19 Jan 2023

Requiem's Air Combat Tutorial Library

Cockpit Workflows: Mosquito FB Mk.VI

DCS MOSQUITO FB VI COCKPIT WORKFLOWS

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3. Engine Start
4. After Start
5. Before Takeoff
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8. Rocket Attack
9. Before Landing
10. Go Around
11. Single Engine Approach
12. After Landing
13. Shutdown

THANK YOU TO MY PATREON SUPPORTERS!

"Commercial Pilots" - D Drake, SmellyFella

"Private Pilots" - Gosling,SCG Tigzy, Warfare Institute, N Wicker, Pekiti
G Flansburg, AV8R, Bill Niteowl, G Lhoest, Magpie, D Hutchison
Sigma, Heinrich, , M Jaspers, M Freeman, J Welch, C Francisco,

"Student Pilots" - Roger Meatball, Peregryn, Utopioneer, P Angelopoulos,
ShamrockOneFive, T Gordon, D Speare, Wouter, Andy,
R Goldblatt, S Elder, Bluenoser, RasterOp98, Nadelbaum
Bbonus, A Bullock, C Stokes

A special thanks to "Busdriver" for reviewing my content so thoroughly!

If you would like to support my content you can do so here:

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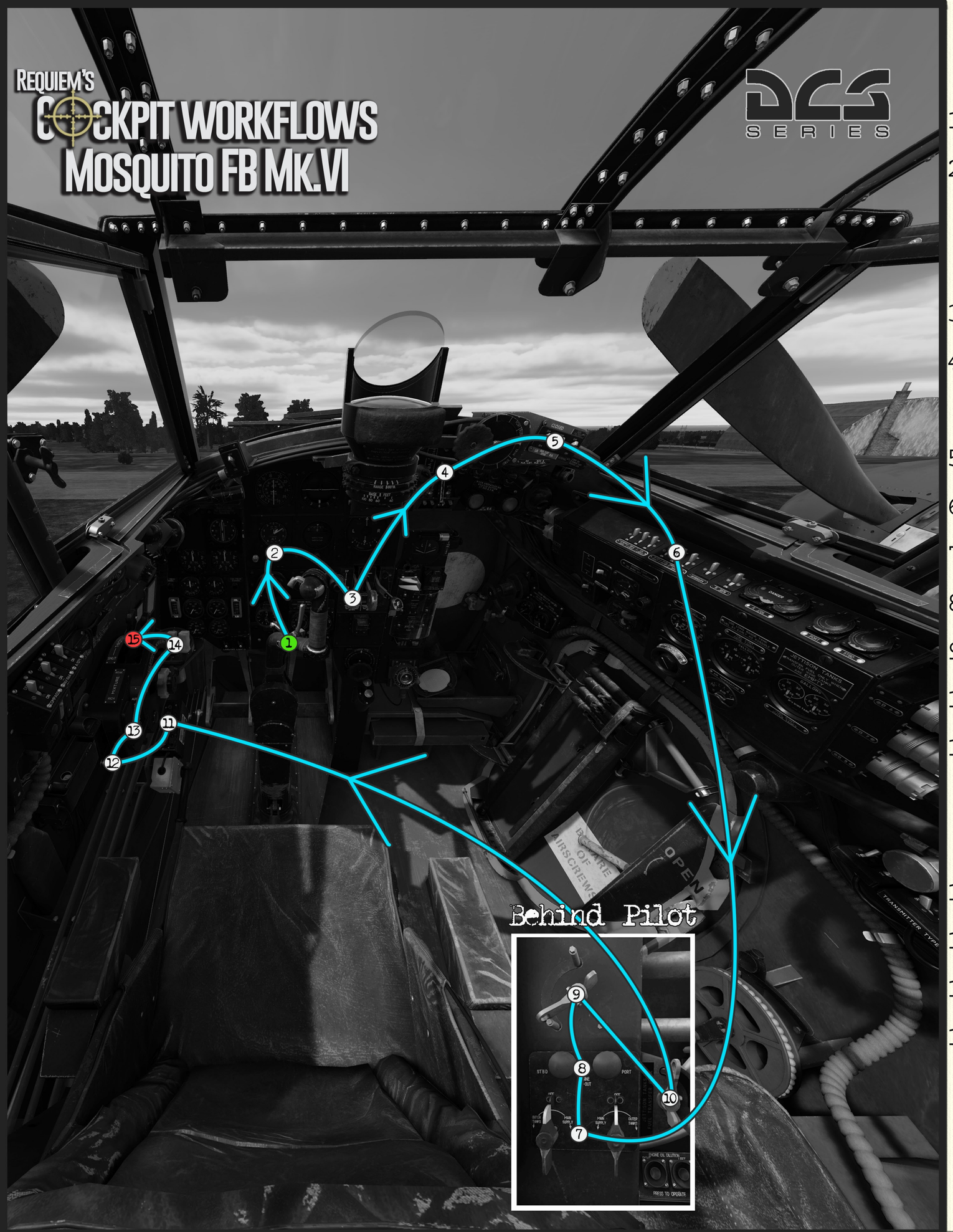
MOSQUITO MK.VI FLOW PRACTICE

This page is intentionally blank so you can practice visualising your flows on a blank cockpit

