

TW-1 Stan Notes
Multi-Plane Operational Navigation Stage
REV: APR 2011

1. Overview. This document is not meant to replace the FTI; rather it will complement the FTI and improve standardization within TW-1. This stage combines multiple advanced skills into one flight that requires a higher level of flight discipline and situational awareness.
2. Weather. Multi-plane ONAV flights require 8000/5. For flights where attacks are not required, discretion is left to the IP (No lower than 5000&5).
3. Administration. Students will draw the route (Snapper, IR-44, or applicable det route) on the briefing board unless the route has already been depicted on a briefing board, computer screen, etc. This will include diverts with headings and fuel, possible targets, and bingo information back to the intended point of landing. Briefing cards will be filled out for the instructors. A hard copy of NOTAMs for all applicable diverts will also be brought to the brief. Include underrun and Interloper/KIO under the emergencies. Write both TAC- lead and TAC-wing responsibilities on the board. Also include as a briefing item modified pop procedures.
4. Conduct
 - a. Ground Operation and Departure
 - (1) The call to clearance for VT-7 is -“Navy1A1xx , flight of two (or 3), IR-044, clearance on request.” VT-9 – “BOBCT xx, flight of two (or 3), CAMR-2, clearance on request.”
 - (2) TACSOP procedures shall be utilized for the Admin/Tac Admin portion of the flight.
 - (3) Navigation – The Sequence and Auto functions will be utilized so that you do not need to manage WPTS in flight.
 - a. Use planometric with CRS 270 off of WPT A for reference (IR-44 only) and set 40 scale for departure and 20 scale on the route.
 - (4) Stores set up will be Rocket CCIP. Target height should be entered as a habit pattern but will not be valid as the waypoints step in the auto function.
 - (5) For the chase flight, T/O & join as well as RTB will be IP’s discretion; therefore, pay attention in the brief. Chase will position as a safety observer once the flight is in combat spread. Chase will be responsible for de-confliction from the section on the route.

b. Enroute

- (1) Reset the LAW for 2300' and 3300' for lead and wing respectively.
- (2) **SNAPPER ROUTE:** Abide by the CAMR-2 clearance. Expect runway heading to 7k, then up to 9k. The in-flight guide has the clearance points listed for the CAMR-2. You ARE cleared to those points inside the MOA, regardless of whether or not you have comm with Atlanta Center

Nearing the Pine Hills MOA, Meridian Approach should push you to ATLANTA Center (22). Check in call is: "Atlanta Center, BOBCTxx, 9k, request the Pine Hills and Camden Ridge MOA 500' AGL to 8k, for the next 45 minutes." Center should tell you you're cleared to operate in both MOAs, to maintain 9k until established within the confines of the Pine Hills MOA, local altimeter setting, and to contact them for clearance back to NMM along with your EFC. Once cleared to switch to your discrete frequency, dial up button 23 and check into the MOA "99 Pine Hills/Camden Ridge, BOBCTxx checking in to work the multi-plane route, 500' to 8k." VT-9 tactical callsign will be Tiger 11 and Tiger 12.

Once you are east of the Tombigbee River, and south of the Nanafalia Bridge, you are inside the MOA boundaries. TAC-lead will then take up an easterly heading to point A, and kick TAC-wing into combat spread (target .6 to .7 DME). No G-warm will be conducted. Lead will initiate a gradual descent to 3k (lead)/4k (wing). The student TAC-lead will be responsible for fencing in the flight IAW TACSOP. TAC-lead will pass south of Point A. 5-8 miles east of Point A, TAC-lead will call for an in-place left (or Tac Left x2 if necessary), and call a reference heading that will allow the flight to bracket point A.

- (3) **IR-044:** Expect runway heading to 3k, then cleared on course. When cleared on course, maneuver the flight 1-2 miles north of Lake Okatibbee to intercept the 270 course to Pt A. Do not turn so tight as to fly back through class D airspace. Be on to slightly south of the 270 CRS.

If flying the IR-044, Approach should hand the flight off to Center 362.6 (button 26) around Okatibbee. Contact Memphis Center, "Memphis Center, Navy 1A1XX, flight of 2 (or 3) checking in for the IR-044". Read back the clearance (PAY CLOSE ATTENTION): usually, "IR44 route and all altitudes". Be sure to brief contingencies if capped at 6k' or 5k'. Do not accelerate to 300 until cleared onto the route. After cleared, lead slowly accelerates to 300 and pushes the wing out into right combat spread (wingman will remain at 3k'). Lead will then initiate the fence in IAW TACSOP. When pushed to level (3k') combat spread, the wing will establish .6 to .7 DME and maintain that distance on the route.

