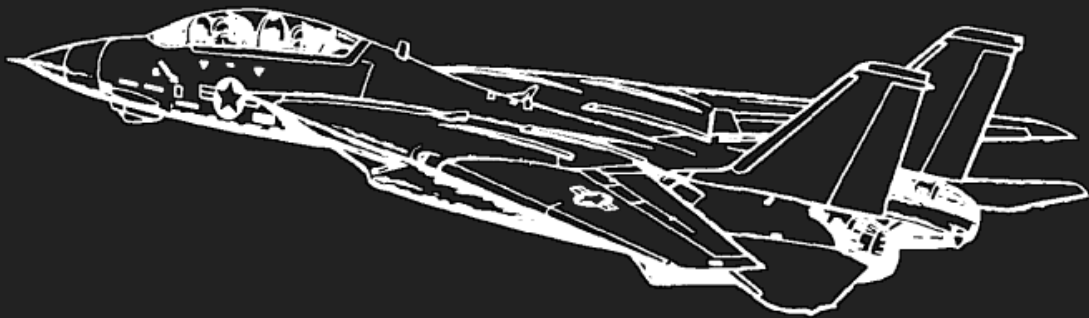


GRUMMAN F-14A/B

QUICK REFERENCE

KNEEBOARD

RELEASE 1.1



by OBERST STRUPPI



GENERAL SPECIFICATIONS



TECHNICAL DATA F-14B

Wingspan (Fully Extended)	64'1.5" (~19.5 meters)
Wingspan (Fully Swept Airborne)	38'2.5" (~11.6 meters)
Wingspan (Oversweep)	33'3.5" (~10.1 meters)
Length	62'8.5" (~19.1 meters)
Height	16' (~4.9 meters)
Wing Area	565 sqft (~52.5 m2)
Empty Weight	41,780 pounds (~19,000 kg)
Maximum Weight	74,349 pounds (~33,700 kg)
Maximum Thrust with Afterburner	60,400 lbs (268 kN)
Wing Loading	94 lbs/ft2 (458.9 kg/m2)
Maximum Speed	1,544 mph (~2,500 km/h) Mach 2.38
Ceiling	53,000'+ (~16,200 meters)
Range	2,050 NM (~3800 km)

* Source: www.heatblur.se, edited by Oberst Struppi

CHECKLIST PILOT

ENGINE START

ARMAMENT AND FUEL	• SET
OXYGEN	• ON
EJECTION SEAT	• ARM
BINGO	• SET
HYD TRANSFER PUMP	• SHUTOFF (FWD)
EXT POWER	• ON
ALTIMETERS	• OUT OF STBY/SET
EXT AIR	• ON
JESTER MENU	• STARTUP/ICS CHECK
CANOPY	• CHECK CLOSED
DL/TACAN/RADIOS	• SET
ICS Switch	• HOT MIC as desired
ENG CRANK Switch	• RIGHT
RIGHT THROTTLE	• IDLE AT $\geq 20\%$ RPM
EXT POWER	• OFF
ENG CRANK Switch	• LEFT
LEFT THROTTLE	• IDLE AT $\geq 20\%$ RPM
EXT AIR	• OFF
AIR SOURCE	• L then R then BOTH
HYD TRANSFER PUMP	• NORM (AFT)

INFLIGHT REFUELING

JESTER MENU	• RADAR GO SILENT
MASTER ARM Switch	• DOWN
DUMP Switch	• OFF
AIR SOURCE	• LEFT ENG
PROBE	• AS DESIRED
WING SWEEP	• BOMB MODE 58°

LANDING CHECKS

JESTER MENU	• CHECK DATALINK CV
STAB AUG Switches	• ALL ON
WING SWEEP	• 20° AUTO
LDG GEAR (250 KIAS)	• DN and LOCKED
SPEED BRAKE	• EXTENDED
FLAPS (225 KIAS)	• FULL DN
DLC	• CHECK
HOOK	• HOOK as req

CHECK DESCENT CHART

POST START

STAB AUG Switches	• ALL ON
MASTER RESET Button	• DEPRESS
EMERGENCY WINGSWEEP	• FWD, DN, GUARD DN
WING SWEEP MODE	• as req or AUTO
MASTER RESET Button	• DEPRESS
TRIM	• 000 SHORE/2-3 CV
WINGS/EXT TRANS Switch	• AUTO
STBY ALTITUDE GYRO	• UNCAGE
EXT LIGHTS	• CHECK/SET
ANTI SKID SPOILER BK	• OFF
RADAR ALTIMETER	• BIT/SET
POWER VDI / HUD / HSD	• ALL ON
AN/ARC-159 RADIO 1	• BOTH
TACAN	• T/R
NOSE WHEEL STEERING	• ENGAGE
PARKING BRAKE	• RELEASE

