

**BY ORDER OF THE COMMANDER
LUKE AIR FORCE BASE**

**LUKE AIR FORCE BASE
INSTRUCTION 11-400**



23 AUGUST 2023

Flying Operations

***G-RISK INDICATOR MANAGEMENT
(GRIM)***

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Certified by: 56 TRS/CC
(Lt Col Alexander J. Turner)

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This instruction implements Air Force Policy Directive (AFPD) 11-4, *Aviation Service*. It provides guidance and procedures for the management of G-performance risk factors that may be experienced by student pilots in the USAF Basic Operational Training Course (B course) at Luke AFB AZ. It references Air Force Manual (AFMAN) 11-404, *Fighter Aircrew Acceleration Training Program*. These procedures apply to all flying squadrons in the 56th Operations Group (56 OG). AFMAN 11-403, *Aerospace Physiological Training Program*, complements this instruction by providing detail on the training requirements for Aerospace Physiologists (AP) and technicians. Air Force Pamphlet (AFPAM) 11-419, *G-Awareness for Aircrew*, provides comprehensive information on the physiology of acceleration in flight. This publication applies to the Air Force Reserve Command (AFRC) and to Air National Guard (ANG) and their units.

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SUMMARY OF CHANGES

This document had minor changes made to include changing parent Air Force Instruction (AFI) to AFMAN. The overall intent and execution of the GRIM program remains the same. Updated mandatory statements and references used. Renamed from LUKEAFBI11-100 to LUKEAFBI11-400.

Chapter 1

INTRODUCTION

1.1. Purpose and Need for G-performance Risk Management. The high-performance aircraft operated by Luke AFB student pilots are easily capable of causing G-induced loss of consciousness (G-LOC). An effective anti-G straining maneuver (AGSM), optimum physical conditioning, functioning anti-G equipment and adequate G-oriented situational awareness are all important to aircrew G-performance. Early detection of G-performance risk indicators can aid in the establishment of tailored ground training programs designed to optimize a student's performance under G.

1.1.1. GRIM consists of initial assessment of a student's previous high-G-performance and present physical condition at the start of basic course ground training and assessment of student's performance under G while flying. Observations from these assessments are used to qualitatively determine the level of risk for the student and, if necessary, assist in development of tailored training programs for the student's specific needs.

1.1.2. The purpose of GRIM is to optimize combat capability and safety through the following methods:

1.1.2.1. Identify aircrew with a propensity towards poor G-performance prior to conversion training phase.

1.1.2.2. Assist these aircrew in the development of habit patterns and lifestyle decisions/management that will optimize their G-performance throughout the B course and beyond.

1.1.2.3. If students in Transition or Senior Operator courses demonstrate problems with G-performance while at Luke, GRIM program definitions, courses of action and control measures may be utilized at the discretion of FS CC/DO. However, these students need not be officially on GRIM nor follow the precise flow of the GRIM program as intended for B-course students.

1.2. Explanation of Terms:

1.2.1. Anti-G Straining Maneuver. Sustained lower body muscle tensing/straining and short air exchanges against a closed glottis in 3-second cycles.

1.2.2. G. Any force that produces an acceleration of 32.2 feet per second, which is equivalent to the acceleration produced by earth's gravity.

1.2.3. G-tolerance. The ability or capacity to maintain vision, consciousness, and effective performance when under G-stress.

1.2.4. G-endurance. The ability to sustain G for the duration required by the flying scenario.

1.2.5. Inadequate G-performance. Any G-related incident to include light loss, blackout, or inadequate AGSM mechanics (as determined by IP/AP/Flight Surgeon) that results in a failure to meet training objectives or requires modification of the usual G profiles associated with any flying activity.

1.2.6. Light Loss. Any peripheral light loss or general vision loss experienced under G which adversely impacts mission accomplishment and/or causes deviation from the prescribed maneuver or mission profile (i.e., Terminate or KIO). **Note:** Instructor pilot and commander judgment will determine what constitutes a significant impact to the mission. It is important to recognize that *transient peripheral vision loss* that is easily recovered by either appropriate reduction of G loading or by increased intensity of the AGSM are a normal part of flight in the high-G arena and should not be confused with a *light loss incident*.

