



**DEPARTMENT OF THE NAVY**  
NAVAL AIR FORCE, UNITED STATES PACIFIC FLEET SAN DIEGO CA 92135-7051  
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COMNAVAIRPAC/  
COMNAVAIRLANTINST 3700.2D  
N3  
20 Jun 2023

COMNAVAIRPAC/COMNAVAIRLANT INSTRUCTION 3700.2D

From: Commander, Naval Air Force, U.S. Pacific Fleet

Subj: NAVY SUPPORT OF THE NAVY LEGACY FLIGHT PROGRAM

Ref: (a) DOD Directive 5410.18  
(b) DOD Instruction 5410.19  
(c) SECNAVINST 5720.44 series  
(d) OPNAVINST 3710.7 series  
(e) CHINFO 252020Z Mar 02  
(f) CSFWPINST 3700.2/CSFWLINST 3700.2 series  
(g) FAA FAR PART 91  
(h) FAA Order 8900.1, Volume 3, Chapter 5

Encl: (1) Navy Legacy Dissimilar Formation Flight Briefing Guide  
(2) Navy Legacy Flight Procedures  
(3) Navy Legacy Flight Formation Examples  
(4) Legacy Pass Graphics  
(5) Minimum Qualifications for Approved Civilian Legacy Flight Program Pilots  
(6) Navy Legacy Flight Demonstration Narration  
(7) Navy Legacy Flight Debrief Form

1. Purpose. This is a joint Commander, Naval Air Force, Pacific (COMNAVAIRPAC)/Commander, Naval Air Force, Atlantic (COMNAVAIRLANT) instruction promulgating guidance and information concerning COMNAVAIRFOR participation in the Navy Legacy Flight Program.

2. Cancellation. COMNAVAIRPAC/COMNAVAIRLANTINST 3700.2D.

3. Scope. This instruction applies to all COMNAVAIRFOR (CNAF) aircrew qualified to perform Navy Legacy Flight demonstrations and the civilian pilots on the CNAF-approved Civilian Pilots List.

4. Background. References (a) and (b) provide the rationale to perform aerial demonstrations in support of Armed Forces sanctioned events. Reference (c) represents current Secretary of the Navy requirements and policies governing naval aerial support of assets. Reference (d) provides general guidance in the performance of demonstrations/air shows involving fleet Community Relations. Reference (e) represents the latest U.S. Navy Office of the Information (CHINFO) public affairs guidance in support of Navy aerial support. Reference (f) is the joint Commander, Strike Fighter Wing, U.S. Pacific Fleet and Commander, Strike Fighter Wing, U.S. Atlantic Fleet instruction on the Flight Demonstration Program for F/A-18 aircraft. References (g) and (h) are Federal Aviation Administration policies prescribing rules governing the operation of aircraft within the United States specifically in conjunction with aerobatic flight.

5. Discussion. The Navy Legacy Flight Program provides for the qualification and safe execution of a formation flight of dissimilar vintage Naval warbirds and current operational Naval aircraft. The flyover, when conducted in a safe and professional manner, vividly demonstrates the rich history of Naval Aviation to the civilian community, other military services, and members of the Naval establishment both familiar and unfamiliar with our Naval Aviation heritage. Participation of operational Navy aircraft in such flyovers serves to salute historic naval aircraft and the people who flew and maintained them. Furthermore, Navy Legacy Flight supports Commander, Navy Recruiting Command's (CNRC) mission to provide motivated and qualified people for Naval service.

6. Action

a. Commander, Naval Air Forces (N3A2) acting as Navy Legacy Flight Program Coordinator will perform the following functions:

(1) Publish a COMNAVAIRFOR 3700 Note listing the approved Military/Civilian Pilots who meet the minimum qualifications listed in enclosure (5). Regardless of which annual Training Session was attended, any military pilot is authorized to fly with any civilian pilot on the authorized list during that calendar year airshow season.

(2) Chair a pre-season meeting with Type Wing and Fleet Readiness Squadron (FRS) representatives to formalize the season's Legacy airshow schedule. Publish a tentative airshow schedule prior to the International Council of Airshows (ICAS) convention in December. All events must be Navy Office of Community Outreach (NAVCO) approved.

