



Training 01 - Dezember - 2015

Schwerpunkte:

- Aegean 1.6 – KASTELI new
- A2A-Training gegen MiG-23, MiG-29A, Su-27
- Training der Trainees gem. IP-Vorgaben
- Overhead Pattern KASTELI AB (Version 1.2)
- Kommunikation mit Human ATC/Tower



Flightinfos

ROSTER mit Stand: 291700Anov15

Ramrod1	Stingray, BadCrow, Imbley, Keule
Boxer1	Hunter, Corran, Reaper, Mobius
Angel1	Dro16, Joker, Paladin, Sledge
Smoke1	Cupra, Ghost rider, Para, Frosty
Viking1	Sparrow, Stranger, Fatality, Sneakpeek

***Shark1: 2-ship, TIMBAKION AB: KI-Flight**

Schwerpunkte

Ramrod1, Boxer1, Angel1

- Anflugverfahren „Tactical Overhead“, 2x Trockendurchgang
- On Station CAP-Area: NLT 1325Z, Stationtime: +45 min, Kampf gegen MiG-23, MiG-29A, Su-27

Viking1

- Heranführen neuer Piloten – Vermittlung von Basics, Gewinnen an Sicherheit im Onlineflug. ASSIMI-Range/Sicherheit/Calls/Einsatz BDU u. AGM-65. Zusätzlich sind auch die Vorgaben zum Ab-/Anflug umzusetzen.

Smoke1

- Abflug-/Anflugvorgaben, Heranführung „rekonvaleszenter“ Piloten, Einsatz als TASMO, ggf. Air-Refueling.

Shark1: Abflug-/Anflugvorgaben. Weiteres am Flugabend sofern benötigt!

Es haben sich 19 Mitglieder angemeldet

Alle Mitglieder benachrichtigen

- | | | | |
|--|-------------------------------------|---|-------------------------------------|
| <input type="radio"/> BadCrow | <input checked="" type="checkbox"/> | <input type="radio"/> Corran | <input checked="" type="checkbox"/> |
| <input type="radio"/> Cupra | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Dro16 | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> Fatality | <input checked="" type="checkbox"/> | <input type="radio"/> Frosty | <input checked="" type="checkbox"/> |
| <input type="radio"/> Hunter | <input checked="" type="checkbox"/> | <input type="radio"/> Imbley | <input checked="" type="checkbox"/> |
| <input type="radio"/> Joker | <input checked="" type="checkbox"/> | <input type="radio"/> Keule | <input checked="" type="checkbox"/> |
| <input type="radio"/> Mobius | <input checked="" type="checkbox"/> | <input type="radio"/> Paladin | <input checked="" type="checkbox"/> |
| <input type="radio"/> Para | <input checked="" type="checkbox"/> | <input type="radio"/> Reaper | <input checked="" type="checkbox"/> |
| <input type="radio"/> Sledge | <input checked="" type="checkbox"/> | <input type="radio"/> Sparrow | <input checked="" type="checkbox"/> |
| <input type="radio"/> Stingray | <input checked="" type="checkbox"/> | <input type="radio"/> Stranger | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> Ziri | <input checked="" type="checkbox"/> | = Human-ATC | |

Es sind noch 2 Mitglieder unentschlossen

Alle Mitglieder benachrichtigen

- | | | | |
|-----------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| <input type="radio"/> Ghost rider | <input checked="" type="checkbox"/> | <input type="radio"/> Sneakpeek | <input checked="" type="checkbox"/> |
|-----------------------------------|-------------------------------------|---------------------------------|-------------------------------------|

Es haben sich 2 Mitglieder abgemeldet

Alle Mitglieder benachrichtigen

- | | | | |
|-----------------------------|-------------------------------------|--|-------------------------------------|
| <input type="radio"/> Opasi | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> TheWitch | <input checked="" type="checkbox"/> |
|-----------------------------|-------------------------------------|--|-------------------------------------|

WEATHER:

Situation: Sunny
Wind: 330 deg @ 1 kts.
Temp: 24 deg C.
Cloud Base: 35,000 ft MSL base
Con Layer: 34,000 ft MSL base

