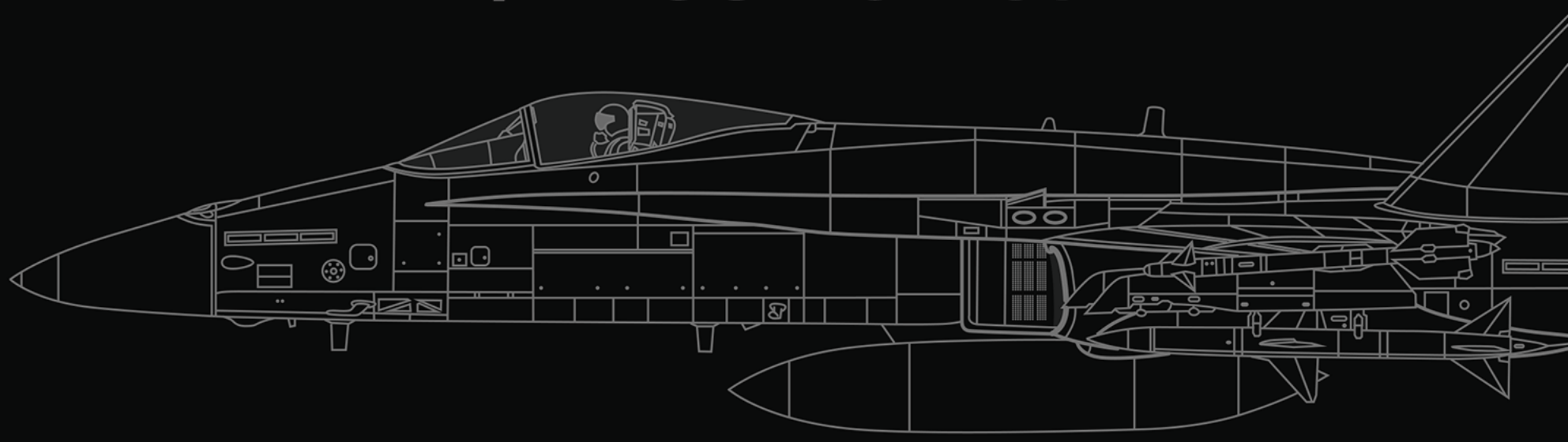
DimOn

Kneeboard Suite
F/A-18C Hornet



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31 OCTOBER 2024

ENGINE START

1 EXT & INTR LT knobs ..... SET
2 EXT LTS Master Switch ..... OFF / **FIELD: ON**
3 PARK BRK handle ..... SET
4 BATT switch ..... *(right mouse button)* ON

FIRE WARNING TESTS A & B.

5 APU switch ..... ON, wait for READY light
6 ENG CRANK switch ..... *(rmb)* R
7 Right throttle ..... *(15% rpm minimum)* IDLE
8 Displays, HUD / HMD ..... ON / As desired

After fire tests: BLEED AIR KNOB – CYCLE THRU OFF TO NORM. WARN & CAUTION LIGHTS TEST.

9 ENG CRANK switch ..... *(lmb)* L
10 Left throttle ..... *(15% rpm minimum)* IDLE

BEFORE TAXI

HSI > DATA > CHECK WYPT ZERO & MAGVAR.

1 INS knob ..... CV / **FIELD: GND**

HSI > box STD HDG for 90 sec align
FPAS > set HOME wypt (58)

2 RADAR knob ..... OPR
3 WING FOLD ..... **FIELD: SPREAD & LOCK**
4 FCS RESET button ..... PUSH
5 FLAP switch ..... HALF

Hold the Y key > BIT page > FCS-MC > FCS:

6 FCS BIT TEST ..... PERFORM
7 HOOK BYPASS switch ..... As required
8 ANTI SKID switch ..... OFF / **FIELD: ON**
9 T/O TRIM button ..... PUSH

NWS DISENGAGE. FLAP AUTO.
CHECK FLIGHT CONTROLS. FLAP HALF.

10 TRIM ..... SET FOR TAKEOFF:

CV	< 44	45 – 48.000 lbs	> 49	**FIELD**
	16°	17°	19°	**12°**

Add LAT trim ~3° for asymmetric loadouts

CYCLE: REFUELING PROBE, SPEEDBRAKE, LAUNCH BAR, HOOK, PITOT HEAT.

11 Fuel ..... SET BINGO
12 Standby altimeter ..... SET *(to QNH or as briefed)*
13 SARI ..... UNCAGE
14 ALT switch (HUD) ..... RDR
15 GROUND combat checks ..... As required

BEFORE TAXI (CONTINUED)

16 IFF, D/L ..... SET
17 ICLS, MODE II check ..... As required
18 TACAN ..... ON, SET to BRC or **RWY HDG**
19 Radar altimeter bug ..... 40 / **FIELD: 200**
20 HMD ..... *(canopy down and locked)* ALIGN

HSI > verify QUAL OK, then:

21 INS knob ..... IFA / GPS restricted: NAV
22 OBOGS switch, OXY FLOW knob ..... ON
23 Chocks / Parking brake ..... REMOVE / OFF
24 NWS ..... deck crew: removed by taxi salute ON

CHKLST < HSI > FCS.* CHECK BRAKES.
Deck taxiing = canopy closed and seat armed.

BEFORE TAKEOFF / CAT HOOK-UP

1 Canopy / Seat ..... CLOSED / ARMED
2 WING FOLD ..... SPREAD AND LOCK
3 T.O. CHKLST .... *(CV: bottom to top)* COMPLETE

HUD < HSI > FCS. CONTROLS WIPEOUT.
AT GW OVER 44.000 lbs USE MAX POWER.

MAX GW, lbs

CV LAUNCH / **FIELD TAKEOFF**	51.900
CV RECOVERY UNRESTRICTED / **FCLP**	33.000
CV RECOVERY RESTRICTED	34.000
FIELD FLARED LANDING	39.000

	POS.	FORM.	STROBE	LAND.LT
ON DECK – DAY RECOVERY – DAY	OFF			OFF
ON DECK – NIGHT	START, TAXI		OFF	OFF
	SALUTE		ON, BRIGHT	
	NO-GO		OFF ASAP	
	ONCE TRAPPED		OFF	
RECOVERY – NIGHT	ON, BRIGHT			OFF
AAR – NIGHT	ON, BRIGHT		OFF	OFF
FIELD: START, TAXI	**AS REQUIRED, NIGHT ONLY**		**ON**	**AS DES.**
FIELD: RWY ENTRY				**ON**

AIR REFUELING

Probe speed limits
transition: 300 extended: 400

1 Radar ..... STBY / SIL
2 MASTER ARM switch ..... SAFE
3 INTR WING fuel switch ..... As desired
4 Air refuel PROBE switch ..... EXTEND
5 Night refueling ..... EXT LTS steady bright

Drogue: KC-135 MPRS | S-3B | KC-130 | IL-78

* Pages to open on DDI-L, AMPCD and DDI-R

DESCENT/PENETRATION — FIELD

1 ENG ANTI ICE / WINDSHIELD ..... **As desired**
2 DEFOG handle ..... **HIGH**
3 ANTI SKID ..... **ON**
4 Radar and standby altimeters ..... **450 / SET**
5 Navaids / IFF / Lights ..... **As required**

HAIL-R CHECKS — CARRIER (INBOUND)

- HOOK / HEATS
- ACL / ANTI SKID OFF
- Instruments / ICLS
- Lights / Landing weight
- Radar altimeter

r a d a l t | Case 1: 450/370 Case 3: 5000 for Platform - then 500

HUD < HSI > FCS *(or as needed)*.

APPROACH

1 LAND CHKLST ..... COMPLETE

GROUND IDLE REQUIRES WEIGHT ON WHEELS. MOVING THROTTLES TO IDLE BEFORE TOUCH-DOWN SETS THE ***FLIGHT IDLE*** (~6% more RPM).

CLEARING RUNWAY

1 Seat ..... ARMED / **FIELD: SAFE**
2 FLAP switch ..... AUTO
3 WING FOLD ..... As required
4 T/O TRIM knob ..... PUSH

BEFORE ENGINE SHUTDOWN

1 Parking brake / Chocks ..... SET / Request
2 INS knob 10+ sec before throttles off OFF
3 SARI ..... lmb + scroll up CAGE
4 Radar, Sensors, Avionics, Comms ..... OFF
5 EXT & INTR LT knobs ..... OFF
6 OBOGS switch, OXY FLOW knob ..... OFF
7 Seat / Canopy ..... SAFE / OPEN

ENGINE SHUTDOWN

1 Nosewheel steering ..... DISENGAGE
2 FLAP switch ..... FULL

Once spotted/chocked and 5+ min at idle:

3 Throttle ..... OFF (alternate sides)
4 Displays, HUD, HMD ..... OFF
5 Throttle ..... OFF
6 Battery switch ..... OFF

*If engines are not idled for 5 min prior to shutdown, avoid restart **between 15 min and 4 hours.***

GROUND

1 WYPTS / SEQ / A-A WYPT
2 RDR ATTK / AZ-EL — *Setup*
3 STORES / Smart weapons check
4 Time / RALT / BALT — *SET*
5 FLIR — *STBY*

AIRBORNE

1 ALR, ALQ — *BIT, ready* / FLIR — *ON*
2 Bingo Bug

FENCE IN

1 Radar — *OPR (or as required)*
2 A-A TACAN / MIDS / RALT / SEL JETT
3 Contrails / Environment / G-warm
4 ALE — *Setup* / Expendables — *Check*
5 Dispenser — *ON / BYPASS*
6 Alpha check
7 STORES / Smart weapons check

COMMIT / INGRESS

1 MASTER ARM — *ARM (check SIM)*
2 Master Mode / SENS panel, LTD/R
3 IFF
4 ALQ — *REC / XMIT*
5 EXT Lights
6 VTR

RETURN TO FORCE

1 EXT Lights
2 IFF
3 Fuel — *Check* / Bingo Bug — *Reset*
4 MASTER ARM — *SAFE*
5 SEL JETT
6 Dispenser
7 Battle damage checks
8 ALQ / ALR / FLIR — *OFF*

COMBAT CHECKS

AIRCRAFT FORMAT	DCS EQUIVALENT
LATLN DCML DD°MM.mm'	N/A
DEFAULT 42°10.76'	
LATLN DCML DD°MM.mmmm'	LAT LONG DECIMAL MINUTES
PRECISE 42°10.7696'	N42°10.769 LLDM
LATLN SEC DD°MM'SS"	LAT LONG STANDARD
42°10'46"	42°10'46"N LL
LATLN SEC DD°MM'SS.ss"	LAT LONG PRECISE
PRECISE 42°10.46.18"	N42-10-46.18 PLL
REQ-D BY JDAM, JSOW, SLAM/ER	
GRID (MGRS)	DCS JTAC 4+4*
PRECISE 5+5 KM 90874 72809	KM 9087 7280

*ADD TRAILING ZEROS FOR PRECISE ENTRY: 90870 72800

RWR THREATS / HARM CODES

14	F-14A	•2	123	56
	F-14B	•3	123	56
15	F-15C	•3	123	24
	F-15E	•3	23	24
	F-15E S4+	•1	123	24
16	F-16A	•3	123	23
	F-16C	•3	23	24
18	F/A-18A	•3	12	17
	F/A-18C	•3	123	23
19	MiG-19P	•1	2	3

21	MiG-21Bis	•1	12	4
23	MiG-23MLD	•2	12	12
~~24~~	Su-24M/MR	B	2	2
25	MiG-25PD	•3	12	26
29	MiG-29A/G	•3	12	22
	MiG-29S	•3	123	23
	Su-27/33	•3	12	25
	J-11A	•3	123	25
30	Su-30	•3	123	23
31	*MiG-31*	•3	12	*25*

34	Su-34	•3	123	23
37	AJS-37 Viggen		2	4
~~39~~	Su-25TM	B	2	4
50	A-50/KJ-2000	A		
~~AV~~	AV-8B	B	2	4
E2	E-2D	A		
E3	E-3A	A		
F1	Mirage F-1	•1	12	16
F2	Tornado GR4	•1	2	4
F4	F-4E-45MC	•1	12	14