(3) Liaison with the Federal Aviation Administration (FAA) National Airshow representative to gain any necessary written waivers for the conduct of flyovers as required for each calendar year airshow season.

b. Type Wing Commanders (Commander, Strike Fighter Wing, Pacific/Strike Fighter Wing, Atlantic) will ensure execution of the Navy Legacy Flight Program by performing the following functions:

(1) Formalize the season's airshow schedule and task the Fleet Readiness Squadrons to provide an aircraft and qualified aircrew in support of tasking.

(2) Coordinate pre-airshow season Navy Legacy Flight Training Session(s) for the upcoming airshow season. The Training Session is mandatory for all military pilots. Newly-nominated civilian pilots must participate in both the ground and flight portions of a Training Session in order to gain initial qualification. Previously-qualified civilian pilots shall attend the ground portion of a Training Session, every other year, regardless of previous experience with the program. Previously-qualified civilian pilots who switch aircraft types (i.e., significant aircraft performance differences) or who did not fly any Navy Legacy Flight performances during the previous airshow season may regain currency per the criteria listed in enclosure (5). In rare circumstances, Type Wings may conduct separate Training Sessions if required.

d. F/A-18 FRS Commanding Officers will nominate and train individual Legacy Flight aircrews per this instruction and references (f) and (g), with direct responsibility to ensure currency and qualification requirements are followed.

e. Navy Legacy Flight pilots shall:

(1) Comply with this instruction when assigned to perform a Navy Legacy Flight event.

(2) Coordinate with the local FAA representative to determine if any additional written waivers for the conduct of the flyover are required. Strict adherence to any FAA imposed restrictions will be maintained. If no FAA waivers are granted, the flyover pilots shall comply with existing Navy and FAA flight regulations. Minimums per enclosure (2) will be followed, even if FAA waivers/minimums are less restrictive.

(3) Become familiar with the airfield and general areas surrounding the airfield. Special emphasis will be given to overflight restrictions, noise abatement, hazards to flight, and geographic landmarks.

(4) Execute the Navy Legacy Flight per enclosures (2) and (3). Perform only in airshows approved by CNAF and the appropriate Type Wing.

(5) Place safety as the foremost consideration throughout the flyover.

7. General Procedures. To ensure a safe and successful flyover, participants shall observe the following guidelines:

a. Aircrew shall be intimately familiar with all maneuvers and aspects of the flyover. Practice and prior planning are essential for a safe and professional evolution.

b. Prior to the airshow season, CNAF (N3A2) (or assigned designee) will accept recommendations, from Navy Legacy Flight Committee, for new civilian pilots for the program considering the number of airshows to be supported, location of pilots, and qualification of candidates. Recommendations will be based on a need for additional or replacement civilian pilots and recommendations by demonstration pilots and current civilian pilots in the program. If selected to participate, civilian pilots will train with available FRS aircrew at an approved site. Training will include both ground training and dissimilar formation checkout flights. CNAF will then approve additions to the Civilian Pilot List that may perform in the Navy Legacy Flight. Only CNAF, with Navy Legacy Flight Committee concurrence, may remove pilots from the approved Civilian Pilot List. Type Wing Commanders, FRS Commanders, and the Legacy Flight lead civilian pilot can recommend removal to CNAF as required for any reason regarding safety or professionalism.

c. The Navy Legacy Flight will consist of a formation "banana" pass, a head-on pass over the crowd, and may include a break pass from behind the crowd for landing.

d. At each airshow site, Legacy aircrew shall attend mandatory airshow participant briefings and conduct a detailed Legacy Flight brief per enclosures (1) and (2) before and after each flight. The military crew shall provide a copy of the appropriate Legacy Flight narration, with the designated Navy Legacy aircraft information, to the airshow coordinator (enclosure (5)), modifying the script as necessary to reflect the specific type aircraft, pilots and recruiters attending the event.


e. If weather and scheduling permit, a practice flight on-site at each airshow location should be conducted prior to performing before an audience.

