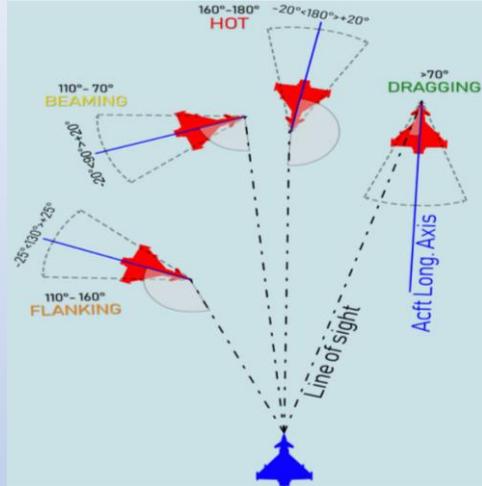


MISSION LIBERATION

TOUR 8 BIS

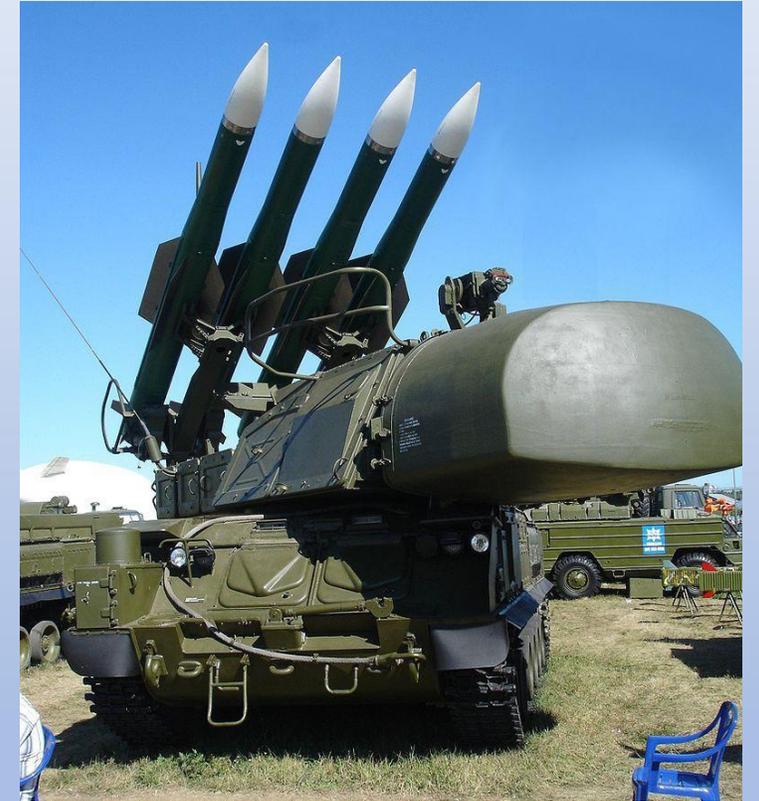


Patrouille zone de combat
Min 2



SEAD

Destruction SA11, Sa13, Shilka,
Min 4



Helicos

Libération aéroports



Objectif de la mission

Destruction

- Sa11 (principal)
- Sa13 (secondaire)
- Shilka (tertiaire)

Libération aérop

- Marj (principal)
- Damas (secondaire)

Plan de vol F/A-18C

Sead / Strike

Edit flight

General Flight settings Payload **Waypoints**

	Name	Alt (ft)	Alt Type	TOT/DEPART
1	Hold	25000	MSL	
2	INGRESS on JERBOA	20000	MSL	
3	DEAD on JERBOA	0	AGL	
4	Land	0	AGL	
5	Bullseye	0	MSL	
6	[MOLERAT] : SA-13 Gopher (9K35 Strela-10M3) #1	0	AGL	
7	[MOLERAT] : SA-13 Gopher (9K35 Strela-10M3) #0	0	AGL	
8	[KEA] : SSM SS-1C Scud-B #0	0	AGL	
9	[KEA] : SSM SS-1C Scud-B #1	0	AGL	
10	[KEA] : SSM SS-1C Scud-B #2	0	AGL	
11	[KEA] : ZU-23 on Ural-375 #4	0	AGL	
12	[PARAKEET] : SA-13 Gopher (9K35 Strela-10M3) #0	0	AGL	
13	[TORTOISE] : ZSU-23-4 Shilka #0	0	AGL	
14	[TORTOISE] : ZSU-23-4 Shilka #1	0	AGL	
15	[TORTOISE] : ZSU-23-4 Shilka #2	0	AGL	
16	[BOBCAT] : ZSU-23-4 Shilka #1	0	AGL	
17	[BOBCAT] : ZSU-23-4 Shilka #0	0	AGL	
18	[BOBCAT] : ZSU-23-4 Shilka #2	0	AGL	
19	[BOBCAT] : ZSU-23-4 Shilka #3	0	AGL	