BACK TO COCKPIT FLOWS LIST

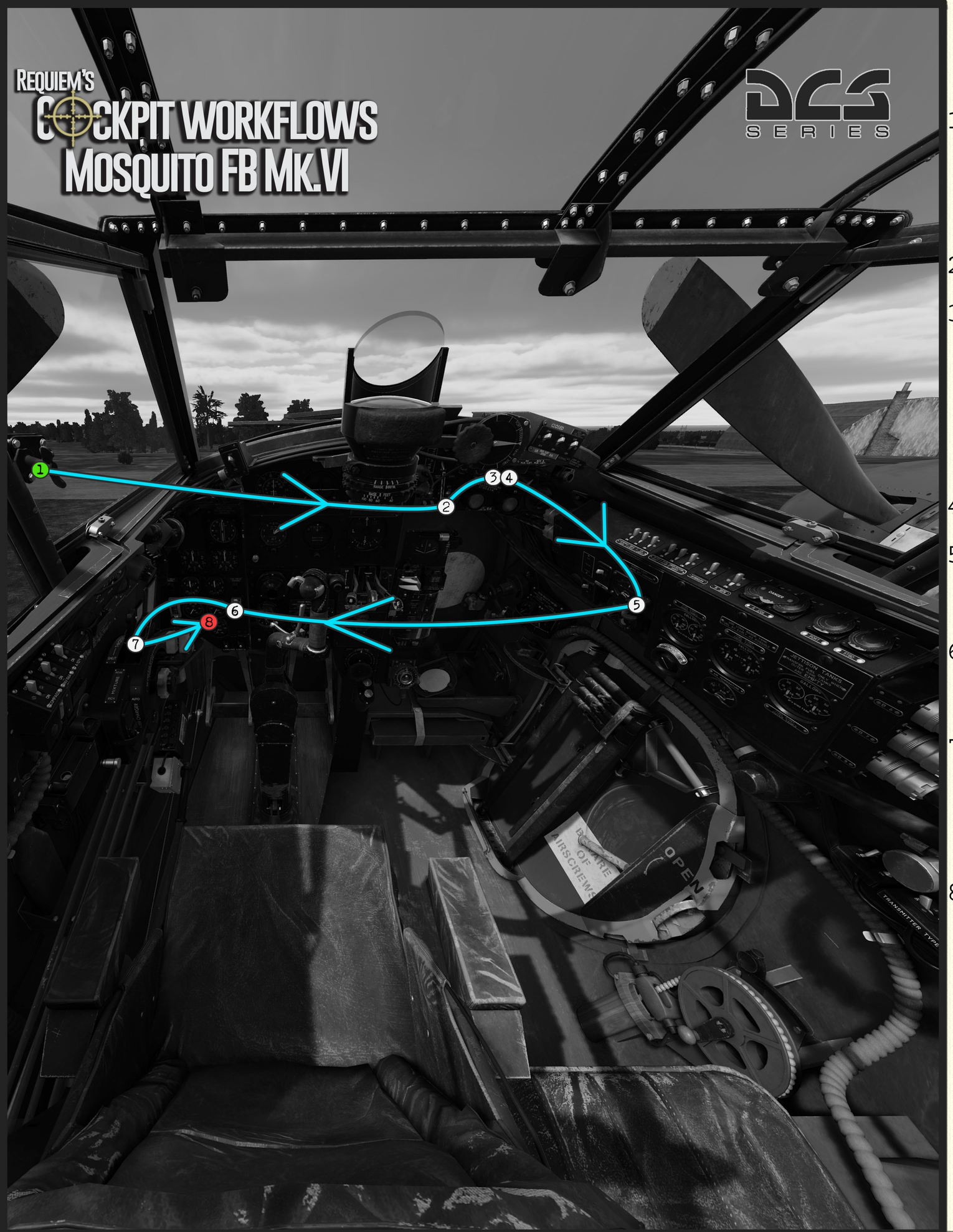


BEFORE START

TRIGGER: SPAWNED IN AIRPLANE

1. Parking Brake.....ON
2. Altimeter.....SET
   *QFE - Local Flights, ALT= 0
   *QNH - Cross Country, ALT = Field Elev.
3. Bomb Doors.....SHUT, SELECTOR NEUTRAL
4. Master Switch ONLY.....ON
   (Ignitions should be OFF)
5. Radiator Shutters.....CLOSED
6. Immersed Fuel Pump Switch.....OFF
7. Main Fuel Cocks.....OUTER TANKS
8. Engine Fuel Cutouts.....IN
9. Pressure Venting Cock.....ON (UP)
10. Fuel Transfer Cock.....OFF (UP)
11. VHF Radio.....SET
    a. Select channel B (ATC)
    b. Mode Switch - REMOTE (to the right)
12. Mixture Control.....RICH
13. Superchargers.....MOD (LOW GEAR)
14. RPM Controls.....MAXIMUM
15. Throttles.....1/2" OPEN

BACK TO COCKPIT FLOWS LIST



ENGINE STARTS

TRIGGER: READY TO START

1. Cockpit Window.....OPEN
   * Connect external power if desired
   * Tell ground crew start priming engines
2. R Ignitions 1/2.....ON
3. R Starter/Boost Coils.....PRESS
   (Covers need to be opened first)