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Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.



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Releasability and distribution:

This instruction is cleared for public release and is available electronically via:  
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COMNAVAIRPAC HIP:

<https://cpf.navy.deps.mil/sites/COMNAVAIRPAC/n004/pages/directives.aspx>

COMNAVAIRLANT HIP:

<https://usff.navy.deps.mil/sites.COMNAVAIRLANT/defaults.aspx>

NAVY LEGACY DISSIMILAR FORMATION FLIGHT BRIEFING GUIDE

ADMIN

Line-up  
Callsign  
Timeline  
Engine Start  
Check-in  
Taxi  
Takeoff  
On stage  
Exit  
Land  
Comm (Freq. Changes)  
Area Map Review  
Airfield / Showline  
Minimum Altitudes  
Local Area Restrictions  
Hand Signals

GROUND PROCEDURES

Check-in  
Taxi  
Takeoff

FORMATION PROCEDURES

Holding  
Location  
Altitude / Airspeed  
Formation  
Rendezvous  
Location  
Altitude / Airspeed  
Lead changes  
Formation changes  
Comm  
Power adjustments  
Formation dressing  
Fly-bys  
Push time  
Ground track  
Altitude / Airspeed  
Formation

FLIGHT BREAK-UP

Initial  
Heading / Altitude  
Airspeed  
Pitch-up / Break / Roll

RECOVERY

Pattern  
Landing  
Comm  
Sneak Pass  
Clearing Runway  
Taxi

CONTINGENCIES

Weather  
Deck Fallouts  
Airborne Fallouts  
Minimum Fuel

EMERGENCIES

Takeoff abort  
NORDO  
LCLS  
System Failures  
Inadvertent IFR  
Engine Failure  
Midair  
Divert Fields  
Dissimilar escort

DEBRIEF

Time / Location

NAVY LEGACY FLIGHT PROCEDURES

1. Guidance. Navy Legacy Flight events may be flown as a dedicated event or attached to the end of an F/A-18 tactical demonstration (TACDEMO), to be determined by appropriate Type Wing. Formation flights may consist of as little as two aircraft and up to as many as four total aircraft. Enclosure (3) details possible formation composition and positioning and should be consulted for planning purposes. A general briefing guide is provided in enclosure (1) and should be utilized as a “rough guide” only. Participating CNAF aircrew shall have sole responsibility of ensuring a thorough brief is conducted before each flight, regardless of the designated flight lead. A minimum altitude of 300 feet AGL over the showline and 1,000 feet AGL above the highest obstacle within 1 nautical mile shall be used. At no time shall flights exceed those limits established in a specific airshow Certificate of Waiver. Weather minimums are 1,500 feet ceiling and 3 statute miles visibility. Visual Meteorological Conditions (VMC) shall be maintained at all times. Minimum airspeed for the fly-by shall be 200 Knots of Indicated Airspeed (KIAS). Maximum airspeed will be established by vintage aircraft limitations and addressed in the brief.

2. Standard Flyover Maneuvers. The following details the sequence of events for a Navy Legacy Flight:

- a. Taxi
- b. Takeoff
- c. Rendezvous
- d. Legacy pass
- e. Head-on Legacy pass
- f. Flight break-up
- g. Recovery
- h. Taxi

3. Taxi. In order to mitigate significant Foreign Object Debris (FOD) hazard, CNAF aircraft taxiing as a flight with warbirds is prohibited. CNAF aircraft will taxi separately to the runway. The warbirds will follow shortly thereafter and take off as appropriate to orbit away from the performance area while awaiting the rendezvous. The specifics of the taxi plan should be covered thoroughly in the pre-flight brief in order to account for any parking challenges. Crews will brief the significance of the warbirds utilizing “S” turns on the taxiway for clearance.

