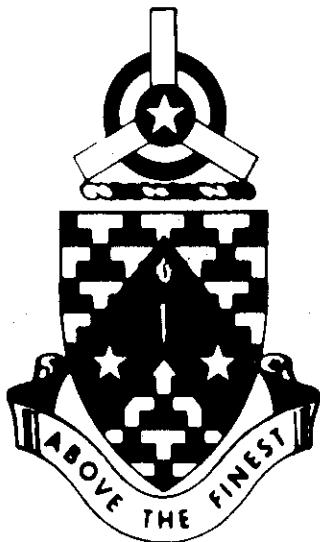


# PROGRAMED TEXT

ADMINISTRATIVE RESPONSIBILITIES

AM-81



MARCH 1969

UNITED STATES ARMY  
PRIMARY HELICOPTER SCHOOL  
FORT WOLTERS, TEXAS

# PROGRAMMED TEXT

## PROGRAM TEXT

FILE NO:

AM-81

PROGRAM TITLE

ADMINISTRATIVE RESPONSIBILITIES

**POI SCOPE:** Regulations pertaining to Army Aviators, flying status, suspensions, Flying Evaluation Boards, forms and records, medical restrictions.

## INSTRUCTOR REFERENCES:

AR 95-1  
AR 95-2  
AR 95-32  
AR 95-64  
AR 600-107

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## DATE:

February 1969

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**FILE NO:** AM-81

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ADMINISTRATIVE RESPONSIBILITIES

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## PREFACE

As an Army Aviator there are certain mandatory functions you must be concerned with which are essential to a professional approach to Army Aviation.

1. Planning your individual flights in Army aircraft, which is accomplished thru the medium of a Military Flight Plan (DD Form 175).
2. In order to remain on flying status as an Army Aviator you must meet annual flying minimums.
3. For you to fully realize the importance of complying with applicable regulations and applying these regulations to your day to day flying, you must be concerned with Suspensions (removal of Army Aviators from flying status for cause).

This program is composed of three (3) individual parts. Complete each part's Self Evaluation Exercise before proceeding to the next part. Answers to all three (3) Self Evaluation Exercises are on page 30.

Start with frame 1 and work each frame in succession. Each frame will usually ask you a question. The correct answer is printed on the top of the next frame. If you were incorrect, turn back and restudy the information before continuing on to the next frame. When you have finished the text, complete the Self Evaluation Exercise. Now begin by studying the Performance Objectives on page iv.

# PERFORMANCE OBJECTIVES

## PART I

Upon completion of this part of the text you will be able to examine data entered on a Military Flight Plan (DD Form 175) and determine if the plan is prepared, approved, filed, executed and closed in accordance with the 95-series of Army Regulations.

## PART II

Upon completion of this part of the text you will be able to examine INDIVIDUAL FLIGHT RECORD - ARMY AVIATOR (DA Form 759) and determine if the aviator named has met semiannual and annual flying hour requirements as required by AR 95-32.

## PART III

Given types of suspensions and medical restrictions for which an Army aviator may be removed from flight status, you will determine:

1. Which suspension action or medical restriction is applicable to a specific set of circumstances.
2. Whether Flying Evaluation Board action is required.
3. Whether the suspension, if imposed, and the flying evaluation Board action taken are causes for review of the case by a Flight Review Board.

**INTENTIONALLY LEFT BLANK**

Concerning DD Form 175 (page 3), there are certain details you should be familiar with. These are:

1. There are two sets of rules involved in flying aircraft. One set deals with flying while maintaining ground reference. This is called VFR - Visual Flight Rules. The other set of rules deals with Instrument Flight Rules - IFR.

DVFR is for any flight coming into the United States that would pass through the ADIZ (Air Defense Identification Zone).

The FVFR service has been discontinued. It was a special flight following service for VFR flights which could be requested by an aviator.

2. The radio call sign for Army aircraft is the last five numbers on the tail, prefaced with the Army symbol "R".
3. All departure times are given in Greenwich Mean Time - "Zulu".
4. ETE stands for estimated time enroute.
5. Estimated time enroute to alternate.
6. Notice to airman (Notams) - check before each flight.
7. For instrument departure.
8. As an aviator without an instrument ticket you can approve a VFR flight when flying in the local area, or when flying from an area not having a military base operations office with clearance authority available.