Menaces dans la zone

AIR / AIR

MiG 21, MiG 23

MiG 25 ...



AIR / SOL

SA-11 (2x)

SA-13 (HK)

Shilka

Manpad

Plan de Fréquence

PRI

Canal	fréquence
01	228.000 (awacs)
02	251.300(ATC)

AUX

Canal	fréquence
01	251.300 (ATC)
02	(fréq) inter patr

Heure de départ mission

début 0600

CAP

	H
démarrage	0605
Rolling	0610
Take off	0616

SEAD

	H
démarrage	0607
Rolling	0615
Take off	0620

STRIKE

	H
démarrage	0607
Rolling	0617
Take off	0625

VOIR avec ATC PISTE EN SERVICE (si toujours la même ce sera la 29)

Pour approche ILS ONLY su la 33

Usage ATC

METAR

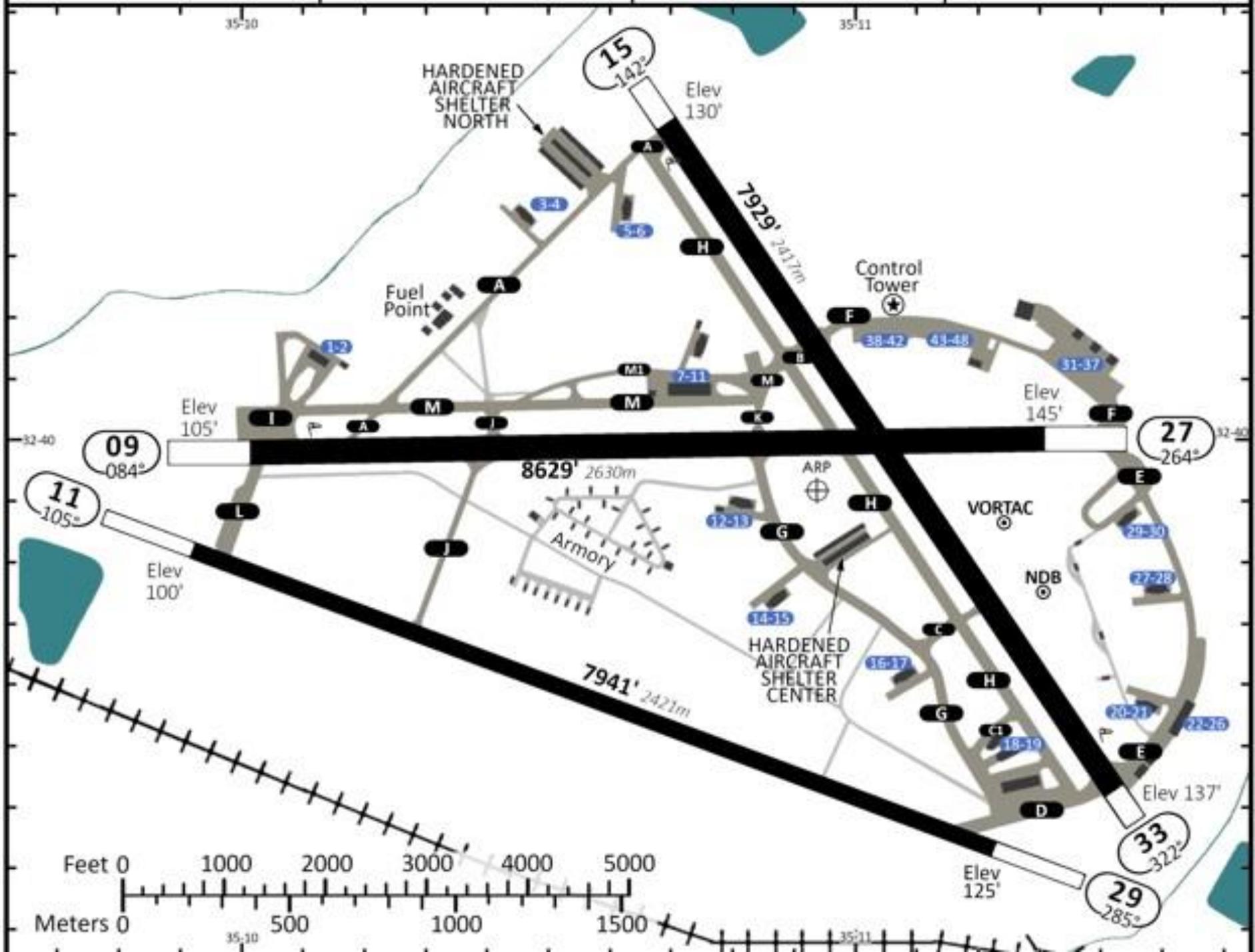
Turn 8		03 Jun 1995		Totally Cloudy		At GL 10kts 102°
		06:00:00 Local		Thunderstorm		At FL08 22kts 016°
				No fog		At FL26 48kts 156°