4. Takeoff.

a. For Navy Legacy flyovers flown as a dedicated event, the vintage warbirds should execute their takeoff while CNAF aircraft remain at the hold short. Warbird section takeoffs shall be at the discretion of participating warbird pilots, but in no case shall CNAF pilots execute formation takeoffs with vintage aircraft. Following takeoff, the warbird lead shall execute a wide climbing turn in the appropriate direction to arrive behind the crowd line at a minimum of 1,000 feet AGL and at rendezvous altitude. CNAF aircraft should time their takeoff roll to ensure warbirds are in parade formation prior to rendezvous and arrival at show center.

b. For Navy Legacy flyovers attached to the end of a TACDEMO, warbird takeoff should be planned to facilitate an expeditious rendezvous behind the crowd. The F/A-18 demonstrations may include a break turn, touch and go, and a full stop landing as the final presentations. The F/A-18 should complete the demo and proceed to the briefed rendezvous point following the final maneuver. This sequence of events should be thoroughly coordinated with the Air Show Boss to ensure smooth execution.

5. Rendezvous. Despite substantial flight experience, not all warbird pilots have a military background in formation flying. Therefore, all rendezvous specifics to include hand signals, lead changes, and positioning, should be thoroughly briefed by the CNAF aircrew and per standard procedures. In all cases, CNAF aircrew will join on the warbird's wing prior to execution of lead changes and re-shuffling of the flight. Warbirds shall not rendezvous or fly formation on CNAF aircraft. CNAF aircraft shall set the formation and maintain a position to safely depart the formation (left or right wingman in three and four-ship formations). The goal is to fly a good-looking formation, not a tight formation.

6. Legacy Passes. With flight rendezvous complete and formation set, the flight lead should commence the turn inbound for the flyover. The first pass shall be executed as a "banana pass" - a descending, accelerating turn from 1,000' AGL to arrive at a point no closer than 1,500' laterally from show center and 300-500' AGL. Ideally, the formation should approach the end of the show-line at least 60 degrees off show-line heading. This is to facilitate a 45-60 degree Angle of Bank (AOB) turn for the fly-by. For two-ship formations, the CNAF aircraft shall fly on the outside of the formation in a stepped-up position. Adjustments for non-standard crowd line configurations will be made at flight lead discretion. Passing show center, the flight will begin a climbing turn away from the crowd to 1,000' AGL and complete a 270 degree turn to arrive nose-on to the crowd pointed at show center. The flight will perform the head on pass no lower than 500' AGL and after passing the crowd, perform a tear drop reversal to prepare for the break pass. Airspeeds for the flyover will be limited by warbird capability and should be covered in the brief.

7. Flight Break-up. The flight should arrive over the crowd at 500' AGL, from behind and 90 degrees off. After passing over the crowd, the flight should extend away at least 2,000-3,000 feet horizontally, before executing the flight break-up. Dynamics of the flight break-up will be dependent on formation composition and are detailed below. Specific voice commands for flight break-up and turn to downwind shall be covered in the brief.

a. Two-ship. CNAF aircraft should be positioned on the non-landing side of the formation approaching show center from behind. Flight lead will call "ready-ready, break", at which point both aircraft will simultaneously cut away 45 degrees from the formation. Then, on the command "ready-ready-pull", will pitch up 45 degrees on lead's call. Once established on the 45 degree up line, flight lead will call "ready-ready, roll", at which point both aircraft may, per the briefing, perform an aileron roll in opposite directions. The warbird will then turn to downwind and proceed with a normal pattern for full stop. The CNAF aircraft should strive to climb aggressively beyond the crowd's visual range before turning downwind (i.e., climb to above 5000 feet and outside 3nm).



b. Three-ship (1 CNAF + 2 Warbirds). With the CNAF aircraft on the upwind position, the opposite wing warbird and CNAF aircraft will execute the same flight break-up as described for the two-ship formation, while the lead warbird aircraft pitches up straight-ahead in a 45 degree climb. All aircraft may perform aileron rolls, following by the lead and other warbird turning downwind for a full stop, as briefed.

