



FINEX

FINAL EXERCISE

OPIS TRENINGU:

Drugi dzień treningu. Będziemy ćwiczyć atak na cele naziemne przy pomocy AGM-65E. Ataku będziemy dokonywać parami. Taktyka shooter – cover. Jeden z członków zespołu atakuje cel, drugi oświetla cel laserem oraz wypatruje zagrożeń i udziela wsparcia. Każdy samolot wyposażony będzie w dwa AGM-65E. Zakładamy cztery podejścia tak aby każdy z członków zespołu mógł dwukrotnie wcielić się w każdą z ról – atakującego i osłaniającego.

ZARYS WYKONANIA:

1. Start misji treningowej 07:30 czasu lokalnego.
2. Start z Nellis AFB.
3. Departure: FLEX TURNOUT FYTTR.
4. Przelot do WP 3 i wejście w prawy holding na założonej dla każdej sekcji wysokości. Separacja pionowa pomiędzy sekcjami 1000ft.
5. Zameldowanie się do kontrolera strefy (BlackJack).
6. Przygotowanie się do ataku.
7. Ustawiamy radial 180 od celu (WP5). Ataków będziemy dokonywać z wyznaczonego kierunku.
8. Przelot do IP (WP4) oddalonego o około 10 NM od celu i rozpoczęcie ataku zgodnie z kartą podejścia.
9. Odejście w lewo na północny zachód.
10. Powrót na holding.
11. Druga para wychodzi z holdingu w 1 minutowej separacji od pierwszej.
12. Powtórzenie ataku.
13. Po wystrzeleniu wszystkich pocisków odmeldowanie się i powrót na lotnisko Nellis AFB.
14. Nawigacja przy pomocy TCN.
15. Recovery: STRYK RECOVERY.
16. Podejście do pasa 03L LH Brake.
17. Gdyby z jakiś powodów zostały nam nie użyte pociski podchodzimy do pasa 21L LH Brake. Powyższe podyktowane jest zasadami bezpieczeństwa (aby nie lecieć nad miastem z ostrą amunicją).

ĆWICZYMY:

1. Nawigację.
2. Dyscyplinę użycia radia.
3. Taktykę shooter - cover
4. Użycie uzbrojenia.

TIME: 22JUN2018 0730 LT

TASK: STRIKE
WX: 07005KT CAVOK 22 A3006 RMK FBL TURB BLU=
DEP: FLEX TURNOUT FYTTR
REC: STRYK RECOVERY

COMM PLAN:

Unit	COMM	BTN	Navigation	Remarks
Nellis AFB Hu	TWR: 327.10 MHz	1 PRI	12X LSV	DEP ARR
Nellis AFB Ai	TWR: 327.00MHz	4 PRI	12X LSV	DEP ARR
Creech AFB	TWR: 360.60MHz	3 PRI	87X INS	ALT EMERGENCY
Blackjack	377.80 MHz	2 PRI	WP3	NTTR Range Ops Center

B/E: N 37 14.032 W 115 47.676 Groom Lake

THREATS:

Airborne: NONE
SAM/AAA: NONE

**Komunikacja jedynie przy użyciu radia PRI oraz AUX. Nie używamy MIDS.
Ćwiczmy dyscyplinę użycia radia.**

FLIGHT PLAN

Flight	Type	Freq	TCN	Remarks
DEVIL 1	2x F/A-18C	234.00 MHz (CH 1 AUX)	54X	HOLD ALT: 15000ft LASER: 1641/1652

1. WP1 FLEX
2. WP2 FYTTR
3. WP3 HOLD
4. WP4 IP
5. WP5 TGT
6. WP6 EGRESS 1
7. WP7 EGRESS 2
8. WP8 HOLD
9. WP9 STRYK
10. WP10 LZ

TARGET: N 36 55.012 W 115 27.075 ELEV:3400 ft TANKS

Flight	Type	Freq	TCN	Remarks
DEVIL 2	2x F/A-18C	234.10 MHz (CH 1 AUX)	55X	HOLD ALT: 16000ft LASER: 1645 /1656

