ S____. I_ a_ i_____ a_____ i_ r_____, t__ I_ (o_ I__ a_ t__ IP's
d_____) w___ f__ t__ a_____ t_ b_ b_____ u_ b_ t__ S__/I__ o_ a__ h_____,
a_____, a_____, a_____ o_ b___, a__ r____ o_ d_____. T__ S__/I__ w___ c___ t__
r_____ e_____ i_ s____ w___ c____ p_____, a__ r_____ t__ c_____ l_____
c_____ (L___/T____ a__ G_/O_____/L__ A_____ a_ a_____).

EMERGENCIES
1. **Aborts**.
Either pilot recognizing the need to abort will call "ABORT, ABORT, ABORT" over the ICS.

The flying pilot will execute the ABORT PROCEDURE IAW NATOPS. If we anticipate departing the prepared surface, we will execute the EMERGENCY ENGINE SHUTDOWN ON THE GROUND PROCEDURE. The Aircraft commander will call "CFS Pin" followed by "CFS, CFS, CFS" to command execution of the Canopy Fracturing system, or "EJECT, EJECT, EJECT" to command ejection as required. If the CFS pin is pulled, throw it down by the rudder pedals, if able.

E_____ p____ r_____ t__ n___ t_ a____ w___ c___ "A____, A____, A____" o___ t__ I__. T__ f_____ p____ w___ e_____ t__ A____ P_____ I__ N_____. I_ w_ a_____ d_____ t__ p_____ s_____, w_ w___ e_____ t__ E_____ E_____ S_____ O_ T__ G_____ P_____. T__ a_____ c_____ w___ c___ "C__ P__" f_____ b_ "C__, C__, C__" t_ c_____ e_____ o_ t__ C_____ F_____ S_____, o_ "E____, E____, E____" t_ c_____ e_____ a_ r_____. I_ t__ C__ p__ i_ p_____, t____ i_ d___ b_ t__ r_____ p_____, i_ a___.

2. **Divert Fields**.

(1) Contact and FORM stage: Our primary weather divert will be Corpus Christi International and secondary Victoria Regional. Emergency diverts from the working areas include (list appropriate airfields i.e. Goliad, Beeville, Victoria, Aransas County, Chase, McCampbell-Porter, San Jose, Waldron, or Mustang Beach).

(1) C_____ a__ F___ s_____: O__ p_____ w_____ d_____ w___ b_ C_____ C_____ I_____ a__ s_____ V_____ R_____. E_____ d_____ f____ t__ w_____ a____ i_____ (l___ a_____ a_____)

3. **Minimum and Emergency Fuel**. We will declare MIN FUEL if we anticipate landing below 200lbs. and EMERGENCY FUEL if we anticipate landing below 120lbs. W_ w___ d_____ M__ F___ i_ w_ a_____ l_____ b____ 2__ p_____ a__ E_____ F___ i_ w_ a_____ l_____ b____ l__ p_____.

4. **Power Loss**.

(1) If we have a power loss shortly after take-off, we will execute the ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF procedure, being mindful of aircraft configuration, energy state and runway length remaining. If insufficient runway length remains to land straight ahead, we will eject.

I_ w_ h___ a p_____ l___ s_____ a____ t___-___, w_ w___ e_____ t__ E_____ F_____ I_____ A____ T_____ p_____, b____ m_____ o_ a_____ c_____, e_____ s____ a__ r_____ l_____ r_____. I_ i_____ r_____ l_____ r_____ t_ l___ s_____ a____, w_ w___ e____.

(2) If we have a power loss elsewhere, we will execute the ENGINE FAILURE DURING FLIGHT PROCEDURE. If we are unable to intercept an ELP for suitable landing site, we will eject.

I_ w_ h___ a p_____ l___ e_____, w_ w___ e_____ t__ E_____ F_____ D_____ F_____ P_____. I_ w_ a__ u_____ t_ i_____ a_ E__ f__ s_____ l_____ s___, w_ w___ e____.

