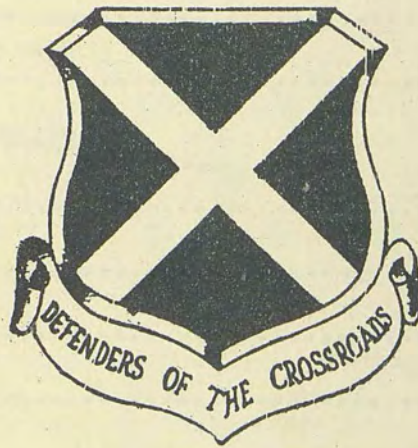
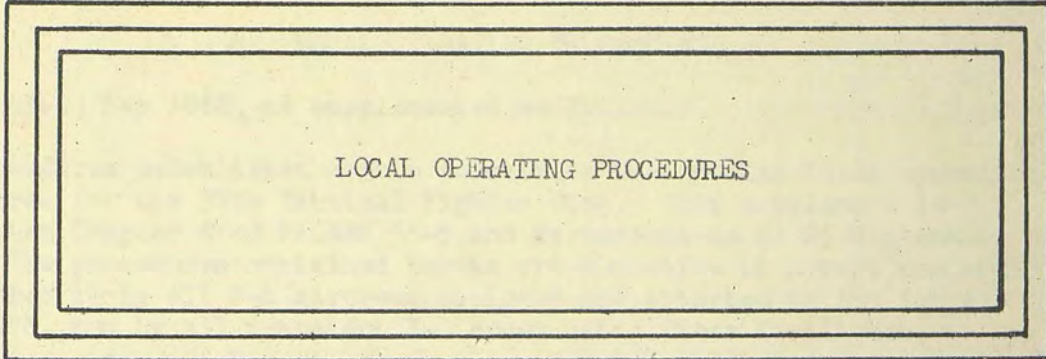


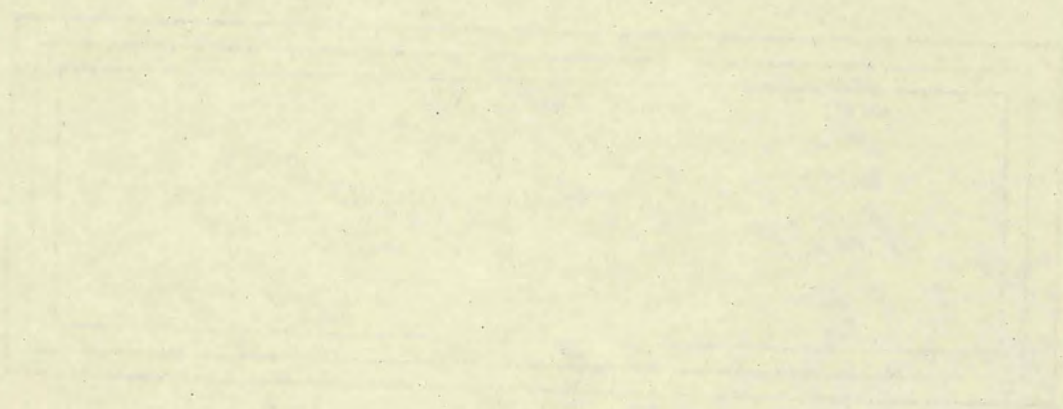
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HEADQUARTERS 37th TACTICAL FIGHTER WING



APO SAN FRANCISCO 96368

HEADQUARTERS OF THE ARMY



CHAPTER 8, VOLUME 1

Operations

LOCAL OPERATING PROCEDURES

PACAFM 55-5, May 1968, is supplemented as follows:

The procedures established herein constitute the special local operating procedures for the 37th Tactical Fighter Wing. This supplement is designated Chapter 8 of PACAFM 55-5 and is current as of 25 September 1969. The procedures contained herein are directive in nature and will be adhered to by all F-4 aircrews assigned and attached to Phu Cat Air Base, RVN, and by all transient F-4 crews using these facilities.

Foreword	<u>Para</u>	<u>Page</u>
Purpose	8-1	1
Scope	8-2	1
Responsibility	8-3	1
Revisions	8-4	1

Section 1 - STANDARDS AND CONTROL

Publications	8-5	2
CIF	8-6	2
Combat Read File	8-7	2
Tactics Manual	8-8	3
Flight Management	8-9	3
Participation in Aircrew Duties	8-10	4
Theater Indoctrination and Aircrew Categories	8-11	4
Rear Seat Landing Criteria for Pilots	8-12	5

OPR: DCO

DISTRIBUTION: X (See Attachment 5)

7AF APO 96307

DAPBB-1

DOO-1

	<u>Para</u>	<u>Page</u>
Functional Check Flight	8-13	5
Ferry Flights	8-14	5
 Section II - GENERAL OPERATIONS		
Local Flying Area	8-15	6
Airfield Information	8-16	6
Mission Briefing	8-17	7
Weather Minimums	8-18	7
Fuel Planning Figures	8-19	7
Minimum/Emergency Fuel	8-20	8
Sign Out Procedures	8-21	8
Personal Equipment	8-22	8
 Section III - BEFORE TAKEOFF PROCEDURES		
Preflight	8-23	9
Start Engine Time	8-24	9
Ground Radio Procedures	8-25	9
IFF/SIF Ground Check	8-26	10
Radar Beacon Transponder	8-27	10
Tail Hook and IFR Receptacle Check	8-28	10
Taxi	8-29	10
Aircraft Lighting for Ground Procedures	8-30	11
Arming Procedures	8-31	11
Runway Line-up/Run-up	8-32	12

	<u>Para</u>	<u>Page</u>
Aborts	8-33	12
Section IV - AIRBORNE PROCEDURES		
Takeoff	8-34	14
Joinups	8-35	14
Night and IFR Departures	8-36	14
Airborne Radio Procedures	8-37	15
Enroute	8-38	15
Thunderstorms Avoidance	8-39	16
Aircraft Lighting (Airborne)	8-40	16
Air Refueling Procedures	8-41	17
Formation and Tactics	8-42	17
Return to Base	8-43	17
Recovery	8-44	17
VFR	8-44e(1)	18
IFR	8-44e(2)	18
Instrument Procedures	8-45	19
Divert Procedures	8-46	20
Landing	8-47	20
Section V - AFTER LANDING		
After Landing	8-48	22
Parking and Shutdown	8-49	22
Mission Debriefing	8-50	23

	<u>Para</u>	<u>Page</u>
Section VI - EMERGENCY PROCEDURES		
Radio Out Procedures (NORDO)	8-51	24
NORDO Combat Skyspot (CSS)	8-52	25
Aircraft with Emergencies	8-53	26
Escort of Emergency Aircraft	8-54	26
Inadvertant Release	8-55	26
Hung Ordnance	8-56	27
Landing with Hung/Unexpended Ordnance	8-57	27
Jettison Area Priorities	8-58	28
Special Jettison Considerations	8-59	28
Phu Cat Jettison Area	8-60	29
Controlled Bailout Procedures	8-61	29
Runway Foaming	8-62	29
Clearing the Runway with a Blown Tire	8-63	30
Arrested Landing	8-64	30
Hot Brakes	8-65	32
Section VII - ALERT PROCEDURES		
General	8-66	33
Cocking	8-67	33
Scramble	8-68	33
RTB and Recocking	8-69	34

	<u>Para</u>	<u>Page</u>
Section VIII - SPECIAL SUBJECTS		
Minimum Delivery Distances	8-70	35
Short Round Prevention	8-71	35
Low Blow Prevention	8-72	36
Single Aircraft Strikes	8-73	36

FOREWORD

8-1. Purpose. This chapter establishes local area procedures for operating F-4 aircraft at Phu Cat AB. Combat tactics employed by the 37TFW are contained in the 37TFW Tactics Manual(S).

8-2. Scope. These procedures are directive for all F-4 aircrews, squadrons, and sections assigned and attached to the 37TFW.

8-3. Responsibility. All commanders, supervisors and aircrews are responsible for compliance with these procedures.

8-4. Revisions. Recommendations for changes or revisions will be submitted in writing to the 37TFW (DCOS). Changes will be published as replacement pages or pen-and-ink changes to be inserted by the aircrews.

Section I - STANDARDS AND CONTROL

8-5. Publications:

a. Each squadron will designate a Flight Manuals Control Officer (FMCO) who will maintain an adequate supply of required publications and insure that each assigned and attached aircrew is provided with current aircrew checklists and Pilot's Aid. The FMCO will also insure that each aircraft is fully equipped with current Flight Information Publications.

b. DCOS will be responsible for providing publications to DCOO for inclusion in the alert facility, SOF Vehicle, RSU and Command Post. DCOS will maintain a Master File of all Operational Tech Orders and will insure that all changes to these publications are brought to the attention of the Wing Commander and DCO.

c. Each aircrew will possess a map, maximum scale 1:2,000,000, of at least the area bounded by $8^{\circ} 30'N-109^{\circ} 30'E$, $8^{\circ} 30'N-104^{\circ} 30'E$, $17^{\circ} 30'N-104^{\circ} 30'E$, $17^{\circ} 30'N-109^{\circ} 30'E$ and will contain the following minimum notations:

(1) TACAN radials and distances from Phu Cat.

(2) Bingo fuel requirements for RTB to Phu Cat.

8-6. Crew Information File:

a. A Crew Information File (CIF) will be established and maintained by each squadron in accordance with 37TFW Sup 1 to AFR 55-48 and will be kept current by cross checking with the Master File in the DCOS office. All CIF items will be issued over the DCO's signature.

b. Each squadron will maintain a CIF card for each assigned and attached aircrew member.

c. The CIF will be numbered consecutively by month. Each CIF will contain a disposition statement.

8-7. Combat Read File. This file contains urgent and classified items affecting air operations which are required reading for all aircrews prior to each flight. DCOS maintains this book in the Wing Intelligence Mission Planning Room.

8-8. Tactics Manual. The 37TFW Tactics Manual(S) is available in the Wing Intelligence Mission Planning Room for preparation of impending missions. It contains two parts. The 37TFW Tactics Manual itself is Part I of this file and a Weapons Book is Part II. The Weapons Book portion contains additional pertinent weapons information.

8-9. Flight Management:

a. The Wing Command Post will:

(1) Confirm tail numbers and aircraft configurations with Maintenance Control.

(2) Notify tactical squadrons of tail numbers not later than one hour before takeoff time and of any changes to takeoff time or ordnance load as they occur.

b. The Squadron Commander will:

(1) Be responsible for aircrew scheduling. Emphasis will be placed on aircrew qualifications considering targets, in-flight refueling, ordnance and weather for each mission.

(2) Insure that PHC O-68 (Flight Order and Clearance Form) is filed at squadron operations and is signed by the squadron commander or operations officer.

c. Aircrews will:

(1) Make every effort to meet scheduled takeoff and landing times.

(2) Obtain clearance from Cobra Control prior to taxiing, except on alert scrambles.

