

AEGEAN Theater 1.6



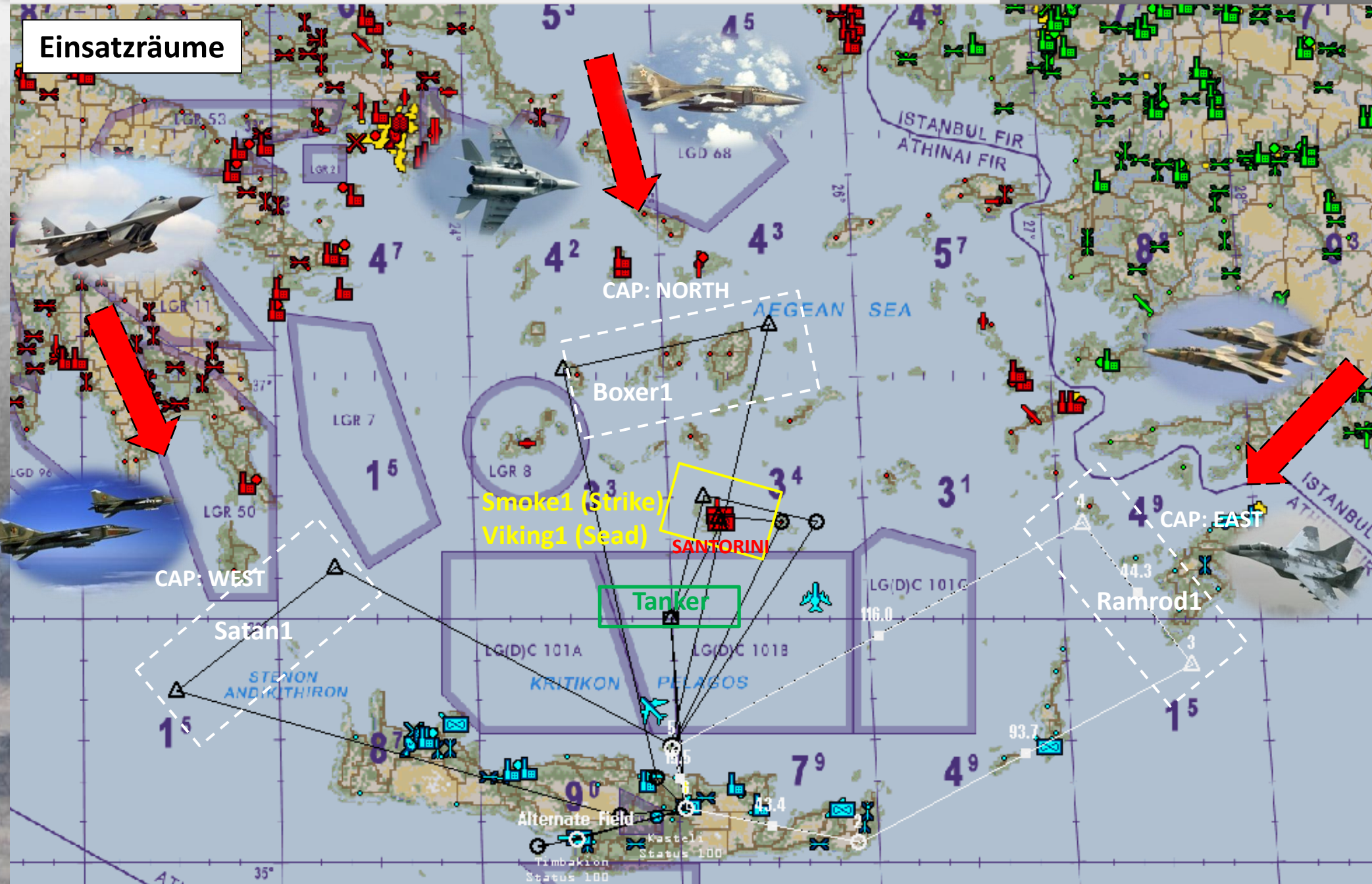
Schwerpunkte:

- Aegean 1.6 – KASTELI new
- A2A-Training gegen MiG-23, MiG-29A
- Training der Trainees gem. IP-Vorgaben
- Overhead Pattern KASTELI AB (Version 1.2)
- Kommunikation mit Human ATC/Tower