1.2.7. Blackout. Complete vision loss experienced under G, but not accompanied by subsequent loss of consciousness.

1.2.8. GLOC. The transition from normal consciousness to a state of unconsciousness that results when blood flow to the central nervous system under G is reduced below critical levels to support conscious function. GLOC symptoms include: loss of consciousness followed by myoclonic convulsive activity (muscle twitching), confusion, disorientation and memory loss. After a GLOC the average total incapacitation period is 24 seconds.

Chapter 2

GRIM RISK CONTROL INDICATIONS, PROCEDURES AND ADMINISTRATION

2.1. Overview.

2.1.1. Many variables come into play in maximizing G-performance and in preventing GLOC. Although the individual aviator is ultimately responsible for his or her mental and physical condition, there are sources of information available to supervisors that may reveal a student's predisposition for poor G-performance in the aircraft. The following paragraphs describe some of these risk indicators and the preferred procedures and protocols for their control or elimination.

2.1.1.1. Records Review: A thorough review of training records can reveal trends that may indicate poor G-performance.

2.1.1.2. Flight commanders (Flt CC) will check for problems with AGSM and G-tolerance by reviewing the grade book and previous acceleration qualification training report AF Form 4293, *Student Activity Record*. (Should the AF Form 4293 not be in the student's grade book, contact the Wright-Patterson AFB centrifuge at USAFSAM.FEPA.AccelerationSection@us.af.mil).

2.1.1.3. The 56 TRS/TRP will document findings of significance in the GRIM spreadsheet database and provide GRIM recommendations to the Flt CC, Sq CC/DO and FS (See [Attachment 2](#)). Based upon inputs from the Flt CC, TRP & FS, the flying Sq CC/DO will make the final determination that a student be placed on the GRIM program. Flt CCs may use [Attachment 6](#) as a reference to document student placement on GRIM.

2.1.1.4. Implement appropriate risk control if necessary (See [Chapter 3](#)).

2.1.2. Fighter Aircrew Conditioning Program Assessment (FACPA):

2.1.2.1. Assess all B-Course students prior to start fly date.

2.1.2.2. 56 TRS/HPT will administer and assess FACPA results.

2.1.2.3. Summary of results for students exhibiting marginal physical abilities will be documented in the GRIM spreadsheet database and brought to the attention of the flying Sq CC/DO.

2.1.2.4. Implement appropriate risk control if necessary (See [Chapter 3](#)).

2.1.3. Centrifuge Video Review. The 56 TRS/TRP can request a centrifuge video review from the Wright-Patterson AFB centrifuge for students demonstrating problems in any of the previously mentioned areas.

2.2. Inadequate G-performance resulting in significant mission impact:

2.2.1. Squadron Aircrew Flight Equipment will check the student's equipment and report any malfunctions to the student's Sq CC/DO.

2.2.2. Evaluation.

2.2.2.1. The AP and/or FS will review Heads-Up Display video and will interview student and IP.

2.2.2.2. Student is immediately referred to Flight Medicine Clinic if not met at the aircraft for physical examination and evaluation by FS. Results will be briefed to Sq CC/DO & AP.

2.2.2.3. Implement appropriate risk control (GRIM) if necessary (See [Chapter 3](#)). Consider placement on GRIM.

2.2.2.4. No physiological safety report is required. The FS or AP will complete an incident report and distribute to Sq CC/DO/Flt CC and 56 FW/SE as well as the other OG Flt Surgeons for review.

2.2.2.5. F-16 students will fly dual on the next sortie and shall continue normal syllabus directed training if no further problems are encountered. F-35 students will be assigned to fly the next sortie IAW Commander's Awareness Program (CAP) supervision. This does not place the student on CAP but is intended to allow them to continue flying if deemed safe by Squadron leadership, while having experienced IP supervision during the flight. Consider maintaining student on GRIM.

2.3. GLOC (Incapacitation):

2.3.1. Squadron AFE will check student's equipment using protocols described in AFI 11-301V1, Para. 3.21.1. Report any malfunctions to student's Sq CC/DO.