(3) Accomplish maximum training on each flight consistent with operational requirements.

d. The SOF and RSO will comply with PACAFR 55-13 as supplemented,

8-10. Participation in Aircrew Duties:

a. Each individual has the responsibility to keep himself physically fit to meet the demands of combat flying. To minimize pilot fatigue during normal operations, the following procedures will apply:

(1) Aircrews will not be scheduled for more than two daily fragged sorties.

(2) Day alert aircrews are limited to three sorties.

(3) Scheduled night missions or night alert scrambles will be limited to two sorties per aircrew per night.

b. Passenger Checkout Requirements:

(1) The Wing Commander will approve all requests for F-4 passenger flights. F-4 passengers will be briefed/demonstrated the following:

(a) Egress System

(b) Parachute System (hanging harness and tree lowering device)

(c) Oxygen System

(d) Canopy Separation

(e) Location of rear seat circuit breaker panels

(f) Survival Equipment

c. Flying Non-Assigned F-4 Qualified Aircrew Members - 7AF and the Wing Commander will approve all requests for non-assigned F-4 qualified aircrew members to fly wing aircraft.

d. 37TFW staff aircrews authorized to fly the F-4 will be designated by the DCO and attached to a squadron for flying. TIT and upgrading will be the same as for squadron aircrews.

8-11. Theater Indoctrination Training (TIT) and Aircrew Qualification:

a. TIT and Aircrew Qualification will be in accordance with PACAFR 51-6 as supplemented.

b. DCOO will post the daily flying schedule including Aircrew Qualification symbols in the TUOC, SOF Folder and RSU Folder. The squadrons and TUOC will keep the daily flying schedule current.

c. Aircrews will not perform alert duty until approved by the DCO.

d. Aircrews will not perform flight lead duty until approved by the DCO and Wing Commander.

8-12. Rear Seat Landing and Air Refueling Criteria for Pilots. The policy regarding pilot rear seat landings is spelled out in PACAFR 55-25. Currency requirements (two landings per month) dictated by AFM 51-34 are waived for the period of assignment in Southeast Asia. Therefore, regarding rear seat pilot landings and refuelings:

a. The pilot will initially demonstrate satisfactory capability to an IP. The date of the initial qualification for both landings and refuelings will be documented in the remarks section of PHC Form 26; this form will be maintained in Section V, AF Form 846.

b. Landing currency will be maintained in accordance with AFM 60-1; i.e., one landing at least every 45 days. There are no continuing requirements following initial refueling qualification.

c. Rear seat landings and refueling will not be accomplished when the Aircraft Commander believes hazards exist which could affect safety of flight.

d. Pilot rear seat landings will not be accomplished when crosswinds exceed 15 knots or the runway is wet.

e. Pilots initially qualified in both rear seat landings and refuelings, and maintaining currency in landings in accordance with para 8-12b above will have notations to this effect placed on the aircrew status board.

8-13. Functional Check Flight (FCF) Pilots. Maintenance Officers who perform functional check flights will be attached to an appropriate squadron for flying. They will follow the same clearance and CIF procedures as squadron pilots. Each squadron is authorized five FCF Aircraft Commanders in addition to the unit maintenance FCF officer. These crews will be specially selected for their experience and qualifications in the UE aircraft and will be designated on orders in accordance with T. O. 1-1-300.

8-14. Ferry Flights. All ferry flights will be conducted in accordance with AFM 60-16, PACAFR 55-18, and 7AFR 55-29. A ferry folder is available from DCOO for Clark and Tainan.

Section II - GENERAL OPERATIONS

8-15. Local Flying Area:

- a. Local Operating Area: Any area to which a mission is fraggged excluding those areas restricted by the current ROE.
- b. Local Training and FCF. (See Attachment 1)
- c. Ordnance Jettison Area. (See Attachment 4 and Paragraph 8-60)

8-16. Airfield Information:

- a. Phu Cat AB coordinates are $13^{\circ}57'N - 109^{\circ}03'E$.
- b. Field elevation is 101'.
- c. See Attachment 2 for airfield layout. The runway has a slight grade from 92 feet at the approach end of runway 33 to 96 feet at the other end with a slight hump to 101 feet three quarters of the way down the runway. The runway is not grooved. Overruns are not suitable for landing.
- d. Barriers:
 - (1) BAK-12. One barrier is located 1,137 feet from the approach end of runway 33 and the other is 1,112 feet from the approach end of runway 15. The limitations of the BAK-12 are 162 knots at 58,000 lbs and 190 knots at 40,000 or less. The barriers are marked by yellow meatball panels.
 - (2) BAK-13. This barrier is located 2,750 feet from the approach end of runway 33. It is also marked by yellow meatball panels. The BAK-13 limitation is 160 knots at any weight up to 50,000 pounds.
- e. RAPCON. RAPCON equipment gives primary and secondary coverage out to 60NM. In addition, IFF can be painted out to 200NM. Surveillance approaches are available to both runways. Precision approaches are available to runway 33 only. The GCA glideslope is 3° with a touchdown point 750 feet from the approach end of the runway.
- f. TACAN. Channel 87, PHJ, has check points that are located on Taxiways 1, 2, 3, and 4.

g. Lighting consists of U. S. A-1 with 3000 feet of sequence flashing lights on runway 33 and high intensity runway lights. VASI lights are at both ends of the runway with a 3° glideslope and a 750 feet touchdown point.

8-17. Mission Briefing:

a. All aircrews will attend the general mission briefing at the time specified on the daily schedule. The general briefing will normally be conducted at Intelligence two hours prior to departure time, unless special mission requirements dictate otherwise.

b. The mission flight leader will be responsible for planning and briefing the specific mission details in accordance with the 37TFW Briefing Guide.

8-18. Weather Minimums:

a. Takeoff and landing minimums for 37TFW F-4 aircraft are 300-1/2 day and 300-1 night or published approach minimums, whichever are higher. Commanders may establish higher minimums for individual aircrews. Takeoff and landings minimums for aircrews not alert qualified are 500-1 day and night.

b. When the crosswind component, including gust factor, exceeds 25 knots, flying will be continued only at the direction of the Deputy Commander for Operations or his representative (SOF).

c. When weather goes below minimums, the 37TFW TUOC will notify TACC and request that the alert aircraft be placed on "Mandatory Scramble" status; i. e., the target warrants minimal weather operation.

d. Functional check flights will be conducted under VMC in accordance with T. O. 1-1-300. When the reported or forecast weather is below 3000-3, the FCF pilot must obtain approval from the DCO thru squadron operations to launch. Approval will be coordinated with the TUOC.

8-19. Fuel Planning Figures:

a. IFR fuel planning figures will be used if the reported or forecast weather is below 5000-5 during the anticipated duration of the flight.

b. Aircrews will plan fuel reserve requirements in operating areas which will insure that the following planned amounts of fuel are available at the IAF or on Initial Approach:

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

(1) VFR - Aircraft returning VFR will plan to arrive on initial with 3000 pounds of fuel remaining.

(2) IFR - Aircraft returning IFR will plan to arrive at the IAF with 4000 pounds of fuel remaining. This fuel figure will permit a penetration and low approach to Phu Cat with sufficient fuel remaining to divert to Tuy Hoa.

c. Fuel requirements will be sufficient to enable a return to Phu Cat, divert to a suitable alternate and land with 1000 pounds of fuel remaining.

8-20. Minimum/Emergency Fuel. Minimum/Emergency Fuel calls are mandatory. The following criteria will be used for declaring minimum and emergency fuel:

a. Minimum Fuel. Declare minimum fuel whenever it becomes apparent that entry on initial or arrival at the IAF will occur with less than 2000 pounds VFR or 3000 pounds IFR.

b. Emergency Fuel. Declare emergency fuel whenever it becomes apparent that entry on initial or arrival at the IAF will occur with less than 1500 pounds VFR or 2500 pounds IFR.

8-21. Sign Out Procedures:

a. The AC will sign out on PHU Form O-68 prior to each flight, including administrative, ferry, or FCF flights.

b. An ICAO Flight Plan will also be filed at Base Operations for those flights not on a tactical clearance.

8-22. Personal Equipment:

a. All aircrews will wear a flying suit, boots, helmet, gloves, mesh net survival vest, underarm life preserver, G-suit, harness (with tree-lowering device) and a sidearm for all missions flown in SEA.

b. Aircrews will carry their Geneva Convention Card, ID Card, and "Dog Tags" on all flights. No personal items such as letters, wallet, or photographs will be carried on combat missions.

c. There will be no items, except water flasks, carried in G-suit pockets.

Section III - BEFORE TAKEOFF PROCEDURES

8-23. Preflight:

- a. Aircrew station time, at the aircraft, will be no less than 20 minutes prior to engine start.
- b. Aircraft and armament preflight will be in accordance with appropriate checklists.
- c. Prior to start, intercom communications will be established with the ground crew. Appropriate ground signals may be used if a headset is not available and the mission is faced with a late takeoff.

8-24. Start Engine Time. Start engine time should normally be 25 minutes prior to takeoff for runway 15 and 20 minutes prior to takeoff for runway 33. Use 30 minutes for four ship flights.

8-25. Ground Radio Procedures:

- a. Normally, the radio check-in will be initiated by the Flight Leader eight minutes after start.
- b. Flights will check in on Channel 2. The Flight Leader will call Cobra Control giving call sign and weather sequence number. Also give Cobra Control any deviations in crews, tail numbers, or takeoff time, etc.
- c. The Flight Leader will contact Ground Control on Channel 3 just prior to taxiing and request taxi instructions and state whether an IFR departure is desired. See paragraph 8-36 for IFR departure procedures.
- d. The auxiliary receiver will be checked on Channel 19 when taxiing into the arming area. Number two will call lead when entering the area and the Flight Leader will acknowledge the call with a thumbs up or a light signal. Lead will check his wingman's auxiliary receiver, using the same procedures, after ground personnel are clear of the aircraft.
- e. The Flight Leader will change the flight over to Channel 4, Phu Cat Tower, for clearance to take the active runway. For IFR departures, the tower will normally instruct the flight to change to Channel 5, Phu Cat Departure Control, after takeoff clearance is issued. Do not request clearance on the runway until all aircraft are ready to taxi.

25 September 1969

PACAFM 55-5/37 TFW Sup 1, Vol 1, Chap 8

8-26. IFF/SIF Ground Check:

a. An IFF/SIF check will be made with Whiz Kid on 399.9 prior to taxi. Aircraft location may prevent an acceptable check. In this event, make the check in the arming area on runway 33, before or after aircraft arming. When 15 is the active runway, perform the check while taxiing, monitoring guard channel. The 15 arming area is in a blind spot and the check cannot be accomplished in this area.

b. To perform the IFF/SIF check, squawk all modes normal (other than 3-04) and comply with Whiz Kid's instructions. NOTE: Whiz Kid will check the Emer mode on the ground. At no time will the Emer mode be checked while airborne.

c. At least one aircraft in an element must have an operational IFF/SIF.