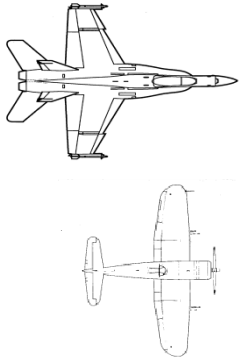
c. Four-ship. This formation may consist of two F/A-18s and two warbirds or one F/A-18 and three warbirds. In any case, the F/A-18(s) will fly on the left or right sides but not in the slot of a diamond formation. The lead warbird will climb at 45 degrees and the two outside wingmen will simultaneously cut away 45 degrees from the formation and pitch up 45 degrees on lead's call, with no rolls being executed by any aircraft. The slot aircraft will not pull, and then continue straight ahead to enter the downwind for landing. The F/A-18(s) will climb beyond visual range while the warbirds make a coordinated turn to downwind.

8. Recovery. Following flight break-up, the goal of the recovery is to have the warbird(s) rolling out on the runway with the CNAF aircraft making a high-speed, wing-up pass directly over the warbird(s) from behind when reaching crowd center. The CNAF aircraft will continue beyond the crowd's visual range and then reposition behind the crowd while the warbirds continue in the landing pattern. Through precise timing and effective communication of the last warbird's position in the pattern, the CNAF aircraft may then proceed inbound for the final pass at 500 feet, striving for enough angle off of show-line heading to permit a 45-60 degree AOB pass by the crowd. This should be followed by a reversal/break to the downwind for landing. If there are two F/A-18s in the flight, the option exists for a rejoin after the sneak pass. The CNAF aircraft may then execute their own flight break-up to enter the landing pattern. For three and four ship flights, where one or more of the legacy aircraft may still be on the downwind leg during the F/A-18 high speed pass, the F/A-18 high speed pass should be made over the crowd, inside the show line, at 1,000 ft. altitude, so as to de-conflict with the legacy warbirds downwind. The recovery sequence may be adapted for non-standard sites such as over water shows, shows/venues with no runway associated with the show-line, etc. Aircraft operating considerations will be accounted for on an as needed basis. All adaptations are required to be thoroughly briefed.

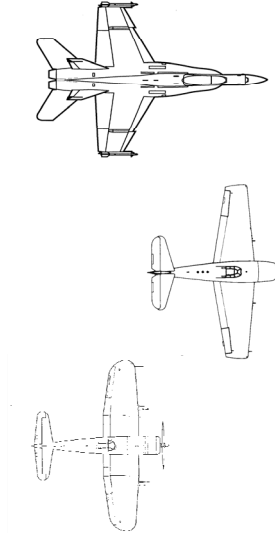
9. Taxi to Park. This again will be determined by aircraft positioning on the ramp and is covered in paragraph (3).

NAVY LEGACY FLIGHT FORMATION EXAMPLES

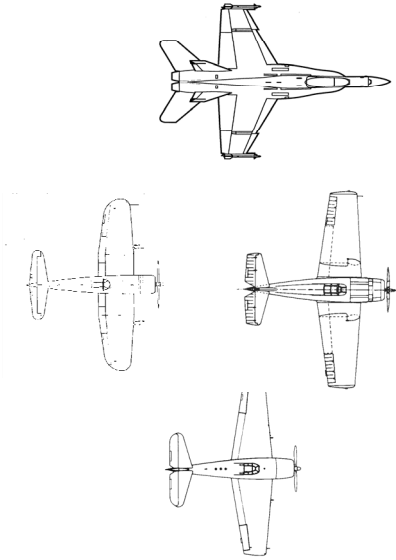
1. TWO-SHIP.

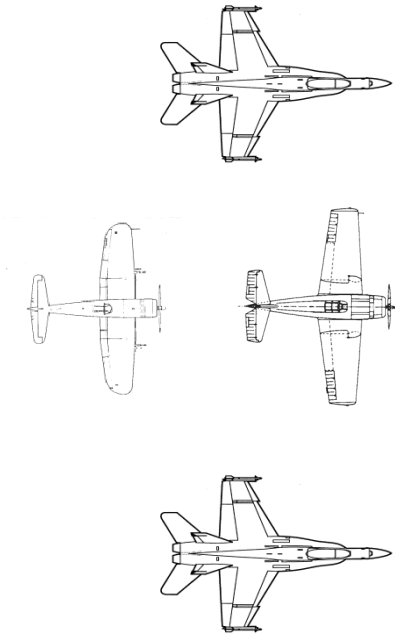


2. THREE-SHIP.



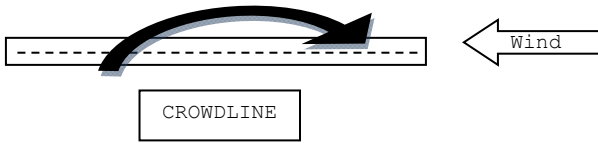
3. FOUR-SHIP.