2.3.2. Evaluation.

2.3.2.1. F-16 student is restricted to dual only flying until cleared by Sq CC/DO to resume normal syllabus directed training. F-35 students will be assigned to fly the next sortie IAW Commander's Awareness Program (CAP) supervision. This does not place the student on CAP but is intended to allow them to continue flying if deemed safe by Squadron leadership, while having experienced IP supervision until cleared by Sq CC/DO to resume normal syllabus directed training.

2.3.2.2. The AP or FS will review HUD video and will interview student and IP.

2.3.2.3. Student is referred to Flight Medicine Clinic for physical examination.

2.3.2.3.1. FS and/or AP will coordinate with flight safety for AFSAS/Physiological Incident Report, IAW DAFMAN 48-123, *Medical Examinations and Standards* and DAFI 91-204, *Safety Investigations and Reports*.

2.3.2.3.2. If a medical condition is suspected to be diminishing the student's G-tolerance or G-endurance, a medical waiver will be required for continued flying duties IAW DAFMAN 48-123.

2.3.2.4. If necessary, 56 TRS/HPT can conduct a physical training test to quantify any suspected physical performance weaknesses.

2.3.2.5. Student's high-G performance and options for risk control will be evaluated jointly by the AP, FS, Flt CC, and the FS CC/DO.

2.3.3. Implement appropriate risk control/GRIM if necessary (See [Chapter 3](#)). If the FS/CC chooses to utilize Commander Directed Acceleration Training, 56 TRS/TRP can help with scheduling the training with the Wright-Patterson AFB centrifuge (USAFSAM.FEPA.AccelerationSection@us.af.mil).

2.4. Centrifuge failure or persistently inadequate G-performance: With recommendation of the FS/CC, student will be considered for removal from the flying training program and considered for a low-G weapon system training program.

2.5. Administration.

2.5.1. Following each GRIM monitored training event (See [Attachment 5](#)), a write-up shall be made referencing the evaluation of the pilot's HUD video review and AGSM/fitness issues (GTIMS/TR-x or BFM-x/documents/grade sheet reviews). Additionally, the AP and/or FS shall annotate when the next review is required, as occasionally a review may be warranted prior to the next scheduled GRIM review.

2.5.2. Reasonable efforts will be made to review the prescribed GRIM sortie prior to the next flight; however, this is not required.

2.5.3. In the event that a HUD video is not captured due to mechanical malfunctions or other reasons, the next available sortie can stand as a suitable substitute for GRIM review.

2.6. Removal from GRIM supervision.

2.6.1. GRIM supervision will normally expire after Basic Fighter Maneuver phase. However, if during the final BFM review, the AP or FS note significant AGSM flaws, a recommendation can be made to review additional syllabus sorties for AGSM mechanics. Once the AGSM is noted as satisfactory, the student can be removed from GRIM.

2.6.2. Flt CC will generate a removal from GRIM letter upon recommendation from 56 TRS/TRP or FS.

2.6.3. In order to facilitate continuity with gaining units, the AP may notify gaining unit DOs via email or phone of any students that struggled with G performance or were on GRIM status during B course.

Chapter 3

GRIM RISK CONTROL OPTIONS

3.1. Potential Options. Risk control options include but are not limited to AGSM technique employment coaching, HUD reviews, PCP, CDAT, and elimination from formal training.

3.2. Monitored Physical Conditioning Program (PCP):

3.2.1. Purpose: Optimize G tolerance and endurance through a specialized PCP.

3.2.2. Indicators:

3.2.2.1. Inadequate strength and/or endurance noted as a problem area during CAF qualification centrifuge training, CDAT failure or the 56 TRS/HPT. **Note:** If physical conditioning is deemed a significant limiting factor following centrifuge training or by 56 TRS/HPT or TRP, temporary removal from flying training may be necessary to allow sufficient time to improve the weakness. See AFMAN 11-404 for more details on CDAT.