F5	F-5E	•1	2	4
JF	JF-17	•3	23	37
M2	M 2000-5		3 123	20
	M 2000C	•3	12	19
U	AH-64D (MMA)	•1	3	5
	C-101CC		2	4
	H-6J	B		
	Tornado IDS	•1	2	4

B: BOMBER/EW A: AWACS
NO LETTER: FIGHTER/MULTIROLE

SURFACE

ʃ	Nebo 1L13 – Nebo 55G6 – AN/FPS-117		EWR
S	Flat Face B P-19	[2-3-5]	SR 122
BB	Big Bird 64H6E	[10]	SR 104
CS	Clam Shell 5N66M	[10]	low alt SR 103
DE	Dog Ear Sborka	[13-15-19]	MCC-SR 109
FC	SON-9 Fire Can •1		AAA fire support TR 131
HQ	HQ-7	[7]	SP STR 128
SD	Snow Drift 9S18M1	[11]	SR 107
TS	Tin Shield 19J6	[5-10]	SR 130
U	Silkworm anti-ship		SR
	Würzburg-Reise WWII Assets Pack		EWR

2	C	28/++	SA-2 Guideline S-75 •1	Fan Song TR 126
3	C	13/++	SA-3 Goa S-125 •1	Low Blow TR 123
5	C	73/++	SA-5 Gammon S-200 •1	Square Pair TR 129
6	C	22/26	SA-6 Gainful Kub •2	Straight Flush STR 108
7	E	10/18	HQ-7 •2	SP LN 127
8	C	09/16	SA-8 Gecko Osa •1	TELAR 117
10	C	46/++	SA-10 Grumble S-300 •3	Flap Lid A & B TR 110
11	C	23/++	SA-11 Gadfly Buk •3	TELAR 115
13	F	05/12	SA-13 Gopher Strela-10M •2	TELAR 118
15	C	09/20	SA-15 Gauntlet Tor •3	TELAR 119
19	E	05/12	SA-19 Grison Tunguska	SPAAW 120
A	E	02/10	Gepard •1	SPAAA 207
	E	02/05	M163 Vulcan •1	SPAAA 208
	E	02/07	ZSU-23-4 Shilka •1	SPAAA 121
HK	C	25/++	Hawk •2	CWAR 206 SR 203 TR/PRI 204
NS	C	06/30	NASAMS AIM-120B •3	SR 209
	C	06/35	NASAMS AIM-120C •3	SR 209
P	C	48/++	Patriot •3	STR 202
RO	C	06/20	Roland •2	EWR 205 ADS/PRI 201
RP	E	06/10	Rapier with Blindfire Radar •2	TR 124
RT	E	06/10	Rapier with or without Tracker	LN 125
U	E	02/05	LPWS Centurion •1	C-RAM

NAVAL

40	CV	LHA-1 Tarawa •2	F	08/13	407
49	FR	Oliver Hazar Perry •3	C	50/++	401
AE	DE	Arleigh Burke IIa •3	C	57/++	412
	CR	Ticonderoga •3	C	55/++	315
HN	DE	Type 052C •1	C	64/++	410
	CR	Pyotr Velikiy •3	C	74/++	313
HP	VE	Grisha / Albatros •3	C	08/17	306
MR	DE	Type 052B •1	C	27/48	409
	FR	Type 054A •1	C	35/++	411
PS	TT	Type 071 Amphib.dock	E	04/09	408
	VE	Molniya •3	E	04/09	312
SC	TT	LS Ropucha BDK-775	E	08/09	321
SS	CV	CVN-71 Roosevelt •2			403
	CV	CVN-72 Lincoln •2			404
	CV	CVN-73 Washington •2	C	06/16	405
	CV	CVN-74 Stennis •2	F	08/13	406
	CV	CVN-75 Truman •2			413
SW	CV	Kuznetsov 2017 •3	C	09/20	320
	CV	Kuznetsov old •3	C	09/20	301
T2	CR	Moskva •3	C	47/++	303
TP	FR	*Castle-class*	E	03/04	
	FR	*Condell-class* •3	E	03/07	
	FR	*Leander-class* •3	C	*07/06*	
	FR	Neustrashimy •3	C	09/20	319
	FR	Rezky •3	C	08/17	309
U	CV	*ARA Veinticinco de Mayo*	E	03/09	
	CV	*CV-59 Forrestal* •1	C	*03/12*	
	CV	Essex Class 1944	E	02/07	
	CV	*HMS Invincible* •1	C	46/++	

CV CARRIER CR CRUISER DE DESTROYER
FR FRIGATE TT TRANSPORT VE CORVETTE

1 SARH, 2 IR, 3 ARH – SUPPORTED MISSILES, FOLLOWED BY THE MAX LAUNCH RANGE (nm, "ACE" AI)
22/26 – SAM'S MAX FIRING RANGE (nm) AND ALTITUDE (×1000 ft **ABOVE GROUND LEVEL**) ++ – CAN HIT YOU ABOVE 50.000 ft
122 – HARM CODE COUNTERMEASURES: C – CHAFF F – FLARES E – EVASIVE MANEUVERING (AAA/OPTICAL SAM)
UNFINISHED OR BUGGY ASSET [THE SAM] TO WHICH THIS RADAR IS USUALLY LINKED •X – CMDS "AUTO" PROGRAM

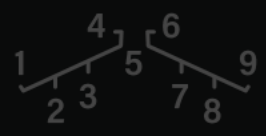
TRACKING SAM AAA SHIP HARM CORREL. HOSTILE AIR UNKN AIR FRIEND AIR JAMMING FLIR CORREL.

ORDNANCE

up to 10800 Internal fuel

up to 330 M61A1 Vulcan 20mm GUN
578 HEI, AP, SAPHEI, or TP rounds

0 Chaff and flares (up to 120 cartridges)



BOMBS

82B	500	**Mk-82** 500 lbs	1 2 N 5 6 8 T A
82XT	550	**Mk-82 Snakeye** 500 lbs retarded	
82YT	510	**Mk-82Y** 500 lbs ballute	
83B	1000	**Mk-83** 1000 lbs	
84	1970	**Mk-84** 2000 lbs	
RET	490	**CBU-99** cluster anti-tank	3 4
RE	490	**Mk-20** cluster anti-tank	3
WEDL	2340	**AGM-62 Walleye II** 2000 lbs + D/L	

BOMBS - LG

82LG	610	**GBU-12** 500 lbs	6 7 8 A L
83LG	1130	**GBU-16** 1000 lbs	
84LG	2110	**GBU-10** 2000 lbs	
GB24	2400	**GBU-24B/B** 2000 lbs penetrator, USN	6 7 8 L

BOMBS - JDAM

J-82	530	**GBU-38(V)1/B** 500 lbs	2 N 6 7 8 T A
J-83	1030	**GBU-32(V)2/B** 1000 lbs, USN	2 N 6 7 8 T
J-84	2060	**GBU-31(V)1/B** 2000 lbs	
J-84	2060	**GBU-31(V)2/B** 2000 lbs, USN	
J-109	2160	**GBU-31(V)3/B** 2000 lbs penetrator	6 7 8
J-109	2160	**GBU-31(V)4/B** 2000 lbs penetrator, USN	6 7 8

A-G MISSILES

82P	400	**ADM-141A TALD** glide decoy
JSA	1070	**AGM-154A JSOW** GPS/INS cluster
JSC	1070	**AGM-154C JSOW** GPS/INS penetrator
HARM	900	**AGM-88C HARM**
HPD	1190	**AGM-84D Harpoon**
SLAM	1390	**AGM-84E SLAM** GPS/INS + D/L
SLMR	1490	**AGM-84H SLAM ER** GPS/INS + D/L
MAV	630	**AGM-65E** 300 lbs las(E)r Maverick
MAVF	670	**AGM-65F** 300 lbs in(F)rared Maverick

ROCKETS

68	230	7x **Mk 5 HE(AT)** anti-tank	⌐default
68	250	7x **M151 HE** soft targets	S – SINGLE
61	600	19x **M151 HE** soft targets	R – RIPPLE
10	700	4x **ZUNI Mk 71**	set in ME

A-A MISSILES

7F/7M/7P	510	**AIM-7F** / **-7M** and **-7MH** / **-7P** Sparrow
9L/9M/9X	190	**AIM-9L** / **-9M** / **-9X** Sidewinder
AB/AC	360	**AIM-120B** / **-120C-5** AMRAAM

MISC

AFLIR	370	**AN/ASQ-228 ATFLIR**
FLIR	460	**AN/AAQ-28 Litening**
DL13	440	**AWW-13** D/L pod for **Walleye / SLAM / ER**
FUEL	2540	**FPU-8A** fuel tank, 330 gal (2250 lbs)

TRAINING

TP	140	**AN/ASQ-T50** ACMI	
TST	190	**CAP-9M**	
45X	510	**BDU-45** retarded	1 2 N 5 6 8 T
45	510	**BDU-45B**	1 2 N 5 6 8 T
45LG	610	**BDU-45 LG** laser	L
76	150	6x **BDU-33** 25 lbs each	

PYLONS, RACKS, LAUNCHERS

140	SUU-62 centerline pylon
310	SUU-63 underwing pylon
200	BRU-33 cVER
200	BRU-55 cVER
280	BRU-41A IMER
120	BRU-42A TER
120	LAU-115 MRL
120	LAU-115C MRL
200	LAU-127 MRL
130	LAU-117 Mav ML

▲ WEIGHT WITHOUT RACKS AND RAILS — ▲▼ FUZING OPTS

NOSE: N Nose Plugs 1 M904E4 *mech* 2 DSU-33 *prox. sensor* 3 Mk 339 Mod 1 *timers* 4 FMU-140 *altimeter*

TAIL: T Tail Plugs 5 M905 *mech* 6 FMU-139 *elec* 7 FMU-143 *elec penetr.* 8 FMU-152 *JPF*

Underscored = default L = Laser code A = Appearance (USAF or USN coating)

EMPTY WEIGHT: 25100 · MTOW: 51900 · CV MLW, (UN)RESTRICTED: (33)34000 · FIELD MLW, FLARED: 39000

ALL WEIGHTS ARE IN POUNDS

F/A-18C Lot 20 (1997) · F404-GE-402 · BuNo 165407

WAVEOFF
MIL power (MAX if required)
Raise gears and flaps only after a safe climb has been established
At >400 ft AGL and >*200 kts* turn downwind while climbing to pattern altitude

Break
Over the first half of the runway or as soon as practical
LEVEL TURN
Gs to meet the abeam distance