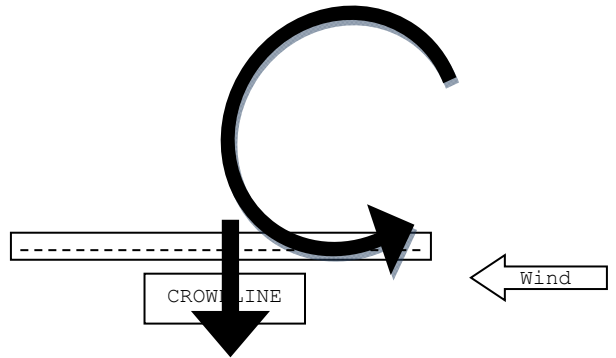


Legacy Pass Graphics

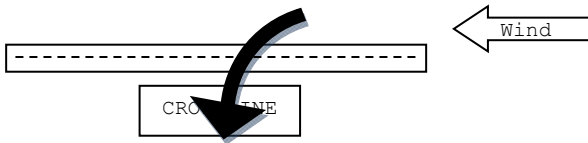
1. Banana Pass.



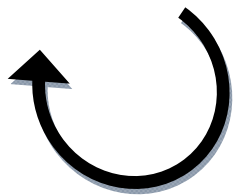
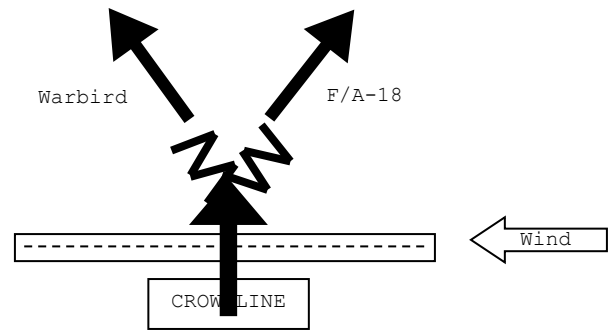
2. Head-on Pass.



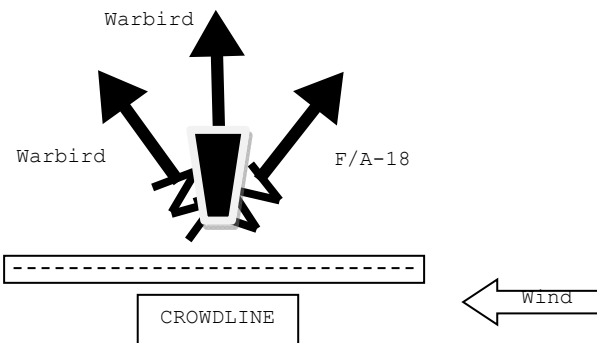
3. Reposition.



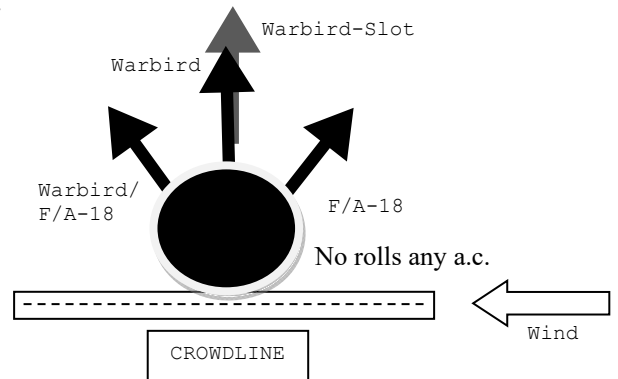
4. Break Pass (2 Ship).