CONTINUE ON TO PAGE 4

DD FORM 1 JUL 65 175

PREVIOUS EDITION OF THIS FORM WILL BE MADE UNAVAILABLE UNTIL STOCK IS EXHAUSTED.

B-382001

FRAME I (continued)

Given the following, fill in the 175.

Hours of fuel - 2+30  
75 miles to Destn  
3-2 Inst Rating  
VFR Flight  
2 June 68

Ralph R. Rotor - W01, W3151515  
USAPHC Fort Wolters

Departure - 1700Z  
2000 ft.  
OH-23D 60-2397  
70 knots  
USAPHC Fort Wolters

DD-1 5084 175

PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCK IS EXHAUSTED.

Digitized by

TURN TO PAGE 6 FOR ANSWER

ANSWERS: 3 - 1 Army Aviator with special instrument card.  
1 - 3 Master Army Aviator with expired instrument card.

FRAME 3

X indicates under which instrument qualification you can clear yourself.

RATING	CIVILIAN OR		COMBAT OR (within 100 mile radius)		LOCAL		AREA	FLIGHT
	ESTABLISHED AVIATOR	MILITARY	NO MILITARY BASE	BASE	SIMULATED	COMBAT		
	OPERATIONS	OPERATIONS						
	CROSS-COUNTRY	CROSS-COUNTRY						
	VFR	IFR	VFR	IFR	VFR	IFR	VFR	
3, 2, 1-1	X	X	X	X	X	X		X
3, 2, 1-2	X		X	X	X	X		X
3, 2, 1-3			X		X			X
3, 2, 1-T	X		X		X	X		X

You will receive a "tactical" instrument rating upon successful completion of your advanced training.

There are restrictions on the use of the tactical instrument rating. You may not operate Army aircraft IFR except during actual or simulated combat operations and under proper tactical instrument system control. This type of training will be given during your advanced training.

To what distance (radius) does local flying area extend from your home base? 100NM

Is a 3 - 3 aviator authorized to approve his own flights within the local flying area? YES

You are an aviator enroute VFR from Chicago to St. Louis. You are advised by Chicago radio that you will encounter IFR conditions in 15 minutes. Can you legally enter these conditions? NO

You are VFR enroute VFR to Saigon, Vietnam from Sac Trang. Weather is IFR at Saigon. Can you enter these conditions? NO

\* same as 3 - 1, 2 - 1, 1 - 1

TURN TO PAGE 7 FOR FRAME 4

**ANSWER:**

DD FORM 1 JUL 62 175

PREVIOUS EDITIONS OF THIS FORM WILL BE RENDERED OBSOLETE AND DESTROYED.

2000-2001

TURN TO PAGE 8 FOR FRAME 2

ANSWER: 100 nautical miles

Yes (VFR only)

No

No, you are not under proper control

FRAME 4

You have filed a flight plan, flown to your destination, and now must close (terminate) your flight plan. Failure to close flight plan will result in a search for the aviator and aircraft. Within one (1) hour, a communications search is conducted which consists of calling the destination and landing points along the route. If the aircraft and pilot cannot be located by a communication search, an actual search begins. The actual search consists of aircraft flying the proposed route over which the aircraft and pilot are assumed to have flown. During the actual search it is presumed the missing aircraft has crashed.

NOTE: You should obtain the identification of the person closing the flight plan (preferably his initials).

How to close your flight plan.

1.

IN PERSON

2.

TELEPHONE

3.

RADIO

GOVERNMENT COLLECT

NEAREST

OR

FLIGHT SERVICE STATION (FSS)

DIRECT LINE

OR

TO

MILITARY TOWER RADIO

NEAREST MILITARY OPERATIONS

OR

OR

CIVILIAN TOWER RADIO

NEAREST FLIGHT SERVICE STATION (FSS)

Failure to close a flight plan will result in a search which

In closing a flight plan by means other than in person, you should know the proper telephone number of your local airport

TURN TO PAGE 9

Army aviator's instrument qualifications refer to the aviator's ability, gained through training, to operate his aircraft by reference to instruments installed in the aircraft.

Designating the type aviator and his instrument qualification.