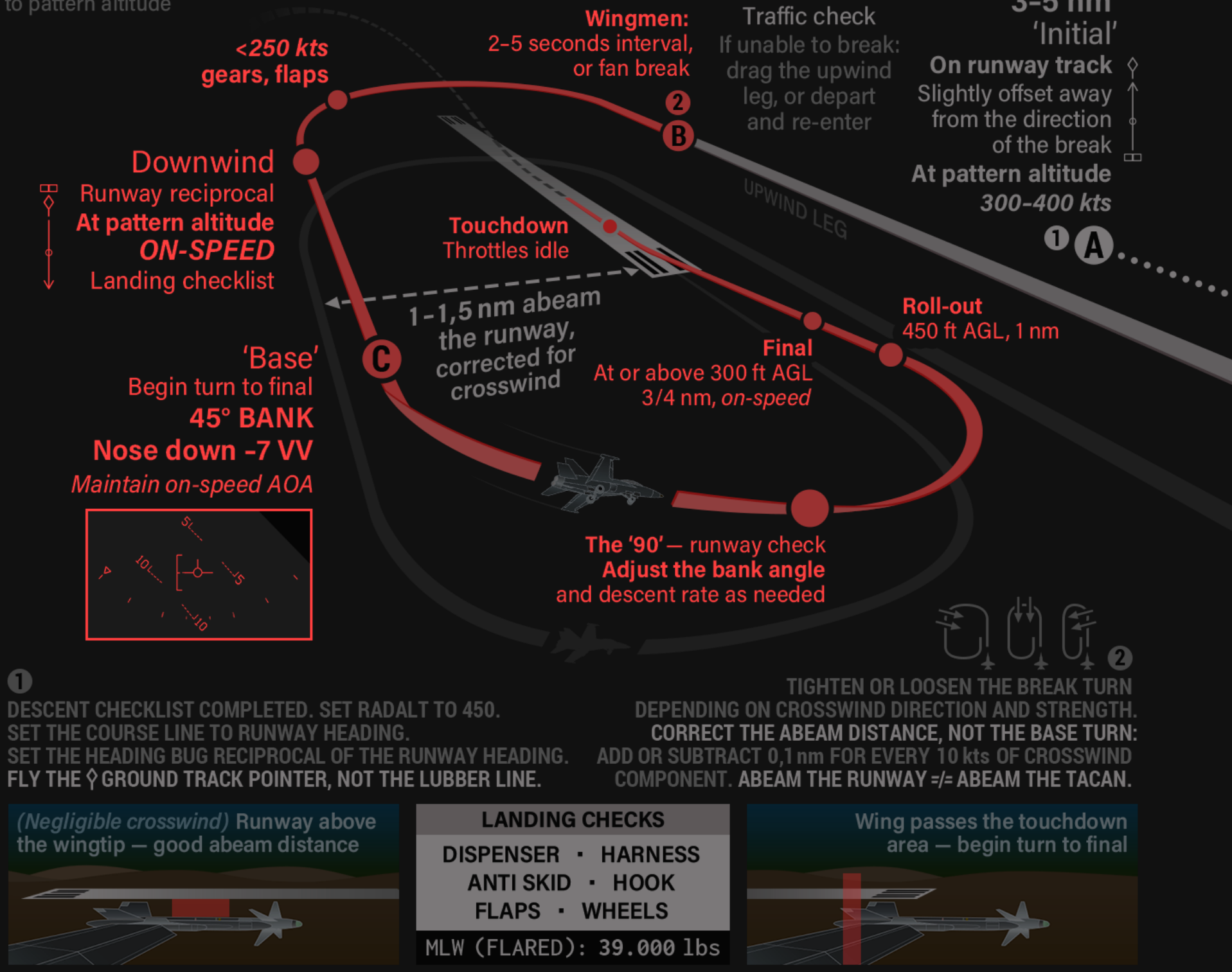
Wingmen:
2–5 seconds interval, or fan break

VMC ONLY

COMMON PATTERN ALTITUDE
1500 ft AGL
OR AS PUBLISHED / TOLD BY ATC

Overhead
Traffic check
If unable to break: drag the upwind leg, or depart and re-enter

3–5 nm 'Initial'
On runway track
Slightly offset away from the direction of the break
At pattern altitude
300–400 kts



❶
DESCENT CHECKLIST COMPLETED. SET RADALT TO 450.
SET THE COURSE LINE TO RUNWAY HEADING.
SET THE HEADING BUG RECIPROCAL OF THE RUNWAY HEADING.
FLY THE ◊ GROUND TRACK POINTER, NOT THE LUBBER LINE.

TIGHTEN OR LOOSEN THE BREAK TURN DEPENDING ON CROSSWIND DIRECTION AND STRENGTH.
CORRECT THE ABEAM DISTANCE, NOT THE BASE TURN:
ADD OR SUBTRACT 0,1 nm FOR EVERY 10 kts OF CROSSWIND COMPONENT. ABEAM THE RUNWAY =/= ABEAM THE TACAN.
❷

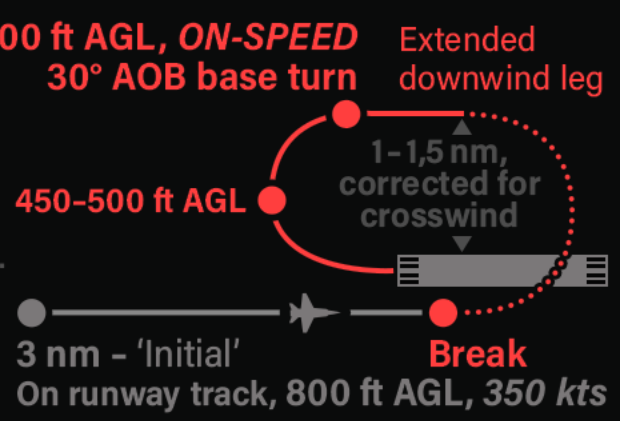
LANDING CHECKS
DISPENSER · HARNESS
ANTI SKID · HOOK
FLAPS · WHEELS
MLW (FLARED): 39.000 lbs

THERE ARE ***NO*** STANDARD AND UNANIMOUSLY ACCEPTED PATTERN ALTITUDE AND APPROACH SPEED.
ATC AND PUBLISHED PROCEDURES ALWAYS OVERRULE THE WHATEVER IS SUGGESTED ABOVE OR CONSIDERED "COMMON".

FIELD CARRIER LANDING PATTERN

CARRIER-TYPE BREAKS ARE SIMILAR TO THE CASE I APPROACHES WITH THE FOLLOWING DIFFERENCES:

- CARRIER BREAK HAS TO BE APPROVED BY ATC ON CHECK-IN.
- A WAYPOINT MAY BE CREATED ON THE RUNWAY TO SIMULATE THE CARRIER BOX AND AID IN THE ABSENCE OF TACAN.
- THE ABEAM DISTANCE ON DOWNWIND SHOULD BE CORRECTED FOR CROSSWIND.
- THE DOWNWIND LEG IS EXTENDED BY 10–15 SECONDS AS THE RUNWAY IS NOT STEAMING FORWARD.
- THERE ARE NO PRESCRIBED WAYS TO FLY THE FINAL.



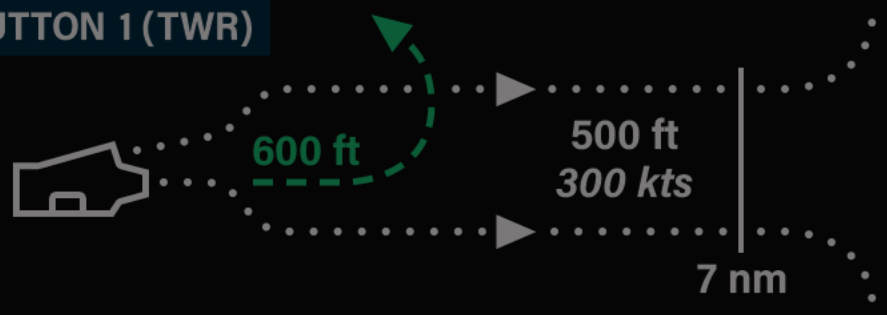
WHEN FLYING ONLINE AND UNCONTROLLED, ANNOUNCING YOUR POSITION MIGHT HELP TO ENHANCE SITUATIONAL AWARENESS:

Ⓐ LEAD REPORTS INITIAL: *(Flight callsign), # mile initial, runway #, left (right) overhead.*
Ⓑ LEAD REPORTS BREAK: *(Flight callsign), in the break.*
Ⓒ EACH PILOT REPORTS BASE: *(Individual callsign), base, gear down, full stop (touch & go).*

I

Day. Ceiling above 3000 ft and visibility more than 5 miles. Twoship covey launches possible.

BUTTON 1 (TWR)



Zip Lip. Clearing turn. Climb 500 ft, fly 300 kts parallel the BRC until 7 nm. Then climb unrestricted.

For direct entry into the pattern, climb 600 ft, flaps full, hook down. Turn downwind with interval. Do the landing checklist.

MAX TAKEOFF WEIGHT: 51.900 lbs.
OVER 44.000 lbs USE MAX POWER.

CLEARING TURN

Waist **cats 3 and 4 — left** clearing turn.
Bow **cats 1 and 2 — right** clearing turn.
Once airborne, turn **20°** left or right from the current heading. 30° AOB MAX. Once achieved, turn to parallel the BRC.

All exterior lights must be off while on deck, at all times. **At night**, turn the POSIT, FORM and STROBES ON **when ready for launch** ("nighttime salute").

II

Day. VMC at the ship (ceiling above 1000 ft and visibility more than 5 miles), IMC in climb.

BUTTON 2 (DEP)

Zip Lip. Clearing turn. Climb 500 ft, fly 300 kts parallel the BRC.

At 7 nm turn to intercept the 10 nm arc.

Depart the arc and join the briefed radial. Climb at 300 kts until clear of clouds.

Report *Popeye* if not on top at 18.000 ft.

T.O. CHECKS

SEAT ARM
NWS LO
WARN LITES
HARNESS
HOOK
FLAPS
TRIM
WINGS
CONTROLS

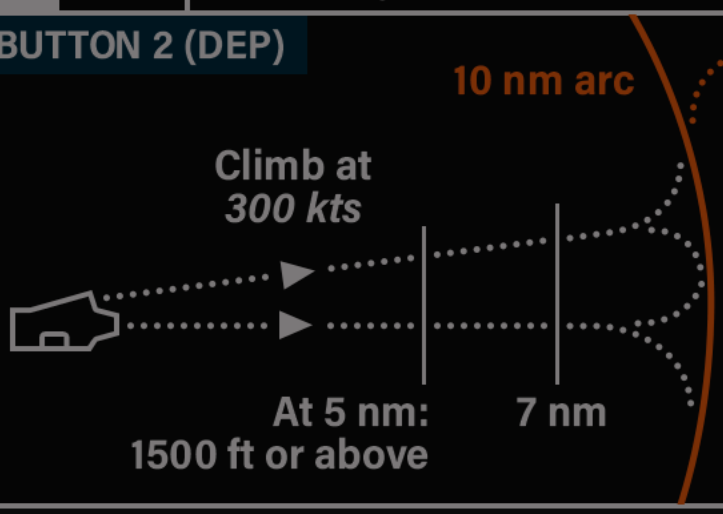
ⓘ For CASE II and CASE III, the arc and departure radial are only required during IMC. If skies are clear, or if it's possible to pick a way through holes in the clouds, there is no requirement to arc or fly the radial.

III

Night

Day: ceiling below 1000 ft or visibility less than 5 miles.

BUTTON 2 (DEP)



No clearing turn. Report *Airborne*. Climb straight ahead at 300 kts.

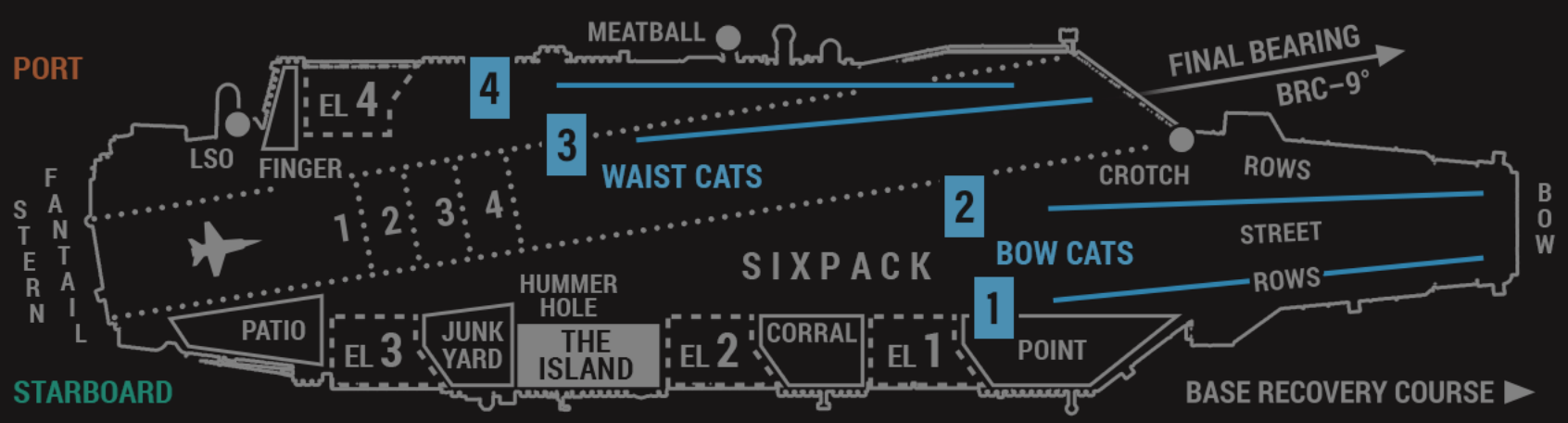
Cross 5 nm at or above 1500 ft. Report *Passing 2,5* on climb through 2500 ft.