8-27. Radar Beacon Transponder:

a. All aircraft will perform a "music check" on the Radar Beacon Equipment prior to missions where a Combat Skyspot may occur. Perform the check in the same areas specified for the IFF check. One aircraft must have an operational transponder if a CSS is scheduled.

b. Operate the SST-181X transponder only during CSS missions or during airborne/ground checks.

8-28. Tail Hook and IFR Receptacle Check. The IFR receptacle will be cycled after completing the "Before Taxiing" checklist. Lower the tail hook only at the request of the crew chief to meet the normal 7-day inspection requirement. Do not cycle the tail hook while the INS is aligning.

8-29. Taxi:

a. Taxiing aircraft will use the center of the taxiway and maintain a minimum spacing of 300 feet between aircraft.

b. Use minimum thrust necessary to move the aircraft, particularly in the parking area. Engines will be at idle during turns in the parking area or arm/dearm area.

c. Gunsight and Radar Bit checks will be performed before every flight.

d. There will be no high speed taxi checks without the approval of the DCO.

8-30. Aircraft Lighting for Ground Procedures:

a. Aircrews will check all lighting for proper operation prior to engine start. The crew chief will check the IFR receptacle light during the receptacle check.

b. Navigation and formation lights will be Bright Steady during engine start and pre-taxi checks. Bright Flash position will be used during ground movement.

c. Navigation and formation lights will be repositioned to Bright Steady when stopped in the arming area. Upon completion of arming and pre-takeoff checks, lights will be repositioned to Bright Flash (indicating a ready status to the Flight Leader).

d. These basic lighting procedures will also apply to dearming and return to the chocks, i. e., Bright Flash when the aircraft is in motion, Bright Steady when the aircraft is stopped.

8-31. Arming Procedures:

a. Lead aircraft will taxi into the arming position farthest from the runway. Succeeding aircraft will taxi behind the leader into the next available position. Aircraft heading in the arming area is 150°/330°. (See Attachment 3)

b. Aircrews will insure armament switches are OFF/SAFE before entering the arming area.

c. The Launch Supervisor, identified by a distinctive vest, will stop the aircraft short of its final parking spot to check the tires. He will then signal the aircraft forward for final inspection and arming. The AC will depress the Armament Safety Over-ride Button and give a "thumbs up" signal to the Launch Supervisor. Ground crews will not go under the aircraft until the "thumbs up" signal is given.

d. Aircrews will keep their hands in view until receiving the thumbs up signal from the launch supervisor.

e. The flight will not taxi until all personnel are clear of aircraft and a visual taxi clearance has been received from the Launch Supervisor indicating that the flight is clear to taxi. A "thumbs up" from anyone other than the Launch Supervisor is not a clearance to taxi.

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

f. In the event of an incident while arming, e. g., inadvertent rockets launch, bomb release, etc., do not move the aircraft, unless safety requirements dictate. Shut down in the arming area and do not move any switches, except generator and engine master switches.

8-32. Runway Line-Up, Run-Up:

a. The Flight Leader will call for clearance prior to taxiing from the arming area. Clearance for takeoff and change to departure control frequency will be issued by Tower.

b. Crew members will review abort procedures just prior to taking the active runway.

c. Lineup for takeoff will be a minimum of 150 feet down the runway. Element/Flight Leads will take the west side (far side) of the runway. Spacing between elements will be a minimum of 500 feet during engine runup.

d. The temperature control knob will be set at 3 o'clock or greater for takeoff to preclude fogging. To eliminate cockpit fogging, consider pulling the cockpit emergency vent handle to depressurize the system.

e. After engine runup and pre-takeoff checks, each aircraft (of an element) will check the other for half flaps and general condition; i. e., no fuel leaks, etc. Head nod (flash taxi light at night) indicates the other aircraft has 1/2 flaps and that you are also ready for takeoff.

8-33. Aborts:

a. Abort in runup position: Immediately notify lead. If possible, hold position if remainder of flight will be departing and then clear to the far end of the runway. If you must move to clear takeoff area for other flight members, ask Tower for clearance to pull off at the first available taxiway.

b. Rolling abort: Clear to the far end of the runway. For high speed aborts, external stores should be retained unless it is clear that it is impossible to keep the aircraft on the runway. The decision to drop the tail hook should be made early enough to permit tail hook bounce to dampen, and in any case, at least 2000 feet prior to the barrier.

- c. Once clear of the runway proceed to the dearm area and then to the ramp unless the situation requires shutdown.
- d. Radio out. Use hand signals to inform other flight members of radio failure and follow the appropriate procedure outlined above. The other flight member will inform Tower of the abort.

Section IV - AIRBORNE PROCEDURES

8-34. Takeoff:

- a. All takeoffs will be made in afterburner.
- b. Formation takeoffs are prohibited.
- c. Takeoff interval between aircraft will be a minimum of 20 seconds.
- d. After brake release steer aircraft toward the center of the runway.
- e. Jettisoning of munitions on takeoff roll. (See para 8-60)
- f. After takeoff, terminate afterburner at a minimum of 300KCAS. Departure Control will monitor takeoffs upon request. Reset Altimeter to 29.92 when climbing through the local transition altitude of 5000 feet.

8-35. Joinup:

a. VMC: Flight Lead will turn to the prebriefed heading and maintain 300KCAS at 92 percent until the wingman has joined. The last aircraft to join will check the other aircraft for condition and ordnance security. The Flight Leader or Element Leader will check the last aircraft. When the last aircraft is in position, the Flight Leader will accelerate to the optimum climb speed.

b. On straight-ahead joinups, number two will join on the left wing, unless briefed otherwise.

c. IMC: Lead aircraft will turn to intercept the departure radial and maintain 350KCAS at mil power until reaching cruise mach, leveling off at the assigned altitude. Following aircraft will maintain spacing in radar trail. Remainder of joinup will be in accordance with PACAFM 55-5.

8-36. Night and IFR Departures:

a. IFR procedures and Phu Cat radar (Departure Control) will be utilized on all night and IMC departures. Obtain departure clearance after receiving taxi instructions.

b. Radar Controlled Departures:

(1) Inform Ground Control of the desired initial vector and handoff CRC. (Example: "Cobra 21, request radar vector 320 radial, handoff to Panama.")

(2) Departure Control will provide radar vectors as soon as radar contact is established after takeoff.

(3) If radio or radar contact is lost on departure, maintain assigned vector.

c. TSID Departures (Used if radar control is unavailable):

(1) Request TSID departure from Ground Control stating the handoff CRC. (Example: "Cobra 21 request TSID 2, handoff to Peacock.")

(2) Departure Control will issue the clearance.

d. VFR on Top is the clearance limit on all departures. Aircrews will remain on Departure Control frequency until VFR or until advised to contact the CRC. If communication is lost with Departure Control, the flight will immediately change to the CRC/CRP frequency.

8-37. Airborne Radio Procedures:

a. Monitor auxiliary channel 19 (283.0) at all times during flight unless operational requirements dictate otherwise. Primary UHF receiver and Guard channel will also be monitored at all times.

b. Radio Discipline. Flight Leader will enforce radio discipline throughout the mission. Unnecessary transmissions will not be tolerated.

c. In the target area radio transmissions will be as required to insure all aspects of the strike are understood. When working with a FAC, the FAC will clear each aircraft and the A/C will acknowledge. If you are not cleared verbally, abort the pass.

d. Notify Cobra Control in the event an OPREP-3 report (combat loss, Low Blow, Shortround, etc.) is required.

8-38. Enroute:

a. The Flight Leader will establish radio contact with the CRC. The CRC will either give the flight complete FAC/rendezvous information or effect a handoff to another CRC, as applicable. The CRC/CRP's will furnish, upon request, flight following, traffic advisories, vectors to avoid weather, and artillery advisories.

b. Tactical mission aircraft will maintain contact with CRC radar at all times other than takeoff, recovery, or strike phase.

25 September 1969

PQCAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

c. During out-of-country operations, aircrews will state altitude in terms of "base plus". Care will be taken not to compromise the base reference altitude. During in-country missions, reference to base altitude will not be used.

d. Tactical mission cruise altitudes will be in accordance with the following procedures:

(1) Between 3000 feet AGL and FL 290:

(a) On a magnetic course of 0° through 179° , any odd thousand foot MSL altitude plus 500 feet (i.e., 3500', 7500').

(b) On a magnetic course of 180° through 359° , any even thousand foot MSL altitude plus 500 feet (i.e., 4500', 6500').

(2) Above FL 290:

(a) On a magnetic course of 0° through 179° , any flight level at 4000 foot intervals, beginning at the including FL 300 (i.e., 300, 340).

(b) On a magnetic course of 180° through 359° , any flight level at 4000 foot intervals, beginning at and including FL 320 (i.e., 320, 360, 400).

(3) See 7AFR 55-2 for complete Tactical Mission Control procedures.

8-39. Thunderstorm Avoidance:

a. Thunderstorms will not be penetrated unless there is no other alternative which will result in safe recovery of the aircraft and crew.

b. When a thunderstorm penetration must be made and time and weather permit, the wingman will be put 4-6 NM in trail prior to penetration.

8-40. Aircraft Lighting (airborne):

a. Day. Navigation and formation lights will be on Bright Flash.

b. Night takeoffs will be made in Bright Flash. If aircraft do not join in close/route formation, leave lights in Bright Flash unless directed/briefed by Flight Leader to do otherwise. If joinup is accomplished, the joining wingman will call for desired exterior lighting

(Example: "Cobra 11 go Dim Steady") to the aircraft he is joining. The last aircraft in the formation will remain on Bright Flash unless in IMC (go Bright Steady). The Flight Leader will brief aircraft lighting procedures for the strike portion of the flight and recovery.

8-41. Air Refueling Procedures:

a. Air refueling will be accomplished in accordance with T. O. 1-1C-1-8 and PACAFM 55-5, Chapter 4.

b. Refueling track frequencies and GCI control sites are listed in the 37TFW Pilot's Aid.

8-42. Formation and Tactics. Formation, tactics and ordnance delivery procedures are published in PACAFM 55-5 and 37TFW Tactics Manual and Weapons Book(s).

8-43. Return to Base. After departing the target area and being cleared to RTB by the controlling agency, Flight Leaders will contact a CRC for radar monitor. The services offered by CRC for RTB are essentially the same as those enroute to the target. The CRC can furnish destination weather and radar handoff to the local approach control facility.

8-44. Recovery:

a. When handed off to Phu Cat Approach Control, the flight will stop by Channel 2 and give Cobra Control information on hung/unexpended ordnance (excluding air-to-air missiles) and give aircraft status using the following codes:

(1) Code 1 - Aircraft O. R.

(2) Code 2 - Aircraft has minor write-ups that will allow it to turn around on schedule.

(3) Code 3 - Aircraft has write-ups that will not allow it to turn around.

b. Aircraft in controlled air space under IMC will not leave the control frequency to report to TUOC.

c. The altimeter will be set to the station altimeter setting prior to starting descent.

d. Because of the possibility of unknown battle damage, aircraft returning from combat missions will land as soon as practical.