AEGEAN Theater

TRAINING 01.12.2015



Sunset: 1900Z

ATIS
Military

LGTL INFO: H 1155LT RWY02 TL90 330/2KT BLU 30/25 Q1040
BCMG 1300/1400 BLU BCMG 1400/1500 YLO

ATIS
Military

LG54 INFO: H 1155LT RWY26 TL125 330/2KT BLU 30/25 Q1040
BCMG 1300/1400 BLU BCMG 1400/1500 YLO

Color-Code

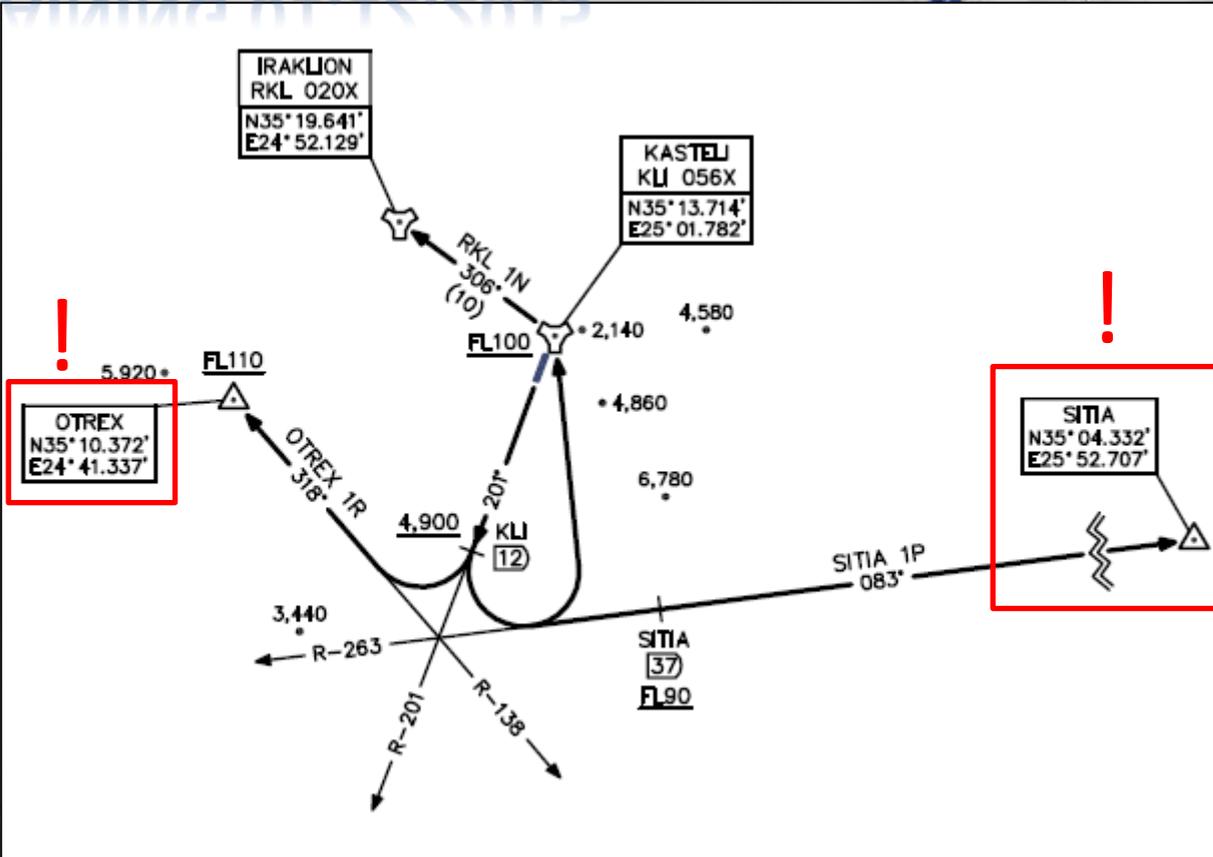
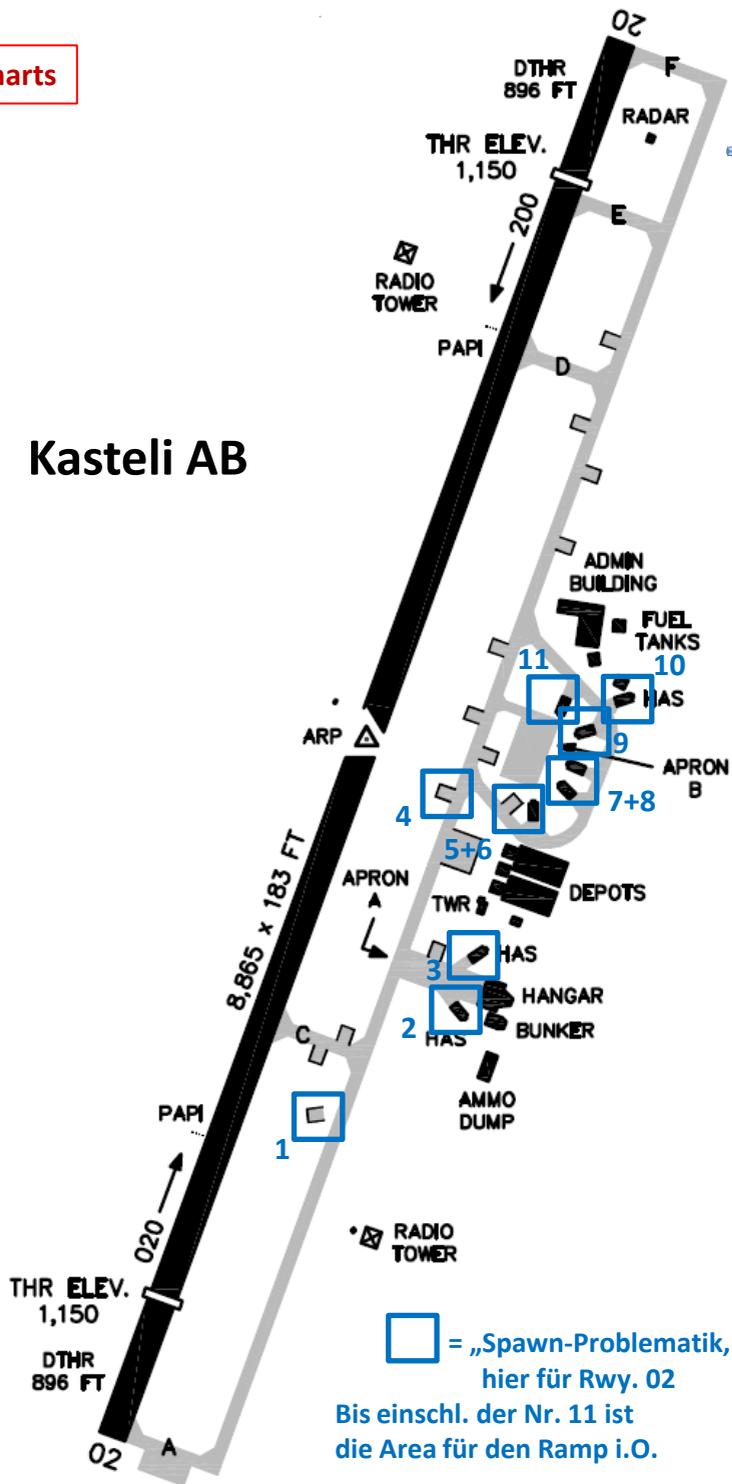
Sichtweite / Hauptwolkenuntergrenze	< 0,8 km	0,8 - <1,6 km	1,6 - <3,7 km	3,7 - <5 km	5 - <8 km	≥ 8 km
≥ 20000 ft	RED	AMB	YLO	GRN	WHT	BLU+
2500 - <20000 ft	RED	AMB	YLO	GRN	WHT	BLU
1500 - <2500 ft	RED	AMB	YLO	GRN	WHT	WHT
700 - <1500 ft	RED	AMB	YLO	GRN	GRN	GRN
300 - <700 ft	RED	AMB	YLO	YLO	YLO	YLO
200 - <300 ft	RED	AMB	AMB	AMB	AMB	AMB
< 200 ft	RED	RED	RED	RED	RED	RED

Der Code BLACK bedeutet, dass der Flugplatz aus anderen Gründen als der Sichtweite und Hauptwolkenuntergrenze nicht benutzbar ist. Er wird dem eigentlichen Farbcode vorangestellt.