Aviator	Code	Instrument Qualification
3 Army aviator-rated less than 7 yrs	3-3	3 No instrument qualification
2 Senior Army Aviator rated 7 or more yrs with at least 1500 hours	2-2	2 Standard instrument rating at least 50 hours meets instrument requirements
1 Master Army Aviator rated 15 or more yrs with at least 3000 hours	1-1	1 Special instrument rating at least 2000 hours 100 hours actual instrument time or hood At least 50 hrs actual instrument
3, 2, or 1 Aviator	-T	T Tactical instrument rating

NOTE: Instrument rating not dependent on aviator rating  
providing he has met instrument requirements.

- Designate (by code) an Army aviator with a special instrument rating. 3-1
- Designate a Master aviator with an expired instrument rating. 1-3

RETURN TO PAGE 5 FOR FRAME 3

ANSWERS: a search  
obtain the initials of person closing flight plan

SELF EVALUATION EXERCISE  
FOR  
Administrative Responsibilities, Part I  
Authority for Flight in Army Aircraft

Using the Military Flight Plan (DD Form 175 on page 10), answer questions 1 thru 3 below.

1. Clearance authority for this flight will be

- a. the Army aviator.
- b. the Operations Officer.
- c. the Safety Officer.
- d. the Unit Commander.

2. Conditions under which this flight will be conducted requires

- a. an instrument rated aviator.
- b. a noninstrument rated aviator.
- c. a tactical instrument rated aviator.
- d. visual sight of the ground during the flight.

3. The aviator filing this flight plan has

- a. a special instrument card.
- b. a tactical instrument card.
- c. a standard instrument card.
- d. no instrument card.

4. Which of the four means listed below is not an authorized means of filing or closing a military flight plan?

- a. In person
- b. By telephone, government collect
- c. By telegram
- d. By radio

5. A tactical instrument card permits an Army aviator to fly in clouds (instrument flight)

- a. when flying along civil airways.
- b. when flying off civil airways in controlled airspace.
- c. when flying in a combat zone under Tactical Instrument System Control.
- d. when flying in the local area under an Army Control Tower Operator's control.

TURN TO PAGE 11

DD FORM 1 JUL 69 175

PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCK IS EXHAUSTED.

Page 10

Administrative Responsibilities  
Part II

ANNUAL MINIMUMS

FRAME 5

TABLE  
ANNUAL FLIGHT REQUIREMENTS FOR ARMY AVIATORS  
AR 95-32

	Hours					
	1st Half		Annual		2nd Half	
	Semiannual		Semiannual		Semiannual	
Total---	Minimums	Maximums	Minimums	Maximums	Minimums	Maximums
Night-----	36	70	80	100	30	70
Instrument-----	5	-----	15	-----	5	-----
Cross-country-----	7	-----	20	-----	7	-----
	7	-----	20	-----	7	-----

NOTE: Hours indicated are minimum, and all flying time, service (S) or combat (C), will be applied toward these minimums. Army aviators will not accumulate combat readiness flying time (T), in excess of the maximums stated.

A fiscal year begins on 1 July and ends on 30 June.

What is the total minimum time an Army aviator must fly in the first half of each fiscal year? 30

If an aviator flies minimum total hours in the second half of the fiscal year, how many total hours must he have flown in the first half of the fiscal year to meet annual total hours? 50

If an aviator flew fifteen (15) hours of night flight in the first half of the fiscal year, how many night hours must he fly in the second half of the fiscal year to meet annual night flying hour requirements? 5

What is the maximum "T" time the aviator may fly each fiscal year? 100

If an aviator flies seventy (70) total hours in the first half of the fiscal year, how many total hours must he fly in the second half of the fiscal year to meet his annual total hours flying requirements? 30

TURN TO PAGE 13

ANSWER: 2 1/2 hours. Only 7 1/2 hours of night copilot may be counted toward the annual minimum night requirement of 15 hours.

5 hours. All time flown as first pilot or copilot may be counted toward the cross-country annual minimums of 20 hours.

10 hours. All time flown as first pilot or copilot counts toward total annual minimum requirements of 80 hours.