25 September 1969

PACAFM 55-5/37 TFW Sup 1, Vol 1, Chap 8

e. Whenever fuel, time, traffic, and radar capability permit, landings will be made from a PAR or ASR approach to insure maximum controller and crew training.

(1) VFR:

(a) The initial approach will be flown at 300KCAS and 1600' MSL. The minimum interval for the break is five seconds.

(b) Call the Tower prior to entering on initial for traffic and artillery advisories. The GCA glideslope on runway 33 descends through 1600' at 5NM. Enter a 3-4 mile initial to avoid GCA traffic.

(c) All crews will be extremely alert when entering the local control zone. The density of traffic is high and the Tower does not have radio contact with all the aircraft.

(d) The minimum altitude for low approaches is 100 feet AGL.

(2) IFR. Contact the recovery controller as directed by the CRC and state your position in relation to his radar. Also give your altitude, flight conditions (VMC or IMC) and any abnormal conditions existing that require priority approach considerations. It is desirable to contact Phu Cat Approach Control between 40NM and 60NM from Channel 87 so that communications, spacing and penetration altitude may be established prior to getting too close to the station.

f. GCI Procedures (When performing a GCI/GCA):

(1) The recovery controller may split the flight, provide 5NM spacing and give descent instructions prior to reaching the 40NM arc of Phu Cat TACAN. The Flight Leader may initiate spacing and descent to FL 200 if the recovery controller does not issue instructions soon enough for the flight to meet the above parameters providing:

(a) The flight can maintain VMC or,

(b) Under IMC, aircraft taking spacing have operational radar to maintain proper spacing.

(2) The controller will then hand the recovering aircraft over to Phu Cat Approach Control.

g. RAPCON/GCA:

(1) Approach Control will split the flight, provide spacing and descend the flight below FL 200 if this has not been accomplished by the Flight Leader or GCI!

(2) Approach Control will issue letdown instructions and control the aircraft for an ASR or PAR.

h. TACAN:

(1) RAPCON/GCA is the primary recovery method. TACAN approaches will usually be made only when RAPCON and GCA are unavailable during IMC. However, when Surveillance Radar is inoperative, a TACAN approach must be used to arrive at a position where a Precision GCA can be made. For runway 33, this position is 8 miles DME on the 153° radial.

(2) Approach Control will issue altitude instructions and holding instructions, if required, upon entry into their area of control.

(3) Approach interval will be as established by conventional approach control procedures.

8-45. Instrument Procedures:

a. Aircraft will hold 300KCAS until level at the first assigned altitude below 10,000' MSL and then reduce speed in level flight to 230KCAS. If the aircraft is too heavy to maintain 230KCAS, notify Approach Control of your intended airspeed. Final approach speed and configuration will be set on final approach prior to glide slope interception.

b. Pitot heat will be used in accordance with T. O. 1F-4C-1. When applicable, rain removal will be turned on prior to commencing descent on final approach. Windshield defogging and cockpit heating will be adjusted prior to letdown to insure that fogging does not occur when power is re-applied on level off. If a heating system malfunction occurs and cockpit fogging interferes with forward visibility, do not hesitate to make a missed approach and clear the windscreen prior to attempting a landing.

c. Be aware that radar contact with the aircraft can be lost in heavy precipitation, and be prepared to initiate a missed approach when advised.

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

8-46. Divert Procedures. When required, the decision to divert should be made as soon as possible. The SOF will pass divert information to returning flights through TUOC whenever possible. Diversion summary cards are found in the 37TFW Pilot's Aid.

a. After landing at the divert base:

(1) Make a walk around inspection of the aircraft checking for cut tires, leaks, battle damage, etc., and obtain an ETIC from Maintenance Control.

(2) The mission will be debriefed at the Intelligence Office. Obtain a copy of the debriefing sheet, or debrief at 37TFW Intelligence upon return.

(3) Contact 37TFW TUOC through the local TUOC for instructions. The flight may be fragged for a strike mission from the divert base if ordnance has not been expended or F-4 qualified load crews are available to rearm the aircraft.

(4) The Flight Lead will receive mission clearance from the local TUOC for fragged missions from a divert base. The flight call sign will be as fragged.

(5) For returning diverted aircraft not on a fragged mission, the Flight Lead will contact the 37TFW TUOC to obtain mission clearance and the new call sign.

(6) The DCO or his designated representative must approve any single ship return flight by a non-flight lead qualified pilot.

8-47. Landing:

a. When returning from a combat mission where ordnance has been delivered in a dive or where the aircraft has been exposed to hostile fire, a full stop landing will be accomplished once the landing gear is lowered.

b. All single-ship landings will be made in the center of the runway. Formation landings are not authorized except in an emergency.

c. Touch-and-go landings are authorized, with an IP, in the following instances:

(1) Landings are required for aircrew recurrency.

25 September 1969

(2) Initial 37TFW indoctrination ride.

(3) IP Checkout. (Reference PACAFR 55-25)

d. The landing light will be on for landing except when detrimental to flight safety; e. g., certain conditions of fog, smoke, haze and precipitation, or if hostile ground-to-air fire is a factor.

Section V - AFTER LANDING

8-48. After Landing:

a. Landing aircraft will clear to the turn-off or cold side of the runway (side closest to the tower) as soon as the aircraft is under control and safety permits. If the landing was made on other than tower frequency. Tower will be contacted as soon as practical and be advised of the call sign. The canopy may be opened on the runway just prior to turn-off into the dearm area providing the taxi speed is less than 15 knots.

b. Aircraft will taxi into the first available dearming position closest to the runway or as directed by the ground crew. Aircraft entering the dearm area will taxi behind aircraft positioned in the dearm area.

c. The drag chute will be jettisoned into the clear area behind the dearm area as the aircraft pulls into the dearming position. (See Attachment 3).

d. The dearming crew will remain clear of the aircraft until the aircraft commander completes the after-landing check. An extended refueling door will be the clearance signal for the dearming crew to dearm. Close the IFR door prior to leaving the dearm area.

e. Notify Ground Control that the aircraft is taxiing prior to departing the dearm area.

f. When taxiing in from runway 33, shut down the right engine after taxiing over the rise at the north end of the taxiway. When landing on runway 15, shut down the right engine when turning off the taxiway into the refueling pits. Use the following procedure when shutting down an engine: Right generator off, check for bus tie open light, check hydraulic pressures and stopcock the right throttle.

g. Aircraft returning with unexpended ordnance which receive dearming and a "thumbs up" may be returned to the refueling pits; exceptions to this policy are aircraft loaded with either rockets or flares. SUU-23 equipped aircraft which have experienced a gun malfunction or have on board unexpended ammunition may be returned to the refueling pits after dearming and receipt of a "thumbs up" signal. Aircraft with hung ordnance will not be returned to the refueling pits.

8-49. Parking and Shut Down:

a. Taxi route will be in accordance with Attachment 3 or as directed by Ground Control.

25 September 1969

b. Do not reposition the generator switches or shut down the operating engine until a cut signal has been received from the crew chief.

c. Perform an inspection of the aircraft to note missing arming loops and possible battle damage or other maintenance discrepancies before departing.

8-50. Mission Debriefing:

a. All missions will conclude with a maintenance and intelligence debriefing. The Flight Leader will conduct an aircrew analysis including recommendations and comments to further improve mission effectiveness.

b. The aircrew will complete PHC Form O-68 and the Mission Recap Form. The Mission Recap Form is the squadron's record of the mission. Therefore, trends, problems and individual acts must be recorded so that achievements can be properly recognized.

c. Aircrews are responsible for safeguarding and properly disposing of classified mission data cards, maps and other planning materials.

Section VI - EMERGENCY PROCEDURES

8-51. Radio-Out Procedures (NORDO):

a. When radio contact is lost within the flight or a single aircraft loses contact with the Tower/approach control:

- (1) Select TUOC frequency (Channel 2).
- (2) Check aux receiver volume up (Channel 19).

(3) Monitor Guard. (NOTE: Aircrews should be aware of the possibility of using the survival radio for interplane communications.)

b. If radio contact is not regained, revert to radio-out procedures indicated below:

(1) Departure (VMC):

(a) Single aircraft. Recover VFR and enter normal traffic. Fly down the runway, on the tower side, rocking your wings. Turn to downwind at the departure end and monitor the tower and mobile for a green light.

(b) Flights. Join on the closest flight member. Inform the escort aircraft of any other problems by appropriate signals (Pilot's Aid). If an emergency exists requiring immediate recovery, squawk 3-04 emergency and recover without joining.

(2) Departure (IMC/Night):

(a) Single aircraft. Proceed to the IAF appropriate for the active runway squawking 3-04 emergency, and perform a TACAN penetration 30 minutes after takeoff using FL 170 for initial penetration altitude. If an emergency requiring immediate recovery exists in addition to NORDO, land as soon as possible after jettisoning ordnance if necessary.

(b) Flights:

1. If no other serious emergency exists, join on the nearest flight member. Join on the preceding flight member if in radar trail. The leader of a flight in radar trail will perform a 360° left turn to indicate a joinup. Inform the escort aircraft of any further problems by appropriate signals (Pilot's Aid). The escort aircraft will reduce to landing weight and perform a RAPCON/GCA. If cleared to land,

the escort aircraft will accelerate straight ahead. If not cleared to land, the escort aircraft will make a gentle turn into the NORDO aircraft and go around.

2. If unable to join, follow the single aircraft procedures.

(3) Enroute/Target Area:

(a) If UHF failure occurs enroute to the target, join on the other aircraft in the element, pass the appropriate signals and abort the mission in pairs. NORDO aircraft will not deliver ordnance except on CSS (See para 8-52 for NORDO CSS Procedures).

(b) If UHF failure occurs in the immediate target area and it is not practical to join, the NORDO aircraft will orbit the target area above the pattern altitude, or at a safe altitude/area considering enemy defenses, and maintain visual contact with the other aircraft in the element. If visual contact cannot be maintained, proceed to the pre-briefed rendezvous point.

(4) Recovery:

(a) Attempt joinup at a pre-briefed rendezvous point, if fuel and conditions permit.

(b) Recover in accordance with the procedures prescribed in paragraph b(2) above if rendezvous is precluded.

8-52. NORDO Combat Skyspot (CSS):

a. CSS may be accomplished with one aircraft NORDO providing the armament load is compatible with the mission, the aircrew with the good radio is flight lead qualified, and the CSS mission has been briefed.

b. The visual signal to indicate two minutes to release will be a double pumping of a clenched fist.

c. The NORDO aircraft will fly on the Leader's wing and release when Lead's bombs drop. In the event that Lead has no ordnance to signal execution of the drop, the visual signal will be a raised fist at ten seconds to go. To order the drop, the fist will be swung forward in a striking motion.

d. A flashlight will be used to illuminate the signals at night.

e. These signals will also be used for NORDO jettisoning.

