



SOP 8 – 185 th VFS Assessment Flight Practice Brief – V2.0							
By Crowebar							
Falcon Version	Patch Status	Theatre of Operations (Check one)					
BMS	4.32	Korea	X	Korea PvP		Korea Old Aircraft	
		Korea Original		Korea Strong DPRK			
Package Information							
Take-off time	Callsign	Task	Target	Package #	AC # & type		
08:18:28	Chalis 1	AWAC		3715	1 x E-3		
09:00:00	Cowboy 1	Strike	As briefed	1031	3 x F-16C-52		
(1) Blue colour indicates for human use. Red colour indicates for AI only.							
Mission Success criteria		Student is able to complete all mission objectives and prove he is ready for the 185 th assessment flight.					
Communications Frequencies		UHF	CH	VHF	CH		
AWACS/Package		230.15	6				
Cowboy 1				138.05	1		
Air to Air Weapon Loadout (Free or Fixed)		Fixed					
Air to Ground Weapon Loadout (Free or Fixed)		Fixed					
Mission Flight plan (Free or Fixed)		Fixed					

Aim

To help a cadet practice and develop the skills required to pass the IOT Check Flight.

Time Required

2.5 hrs. (30 min's ground briefing, 1 hr. flying, 30 min's de-brief).

Topics to be Covered

Comms

Brevity

Basic Formation Flying

GBU delivery

SAM evasion

HARM Delivery

AGM-65 delivery

BLU-107 delivery

Landing

Briefing Notes

IQT Check Flight Criteria

Mandatory failures will be awarded during the actual assessment for the following:

- a. Crashing.
- b. Being destroyed.
- c. Failure to take-off.
- d. Failure to land.
- e. Not understanding how to fire a HARM.
- f. Not understanding how to use CCIP bombing mode.
- g. Not understanding how to use A2A missiles.
- h. Failure to follow the waypoints.
- i. Failure to communicate effectively with the instructor.

If you have other failures (for example not hitting the targets with the Maverick) then you may still pass but this is at the instructors discretion. The question the instructor has to answer in the affirmative before passing you is: Does the cadet have the basic skills required in order to fly an official TE night with a 185th flight?