TRAINING 01.12.2015

Kasteli AB



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.

AEGEAN Theater 1.6

TRAINING 01.12.2015



TIMBAKION Air Base

35* 04:42#
ELEV 6 ft. MSL

**SID: Rwy. 26 bis NISIDIS PAXIMADIA Island - dann „LEFT TURN“ in Richtung KASTELI.
Überflug KASTELI AB >FL150**

Achtung: "ASSIMI-Range gem. NOTAM 0112 „Not Activ"!



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

Flusslauf

Flusslauf

INITIAL

Wald

Rechts vom
 Flussende und
 Quer ab vom Wald

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

Über „INITIAL Point“

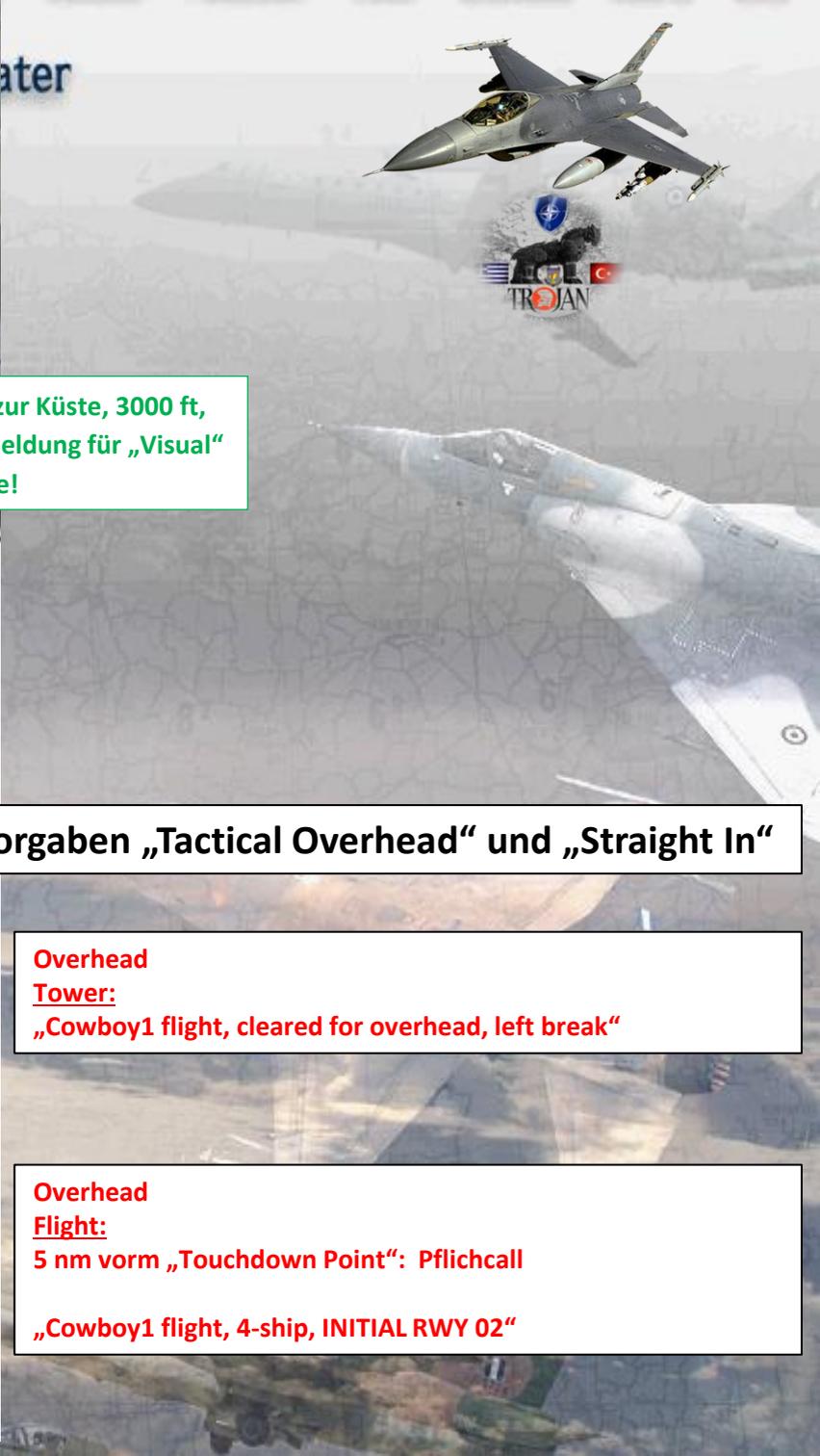
A) für das „tactical
 overhead“, bleibe in
 2700 ft MSL / 300 Kts
 und funke „Initial“