8-53. Aircraft With Emergencies. Aircraft with battle damage or an emergency will land at the nearest suitable field. Consider proceeding to a position "feet wet" and then along the coast. Contact the base of intended landing as soon as possible to have crash crews standing by. Fuel and weather permitting, make a controllability check above 5000 feet to determine aircraft control/characteristics. Use extreme caution during landing and monitor the hydraulic pressures.

8-54. Escort of Emergency Aircraft:

a. If one aircraft of an element or two-ship flight aborts the mission with an emergency, the other aircraft will escort the aborting aircraft to the landing base.

b. The purpose of an escort aircraft is to provide maximum assistance to an emergency aircraft without jeopardizing either aircraft's survivability.

c. Escort aircraft should make an attempt to assess damage to the emergency aircraft. Once the damage has been assessed and reported, remain well clear, not in close formation.

d. At Phu Cat the air rescue helicopter will orbit on the west side of the runway and attempt to intercept the emergency aircraft. Escort aircraft will remain well clear of the rescue helicopter and will fly on the east side of the emergency aircraft, unless advisories from the Tower dictate otherwise. Deviations should be communicated to the Tower so they can inform the helicopter.

8-55. Inadvertant Release. An inadvertant release occurs when an object is unintentionally dropped from the aircraft:

a. Aircrews will attempt to determine the location of the dropped object and the extent of damage to the aircraft and ground areas.

b. The Flight Leader will advise the TUOC of the situation including all pertinent information.

c. After inadvertant release of ordnance (other than pilot error), the pilot will:

(1) Check armament switches OFF and proceed via the least populated route to the nearest jettison area. The remaining ordnance will be jettisoned prior to landing since the reliability of the system is unknown.

(2) If the inadvertant release occurs in the target area, the remaining ordnance may be released on the target, if this procedure is not hazardous to friendly forces.

8-56. Hung Ordnance:

a. Hung ordnance is defined as any item attached to the aircraft for the purpose of dropping or firing which has malfunctioned or failed to release, including fuel tanks which fail to jettison.

b. Circumstances permitting, a visual hung ordnance inspection will be made of each aircraft within the flight during recovery. Hung bombs will be inspected for secure attachment to the suspension equipment. Notify the controlling agency (RAPCON or Tower) at landing base of ordnance aboard (hung or unexpended) and arming status (safe or unknown).

8-57. Landing With Hung/Unexpended Ordnance (Ref 7AFR 55-21):

a. Hung/unexpended ordnance (except as listed in paragraph b below) need not be jettisoned provided that the aircraft has no mechanical problems, gross weight is not a factor, the ordnance appears safe with all attachments secure and arming wires in place and fuel state is adequate for increased drag of the hung ordnance.

b. Except in an emergency, aircraft will not be landed with munitions listed below until all normal release and selective jettison methods have been attempted:

- (1) Any hung MK-36 or hung ordnance with a FMU-72 Fuse.
- (2) SUU-38 Dispensers with hung CBU munitions.
- (3) Hung BLU-27 unless the amber lite is illuminated on the loaded station.
- (4) Any hung ordnance not securely attached to the aircraft.

c. 37TFW aircraft carrying hung/unexpended ordnance will be made out of a straight-in approach unless an emergency requires deviation. The Tower will declare an emergency for any aircraft landing with hung ordnance.

(1) Hung ordnance aircraft will normally land last within the flight, with close coverage provided as long as practicable by the other aircraft in the element.

(2) Go around instructions for hung/unexpended ordnance: perform normal go around, advise tower/GCA, avoid populated areas and perform another straight-in approach.

(3) After landing, aircraft with hung ordnance will be parked in the Hot Brake area to insure inspection by QC personnel. After inspection, QC personnel will determine whether the aircraft should be taxied to the parking area or shut down in the Hot Brake area.

8-58. Jettison Area Priorities:

a. Release armed or jettison in the target area or selected areas like Special Arc-Light Operating Areas (SALOA's).

b. Release armed in the Phu Cat Land Jettison Area. To deny hostile forces access to usable munitions, only BLU-27 should be jettisoned with suspension equipment in the Phu Cat Land Jettison Area.

c. Release safe or jettison in an approved sea jettison area (MK-36 and ordnance with FMU-72 fuzes will be jettisoned with the suspension equipment).

d. Release or jettison as directed, when vectored to a jettison area by CRC.

e. Release safe or jettison in open sea at least three miles off shore in a visually cleared area.

f. In an emergency, release safe or jettison in an unpopulated area.

NOTE: The TUOC must be notified when stores have been jettisoned in accordance with e and f above.

8-59. Special Jettison Considerations:

a. SUU-7 and LAU-3 dispensers will be jettisoned in the immediate vicinity of the target following expenditure of munitions. Water areas adjacent to the target will be used whenever possible.

b. Use selective jettison methods so as to jettison the minimum amount of suspension equipment.

c. Out-country, ordnance will be jettisoned armed in the target area if permitted by the current rules of engagement. Ordnance will only be jettisoned in authorized areas in Thailand.

d. Jettison hung CBU munitions in a water jettison area, if possible, to deny the unexpended munitions to enemy forces.

e. Jettisoning of munitions on takeoff roll is not recommended. If jettison occurs, it is likely that the area around the aircraft will be strewn with armed or functioning munitions which would present a danger to the aircrew and firefighters.

f. Jettison hung/unexpended ordnance, excluding air-to-air missiles, when a barrier engagement is planned.

8-60. Phu Cat Jettison Area. Jettison external tanks/armament on the 240 radial of Channel 87, at the 21NM DME outbound and 25 DME inbound at 6500 feet MSL.

8-61. Controlled Bail-Out Procedures:

a. Notify GCI and/or Tower of position and intentions.

b. Jettison ordnance in an approved area. Otherwise, allow it to crash with the aircraft.

c. Squawk emergency. When under GCI Control Squawk 7700 and Emergency. If under Phu Cat RAPCON Squawk 0400 and Emergency.

d. Allow SAR forces to get into position if possible.

e. Eject above 2000 feet MSL, 3 miles from the shore with the aircraft heading seaward.

f. If IFR, request radar assistance and proceed as in e.

g. Retard throttles to idle just prior to ejection.

8-62. Runway Foaming:

a. Runway foaming will be accomplished when requested by the Aircraft Commander or when directed by the Wing Commander, DCO, SOF or Base Operations Officer and coordinated through the Tower.

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

b. The Aircraft Commander will determine whether the barrier cable(s) should be removed and will advise the Tower.

8-63. Clearing the Runway with a Blown Tire:

a. Normally the aircraft will be stopped on the runway after landing.

b. During periods of heavy traffic, such as returning mission aircraft in sufficient numbers as to require emergency removal of the aircraft, the following procedures will apply:

(1) After the landing roll is completed, the aircraft will hold position with engines running until Fire Department personnel examine the wheel for flat spots. If no flat spots have occurred, the Aircraft Commander will be cleared to taxi onto the nearest taxiway and shutdown the engines.

(2) If the wheel has visible flat spots, the Aircraft Commander will be advised by the Fire Department personnel to shutdown. The aircraft will be raised onto a dolly then towed from the runway.

8-64. Arrested Landing:

a. Rapid barrier recycling is largely dependent on aircrew technique. Make a concentrated effort to remain off the brakes throughout the entire engagement, including roll out, roll back and until the aircraft director gives the "stop" signal.

(1) BAK-12 - The tension on the BAK-12 barrier cable should supply sufficient rearward velocity to disconnect the hook from the cable at which time the aircraft director will give the aircrew the "stop", "hook-up" and "pass down the runway" signals, in that order. If pendant hang-up occurs, the aircraft director will give an "add power" signal to again apply tension to the barrier and the above procedure will be repeated. The aircraft director will be located on the edge of the runway near max tape run out position. Do not proceed down the runway until the appropriate signal is given by barrier personnel.

(2) BAK-13 - The BAK-13 requires a different pendant disengagement technique. In some cases, where incomplete runout is experienced, it will be necessary to add power to apply tension to the cable. Retard power on the director's signal and allow the aircraft to roll backward. Retract the hook when signaled by the director.

(3) The "normal" procedures after disengagement from the barrier will be to taxi to the end of the runway and de-arm. When

the density of traffic or other safety considerations dictate, the SOF/Tower may direct aircraft to turn off the runway short of the end. Aircraft will then taxi back for de-arming as directed by the the Tower. If the aircraft cannot be safely taxied (e. g., utility system failure, unsafe gear, etc.), it will be towed from the runway. Remain in the cockpit to provide brake control in order to expedite clearing the runway. The only time the crew will leave the aircraft prior to its being removed from the runway is in case of fire, when advised by EOD of hung CBU, or in other situations which endanger the aircrews.

b. Do not make an arrested landing with hung or unexpended ordnance, excluding air-to-air missiles.

c. An arrested landing will be made when:

- (1) Recommended by the F-4 "Dash One."
- (2) Aircraft has sustained battle damage.
- (3) Aircraft has blown tire(s) or suspected directional control problems.
- (4) Desired by the Aircraft Commander. (Does not include practice engagements. Practice engagements will be scheduled through the DCO)

(5) Directed by SOF.

d. Approach-End Engagement Procedures:

- (1) Use procedures in Section III of Dash One.
- (2) Plan to use the BAK-12 on either runway. In the event the BAK-12 is missed on runway 33, the BAK-13 will be available as a backup.
- (3) When making approach-end engagements on runway 33 due to wet runway, the BAK-12 cable will be removed, and the BAK-13 will be used.

e. Practice Engagements. Practice engagements are desirable to familiarize the aircrew with the proper techniques to employ and to reduce the apprehension factor of an emergency engagement. Practice engagements will be limited by the availability of adequate tapes and the capability of the barrier system and crews to maintain a ready status.

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

Within these practical limitations, each tactical squadron will schedule, with approval of the DCO, practice barrier engagements.

(1) Emphasis will be placed on those aircrews having no previous barrier engagement experience.

(2) Flight call sign and time will be coordinated with TUOC which will coordinate with BCE.

(3) The aircraft scheduled to make a barrier engagement will be the last to land of the recovering flight.

(4) Practice engagements will only use the BAK-13 on runway 33 with the approach end BAK-12 cable removed.

8-65. Hot Brakes:

- a. Advise Tower of known or suspected hot brakes as soon as possible.
- b. Hold in the hot brakes area (Attachment 3) until directed otherwise by Tower or the Fire Chief. Keep the aircraft well clear of ground personnel and other aircraft. Tower will advise taxiing aircraft to remain clear of the de-arm area until the Fire Chief advises the Tower that the area is safe.
- c. The Fire Chief will clear the aircraft for taxi to normal parking area (or other designated spot) or order shutdown in the hot brake area.