Training 24 - November - 2015



Einsatzräume



Lage und Auftrag: „Griechische Kräfte konnten die Insel SANTORINI besetzen. 1st GW wurde mit einem Strike gegen das 202nd HQ-Btl und das 6845th Towed-ArtBtl beauftragt. Eigene Kräfte sichern das Vorhaben gegen feindliche Jäger in den Bereichen WEST, NORTH und EAST bis 1400Z ab!“



Flightinfos

Package 6836, Stärke der Flights nach Anmeldeschluss

Take-off KASTELI AB, Rwy. 20 : DCA

1301Z, Ramrod1

1302Z, Boxer1

1303Z, Satan1

Loadout: 2x AIM-120B, 2x AIM-120C, 2x IRIS-T, 2-foxer

Performance s. Anlage

Take-off TIMBAKION AB (TYMPAKI), Rwy. 26 : Sead-Strike, Strike

Smoke1, 1300Z

Viking1, 1301Z Angriffsziel: SANTORINI

Loadout Smoke1: 2x AIM-120C, 2x AIM-9M, 6x AGM-65D, 2x GBU-24B, Centerliner

Loadout Viking1: 2x AIM-120B, 2x AIM-9M, 2x AGM 65G, 2x AGM-88, Centerliner

ROSTER mit Stand: 211500Anov15

Ramrod1	Dro16, Paladin
Boxer1	Stingray, Keule
Satan1	Caesar, BadCrow, Fatality
Smoke1	Reaper, TheWitch, Para
Viking1	Sparrow, Dave, Fireball

Schwerpunkte:

Viking1

- Heranführen neuer oder im Wiedereinstieg befindlicher Piloten – Vermittlung von Basics, Gewinnen an Sicherheit im Onlineflug. Ggf. Einsatz AGM-88 gegen „Gecko“. Zusätzlich sind auch die Vorgaben zum Ab-/Anflug umzusetzen.

Smoke1

Abflug-/Anflugvorgaben, Heranführung „rekonvaleszenter“ Piloten, Einsatz AGM-65 und Laserbomben, ggf. Air-Refueling.