1. WP1 FLEX
2. WP2 FYTTR
3. WP3 HOLD
4. WP4 IP
5. WP5 TGT
6. WP6 EGRESS 1
7. WP7 EGRESS 2
8. WP8 HOLD
9. WP9 STRYK
10. WP10 LZ

TARGET: N 36 55.012 W 115 27.075 ELEV:3400 ft TANKS

Flight	Type	Freq	TCN	Remarks
DEVIL 3	2x F/A-18C	234.20 MHz (CH 1 AUX)	56X	HOLD ALT: 17000ft LASER: 1647/1658

1. WP1 FLEX
2. WP2 FYTTR
3. WP3 HOLD
4. WP4 IP
5. WP5 TGT
6. WP6 EGRESS 1
7. WP7 EGRESS 2
8. WP8 HOLD
9. WP9 STRYK
10. WP10 LZ

TARGET: N 36 55.012 W 115 27.075 ELEV:3400 ft TANKS

Flight	Type	Freq	TCN	Remarks
DODGE 1	2x F/A-18C	234.30 MHz (CH 1 AUX)	54Y	HOLD ALT: 18000ft LASER: 1653/1674

1. WP1 FLEX
2. WP2 FYTTR
3. WP3 HOLD
4. WP4 IP
5. WP5 TGT
6. WP6 EGRESS 1
7. WP7 EGRESS 2
8. WP8 HOLD
9. WP9 STRYK
10. WP10 LZ

TARGET: N 36 55.012 W 115 27.075 ELEV:3400 ft TANKS

Flight	Type	Freq	TCN	Remarks
DODGE 2	2x F/A-18C	234.40 MHz (CH 1 AUX)	55Y	HOLD ALT: 19000ft LASER: 1654/1675

1. WP1 FLEX
2. WP2 FYTTR
3. WP3 HOLD
4. WP4 IP
5. WP5 TGT
6. WP6 EGRESS 1
7. WP7 EGRESS 2
8. WP8 HOLD
9. WP9 STRYK
10. WP10 LZ

TARGET: N 36 55.012 W 115 27.075 ELEV:3400 ft TANKS

Flight	Type	Freq	TCN	Remarks
DODGE 3	2x F/A-18C	234.50 MHz (CH 1 AUX)	56Y	HOLD ALT: 20000ft LASER: 1656/1677

1. WP1 FLEX
2. WP2 FYTTR
3. WP3 HOLD
4. WP4 IP
5. WP5 TGT
6. WP6 EGRESS 1
7. WP7 EGRESS 2
8. WP8 HOLD
9. WP9 STRYK
10. WP10 LZ

TARGET: N 36 55.012 W 115 27.075 ELEV:3400 ft TANKS

LOCAL AREA NAVIGATION POINTS

ATC POINT	RAD/DME	LAT	LONG
ACTON	LSV 019/36	N 3644.52	W 11436.45
APEX	LSV 025/09	N 3621.58	W 11454.34
ARCOE	LSV 355/30	N 3644.26	W 11455.02
BIGHORN	LSV 345/97	N 3752.00	W 11502.00
CESAR	LSV 288/85	N 3700.49	W 11630.51
CARPP	LSV 356/63	N 3717.00	W 11450.72
Dry Lake	LSV 015/15	N 3627.68	W 11452.21
CRAIG	LSV 261/5.5	N 3615.25	W 11508.27
DREAM	LAS 352/66	N 3710.34	W 11459.53
DUCK	LSV 050/7.5	N 3617.84	W 11453.09
ELKXX	LSV 359/100	N 3752 00	W 11430 00
FLEX	LSV 335/04	N 3618.62	W 11502.36
FLUSH	LSV 285/73	N 3650.80	W 11620.27
FYTTR	LSV 267/33	N 3621.44	W 11541.47
GARTH	LSV 300/90	N 3717.96	W 11621.26
GASS PEAK	LSV 307/12	N 3624.14	W 11510.66
Jettison Hill	LSV 348/5.2	N 3619.88	W 11501.17
JUNNO	BLD 344/44	N 3643.80	W 11452.77
Leach Lake	DAG 338/40	N 3537.51	W 11640.67
MINTT	LSV 340/28	N 3642.74	W 11506.29
MOOSE	LSV 014/94	N 3736.77	W 11404.42
MOPAR	BTY 344/29	N 3717.00	W 11645.00
NIXON	LSV 289/30	N 3632.01	W 11532.25
NUGGE	BLD 344/68	N 37-07.83	W 114-53.29
PIUTE	INS 243/21	N 3630.68	W 11605.69
RAMMM	LSV 021/38	N 3645.00	W 11433.33
SARAH	LSV 311/24	N 3636.45	W 11518.03
SHOWW	BTY 095/37	N 3634.25	W 11602.27
SIMNS	LSV 274/8	N 3617.34	W 11510.75
STRIP	INS 112/24	N 3620.60	W 11516.48
STRYK	LSV 280/26	N 3625.62	W 11530.70
Stuckey's Peak	LSV 002/52	N 3704.10	W 11444.30
Texas Lake	LSV 349/64	N 3719.00	W 11457.50
TIMBR	LSV 009/33	N 3645.00	W 11444.58
TROUTT	LSV 344/63	N 3717.00	W 11507.05
TUCKY	BTY 210/18	N 3635.50	W 11700.10
VETTT	LSV 028/31	N 3637.34	W 11435.19
Winner LZ	LSV 355/5.8	N 3620.33	W 11500.25