Ramat DAVID

QNH : 30.15

QFE : 30.02
1016.48

ATC: 251.300

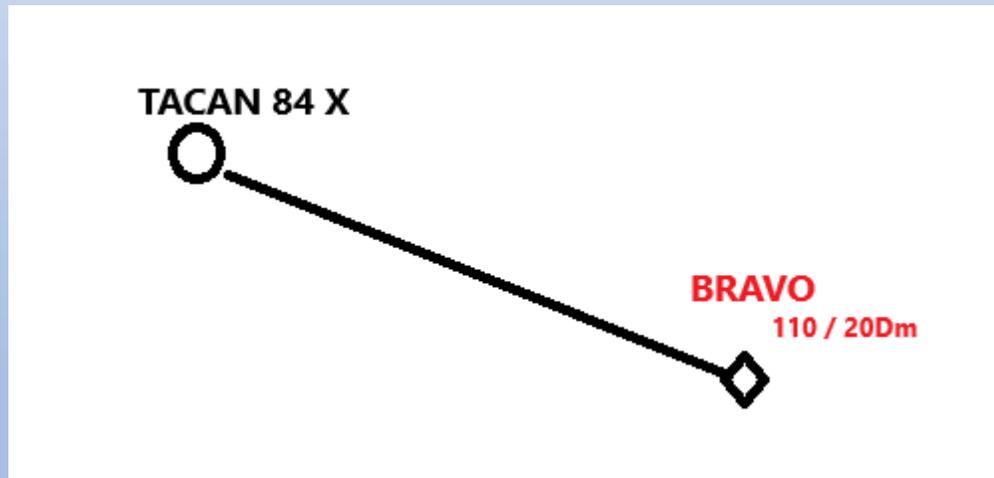


Une idée pour le retour si on revient tous surtout en même temps

Les appareils doivent :