Alternate: TIMBAKION (TYMPAKI) AB, 30 nm SW of KASTELI

ATIS

Civil

LGTL INFO: H 1225LT RWY20 TL90 290/2KT CAVOK 30/25 Q1040

NOSIG

ATIS

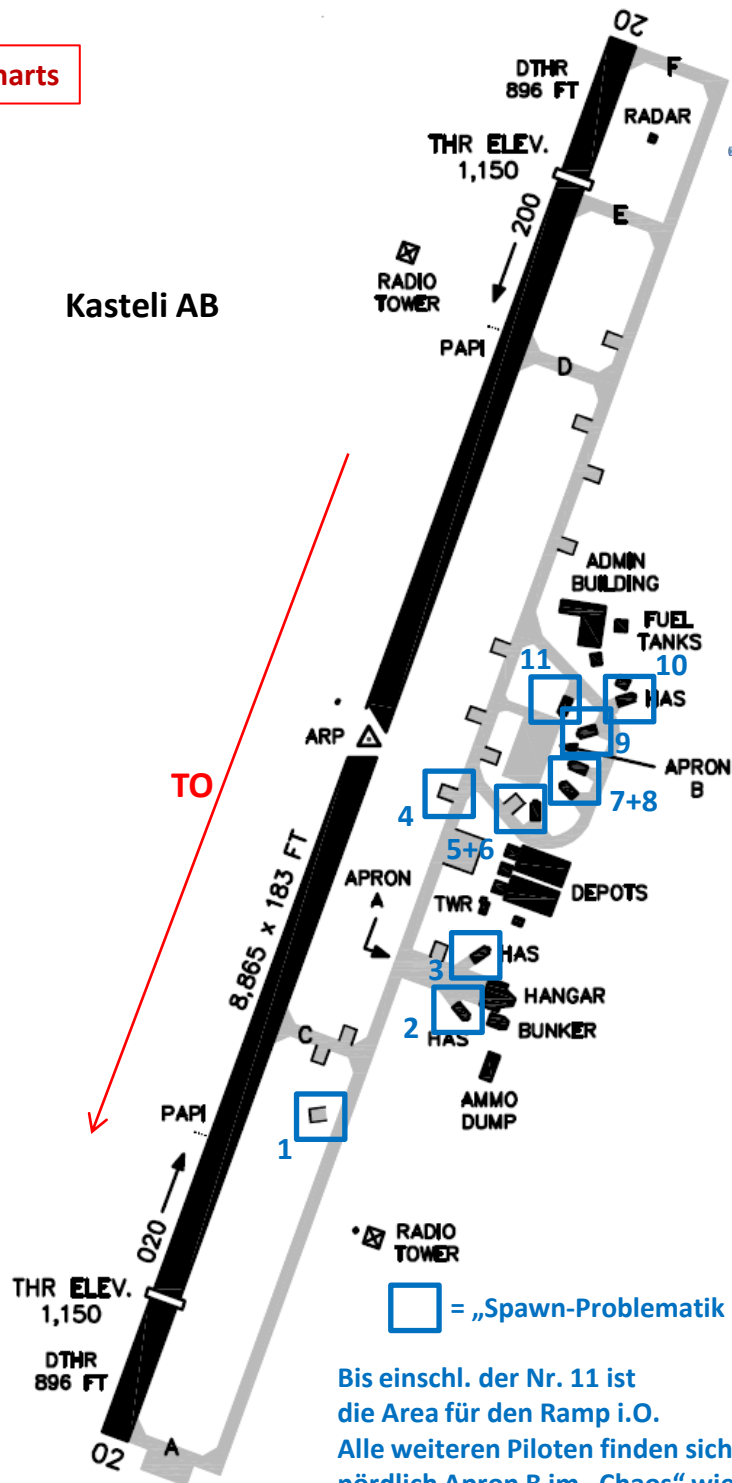
Civil

LG54 INFO: H 1225LT RWY26 TL125 290/2KT CAVOK 30/25 Q1040

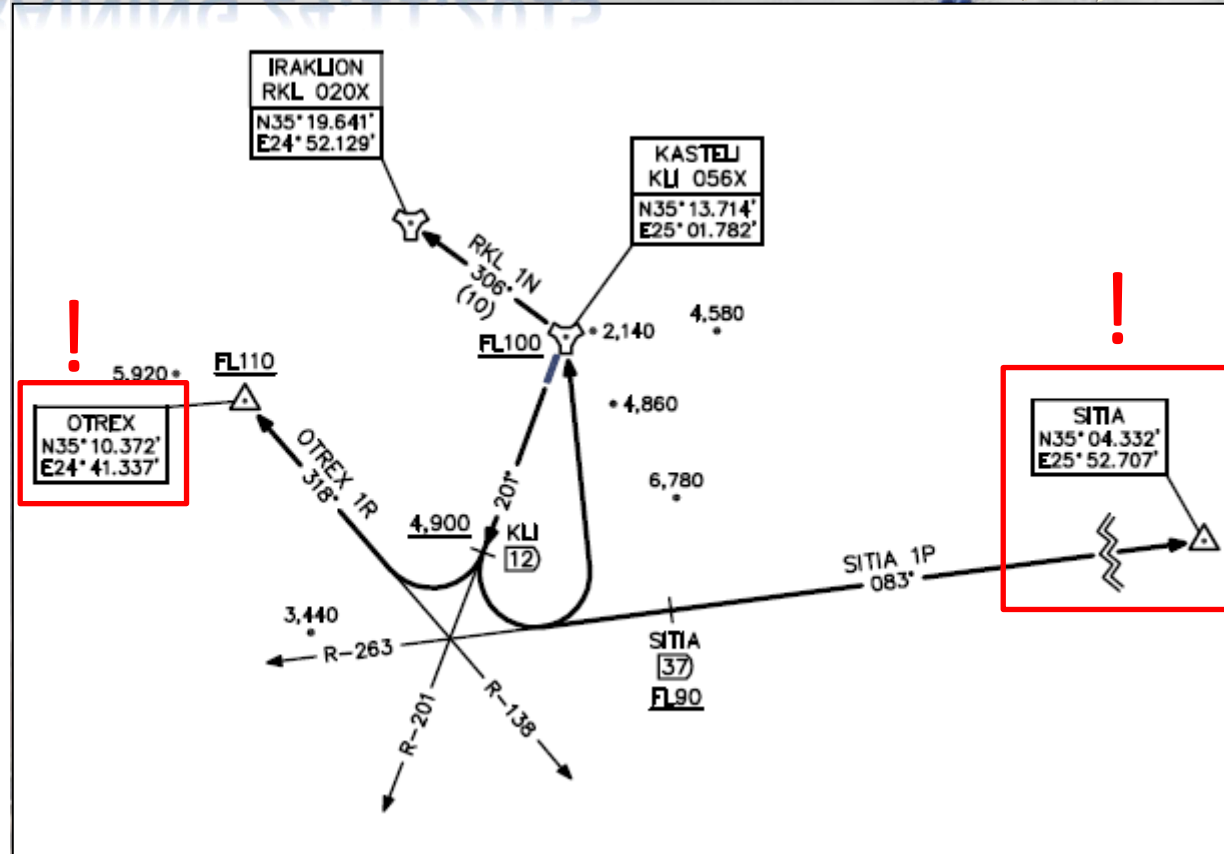
NOSIG



Kasteli AB



Bis einschl. der Nr. 11 ist
die Area für den Ramp i.O.
Alle weiteren Piloten finden sich
nördlich Apron B im „Chaos“ wieder.



DEPARTURE ROUTE DESCRIPTION RWY 20

- OTREX 1R:** Climb on track 200 to intercept KLI R-201 outbound. Cross KLI R-201/12 DME at 4,900 or above and climb right turn (300 KTS, bank 30 deg.) to intercept OTREX R-138 inbound to OTREX. Cross OTREX at FL110 or above.
- RKL 1N:** Climb on track 200 to intercept KLI R-201 outbound. Cross KLI R-201/12 DME at 4,900 or above and climb left turn (300 KTS, bank 30 deg.) direct to KLI TACAN not below FL100. Then intercept KLI R-306 outbound to RKL TACAN.
- SITIA 1P:** Climb on track 200 to intercept KLI R-201 outbound. Cross KLI R-201/12 DME at 4,900 or above and climb left turn (300 KTS, bank 30 deg.) to intercept SITIA R-263 inbound to SITIA. Cross SITIA R-263/37 DME at FL90 or above.

Island DIA
N35° 27.020'
E24° 57.200
Altitude 2700 ft
„Straight in Visual approaches“

Sea of Crete

HERAKLION

NIKOS KAZANTZAKIS
020X

GOURNES

„Go Around“: Geradeaus bis zur Küste, 3000 ft,