POST LANDING / ENGINE SHUTDOWN

SPEED BRAKE	• RETRACTED
ANTI SKID SPOILER BK	• OFF
FLAPS	• UP
WING SWEEP	• BOMB MODE 58°
EMG WING SWEEP	• OV SW
EJECTION SEAT	• SAFE
AVIONICS	• ALL OFF
RIGHT THROTTLE	• OFF
OXYGEN	• OFF
LEFT THROTTLE	• OFF
CANOPY	• OPEN

* Source: NAVAIR F14AAP-1.
Adjusted to DCS by Oberst Struppi

TAKE OFF

BRAKES	• CHECKED
FUEL	• CHECK FEED BINGO
STAB AUG Switches	• ALL ON
WINGS	• 20°
FLAPS	• MANEUVER/FULL CV
TRIM	• 000 SHORE/2-3 CV
WARNINGS	• ALL OUT
ANTI SKID SPOILER BK	• BOTH SHORE/OFF CV

▲ FENCE IN ▲

JESTER MENU	• CHECK DATALINK
JESTER MENU	• STORES ACM JETT
GUN ROUNDS	• SET 670
MSL PREP/SW COOL	• ON
ELEV LEAD	• SET +53 mils
MASTER ARM	• ON
STAB AUG ROLL SAS	• OFF / As desired
EXT LIGHTS	• OFF

CHECKLIST RIO

ENGINE START & POST START

CANOPY	• CLOSE
OXYGEN	• ON
EJECTION SEAT	• ARM
WCS Switch	• STBY
LIQ COOLING Switch	• as desired
IR/TV POWER Switch	• STBY/IR/TV
CAP CATEGORY Knob	• NAV
NAV MODE Switch	• ALIGN
U/VHF MODE	• T/R G
DATA LINK Switch	• ON
DATA LINK MODE (CV)	• CAINS/WAYPT
DATA LINK MODE (SHORE)	• TAC
RADAR WARNING RCVR	• SET
RWR POWER	• ON
RWR DISPLAY TYPE	• NORM
DECM Knob	• STBY hold SEC 3s ACT
IFF MASTER Knob	• STBY
IFF CODE	• as desired
IFF ANT Switch	• AUTO
CAP	• ENTER lat/long/elev
ALTIMETER	• RESET
DDD	• SET
CAP	• ENTER waypoints
TID CONTROLS	• SET as desired
MULTIPLE DISPLAY INDIC	• SET
DATA /ADF	• BOTH
AN/ALE-39	• SET -3> -0,1> -2> -0,4>
CANOPY DEFOG Lever	• CABIN AIR
AAI CONTROL PANEL	• SET
DDI BIT	• TEST
NAV MODE Switch	• INS post alignment
BRG/DIST To Destination	• CHECK
OWN A/C Groundspeed	• CHECK
OWN A/C Altitude	• CHECK
MAG VAR	• CHECK
KY-28/KY-58	• as desired

LANTIRN CHECKS

POWER Switch	• PCO
MODE DUMP Switch	• OPER
VIDEO	• FLIR
TID MODE	• TV
LASER	• ARM
LANTIRN MODE Toggle	• A/G
LASER MODE / CODE	• AGC or MGC/SET

INFLIGHT REFUELING

WCS Switch	• STBY
------------	--------

* Source: www.heatblur.se
Adjusted to DCS by Oberst Struppi

▲ FENCE IN ▲

IR/TV POWER Switch	• ON (FWD)
WCS Switch	• ON (FWD)
ALE-39	• ARM
STORES	• CHECK

* Adjusted to DCS by Oberst Struppi

CROSSCHECK LIST

TOMCAT CREW CROSS CHECKLIST

Crosscheck List for Pilot and RIO. See Pilot Checks on the left slide.

RIO Checks can be found on the right side.

