



**DEPARTMENT OF THE NAVY**  
NAVAL AIR FORCE, UNITED STATES PACIFIC FLEET SAN DIEGO CA 92135-7051  
NAVAL AIR FORCE ATLANTIC NORFOLK VA 23551-2427

COMNAVAIRPAC/  
COMNAVAIRLANTINST 3700.2C  
N3  
8 Dec 20

COMNAVAIRPAC/COMNAVAIRLANT INSTRUCTION 3700.2C

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

Subj: NAVY SUPPORT OF THE TAILHOOK LEGACY FLIGHT PROGRAM

Ref: (a) DOD Directive 5410.18  
(b) DOD Instruction 5410.19  
(c) SECNAVINST 5720.44C  
(d) OPNAVINST 3710.7V  
(e) CNO NAVCO Plan  
(f) CSFWPINST 3700.2/CSFWLINST 3700.2F  
(g) FAA FAR PART 91  
(h) FAA Order 8900.1, Volume 3, Chapter 5  
(i) FAA Order 8130.2J

Encl: (1) Tailhook Legacy Dissimilar Formation Flight Briefing Guide  
(2) Tailhook Legacy Flight Procedures  
(3) Tailhook Legacy Flight Formation Examples  
(4) Legacy Pass Graphics  
(5) Minimum Qualifications for Approved Civilian Legacy Flight Program Pilots  
(6) Tailhook Legacy Flight Demonstration Narration  
(7) Tailhook 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 COMNAVAIRPAC (CNAP) and COMNAVAIRLANT (CNAL) participation in the Tailhook Legacy Flight Program.

2. Cancellation. COMNAVAIRPAC/COMNAVAIRLANTINST 3700.2B.

3. Scope. This instruction applies to all CNAP and CNAL aircrew qualified to perform Tailhook Legacy Flight demonstrations and the civilian pilots on the CNAP/CNAL-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) is the annual Chief of Naval Operations (CNO) Navy Community Outreach (NAVCO) plan and provides guidance with respect to Navy aerial support. Reference (f) is the joint Commander, Strike Fighter Wing, U.S. Pacific Fleet (CSFWP) and Commander, Strike Fighter Wing, U.S. Atlantic Fleet (CSFWL) instruction on the Flight Demonstration Program for F/A-18 aircraft. References (g), (h) and (i) 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 Tailhook 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, Tailhook 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, Pacific, VFA Readiness Officer (N40E4), acting as Tailhook Legacy Flight Program Coordinator will perform the following functions:

(1) Publish a COMNAVAIRPAC/COMNAVAIRLANT 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. Disseminate a tentative CNAP/CNAL 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. CNAP/CNAL (N1) will coordinate with CNRC to ensure maximum participation by Navy Recruiters at airshows featuring Tailhook Legacy flyovers.

c. Type Wing Commanders (Commander, Strike Fighter Wing, Pacific/Strike Fighter Wing, Atlantic) will ensure execution of the Tailhook 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 Tailhook 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 Tailhook Legacy Flight performances during the previous airshow season may regain currency per the criteria listed in enclosure (5). Due to the significant distances involved, Type Wings may conduct separate Training Sessions if required.

d. FRS and CNATRA 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. Tailhook Legacy Flight pilots shall:

(1) Comply with this instruction when assigned to perform a Tailhook 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) Contact CNAP/CNAL (N1) for Navy recruiter points of contact information. Coordinate aircrew participation with local recruiters.

(4) Coordinate arrival and airshow/recruiting participation with assigned civilian pilot(s).

(5) 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.

(6) Execute the Tailhook Legacy Flight per enclosures (2) and (3). Perform only in airshows approved by CNAP/CNAL and the appropriate Type Wing.

(7) 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 is essential for a safe and professional evolution.

b. Prior to the airshow season, CNAP (N40E4) (or assigned designee) will accept recommendations of 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. CNAP/CNAL will then approve additions to the Civilian Pilot List that may perform in the Tailhook Legacy Flight. Only CNAP/CNAL 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 CNAP/CNAL as required for any reason regarding safety or professionalism.

c. The Tailhook Legacy Flight will consist of three distinct phases: Rendezvous, Legacy Passes and Breakup. There are three passes that can be flown as part of the Legacy Passes: Banana Pass, Flat Pass, and Head-on Pass. The flight lead will ensure that the sequence and number of passes are fully briefed prior to flight. Except for emergencies, no in-flight deviation from briefed is authorized.