5. **Radio Failure/ICS Failure**.

(1) In the event of a radio or ICS failure, we will troubleshoot in an attempt to re-establish comms or ICS (i.e. check comm leads all the way to the O2 Mask, check the comm panel and

UFCP for appropriate frequencies and switches).
I_ t__ e____ o_ a r____ o_ I__ f_____, w_ w___ t_____ i_ a_ a_____ t_ r_-
_____ c____ o_ I__ (i._ c____ c___ l____ a__ t__ w__ t_ t__ O_ m___, c____ t__ c____
p____ a__ U___ f__ a_____ f_____ a__ s_____).

(2) If we have a radio failure, we will attempt communication on the other radio, using the Standby VHF control head as required. If we have a total loss of communications in the local area, we will comply with the local letter of agreement for IFR/VFR aircraft. If we are outside of the local area, we will comply with the FIH and remain VMC, if able.
I_ w_ h___ a r____ f_____, w_ w___ a_____ c_____ o_ t__ o____ r____, u____
t__ s_____ V__ c_____ h___ a_ r_____. I_ w_ h___ a t____ l___ o_ c_____ i_
t__ l____ a___, w_ w___ c_____ w___ t__ l____ l_____ o_ a_____ f__ I__/V__
a_____. I_ w_ a__ o_____ o_ t__ l____ a___, w_ w___ c_____ w___ t__ F__ a__ r_____
V__, i_ a___.

(3) If we have an ICS failure, we can remove our masks momentarily and shout, or use the frequency 123.45/246.8 to communicate over the radio as necessary. If ICS cannot be restored, the instructional portion of the flight will be terminated and we will land as soon as practical.
I_ w_ h___ a_ I__ f_____, w_ c__ r_____ o__ m____ m_____ a__ s____, o_ u__
f_____ l__.__/2__._ t_ c_____ o___ t__ r____ a_ n_____. I_ I__ c_____ b_
r_____, t__ i_____ p_____ o_ t__ f_____ w___ b_ t_____ a__ w_ w___ l___
a_ s___ a_ p_____.

6. **Inadvertent IMC**. If we inadvertently enter IMC we will fly straight and level for 30 seconds. If operating in an unfamiliar area or there are known ground hazards present we will immediately climb above the maximum elevation figure (reference the VFR sectional). If we do not regain VMC within 30 seconds we will do a standard rate up to 30º angle of bank turn for 180º of heading change in an attempt to regain VMC. If we are still unable to regain VMC, we will inform ATC and coordinate an IFR clearance.
I_ w_ i_____ e____ I__ w_ w___ f__ s_____ a__ l____ f__ 3_ s_____. I_ o_____ i_
a_ u_____ a___ o_ t____ a__ k_____ g_____ h_____ p_____ w_ w___ i_____
c____ a____ t__ m_____ e_____ f_____ (r_____ t__ V__ s_____). I_ w_ d_ n__
r_____ V__ w_____ 3_ s_____ w_ w___ d_ a s_____ r___ u_ t_ 3_ d_____ a_____ o_
b____ t____ f__ l__ d_____ o_ h_____ c_____ i_ a_ a_____ t_ r_____ V__. I_ w_ a__
s_____ u_____ t_ r_____ V__, w_ w____ i_____ A__ a__ c_____ a_ I__ c_____.

7. **Loss of Sight**. We will be single ship today; however, if we are given traffic to follow and we lose sight of it, we will ask ATC for an update.
W_ w___ b_ s_____ s___ t____; h_____, i_ w_ a__ g____ t_____ t_ f_____ a__ w_ l___
s____ o_ i_, w_ w___ a__ A__ f__ a_ u_____.

8. **Downed Pilot and Aircraft**. If we are first on scene to an aircraft mishap, we (or section lead) will assume on-scene commander duties. The flying pilot will establish the aircraft at a safe altitude and distance to maintain visual contact, and the non-flying pilot will initiate the ON-SCENE COMMANDER CHECKLIST. We will set a BINGO fuel to the nearest suitable field, and remain on scene until we:
(1) Reach our BINGO Fuel.