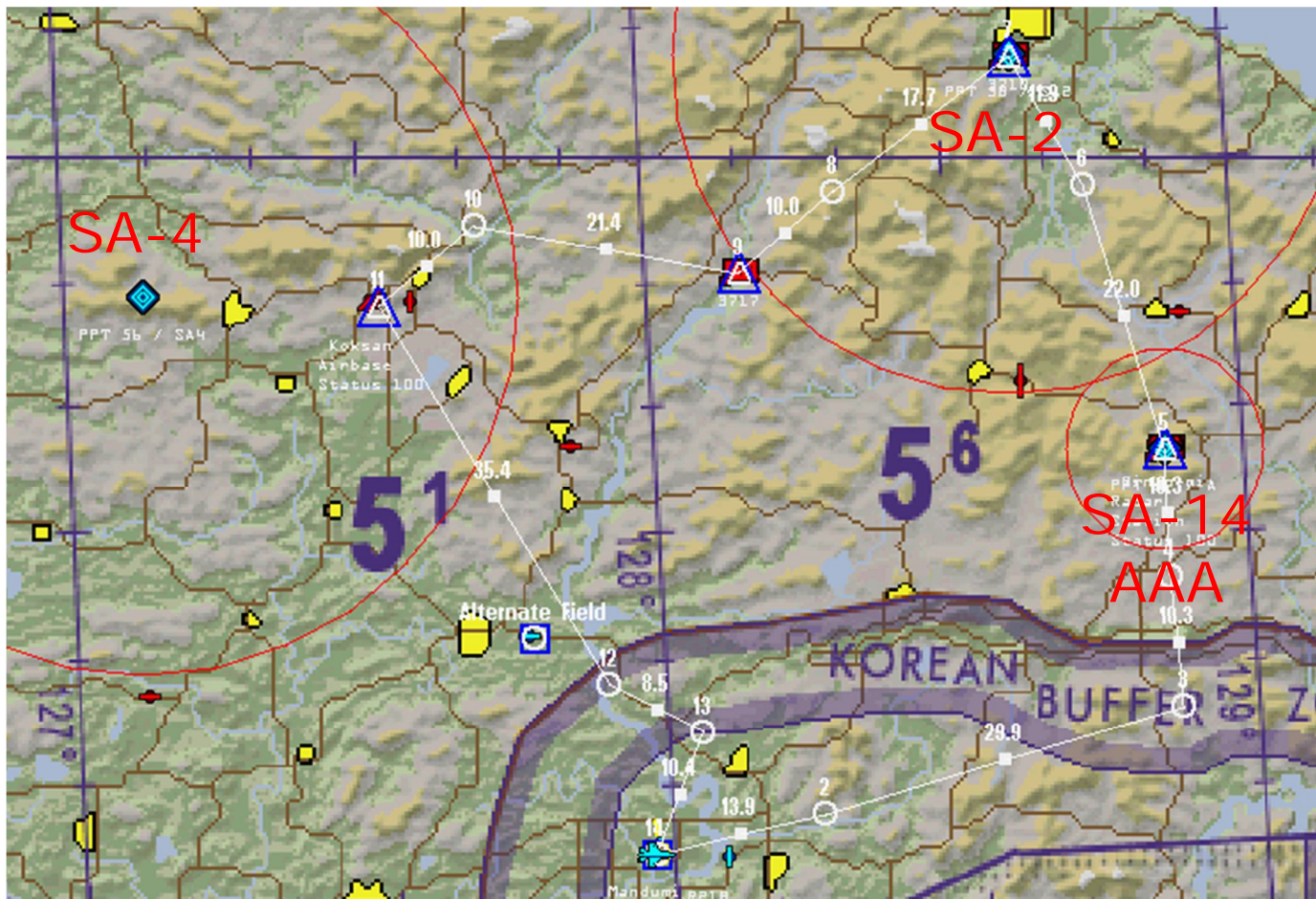
Practice

You should fly this practice mission in conjunction with your IQT training flights as necessary until you are confident that you have developed the skills necessary to successfully complete the IQT Check Flight. In addition to knowing how to operate the aircraft and it's weapons system, it is especially important for our official flight nights that you have flight discipline (including the ability to keep formation), good comms and good situational awareness. You should ask your cadet instructor to practice these skills with you. **You should be aware that the actual IQT check ride will be somewhat different from this practice flight in order to ensure that you know and understand what to do and have not just learnt how to pass the check flight. Rest assured, everything you need to know in order to pass the check ride is covered in this practice mission. You will only be allowed to undertake the assessment flight when your cadet instructor confirms that you are ready.**

Flight Briefing

Prior to flying the actual IQT check flight your assessor will brief you on everything you need to know. When you fly this practice you should gather the following information yourself to ensure that you are correctly prepared.

- a. The basics of the flight including F-16 type, Callsign, take-off airbase and runway, diversion airfield, take-off time, weather and loadout.
- b. The route and what you need to do at each steerpoint, including assigned targets (see the route below for more details).
- c. Ensure you know which weapon you need to use against each target and any attack limitations (such as minimum height).
- d. Ensure that you check out Air Defence threats (as shown in the diagram below) and learn their capabilities. You may also wish to check the capabilities of any air threats listed in the Order of Battle.
- e. Ensure that you take the time to recce your targets.
- f. Commit to taxi only when you have covered the above points.



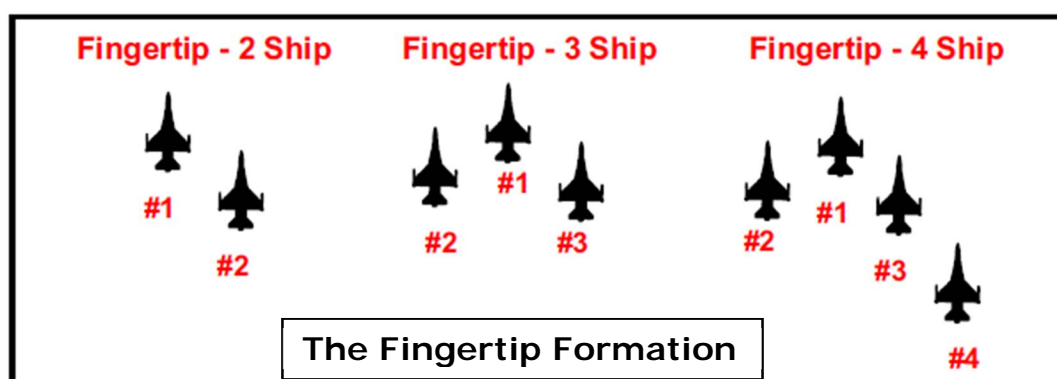
The Flight

Stp 1: Take-off.

Turn on the ACMI. On the actual IQT check flight you will be required to taxi on Lead's command and complete a successful take-off. Once you are airborne you will need to quickly locate lead and form up on his wing in the No.2 fingertip formation as shown below. Make sure that you use good brevity calls such as blind, visual, tied, saddled and stripped. If you are practicing by yourself as a flight lead then just take-off as normal.

Stp 2 to 3: Formation leg.

You should practice formation flying with your instructor or even by taking the No 2 position with an AI as Lead. Stay in the No 2 Fingertip formation as best you can. Provide lead with updates on your position as required using calls such as blind, visual, stripped and saddled. The distance you can maintain from Lead will vary depending on your skill level but anywhere from the correct position out to 1 mile will be considered acceptable as long as you can remain in position for the majority of the leg.



Stp 3: Nav.