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 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.

f. The absolute minimum altitude for any flyover is 300 feet Above Ground Level (AGL) over a showline environment, otherwise 500 feet AGL above the highest obstacle within one nautical mile of the demonstration site.

g. Pilots will be completely familiar with their aircraft performance and handling characteristics. Complete situational awareness throughout the flyover is essential. The pilot will not place his aircraft in a situation, which would preclude safely executing any emergency procedure (i.e., single engine failure or flight control problems).

h. Weather minimums are in accordance with enclosure (2).

i. All participating aircraft must have compatible communications equipment and maintain continuous radio contact on a common formation frequency.

j. Any emergency encountered shall immediately be handled in accordance with Naval Air Training and Operating Procedures Standardization (NATOPS) or applicable Pilot Operating Handbook. The aircrew shall immediately terminate his participation in the participation in the flyover. At that point, the designated active duty mission commander will determine whether or not to continue the flyover.

k. The flyover is secondary to the safety of the crews and spectators. Sound judgment and situational awareness dictate termination of any flyover maneuver considered unsafe by any crew.

l. Use of enclosure (7) is mandatory for every Legacy Flight event. Copies of each completed form are to be maintained at CNAP/CNAL and the applicable Type Wing.

8. USN/Civilian Pilot Selection and Proficiency Requirements. All aircrew qualification and proficiency requirements will be per the appropriate reference or enclosure (4).


9. Chief of Naval Air Training (CNATRA) Legacy Flight. CNATRA is authorized to conduct a Legacy Flight program, adhering to the requirements included in this parent instruction. The specifics of training and conduct are to be delineated in a separate CNATRA instruction. CNATRA qualified pilots are authorized to fly in Legacy formation flight with COMNAVAIRPAC/CCOMNAVAIRLANT and warbird aircraft.

#### 10. Records Management

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned for the standard subject identification codes (SSIC) 1000, 2000 and 4000 through 13000 series per the records disposition schedules located on the Department of the Navy/Assistant for Administration (DON/AA). Directives and Records Management Division (DRMD) portal page at <https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schgedules/Forms/AllItems.aspx>. For SSIC 3000 series dispositions, please refer to part III, chapter 3, of Secretary of the Navy Manual 5210.1 of January 2012.

b. For questions concerning the management of records related to this notice or the records disposition schedules, please contact your local records manager or the DON/AA DRMD program office

11. Review and Effective Date. Per OPNAVINST 52151.17A, COMNAVAIRPAC N3 will review this instruction annually around the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, AAND Navy Policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire 10 years after effective date unless reissued or cancelled prior to 10-year anniversary date, or an extension has been granted.

  
S. R. BAILEY  
Chief of Staff

  
M. G. MCCOY  
Chief of Staff

Releasability and distribution:

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

COMNAVAIRPAC HIP:

<https://cpf.navy.deps.mil/sites/cnap/n004/Pages/directives.aspx>

COMNAVAIRLANT HIP:

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

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STRKFITRON ONE ZERO SIX  
STRKFITRON ONE TWO TWO  
STRKFITRON ONE TWO FIVE  
STRKFITRON ONE FOUR SEVEN

TAILHOOK 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/ORM

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

TAILHOOK LEGACY FLIGHT PROCEDURES

1. Guidance. Tailhook Legacy Flight events may be flown as a dedicated event or attached to the end of a 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 CNAP/CNAL 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 500 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 180 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 Tailhook Legacy Flight:

- a. Taxi
- b. Takeoff
- c. Rendezvous
- d. Legacy passes
- e. Flight break-up
- f. Recovery
- g. Taxi

3. Taxi. In order to mitigate significant Foreign Object Debris (FOD) hazard, CNAP/CNAL aircraft taxiing as a flight with warbirds is prohibited. CNAP/CNAL 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

