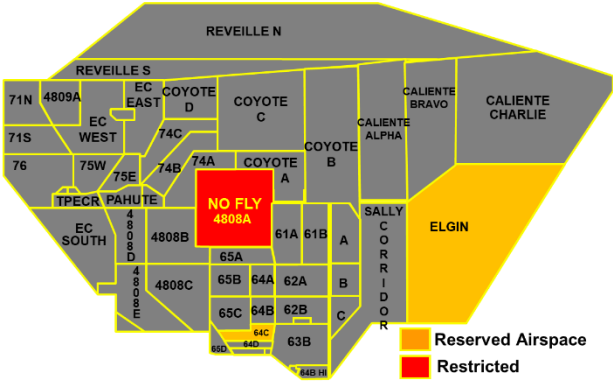




v303 FS MISSION DATA CARD



Callsign:	<i>RUCKUS 1</i>		Date:	<i>13MAY23</i>	Mission #:	<i>A10SA1</i>		Type:	<i>TRNG</i>
Flight									
#	POSITION	Pilot	CALL	GRP	OWN	IFF	TCN	INTRAFLIGHT	LASER
-1	<i>LEAD</i>	<i>REAPER</i>	<i>RS11</i>	<i>31</i>	<i>11</i>	<i>3111</i>	<i>31Y</i>	<i>31.300</i>	<i>1678</i>
-2	<i>WING</i>	<i>KOOP</i>	<i>RS12</i>	<i>31</i>	<i>12</i>	<i>3112</i>	<i>94Y</i>	<i>31.300</i>	<i>1679</i>
-3	<i>EL LEAD</i>	--							--
-4	<i>EL WING</i>	--							--
Radios									
Radio #	Freq / Preset								
FRONT	<i>19 - 2 - 3 - 4 - 10 - 12</i>								
MID	<i>1 - 3 - 10 - 1</i>								
AFT	<i>31.300</i>								
ARC-210 Presets					Airfield Information				
1	<i>303.1 // v303d FS UHF</i>	11	<i>361.6 // Fatness 63</i>			Departure	Recovery	Alternate	
2	<i>275.8 // Nellis Ground</i>	12	<i>288.8 // Fatness 64</i>	Airfield	<i>Nellis</i>	<i>Nellis</i>	<i>Nellis</i>	<i>Creech</i>	
3	<i>327.1 // Nellis Tower</i>	13	<i>295.4 // Texaco 1</i>	Tacan	<i>12x</i>	<i>12x</i>	<i>12x</i>	<i>87x</i>	
4	<i>385.4 // Nellis App/Dep</i>	14	<i>225.45 // Arco 1</i>	Tower	<i>327.1</i>	<i>327.1</i>	<i>327.1</i>	<i>360.65</i>	
5	<i>317.525 // Sally Control</i>	15	<i>257.95 // Silverbow (TTR)</i>	App/Dep	<i>385.4</i>	<i>385.4</i>	<i>385.4</i>	--	
6	<i>254.4 // Lee Control</i>	16	<i>354.3 // TTR DATIS</i>	DATIS	<i>270.1</i>	<i>270.1</i>	<i>270.1</i>	<i>360.8</i>	
7	<i>270.1 // Nellis DATIS</i>	17	<i>348.7 // Joshua</i>	Field	<i>1857</i>	<i>1857</i>	<i>1857</i>	<i>3127</i>	
8	<i>360.65 // Creech Tower</i>	18	<i>360.7 // Hammer (Keno)</i>						
9	<i>360.8 // Creech DATIS</i>	19	<i>138.375 // v303 FS AM</i>						
10	<i>377.8 // Blackjack</i>	20	<i>47.6 // v303 FS FM</i>						
Weather						Bullseye			
TOLD						Fuel			
Gross Wt	<i>35325</i>	Rotation	<i>120</i>	TO	<i>10800</i>				
Drag Index	--	Refusal	<i>130</i>	TGT					
MIN AGL	--	Departure	<i>Interval; 20 Seconds</i>	Joker	<i>2500</i>				
MIN MSL	--	Rejoin	<i>Straight Ahead</i>	Bingo	<i>2000</i>				
Flight Plan									
WPT	Name	Type	NAVAID/Coords/Offset				Alt	IAS	
1	<i>PARK</i>	<i>PARK</i>							
2	<i>APEX</i>	<i>TRN</i>	<i>APEX</i>				<i>2500</i>	<i>200</i>	
3	<i>DRY LAKE</i>	<i>TRN</i>	<i>DRY LAKE</i>				<i>3000</i>	<i>250</i>	
4	<i>ELGIN.SW</i>	<i>TRN</i>	<i>ELGIN.SW</i>						
5	<i>ELGIN.SE</i>	<i>TRN</i>	<i>ELGIN.SE</i>						
6	<i>ELGIN.E</i>	<i>TRN</i>	<i>ELGIN.E</i>						
7	<i>ELGIN.N</i>	<i>TRN</i>	<i>ELGIN.N</i>						
8	<i>ELGIN.W</i>	<i>TRN</i>	<i>ELGIN.W</i>						
9	<i>R64 TOWER</i>	<i>TRN</i>	<i>R64 TOWER</i>				<i>8000</i>	<i>250</i>	
10	<i>R64 W CIRCLE</i>	<i>TRN</i>	<i>R64 W CIRCLE</i>				<i>8000</i>	<i>250</i>	
11	<i>SARAH</i>	<i>TRN</i>	<i>SARAH</i>				<i>FL100</i>	<i>250</i>	
12	<i>GASS PK</i>	<i>TRN</i>	<i>GASS PK</i>				<i>9000</i>	<i>250</i>	
13	<i>APEX</i>	<i>IAF</i>	<i>APEX</i>				<i>4500</i>	<i>200</i>	
14	<i>PHINN</i>	<i>FAF</i>	<i>PHINN</i>				<i>4000</i>	<i>200</i>	
15	<i>KLSV.21R</i>	<i>LDG</i>	<i>KLSV.21R</i>				<i>1857</i>		