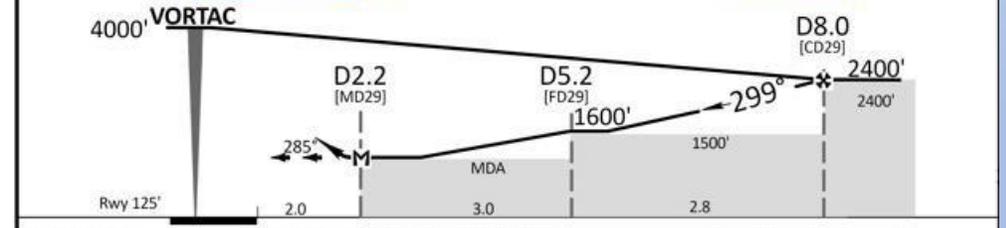
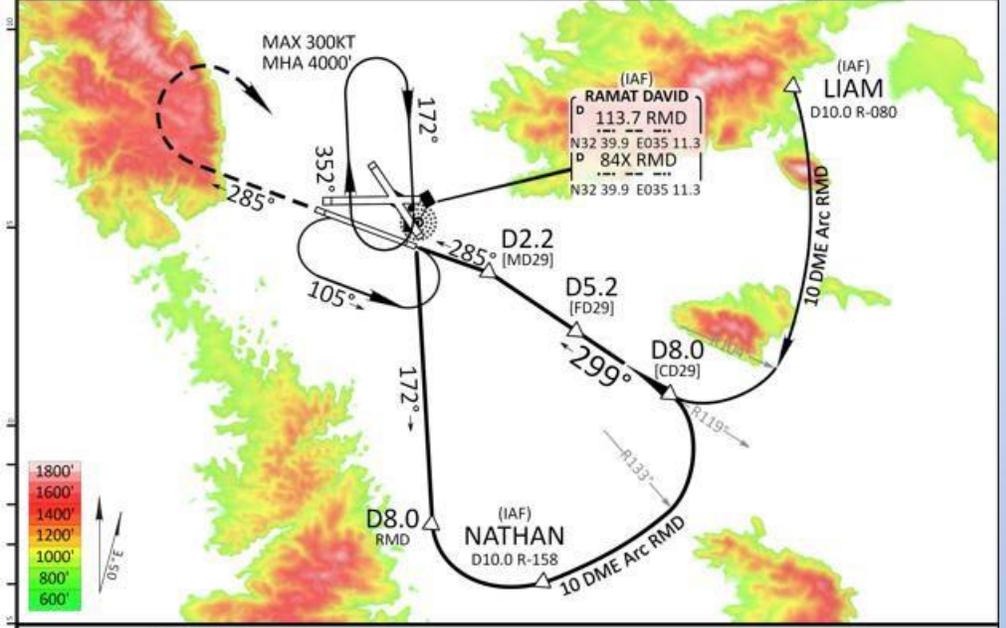
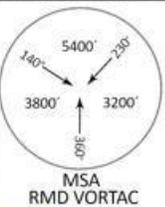
- se rendre au point **BRAVO** (*TACAN 84 X situé au 110 pour 20 nm*)
- être sur la fréquence ATC

Pré-requis : savoir qui est qui avant le début de la mission :D



Formation	Altitude au point Bravo
Avion 1	12.000
Avion 2	12.500
Avion 3	13.000
Avion 4	13.500
Avion 5	14.000
Avion 6	14.500
Avion 7	15.000
Avion 8	15.500
Avion 9	16.000
Avion 10	16.500