PILOT

RIO

BEFORE TAXI

- OXYGEN ON
- EJECTION SEAT ARMED
- UHF-1 as briefed
- SMASH ON
- WINGS FOLDED
- TACAN SET as briefed
- WARNING PANEL CHECK
- EXT LIGHTS as briefed

- OXYGEN ON
- EJECTION SEATS ARMED
- ICS COMMS CHECK
- TACAN SET as briefed
- PAYLOAD CHECK
- FUEL CHECK
- **A2G:** LANTIRN POWER ON
- **A2G:** GBU LASER CODE

BEFORE DEPARTURE

- WINGS UNFOLDED
- FLAPS MANEUVER
- TRIM SET
- EXT LIGHTS as briefed
- SMASH ON

- SET WAYPOINTS
- CONFIRM FLAPS MANEUVER
- CONFIRM EXT LIGHTS
- CONFIRM SMASH ON

FENCE IN

- LIGHTS OFF
- MASTER ARM ON
- MISSILE PREP ON
- A2A/A2G WEAPON SELECTED
- ROLL SAS OFF as desired

- WCS ON
- IR/TV POWER ON
- AWACS ALPHA CHECK
- CHECK DATALINK
- **A2G:** LANTIRN MODE to OPER

BEFORE LANDING

- EXT LIGHTS ON
- SET TACAN or VOR
- CHECK DESCENT
- CHECK WEIGHT
- CHECK ON-SPEED TRIM
- WINGS SWEEP 68°

- CHECK DESCENT
- CHECK WEIGHT
- CHECK ON-SPEED TRIM
- CONFIRM WINGS SWEEP

- **CV:** HOOK DOWN

- **CV:** CHECK DL FREQUENCY

LANDING

- WINGS UNFOLDED 20°
- GEAR DN 250KIAS
- FLAPS FULL 225KIAS
- DEPLOY DLC

- CHECK WINGS
- CHECK FLAPS
- CHECK DLC

AFTER LANDING

- FLAPS UP
- AIRBRAKE RETRACT
- ANTI SKID SPOILER BK OFF
- WING SWEEP 68°

- CHECK FLAPS
- CHECK WINGS
- CHECK EXT LIGHTS

- **CV:** CHECK HOOK UP

* Source: fly•and•wire, edited by Oberst Struppi

DESCENT & LANDING

DESCENT CHART & FORMULA

Glideslope calculation chart based on the 3° standard glide slope.

Formula glideslope: Altitude / (DMEx100) = glideslope in degree

$$15000 / (50 \times 100) = 3^\circ$$

DESCENT CHART

3°	3000	6000	9000	12000	15000	18000	21000
5°	5000	10000	15000	20000	25000	30000	35000
6°	6000	12000	18000	24000	30000	36000	42000
9°	9000	18000	27000	36000	45000	54000	63000
10°	10000	20000	30000	40000	50000	60000	70000
	10 DME	20 DME	30 DME	40 DME	50 DME	60 DME	70 DME

APPROXIMATED FUEL CALCULATIONS

Fuel and payload is not allowed to exceed >10001 lbs when landing on carrier.

Exterior payload weights according to the chart:

PAYLOAD WEIGHT CHART

A2		A2G		MISCELLANEOUS	
AIM-54 A PHOENIX	1000	GBU 12	700	LANTIRN POD	750
AIM-54 C PHOENIX	1000	GBU 16	1400	EXTERNAL TANKS (2)	310
AIM-7 SPARROW	600	GBU 10	2200	ADM-141 TALD	400
AIM-9 SIDEWINDER	250	MK 82	550	670 ROUNDS AMMO	500
		MK 83	1000		
		MK 20	700	TARPS POD	1750
		ZUNI Rockets	1200	MULTIPURPOSE PYLON (2)	500

TARPS POD not yet implemented, **MULTIPURPOSE PYLON** does not affect weight.

* Source: NAVAIR F14AAP-1B, edited by Oberst Struppi |

ON-SPEED LANDING CHART

In the pattern (CV) the following rule of thumb chart can be used when in landing configuration.

This requires **GEAR** down, **AIRBRAKE** full, **WINGS** 20°, **FLAPS** full, **DLC** deployed.

ON-SPEED/WEIGHT CHART

SPEED KIAS	140	137	134	131	128
	10000 lbs.	8000 lbs.	6000 lbs.	4000 lbs.	2000 lbs.

* Source: Mike "NASTY" Manazir, edited by Oberst Struppi

For quick calculation add current fuel-state and remaining payload-weight according to the "payload weight chart" above.

TACAN INS UPDATE

Updating Nav System via Nav fix should be used in AHRS mode.

Given a TACAN station with a range of 100nm from your aircraft a 1° MAG VAR deviation introduces a 1,74nm error.