3.2.3. Control Decision: Students who have demonstrated inadequate strength and/or endurance indicators of potential risk shall be considered by Flt CC (after consultation with AP or FS) for placement in GRIM for PCP until out of air-to-air flying training phase or until strength and endurance are deemed adequate for required performance under G. There are no pass/fail criteria for the FACPA. Discretion is left to the 56 TRS/HPT and TRP for recommendations on inadequate strength/endurance and potential utility of a monitored PCP for the student.

3.2.4. Control Implementation: Specialized/Personalized PCP.

3.2.4.1. Will be developed through consultation between student, 56 TRS/HPT, AP, and FS. The program will be designed to improve leg/core muscular strength/endurance. It may be tailored to meet the unique needs of the student.

3.3. AGSM Technique Employment Coaching/HUD Review:

3.3.1. Purpose: Decreases cognitive burden of performing the AGSM during mentally intense high-G flight maneuvers. Indicators: Inconsistent or inefficient AGSM mechanics noted as problem area during CAF qualification centrifuge training, IFF grade sheets and/or HUD review.

3.3.2. Control Decision: Students who have demonstrated an inconsistent or inefficient AGSM shall be considered by the Flt CC, AP or FS for counseling, coaching and GRIM.

3.3.3. Control Implementation: Counseling will include but not be limited to discussion on:

3.3.3.1. Practicing AGSM technique during chair flying and simulator training to make it a very natural part of the student's stick and rudder flying skills/habit patterns.

3.3.3.2. HUD AGSM reviews of TR-1, first Offensive BFM sortie, first Defensive BFM sortie, first High-Aspect BFM sortie, and last BFM sortie (optional) are required for GRIM. Any other sortie deemed necessary by the squadron leadership, AP or FS will also be reviewed. (See [Attachment 5](#))

3.3.3.3. Development of efficient and consistent AGSM mechanics and application.

3.3.3.4. Stress management strategies.

3.4. Commander Directed Acceleration Training (CDAT):

3.4.1. Purpose: CDAT is a tool that can be used by any FS/CC to evaluate and improve pilot performance under G. It can be used as a remedial tool for any degree of G-related problems and is often the best intervention method as many G-related issues only manifest under actual G-load and can be masked during chair flying. CDAT allows for correction of AGSM technique in real time with immediate performance feedback.

3.4.2. Indicators: All the risk indicators outlined in **Chapter 2** of this instruction will be considered.

3.4.3. Control Decision: Upon HUD review by Flt CC, FS, or AP, the flying Sq CC can direct CDAT.

3.4.4. Control Implementation: Scheduling CDAT: Wright-Patterson AFB centrifuge is the point of contact for scheduling CDAT. The flying squadron or the AP can contact Wright-Patterson AFB at DSN: 713-1121 or USAFSAM.FEPA.AccelerationSection@us.af.mil.

3.4.4.1. Duration of training is normally three days.

3.4.4.2. See AFMAN 11-404 for more details on CDAT.

3.5. Elimination from Training:

3.5.1. Purpose: Limits the student's exposure to the risks of high-G flight by removing him or her from training with potential redirection to a lower-G aircraft.

3.5.2. Indicators: CDAT failure, persistent inadequate G-performance or any of the risk indicators outlined in **Chapter 2** of this instruction will be considered.

3.5.3. Control Decision: With recommendation from the FS/CC, 56 TRS/TRP and FS, the student will be considered for removal from the flying training program.

3.5.4. The FS/CC/DO will notify the 56 OG/CC and 56 TRS/DO immediately upon suspected elimination of a student in a formal training course.

3.5.5. Control Implementation: Refer to AETC Syllabus F16C0B00PL/F-35 CWS and AFMAN 11-402, AETC Sup 1 for administrative procedures on elimination.