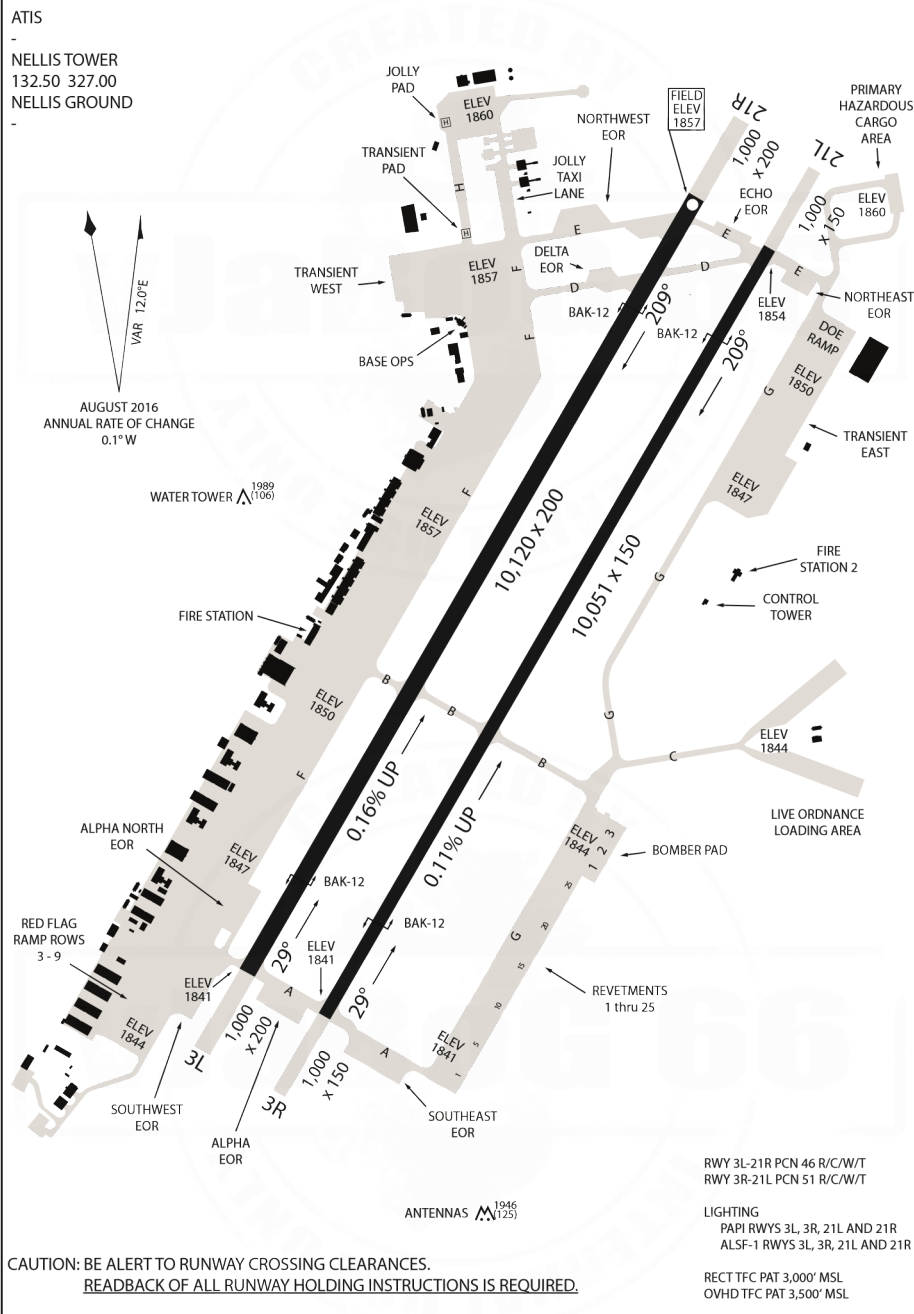
TACANS

TACAN	ID	CH	LAT	LONG	ELEV	MAG/VAR(E)
Beatty	BTY	94	N3648.54	W11644.86	2925'	16.0
Boulder	BLD	114	N3559.75	W11451.82	3650'	15.0
China Lake	NID	53	N3541.28	W11741.93	2272'	16.0
Creech AFB	INS	87	N3635.20	W11540.12	3101'	15.0
Daggett	DAG	79	N3457.75	W11634.69	1760'	15.0
Edwards	EDW	111	N3458.94	W11743.96	2354'	15.0
Luke	LUF	77	N3332.26	W11222.81	1076'	13.0
McCarran Intl	LAS	116	N3604.78	W11509.59	2142'	15.0