AFTER ENGINE STARTS

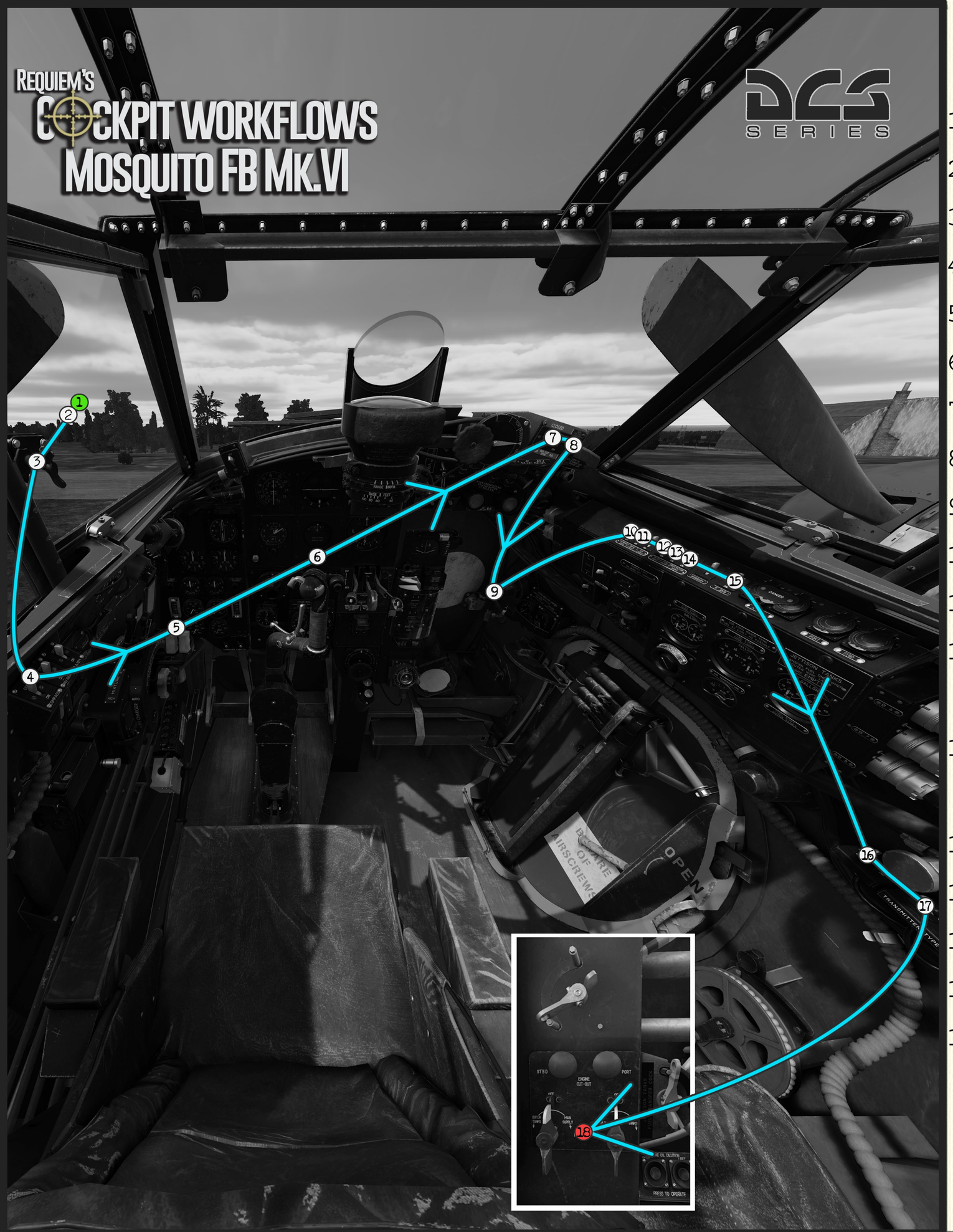
4. Starter/Boost Coil Buttons.....RELEASE
5. Generator Warn Light.....VERIFY OFF
   (Only required for right engine start)
6. Oil Pressure.....CHECK

7. Throttle.....1200 RPM

REPEAT STEPS 2-7 FOR LEFT ENGINE

8. Engine Instruments.....CHECK
   a. Oil Temperature 15°C minimum
   b. Coolant Temperature 40°C minimum

BACK TO COCKPIT FLOWS LIST

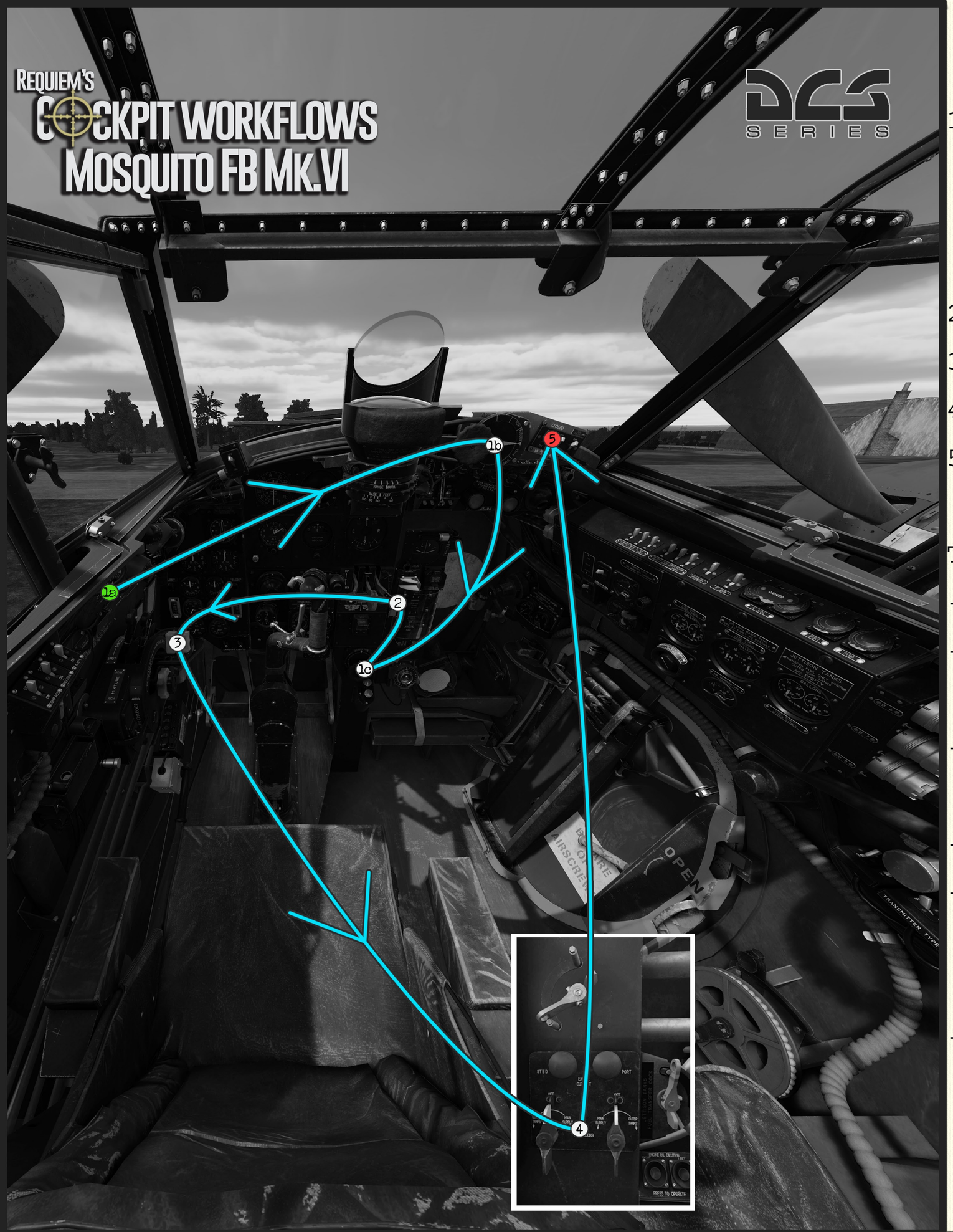


AFTER START (PILOT)