FRAME 8

All time flown by Army aviators in Army aircraft is recorded on the form (s) shown below:

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY (PART II) (AR 95-64)										26. PERIOD COVERED	27. SHEET NUMBER	
28. LAST NAME - FIRST NAME - MIDDLE INITIAL Sweeney, Charles F.										29. SERVICE NUMBER 01924857	30. GRADE AND COMPANY Captain USAR	
SECTION V - FLIGHT HOURS ACCRUED - TOTAL HOURS FLOWN BY MONTH (For Local Use as Desired)												
JULY 10	AUGUST 15	SEPTEMBER 16	OCTOBER 10	NOVEMBER 30	DECEMBER 6	JANUARY 15	FEBRUARY 5	MARCH 21	APRIL 41	MAY 20	JUNE	
SECTION VI - RECORD OF FLYING TIME												
DATE	AIRCRAFT TYPE MODEL SERIES	MISSION SYMBOL	AIRCRAFT COMMANDER	INSTRUCTOR PILOT	FIRST PILOT FLYING TIME				COPILOT FLYING TIME			
					FIXED WING				ROTARY WING			
				NIGHT		NIGHT		NIGHT		NIGHT		
				X INST	X VFR	X INST	X HOOD	X INST	X VFR	X INST	X HOOD	
				X	X	X	X	X	X	X	X	
May												
10	OH-23D	S			1.0							
10	OH-23D	T	2.8				2.8			2.8		
11	OH-23D	S						2.6			2.6	
31. TOTALS THIS SHEET												
3.8												
32. TOTALS BROUGHT FORWARD FROM SHEET NO.												
33. TOTALS TO DATE												

DA FORM 1, MAR 64 759-1 (PART II)

NOTE: Refer to SECTION VI - RECORDS OF FLYING TIME, shown in form above. This aviator flew 2.6 hours copilot time on 11 May (column o). Enter Aircraft Commander, Instructor Pilot, First Pilot, and Copilot time in columns d, e, f, o respectively. The type of flight in either fixed or rotary wing (i.e. weather, night, etc) is indicated in columns g thru n and columns p thru u. All cross country time is entered in column v.

On a training flight this aviator flew 2.8 hours first pilot time (column f). What type of flying conditions were present during the flight?

TURN TO PAGE 14

ANSWER: 30 hours (total hrs)	-these minimum hours must be flown in both the first & second half of the fiscal year.
50 Hours	-Annual minimum total equals 80 hours. 30 hours flown in second half. Must have flown 50 hours (50+30) in first half fiscal year.
5 Hours	-Refer to Annual Maximums in Table.
100 Hours (total hrs)	-Mandatory semi-annual requirement.
30 Hours (total hrs)	

FRAME 6

The standard abbreviations used by Army Aviators to log time flown in Army aircraft are:

DUTY P - First Pilot Time. Pilot actually at controls of aircraft.

SYMBOLS

AC - Flying time acquired by a qualified pilot designated as Aircraft Commander while performing in this function in an aircraft which normally requires two pilots and a crewchief, flight engineer, or gunner aboard during flight.

CP - Copilot. Performing duties as a copilot.

IP - Instructor Pilot. Performing duties as instructor pilot.

MISSION SYMBOLS	T - Training Mission. Indicate time flown toward minimums.
	S - Service Mission. Administrative or operational mission.
	C - Combat Mission. Mission flown under combat conditions.

FLIGHT SYMBOLS	N - Night. Missions flown at night.
	H - Hood. Pilot wears hood to restrict vision to inside of aircraft. Fly aircraft by reference to instrument.
	W - Weather. No hood needed to restrict vision. Must fly aircraft by reference to instruments.

	1	2	3	4		
ROTOR L. WO-1 W3154678	P	N	P	H		
	01	00	02	00	02	00

ABILENE  
BRECKINRIDGE

From the form above (DA Form 2408-12) state what the abbreviations mean.

1. first pilot 2. night weather. night 4. hood

ANSWER: Rotary Wing Night, VFR

FRAME 9

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY (PART II) (AR 95-64)								16. PERIOD COVERED				17. SHEET NUMBER									
20. LAST NAME - FIRST NAME - MIDDLE INITIAL Sweeney, Charles F.								18. SERVICE NUMBER 01924857				19. GRADE AND COM- ONENT Captain USAR									
SECTION V - FLIGHT HOURS ACCRUED - TOTAL HOURS FLOWN BY MONTH (For Local Use as Desired)																					
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE										
0	15	16	10	30	6	15	5	21	41	20											
SECTION VI - RECORD OF FLYING TIME																					
DATE	AIRCRAFT TYPE MODEL SERIES	MISSION SYMBOL	FIRST PILOT FLYING TIME					COPILOT FLYING TIME					CROSS COUNTRY								
			AIRCRAFT COMMANDER	INSTRUCTOR PILOT	FIRST PILOT	FIXED WING			ROTARY WING			COPILOT		FIXED WING			ROTARY WING				
						WX INST	NIGHT	WX INST	HOOD	WX INST	NIGHT			WX INST	HOOD	WX INST	NIGHT	WX INST	NIGHT		
a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
May																					
10	OH-23D	S			1.0																
10	OH-23D	T			2.8																
11	OH-23D	S																			
16	CH-23D	S			.8																
TOTALS THIS SHEET					4.6																.8
32. TOTAL BROUGHT FORWARD FROM SHEET NO.																					
33. TOTALS TO DATE																					