Section VII - ALERT PROCEDURES

8-66. General:

a. Alert duty will be accomplished as indicated by the Wing schedule and changeover times will be as directed by current requirements. Alert crews will arrive at Intelligenece before the changeover time and receive a weather and intelligence briefing. Crews replaced during the normal alert tour will obtain the briefings and code words from another alert crew.

b. An alert crew will not leave the alert facility except to check his aircraft.

c. Maximum alert reaction time will be 15 minutes unless otherwise directed by TACC through TUOC.

8-67. Cocking:

a. Both aircrews will proceed to their aircraft together, with their personal equipment, and perform an aircraft preflight in accordance with the Dash 1 checklist. A relieved crew will not remove personal equipment from an "on status" aircraft until a replacement crew arrives. In the event of a scramble during the changeover period, the crew that has equipment in the aircraft will scramble. Aircrews of "Cocked" aircraft will be notified of any changes in their aircraft status. Aircrews will preflight their aircraft again when any maintenance work or armament changes are accomplished.

b. TUOC will be notified by the Flight Leader immediately after the aircraft are in cocked status.

8-68. Scramble:

a. TUOC will scramble missions by use of the alert facility hot line. The dial phone will be used as backup. If the scramble is received by dial phone, the Flight Leader will confirm the scramble requirement with Cobra Control before taxiing.

b. Following start, scrambled crews will check in and receive taxi instructions from Phu Cat Ground Control. Ground Control will relay scramble information.

c. In the event one of the scrambled aircraft aborts, Cobra Control will be notified immediately. The other alert aircraft will wait in the arming area for further instructions.

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

d. Alert aircraft will flash their landing/taxi lights pulling into the arming area to insure priority arming.

e. After take-off, scrambled flights will proceed immediately to the rendezvous point and contact the control agency.

8-69. RTB and Recocking:

a. Scrambled aircrews will RTB for recocking as soon as practicable. Cobra Control will be notified of aircraft status during the RTB call.

b. Following the turnaround, TUOC will notify the crew when the aircraft is ready for preflight and recocking. However, aircrews should anticipate an early aircraft recock thereby keeping turnaround times at a minimum.

Section VIII - SPECIAL SUBJECTS

8-70. Minimum Delivery Distances. (See Pilot's Aid for distances) 7AF has provided guidelines for the minimum distances that munitions may be delivered from friendly troops. The distances offer reasonable casualty-free risks for protected troops. The distances for unprotected troops should be four times as great. Delivery of weapons closer than minimum distances will greatly increase friendly casualty risks. Crews will not deliver closer than these distances, except when specifically requested and authorized by the Ground Commander after he has been appropriately advised. Nevertheless, Flight Leaders will exercise extreme caution and when necessary only deliver ordnance that can be put on the target without incurring friendly casualties.

8-71. Short Round Prevention:

a. Definition. Air delivered ordnance that results in death or injury to friendly forces or civilians will be referred to as a Short Round.

b. The responsibility for safe and effective flight conduct and Short Round prevention lies with the Flight Leader. However, it is the duty of every pilot to assist the Flight Leader in this responsibility. The Flight Leader must insure that everyone involved, including the FAC, understands the attack procedures to be used. Positive identification of friendly positions must be made and verbally verified by all members of the flight. In those cases where confusion exists between the FAC, the ground forces, and the flight members, it is the Flight Leader's prerogative and responsibility to refuse to deliver ordnance until everyone understands the situation, the position of the friendlies, and exactly where and how the ordnance is to be expended. When, in the judgment of the Flight Leader, ordnance cannot be delivered without endangering friendly troops, he will so inform the FAC and, if appropriate, the Ground Commander through the FAC. In this case, ordnance will not be expended until confirmed by the Ground Commander that the risk is justified. Additionally, the Flight Leader will terminate the strike any time he feels other airborne traffic, weather, confusion, or location of friendly forces is creating a serious hazard. Flight Leaders will also evaluate the capability of the wingmen, and when appropriate direct their wingmen to hold high and dry.

c. In the event that a Short Round incident does occur, the strike crew will notify TUOC without delay. A detailed written statement describing the circumstances surrounding the incident will be prepared by all flight members as soon as possible after landing and submitted through the squadron commander to the DCO.

25 September 1969

PACAFM 55-5/37TFW Sup 1, Vol 1, Chap 8

8-72. Low Blow Prevention. "Low Blow" is defined as any self-inflicted damage to the aircraft as a result of weapons delivery. The following precautions will be observed:

a. When making low level ordnance deliveries, do not follow too closely behind the preceding aircraft. Allow a minimum of 25 seconds from detonation before descending below 1000' AGL in the vicinity of previously delivered ordnance. The wingman must take particular precautions during the first pass to gain adequate spacing. If unable, take it through high and dry.

b. When delivering bombs from a shallow dive angle, make a climbing or turning four "G" recovery immediately after bomb release. This is essential to provide safe separation from bomb fragmentation.

c. Carefully evaluate the recovery flight path to insure adequate terrain clearance. When necessary, make a dry pass to assess the hazards.

d. While strafing:

(1) Do not switch targets on the same pass.

(2) Do not attempt to correct from bullet impact or fire multiple bursts.

(3) Observe the three second maximum burst length.

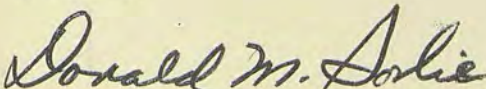
e. Avoid target fixation. Be aware that it can happen to you. Immediately after ordnance release, begin your recovery.

f. Don't attempt to score your hits until recovery is complete.

g. Any crew involved in a "Low Blow" incident will notify the TUOC as soon as possible, and file a written report through the squadron commander to the Wing FSO and DCO after landing.

8-73. Single Aircraft Strikes. Due to the hazards involved, there will be no single aircraft ordnance delivery missions (including CSS).