TRIGGER: ENGINE WARMING UP

1. External Power.....DISCONNECT
2. Wheel Chocks.....REMOVE
3. Cockpit Window.....CLOSE
4. Remote Compass Switches.....ON
5. P8 Magnetic Compass.....ALIGN
6. Directional Gyro.....SET
7. Radiators.....OPEN
8. Air Filter.....AS REQUIRED
9. Oxygen Valve.....OPEN
10. Gun Camera.....ON
11. Navigation Lights.....AS DESIRED
12. Pitot Heat.....AS REQUIRED
    (ON below 10° OAT)
13. Immersed Fuel Pump.....AS REQUIRED
    (ON if using long range fuselage tank)
14. Reflector Sight.....ON
15. IFF Power Switch.....ON
16. Radio Transmitter Switches.....BOTH ON
17. Transmitter Type F.....ON
18. Main Fuel Cocks.....AS REQUIRED
    - Set MAIN SUPPLY while engines warm up
    - FULLEST TANK before taxi/takeoff

BACK TO COCKPIT FLOWS LIST



BEFORE TAKEOFF

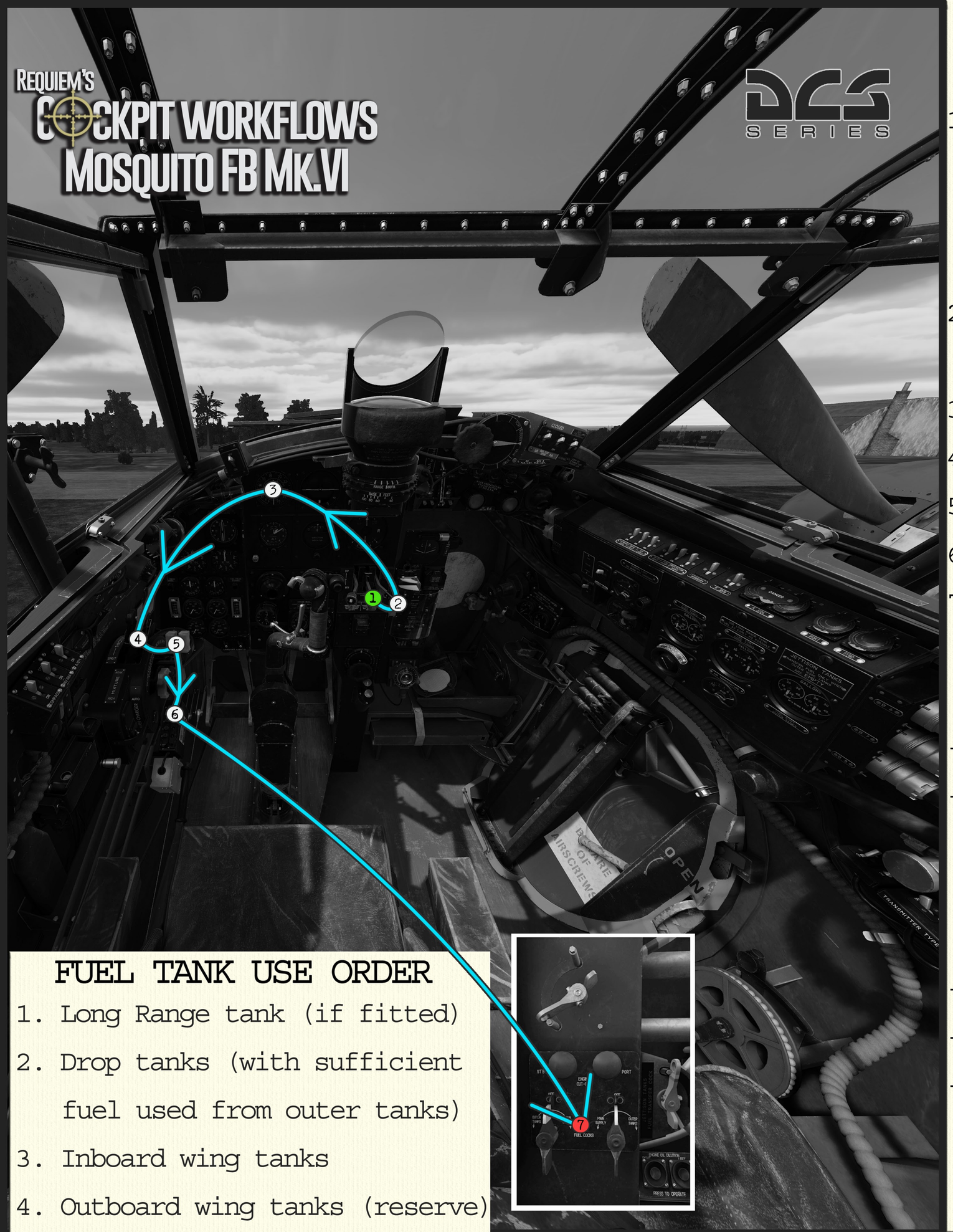
TRIGGER: APPROACHING RUNWAY

1. Trim Tabs.....SET FOR TAKEOFF
   a. Elevator - 1-1.5 div Nose Heavy
   b. Rudder - Slightly Right
   c. Ailerons - Neutral
2. Flaps.....UP or 15°
3. Propeller Control.....MAX
4. Fuel.....OUTER TANKS, COCKS ON
5. Radiators.....OPEN

Takeoff Technique Notes:

- Hold brakes, set power @ 2000 RPM
- Release brakes and roll straight for a few yards before setting takeoff power
- Lead with left throttle for directional control until rudder authority is obtained
- Right rudder as needed to stay straight
- After rotation, do not climb until
  IAS > 170 MPH @ +9 lb boost
  IAS > 195 MPH @ +18 lb boost
- Level off ASAP when clear of obstacles after getting airborne

BACK TO COCKPIT FLOWS LIST



FUEL TANK USE ORDER

1. Long Range tank (if fitted)
2. Drop tanks (with sufficient fuel used from outer tanks)
3. Inboard wing tanks
4. Outboard wing tanks (reserve)