- 1 • Select a TACAN channel whose latitude and longitude correspond to an update point.
- 2 • Hook desired update point (Waypoint 1,2,3, Fix Point)
- 3 • CATEGORY Switch **-NAV-**
- 4 • TACAN FIX Button **-DEPRESS-**
- 5 • Observe present position delta readout
- 6 • If delta is unsatisfactory, deselect TACAN FIX and steps 2 through 7
- 7 • FIX ENABLE button **-DEPRESS-**

FIGHTER TO FIGHTER NAV UPDATE

RIO set Datalink to LINK4C. Pilot can set datalink channel via Jester menu.

- 1 • Set Datalink to LINK4C
- 2 • Hook INS donor to desired aircraft (lock in STT if not very close)
- 3 • CATEGORY Switch **-F/F NAV UPDATE-**
- 4 • FIX ENABLE button **-DEPRESS-**

NOTE

Quick TACAN INS UPDATE can be done by setting a markpoint via the F10 Map over a TACAN beacon.
Let Jester enter the markpoint as desired waypoint.
Jump back to the RIO Seat and perform
step 2 up to step 7

MAP COORDINATES FOR INS UPDATE

CAUCASUS

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Batumi	UGSB	16X	N 41°36.575	E 41°36.014	33
Kobuleti	UG5X	67X	N 41°55.795	E 41°51.796	59
Kutaisi	UGKO	44X	N 42°10.656	E 42°28.877	148
Senaki-Kolkhi	UGKS	31X	N 42°14.450	E 42°02.880	43
Tbilisi-Lochini	UGTB	25X	N 41°40.021	E 44°57.377	1575
Vaziani	UG27	22X	N 41°37.741	E 45°38.633	1526

SYRIA

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Incirlik	LTAG	21X	N 37°00.122	E 35°25.565	230
Ramat David	LLRD	84X	N 32°39.981	E 35°10.612	146
Akrotiri	LCRA	107X	N 34°35.422	E 32°59.266	69
Paphos	LCHP	79X	N 34°43.089	E 32°29.087	40

SINAI

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Abu Suwayr	HECP	29X	N 30°34.526	E 32°05.779	19
Al Mansurah	HE32	53X	N 30°57.911	E 31°25.889	7
As Salihyah	HE39	26X	N 30°47.704	E 32°02.550	13
AzZaqaziq	-	94X	N 30°35.688	E 31°39.874	7
Ben-Gurion	LLBG	82X	N 32°00.419	E 34°53.584	99
Bilbeis Air Base	HE37	86X	N 30°23.916	E 31°36.434	92
Cairo Int. Airport	HECA	110X	N 30°06.538	E 31°26.092	394
Cairo West	HECW	114X	N 30°06.501	E 30°53.737	440
Fayed	-	125X	N 30°19.744	E 32°16.048	28
Hatzerim	LLHB	96X	N 31°14.316	E 34°39.510	687
Hatzor	LLHS	106X	N 31°45.627	E 34°43.520	100
Inshas Air Base	HE12	98X	N 30°19.791	E 31°26.866	155
Kibrit Air Base	HE34	55X	N 30°14.611	E 32°29.470	13
Ovda	LLOV	63X	N 29°56.448	E 34°56.047	1438
Ramon Air Base	LLRM	105X	N 30°46.654	E 34°39.968	2031
Tel Nof	LLEK	87X	N 31°50.159	E 34°49.069	142
Wadi al Jandali	HECP	96X	N 30°04.352	E 31°49.997	756

PERSIAN GULF

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Al Dhafra AFB	OMAM	96X	N 24°14.987	E 54°32.860	52
Al Minhad AFB	OMDM	99X	N 25°01.612	E 55°21.945	190
Bandar Abbas	OIKB	78X	N 27°13.060	E 56°22.737	20
Bandar-e-Jask	OIZJ	110X	N 25°39.280	E 57°48.086	26
Havardaya	OIKP	47X	N 27°09.493	E 56°10.321	52
Kerman	OIKK	97X	N 30°16.386	E 56°57.093	5745
Kish	OIBK	112X	N 27°40.483	E 53°58.862	115
Liwa AFB	OMLW	121X	N 23°39.046	E 53°49.465	400
Shiraz	OISS	94X	N 29°32.454	E 52°35.464	4879
Tunb Kochak	OITK	89X	N 26°14.599	E 55°08.734	16