5. Break Pass (3 Ship).



6. Break Pass (4 Ship).



MINIMUM QUALIFICATIONS FOR APPROVED CIVILIAN LEGACY FLIGHT  
PROGRAM PILOTS

1. For initial qualification, 500 hours minimum time in vintage fighter-type aircraft (to include T-6/SNJ) or 300 hours minimum time in vintage fighter-type aircraft plus 1,000 hours minimum time in jet fighter-type aircraft (for former military pilots). For jet warbirds, the minimum experience shall be 1,000 hours military jet/jet warbird time. Plus the following:
  - a. At least an FAA Commercial Pilot Certificate.
  - b. A current FAA Class II Medical Certificate.
  - c. Performed in a minimum of six airshows over the past two years.
  - d. Attend pre-airshow season Navy Legacy Flyover Program Training Session for inclusion on COMNAVAIRFOR 3700 Notice of Approved Civilian Pilot List.
  - e. Current Formation Leader certificate from an FAA-accredited organization (if not covered with the Aerobatics card).
  - f. Current International Council of Air Shows, Inc. (ICAS) Level III Aerobatics card (or FAA equivalent) to be qualified for **aerobatic** maneuvers.
2. For recurrent qualification, 25 hours vintage fighter-type aircraft time in last 12 months and:
  - a. Formation training/practice within the last 60 days.
  - b. Attend the ground portion of the pre-airshow season Navy Legacy Flyover Program Training Session annually. If unable to attend, previously qualified pilots may receive the brief from any member of the current TACDEMO team (phone brief with PowerPoint acceptable).
  - c. Performed in at least one Navy Legacy Flight performance during the previous airshow season or flew a practice flight at the annual training session. If this requirement is not met, a re-qualification flight is required for the upcoming season, at a pre-show practice.
3. Previously-qualified pilots who switch aircraft types (i.e., significant aircraft performance differences) or who no longer meet the currency requirements described above in paragraph 2 may regain currency by either:
  - a. Participating in both the ground and flight portions of a pre-airshow season Navy Legacy Flyover Program Training Session, or;
  - b. Performing a practice flight with a qualified military pilot, observed from the ground by a qualified civilian Navy Legacy pilot, provided that the civilian pilot regaining currency has received the ground portion of an annual Training Session. If re-qualifying on a pre-show

practice day, the Navy flight crew will be advised two weeks in advance and asked for feedback in the flight debrief. The Navy Flight Debrief form will be used.

4. Exceptions to the above qualification requirements may be approved by CNAF on a case-by-case basis.
5. Civilian pilots must adhere to all applicable FAA regulations. Any deviations will result in removal from the Approved Civilian Pilots List.
6. Aircraft requirements:
  - a. Aircraft current in annual or condition inspection.
  - b. Signed, on file with CNAF, Certificate of Insurance DD Form 2400.
  - c. Signed, on file with CNAF, Civil landing Permit DD Form 2401.
  - d. Signed, on file with CNAF, Hold Harmless Agreement DD Form 2402.

NAVY LEGACY FLIGHT DEMONSTRATION NARRATION (WITH TACDEMO)

As America progresses through the 21st Century, it becomes increasingly important that we reflect on our nation's proud history, the people, events and technological advances which have made our country great. By remembering, appreciating and fully understanding the touchstones of our past, we will be able to more successfully chart the course for America's future.

With this thought in mind, Commander, Naval Air Forces developed the "Navy Legacy Flight" - a dynamic flight demonstration program designed to keep Naval Aviation's ties to its proud heritage alive and viable. Under this program, vintage warbirds from Naval Aviation's past are flown alongside the high-tech weaponry representative of present-day Navy carrier aviation. Through these unique formation flight demonstrations, we hope to provide inspiration for the men and women who currently serve, while attracting the best and brightest of our next generation of young Americans to join the future ranks of Naval Aviation.