At Stp 3 you should fly as if you are a single ship (you may wish to tell the rest of the flight to RTB if you are practicing by yourself) and navigate your way around the steerpoints. From this point on in the IQT check flight, the assessor will only instruct you about attacking targets, with what weapons and any attack restrictions. You are required to keep the instructor informed about your actions throughout the flight and respond quickly to any instructions you receive.

Stp 4: IP for GBU strike.

You need to destroy the pre-briefed target at Stp 5 with your GBUs. If you are practicing by yourself then pick different targets at the radar station during each briefing and recce their position to avoid things getting too easy. Ensure you drop from at least 15000ft AGL as the target is defended by SA-14 MANPADS and AAA. Make the required settings to setup for your attack.

Stp 5: GBU strike.

Destroy the target. Use of tactical flying to minimise any threat and brevity such as in hot, paveway and off (direction) is encouraged. Once the attack is complete, fly towards Stp 6 and climb to angles 25.

Stp 6: Missile evasion.

You will need to keep flying towards the SA-2 at Stp 7 and maintain angles 25 until you get a missile launch warning. You are then free to use jammers and manoeuvre as required to defeat any missiles. Engagement parameters for the SA-2 are: 2-3nm minimum range, 13nm maximum range. Minimum engagement altitude 1,200 ft, maximum engagement altitude approx. 70,000 ft.

Stp 7: Destroy SA-2 radar.

Once you have flown past Stp 6 you are free to engage the SA-2 Fang-Song radar with a HARM, but only if you have successfully evaded at least one SA-2 missile during your ingress. Once the HARM has been released, fly towards Stp 8 while avoiding any SA-2 missiles if you failed to destroy the Fang-Song radar.

Stp 8: Nav.

Setup your AGM-65Ds ready to destroy the MDK-2-D engineer vehicles currently repairing the bridge at Stp 9. You should start the attack at around angles 12.

Stp 9: AGM-65D strike on Eng assets.

Destroy two MDK-2-D targets using Pre, BORE or VIS modes. In the check flight you may be required to brief the instructor or demonstrate the use of different Maverick modes to ensure you know how to use all 3. Use of brevity such as hot, rifle and off (direction) is encouraged. Once the attack is complete you should turn for Stp 10 and begin an immediate descent to 1000 ft.

Stp 10: Nav.

Setup for your attack on the runway at Koksan airbase with BLU-107. You can attack either the left or right runway using CCIP. You must aim to place one bomb in each third of the runway. You must carry out a low level, fast attack. (<1000 ft, >450 knots). The airfield is covered by the envelope of an SA-4 missile site and you must remain below 1,000 ft while in the threat circle or you risk being fired on. Engagement parameters for the SA-4 are: 4 – 21nm range, 1,500 – 80,000 ft.

Stp 11: Runway attack.

Destroy the chosen runway. Once the attack is completed, head for Stp 12 and climb to angles 20 (once out of SA-4 envelope).

Stp 12: Air to Air engagement.

There is an Ace level mig-23 around Stp 12 carrying 1 x radar missile and 1 X IR missile. You should locate the threat BVR, provide your flight lead with a contact call (including bullseye, angles and aspect), confirm hostile with flight lead or AWACs if you are on your own, and then engage with AIM-120 missiles. You should practice a variety of BVR engagements in addition to this practice mission to ensure that you can amalgamate all of the sensor information provided by the HSD, AWACs, wingmen, radar, RWR and MK 1 eyeball. This will allow you to form a good level of situational awareness about the engagement, a vital skill for official flight nights. You should also practice providing communication updates to other pilots to keep them informed of your actions during the engagement. Once the fight is over head for Stp 13.

Stp 13: Nav.

Stp 13 will place you 10 miles out from the runway on the correct heading. Be at angles 5 and 350 knots when you arrive at Stp 13 then turn towards Stp 14 and fly a visual approach to the airfield.

Stp 14: Break into circuit and land.

Practice both Battle and Overhead breaks into circuit. For overhead break approach the airfield at 350 knots, 1500 ft. Battle break is lower and faster and you should approach at a speed of 400 knots or faster, and a height of 500 – 1,000 ft. Break turn to point downwind with a speed of 300 knots and an altitude of 1,500 ft. No 2 should break 5 secs after flight lead. Extend to approximately 4 - 5 miles and then turn in to land.

Following the landing, exit the runway using the last taxiway on the right and taxi to the nearest pan. In the IQT check flight you should wait for the assessor before exiting the TE. Once they are parked next to you turn off your ACMI and await further instruction.

Once you reach the de-brief screen you should review your performance and check out the ACMI to see where things went well and areas for improvement. In the check flight you will be asked how you thought the flight went (be honest) and you will then spend a few minutes reviewing the flight using the ACMI. The assessor may tell you at the end of this if you have passed or failed but if he needs more time to review the criteria or ACMI, then you will be informed of the result by e-mail within 48 hours of the assessment.