(2) Have a malfunction of our own.
(3) Relieved by a more capable platform.
(4) The rescue is complete.

If we are not first on scene, we may offer assistance but will remain clear unless called upon.

I_ w_ a__ f____ o_ s____ t_ a_ a_____ m_____, w_ (o_ s_____ l___) w___ a_____ o_-
_____ c_____ d_____. T__ f_____ p____ w___ e_____ t__ a_____ a_ a s___
a_____ a__ d_____ t_ m_____ v_____ c_____, a__ t__ n__-_____ p____ w___
i_____ t__ O_-_____ C_____ C_____. W_ w___ s__ a B____ f___ t_ t__ n_____
s_____f____, a__ r_____ o_-_____ u____ w_:

1) R____ o__ B____ f___
2) H___ a_ m_____ o_ o__ o__
3) R_____ b_ a m___ c_____ p_____
4) T__ r_____ i_ c_____.

I_ w_ a__ n__ f____ o_ s____, w_ m__ o____ a_____ b__ w___ r_____ c____ u_____
c_____u___.

9. **Bird Strike/Midair/Airborne Damage**. Our first priority will be to maintain aircraft control. If we are unable to control the aircraft we will eject. If the aircraft is controllable and we suspect possible engine damage (i.e. within the prop arc) we will execute a PEL to the nearest suitable airfield. If no engine damage is suspected, we will execute the CONTROLLABILITY CHECK PROCEDURE at the IPs discretion.

O__ f____ p_____ w___ b_ t_ m_____ a_____ c_____. I_ w_ a__ u_____ t_
c_____ t__ a_____, w_ w___ e____. I_ t__ a_____ i_ c_____ a__ w_ s_____
p_____ e_____ d_____ (i._. w_____ t__ p___ a__), w_ w___ e_____ a P__ t_ t__
n_____ s_____ a_____. I_ n_ e_____ d_____ i_ s_____, w_ w___ e_____ t__
c_____ c____ p_____ a_ t__ IP's d_____.

10. **Unsafe Gear.** If on departure or recovery, we experience an unsafe gear indication we coordinate with ATC to ensure the delta pattern is available and will orbit overhead as we troubleshoot. (Brief as applicable) If able we will look to have a formation qualified IP join up for an inspection. If not available, we will conduct a low approach of the RDO cart. If it occurs in the area, we can troubleshoot there and coordinate with ATC for a visual straight-in back at Navy or to the nearest suitable field as required.

I_ o_ d_____ o_ r_____, w_ e_____ a_ u_____ g___ i_____ w_ c_____ w___ A__
t_ e_____ t__ d_____ p_____ i_ a_____ a__ w___ o____ o_____ a_ w_ t_____.
(B_____ a_ a_____) I_ a___ w_ w___ l___ t_ h___ a f_____ q_____ I_ j___ u_ f__ a_
i_____. I_ n__ a_____, w_ w___ c_____ a l__ a_____ o_ t__ R__ c___. I_ i_ o_____
i_ t__ a____, w_ c__ t_____ t____ a__ c_____ w___ A__ f__ a v_____ s_____-__
b___ a_ N___ o_ t_ t__ n_____ s_____ f_____ a_ r_____.

11. **OBOGS Malfunction/Hypoxia Symptoms**. Regardless of EICAS indications, if either pilot experiences symptoms of hypoxia, both shall pull the green ring and land as soon as conditions permit.

R_____ o_ E____ i_____, i_ e_____ p____ e_____ s_____ o_ h_____, b___
s____ p___ t__ g____ r___ a__ l___ a_ s___ a_ c_____ p_____.

12. **Other Aircraft Emergencies**.