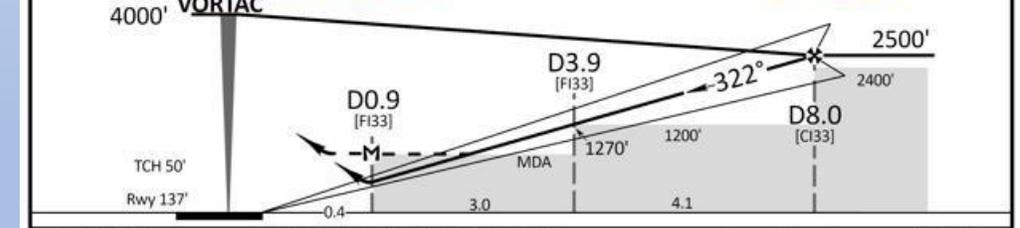
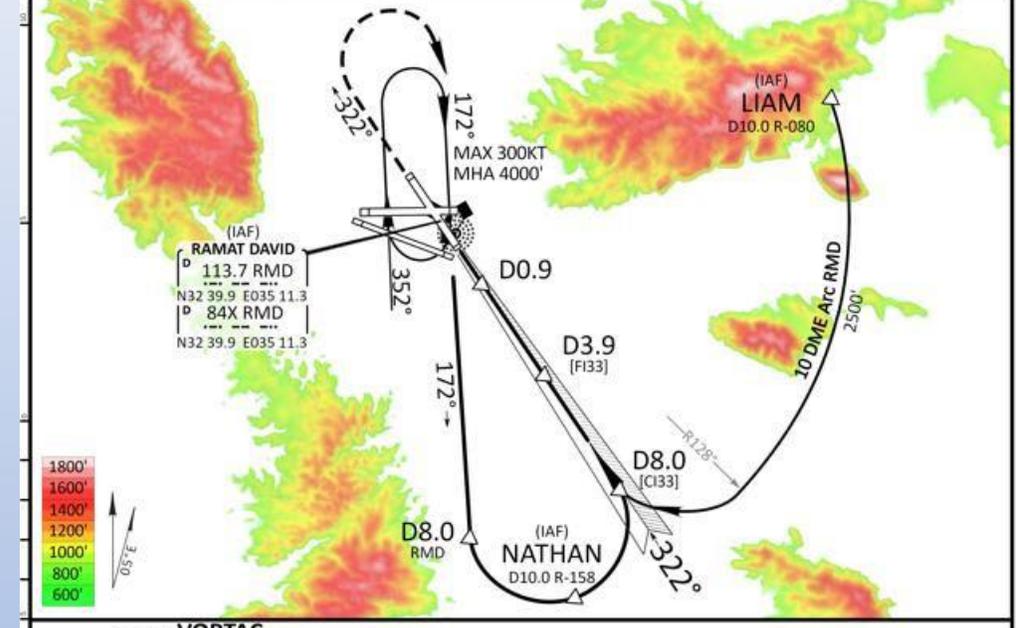
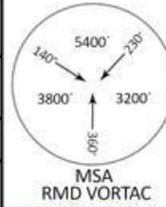
* ATIS 251.150	RAMAT DAVID APP 251.1	RAMAT DAVID TWR 251.050	RAMAT DAVID GND 251.025
VORTAC RMD 113.7 / 84 X	Final Apch Crs 285°	Minimum Alt D5.2 1600' (1475')	MDA (H) 1100' (975')
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT to rejoin holding at RMD R-172 Alt Set: hPA Rwy Elev: 4 hPA		Trans level: FL100 Trans alt: 8000'	
1: Downwind restricted to MAX 1600' 200 KIAS		3: CAUTION: Birds in vicinity of airport	
2: Initial for Overhead-Break restricted to MAX 350 KIAS		4: CAUTION: Grazing Camels near Rwy	



Gnd speed-Kts	70	90	100	120	140	160		ALS	3000'	on	285°
Descent Angle	3.00°	377	484	538	646	753	861				
Map at D2.2											

OVERHEAD-LANDING RWY 29		CIRCLE-TO-BREAK	
	ALS out	Max Kts	MDA(H)
A		100	1600'(1500')
B	R 2000m	135	1600'(1500')
C	R 2600m	180	1600'(1500')
D	R 3000m	205	1600'(1500')

* ATIS 251.150	RAMAT DAVID APP 251.1	RAMAT DAVID TWR 251.050	RAMAT DAVID GND 251.025
VORTAC RMD 113.7 / 84 X	ILS 110.1	Final Apch Crs 322°	Minimum Alt D3.9 1270' (1133')
MISSED APCH: Climb on R-322 RMD to 2200', then turn RIGHT to join holding over VORTAC RMD R-172 Alt Set: hPA Rwy Elev: 4 hPA		Trans level: FL100 Trans alt: 8000'	
1: Emergencies on Sabbath are forbidden		3: CAUTION: Birds in vicinity of airport	
2: CAUTION: Grumpy ATC on duty		4: CAUTION: Grazing Camels near Rwy	



Gnd speed-Kts	70	90	100	120	140	160		ALS	2200'	on	RMD 84X R-322
Descent Angle	3.00°	377	484	538	646	753	861				
Map at D0.9											

ILS STRAIGHT-IN LANDING RWY 33		LOC (GS out)	
DA (H) 338' (200')		DA/MDA(H) 638' (500')	
FULL	ALS out	ALS out	
A			
B	RVR 750m	RVR 1200m	RVR 1500m
C		RVR 1100m	RVR 1800m
D			