NEVADA

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Beatty	KBTY	94X	N 36°51.660	W 116°47.185	3173
Boulder City	KBVU	114X	N 35°56.919	W 114°51.709	2205
Creech	KINS	87X	N 36°35.029	W 115°40.586	3127
Groom Lake	KXTA	18X	N 37°13.990	W 115°47.540	4495
McCarran Intl	KLAS	116X	N 36°04.584	W 115°08.677	2178
Nellis	KLSV	12X	N 36°14.113	W 115°01.980	1857
Tonopah	KTPH	119X	N 38°03.745	W 117°04.997	5390
Tonopah Test Range	KTNX	77X	N 37°47.932	W 116°46.847	5535

SOUTH ATLANTIC

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Rio Grande	SAWE	31X	S 53°46.656	W 67°44.993	61
Mount Pleasant	EGYP	59X	S 51°49.240	W 58°27.464	240

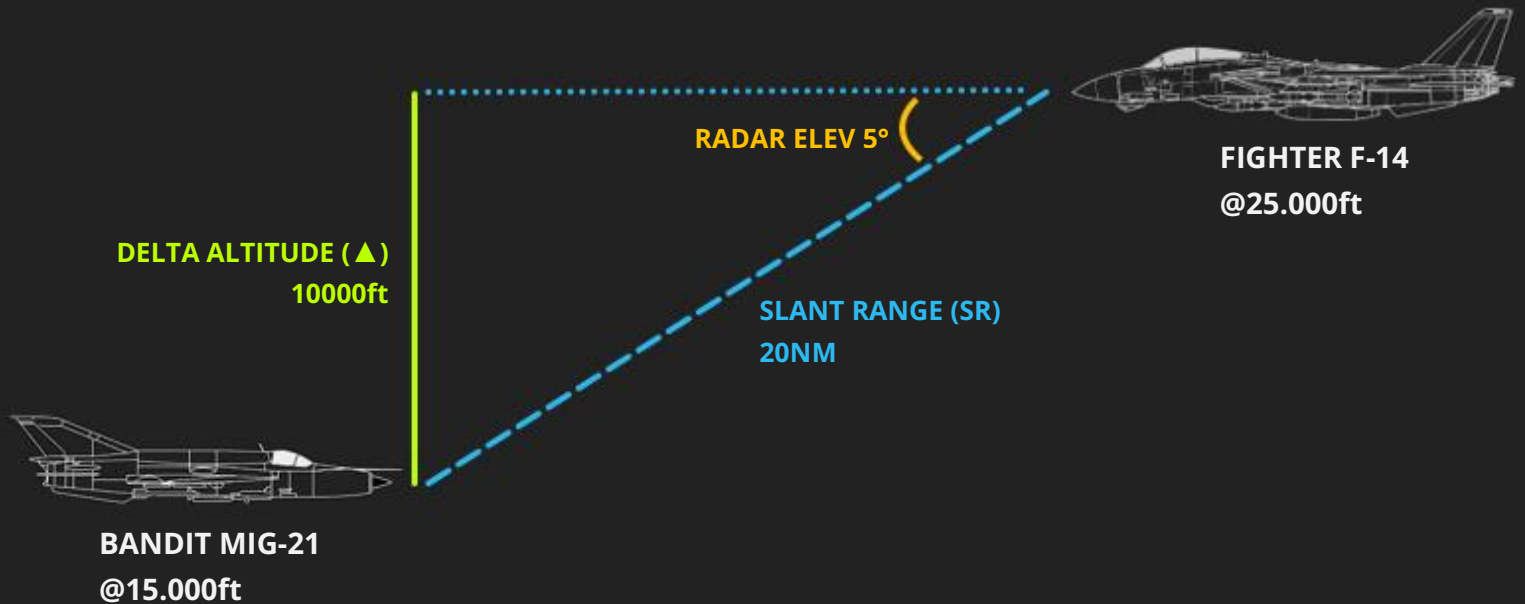
MARIANA ISLANDS

Airfield		TCN	Latitude (DM.m)	Longitude (DM.m)	Elevation (feet)
Andersen AFB	PGUA	54X	N 13°34.902	E 144°55.836	185
Antonio B. Won Pat	PGUM	105X	N 13°29.086	E 144°47.809	86

RADAR ELEVATION

ELEVATION MODEL

Setting up correct radar elevation.