The flight should be fenced in about 10 miles east of PT A. Take this time to analyze the relationship to the HUD depression of the large silo/PT A and its DME. It should be about 2° down @ 8-10 mi, 3° down @ 7 mi, 5° down @ 5 mi and 7° down @ 3-4 mi (basically a rule of 10's); 3.8 mile is the proper pop execution point. Lead will initiate a target talk-on to the silos at PT A with a "skip it" call.

Lead: "7 miles in front of the section are three large metal silos."

Wing: "Contact" or "no joy"

Lead: "The center silo is the target."

Wing: "Tally target"

Lead: "Egress 360."

Wing: "C/S, 360."

Lead: "Skip it."

Wing: "Skip it."

Lead will call, "C/S, TAC right 360" at PT A. Once established on the route, TAC lead make a call to Memphis Center on PRI, "Navy1A1xx, established IR44, estimated Kilo time XXXXz" (kilo time will be the HUD zulu time plus 30 minutes). When the wing hears this call, he is auto cleared to climb to 4k'. Adjust the PRI radio volume slightly lower than AUX. However, you MUST still be able to hear the front radio, i.e., Center and Guard. Students will attempt to answer calls from Center while flying on the route. IPs may answer calls in certain cases, i.e., during a pop attack, students should concentrate on the pop and the recovery and the IP can answer the radio call.

c. On the Route

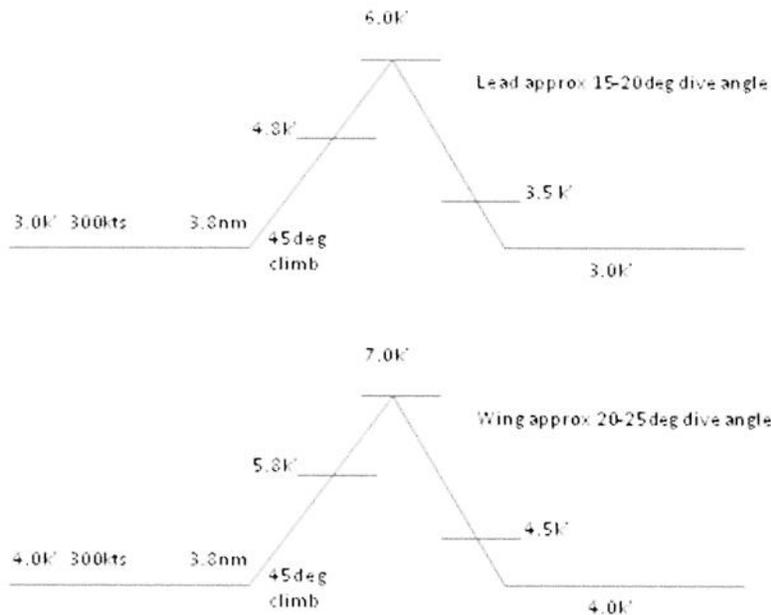
- (1) Lead will initiate target talk-ons and establish both a working cadence and an "eyeball cal." (IR-44: No pops from A to B due to altitude restrictions. The first target you may attack will be the casino and should be described prior to the TAC turn out of PT B.)
- (2) ON-9/ON4201 will emphasize TAC-lead and TAC-wing responsibilities, target description, target placement between the section, and section maneuvering with the appropriate use of TACFORM. The standard targets will be pointed out along the route by the IP. Obviously, you can choose other targets; however, there is a reason everyone uses the standard targets – there is enough adversity on this flight. All turns will include a heading that will be repeated by the wingman. *Ex: Lead: "C/S Shackle 270", Wing: "C/S, 270".* Do not call heading changes of less than 5 deg increments. All turns will be level.
- (3) Lead's contract to his wingman is to be on heading and airspeed. If you need to change the heading, then do it immediately with the appropriate maneuver. Lead should not use S/B to decelerate.