dann Richtung DIA – Neuanmeldung für „Visual“
maintain 3000 ft bis clearance!

Wald

Straßengabel

NE-Bridge

LG-R9
FL 200
GRD

ASSIMI Training Area

kleines Dorf:
KALLONI

kleines Dorf:
ARKALOCHORI

KASTELI
056X
U: 362.400 - V: 120.35

Rechts vom
Flussende und
Quer ab vom Wald

Starte eine
durchgängige
Linkskurve mit 45°
bank bis zum final
auf Kurs 020°

Wald

Fluss lauf

Flusslauf

INITIAL

Über „INITIAL Point“

A) für das „tactical
overhead“, bleibe in
2700 ft MSL / 300 Kts
und funke „Initial“

B) für eine „straight in
landing“ fahr hier das
Fahrwerk, starte den
normalen descent and
funke „Gear down, 3
green“

Anflugvorgaben „Tactical Overhead“ und „Straight In“

Overhead

Tower:

„Cowboy1 flight, cleared for overhead, left break“

Overhead

Flight:

5 nm vorm „Touchdown Point“: Pflichtcall

„Cowboy1 flight, 4-ship, INITIAL RWY 02“





OVERHEAD PATTERN

3.) **Ä**
Aim for 1 - 1.3 NM
downwind distance
from RWY at 250 kts

2.)
At RWY Midpoint break with 3g (70° bank)
level flight using 5 sec separation
between each a/c

1.)
Arrive from 5 NM extended centerline
(call „INITIAL RWY XY“)
at 1500 ft AGL with 300 Kts in Echelon
formation away from breakside

4.)
Abeam touchdown
lower gear,
maintain 8°-11° AOA

5.)
The touchdown at wingtip
Start final turn
Call „Gear down, 3 green“
Use 45° bank with
11° - 13° AOA