(1) All simulated malfunctions will be prefaced with the word "SIMULATED." In the event of a simulated malfunction requiring a PEL, the SNA/IUT will maintain control of the

PCL. In the event of a simulated power loss, the IP will call for the PCL by saying "I HAVE THE PCL" then say "SIMULATED" give the power loss and maintain control of the PCL, and set 4-6% upon hearing the SNA/IUT verbalize "Simulated PCL – OFF." The SNA/IUT will maintain control of the aircraft and recite the appropriate procedure moving the landing gear and flap handles as appropriate (do not move any other switches/handles in a simulated scenario).

(2) In the event of an actual malfunction, the pilot recognizing the malfunction will call it out over the ICS and execute any applicable Critical Action procedures. Both pilots will break out the PCL and review all non-critical action items, as well as all Notes, Warnings, and Cautions. Time permitting, we will get dual concurrence prior to moving the PCL to OFF, pulling the Firewall Shut-Off Handle, or Switching the PMU OFF.

(3) While trouble shooting, we will ensure that one pilot is always flying the aircraft. NO FAST HANDS!

(1) A__ s_____ m_____ w___ b_ p_____ w___ t__ w___ "S_____." I_ t__ e_____ o_ a s_____ m_____ r_____ a P__, t__ S__/I__ w___ m_____ c_____ o_ t__ P__. I_ t__ e____ o_ a s_____ p_____ l____, t__I_ w___ c___ f__ t__ P__ b_ s_____ "I H___ T__ P__" t___ s__ "S_____" g___ t__ p_____ l___ a__ m_____ c_____ o_ t__ P__, a__ s__ 4-6% u___ h_____ t__ S__/I__ v_____ "S_____ P__ - O__." T__ S__/I__ w__ m_____ c_____ o_ t__ a_____ a__ r_____ t__ a_____ p_____ m_____ t__ l_____ g___ a__ f___ h_____ a_ a_____ (d_ n__ m___ a__ o____ s_____/h_____ i_ a s_____ s_____).

(2) I_ t__ e____ o_ a_ a_____ m_____, t__ p____ r_____ t__ m_____ w___ c___ i_ o__ o___ t__ I__ a__ e_____ a__ a_____ C_____ A_____ p_____. B___ p_____ w___ b____ o__ t__ P__ a__ r_____ a__ n__-_____ a_____ i____, a_ w___ a_ a__ N____, W_____, a__ C_____. T___ p_____, w_ w___ g__ d___ c_____ p_____ t_ m_____ t__ P__ t_ O__, p_____ t__ F_____ S___-___ H_____, o_ S_____ t__ P__ O__.

(3) W____ t_____ s_____, w_ w___ e_____ t___ o__ p____ i_ a_____ f_____ t__ a_____. N_ F____ H_____!

13. **Ejection**. Ejection is never simulated. The call for ejection will be "EJECT, EJECT, EJECT," or in the event of an ICS failure, three raps on the canopy. Ensure you maintain proper body position, back and shoulders against the seat, head on the headrest, chin up 10 degrees, feet on the rudder pedals, and elbows in tight toward the body. The minimum altitude for uncontrolled ejection is 6,000' AGL, and 2,000' AGL for a controlled ejection. Time permitted, we will execute as many of the CONTROLLED EJECTION checklist steps as possible. The controlled ejection area is the CRP 170 radial at 20 DME (Chapman Ranch).

E_____ i_ n____ s_____. T__ c___ f__ e_____ w___b_ "E____, E____, E____," o_ i_ t__ e_____ o_ a_ I__ f_____, t_____ r___ o_ t__ c_____. E_____ y__ m_____ p_____ b___ p_____, b___ a__ s_____ a_____ t__ s___, h___ o_ t__ h_____, c___ u_ l_ d_____, f___ o_ t__ r_____ p_____, a__ e_____ i_ t____ t_____ t__ b___. T__ m_____ a_____ f__ u_____ e_____ i_ 6____ A__, a__ 2____ A__ f__ a c_____ e_____. T___ p_____, w_ w___ e_____ a_ m___ o_ t__ C_____ E_____ c_____ s_____ a_ p_____. T__ c_____ e_____ a___ i_ t__ C__ 1__ r_____ a_ 2_ D__ (C_____ R____).