- (4) Lead will be right at 3000'. The route altitudes vary from point to point and lower would be legal; however, it is not the standard we are looking for. Lead must NOT level off above 3000'. Wing will **NEVER** go below 4000'. Altitude is the only de-confliction when both aircraft are geographically located at the same point above the ground. Note: every run is a SIMO run.
- (5) Check turns are used to control the flight and to sweeten the target's placement between the section. They must be timely to place the target exactly between the section and they usually are between 5° to 15°. Shackles are used to dress the flight when the wing is out of position and time is critical. Also, use shackles in place of check turns that will place the wing further out of position. You can use them up to nearly 60°. TAC turns are used for 60° to 120° or a little more if necessary. Wing may not use altitude to gain/lose energy for position keeping; MRT, S/B and level turns are used to control bearing and range. Wing should strive to maintain 300kts to ensure he has the same energy as lead for the pop attacks.
- (6) IPs should demo a minimum of 1 target attack on ON-9/ON4201. SNAs will not attack any targets on ON-9/ON4201 until they demonstrate proficiency in target descriptions and establishment of the proper attack position. DO NOT INITIATE an attack unless the target splits the section, the wingman is in position, and the target is 7° or less in the lead's HUD. The phrase "skip it" will be used by the lead to transition to a new target without an attack on the current target being described. **ONLY the lead will initiate pops.** This is because the lead is primarily responsible for target attack and should undoubtedly be in the best position. If wing is in the position to initiate the attack before lead, then either wing is in the wrong position or lead did not get the flight to the proper position. In any scenario, the lead should be making the decision to execute the attack, not the wing. If the lead does not have time to describe the target and the section has good geometry on the target, the lead will say, "target between the section 4 miles – C/S, popping on the L/R". Lead will begin describing the target during the pop. Normally, targets should be described as early as possible and not much later than 5° down in the HUD.
- (7) Target descriptions should include at a minimum: 1) Distance, 2) Position, in relation to the section and 3) Side of the road (if applicable). *Example: lead: "The target is a blue water tower, five miles, just north of the road" wing: "Tally target."* You do not always have to go right to the target. Often-times, it is best to work from big to small when the target does not stand out clearly. *Example: Lead: "Between the section 7 miles is a large lake." Wing: "Contact." Lead: "There is a blue water tower 1 mile beyond the lake." Wing: "Contact." Lead: "The water tower is the target." Wing: "Tally target."* Again, lead should strive to call targets as early as possible. **The TAC-lead should ensure that the target is located in his HUD field of view; otherwise, the section will not bracket the target.** If the lead calls a target outside the section, the wingman will immediately call "On my nose" or "L/R of my nose."

- (8) Attack geometry: Immediately after the “Tally target”, lead will call “Egress XXX” and the wing will respond “C/S, Egress XXX”. There is no need to give the egress heading call again during the attack unless there is a change or the wing says, “Say egress.”

At 3.8 miles (almost 7° down in the HUD for lead, about 9° down in the HUD for wing), the **LEAD** will initiate the attack with “C/S, popping on the R/L”. Simultaneously, wing will respond “C/S popping on the R/L” and both a/c will initiate an **MRT, 17-units (nibble of buffet) level turn** away from the section to **place the target 45° off the nose**. You may use the heading indicator, but realize the turn is truly a little less than 45° because you already have a few angles on the target. Execute an unloaded roll to wings level and immediately execute a **17-units (nibble of buffet) pull to 45° nose up on the ADI or the Airspeed and Altitude boxes in the HUD**. A little forward stick is required to maintain 45° up. Briefly scan inside the section to determine your wingman’s position, and then come back inside to scan altitude. **At 1200’ prior** to your apex altitude (4800’ and 5800’ respectively), also known as the pull down altitude, initiate a 17 unit roll-in and **call “C/S, in on the L/R”** as the lift vector is placed on the target. Do nothing other than concentrate on pulling the nose to the target. For a 20° to 25° dive angle, the velocity vector should be on to slightly above the target. Once established in the dive, scan inside the section to find your wing. Call “visual, six clear” or “blind”. Your scan should now be a continuous target-wingman-altitude scan until 500’ prior to your start altitude. Dive angle should be 20°-25° (no steeper than 30°) for TAC-wing, and approximately 15°-20° for TAC-lead. The 500’ prior to level off altitude recovery is predicated on a 20° to 25° dive to recover at your start altitude. Recovery procedure is - **IDLE, PULL, TALK** - go to idle, pull the nose to the horizon and **simultaneously call “C/S off”**. When the nose is on the horizon, initiate a turn into each other for the off-target shackle. Reverse the turn during the shackle to re-establish combat spread on the egress heading. Both lead and wing need to work together during the shackle, because the egress will not always be straight ahead. As soon as possible call “visual, six clear.”