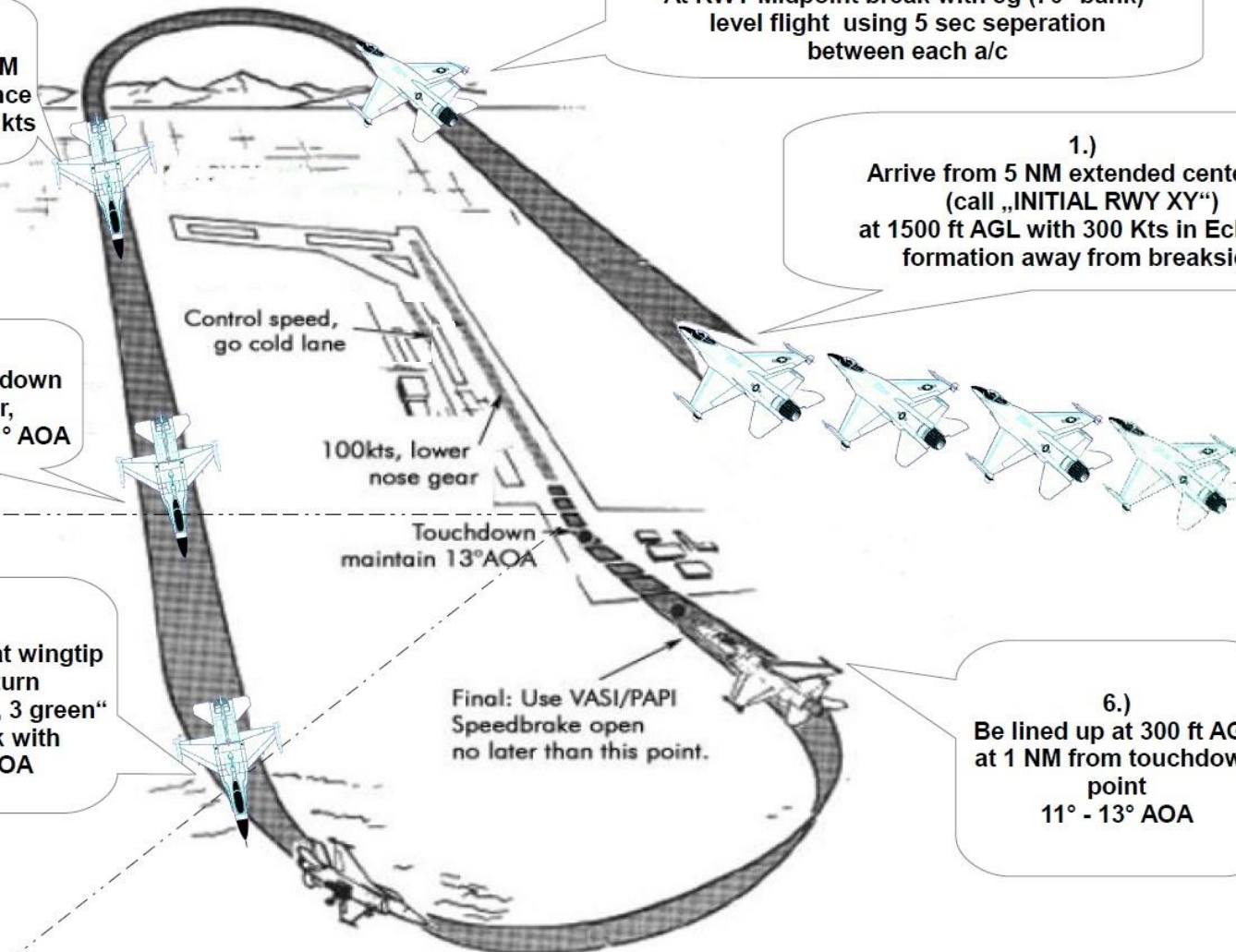
6.)
Be lined up at 300 ft AGL
at 1 NM from touchdown
point
11° - 13° AOA

Control speed,
go cold lane

100kts, lower
nose gear

Touchdown
maintain 13°AOA

Final: Use VASI/PAPI
Speedbrake open
no later than this point.





Charts

Neu!