ELEVATION FORMULA

$\Delta \text{ ALT} / (\text{SR} \times 100) = \text{RADAR ELEV IN DEGREE}$

Example (above)

ALT F-14	25.000ft
ALT MIG-21	15.000ft
▲ ALT	10.000ft
SR	20nm
RADAR ELEV	▲ 10000 / (20x100) = 5°

Example #2

ALT F-14	30.000ft
ALT MIG-21	15.000ft
▲ ALT	15.000ft
SR	15nm
RADAR ELEV	▲ 15000 / (15x100) = 10°

QUICK & EASY

Simplified calculation:

$\Delta \text{ ALT} / (\text{SR}) = \text{RDR ELEV}$

▲ 100 / (20) = 5°

CALCULATION TIMELINE




















- Build up situational awareness.
- Check delta altitude (▲) between own ship and bandit.
- Check slant range (SR) between own ship and bandit
- Calculate according to example ($\Delta \text{ ALT} / (\text{SR} \times 100) = \text{RDR ELEV}$)
- Set up appropriate RDR ELEV
- Commit as desired

TID SYMBOLOGY

COMMON TID SYMBOLOGY

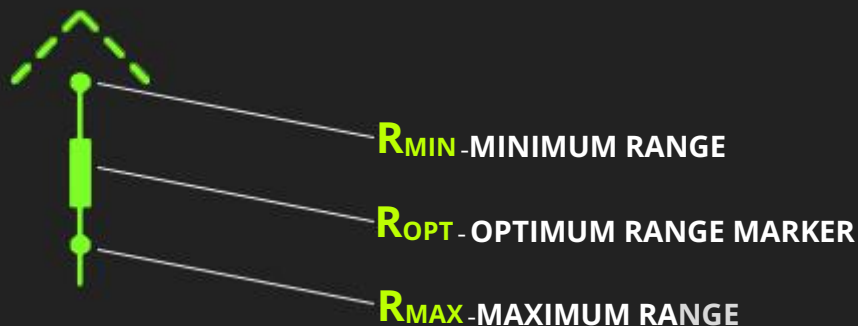
The following chart does only cover the most common F-14 symbology.

SYMBOLOGY OVERVIEW

TID SYMBOLOGY				
• CENTER DOT	 OWN AIRCRAFT	 TID CURSOR	 TWS STEER	
ON-BOARD TARGETS (OWN RADAR)				
 UNKNOWN	 HOSTILE	 FRIENDLY		
OFF-BOARD TARGETS (DATA LINK)				
 UNKNOWN	 HOSTILE	 FRIENDLY		
MANUALLY ENTERED REFERENCE POINTS				
 WAYPOINT	 HOMEBASE	 DEFENSIVE POINT	 FIX POINT	 INITIAL POINT
 HOSTILE AREA	 SURFACE TARGET			
TARGET INFORMATION				
 TARGET ALTITUDE 4 = >35.000ft	 FIRING ORDER 4 = TARGET #4	 TIME TO IMPACT "TTI" 116 SECONDS		

* Source: www.heatblur.se

LAUNCH ZONE SYMBOL



VERTICAL DISPLAY INDICATOR



Indicator	Function
ADJ A/C	Other aircraft adjacent to your own traffic pattern
LANDING CHK	Carrier has a channel ready for ACL and that the crew should prepare for carrier landing.
ACL READY	CATCC (Carrier Air Traffic Control Center) has acquired aircraft and is transmitting glidepath information to aircraft
A/P CPLR	CATCC is ready to control aircraft
CMD CONTROL	Aircraft is under data link control for landing
10 SECONDS	Indicates that carrier motion is added to data link info and commands during landing. Indicates 10 seconds to arrival at the next point in approach pattern in other modes.
TILT	No data link command received for the last 2 seconds during ACL (Automatic Carrier Landing)
VOICE	CATCC not ready for ACL, switch to standard voice procedures
AUTO THRO	Auto throttle system is disengaged by other means than the throttle mode switch.
A/P REF	Autopilot selected but not engaged. Exception altitude and heading hold.

Indicator	Function
WAVE OFF	Other aircraft adjacent to your own traffic pattern
WING SWEEP	Failure in both wingsweep channels or disengagement of spider detent.
REDUCE SPD	Flap retraction failure with greater than 225 knots indicated airspeed.
ALT LOW	Not functional

* Source: www.heatblur.se, edited by Oberst Struppi

RWR THREAT TABLE

NAVAL UNITS

AB	Arleigh Burke	L2	Luyang II (Type 052C)	TW	Tarawa
AK	Admiral Kuznetsov	LC	La Combattante	YU	Yuzhao (Type 071)
GR	Grisha 5	NE	Neustrashimy	N	HMS Invincible, Ariadne, Achilles & Andromeda
HP	Oliver Hazard Perry	NZ	Nimitz Class CVN		
J2	Jiangkai II (Type 054A)	SV	Slava (Moscow)	N	CNS Almirante Condell & Almirante Lynch
KK	Krivak 3 (Rezky)	RP	LS Ropucha		
KV	Kirov (Pyotr Veliky)	TC	Ticonderoga		
L1	Luyang I (Type 052B)	TT	Tarantul 3		