AFTER TAKEOFF

TRIGGER: AIRBORNE

1. Landing Gear.....UP, SELECTOR NEUTRAL

BEGIN ACCELERATING TOWARDS 170 MPH

2. Flaps.....UP, SELECTOR NEUTRAL
   - Trim nose-heavy before retraction
3. Climb Speed.....170 MPH
4. Throttle..... +9 LB
5. Propeller Control.....2850 RPM
6. VHF Radio.....CHANNEL A (Flight)
7. Fuel.....AS REQUIRED IN ORDER

CLIMB

- Max climb power +9lb, 2850 RPM, for 1 hr
- When boost falls below +7lb at max power set Supercharger to AUTO (or at 7000ft)

CRUISING

- Max continuous power +7 lb boost, 2650 RPM
- Long distance cruise 200 MPH
- Normal cruise 260-270 MPH

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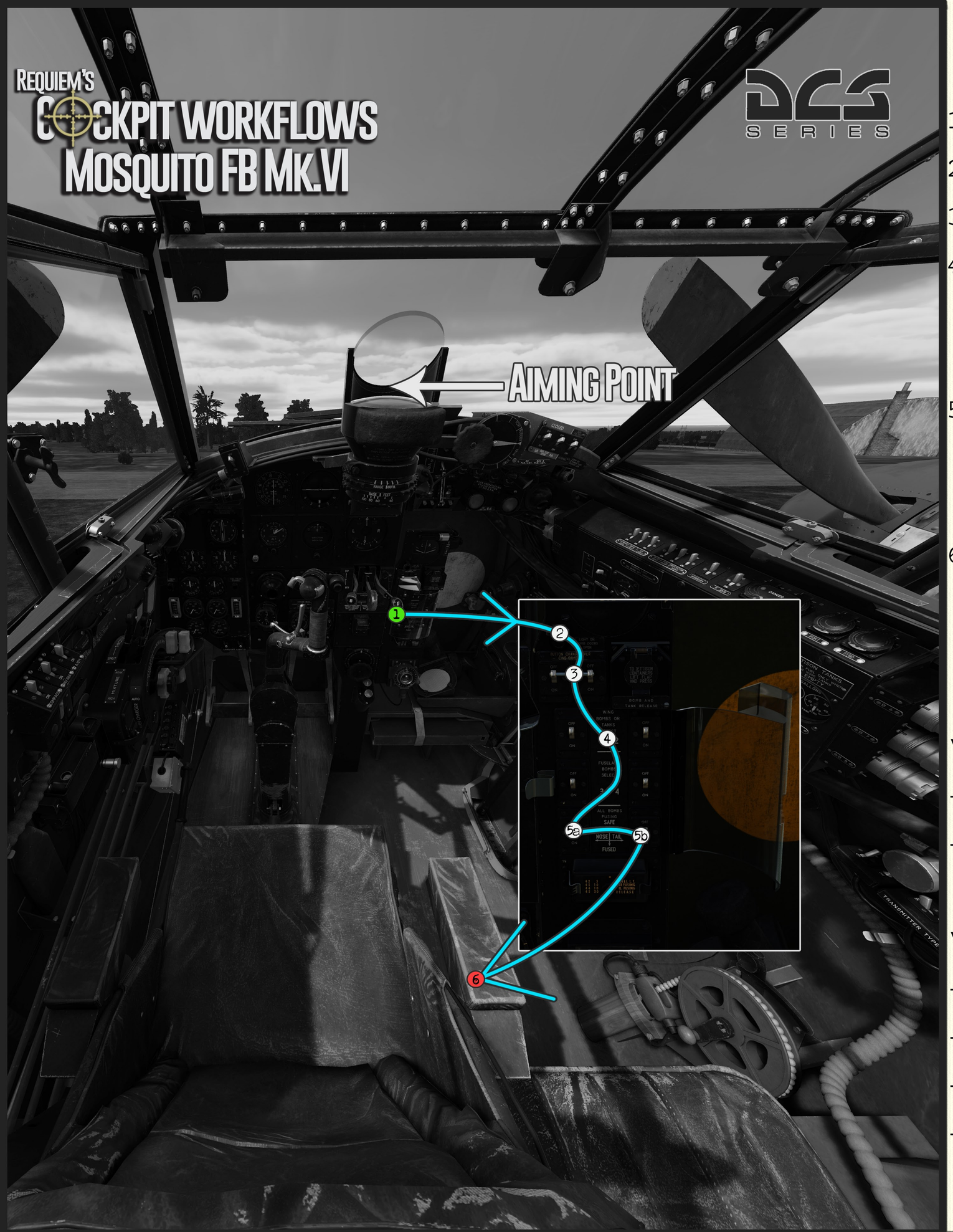


BOMBING ATTACK

TRIGGER: WHEN TARGET IS FOUND

1. Bomb Panel Cover.....OPEN
2. Bomb Bay Warning Light cover.....OPEN
3. Button change over.....ON
4. Bomb Selectors.....AS DESIRED
   a. Wing bombs L/R positions - 1/2
   b. Fuselage bombs L/R positions - 3/4
5. Fusing Switches.....AS DESIRED
   a. Left Switch ON - Nose armed
   b. Right Switch ON - Tail armed
6. Shoulder Harness.....RELEASE

TWO FLIGHTS ATTACK TECHNIQUE:

AIRSPEED: 240-270 MPH (+9lb, 2850 RPM)