OFFICIAL


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Commander

5 Attachments

1. Instrument and FCF Area
2. Taxi-Out and Arming
3. De-Arm and Taxi-In
4. Phu Cat Land Jettison Area
5. Distribution

25 September 1959
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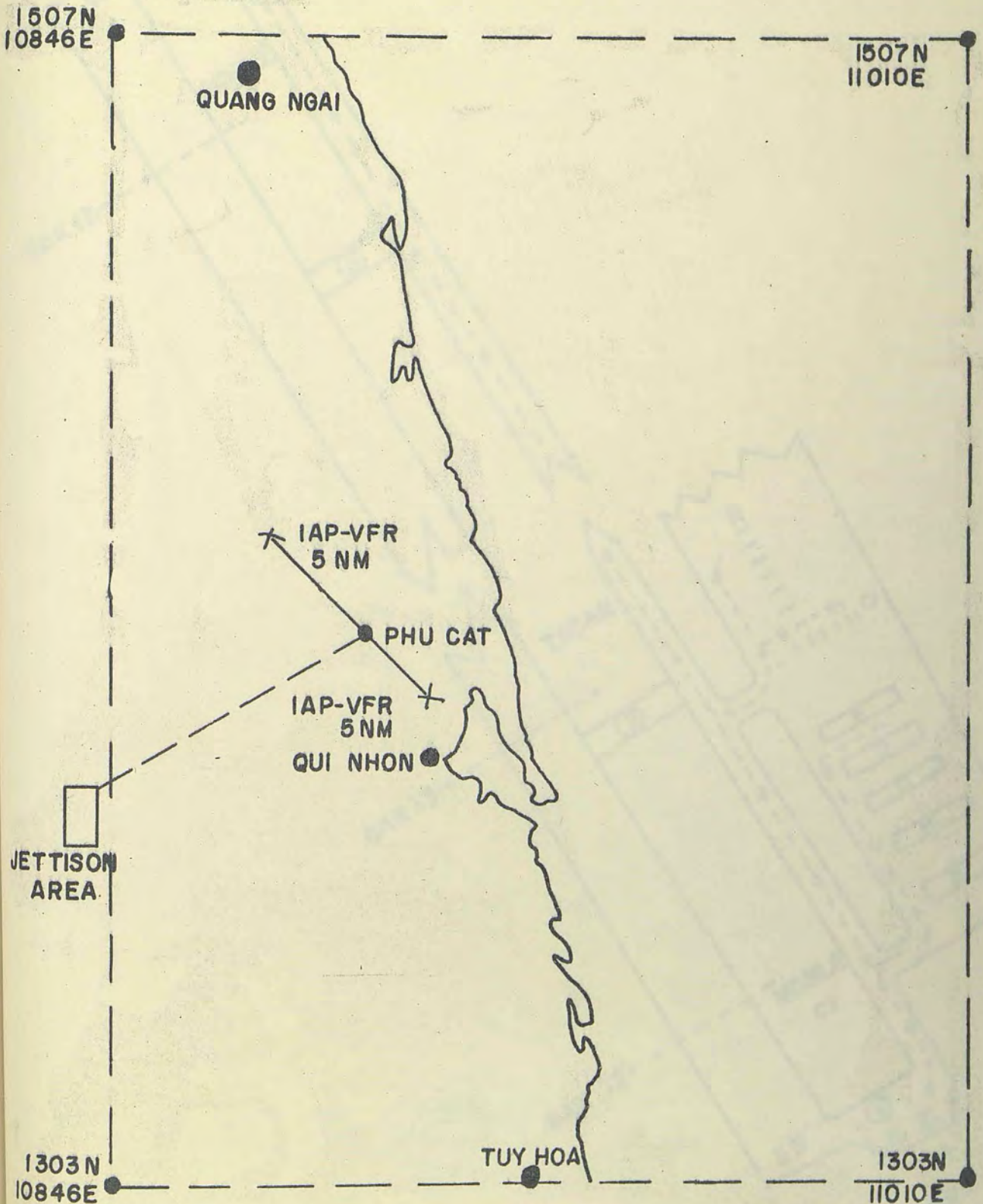
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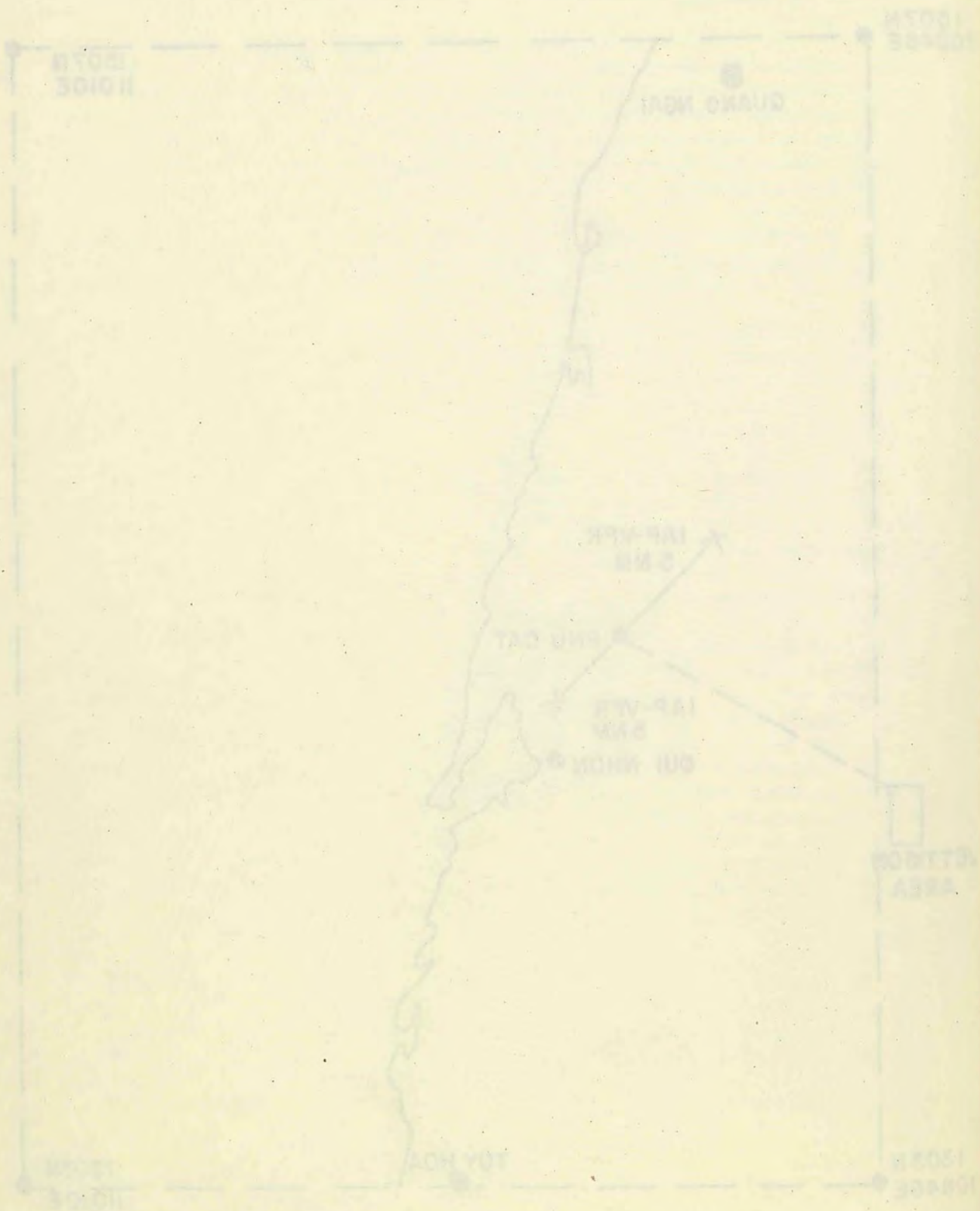
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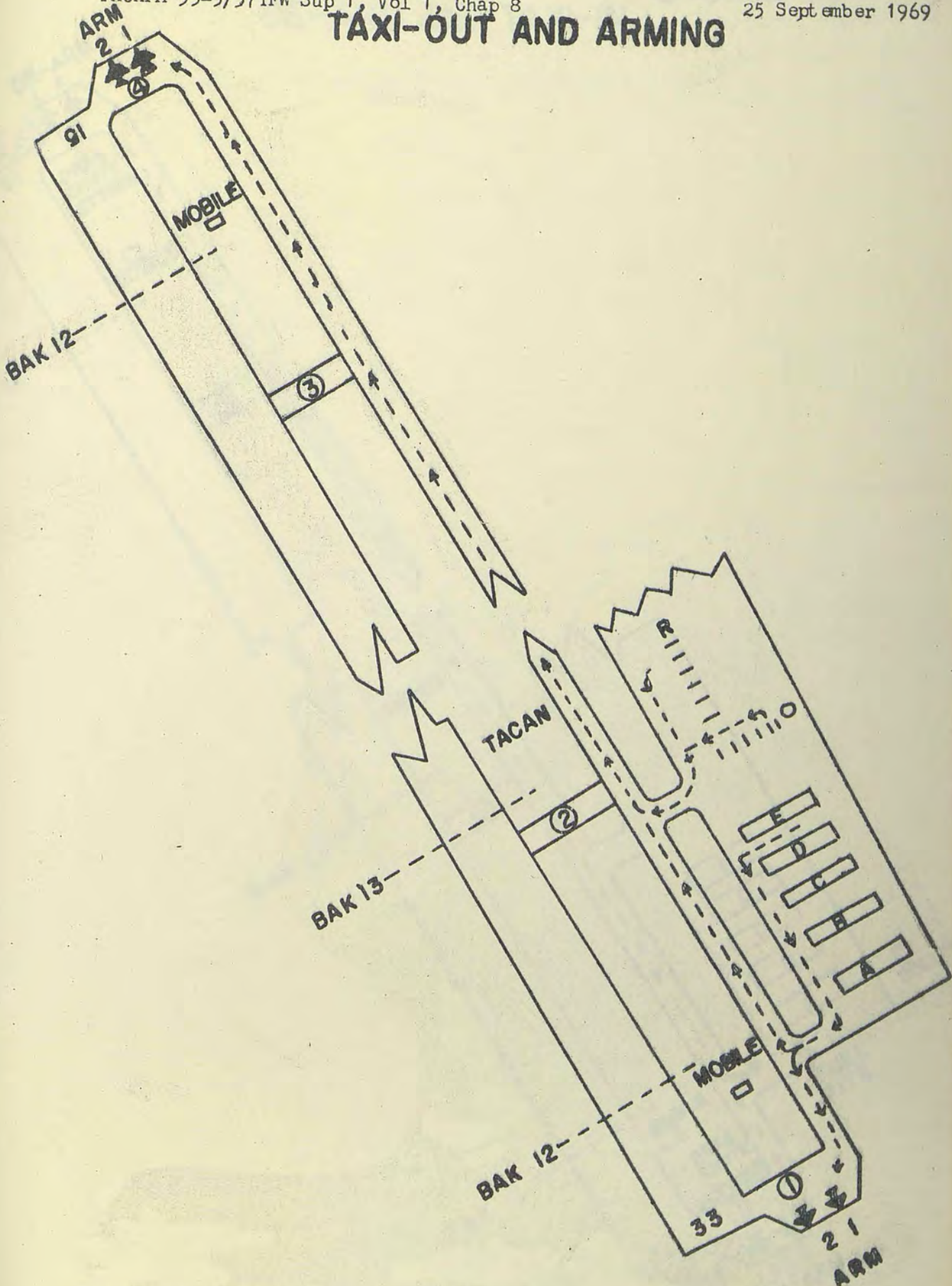
INSTRUMENT AND FCF AREA