MISSED APPROACH: Climb with rate 323 Ft/NM on RWY track 020°. Passing 4000 ft turn left on track 190° to intercept KLI R-230 outbound while climbing to FL 090. At KLI R-230 / 24.7 DME turn left and follow 27 DME arc to join holding at FL 090 or above

TACAN RWY 02

KASTELI (LGTL)
KASTELI, GREECE

TACAN KLI	LOC	Kasteli Tower	TACAN GPS	Rwy Idg	MSA KLI 25NM
Chan 056X	—	362.40 120.35	N35° 13.714'	7,969	10,200 7,500 270° 9,100 360°
		Final course 020	E25° 01.782'	TDZE 1,150	

MISSED APPROACH: Climb with rate 323 Ft/NM on RWY track 020°. Passing 4000 ft turn left on track 190° to intercept KLI R-230 outbound while climbing to FL 090. At KLI R-230 / 24.7 DME turn left and follow 27 DME arc to join holding at FL 090 or above



TRANSITION ALTITUDE: 6,000	KLI TACAN	MINIMUMS
(IAF) KLI R-202 27	(MAPt) KLI 2.8	S-TACAN 02
FL 90 400 FT/NM 022°	KLI 15 4,700	MDA: 1,450 (300 AGL)
FL 65 400 FT/NM	KLI 10 2,650	AT KLI 3.5 DME
2.50° TCH 10	KLI 8 2,650	TDZE 02: 1,150
	KLI 6 2,120	
	KLI 3.3 1,400	
	KLI 3.3 1,020	
	2 NM 2.7 NM 0.9	

AEGEAN Theater

TRAINING 24.11.2015



Ausbildungshinweis

Siehe unter:

<http://gloryforum.1stgw.com/index.php?page=DownloadDBData&dataID=405>

- A/A Training: Zusammenfassung Manöver & Symbolik
- MiG-23: Standardmanöver
- MiG-29S: Standardmanöver

TRAINING 24.11.2015



Frequenzmanagement

Package 6836, F-16C-52+

A2A-/Basic-Training

24-11-2015

Flight	Ramrod1	Boxer1	Satan1	Smoke1	Viking1
UHF/VHF	V1	V2	V3	V4	V5
U-BACKUP	U6	U6	U6	U7	U7
REMOVE CHOCKS	U15	U15	U15	U15	U15
READY FOR TAXI	U17	U17	U17	U15	U15
HOLDING LINE	U17	U17	U17	U15	U15
Exit-Point	U6	U6	U6	U7	U7
CAS-Area	-	-	-	-	-
50 nm out IAF	U17	U17	U17	U17	U17
Set Chocks	U15	U15	U15	U15	U15
After "Shoutdown"	U17	U17	U17	U17	U17

Presets DTC		Airport References			N	E
VHF 15	KASTELI	UHF:	362.400	TACAN=	35° 13.714`	25° 01.782`
NATO	DEP/ARR	VHF:	120.350			
		TCN:	056X	150 nm	NOTAM	
		ILS:	-none-		Use SID: RKL 1PN SITIA 1P , ORTEX 1R STAR: OVERHEAD Rwy. 02	
		RWY:	02/20			
		Elev.:	1.150 ft			
UHF 15/18	TIMBAKION	UHF:	258.800		35°04.553	24°27.152
NATO	T/O u. Alternate	VHF:	122.250			
		TCN:	035X	40 nm	NOTAM	
		ILS:	-		Contact Tower 50 miles out for approach instruction: no IAP, no ILS!	
		RWY:	08/26			
		Elev.:	0 ft			
UHF 20		UHF:				
NATO		VHF:				
		TCN:			NOTAM	
		ILS:	-		Contact Tower 30 miles out for approach instruction: no IAP, no ILS!	
		RWY:				
		Elev.:				
	Air-Refueling		UHF		50 nm NORTH of	CRETE
NATO	Tanker-Frequency	Camel1	289.800			
		KC-10			NOTAM	
					Contact "Tanker" 30 nm out. Call KI-Tanker for "Refuel" within 10 nm!	
UHF 17	Human	UHF:	359.300	NOTAM		
KASTELI	TOWER / ATC	2nd Ziri		Take-off/Landing as instructed by Human Tower!		