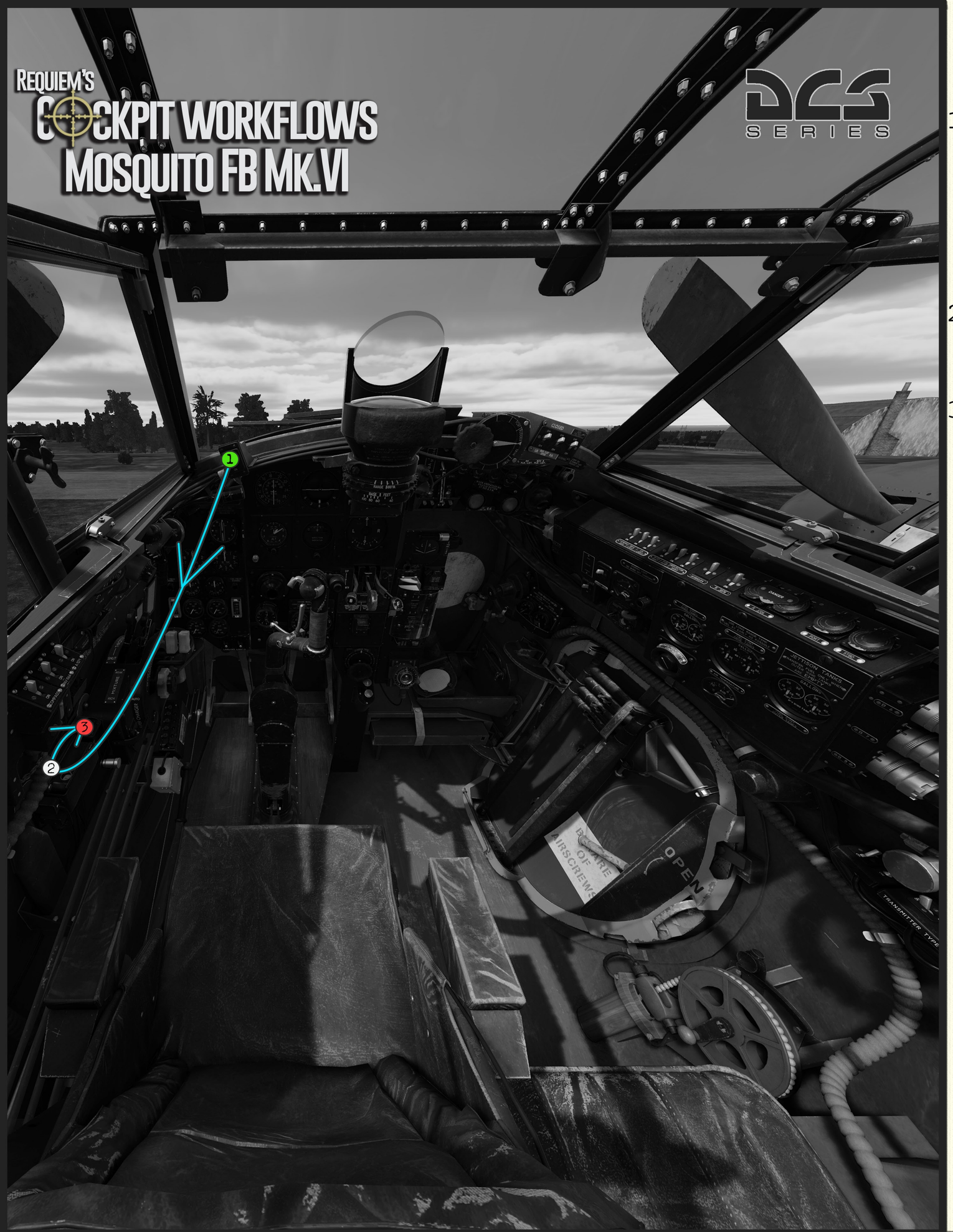
"LOW LEVELLERS" (11 second fuzes)

- Target passes bottom of gunsight
- Level bomb drop @ 100ft and escape

"SHALLOW DIVERS" (Instantaneous fuzes)

- 10 miles from target...+14lb, 2850 RPM
- Break off and climb at 240-270 mph
- Once over target, dive towards it
- Drop bombs by 1000-1500ft and escape

BACK TO COCKPIT FLOWS LIST



ROCKET ATTACK

TRIGGER: WHEN TARGET IS FOUND

1. Rocket Salvo.....AS DESIRED
   - ON / DOWN (Rockets all fire at once)
   - OFF / UP (Rockets fire in sequence)
   (Firing a salvo of rockets is preferable)
2. Rocket Rail Step.....AS DESIRED
   (Determines which # rocket fires first)
3. Rocket Master.....ON