JASON M. RUESCHHOFF, Brigadier General,
USAF
Commander, 56th Fighter Wing

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AETCI 36-2605v1, *Formal Flying Training Administration and Management*, 17 September 2019

AETCI 36-2605v6_LUKEAFBSUP, *Administration and Management—Fighter and Introduction Fundamentals (IFF)*, 6 October 2020

AETC Syllabus F16C0B00PL, *USAF Basic Operational Training Course F-16C/D*

AETC Syllabus F-35 CWS, *USAF Basic Operational Training Course F-35A*

AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 10 October 2017

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020 w/IC1 28 July 2021

AFMAN 11-402, AETCSUP1, *Aviation and Parachute Service*, 7 April 2021

AFMAN 11-403, *Aerospace Physiological Training Program*, 13 August 2020

AFMAN 11-404, *Fighter Aircrew Acceleration Training Program*, 27 November 2019

AFPAM 11-419, *G-Awareness for Aircrew*, 17 October 2014

AFPD 11-4, *Aviation Service*, 12 Apr 2019 Falcon Facts, Section III

DAFI 91-204, *Safety Investigations and Reports*, 10 March 2021

DAFMAN 48-123, *Medical Examinations and Standards*, 8 December 2020

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

AF Form 4293, *Student Activity Record*

Abbreviations and Acronyms

AP—Aerospace Physiologist

ACM—Academic Course Manager

AETC—Air Education and Training Command

AFE—Aircrew Flight Equipment

AGSM—Anti-G Straining Maneuver

AFSAS—Air Force Safety Automated System

CAF—Combat Air Forces

CDAT—Commander Directed Acceleration Training

FACP—Fighter Aircrew Conditioning Program

FACPA—Fighter Aircrew Conditioning Program Assessment

FCM—Flying Course Manager

FS—Flight Surgeon

GLOC—G—Induced Loss of Consciousness

GRIM—G—Risk Indicator Management

HUD—Heads Up Display

IAW—In Accordance With

IFF—Introduction to Fighter Fundamentals

IP—Instructor Pilot

KIO—Knock-It-Off

PCP—Physical Conditioning Program

Attachment 2

SAMPLE GRIM SPREADSHEET DATABASE

Figure A2.1. Sample GRIM Spreadsheet Database.

NAME/ RANK	RECOMMENDED RISK CONTROL	FACA	FUGE*	FUGE COMMENTS	IFF GRADEBOOK AGSM COMMENTS	WGT	HGT
Lt			2		F-2: IP prompts to initiate. AGSM faded as engagement went along. DB-1: Started breaking down at end of sortie when UP was getting tired. DB-3: Breath exchange was not crisp during 6K Pure. AGSM non-existent on 6K Lag until a/s issues were finally sorted out after ~270 deg. of turn. DB-4: Good AGSM all day.		
Lt			2		DB-2: Broke down once toward end of 6k pure. DB-4: Great job, no problems.		
Capt			2		None.		
Capt	RECOMMEND GRIM IAW LAFBI 11-400		2	4.6 G resting tolerance, 100% peripheral/20% central light loss on 9G run. Struggled little more than average.	DB-3: UP failed to execute AGSM in timely manner; no attempt during 6K until IP prompt. DB-4: Solid. HB- 1B: Late to start AGSM on the first few fight, but improved by the end of the sortie.		
Lt			2	4.5 G resting tolerance, 50% peripheral light loss on 9G	DB-1: Minor deviation during the end of the 6K. HG- 1B: Stress to practice even if not completely needed.		
Capt	RECOMMEND GRIM IAW LAFBI 11-400		2		OB-4: UP gives a lot of comments to himself during the fight, but needs to keep priority to correct and timely AGSM. DB-1: Needs to start fight with and maintain the AGSM. DB-4:		