4. Takeoff.

a. For Tailhook Legacy flyovers flown as a dedicated event, the vintage warbirds should execute their takeoff while CNAP/CNAL aircraft remain at the hold short. Warbird section takeoffs shall be at the discretion of participating warbird pilots, but in no case shall CNAP/CNAL 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. CNAP/CNAL aircraft should time their takeoff roll to ensure warbirds are in parade formation prior to rendezvous and for Tailhook Legacy flyovers attached to the end of a TACDEMO, warbird takeoff should be planned to facilitate an expeditious rendezvous behind the crowd. The tactical demonstrations may include a break turn, touch and go, and a full stop landing as the final presentations. The CNAP/CNAL aircraft 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 background in military formation flying. Therefore, all rendezvous specifics to include hand signals, lead changes, and positioning, should be thoroughly briefed by the CNAP/CNAL aircrew and per standard procedures. In all cases, CNAP/CNAL aircrew will join on the warbird's wing prior to execution of lead changes and re-shuffling of the flight. CNAP/CNAL aircraft shall set the formation and maintain ability to safely depart the formation. 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 will normally 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' 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 wing 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. If time permits, a flat pass may be added between the "banana pass" and the head-on pass. The flat pass - passing show center, the flight will begin a climbing turn away from the crowd to 1,000' AGL and complete a 270 degree descending turn to align on the 500' show line. The flight will fly a straight-and-level flat pass at 300' AGL down the show line. The head-on pass - 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 1,000' 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. The sequence and number of passes will depend on the air show environment and must be fully briefed by flight lead.

7. Flight Break-up. The flight should arrive over the crowd at 1,000' 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. Wing aircraft should be positioned on the upwind 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 and 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 will perform an aileron roll in the same direction. The warbird will then turn to downwind and proceed with a normal pattern for full stop. The CNAP/CNAL 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. This formation may consist of one CNAP/CNAL aircraft and two warbirds or one warbird and two CNAP/CNAL aircraft. With the CNAP/CNAL aircraft as lead or on the upwind position, the two wing aircraft will execute the same flight break-up as described for the two-ship formation, while the lead aircraft pitches up straight-ahead in a 45 degree climb. All aircraft will perform aileron rolls, followed by the warbird(s) turning downwind for a full stop.

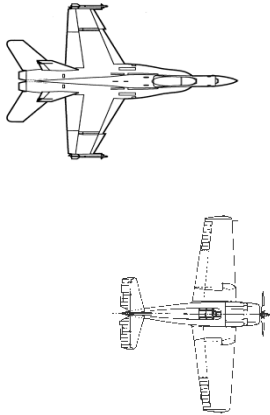
c. Four-ship. This formation may consist of two CNAP/CNAL aircraft and two warbirds or one CNAP/CNAL aircraft and three warbirds. In any case, the CNAP/CNAL aircraft(s) will fly lead or on the left or right sides but not in the slot of a diamond formation. The lead will climb at 45 degrees and the two outside wingmen will simultaneously cut away 45 degrees from the formation and pitch up 45 degrees on lead’s call. The slot aircraft will continue straight ahead to enter the downwind for landing. The CNAP/CNAL aircraft(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 one CNAP/CNAL aircraft making a high-speed, wing-up pass directly over the warbird(s) from behind when reaching crowd center. The CNAP/CNAL 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 CNAP/CNAL 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 CNAP/CNAL aircraft in the flight, the option exists for a rejoin after the sneak pass. The CNAP/CNAL aircraft may then execute their own flight break-up to enter the landing pattern. 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.

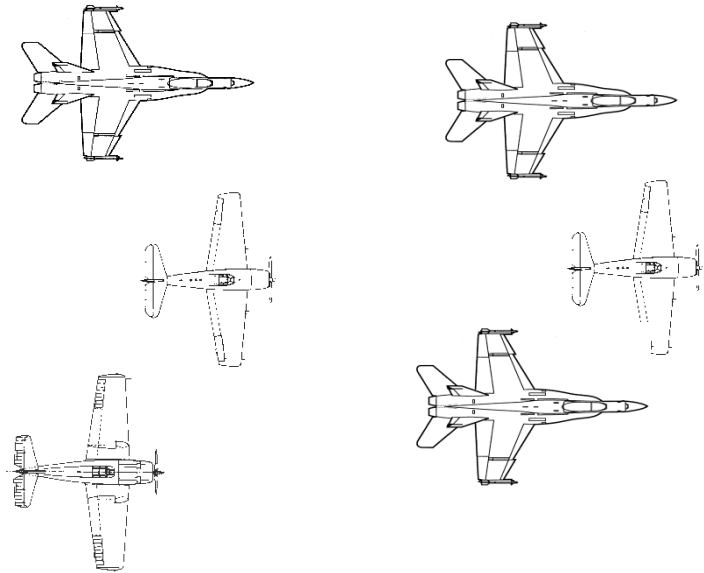
9. Taxi to Park. This again will be determined by aircraft positioning on the ramp and is covered in paragraph (3).