DA FORM 759-1 (PART II)

NOTE: The totals on line 32 and line 33 are rounded off to the nearest whole numbers.

Which columns of Sec VI of this form are used to record time flown toward instrument minimums?

Which columns of Sec VI of this form are used to record time flown toward night minimums?

How is time flown toward cross-country minimums shown on this form?

Individual flights recorded in Sec VI apply to which half of the fiscal year?

*g 1 h m N  
by, l m p, t  
in tenth of  
second half*

TURN TO PAGE 16

ANSWER: Pilot  
Night weather  
Night  
Hood

FRAME 7

The greatest proportion of time flown toward annual minimums will be flown as FIRST PILOT.

The exceptions to flying annual minimums as FIRST PILOT are shown below:

<u>Minimums</u>	<u>Authorized Exception (substitution)</u>
Night -----15	7 1/2 -----may be flown as copilot (CP)

NOTE: 5 hours of night will be cross-country.

Instrument -----20	5 -----may be copilot weather (CP, W)
	10 -----may be synthetic trainer
Cross-country-----20	20 -----may be as copilot (CP)

NOTE: Flight pay for aviators is substantiated by the DA Form 759.

An Army Aviator has flown 5 hours of night copilot time which counts toward his 15 hours night annual minimums. He then flies 5 hours of night cross-country as copilot. How much of the 5 hours night cross-country may he count toward his annual (night) minimums? 2 1/2 hours

In the example above, how many hours of the 5 hours night cross-country the aviator flew may he count toward his cross-country minimums? all 5

In each of the cases above, the aviator has flown a total of 10 hours. How much of this time may he count toward total annual minimums? 10

hour column ✓

RETURN TO PAGE 12



### SELF EVALUATION EXERCISE

Use Tables "Annual Flight Requirements for Army Aviators" and "DA Form 759" on page 18 and page 19 to answer the following questions.

6. How many minimum total hours did Captain Sweeney have to fly in the first half of the fiscal year to satisfy total annual minimum flying hour requirements?

- a. 50 hours.
- b. 70 hours.
- c. 30 hours.
- d. 15 hours.

7. What minimums were contributed by Captain Sweeney on 11 Feb 61, toward his annual minimums?

- a. Night, and weather.
- b. Total, night, weather, and cross-country.
- c. Night, weather, and cross-country.
- d. Total, night, and cross-country.

8. What night minimums must still be satisfied by Captain Sweeney in this half (2nd half) if he flew 5 hours night in the 1st half?

- a. 8 hours.
- b. 7 hours.
- c. 5 hours.
- d. 9 hours.

9. How much additional instrument time must ~~Captain Sweeney~~ fly in this half (2nd half) if he flew 7 hours of instrument time in the 1st half?

- a. 4 hours.
- b. 5 hours.
- c. 6 hours.
- d. 13 hours.

10. How many cross-country hours did Captain Sweeney have to fly in the first half of the fiscal year to meet semi-annual minimums?

- a. 7 hours.
- b. 8 hours.
- c. 9 hours.
- d. 10 hours.

**TABLE**  
**ANNUAL FLIGHT REQUIREMENTS FOR ARMY AVIATORS**

**AR 95-32**

	Hours				2nd Half	
	1st Half		Annual		Semiannual	
	Semiannual		Annual		Semiannual	
	Miniums	Maximums	Miniums	Maximums	Miniums	Maximums
Total---	30	70	80	100	30	70
Night-----	5	-----	15	-----	5	-----
Instrument---	7	-----	20	-----	7	-----
Cross-country-	7	-----	20	-----	7	-----

DA FORM 1 MAR 64 759-1 (PART II)

$$\frac{1.7}{5.0} + 5.0 = 10 + 5 = 15$$

Administrative Responsibilities  
Part III  
SUSPENSION, MEDICAL RESTRICTIONS,  
FLYING EVALUATION BOARDS  
&  
FLIGHT STATUS REVIEW BOARDS

FRAME 10

Suspension of an Army Aviator means his removal from flight status.