<p>Capt</p>	<p>RECOMMEND GRIM IAW LAFBI 11-400</p>		<p>2</p>		<p>OB-1: UP had some difficulty maintaining a good AGSM during the first 6K, but improved by the end of the sortie. OB-3: UP did not execute properly timed and effective AGSM. UP did not execute timely AGSM during OBFM and GX. AGSM was nonexistent during much of the OBFM despite repeated IP coaching. When UP did perform AGSM, proper technique was not used (in reference to breath interval). OB-4: No issues today. DB-1X(2): Not consistent. DB-2: UP did not execute a timely and effective AGSM. During 6k, UP's got extremely tired towards last 360deg, not doing a proper air exchange. Degraded UP's BFM. DB-3X: AGSM pacing still slightly erratic but improved as flight and BFM engagements progressed.</p>		
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<p>Capt</p>	<p>RECOMMEND GRIM IAW LAFBI 11-400</p>	<p>2</p>			<p>DB-PC: AGSM - AGSM fine overall today. On 1 x fight, IP prompt to start AGSM, but otherwise fine after that prompt and on all other fights and during G-Ex.DB-4: AGSM - UP slow to start AGSM strain on 1st fight, but no issues afterwards. DB-PC: AGSM - No issues today -- good during G-ex and self-initiated/ executed fine during BFM fights. HB-1B: Good AGSM during fights. HB-2B: Good.</p>		
<p>Lt</p>		<p>2</p>			<p>OB-2(2): Work on maintaining a properly timed and effective AGSM. DB-4: Sometimes neglected. Started late on 1st 6K. ACM-1B: Not a lot of AGSM heard.</p>		
<p>Lt</p>	<p>RECOMMEND GRIM IAW LAFBI 11-400</p>	<p>2</p>	<p>4.0 G resting tolerance. GLOC 2x on SACM runs. Passed 3rd attempt same day.</p>		<p>OB-2X: OK enough, but needs improvement. OB-4: Very nice. HB-1B: IP prompts to keep straining.</p>		

Attachment 3

PROCEDURE FLOW CHARTSA

Figure A3.1. GRIM Selection Process.