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

Control speed,
go cold lane

100kts, lower
nose gear

Touchdown
maintain 13°AOA

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

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

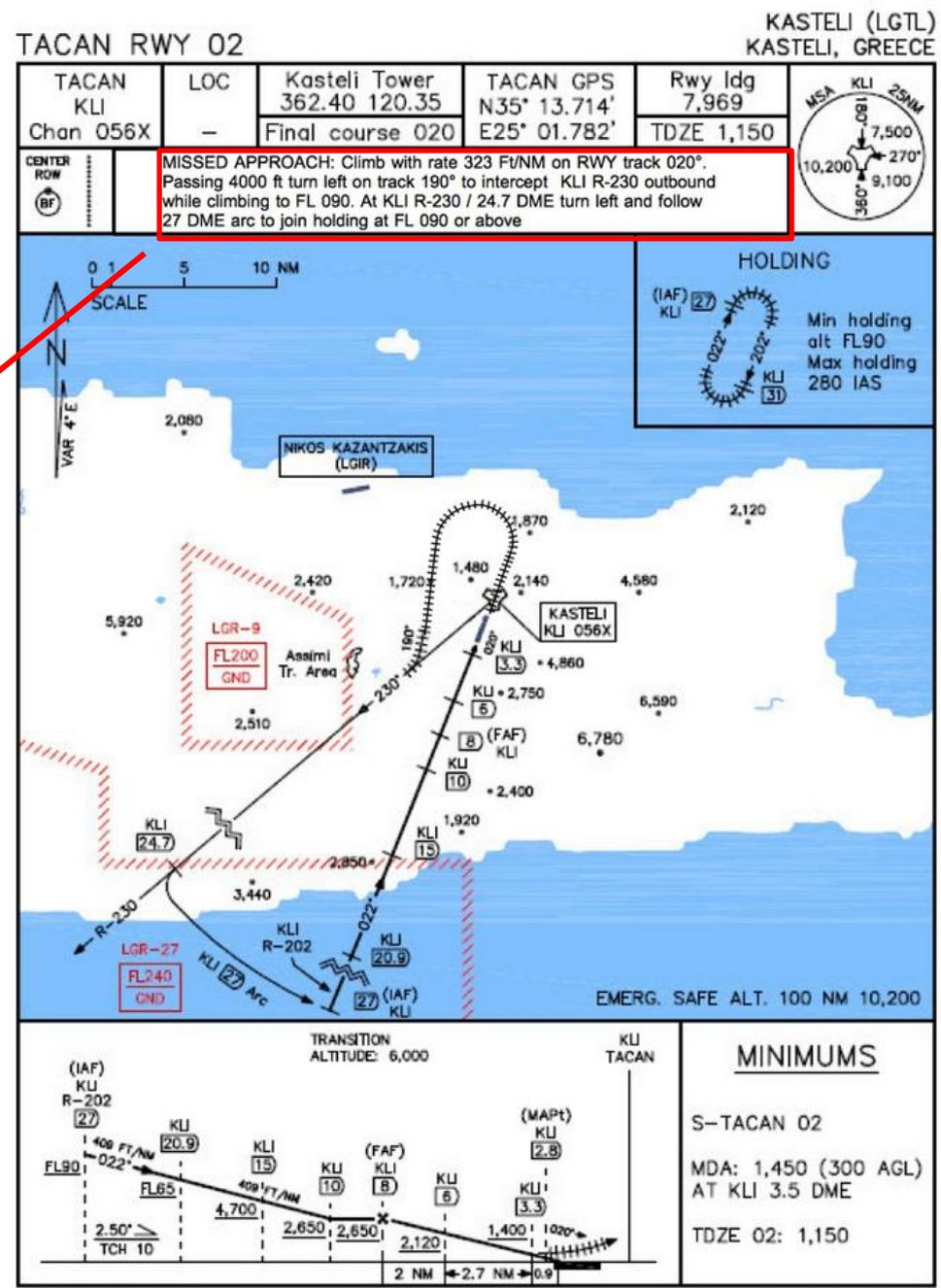
Ä **Achtung: Call-Vorgaben!**



Charts

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

Neu!



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

Frequenzmanagement



Package 6836, F-16C-52+

A2A-/Basic-Training

01-12-2015

Presets DTC		Airport References			N	E
VHF 15	KASTEI	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		
KASTEI	TOWER / ATC	2nd Ziri			Take-off/Landing as instructed by Human Tower!	





Frequenzmanagement

Package 6836, F-16C-52+

A2A-/Basic-Training

01-12-2015

Ramrod1, set TIMBER!

Flight	Ramrod1	Boxer1	Angel1	Smoke1	Viking1
<i>UHF/VHF</i>	V1	V2	V3	V4	V5
<i>U-BACKUP</i>	U6	U6	U6	U7	U7
<i>REMOVE CHOCKS</i>	U15	U15	U15	U15	U15
<i>READY FOR TAXI</i>	U17	U17	U17	U15*	U15*
<i>HOLDING LINE</i>	U17	U17	U17	U15	U15
<i>Exit-Point</i>	U6	U6	U6	U7	U7
<i>CAS-Area</i>	-	-	-	-	-
<i>50 nm out IAF</i>	U17	U17	U17	U17	U17
<i>Set Chocks</i>	U15	U15	U15	U15	U15
<i>After "Shutdown"</i>	U17	U17	U17	U17	U17

***Rollanweisung by Sparrow**



Performance Ramrod1, Boxer1, Angel1

Airport

Select APT **Charts**

Kasteli