Provided for within Army Regulations, there are three types of suspension that may be used to suspend an Army Aviator.

Type Suspension

Period for Which Imposed

Temporary

- The temporary removal of an Army Aviator from flying status for 30 days or less for reasons other than medical incapacity.

Intermediate

- A suspension of an Army Aviator from flying status for more than 30 days but less than 6 months.

Indefinite

- A suspension of an Army Aviator from flying status for a period which is expected to exceed 6 months.

Match Column I, Type Suspension, to Column II, circumstances which may fit the type of suspension.

a. Temporary Suspension

1.  An Army Aviator flies under the Golden Gate Bridge. This aviator has been involved in several similar incidents, though none were taken under official investigation.

b. Intermediate Suspension

2.  An aviator has sprained his wrist and the injury will probably be completely healed within 6 months.

CONTINUE ON TO PAGE 21

## c. Indefinite Suspension

**b3** An Army Aviator fails the annual written examination. However, with two weeks additional training he will probably be able to successfully complete the exam.

ANSWER: 1. b 2. a 3. c

---

FRAME 13

A Flying Evaluation Board (FEB) is appointed to investigate the suspension of an Army Aviator.

FEB action is mandatory in the following situations.

1. An aviator is recommended for indefinite suspension or he requests suspension.
2. An aviator is recommended for return to flight status from an indefinite suspension.
3. If an accident reflects inadequate flying ability or flagrant violation of safety upon the aviator, a higher commander may request a FEB.
4. Any flagrant violation of safety or lack of motivation, e.g. an aviator withdrawing from an advanced course of flight instruction.

Suspension Procedures - Physical Disqualification

Physical Disqualification (incapacity) may be caused by one of the following.

1. Aircraft accident, or result of flying duty.
2. Other accidents or illness.

Any physical disqualification will place an aviator on medical restriction. He will not be suspended unless he does not fly for more than 6 months. If, during the month of his disability he has completed his 4 hours, the 6 month period starts the first day of the following month.

An Army Aviator becomes medically disqualified due to an aircraft accident. The accident occurred in January after the aviator had flown 30 hours. For how long a period may the aviator be medically restricted before he is suspended? In what month will the medical suspension begin?

a. \_\_\_\_\_  
b. \_\_\_\_\_

TURN TO PAGE 24

ANSWER: 1. c 2. a 3. b

---

FRAME 11

The eight (8) general conditions which may result in suspension of an Army Aviator or student pilot are listed below.

Match Column I (suspension condition) with Column II.

Column I

Column II

a. Physical disqualification	1. <u>c</u> An Army Aviator loses his security clearance.
b. Personal request by aviator	2. <u>a</u> An Army Aviator is injured in an Army aircraft accident.
c. Academic or flying deficiencies	3. <u>N</u> An Army Aviator's wife violently opposed his aviation career.
d. Administrative causes	4. <u>c</u> A student pilot at Fort Wolters, USAPHS is unable to solo in the TH-55 helicopter.
e. Lack of proficiency	5. <u>h</u> A 3-T Army Aviator receives and executes an ATC clearance under IFR conditions.
f. Lack of incentive to fly	6. <u>g</u> An Army Aviator repeatedly receives DR's for driving while intoxicated.
g. Undesirable habits or traits	7. <u>c</u> An Army Aviator fails to complete his annual flying requirements.
h. Flagrant violation of flying regulations	8. <u>f</u> An Army Aviator refuses to fly the TH-55 helicopter.

TURN TO PAGE 25

ANSWER: a. 6 months  
b. August

FRAME 14

### THE FLIGHT STATUS REVIEW SYSTEM

Annually, or more often as needed, a Flight Status Review Board is appointed at Department of the Army.

This Board reviews the records of Army Aviators to determine if any failed to meet Department of the Army standards. Aviators are not to be allowed to appear before this Board or appeal the findings.

Causes for which records are selected for review and for which an Army Aviator may be indefinitely suspended are:

1. Current and projected Army aviation requirements.
2. Potential of individuals for command staff aviation assignments.
3. Overall performance of duty.
4. Accomplishment of flight requirements (minimums).
5. History of aircraft accidents or Flying Evaluation Board proceedings.
6. Habits, traits of character, and physical qualifications applicable to flying duty.