Mormon Mesa	MMM	90	N3646.16	W11416.65	2120	15.0
Nellis	LSV	12	N3614.68	W11501.50	1864'	15.0
Tonopah Muni	TPH	119	N3801.84	W11702.01	5330'	17.0
Tonopah Test	TQQ	77	N3748.00	W11647.00	5500'	15.0
Wilson Creek	ILC	110	N3815.02	W11423.65	9318'	16.0



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]



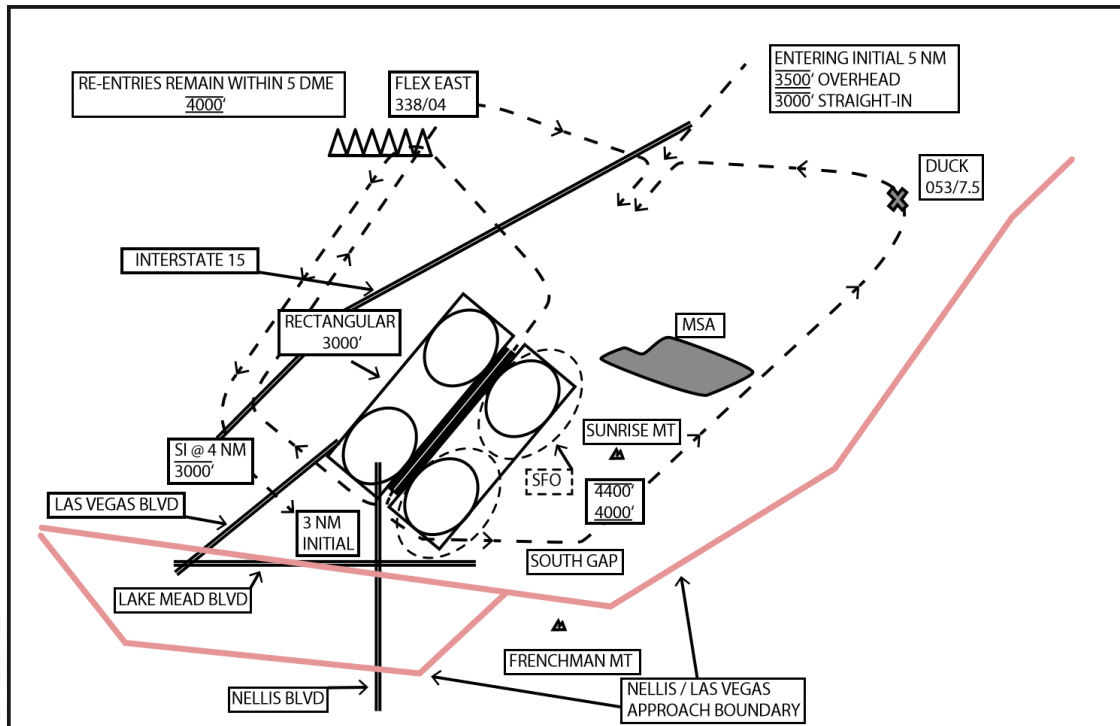
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AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]