LOADOUT										
GAU8	TP	1150	CHAFF	60	FLARE	60	HOF	--		
STA11	STA10	STA9	STA8	STA7	STA6	STA5	STA4	STA3	STA2	STA1
--	TGP	A65	BDU33x3	--	--	--	BDU33x3	A65	--	ACMI
LOADOUT REMARKS										
TGM65D, TGM65H										
Notes / Images / SLEDs										
<p>Departure: A-10 VFR Departure Recovery: STRYK Recovery <u>Mission/Training Objectives</u> – A-10C B-Course; SA-1</p> 										
Mission Type Definitions										
AI – Air Interdiction			CSAR – Combat Search & Rescue			SCAR – Strike Coordination & Reconnaissance				
CAS – Close Air Support			FAC(A) – Forward Air Controller, Airborne			TRNG – Training				
Waypoint Type Definitions										
CP – Contact Point			IAF – Initial Approach Fix			LDG – Landing		TGT – Target		
FAF – Final Approach Fix			IP – Initial Point			PARK – Parking Location		TRN – Turn		

Prior to Sortie

- Ensure student has completed Student Orientation, Nellis LOA, & Ops Checks.
- Ensure student understands SA-1 topics
- Reserve Range 64C, Surface to FL150
- If multiple SA-1 flights/students occurring IPs deconflict (aka one flight goes to range and the other Elgin)

Flight Profile

The training sortie is the first sortie of A-10C Surface Attack block in the v303 FG's A-10C B-Course. This sortie focuses on basic formation work, visual procedures, conventional range procedures, and lays the foundation for future weapons employment through inflight checks, attack standards, and battle damage checks.

The flight departs Nellis using 03R via A-10 VFR Departure. The flight will takeoff using 20 seconds intervals flying the briefed visual departure. Exercises will be accomplished at Range 64. After entering Range 64C and crossing over the Range Tower, the instructor will direct the student to accomplish the confidence maneuver. Once this exercise is complete, the instructor will overtake the student on the right and have the student fly echelon formation validating proper station keeping in turns and maintaining route and close spacing as well as accomplishing pitchouts & rejoins (straight-ahead and turning). Lead must ensure flight does not drift over Creech or cross into Range 65A or 4808A during exercises. Next, the instructor pilot will break up the flight and have the student fly chase formation showing proficiency in conventional range procedures (i.e., range pattern & radio calls). During this sortie no munitions will be employed.

Once this is completed, the instructor will direct the student to remain in trail formation and proceed as a flight back to Nellis via STRYK recovery. The student should strive to maintain one mile in trail (but no greater than two miles) for the approach and landing. After landing proceed according to EOR and accomplish after landing procedures. Special emphasis will be placed on proper checklist usage, knowledge of v303 FG Manuals, IFG, and situational awareness during all phases of ground and air operations.