Performance

Ramrod1, Boxer1, Satan1

Airport

Select APT

Charts

Kasteli

RWY: 20 LGTL

ELV: 1181 ---

TODA: 8667 f / 2642 m

LDA: 8667 f / 2642 m

Width: 160 f / 49 m

Temp C: 30 F: 86 ISA dev: 17

Wind: 290 / 2 HWC: 0
CWC: 2

QNH: 1040 Hpa 30.71 In

Aircraft

Type: F-16C-52+

Power Plant: F100-PW-229

Dry: 17000 lbs

Max: 28500 lbs

Mil Power: 97 %

Empty Weight: 20300

Fuel: 12194

Loadout: 4408

Gross weight: 36902

Max weight: 42300

Drag Factor: 129

Set

TakeOff

Pitch: 13

Power: MIL

Rotate: 150

Lift Off: 160

Refusal: 156

Factor: 2.869

MAX AB Climb

Climb Schedule 545/0.88

Distance 5.8 nm

Fuel Burned 690 lbs

Time 0 min 45 sec

Cruise

Opt Mach: 0.83

Cruise Alt: 20300

Opt Cruise Alt: 32100

Cruise Ceiling: 35038

Service Ceiling: 35708

Climb Explanation

A constant throttle position (MIL or MAX AB) from brake release to MIL or MAX AB climb speed is used. After takeoff, a constant pitch attitude of 12 degrees is held until 2500 feet AGL. A level acceleration to climb speed is then made. In some cases, climb airspeed will be reached prior to gaining 2500 feet AGL. This technique was developed for performance calculations only and not as an operational procedure.

MIL Climb

Climb Schedule 385/0.82

Distance 21.6 nm

Fuel Burned 570 lbs

Time 2 min 52 sec



Performance Smoke1

Airport

Select APT

Charts

Tympaki

RWY: 26 LG54

ELV: 6 G54

TODA: 8025 f / 2447 m

LDA: 8025 f / 2447 m

Width: 160 f / 49 m

Temp C: 30 F: 86 ISA dev: 15

Wind: 290 / 2 HWC: 2
CWC: 1

QNH: 1040 Hpa 30.71 In

Aircraft

Type: F-16C-52+

Power Plant: F100-PW-229

Dry: 17000 lbs

Max: 28500 lbs

Mil Power: 97 %

Empty Weight: 20300

Fuel: 9202

Loadout: 11862

Gross weight: 41364

Max weight: 42300

Drag Factor: 246

Set

TakeOff

Pitch: 13

Power: MIL

Rotate: 159

Lift Off: 169

Refusal: 152

Factor: 2.596

MAXAB Climb

Climb Schedule 530/0.88

Distance 6.1 nm

Fuel Burned 736 lbs

Time 0 min 47 sec

Cruise

Opt Mach: 0.80

Cruise Alt: 15000

Opt Cruise Alt: 27600

Cruise Ceiling: 34758

Service Ceiling: 35428

Climb Explanation

A constant throttle position (MIL or MAXAB) from brake release to MIL or MAXAB climb speed is used. After takeoff, a constant pitch attitude of 12 degrees is held until 2500 feet AGL. A level acceleration to climb speed is then made. In some cases, climb airspeed will be reached prior to gaining 2500 feet AGL. This technique was developed for performance calculations only and not as an operational procedure.

MIL Climb

Climb Schedule 365/0.80

Distance 19.5 nm

Fuel Burned 614 lbs

Time 2 min 57 sec



Performance Viking1

Airport

Select APT

Charts

Tympaki

RWY: 26 LG54

ELV: 6 G54

TODA: 8025 f / 2447 m

LDA: 8025 f / 2447 m

Width: 160 f / 49 m

Temp C: 30 F: 86 ISA dev: 15

Wind: 290 / 2 HWC: -2 CWC: 1

QNH: 1040 Hpa 30.71 In

Aircraft

Type: F-16C-52+

Power Plant: F100-PW-229

Dry: 17000 lbs

Max: 28500 lbs

Mil Power: 97 %

Empty Weight: 20300

Fuel: 9202 Set

Loadout: 6989

Gross weight: 36491

Max weight: 42300

Drag Factor: 204

TakeOff

Pitch: 13

Power: MIL

Rotate: 148

Lift Off: 158

Refusal: 156

Factor: 2.596

MAX AB Climb

Climb Schedule 530/0.88

Distance 7.9 nm

Fuel Burned 857 lbs

Time 0 min 59 sec

Cruise

Opt Mach: 0.80

Cruise Alt: 22000

Opt Cruise Alt: 31000

Cruise Ceiling: 33798

Service Ceiling: 34468

Climb Explanation

A constant throttle position (MAX AB) from brake release to MAX AB climb speed is used. takeoff, a constant pitch attitude degrees is held until 2500 feet level acceleration to climb speed then made. In some cases, climb airspeed will be reached prior gaining 2500 feet AGL. This test was developed for performance calculations only and not as an operational procedure.

MIL Climb

Climb Schedule 365/0.80

Distance 28.1 nm

Fuel Burned 730 lbs

Time 3 min 54 sec