LOW LEVEL ATTACK

i) Pop up to ~ 2000-3000 ft AGL

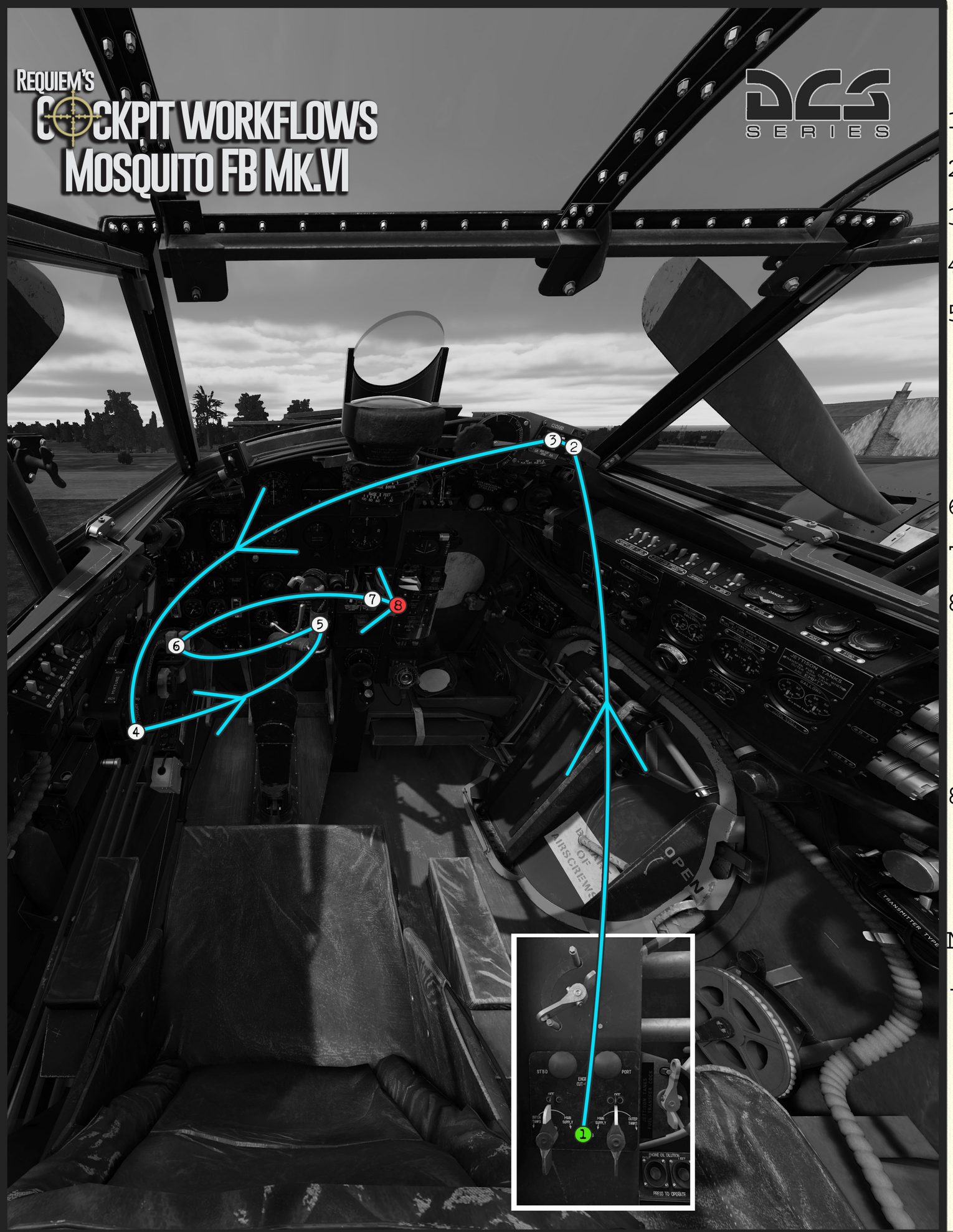
ii) Initial Airspeed ~ 270 mph

iii) Line up Target with engine

iv) As target touches engine, dive at it to create ~ 20 Degree dive angle

v) Firing Altitude ~ 1000 ft AGL

BACK TO COCKPIT FLOWS LIST



BEFORE LANDING

TRIGGER: APPROACHING AIRFIELD

1. Fuel.....FULLEST TANKS SET
2. Air Filter.....IN
3. Radiators.....OPEN
4. Supercharger.....MOD
5. Brakes.....OFF & CHECK PRESSURE

DOWNWIND: AIRSPEED BELOW 180 MPH

6. Propeller Control.....2850 RPM
7. Landing Gear.....DOWN & LOCKED
8. Flaps.....15°

BASE-FINAL: AIRSPEED 140-120 MPH

8. Flaps.....EXTEND FULLY

THRESHOLD: AIRSPEED 110 MPH

NOTES:

- When flaps are down, reselect landing gear down to ensure it is positively locked

BACK TO COCKPIT FLOWS LIST

GO AROUND

TRIGGER: UNSTABLE APPROACH, RUNWAY UNSAFE

1. Throttle.....+9 lb boost
   (Maintain at least 170 MPH in the climb)
2. Landing Gear.....UP
3. Flaps.....15°
   - Raise flaps while gear retracts
   - Retrim aircraft as needed

ONCE ALTITUDE > 500 FT

4. Flaps.....UP
   - Retrim aircraft as needed

REJOIN THE TRAFFIC PATTERN

BACK TO COCKPIT FLOWS LIST

SINGLE ENGINE APPROACH

TRIGGER: LANDING WITH AN ENGINE FAILURE

END DOWNWIND: AIRSPEED 150-160 MPH

1. Landing Gear.....EXTEND
   - May cause inability to hold altitude

BASE: AIRSPEED ABOVE 155 MPH

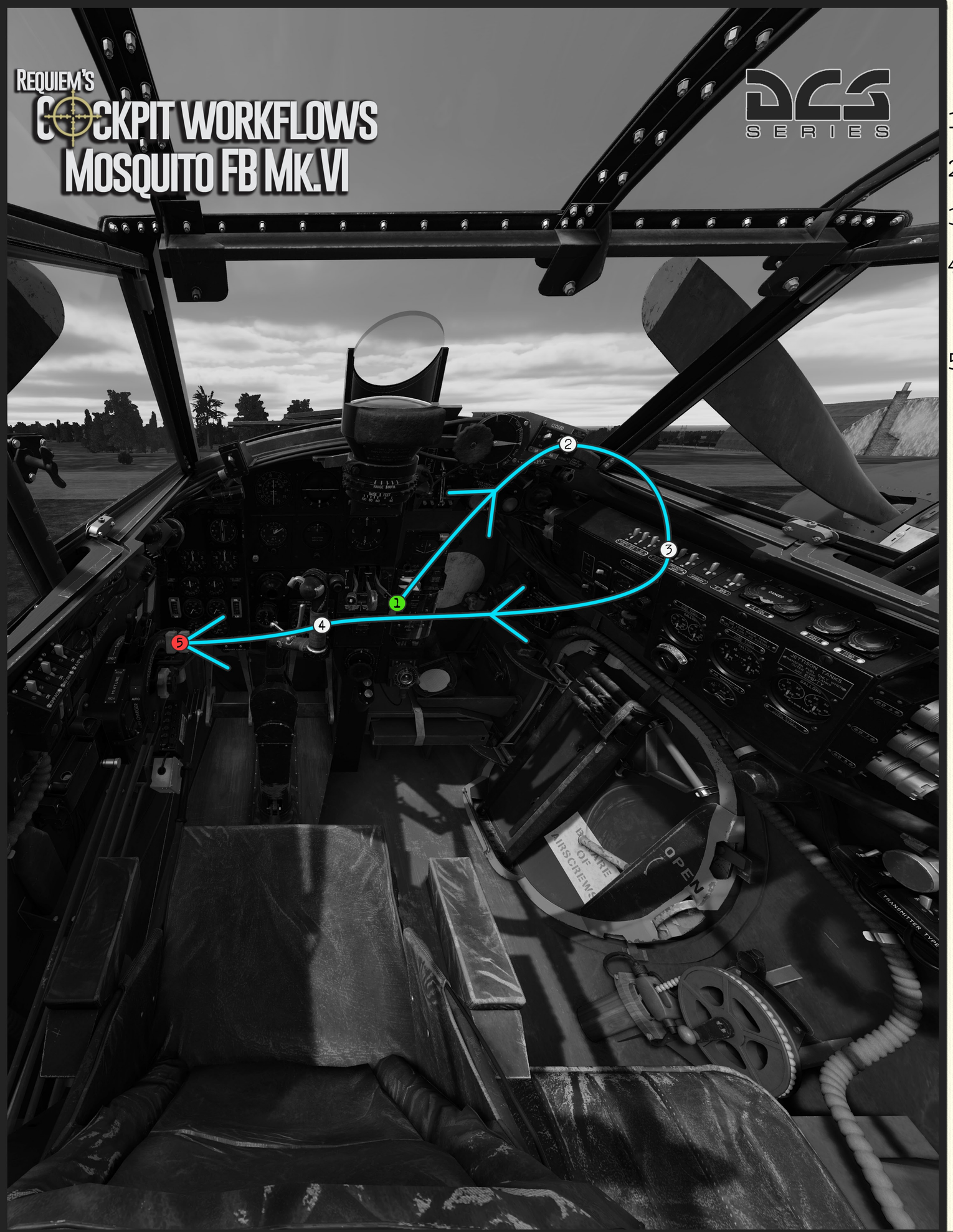
2. Flaps.....15°
   - More flaps as desired on final, but this may make a go-around impossible