A. Preflight Procedures

1. Startup/Radio Checks
2. Taxi
3. Arm End of Runway (EOR)
4. Perform Swing Check

B. Takeoff and Departure Phase

1. 20 Second Interval
2. A-10 VFR departure

C. Enroute Navigation

1. Pitchouts & rejoins
 - a. Straight-ahead
 - b. Turning
2. Echelon/route & close
 - a. Station keeping
 - b. Basic turns
3. Confidence maneuver

D. Conventional Range Procedures @R64C

- a. Enter range Pattern; student in trail
- b. Fly range pattern & Comms
- c. **NO** munitions expended during this sortie
- d. Battle Damage Check

E. Visual Approach

1. Transition student to trail
2. STRYK visual recovery
3. Normal/Visual Straight-In

F. After Landing Procedures

1. Taxi to S East EOR
2. DeArm EOR
3. Taxi back to Golf or LOLA and shutdown

AIRSPEEDS

- Departure	200 Kts	750 ITT
- Cruise	250 Kts	1800 FF
- Holding	200 Kts	1200 FF
- VFR Penetration	250 Kts	1800 FF
- IFR Penetration	220 Kts	1800 FF
- Ovhd Patt	250 Kts	1800 FF
- Missed App	200 Kts	As Req

CONFIDENCE MANEUVER

(10,000' AGL MIN START)

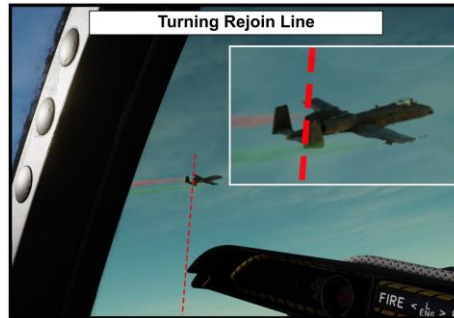
- Stow Loose Items, Lock Shoulder Harness
- Pull up at 10,000' AGL Min, 250 KIAS
- Go to IDLE PWR in Pull up
- Set 70 deg Nose High
- Aircraft will pitch nose down ~ 80-100 deg
- Neutralize controls as nose pitches down
- Recover passing 150 KIAS on tone

CONVENTIONAL RANGE

- Lead Check-in with control
- Lead breaks up flight
- Turn toward range tower when coming off target
- Basic Radio Calls
- Off, Downwind, Turning Base, Turning In

REJOINS**Turning**

- Lead maintain level flight @200 KIAS
- Rejoin on outside of turn
- Wingman use 20 to 30 KIAS overtake

**Straight Ahead**

- Lead maintain level flight @200 KIAS
- #2 Rejoin Echelon Left/Route, #3/4 on right (Finger-4)
- Wingman use 30 to 50 KIAS overtake

BASIC TURNS

- 250 KIAS, Level Turn, Pwr to hold 250 kts
- 17.5 and 21.5 units AOA

AOA Symbology

Rectangle	15.6 units	Max Range
Triangle	17.5 units	Max Endur (L/D Max)
T-Shape	21.5 units	Max Perform
Striped	23.8-24.5	Stall Warning

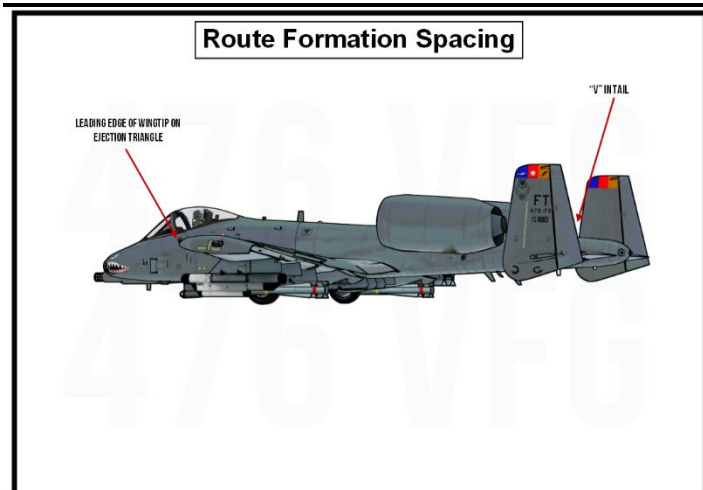
BATTLE DAMAGE CHECK (BDC)

(Lead initiated)

- Lead maintain 200 KIAS / Wingman rejoin @230 KIAS
- 2-Ship; Wingmen Echelon Left/Route check lead
- 4- Ship; Trail-route-trail
- #2 checks lead, #4 checks #3
- Climb slightly to inspect top of near top/side
- Cross under to inspect lower side
- Climb slightly to inspect top/side of aircraft
- Notify lead (or #3) complete and identify issues
- Lead (and #3) accomplish above on #2 (or #4)

ROUTE FORMATION SPACING

-2 ship widths, up to max 500 ft

**CLOSE FORMATION SPACING**

- 12ft lateral spacing
- Avoid turning into wingman if possible