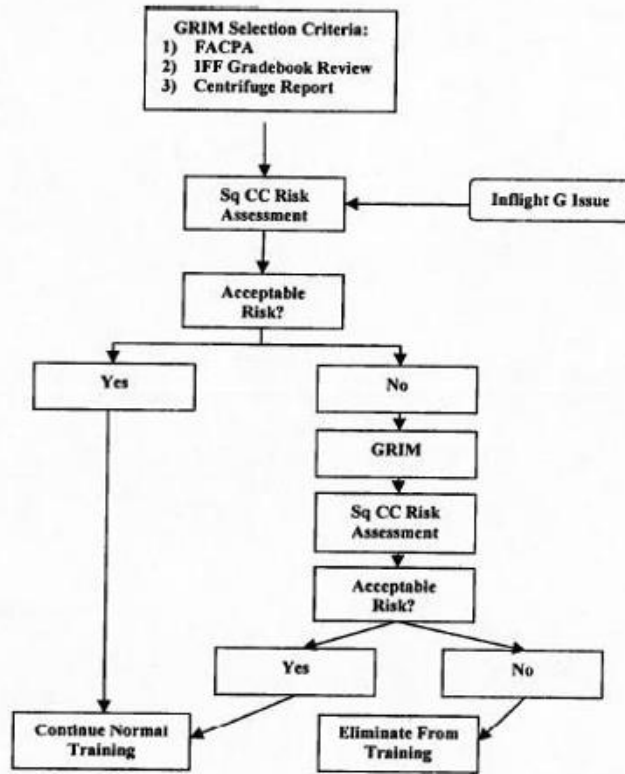
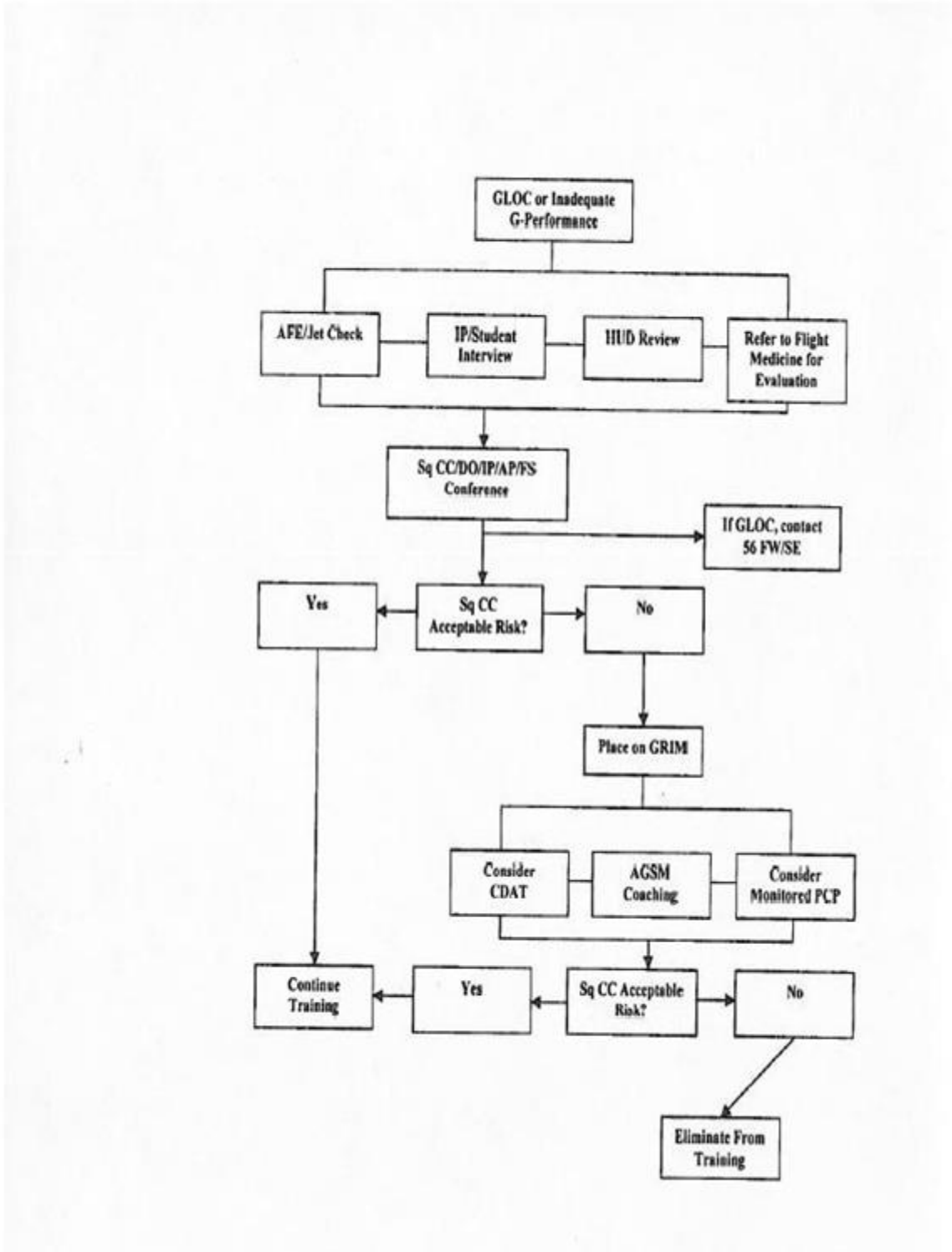


Figure A3.2. GLOC or Inadequate G-Performance Resulting in Significant Mission Impact.



Attachment 4

SAMPLE FOR ADVANCED PCP

Figure A4.1. Sample for Advanced PCP.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Wk 1	Light/leisure activity/sport or rest	Power clean: 5,5,5,5,5 2 min b/t sets Rest 5 min, then: 4 rds for time: Run 400m 10 pullups 25 double under jump rope	5 rds of: 10 ring dips 8 front squats 1 min front plank Rest 5 min, then: 30 burpees 30 back ext. 30 situps 20 burpees 20 back ext. 20 situps 10 burpees 10 back ext. 10 situps	30-45 min cardio, moderate intensity: Run, bike, swim, elliptical	On the minute for 20 minutes: 3 dead lifts 3 dynamic pushups Then: Neck Strengthening	For time: Row 2000m 50 toes to bar 15ft rope climb Row 1000m 25 toes to bar 15ft rope climb Row 500m 12 toes to bar 15ft rope climb	Rest
Wk 2	Light/leisure activity/sport or rest	Snatch 5,5,5,5,5 2 min b/t sets Rest 5 min, then: AMRAP 12 min: 12 push press 12 pullups 12 1-legged squats (alternate legs)	150 chest to floor push-ups Every time a break is taken, run 400m, then continue	30-45 min cardio, moderate intensity: Run, bike, swim, elliptical	Back squat 3,3,3,3,3,3,3,3 2 min b/t sets 4 rds: 10 bar bent over row 20 GHD sit-ups 1 min rest Neck strengthening	Bench press 6,6,6,6 2 min b/t sets 5 rds for time: Run 400m 30 24" box jumps 30 20# wall ball shots	Rest