**OVERHEAD:**

1. RWY 03: Traffic entering from STRYK has priority over traffic entering from MINTT
2. RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK
3. Fly initial to the inside runway (21R/03L)
4. Initial is 300 KIAS or less, 3,500 MSL, 3.5 NM, break to the west. If given east break initial to RWY 21L/03R

VFR STRAIGHT IN:

1. RWY 03: Depart CRAIG and descent to be at 3,000 MSL by Las Vegas Blvd. Do not descend below 3,000 MSL until within 5 DME of LSV or 4 NM of runway.
2. RWY 21: Depart APEX and descend to be at 3,000 MSL by LSV 028/05 or 5 NM final. If departing FLEX, descend to be at 3,000 MSL by I-15 and intercept 5 NM final.

FLEX REENTRY:

1. Remain at or below 3,000 MSL until turned out of traffic
2. RWY 21: Comply with the initial part of Noise Abatement Procedures of expeditious climb to 2,500 - 3,000 feet MSL then climbing right turn direct FLEX at 4,000 feet (eastern most triangles (LSV 358/4)). Turn to reenter initial and descend to 3,500 feet. For a straight-in, descend to be at 3,000 feet by I-15
3. RWY 03: Perform climbing left turn direct to direct FLEX at 4,000 feet MSL. At FLEX, turn Southwest to fly parallel with the runways. Passing Shadow Creek Golf Course, turn left to reenter initial. Remain east of Craig Ranch to deconflict with VGT Airport traffic. Maintain 4,000 feet until Las Vegas Blvd. For a straight-in approach, do not descend below 3,000 feet until 4 NM (5 DME of LSV) of the runway.

DUCK REENTRY:

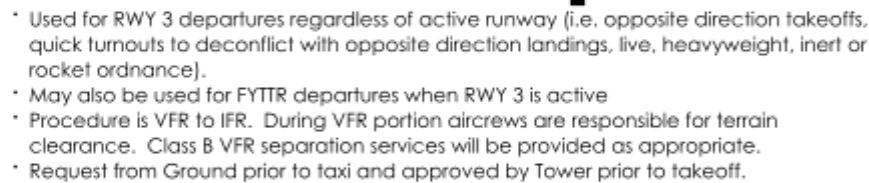
1. Perform a climbing left turn to between 4,000 and 4,400 feet MSL remaining North of Lake Mead Blvd
2. Point towards the gap (between Frenchman Mountain and Sunrise Mountain)
3. Fly no further East than 3.5 DME of LSV TACAN to avoid conflict with Mc Carran Class B airspace.
4. Turn northbound to fly directly over the eastern part of the MSA then direct DUCK. Proceed west from DUCK to reenter initial, descending to 3,000 feet MSL. For a straight-in, descend to 3,000 feet MSL prior to turning final

NOTE: Portions of DUCK reentry leave/exit Class B; aircraft authorized to reenter on published DUCK reentry.