RWY: **LGTL**

ELV: 1181 ---

TODA: 8667 f / 2642 m

LDA: 8667 f / 2642 m

Width: 160 f / 49 m

Temp C: F: 86 ISA dev: 17

Wind: / HWC: 0
CWC: 2

QNH: Hpa In

Aircraft

Type:

Power Plant: **F100-PW-229**

Dry: **17000 lbs**

Max: **28500 lbs**

Mil Power: **97 %**

Empty Weight: **20300**

Fuel: **14234** **Set**

Loadout: **4800**

Gross weight: **39334**

Max weight: **42300**

Drag Factor: **146**

TakeOff

Pitch:

Power:

Rotate: **154**

Lift Off: **164**

Refusal: **153**

Factor: **2.869**

MAX AB Climb

Climb Schedule 545/0.88

Distance 6.4 nm

Fuel Burned 742 lbs

Time 0 min 50 sec

Cruise

Opt Mach: 0.82

Cruise Alt: ●

Opt Cruise Alt: 30400 ●

Cruise Ceiling: 33462 ●

Service Ceiling: 34132 ●

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 24.8 nm

Fuel Burned 641 lbs

Time 3 min 17 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** **Set**

Loadout: **11862**

Gross weight: **41364**

Max weight: **42300**

Drag Factor: **246**

TakeOff

Pitch: **13**

Power: **MIL**

Rotate: **159**

Lift Off: **169**

Refusal: **152**

Factor: **2.596**

MAX AB 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 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 **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. After takeoff, a constant pitch attitude in 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**