* Source: www.heatblur.se, edited by Oberst Struppi

AIRBORNE THREATS

14	F-14A/B	Y	34	SU-34	Y	IL	IL-76MD & IL-78M	
15	F-15C/E	Y	37	AJS-37		KC	KC-135	
16	F-16C	Y	39	SU-25TM (SU-39)	Y	KJ	KJ-2000	
17	JF-17	Y	50	A-50		M2	Mirage 2000 C & 2000-5	Y
18	F/A-18C	Y	52	B-52		F1	Mirage F1	
19	MIG-19		AN	AN-26B & AN-30M		S3	S-3B	
21	MIG-21bis		AP	AH-64D		SH	SH-60B	
23	MIG-23MLD		B1	B-1B Lancer		TO	Tornado	
24	SU-24M/MR		BE	TU-95 & TU-142M		TR	C-130 & C-17A	
25	MIG-25PD		BF	TU-22M3				
29	SU-27	Y	BJ	TU-160				
	SU-33	Y	E2	E-2D				
	MIG-29A/G/S	Y	E3	E-3C				
	J-11A	Y	F4	F-4E				
30	SU-30	Y	F5	F-5E				
31	MIG-31		HX	KA-27				

* Units marked with "Y" do transmit special RWR audio tone | Source: www.heatblur.se, edited by Oberst Struppi