THRESHOLD: AIRSPEED 110 MPH

SINGLE ENGINE GO AROUND

- Airspeed above 155 MPH
- Carefully increase +9lb boost @ 2850 RPM
- Raise gear & flaps then retrim
- Airspeed 160-170 MPH

BACK TO COCKPIT FLOWS LIST

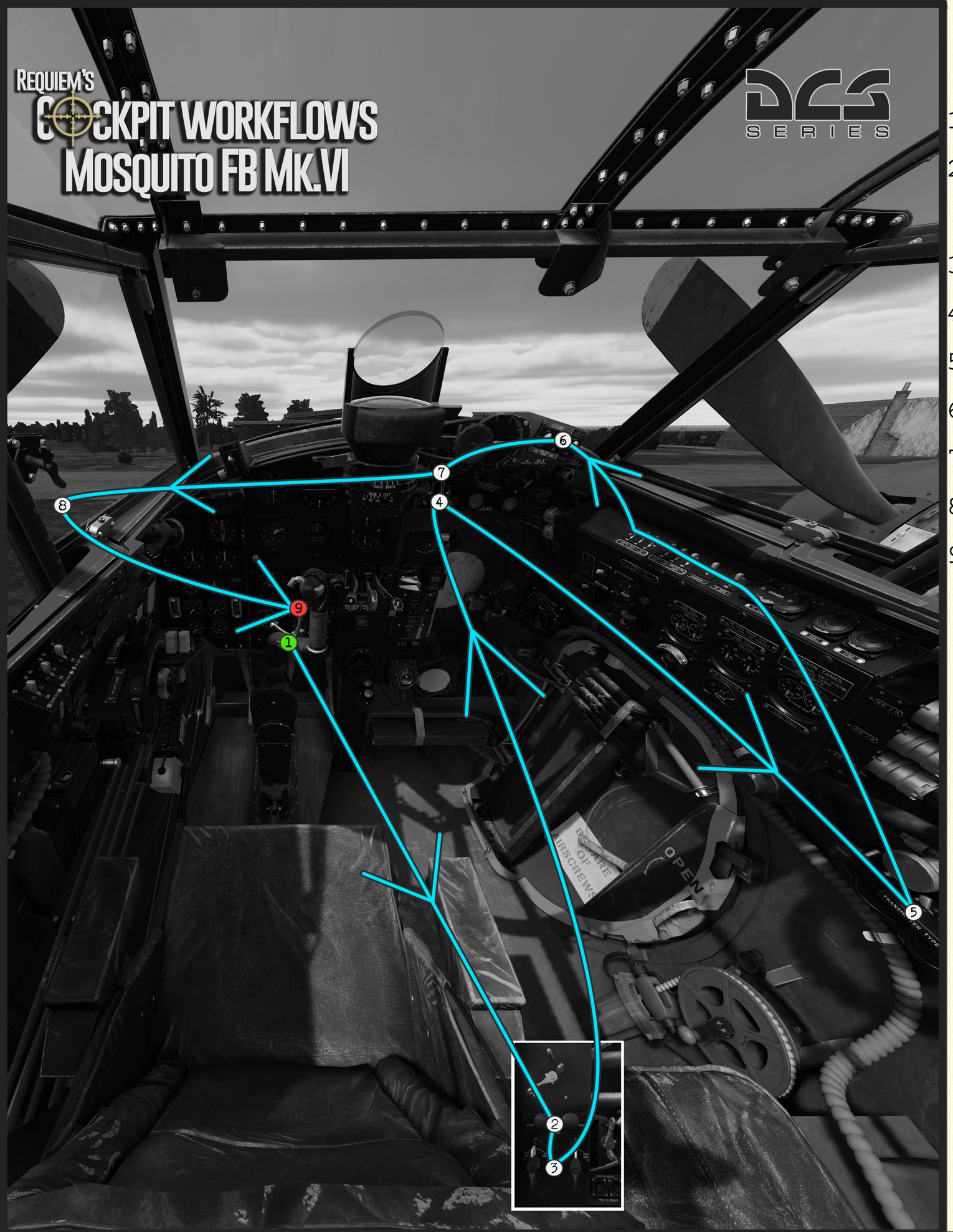


AFTER LANDING

TRIGGER: CLEAR OF THE RUNWAY

1. Flaps.....UP, SELECTOR NEUTRAL
2. Radiator Shutters.....OPEN
3. Pitot Heat.....OFF
4. Brake Pressure.....CHECK
   - Sufficient pressure for taxi
5. Propeller Control.....MAXIMUM

BACK TO COCKPIT FLOWS LIST



SHUTDOWN

TRIGGER: TAXI INTO PARKING SPOT

1. Parking Brake.....SET
2. Engine Cut-Outs.....PULL OUT
   (Hold until engines stop, then release)
3. Fuel Cocks..... OFF
4. Ignition Switches.....OFF
5. Electrical Services.....ALL OFF
6. Radiator Shutters.....CLOSED
7. Master Switch.....OFF
8. Wheel Chocks.....IN
9. Brakes.....OFF

BACK TO COCKPIT FLOWS LIST