At 7 nm turn to intercept the 10 nm arc. Report *Arcing*.

Continue climbing and join the departure radial. Report *Established outbound*.

Report *On top, angels XX* when clear of clouds. Report *Popeye* if not on top at 18.000 ft.

Report *Kilo* when mission-ready.



COMMS

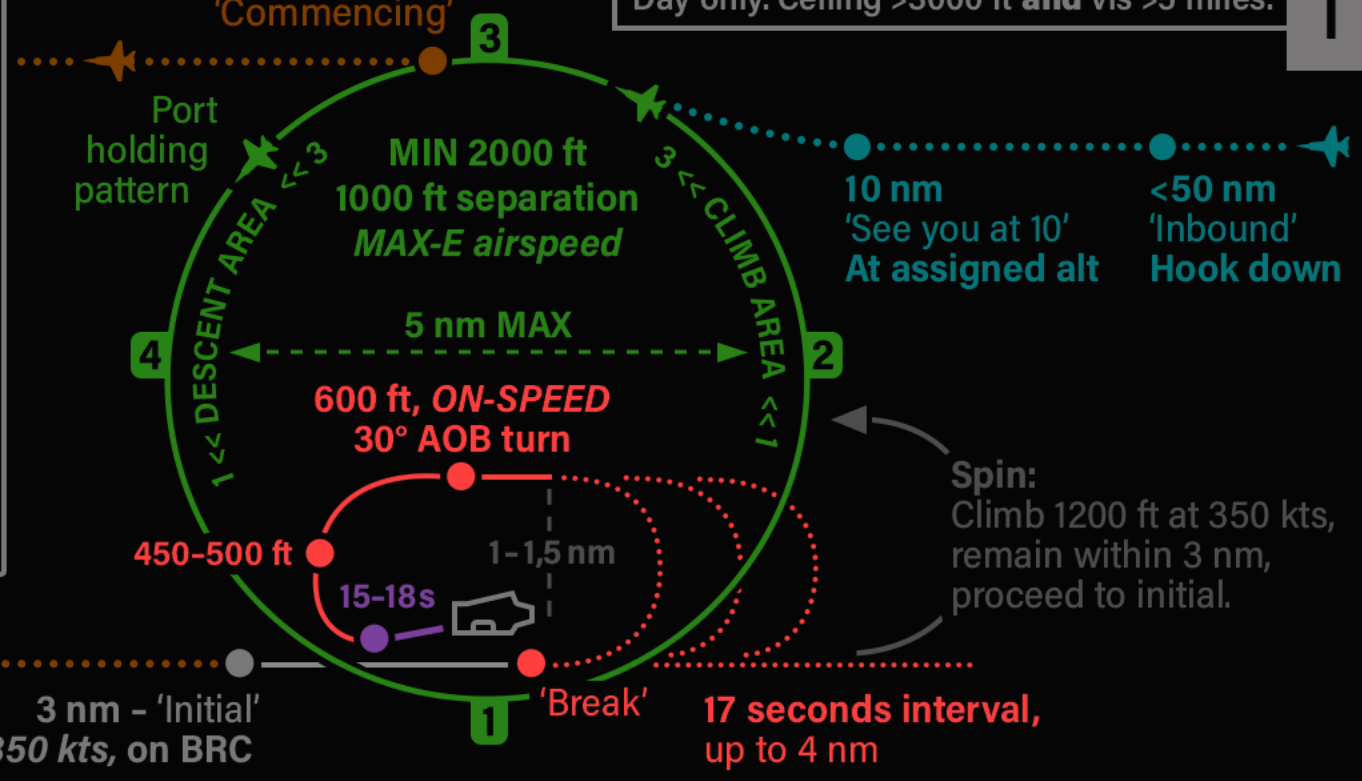
BTN 16 MARSHAL
BTN 15 APPROACH "A"
BTN 17 APPROACH "B"
BTN 1 TOWER
VALID ONLY WHEN SET UP BY THE MISSION DESIGNER

HAIL-R (INBOUND)

- HOOK, HEATS
- ACL, ANTI-SKID OFF
- INSTRUMENTS, ICLS
- LIGHTS, LDG WEIGHT
- RAD ALT

I

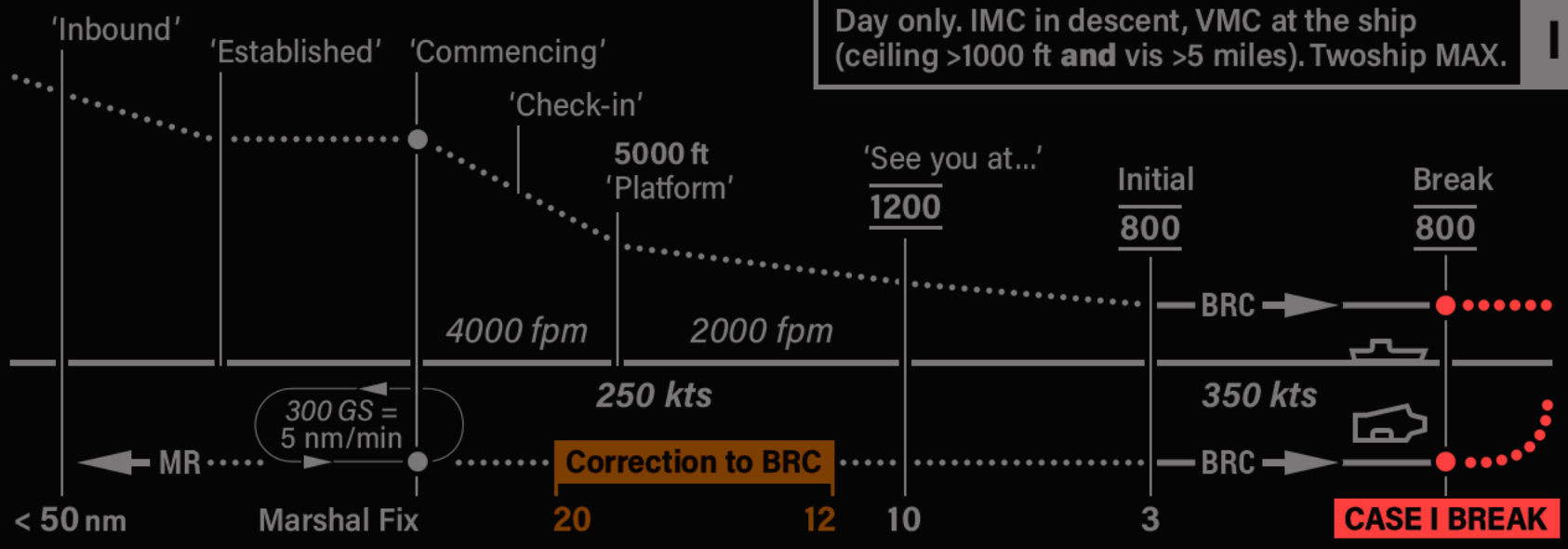
Day only. Ceiling >3000 ft **and** vis >5 miles.



CASE I and CASE II WAVEOFF / BOLTER: Turn to BRC, keep landing configuration, climb 600 ft, turn downwind with interval.

II

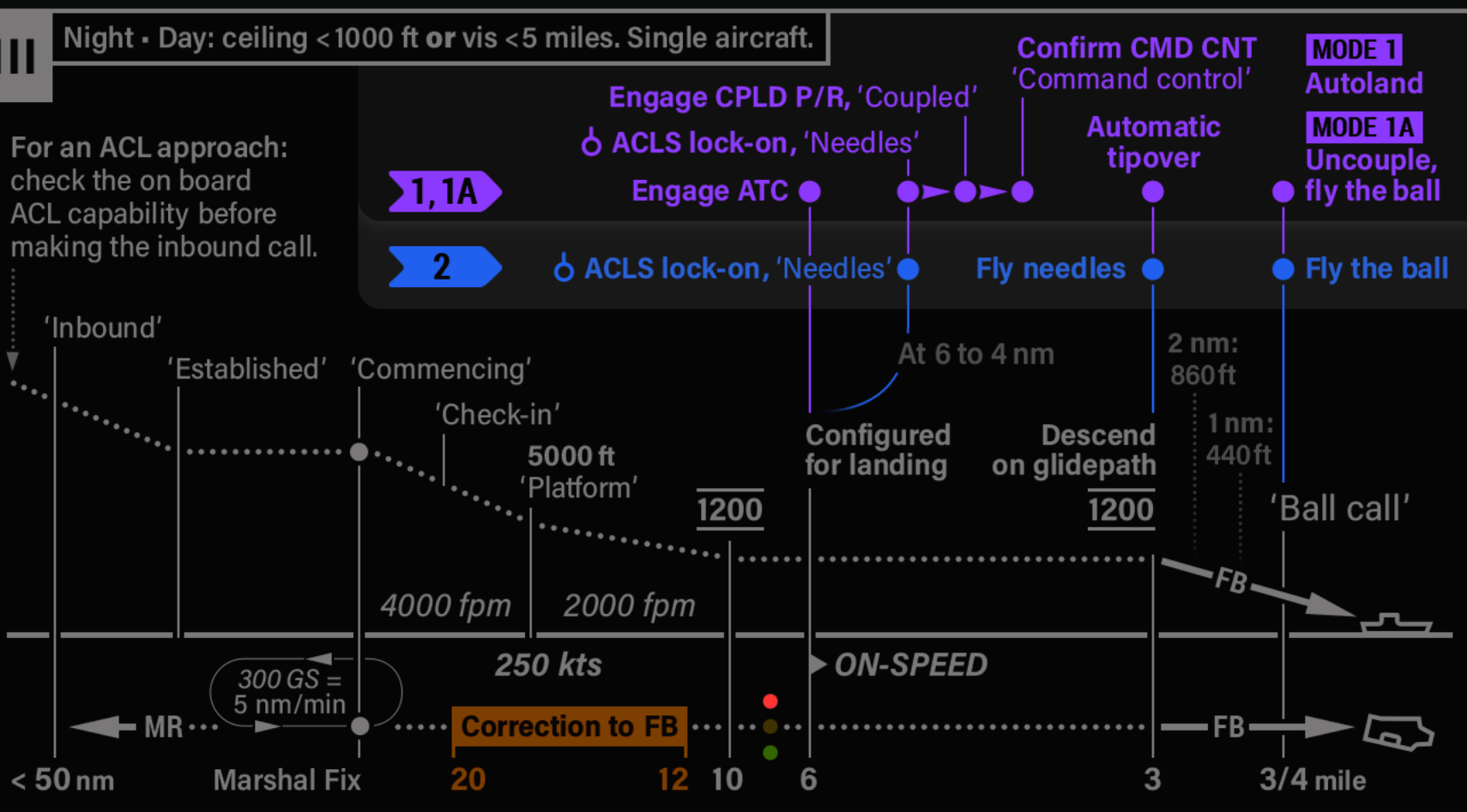
Day only. IMC in descent, VMC at the ship (ceiling >1000 ft **and** vis >5 miles). Twoship MAX.