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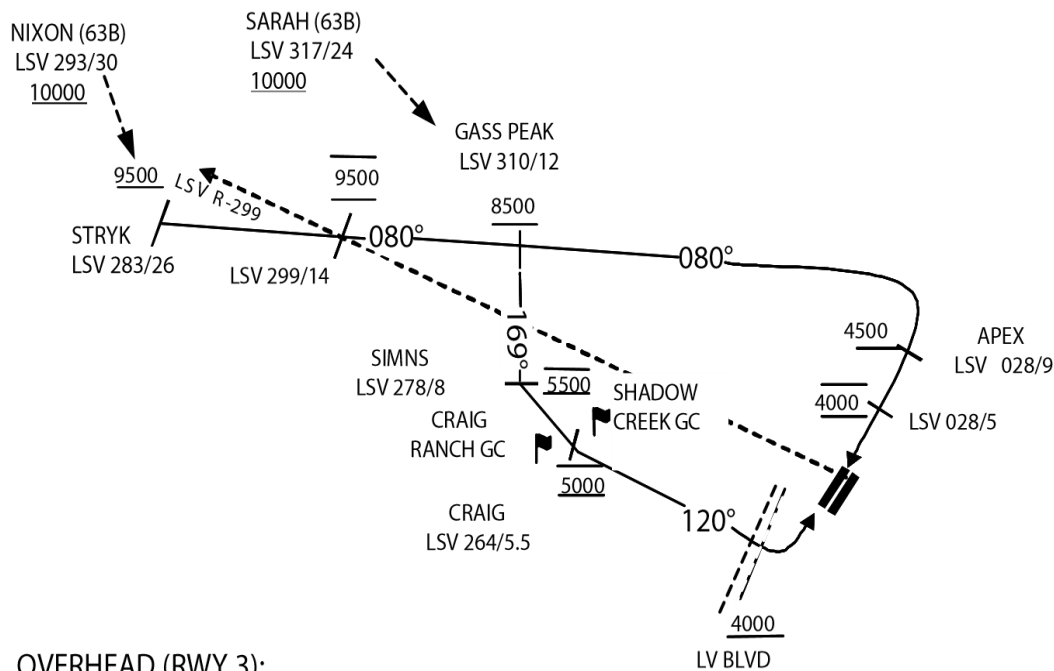


- Remain below 3,000' MSL until north of Race Track and turned westbound.
- Turn left within 4 NM of Nellis direct FLEX.
- Fly north of FLEX and then heading 270°
- Intercept the LSV 15 DME arc at or below 8,000' MSL and arc south.
- Intercept the LSV R-269/15 at or above 10,200' MSL and track outbound.
- Aircrews are VFR until intercepting the LSV R-269 at or above 10,200' MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.

- * Remain below 3,000' MSL until north of Race Track, then turn right to heading 320°
- * Intercept the LAS R- 349 [Ch 116] and comply with DREAM restrictions. Aircrews are VFR until crossing the LAS R-349/20 at or above 10,200' MSL.
- * If unable to comply with restrictions, maintain VFR advise approach.
- * All FLEX Turnouts to the DREAM will comply with RWY 21 DREAM DP.

VFR ONLY Pilot Responsible for Terrain/Obstacle Avoidance.

VMC ONLY
Pilot Responsible for Terrain/Obstacle Avoidance



OVERHEAD (RWY 3):

- Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK, cross LSV R-299/14 at 9,500' MSL.
- Cross GASS PEAK at or above 8,500' MSL.
- Proceed direct SIMNS and cross at 5,500' MSL.
- Proceed direct CRAIG at 5,000' MSL.
- Cross Las Vegas Blvd at or above 4,000' MSL then to 3,500' MSL for initial.
- Remain within 4 DME of LSV on turn to initial.

STRAIGHT-IN RWY 3:

- Depart CRAIG and descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.

OVERHEAD (RWY 21):

- Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK, cross LSV R-299/14 at 9,500' MSL.
- Cross GASS PEAK at or above 8,500' MSL.
- Cross APEX at or above 4,500' MSL then direct 5 NM initial. Contact Tower.
- Descend to cross LSV 028/5 at 4,000' MSL.
- Inside 5 NM, descend to 3,500' MSL.

STRAIGHT-IN RWY 21:

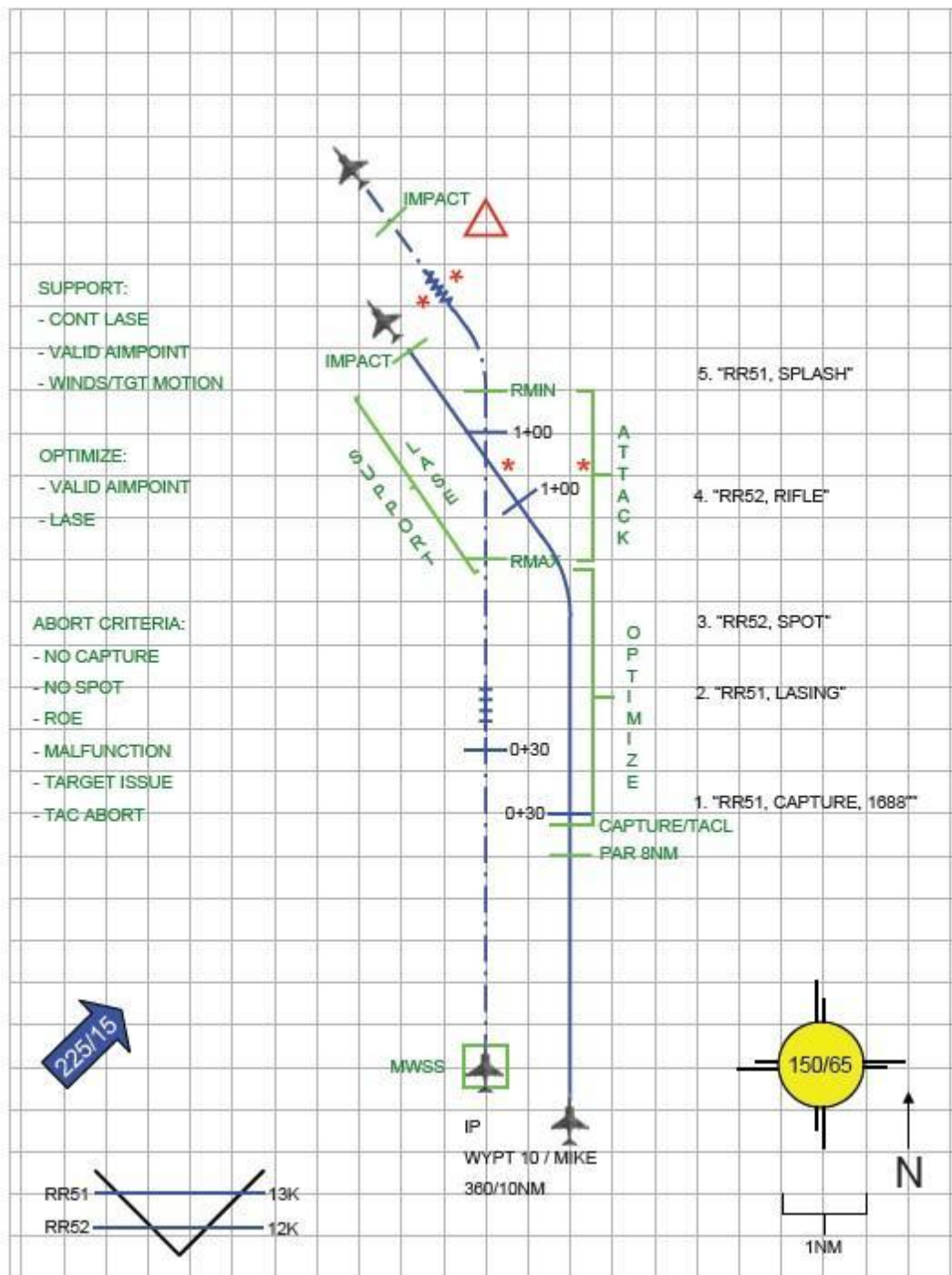
- Cross APEX at 4,000' MSL. Descend to be at 3,000' MSL by LSV 028/5.

RANGE 63B EXIT

- South Exit: Via NIXON at or above 10,000' MSL, then direct STRYK.
- East Exit: Via SARAH, then direct GASS Peak; comply with STRYK restrictions.

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UNCLASSIFIED

LMAV (Left/Right) Attack

Figure 7.24 (U) LMAV Employment Time Line.

