



► **SAFETY CORNER:**  
VAW-126 LEADS THE WAY  
WITH ITS MOST RECENT  
FLOLS-RELATED HAZREP  
SUBMISSION



March 2010

► **OPERATIONAL  
DISCUSSION:**

THE LSO REFERENCE MANUAL  
WILL BE GOING LIVE ON THE LSO  
SCHOOL WEBSITE THIS MONTH!!

# Paddles

monthly

ADDRESSING THE NEEDS OF THE LSO COMMUNITY  
THROUGH SAFETY DISCUSSIONS, OPERATIONAL UP-  
DATES, AND HISTORICAL READINGS.

## 2010 LSO OAG Conference

Beginning the 29<sup>th</sup> of June, the LSO School will host the Landing Signal Officer Operational Advisory Group Conference in Key West, Florida. As of now, we are aiming to conduct the conference at the Flying Conch Lounge at the Fly Navy Inn. Due to the possibility of renovations at the Fly Navy (Planned, but not yet confirmed) the site of the conference may change to an alternate location in Key West. Stand by for confirmation in the April edition of Paddles Monthly. This conference represents our community's primary opportunity to collectively address pertinent issues facing carrier aviation. The scope of the 2010 conference will significantly surpass that of previous years and all Paddles are highly encouraged to attend. Additionally, the LSO School highly encourages attendees to submit additional ideas for topics of discussion prior to the conference.

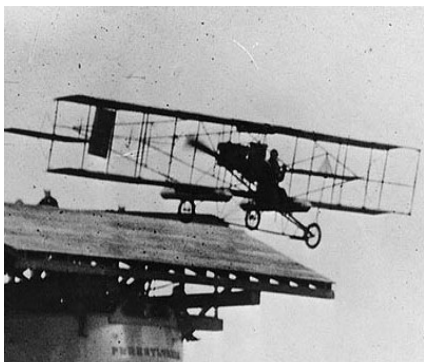
The Conference Agenda will focus on the following:

Landing Signal Officer NATOPS has not been subjected to a thorough review and update for over ten years. Consequently, the current state of the publication does not accurately reflect the equipment fleet paddles use on a daily basis. Specifically, LSO NATOPS contains no reference to LSODS or SATCC, in addition to other shortcomings. (continued on page 4)

## Bravo Zulu to VAW-126...

The Safety Department at the VAW-126 just recently joined the fray of squadrons that have submitted HAZREPS related to the lack of Mk 14 field-based IFLOLS units. Remember, this limitation poses a direct threat to Naval Aviation safety. Extra looks at the IFLOLS, whether during FCLPs or normal shore-based operations, significantly contribute to safe and proficient shipboard operations.

Questions concerning submitting a HAZREP? Please contact the LSO School NATOPS & Safety Officer at (757) 433-2527.





# VX-23

## Salty Dogs

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Greetings from the Salty Dog Paddles of VX-23! January and February have been busy coordinating, preparing and executing simultaneous PALS certifications, one on each coast. On the East coast, the USS Bush received her PALS cert in addition to being cleared to conduct Mode I approaches with a helicopter turning at Spot 7. While it's strange or even disconcerting to see spinning rotor blades off to the right as you recover aboard, it does give the ship greater flexibility in managing fixed and rotary wing operations in all conditions. The Spot 7 testing on the USS Bush should also give the USS Reagan that same clearance. Special thanks to the Valions of VFA-15 for loaning their aircraft so that we could complete all testing quickly and get the aircraft safely back to the hangars before the massive snow storm shut down the East coast for awhile. On the West coast, a PALS certification was conducted on the USS Lincoln as well as testing of the newly installed SPN-46 Block II upgrade. The Block II is the second of three planned upgrades to the ACLS system. Block I replaced some of the motors and actuators that control the radars and equipment, whereas Block II basically converted the computer code that ran the SPN-46 into a modern programming language that will make it easier to maintain and update the SPN-46 system. The USS Reagan will be the next ship to receive the SPN-46 Block II upgrade as well as some replacement operator consoles. Special thanks to VFA-2, VFA-137 and VFA-151 for loaning their aircraft and for their support in completing the required testing.

The plan for the next few months for the Ship Suitability department includes Shake, Rattle and Roll testing of several projects: F-18 A++, T-45 DDS, F-18 FACCE Pod, F-18E/F/G NAVWAR, and F-18F/G USSR. T-45 Digital Data Set (DDS) is an upgrade from analog to digital of the data and waypoint management system and interface as well as an upgrade to the video systems. The Fighter Aircraft Command & Control Enhancement (FACCE) Pod will allow aircrew to talk to any landline or cell phone from the cockpit through the radio and a satellite transmitter in the wingtip mounted pod. The Navigation Warfare (NAVWAR) system is a GPS anti-jam antenna system designed to provide enhanced anti-jam performance for the GPS, and the USSR is an Upgraded Solid State Recorder for two seat rhinos (E/G).

Lastly, Ship Suitability is involved in planning and preparing for the testing of the N-UCAS demonstrator. Some of the equipment that will be used for the shipboard UCAS flights was tested recently onboard the USS Lincoln. The plan will be to work up to flying an F-18 surrogate using N-UCAS guidance and control commands to a hands off landing on the ship, followed by demonstrating shipboard operations with the N-UCAS itself. We have a long way to go, but this reality is getting closer. N-UCAS completed low speed taxi drills and is preparing first flight this summer. Stand by for the future!! That's the latest from Pax. As always, send any questions, comments, concerns or problems our way and we'll look into it. We are here for you. Fly Safe!

## AB'S Corner



As ABE's, the care and upkeep of our equipment is as near and dear to us as maintaining our personal vehicles. With this in mind we focus our attention on the damage that can be done to the arresting gear engine due to off-center arrestments. Off center arrestments are defined as landings where the aircraft's arresting hook engages the CDP 15 to 20 feet left or right of center line. This results in a mechanical malfunction of the arresting gear, causing the CROV (Constant Run Out Valve) to shift out of calibration within the cam and lever system. The CROV is the heart of the Arresting Gear engine which brings the aircraft to a controlled stop by restricting the flow of hydraulic fluid. The further off center the arrestment, the more detrimental the damage to the arresting gear engine. An engagement more than 20 ft. off center will critically down the arresting gear engine and its components, requiring unnecessary maintenance work.

# LSO Reference Manual

The LSO Reference Manual is now available on the LSO School Website! More than 200 pages in length, the LSORM encompasses everything from Shipboard Organization to Pilot Training. The Reference Manual is intended to be the new “go to” document for LSOs when looking for information not covered in NATOPS.

For access, select the LSORM tab at the top of the LSO School Home Page. The resulting page will have an “LSORM Table of Contents” Microsoft Word document, as well as four folders containing the four parts of the Reference Manual: Operations, Administration, Equipment, and Training.

The LSORM is organized in the following manner:

PART I	Operations	PART III	Equipment
Chapter 1	Platform Roles	Chapter 9	Shipboard Equipment
Chapter 2	Shipboard Organization	Chapter 10	Shore-Based Equipment
Chapter 3	Recovery Procedures	Chapter 11	Aircraft
Chapter 4	Waving Concepts	Chapter 12	Airfields
		Chapter 13	Aircraft Carriers
PART II	Administration	PART IV	Training
Chapter 5	Publications	Chapter 14	LSO Training
Chapter 6	Aircraft Recovery Bulletins	Chapter 15	Pilot Training
Chapter 7	Billets and Responsibilities	Chapter 16	Trend Analysis
Chapter 8	Points of Contact		

Feel free to download any or all of the chapters. Keep in mind, however, once downloaded a section is only as up to date as the date in which it was downloaded. Therefore, whenever a new chapter or version is uploaded, the LSO School will post the changes on the website as well as in Paddles Monthly as a reminder to download the most recent edition.

The LSO School has put a great deal of time into its development and needs fleet feedback on how to improve the product. If suggestions or corrections are noted, please email anyone on the LSO School Staff. Your input is not only greatly appreciated, but essential in ensuring the maintenance of the highest quality manual possible.



# OAG 2010 - KEY WEST (cont)

(continued from page 1)

In preparation for next year's NATOPS conference, the LSO School urges the fleet to review the publication's content and bring ideas for additions and revisions to the OAG. Of special importance is the addition of content to both LSO and CV NATOPS for the purpose of inclusion in the forthcoming CV / LSO NATOPS Pocket Check List. Additionally, expect specific consideration toward a revision of the pilot currency matrix (Figure 6-1, page 6-5 of LSO NATOPS).

As announced, the resurrected Landing Signal Officer Reference Manual has gone live on the LSO School's website (<https://www.portal.navy.mil/comnavairfor/LSO/default.aspx>). While the initial release will contain an extensive amount of crucial information, the LSO School needs input from the everyday user: fleet, FRS, and TRACOM LSOs. All paddles are encouraged to review the reference manual and bring ideas for additional content to the OAG conference. This discussion will take place in a round-table, open forum style event in order to encourage a maximum level of participation from all attendees.

Over the past several months, the LSO School has been actively involved in the debate concerning the future development and minimum requirements of outlying fields for FCLPs. At this year's OAG, we will come together to formulate an official LSO community position on OLF requirements. Discussions will center on issues such as: minimum equipment for FCLPs, IFLOLS availability, noise abatement restrictions, location options, crash crew availability, and the general conduct of pre-carrier training.

Of particular concern to all landing signal officers is insuring that all paddles receive proper training throughout their career on the platform. One issue that the LSO community has addressed is the creation of a formal LSO training and readiness matrix that would allow more thorough tracking of an LSO's career progression.

As mentioned earlier, the LSO School is currently in the final stages of development of the CV / LSO NATOPS Pocket Check List. This particular product is intended to formalize what most air wings have been doing for years, publishing 'LSO Gouge' books filled with important reference information. One limitation of bringing this practice under the umbrella of the NATOPS program is that all information contained therein must be directly sourced from an existing NATOPS manual. At this year's conference, we will consider what information not currently included in NATOPS should be added in order to facilitate inclusion in the PCL.

Finally, the LSO School is thrilled to announce our first ever guest speaker at our annual conference. On Day 2 of the conference, our special guest will be current OPNAV Naval Aviation Program head – and former CVW-11 LSO – Rear Admiral Michael C. Manazir. Over nearly thirty years in the U.S. Navy, Admiral Manazir has commanded VF-31, USS Sacramento (AOE-1), and the USS Nimitz (CVN-68). However, he is most well-known in the LSO community for waving the A-6 Partial Ejection as CAG Paddles on the USS Abraham Lincoln in 1991. The entire LSO community is looking forward to hosting Admiral Manazir as our distinguished guest.



## What's ahead...

PADDLES OAG:  
29 June - 01 July - KEY WEST

IFGT:  
29 March - 9 April  
19 April - 30 April  
07 June - 18 June

FRS/TRACOM:  
16-18 March  
19-21 October

AFGT:  
3-4 May

All classes begin at 0900 on the convening date, building 150, NAS Oceana. Orders should be handled through squadron or CAG admin. Contact YN2 Wallace with any questions.

## Question of the month...

### ***Discussion on Currency and Carrier Qualification***

When Landing Signal Officers open up LSO NATOPS, it seems that 90 percent of the time we are flipping to page 6-5 in order to reference Figure 6-1: Operating Criteria for Qualified Pilots... More well known as the Currency Matrix. Here are some 'high points' from Figure 6-1 that we should all keep in mind while afloat:

1. Currency Requirements should be considered bare minimums. If you think a pilot in your squadron or air wing requires extra traps for currency, write that into the CQ Plan.
2. Carrier Qualification must be complete within 30 days. Recent weather has slowed down recent fleet CQ operations. Just remember that pilots must be complete within 30 days of commencing CQ.
3. Remember the additional 2 night arrested landings required for pilots with fewer than 50 night traps IN MODEL qualifying in the 180-365 day window.

## Points of Contact

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## Words from the OIC...

The LSO Reference Manual has not been published since 1999. The LSO School and the CNAL Force LSO (Burns) have spent considerable amount of time and effort putting together what we believe is a quality product. With that being said, because it belongs to the LSO Community, you now have the obligation to ensure it contains useful, up-to-date, and valuable information. We encourage your feedback and ask that you give us recommendations on how to make it better. If we've omitted something, let us know. If we've made an error, let us know. (As always, the Reference Manual is a tool, it NEVER takes precedence over what's in the NATOPS, 1520, etc.) Keep 'em off the ramp!



**CDR "Weeds" Wedertz**  
**Officer in Charge**  
**U.S. Navy LSO School**

Visit us online at  
<https://www.portal.navy.mil/comnavairfor/LSO>

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suggestions

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