NOTE: The TAC-wing will always climb to his pull down altitude before rolling in. Ideally, the TAC-lead will call “in” prior to TAC-wing. However, if the TAC-wing reaches his pull down altitude, executes the roll in and his nose is coming down through the horizon, he should initiate the “in” call prior to the TAC-lead. The TAC-lead must immediately execute his “in” procedures, regardless of altitude.



(9) (IR-44 only) When the route clearance is up to 7000', wing uses a top out at 7k' and lead uses 6k'. When the route is restricted to 6000', modified pops will be executed. Wing uses a top out at 6k' and lead uses 5k'; lead must initiate the pop closer to 3 miles (9° down in the HUD) to achieve the 20° to 25° geometry. The roll-in will occur much quicker after initiating the pop.

(10) The 4 Scenarios at the roll-in:

- a. Wing is "blind": Lead will call "continue" and transmit his position. Both a/c will continue with the attack and lead will ensure de-confliction; if necessary, lead will direct the wing to "go high cover." The blind a/c will fly the profile and lead will call the wings reversal if necessary and give position calls until a "visual" is called.
- b. Lead is "blind": Wing will call his position and both a/c will continue with the attack while the wing continues to give calls and de-conflicts.
- c. Both wing and lead are "blind": Lead will continue with the attack and wing will go to high cover immediately without being directed. Continue with the comm and the over-the-ground geometry. When lead calls "off," the wing knows he can descend back to 4000' while continuing the search for lead.
- d. Both are "visual" and the wing is "no joy" on the target: Wing will use high cover to provide mutual support and fly off of lead to get to the proper off target shackle point.

- (11) There are other corrections that can be made during the dive to help reestablish the geometry. These will be discussed during the flight brief, but all such corrections will make the problem more dynamic. Hence, the best way to fix bad geometry is to ensure the pop starts from the correct position.
- (12) Lead change along the route: procedure is **LARS – LEAD, ALTITUDE, RALT, SQUWAK** - Lead initiates it, “You have the lead on the L/R, I am climbing to 4,000, resetting my RADALT, strangling my squawk.” “Roger, I have the lead on the L/R, descending to 3,000, resetting my RADALT, picking up the squawk.” Do not initiate any maneuvers until the new lead transmits that he has the lead. **Be expeditious!** Use idle for the new lead and MRT for the new wing while changing altitudes. The new lead must get on heading and airspeed immediately and start controlling the flight.
- (13) Master arm usage along the route: In order to reinforce good weapons management habits, students will be required to actuate the master arm switch during the fence in checks and deselect it during the fence out checks. To simulate the route flown is over enemy territory, the master arm will remain in the ARM position throughout the “tactical” portion of the flight. After each attack, the proper COMM call will be “C/S, off” instead of “off safe” (used in the WEPS/ STRIKE stage when the Master Arm switch was actually moved). At the completion of the route, students will ensure that the Master Arm is in the Safe position before they call “fenced out.”

d. End of the Route

- (1) **SNAPPER ROUTE:** After the last target attack, lead will initiate an in-place left to get the flight moving in a westerly direction. Lead will then make a knock it off (KIO) call, IAW TACSOP, and conduct battle damage checks once wing is joined. Additionally, lead should pass ATIS to his wingman and make a 99 call to check out of the MOA. Lead should then check in with Center for the RTB: “Atlanta Center, BOBCTxx, flight of two, RTB Navy McCain, 8k.” As lead, make sure you remain within the confines of the Camden Ridge MOA until cleared direct
- (2) **IR-044:** The TAC-lead will notify Memphis Center, “complete point K on the IR44, request direct NMM at 5k”. At PT K, lead will initiate the TACSOP Knock-It-Off comm (a flow of 140 is used when departures are to the south and 160 is used when departures are to the north. Be aware of NJW and Searay target area.) Lead will initiate a climb maintaining 300 kts until wing is behind the 3/9 line. Once level at the assigned altitude, lead will slowly adjust power to achieve 250. At no time will lead use less than 80%. Wing will maintain his altitude and heading until lead passes through wing’s altitude, at which time, wing will execute a turn into lead until behind lead’s 3/9 line and reverse to execute a standard running rendezvous. Wing will join in parade. Lead will

initiate battle damage checks, fence out procedures, switch the flight to the appropriate controlling agency (button 11), and proceed home.

e. RTB

(1) Aviate, Navigate, Communicate. Be a good lead.

a. MANAGE YOUR SYSTEMS – even as wingman.

5. Emergencies. The number one priority with low-level emergencies is to get away from the ground (Climb to cope). Go through the immediate action items and Aviate-Navigate-Communicate. You must be thoroughly familiar with all the divers prior to flight.

(a) Interloper: VFR traffic may be a factor while flying an IR route or flying in a MOA. If traffic is reported by ATC or if either lead or wingman sees traffic, be directive then descriptive and maneuver the section away from the traffic, i.e. “Hammer 12, climb and bring it hard left, traffic 1 o’clock, level.” Once clear of the traffic or if ATC reports the traffic no factor, the flight may resume.

(b) Inadvertent IMC: Continually assess the weather to ensure ONAV minimums. If inadvertent IMC occurs, immediately perform a wings level climb to ESA/MSA, which you SHALL know prior to flying any route. When at that altitude, make a 180 deg turn back to VMC. Climb to a VFR cruising altitude and contact the appropriate ATC agency to pick up an IFR clearance. Avoid flying through forest fire smoke. If blind, lead and wing should deconflict through the use of radio communication and altitudes.

(c) Knock it off – if for any reason a knock-it-off is called during the tactical portion of the flight both aircraft will maintain heading and altitude and then coordinate over the radio.

TWO-PLANE LOW-LEVEL CONCEPT OF OPS

INTRODUCTION

Up to this point, the ONAV syllabus in the training command has developed your skills in navigating within the confines of a VR route as a single ship to arrive on target, on time. Road reconnaissance flights developed your skills in navigating the more permissive altitude restrictions of an IR route while performing the responsibilities of taclead or tacwing to identify and attack planned targets and targets of opportunity while familiarizing you with mutual support doctrine. In two-plane low-level flights, you will combine and refine the skills and procedures you have developed in previous ONAV stages. You will now fly point to point in section along a VR route while providing mutual support for the purpose of arriving on time at a preplanned target for multi-ship weapons delivery. These flights simulate a low-level section ingress to a target attack in a high-threat environment, and will provide the foundation for further training in the FRS and eventually, the fleet. Remember that all the formation, low-level flying, and weapons delivery skills are TOOLS to put steel on target, on time

FLIGHT PLANNING

Routes and Charts

The route used for ONAV 13/14x or ON 4401/4402 will be a VR route, preferably one that has been flown previously. The same strip chart used for single-plane ONAV will be utilized for these flights, although additional notation and chart preparation will be required for the two-plane mission. Specifically, notations for types of turns used at checkpoints, offsets to the course line for obstacle avoidance, and action areas should be noted. The same fuel planning numbers and 360kt ground speed should be used.

Multi-plane Navigation

Students should pre-plan specific courses of action during the low-level. This preplanning will be critical to mission success, and will allow decision-making efforts to be focused elsewhere in this dynamic environment. Some items of consideration:

1. Offsetting section to one side of the course line for avoidance of obstacles.
2. Determining which side wing will fly off lead during appropriate phases of the route.
3. Determining what types of turns will be executed at checkpoints and other action points.
4. Any additional considerations, which will allow you to fully focus your attention on the route and to providing mutual support.

FLIGHT PROCEDURES

General

These will be full systems flights. Having the section arrive on target, on time will be emphasized and graded. Use the system to your best advantage to achieve this goal, but don't neglect intermediate checkpoint identification as a tool to build SA.

Responsibilities

A. Lead

- 1) Navigation. Keep the flight within the route structure and maintain SA at all times. Keep the flight on time.
- 2) Locating the target. Locate the target, and talk the wingman's eyes on.
- 3) Communications. Give verbal commands for turns, obstacle avoidance, and target description.
- 4) Formation Maneuvering. Maneuver the flight throughout the route to maintain mutual support.

B. Wing

- 1) Lookout. Primarily responsible for collision avoidance between the two aircraft. Keep lead in sight, maintain proper position, and clear your flight path. Lead is driving the flight, but you are responsible for your own aircraft's obstacle clearance and avoidance of birds, etc.
- 2) Navigation. Know where you are on the route at all times and be ready to assume the lead if necessary.
- 3) Attack. Be ready to attack the target on Lead's commands.

Route Entry

Lead will have the section aimed at the first point and in line with the first route leg as soon as practical, but no later than 5 miles prior to route entry. All other entry procedures, such as cancellation, FSS notification, squawk, and setting 360 kts will be as per single plane ONAV procedures.

Once the previous items are completed, lead will affect combat spread (.6 - .7 NM). Wing will maintain at or above lead's altitude until within the route structure.

Flying the Route

Altitudes. Lead and wing will fly co-altitude 500' AGL (wing will never fly lower than lead, ie. lead on or slightly below the horizon). RALT setting will be 450' for both aircraft. The wingman's knowledge of the route must be impeccable, since he will need to devote most of his scan to the front (to clear his flight path), and to the side (to stay in position abeam Lead). Only minimal scan time is allowed for reference to the chart and time.

TacForm. When performing TacForm, the wingman will always be responsible for deconfliction and will deconflict high unless otherwise declared over the radios. Wingman's deconfliction will always be greater than or equal to 500'. If aircraft cross directly above and below each other, the wingman will need at least 500' of altitude clearance. Otherwise, he must pull lag or lead as necessary to obtain minimum clearance. The wingman must always be vigilant of the top of the route structure. If Wing does not have Lead in sight, Wing must respond to Lead's call to maneuver by saying "Negative, (call sign) is blind."

Turns. Lead should use the appropriate TacForm turns to navigate the section along the route. SNAs should pre-plan the type of turns used at specific points on the route.

Corrections. Since the wingman does not have sufficient altitude to change his energy package, shackles will be the primary method to return an out-of-position wingman to the abeam position.

Communications. Besides calling turns, lead will announce any relevant obstructions by describing the obstruction (tower, airport, etc.), a clock code in relation to the wingman, and a distance estimate. This is especially critical if the section will bracket an obstruction. Wing will notify his IP if a checkpoint is reached with more than a 5 second deviation from planned timing.

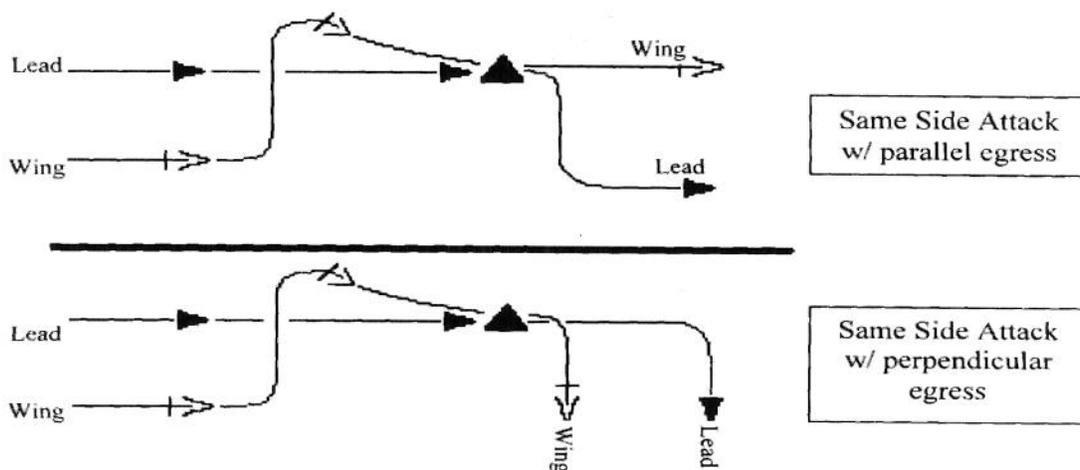
Attacks

SNAs should plan to make two attacks on the route, when able, to include one on axis egress and one off axis egress. Arrival time at the targets will be graded. Geometry should be used to the max extent to control timing, not just throttle and airspeed.

Fence in. When reaching the IP for the planned target, or 10 miles, whichever comes first, Lead will "fence-in" the flight. VCRs should be recording the entire flight, and this item need not be reported, but also check VCR--ON at this time.

Attack Procedures. Attack procedures, as depicted in fig. 19, will be standard approaching the target. Unlike the pop sorties (ONAV 09-12/ ON4201-3), where target description and identification are done real time in the target area, the section low level (ONAV 13-14/ ON4401-2) will utilize a pre-briefed target attack. This is due largely to the fact that lower

altitudes (500') on the section low-level result in shallower grazing angles, thus making a good target description at 8 NM unrealistic. IPs will provide a complete target description in the brief (location, description, etc). At 8 NM, the lead will give an "alpha-check" to the pre-briefed target waypoint. This alpha-check will include bearing and range from the lead aircraft, e.g. "Alpha-check to target, 115 for 7.8." Wing should anticipate roughly a 4-5 degree difference in bearing to target as a result of combat spread, but DME to target should be roughly within one-tenth of a NM. Provided wing's system meets the aforementioned tolerances, he should simply respond with his call sign, otherwise he should announce his own bearing and range to target. Lead should say the egress heading and continue to maneuver the section so that the target will be off his own nose. Lead will line up his own aircraft on the run-in line, give the command "Action" at 4 miles from the target, and proceed in his altitude block performing a simulated level lay-down delivery by dragging the CCIP cross over the target. Wing, upon hearing the "Action" command will roll into a level 14 unit, 90 degree turn towards lead while maintaining 360 knots. If lead fails to say "Action", then wing should action on his own at 4 NM. After rolling wings level, wing will time for 5-6 seconds while **maintaining 360 knots.** After 5-6 seconds, which should make wing cross lead's flight path, wing will reverse towards the target and perform a simulated level lay-down delivery of his own.



Egress. If egress is in the same direction (on axis) as the initial attack heading (see figure), lead will, immediately after the simulated delivery, call "C/S, off safe," and perform a level 14 unit AOA, 90 degree turn to the side wing was on prior to the "Action" call. He will then roll wings level, time for 5-6 seconds -or- until the wingman calls "off," and then reverse back to the egress heading. Wing should attempt to keep sight of/provide mutual support for lead during lead's off target maneuver. After the wingman's simulated delivery, wing will call "C/S, off," then turn to parallel the egress heading. Wing should try and adjust his pull to the egress heading to come out as close to a good combat spread as possible. Once both aircraft have completed the turn to the egress heading, each aircraft shall call "Visual, 6 clear" or "Blind" as appropriate. If wing is blind off target, a "blind" call shall be made and wing should climb to 1000' AGL to provide altitude deconfliction

until both aircraft are visual. If the section ends up out of position, lead should shackle the flight to get back to combat spread and regain good mutual support.

If egress heading is perpendicular (off axis) to the initial attack heading (see figure), lead will proceed past the target maintaining his attack heading for 5-6 seconds -or- until the wingman calls "off." At the completion of timing or the "off" call, lead will perform a level 14 unit AOA 90 degree turn (maintaining 360 knots) towards the egress heading. Wing will call "C/S, off" and also perform a level 14 unit turn to the egress heading immediately after his simulated delivery. As in the same direction attack, wing should try to keep lead in sight during lead's off target maneuver, and adjust the pull to the egress heading to come out in a good combat spread. If wing is blind off target, a "blind" call shall be made and wing should climb to 1000' AGL to provide altitude deconfliction until both aircraft are visual. Once both aircraft have completed the turn to the egress heading, each aircraft shall call "Visual, 6 clear" or "Blind" as appropriate. Lead will redress the section as in the straight ahead egress, if required.

Once the flight is back in combat spread, lead will fence the flight out.

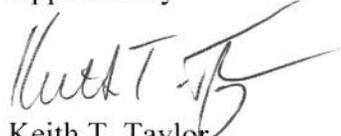
Comms for the attack. Lead: "Tiger 11, fenced in, 1.7, good G's."
 Wing: "Tiger 12, fenced in, 1.6, good G's."
 Lead: "Alpha check to target, 115 for 7.8"
 Wing: "Tiger 12"
 Lead: "Action" (if wing did not auto action)
 Lead: (after flying over target) "Tiger 11, off"
 Wing: (after flying over target) "Tiger 12, off"
 Lead: "Visual 6 clear"
 Wing: "Visual 6 clear"

Rejoin – Route complete

After both aircraft are visual and the flight has been readdressed in combat spread, lead will initiate the knock it off (KIO) IAW TAC SOP. Lead will then execute a climb to an appropriate VFR altitude. Lead will check off the route with FSS, squawk VFR, and coordinate with appropriate control agencies for RTB. Wing will execute a running rendezvous, and lead will initiate battle damage checks and fence the flight out.

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