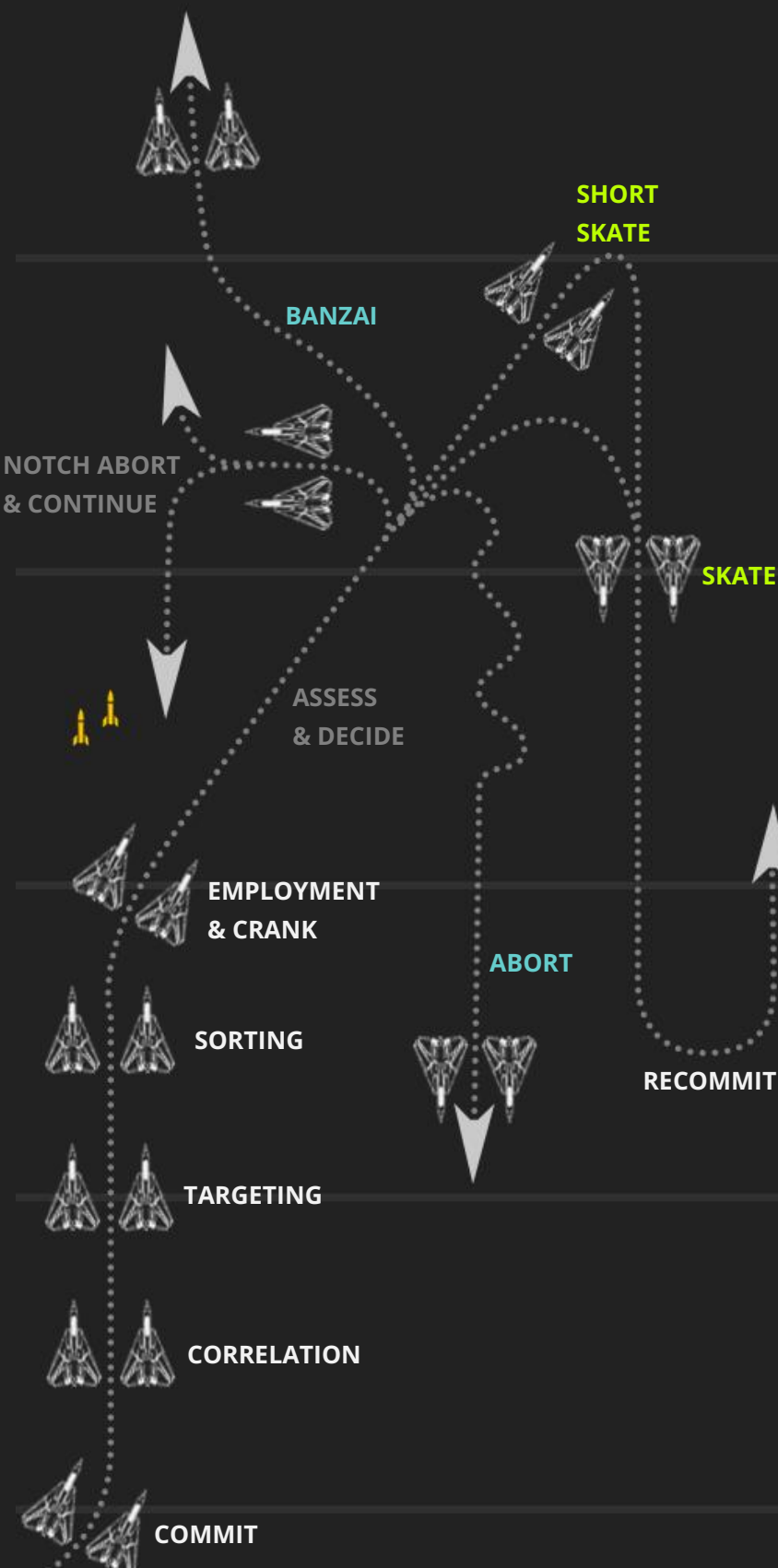
AIR DEFENSE

2	SA-2 Guideline Fan Song	TR		15	SA-15 Gauntlet Scrum Half & Tor	SR, TR	
3	SA-3 Goa Low Blow	TR		19	SA-19 Grison Hot Shot & Tunguska	SR, TR	Y
5	SA-5 Gammon Square Pair	TR		A	Gepard, M-163 Vulcan, Shilka, Can	TR	
TS	SA-5 Gammon Tin Shield	SR		BF	Rapier Blindfire	TR	
FF	SA-2, SA-3, SA-5 Flat Face	SR		RP	Rapier Dagger	SR	
6	SA-6 Gainful Straight Flush	TR		DE	Sborka Dog Ear	SR	
7	HQ-7 Track Radar	TR		GR	Roland MPDR-3002 S	SR	
HQ	HQ-7 Search Radar	SR		HA	Hawk AN/MPQ-50 & AN/MPQ-55	SR	
8	SA-8 Gecko & Osa	SR, TR		HK	Hawk AN/MPQ-46	TR	
10	SA-10 Grumble Flap Lid	TR		NS	NASAMS AN/MPQ-64 Sentinel	SR	Y
CS	SA-10 Grumble Clam Shell	SR		PT	Patriot AN/MPQ-53	SR	
BB	SA-10 Grumble Big Bird	SR		RO	Roland MPDR-16 & Domino 30	SR, TR	
11	SA-11 Gadfly	TR		S	1L13 & 55G6 Early Warning	SR	
SD	SA-11 Gadfly Snow Drift	SR		M	AIM-54, AIM-120, R-37, R-77, SD-10		
T	Airport ATC Radar						

* Units marked with "Y" do transmit special RWR audio tone | * "SR" & "TR" refers to Search Radar & Track Radar

* Source: www.heatblur.se, edited by Oberst Struppi

BVR TIMELINE



TERMINOLOGY

MAR	= Minimum Abort Range
DR	= Decision Range
DOR	= Desired Out Range
SKATE	= Launch & Leave Maneuver
NOTCH	= Defensive Maneuver
BANZAI	= Offensive Maneuver
VIS	= Visual Brevity's

DECISION

SHORT SKATE - call (e.g. "SKATE SOUTH")

SKATE - call (e.g. "SKATE SOUTH")

NOTCH - call as desired

BANZAI - call "BANZAI" to ACI

BREVITY

MISSILE - pitbull / trashed / timeout

RWR - spike / nails / naked

VIS - tally / blind / visual / no Joy

FOX

e.g. "Rider 1-1, Fox 3, crank right"

e.g. "Rider 1-2, Fox 3, crank east"

SORTING

e.g. "Rider 1-1, sorted east contact TWS"

e.g. "Rider 1-2, sorted west contact STT"

TARGETING

"Magic, Rider 1-1 targeted group"

(labeled by ACI, e.g. northern group)

CORRELATION

"Magic, Rider 1-1 contact bulls (BRAA)"

"Magic, Rider 1-1 declare contact BRAA"

COMMIT

"Magic, Rider 1-1 commit 360°"

PRE-COMMIT

FENCE-IN



GRUMMAN F-14A/B
QUICK REFERENCE
KNEEBOARD

created by
OBERST STRUPPI