III

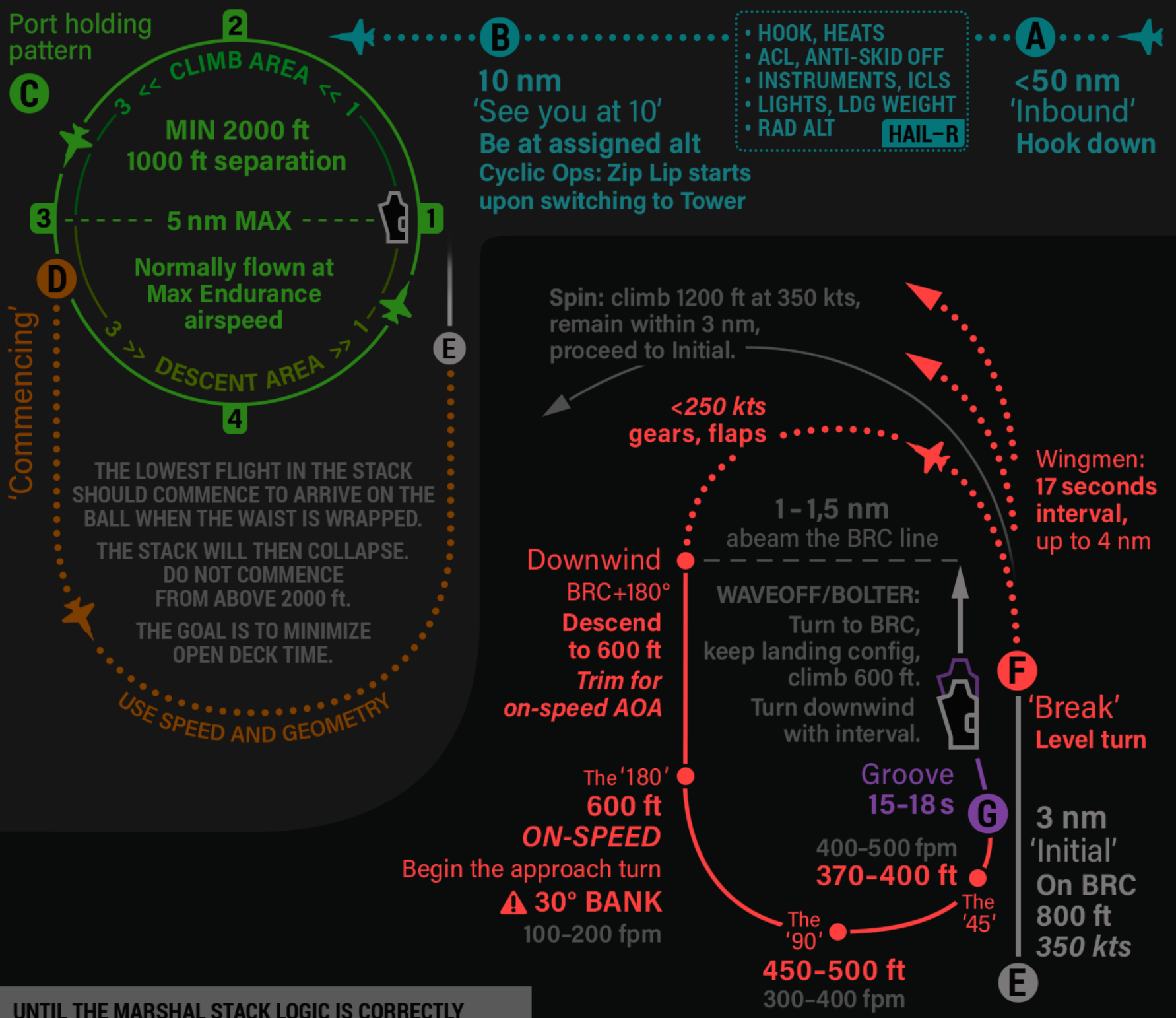
Night • Day: ceiling <1000 ft **or** vis <5 miles. Single aircraft.

For an ACL approach: check the on board ACL capability before making the inbound call.



WAVEOFF / BOLTER: Gears up, flaps half, 150 kts. Climb 1200 ft on FB. If no COMM: turn downwind at 4 DME, turn to FB at 4 DME.

Day only. Ceiling above 3000 ft and visibility more than 5 miles.



UNTIL THE MARSHAL STACK LOGIC IS CORRECTLY IMPLEMENTED IN DCS, OR WHEN FLYING ONLINE AND UNCONTROLLED, CONSIDER THE FOLLOWING:

- APPROACH 10 nm [B] AT 2000 ft OR AT THE NEXT AVAILABLE ALTITUDE (WITH 1000 ft INCREMENTS).
- IF THE STACK IS EMPTY: PROCEED DIRECT INITIAL [E], OR FLY THE PORT HOLDING PATTERN [C] AT 2000 ft AND START TO COMMENCE FROM POSITION [3].
- IF THE STACK IS *NOT* EMPTY: FLY THE PORT HOLDING PATTERN [C]. DESCENT 1000 ft BETWEEN [3] AND [1] WHEN THE LEVEL BELOW HAS CLEARED, UNTIL REACHING 2000 ft. THEN COMMENCE OUT OF [3].
- WITH LIVE TRAFFIC IN THE PATTERN, ANNOUNCING YOUR POSITION (i.e. 'COMMENCING', 'INITIAL') MIGHT HELP TO ENHANCE SITUATIONAL AWARENESS.

- BREAK IS DETERMINED BY THE LAST AIRCRAFT IN THE LANDING PATTERN (WHEN THEY REACH YOUR 7 O'CLOCK POSITION).
- IF UNABLE TO BREAK BEFORE 4 nm, DEPART AND RE-ENTER. REMAIN CLEAR OF THE PATTERN / STACK. FOLLOW INSTRUCTIONS IF GIVEN, OTHERWISE STATE YOUR INTENTIONS.
- *NOTE THAT DEPART AND RE-ENTER MAY OCCUR ANYWHERE IN THE PATTERN.*
- THE '180' IS WHERE THE WHITE OF THE ROUND DOWN AT THE STERN IS VISIBLE.
- WHATEVER ABEAM DISTANCE REQUIRES 30° AOB IS THE RIGHT DISTANCE. IF YOU END UP OVER- OR UNDERSHOOTING THE GROOVE, **CORRECT THE ABEAM DISTANCE,** ***NOT*** **THE BANK ANGLE**, ON YOUR NEXT PATTERN. ⚠

A **BUTTON 16** WITHIN 50 nm FROM THE CV, REPORT INBOUND: *Marshal, #* (modex), *marking Mom's XXX for XX* (bearing and distance from the CV), *angels XX, state X.X* (fuel).
WITH A WINGMAN: *holding hands with #* and *low state X.X.*

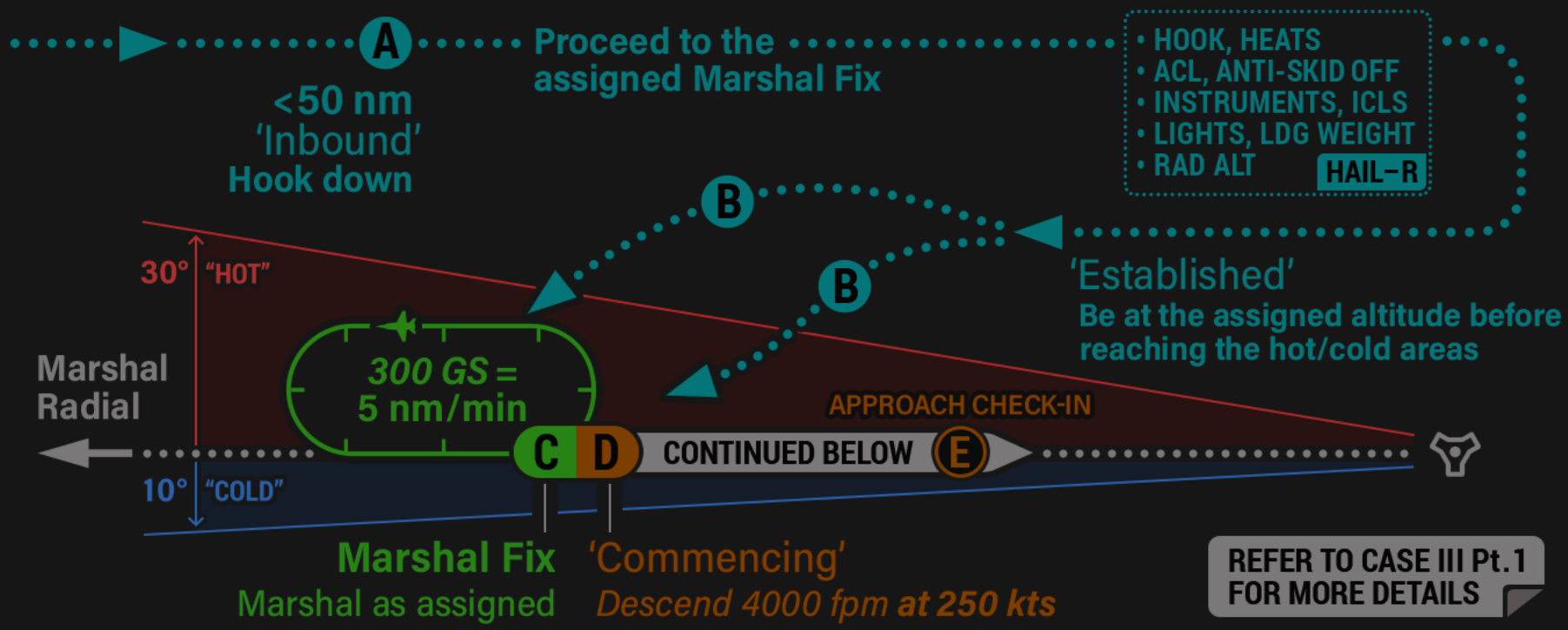
B AT 10 nm, REPORT: *#, see you at 10*. ON HANDOFF, SWITCH TOWER **BUTTON 1**

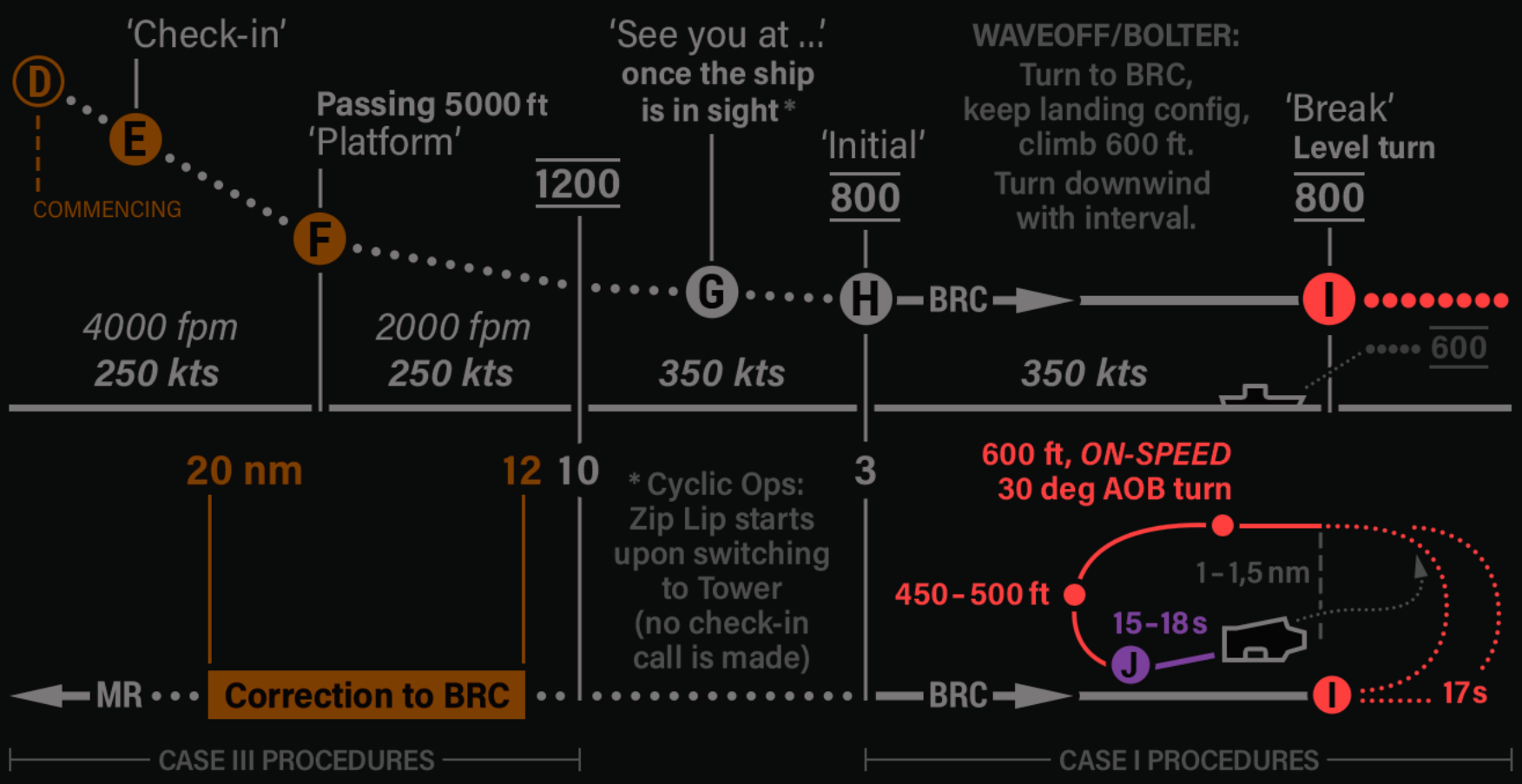
C **D** **E** **F** – NOT REPORTED DURING CYCLIC OPS (ZIP LIP UNLESS SAFETY CONCERNS OR IMC)
SUPERCARRIER AI: 'OVERHEAD' WILL BE AUTOMATICALLY REPORTED AT 5 nm FROM THE SHIP