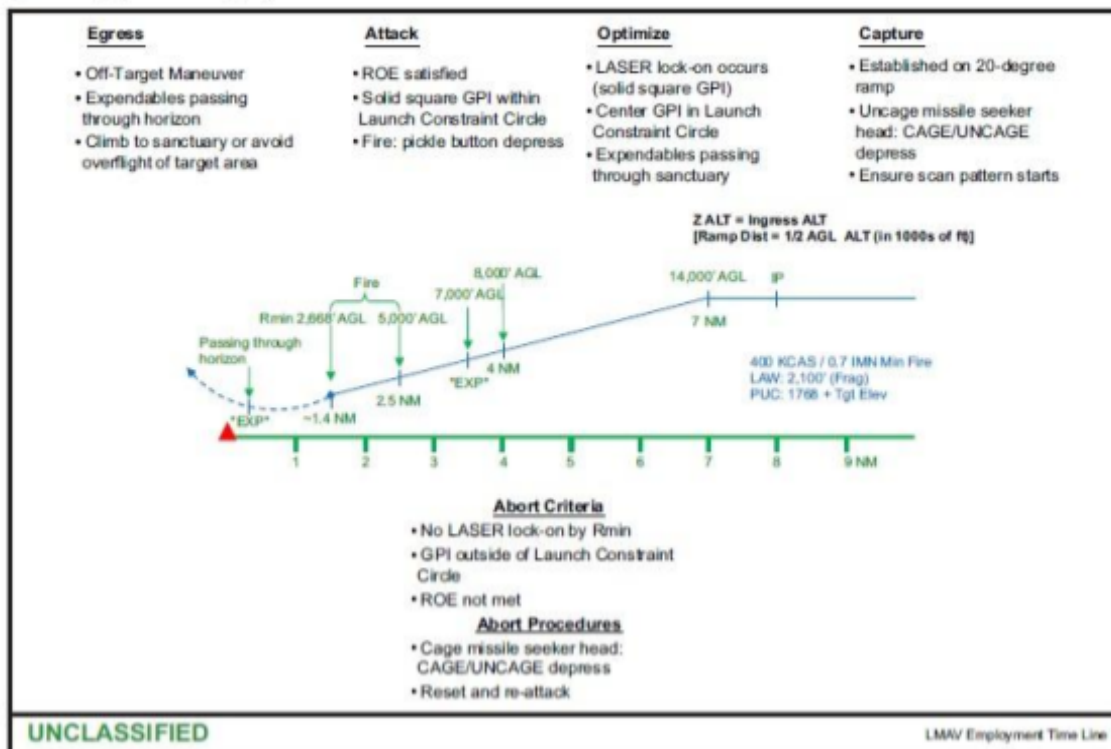
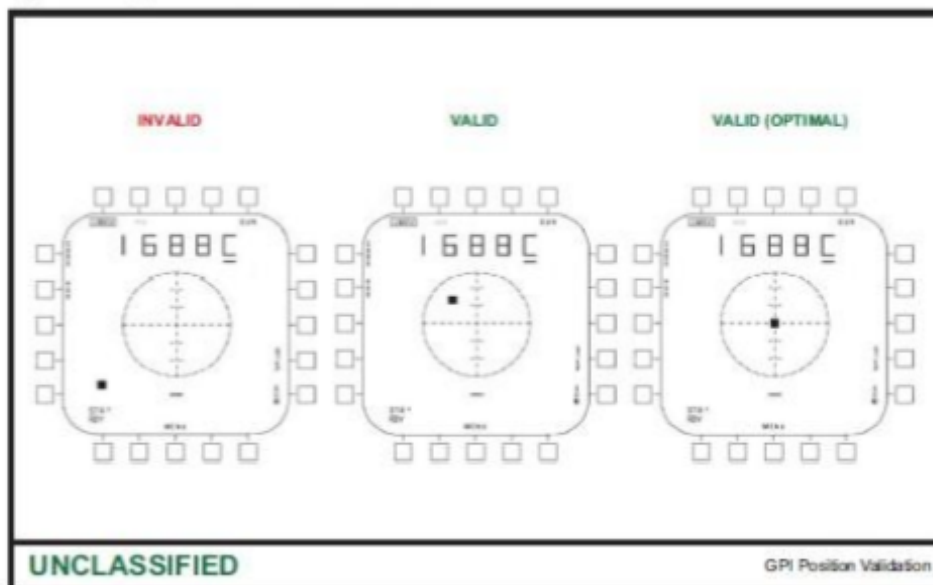


Figure 7.25 (U) GPI Position Validation.



MAPA SYTUACYJNA:

