



► **“BARRICADE FUEL...”**
THE LSO SCHOOL’S OWN LCDR
“MONKEY” PARKS SHARES OUR
PERSPECTIVE ON THE MEANING OF
THE BARRICADE FUEL STATE...

April 2013



► **“APARTS REVIVAL”**
LCDR “PLEBER” HANLEY GIVES US
AN UPDATE ON THE STATUS OF THE
IPARTS AND APARTS DATA BASE...



Paddles *monthly*

ADDRESSING THE NEEDS OF THE LSO COMMUNITY
THROUGH SAFETY DISCUSSIONS, OPERATIONAL UPDATES,
AND HISTORICAL READINGS.

Barricade Fuel

Barricade Fuel: What does it mean?

Having been on the platform for four cruises and in Air Ops for two more, I’ve had the opportunity to be a part of many discussions regarding airborne aircraft. One of the more polarizing discussions I’ve witnessed was about barricade fuel state. We all know that barricade fuel is currently listed as 1.5, but what exactly does that mean? Is it the fuel state at which you rig the barricade for a low-state aircraft regardless of aircraft trap or bolter capability? Is it the no-lower-than state at which the decision must be made to rig the barricade for an emergency aircraft due to its inability to trap or bolter? What exactly does 1.5 buy you once the decision to rig the barricade has been made? Is 1.5 enough?

LSO School Recommendation:

The decision to rig the barricade shall be based on T/M/S NATOPS and sound ORM. NATOPS does not list low fuel state as a reason to rig the barricade. Therefore, barricade fuel is the no-lower-than fuel state that a decision to rig the barricade should be made. It should provide enough fuel for a ramp time 10 minutes after the decision to barricade has been made plus one pass. The barricade should be prepared and the pilot briefed within this 10 minutes. Delayed decisions below barricade state may lead to fuel exhaustion prior to successful engagement.

It should take less than 10 minutes to rig the barricade, clear the deck, run the ARB numbers, and brief the pilot. Some deck crews will be more efficient, and some less, but 10 minutes is a good rule of thumb. In that 10 minutes, a pilot could have a pass or more at night and two or more passes during the day to get aboard with a normal pendent recovery. Aircraft use precious time and fuel while the barricade is rigged, and due to lost pendent recovery opportunities, the overall likelihood of getting the aircraft aboard prior to flame-out decreases.



Barricade Fuel

Rigging the barricade strictly for poor performance brings significant risks. The likelihood of a wave-off for performance, leading to an overall reduced boarding rate must be taken into account. If the aviator is struggling behind the ship while targeting 230 feet with bolter capability, should we expect an increase in performance from the same aviator when we target 140 feet and take away the option to bolter? Factor in that the aircraft is low-state with a very limited number of approaches, and you will be left with very little room for error prior to flame-out. The last 8 decisions to rig the barricade have resulted in a 70% boarding rate. The last two times, both hornets, resulted in a 50% boarding rate. Both aircraft waved-off on their first attempt.

On the other side of the argument, people say that the barricade was designed for stopping an aircraft and eliminating the possibility of a bolter. That is absolutely true if the aircraft is in the proper window. The tricky part is getting the aircraft into the proper window. Additionally, once the decision to rig the barricade is made, the ARB's will dictate whether or not to strip wires, required WOD, and targeted HTDP. These considerations will delay the recovery of a low-state aircraft and quite possibly lead to fuel exhaustion if degraded performance of the LSO, deck crew, or pilot become a factor. Unfortunately, a barricade engagement is one of the few things that cannot be practiced in Naval Aviation.

Everyone must ensure that the barricade mindset of your Air Wing and Carrier leadership has been discussed and defined long before the situation arises. A tank on the ball hornet, with no gas airborne, which is an entirely different discussion, is not the time to have the "definition of barricade fuel" conversation in CATCC. The decision to rig or not rig the barricade should be the easiest part of a successful barricade engagement. The sooner and smoother that decision is made, the greater likelihood of recovering the aircraft before flame-out.

LCDR Aaron "Monkey" Parks



APARTS Revival

The transition path from APARTS to iParts has presented us with unique challenges over the past few years. Most recently, the funding for new systems has dried up. However, we are lucky that iParts has received enough funding to be on "life support" until the fiscal climate improves. Until that time, we at the LSO School have taken a few steps to improve the reliability of APARTS until iParts becomes fully online. We have made significant progress in this endeavor, but we still need your help.

As you may know, APARTS's flaws combined with the destructive capability of NMCI erased the LSO School database some time ago. Over the past month, we have slowly begun to rebuild the database. Currently, we have received over 650,000 passes, but we are still waiting on a few air wings. It is important that we get this data, so if you have not yet sent it, do so. First, it brings us into compliance with the CNAF instruction regarding the LSO School database. Second, it allows NAVAIR and fleet forces the ability to analyze this data for historical trends. Most recently, the data is being used to analyze the hook skip bolter rate for the fleet to compare with the future capability of the Joint Strike Fighter. It's something good to talk about over beer. Additionally, we are uploading the data to the iParts server. Because iParts is a modern program, we will be able to store all CV performance data in a centralized database for the first time.

Although iParts is coming eventually, we must still use APARTS correctly. The recent standardization sent out by Potzo is critical to the proper maintenance of the database. Please take the time to get smart on the formats to make sure we have the proper information going forward. Soon we will send out some more considerations to make APARTS provide better information.

In our current fiscal climate, data is more important than ever. Using APARTS correctly and sending data back to the LSO School is the best way to ensure you get the funding for the training you need to operate safely at the boat.

LCDR Stan "Pleber" Hanley

What's ahead...

IFGT:

15-26 April
03-14 June
05-16 August

FRS/TRACOM:

14-15 May
09-10 July

AFGT:

Call us to schedule!!!

Air Boss:

22-23 April
05-06 June

All classes begin at 0900 on the convening date, building 150, NAS Oceana. Orders should be handled through squadron or CAG admin. Contact YN1 Gates with any administrative questions.



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LSO OAG / NATOPS Conference

Spring is around the corner and we are hosting the 2013 LSO OAG and 2013 NATOPS Conference at North Island in San Diego, CA from 20 - 24 May.

Agenda:

LSO OAG (20 & 21 May)

- Program Updates
- Year in review
- Paddles Forum / Fleet and Training LSO Stan Discussion
- LSO Top 5
- Paddles Social

2013 CV and LSO NATOPS rewrite (22-24 May)

- LSO PCL Removal
- CV NATOPS Rotary Wing Operations Chapter

Call and get Lodging now! www.dodlodging.net / Comm: 1-877-628-9233

Please log onto <https://airworthiness.navair.navy.mil/> and make NATOPS change recommendations.

We look forward to seeing you there. Please get your shops involved and let us know if you plan to attend the conference. LSO OPS (757) 433-2518 LSO Admin (757) 433-2530

- LCDR Jason "Doofus" Duffie

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

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