G NO 'BALL' CALL DURING CYCLIC OPS – ONLY 'CLARA'

THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

Day only. IMC in descent, VMC at the ship (ceiling >1000 ft and visibility >5 miles). Two aircraft max.





A **BUTTON 16** WITHIN 50 nm FROM THE CV, REPORT INBOUND: *Marshal, #* (modex), *marking Mom's XXX for XX* (bearing and distance from the CV), *angels XX, state X.X* ('low state' if with a wingman)
FLIGHT LEAD SHALL RECEIVE AND READBACK THE HOLDING INSTRUCTIONS **EXAMPLE:**
301 (modex), *marshal on the 116* (radial from TACAN, deg), *23 DME* (distance from TACAN on given radial), *angels 8* (holding altitude), *expected approach time is 21* (minutes passed the hour, e.g. commence at 16:21. Readback in single digits: 'two one'), *button XX* (Approach channel)
SUPERCARRIER AI WILL READBACK THE INSTRUCTIONS AUTOMATICALLY. THE BUTTON IS NOT PROVIDED.

B WHEN ESTABLISHED AT THE ASSIGNED ALTITUDE, REPORT: *#, established angels X, state X.X*

D WHEN STARTING THE APPROACH, REPORT: *#, commencing, altimeter XX.XX, state X.X*

E **BUTTON 15 OR 17** ON HANDOFF, CONTACT THE APPROACH: *#, checking in, XX miles*

F PASSING 5000 ft, REPORT: *#, platform*

G ONCE THE SHIP IS IN SIGHT, REPORT: *#, see you at XX*. ON HANDOFF, SWITCH TOWER **BUTTON 1**

H **I** – NOT REPORTED DURING CYCLIC OPS (ZIP LIP UNLESS SAFETY CONCERNS OR IMC)

J NO 'BALL' CALL DURING CYCLIC OPS – ONLY 'CLARA'

THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

Night • Day: ceiling below 1000 ft or visibility less than 5 miles. Single aircraft only.

Part 1 MARSHAL

IF AN ACL APPROACH IS PLANNED

CHECK THE ON BOARD ACL CAPABILITY BEFORE MAKING THE INBOUND CALL:
ACL 1 IS CAPABLE OF MODES 1 / 1A / 2.
ACL 2 IS CAPABLE OF MODE 2 ONLY.

A **<50 nm 'Inbound' Hook down Check-in as a twoship MAX, but proceed as a single**

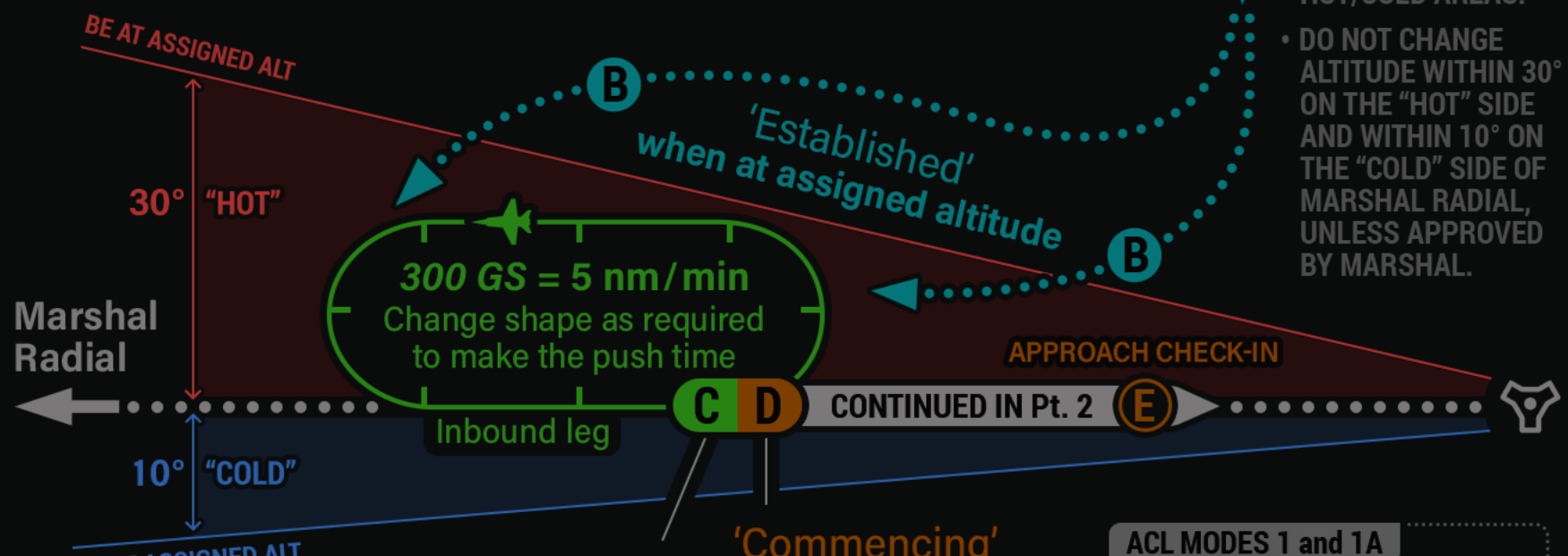
Proceed to the assigned Marshal Fix

- SET THE RECIPROCAL OF THE MARSHAL RADIAL ON TACAN COURSE LINE (ARROW POINTING TOWARD THE SHIP).
- NO PRESCRIBED WAY ON HOW TO PROCEED TO THE MARSHAL STACK OR HOW TO ENTER IT.

- HOOK, HEATS
- ACL, ANTI-SKID OFF
- INSTRUMENTS, ICLS
- LIGHTS, LDG WEIGHT
- RAD ALT

HAIL–R

- BE AT THE ASSIGNED ALTITUDE BEFORE REACHING THE HOT/COLD AREAS.
- DO NOT CHANGE ALTITUDE WITHIN 30° ON THE "HOT" SIDE AND WITHIN 10° ON THE "COLD" SIDE OF MARSHAL RADIAL, UNLESS APPROVED BY MARSHAL.



Marshal Fix

On assigned radial, at assigned angels, at assigned DME (assigned angels + 15)

- THE COMMON TECHNIQUE IS TO MARSHAL AT 300 kts GROUND SPEED (~250 kts IAS). THAT WILL EQUATE TO 5 nm A MINUTE AND WILL HELP WITH TIMING.
- DO NOT CHANGE ALTITUDE IN THE MARSHAL STACK.
- BIAS TO REMAIN ON THE "HOT" SIDE OF THE RADIAL.

'Commencing'
Descend 4000 fpm
at 250 kts

- CHANGE THE SHAPE OF THE PATTERN TO ACHIEVE THE PUSH TIME (ZIG-ZAG ON THE INBOUND LEG, 360s, FIGURE 8s ARE ALL LEGAL).
- INFORM MARSHAL IF UNABLE TO PUSH WITHIN 10 SECONDS OF ASSIGNED TIME.
- UPON COMMENCING, MAINTAIN INBOUND HEADING AND SET FINAL BEARING ON TACAN COURSE LINE.

ACL MODES 1 and 1A

UPON COMMENCING, CPLD HDG MAY BE ENGAGED, IF AVAILABLE.

ACL MODES

1 – AUTO APPROACH, AUTO LANDING.
1A – AUTO APPROACH, MANUAL AT THE BALL CALL.
2 – MANUAL WITH ACLS GUIDANCE.

- THE F/A-18C IN DCS CAN FLY ANY ACL APPROACH TO ANY CARRIER. HOWEVER, THE SUPERCARRIER'S *PHRASEOLOGY* IS LIMITED TO ACL MODE 2.
- FREE CARRIERS IN DCS OFFER NO PHRASEOLOGY AND NO T/C GUIDANCE. THE PILOT REPORTS INBOUND, THEN ACQUIRES ACL WHEN ON THE FINAL BEARING, AT 1200 ft, AT <6 DME.

IF YOU DON'T OWN THE SUPERCARRIER MODULE, OR ARE FLYING ONLINE AND UNCONTROLLED, CONSIDER THE FOLLOWING:

1 ASSUME THE HOLDING FIX AT FB + 180°, 21 DME, ANGELS 6, AND ENSURE IT IS EMPTY. OTHERWISE DETERMINE THE NEXT AVAILABLE FIX (DME = ANGELS + 15).
2 FLY DIRECTLY TO YOUR HOLDING FIX.
3 UPON ENTERING THE HOLDING PATTERN, WAIT FOR AT LEAST ONE MINUTE TO BUILD A SEPARATION BETWEEN AIRCRAFT THAT MIGHT BE CURRENTLY COMMENCING.
4 ANNOUNCE 'COMMENCING' AND DESCEND AS DEPICTED.

A **BUTTON 16** WITHIN 50 nm FROM THE CV, REPORT INBOUND: *Marshal, #* (modex), *marking Mom's XXX for XX* (bearing and distance from the CV), *angels XX, state X.X* ('low state' if with a wingman), *mode 1/1A on request* (desired ACL approaches that the pilot ***and*** the aircraft are able to perform)
RECEIVE AND READBACK THE HOLDING INSTRUCTIONS **EXAMPLE:**

301 (modex), *marshal on the 287* (radial from TACAN, deg), *23 DME* (distance from TACAN on given radial), *angels 8* (holding altitude), *expected approach time is 36* (minutes passed the hour, e.g. commence at 22:36. Readback in single digits: 'three six'), *button XX* (Approach channel)

SUPERCARRIER AI WILL READBACK THE INSTRUCTIONS AUTOMATICALLY. THE BUTTON IS NOT PROVIDED.