TAILHOOK LEGACY FLIGHT FORMATION EXAMPLES

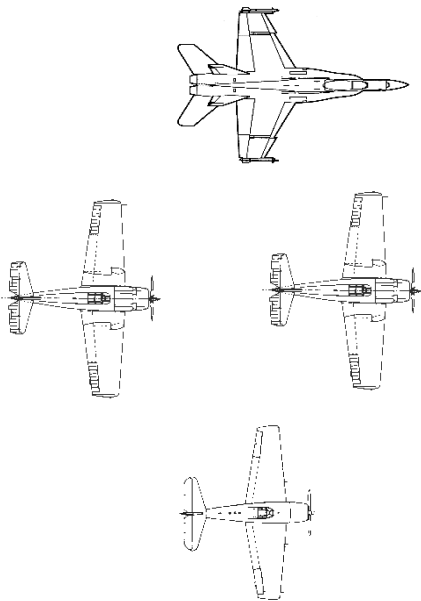
1. TWO-SHIP.



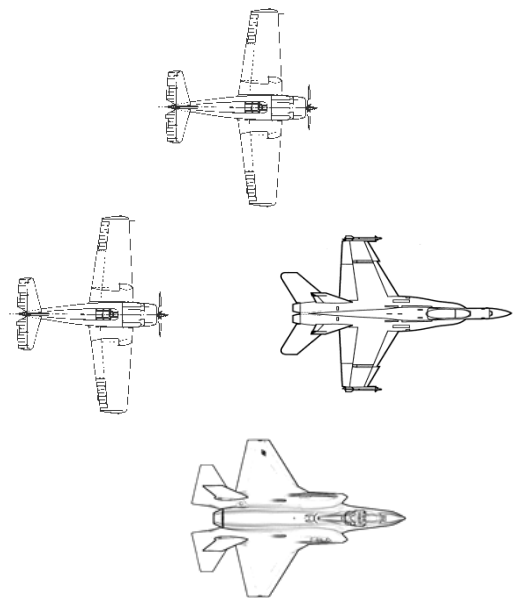
2. THREE-SHIP.



3. FOUR-SHIP.

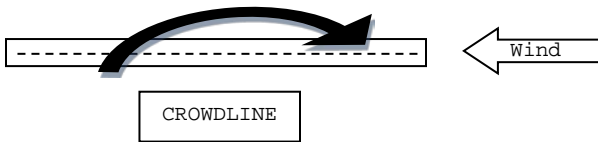


4. USN LEAD (2/3/4-SHIP DISIMILAR WINGMEN).

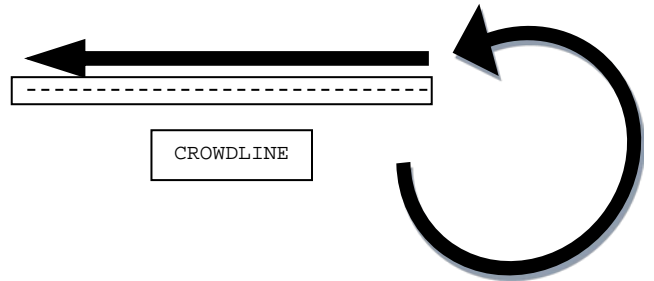


Legacy Pass Graphics

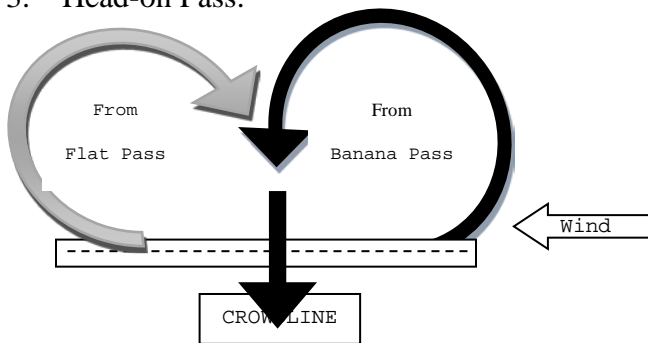
1. Banana Pass.