Figure A4.2. Sample for Beginner PCP.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Rest	Back Squat: 6,6,6,6,6 2 min b/t sets Then: 6 rounds of: -10 walking lunges -25 pushups	For time: Row 2000m 2 min of front plank Row 1000m 1 min front plank Row 500m 30 sec front plank Neck Strengthening	Light cardio activity, sport or rest	Dead lift: 6,6,6,6,6 2 min b/t sets Then: 5 rounds of: -10 push press -Max pull ups -50 single under jump rope	6 rounds of: -400m run -10 ring dips -25 sit-ups -30 sec rest Neck Strengthening	Rest

Attachment 5

GRIM MONITORING PROCESS

Figure A5.1. GRIM Monitoring Process.

SUBJECT
Monitored PCP (If required per 3.2) (AP/FS/Flt CC)
Preflight G-performance counseling (Conducted by 56 TRS/TRP during HP academics)
TR-1 AGSM HUD video review (AP or FS. Annotate in GTIMS)
First Offensive BFM PCP review (If required per 3.2) (AP/FS/Flt CC)
First Offensive BFM AGSM HUD video review (AP or FS. Annotate in GTIMS)
First Defensive BFM AGSM HUD video review (AP or FS. Annotate in GTIMS)
First High-Aspect BFM AGSM HUD video review (AP or FS. Annotate in GTIMS)
Last BFM OPTIONAL AGSM HUD video review (AP or FS. Conducted at discretion of AP/FS based on last BFM AGSM performance. Annotate in GTIMS)
Upon last scheduled GRIM review, AP/FS will recommend either removal from GRIM or continuation past BFM phase until student fixes dramatic AGSM errors. Upon recommendation to remove, Flt CC will remove student from GRIM status.

Attachment 6
SAMPLE GRIM LETTER

Figure A6.1. Sample GRIM Letter.

DATE

MEMORANDUM FOR RECORD

FROM:

SUBJECT: G-Risk Indicator Management (GRIM)

1. Lt Sonny Day is being placed on GRIM. Lt Day struggled with proper AGSM mechanics at IFF. 56 TRS AP has recommended that Lt Day receive additional training and supervision to enhance G-performance.
2. Lt Day's attitude and work ethic up to this point are outstanding.
3. Capt Pail (B-Flight CC) counseled Lt Day on DATE.
4. Lt Day should accomplish the following training (Annotated in GTIMS):

Monitored PCP (If required per 3.2) (AP/FS/Flt CC)
Preflight G-performance counseling (Conducted by AP/FS during L100 academics)
TR-1 AGSM HUD video review (AP or FS. Annotate in GTIMS)
First Offensive BFM PCP review (If required per 3.2) (AP/FS/Flt CC)
First Offensive BFM AGSM HUD video review (AP or FS. Annotate in GTIMS)
First Defensive BFM AGSM HUD video review (AP or FS. Annotate in GTIMS)
First High-Aspect BFM AGSM HUD video review (AP or FS. Annotate in GTIMS)
Last BFM OPTIONAL AGSM HUD video review (AP or FS. Conducted at discretion of AP/FS based on last BFM AGSM performance. Annotate in GTIMS)
5. At the end of the BFM phase, an evaluation will be made by the 56 TRS AP, FS & Sq leadership to determine Lt Day's removal from GRIM.

RUSS T. PAIL, Capt, USAF
B-Flight Commander

Concur / Non-Concur

ADAM BAUM, Lt Col, USAF
Operations Officer

Concur / Non-concur

FRANK N. STEIN, Lt Col, USAF
Commander