B WHEN ESTABLISHED AT THE ASSIGNED ALTITUDE, REPORT: *#, established angels X, state X.X*

D WHEN STARTING THE APPROACH, REPORT: *#, commencing, altimeter XX.XX, state X.X*

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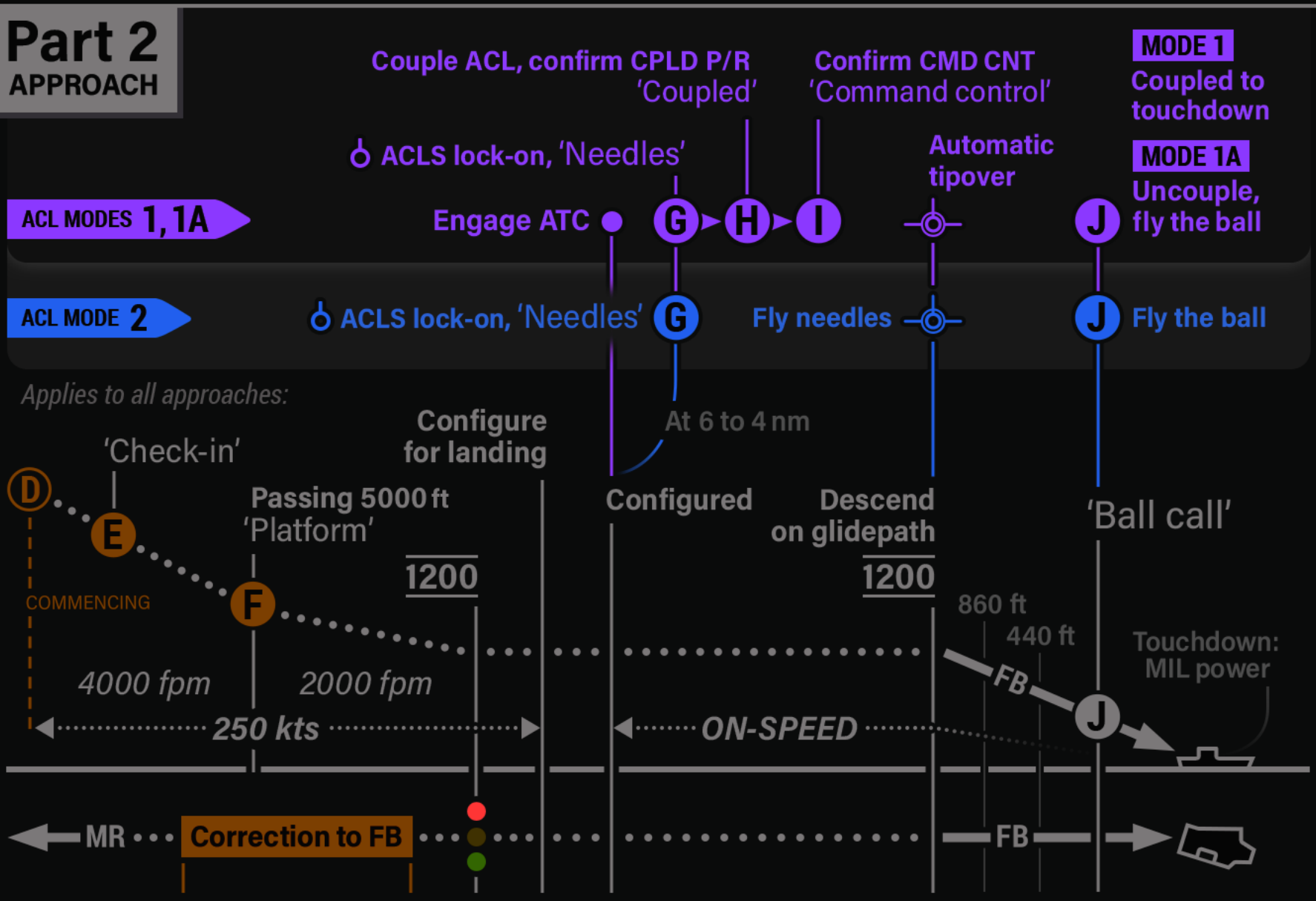
Night • Day: ceiling below 1000 ft or visibility less than 5 miles. Single aircraft only.

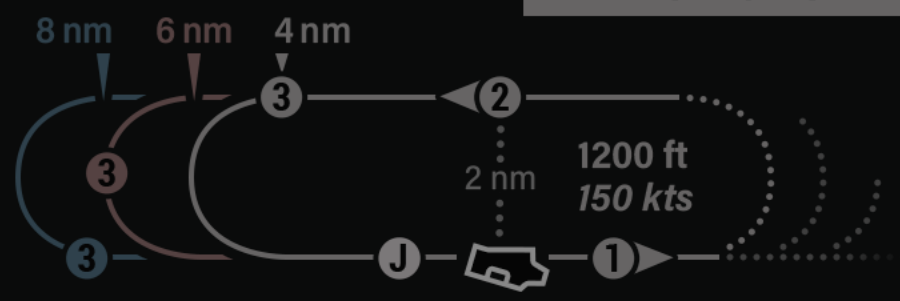
Part 2 APPROACH



- AUTOMATIC THROTTLE CONTROL IS NOT REQUIRED FOR ACL APPROACHES, BUT SHOULD BE USED, IF AVAILABLE.
- BELOW 2000 ft, USE THE "MINUTE TO LIVE" RULE: VERTICAL SPEED MUST NOT EXCEED THE CURRENT ALTITUDE.
- ONCE FULLY CONFIGURED, RALT HOLD MAY BE ENGAGED. • ACLS TADPOLE: "NEEDLES". ILS BARS: "BULLSEYE".

1. Gears up, flaps half, 150 kts.
   Report 'Airborne' and fly the Final Bearing.
   Climb to 1200 ft and await ATC instructions.
   SUPERCARRIER AI: AT 4 DME TURN DOWNWIND.
2. Report 'Abeam' with fuel state.
3. Dirty up depending on DME of the assigned approach turn.
   SUPERCARRIER AI: AT 4 DME DIRTY UP, TURN LEFT AND INTERCEPT THE FINAL BEARING.

WAVEOFF / BOLTER



SUPERCARRIER DOESN'T YET SUPPORT WAVEOFFS AND BOLTERS. ACL REACQUISITION IS NOT POSSIBLE.

E **BUTTON 15 OR 17** ON HANDOFF, CONTACT THE APPROACH: *#, checking in, XX miles*

F PASSING 5000 ft, REPORT: *#, platform*

G G 'SAY NEEDLES' – REPORT THE TADPOLE'S RELATIVE POSITION: *#, (up/down) and (on/left/right)***
IF ACLS IS INOP: *#, negative needles* * – EXPECT TO 'FLY BULLSEYE' (ILS)

H CONFIRM CPLD P/R, REPORT: *#, coupled* *

I 'SENDING COMMANDS' – CONFIRM AIRCRAFT RESPONDS, REPORT: *#, command control* *

J J J BALL CALL: *#, Hornet Ball, X.X* (state), *auto* (if ATC is engaged)
FOR ACLS MODE 1: *#, Hornet Ball, X.X, coupled* *
IF UNABLE TO SEE THE LINE-UP, OR THE SHIP AT ALL: *#, Clara line-up** OR: *#, Clara ship**

* SUPERCARRIER AI DOESN'T SUPPORT THIS CALL ** SUPERCARRIER AI REPORTS THIS FOR YOU

THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

LSO GRADES

`---` : `_DR_IC` `(LL)IW` `WIRE# 4`

Grade — Main errors with error location — Wire caught

TRANSCRIPTION:
No grade: Drifted way right in close, Landed a little left in the wires, Caught number 4 wire.

Parentheses ( ) around any symbol signifies "a little". (F) means "a little fast".
Underline _ serves for emphasis. _H_ means "very high".
A square [ ] indicates that a signal was not answered. [BC] means "no ball call".

ERRORS

- AFU All fouled up
- DL Drifted left
- DR Drifted right
- EG Eased gun — Pulled throttles back to help set the hook for arrestment
- F Fast
- FD Fouled deck
- H High
- LO Low
- LL Landed left
- LR Landed right
- LUL Lined up left
- LUR Lined up right
- N Nose
- NERD Not enough rate of descent
- NSU Not set up
- P Power
- SLO Slow
- TMRD Too much rate of descent
- W Wings
- LLWD Landed left wing down
- LRWD Landed right wing down
- LNF Landed nose first
- 3PTS Landed 3 points

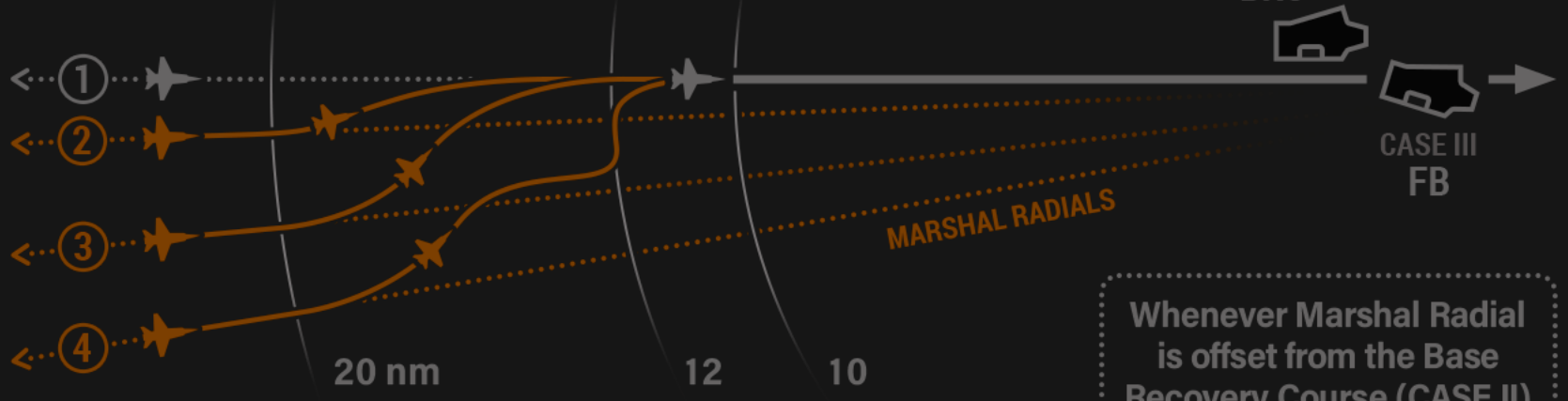
LOCATIONS

- BC Ball call — Before first 1/3 of glideslope
- X At the start — First 1/3 of glideslope
- IM In the middle — Middle 1/3 of glideslope
- IC In close — Last 1/3 of glideslope
- AR At the ramp
- TL To land — Between AR and wire #1
- IW In the wires
- AW All the way

GRADES

- WO Waveoff
- OWO Own waveoff
- _OK_ Perfect pass
- OK Reasonable deviations with good corrections
- (OK) Fair — Reasonable deviations
- --- No-grade — Below average but safe pass
- C Cut — Unsafe, gross deviations inside waveoff window
- B Bolter

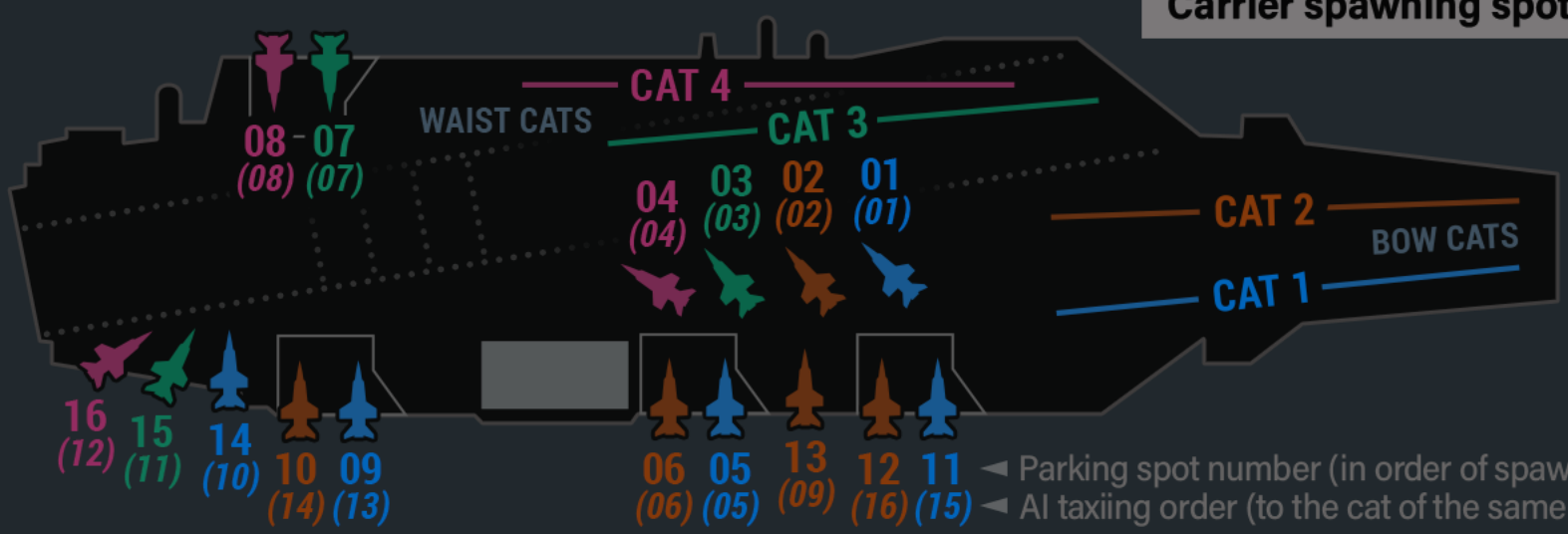
CASE II: Correction to BRC / CASE III: Correction to FB



① If MR is **reciprocal** of the BRC or FB — no correction needed.
② If offset is **<10 deg** — at 20 DME make a gradual correction.
③ If offset is **>10 deg** — at 20 DME turn 30 degrees.
④ If not established on BRC or FB by **12 nm**, fly the 12 nm arc until intercepting BRC or FB.