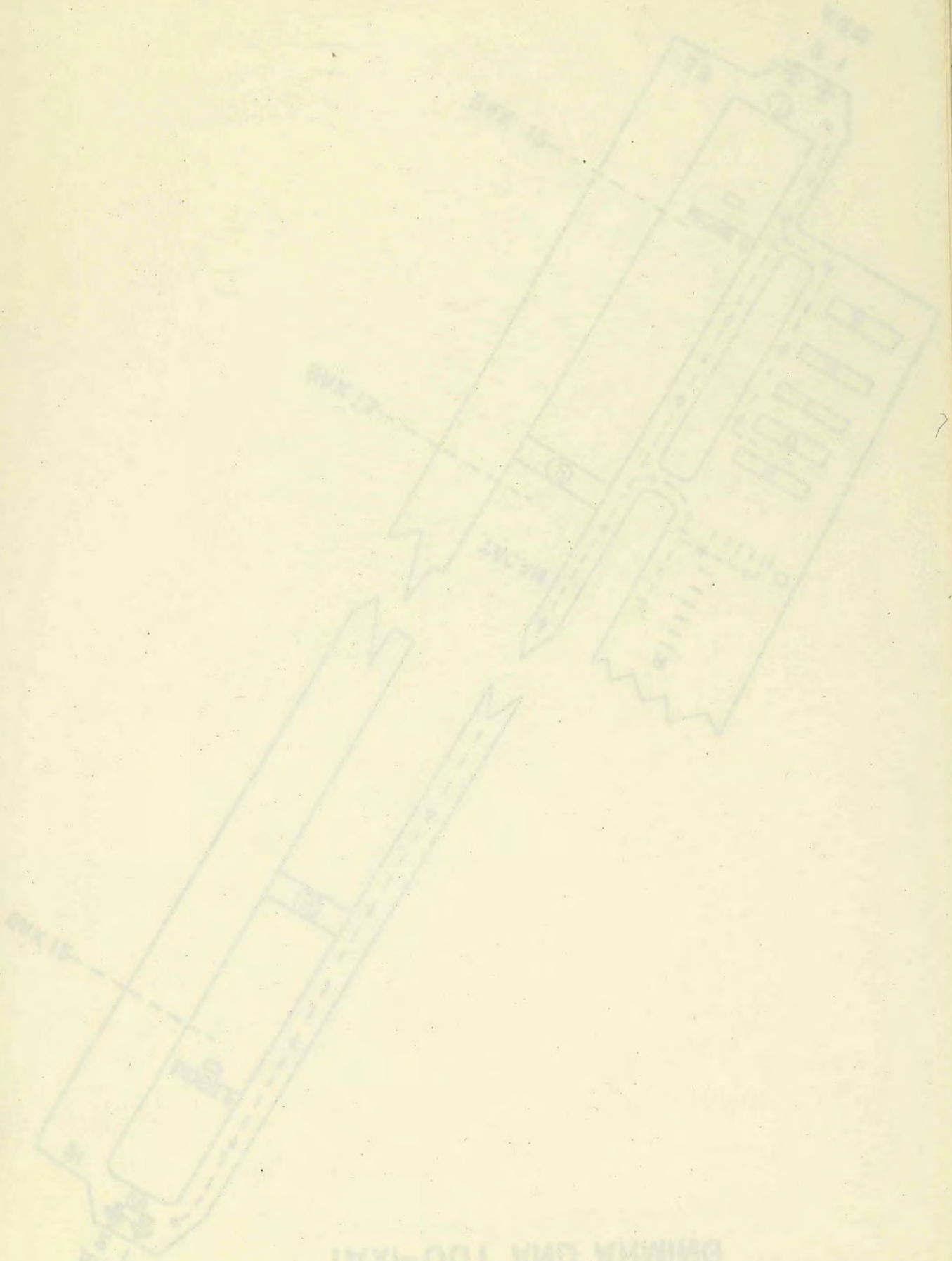


INSTRUMENT AND FCR AREA



TAXI-OUT AND ARMING



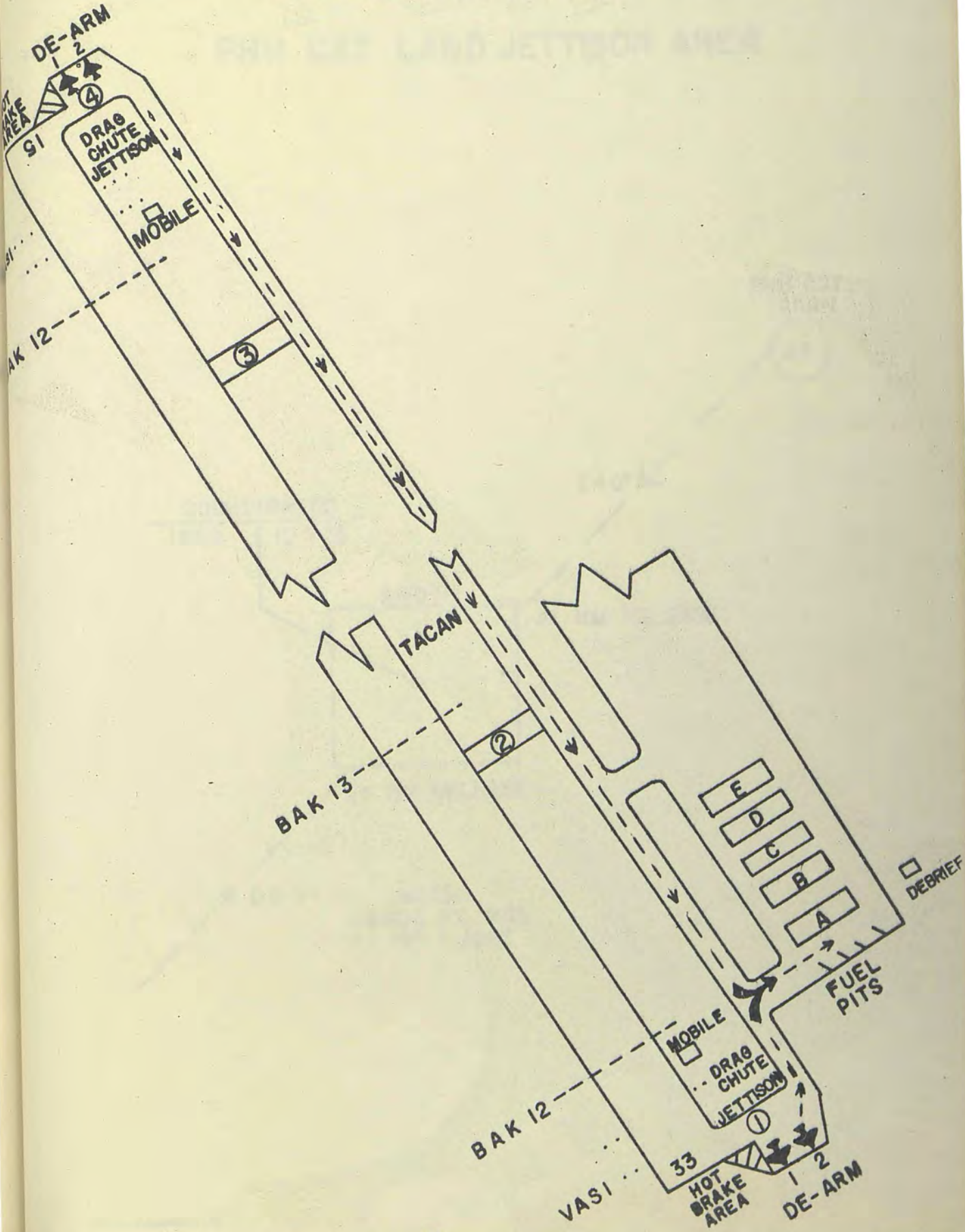


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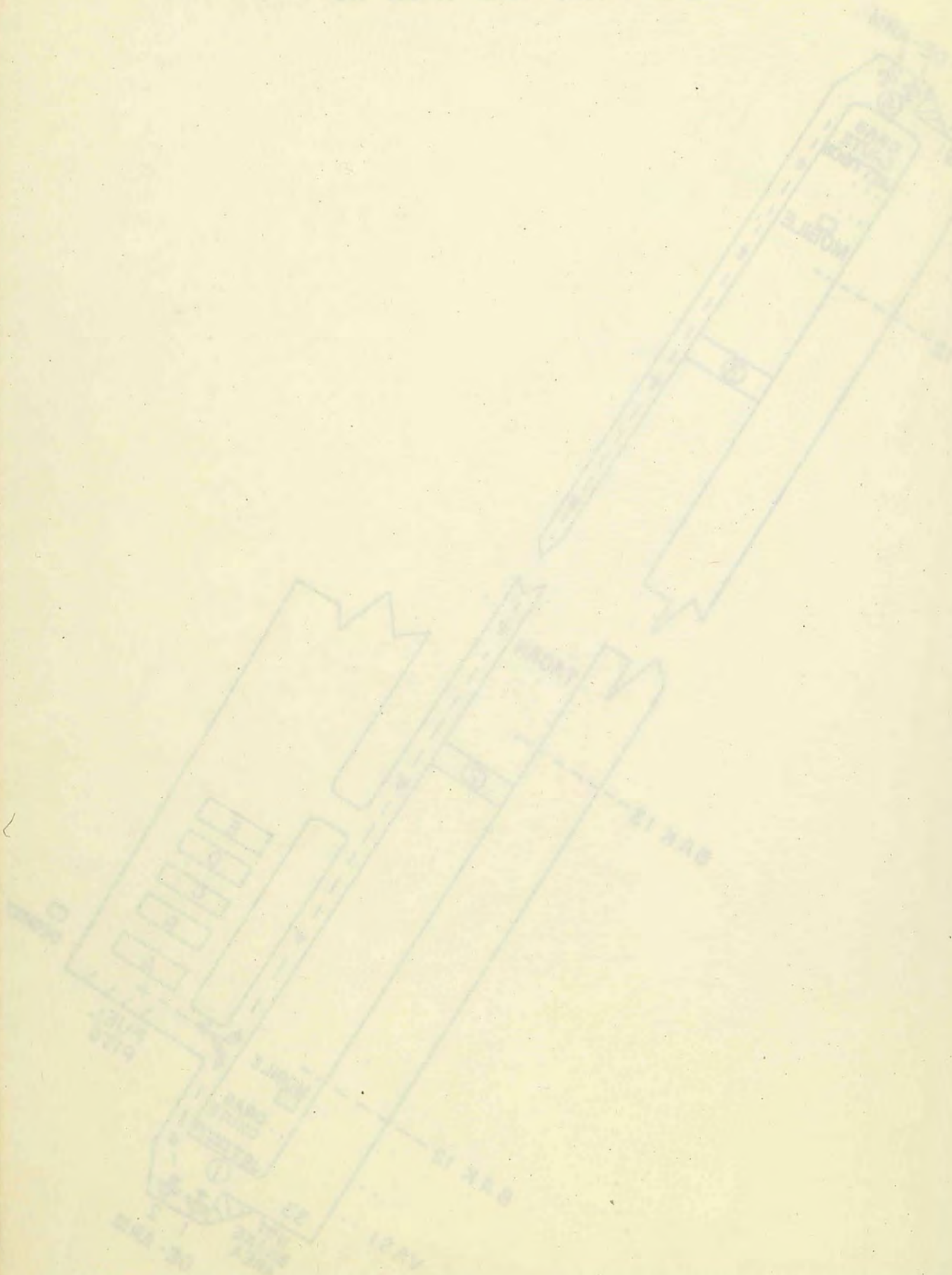
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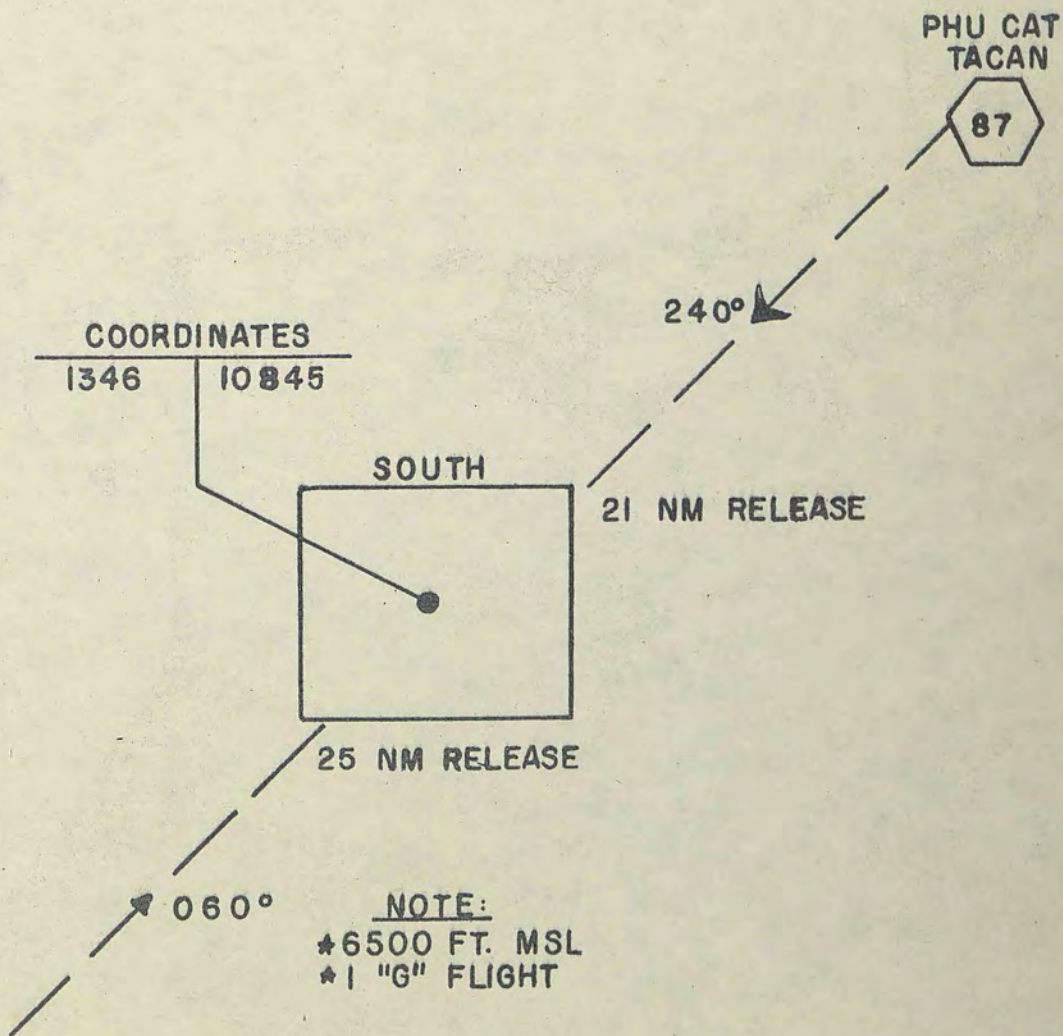
DE-ARM AND TAXI-IN



DE-ARM AND TAXI-IN



PHU CAT LAND JETTISON AREA



PHU CAT LAND JETTISON AREA

PHU CAT
TACAN



240°

51 NM RELEASE



60 NM RELEASE

HOTEL
4800 FT. WGL
41° 30' FLIGHT

COORDINATES
102° 30' E
15° 45' N

000°