YES      NO

Aviators recommended for indefinite suspension by a Flight Status Review Board will have the opportunity to appear before the Board to defend his own case.

An Army Aviator with an excellent flying record has received consistently low officer efficiency reports. It is likely this aviator may be indefinitely suspended by a Flight Review Board.

An Army Aviator has had his first major accident after flying 1000 hours as a rated Army Aviator. It is likely he will be indefinitely suspended by Flight Status Review Board Actions.

TURN TO PAGE 26

ANSWERS 1. d 2. a 3. b 4. c 5. h 6. g 7. e 8. f

FRAME 12

Listed below are the persons who have authority to impose the three (3) types of suspensions provided in the Army Regulations.

<u>Type Suspension</u>	<u>Authority</u>
Temporary	The Unit Commander (Company Commander) of the aviator concerned. The Unit Commander may also recommend the following 2 types of suspension.
Intermediate	The Army Commander and other designated authorities as listed in AR 600-107.
Indefinite	Department of the Army. (Only Department of the Army may impose this type suspension).

Match Column I below, to Column II below.

<u>Column I</u>	<u>Column II</u>
a. Suspension from 1 to 30 days	1. <u>b</u> Normally imposed by the Army Commander.
b. Suspension from 30 days to less than 6 months	2. <u>a</u> Normally imposed by the Unit Commander.
c. Suspension expected to exceed 6 months	3. <u>c</u> Only imposed by Department of the Army for active duty aviators.

RETURN TO PAGE 22

ANSWERS: No. The board reviews records ONLY. Aviators selected for indefinite suspension do not appear before the board.

Yes. Performance as an Officer is equally important to performance as an Army Aviator.

No. Naturally this answer assumes that the accident was not thru a deliberate attempt on the part of the aviator to cause the accident.

TURN TO SELF EVALUATION EXERCISE PAGE 27

SELF EVALUATION EXERCISE

Administrative Responsibilities, Part III. Suspensions, Flying Evaluation Boards, and Flight Status Review Boards.

11. There are three types of suspensions which may be imposed on an Army Aviator. Which of these three types permits removal of the aviator from flying status for a period in excess of 30 days but less than 6 months?
  - a. Indefinite.
  - b. Intermediate.
  - c. Temporary.
  - d. None of the above.
  
12. Which of the following statements best describes suspension of an Army Aviator for medical reasons due to an aircraft accident?
  - a. The aviator will be medically restricted from flying status in the month he became incapacitated regardless of time flown that month.
  - b. Suspension will not start until 3 months after the day he entered the hospital.
  - c. Suspension will not start until the first of the next month provided the aviator has flown the minimum for the month.
  - d. Suspension will start 6 months after the 1st of the month following the accident providing the aviator flew minimums for the month of the accident.
  
13. Which of the following would result in the case appearing before a FEB?
  - a. The aviator is only fixed/wing qualified.
  - b. The aviator will not fly any TH-55 helicopters, claiming the aircraft is mechanically unsafe.
  - c. The aviator flew his minimum for the fiscal year.
  - d. The aviator had to take the annual written twice but passed the second time.
  
14. Which of the following statements describes procedures employed by a Flight Status Review Board (Department of the Army Board).
  - a. The aviator concerned may appear before the Board.
  - b. The Board bases its recommendations for indefinite suspension of Army Aviators on a records review only.
  - c. An outstanding aviation career (aviation job performance) will balance a relatively low performance as an Officer or Warrant Officer, precluding this aviator's records from being reviewed by the Flight Status Review Board.
  - d. Non-selection for attendance at advanced schools is not a criteria for review of the aviator's records by a Flight Status Review Board.

15. Which of the following described circumstances requires that the case in question be placed before a Flying Evaluation Board (FEB).

- a. History of aviation accidents.
- b. Aviator requests in writing to be indefinitely suspended.
- c. Failure to meet the minimum standards of performance as an Army Officer, a Warrant Officer.
- d. All of the above.

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ANSWERS TO SELF EVALUATION EXERCISE

1. a
2. a
3. a
4. c
5. c
6. c

~~7. b~~

8. c

9. d

10. a

11. b

12. d

13. b

14. b

15. d

INTELLIGENCE TEST BLANK