Whenever Marshal Radial is offset from the Base Recovery Course (CASE II) or Final Bearing (CASE III), at 20 DME a correction to BRC or FB is made.

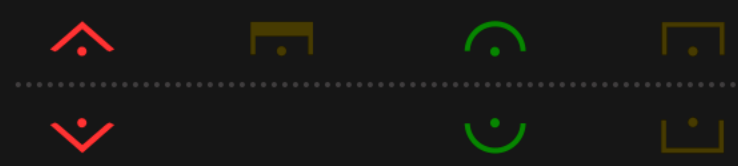
Carrier spawning spots in DCS



- E-2D spawns only on elevators
- S-3 spawns anywhere but the sixpack (## 1-4)
- If an E-2D is spawned firstmost, it will prevent other aircraft from spawning on the sixpack, and the flow will begin from # 5.

HAFU SYMBOLOGY

HOSTILE · Negative IFF AMBIGUOUS · Positive IFF or PPLI FRIENDLY · UNKNOWN



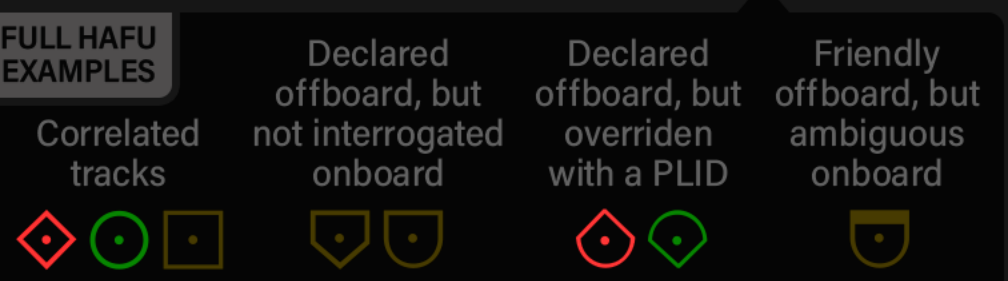
Upper HAFU: onboard track from ownship sensors

Lower HAFU: offboard F/F track from friendly fighters

Full HAFU: onboard and offboard tracks combined. Symbol's color is governed by the upper HAFU.

DCS ROE matrix requires **AT LEAST TWO MATCHES** to declare a contact **HOSTILE:**
- Negative IFF (no response)
- Hostile NCTR print (enemy coalition)
- Hostile offboard track

FULL HAFU EXAMPLES



PPLI TRACKS

SURV DONOR Friendly AWACS

F/F DONOR Friendly fighter

SURV TRACKS

DETECTED BY SURV DONORS Are hollow and smaller than other HAFU

L&S AND DT2 TRACKS

Primary and secondary targets

0.8 Mach / 17.0 Altitude / Aspect

RANKED BY THREAT (1-8)

1 / 4

ANGLE ONLY TRACK

J A F — Jamming, deny ranging / FLIR has LOS

PPLIs ON HMD

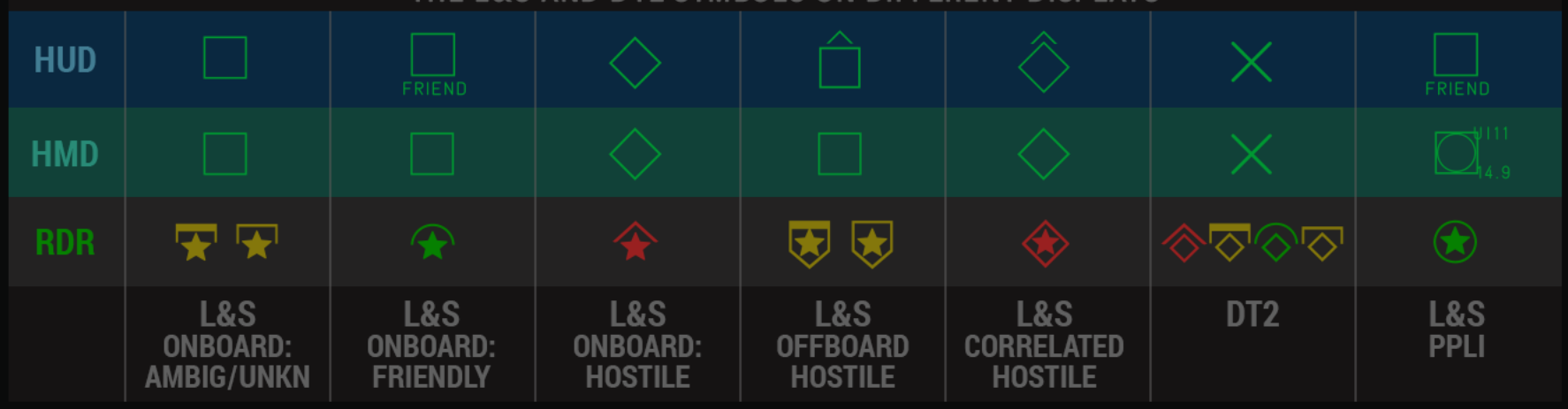
Pilot ID (SD11, 12.3) · Own flight (A-D) (B, 0.7) Range

OPTIMAL PRF MODE...

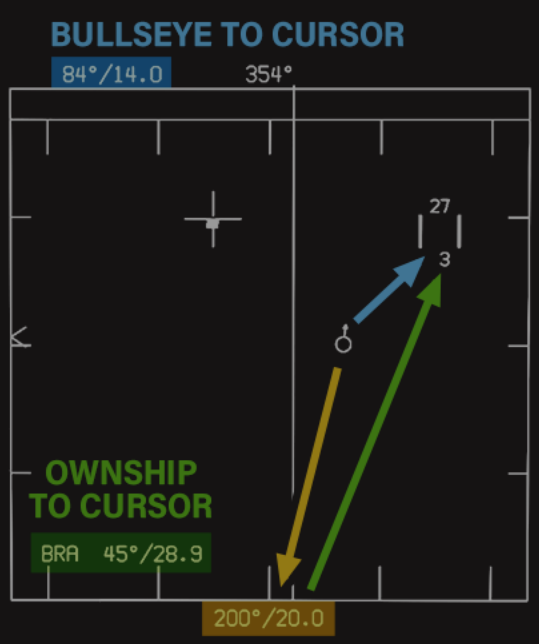
	0–25 nm	25+ nm
HI		
INTL	For unknown aspect or SA	
MED		

...depending on target's aspect and range.
For a fighter-sized, co-altitude contacts.

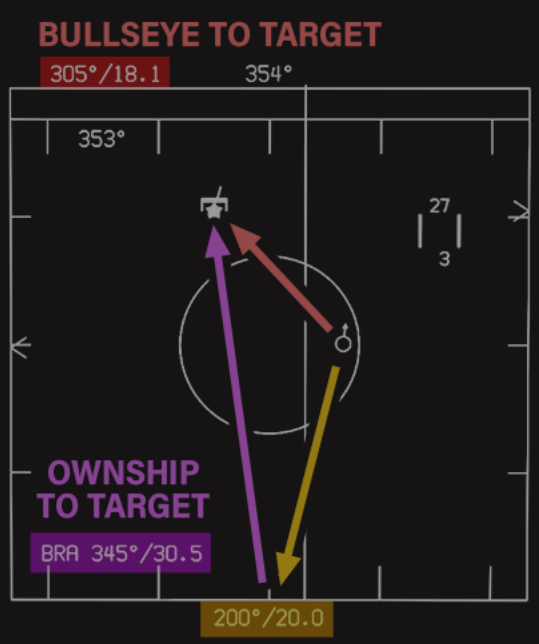
THE L&S AND DT2 SYMBOLS ON DIFFERENT DISPLAYS



NO TARGET



DESIGNATED TARGET



SA WITH TUC/STEP

1 BATT switch ..... *rmb* ON

2 Parking brake ..... Verify SET

3 Rearm and refuel ..... ORDER
Max takeoff weight: 51.900 lbs.
Note 'Total Weight' for stab trim.

4 APU switch ..... ON
Wait for READY light

5 ENG CRANK switch ..... *rmb* R
Right throttle to IDLE at >18% RPM

6 Displays, HUD, HMD ..... ON

7 ENG CRANK switch ..... *lmb* L
Left throttle to IDLE at >18% RPM

8 RADAR knob ..... OPR

9 INS knob ..... CV / **FIELD: GND**

10 HSI page ..... *PB19* 'STD HDG'
On the bottom display. Verify boxed.

11 OBOGS switch ..... ON

12 FCS RESET button ..... PUSH

13 ANTI SKID ..... OFF / **FIELD: ON**

14 FLAP switch ..... HALF

15 FCS BIT TEST ..... PERFORM
Hold the 'Y' key. On the BIT page (right display): press PB9 'FCS-MC', then PB9 'FCS'. Release 'Y' and wait about 20 seconds for the 'GO' signal.

16 T/O TRIM button ..... PUSH

17 STAB TRIM ..... SET FOR TAKEOFF
Left display — press PB18 'MENU' for 'SUPT' screen, then PB15 'FCS':

CARRIER:
UNDER 44.000 lbs — 16°
45.000 - 48.000 lbs — 17°
OVER 49.000 lbs — 19°

FIELD:
always 12°

18 IFF and D/L ..... ON

19 FLIR switch ..... STBY

20 *Bottom display — verify 'QUAL OK' is displayed on the HSI page. then:*
INS knob ..... IFA *(Redfor: NAV)*

21 ALR-67 (RWR) ..... POWER ON

22 ALQ-165 (jammer) ... REC or XMIT

23 Dispenser ..... ON or BYPASS

24 Canopy ..... *LCtrl+C* CLOSE

25 Ejection seat ..... ARM

26 HMD ..... Align*

27 Chocks ..... Remove
***Field** / Carrier (no crew): via the menu*
Carrier (deck crew): by taxi salute

28 Parking brake ..... OFF

29 Nosewheel steering ..... ON

30 WINGS ..... SPREAD AND LOCK
CARRIER: Before catapult hook-up
FIELD: Before taxi

***HMD alignment**
1. 'MENU' > 'SUPT' > 'HMD' > box 'ALIGN'. Move head to superimpose HMD cross over HUD cross, then *hold [CAGE/UNCAGE]* until 'ALIGN OK' is displayed. **2.** Use *[TDC]* to align DX/DY crosses with HUD cross and *press [CAGE/UNCAGE]* to confirm. **3.** Repeat for DROLL cross. **4.** Unbox 'ALIGN' to finish alignment.