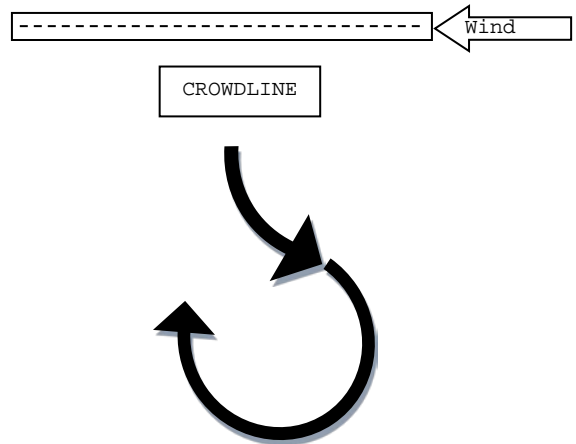
2. Flat Pass (Optional).



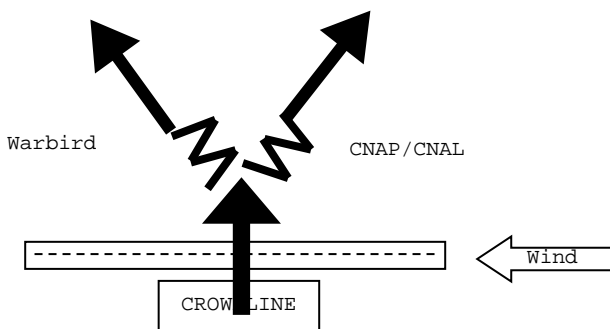
3. Head-on Pass.



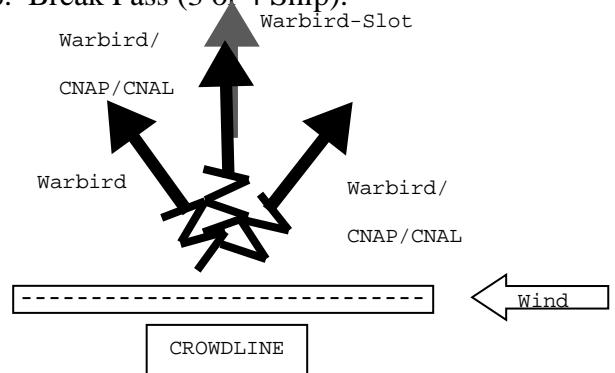
4. Reposition



5. Break Pass (2 Ship).



6. Break Pass (3 or 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 Tailhook 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. Performed in at least one Tailhook 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.
  - c. Attend the ground portion of the pre-airshow season Tailhook Legacy Flyover Program Training Session, every other year. If unable to attend, previously qualified pilots may receive the brief from any member of the current TACDEMO team (phone brief with powerpoint acceptable).
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 Tailhook Legacy Flyover Program Training Session, or;

b. Performing a practice flight with a qualified military pilot, observed from the ground by a qualified civilian Tailhook 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 Tailhook Flight Debrief form will be used.

4. Exceptions to the above qualification requirements may be approved by CNAP/CNAL 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. Warbird aircraft must be certified “airworthy” in accordance with reference (i).
- b. Signed, on file with CNAP (N40E4), Certificate of Insurance DD Form 2400.
- c. Signed, on file with CNAP (N40E4), Civil landing Permit DD Form 2401.
- d. Signed, on file with CNAP (N40E4), Hold Harmless Agreement DD Form 2402.

TAILHOOK 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 "Tailhook 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 70 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 Tailhook Legacy Flight flyovers at various airshows throughout the United States. The aviators who fly these vintage warbirds joined the Tailhook 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 Tailhook 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 (or F-35 Lightning II), the pre-eminent strike fighter of today's carrier Navy. The Hornet/Super Hornet (or Lightning II), 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 70 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 Tailhook 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 (or F-35 Lightning II), 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 Tailhook 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 Tailhook Legacy Flight Team members as soon as their aircraft are safely put to bed.



TAILHOOK LEGACY FLIGHT DEBRIEF FORM

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

Military Aircrew: \_\_\_\_\_ / \_\_\_\_\_

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

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

|                     | <u>OUT</u>               | <u>EXC</u>               | <u>GOOD</u>              | <u>FAIR</u>              | <u>POOR</u>              |
|---------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1. Brief            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Holding          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Rendezvous       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Banana Pass      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Flat Pass        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Head-on Pass     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Break            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Sneak Pass       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Landing          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Debrief         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Professionalism | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Safety / SA     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Notes

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