During the World War II battles of Coral Sea and Midway, the full capabilities of Navy tactical air power began to be realized. Through the inspired efforts of a handful of Naval Aviators, flying from straight deck aircraft carriers, two of the most decisive sea battles of the war in the Pacific were won. Unique in the history of naval warfare, neither battle involved the participation of surface combatants. By the end of the war, the aircraft carrier had replaced the venerable battleship as the dominant weapons system of naval warfare.

Although it has been over 60 years since the conclusion of the Second World War, a number of the aircraft which flew from carrier decks during that conflict are still airworthy today, a testimony to both their durability and survivability. These vintage warbirds are now owned and operated by private individuals who, through their personal interest in maintaining and flying vintage aircraft, play an active role in keeping the history of Naval Aviation alive and actively on display.

During the course of the airshow season, different aircraft will alternately participate in Navy Legacy Flight flyovers at various airshows throughout the United States. The aviators who fly these vintage warbirds joined the Navy Legacy Flight Program on a strictly voluntary basis. Please take a moment and stop by and visit with them after the show, and thank them for sharing Naval Aviation history with us here today.

Now, Commander, Naval Air Forces is proud to present the Navy Legacy Flight. Leading the [number]-plane flight is the \_\_\_\_\_, which is flown by \_\_\_\_\_ of \_\_\_\_\_. [Add info about Additional warbirds as appropriate]. Flying [position] on the formation is the F/A-18 Hornet/Super Hornet, the pre-eminent strike fighter of today's carrier Navy. The Hornet/Super Hornet, seen earlier performing its dynamic flight demonstration, is again flown by \_\_\_\_\_ from VFA-\_\_\_\_, based at Naval Air Station \_\_\_\_\_, [State].

On the first pass, the formation will parade past show center for the photo pass. Get your cameras ready as more than 65 years of Naval Aviation history passes show center.



The formation will now reposition for the second head-on pass, which will give an outstanding view of the "business end" of the preeminent fighters of their respective generations. Ladies and gentlemen, the Legacy head-on pass.

On the final pass, the Navy Legacy Flight will pass show center and perform an opposing "pitch out" maneuver for landing. After performing the "pitch out," our vintage warbird(s) will continue its/their downwind turn and reconfigure for landing. The F/A-18 Hornet/Super Hornet, which will initially "pitch out" in the opposite direction of its lead, will reverse while climbing in the vertical to achieve proper separation for a carrier break and landing.

We hope you have enjoyed today's Navy Legacy Flight demonstration, and have gained a better appreciation for, and understanding of, the rich heritage and ever continuing development of Navy carrier aviation. For those of you in the crowd who represent America's leadership of tomorrow, we hope you have been inspired by what you have seen here this afternoon, and will consider joining the Naval Aviation team.

LT/CPO/Petty Officer \_\_\_\_\_, representing Navy Recruiting Station \_\_\_\_\_ located in \_\_\_\_\_ has a booth set up near the \_\_\_\_\_, and would be happy to talk with you about the opportunities in today's United States Navy. He/she will be joined by the Navy Legacy Flight Team members as soon as their aircraft are safely put to bed.

NAVY LEGACY FLIGHT DEBRIEF FORM

Show Name: \_\_\_\_\_ Date: \_\_\_\_\_

TACDEMO Aircrew: \_\_\_\_\_/\_\_\_\_\_

Aircraft: \_\_\_\_\_

Legacy Aircrew: \_\_\_\_\_ Aircraft: \_\_\_\_\_

(check where appropriate – or “NA”)

	<u>OUT</u>	<u>EXC</u>	<u>GOOD</u>	<u>FAIR</u>	<u>POOR</u>
1. Brief	___	___	___	___	___
2. Holding	___	___	___	___	___
3. Rendezvous	___	___	___	___	___
4. Banana Pass 1	___	___	___	___	___
5. Head-on Pass	___	___	___	___	___
6. Break	___	___	___	___	___
7. Hornet Sneak Pass	___	___	___	___	___
8. Landing	___	___	___	___	___
9. Debrief	___	___	___	___	___
10. Professionalism	___	___	___	___	___
11. Safety / SA	___	___	___	___	___

Notes

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