

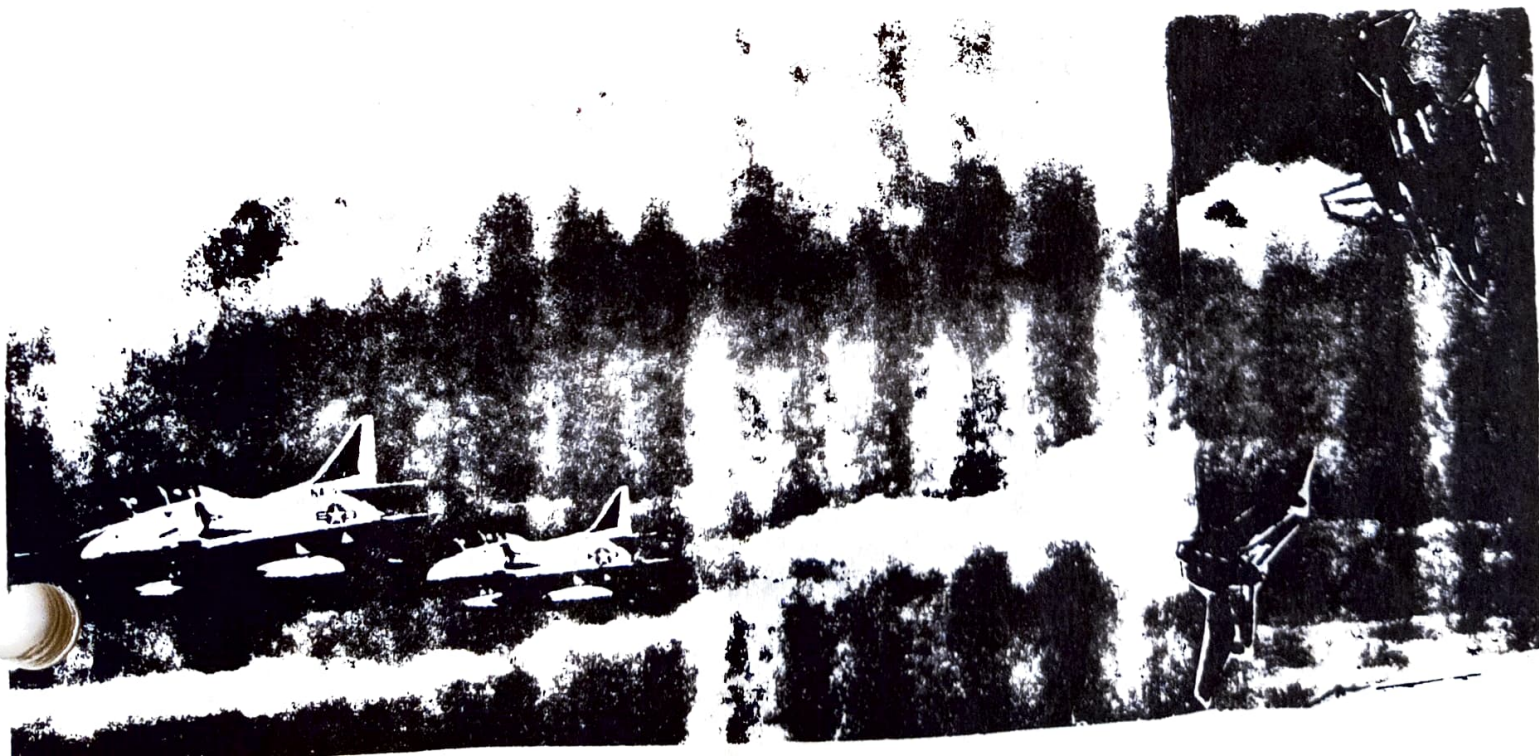
STAN T



# 347 TFW DOW

NEW INFORMATION PAMPHLET #15

DACBT WITH THE A-4





## THE CLUES

The coordination efforts have finally paid off. We can now expect to fly DACT with the TA-4s stationed at NAS Cecil on a continuing basis. We can realistically plan on two A-4 sorties per week for this dedicated DACT training.

The A-4 pilots we will be flying against are a very experienced group. Only five of their squadron's pilots are allowed to fly DACT and they all have 500+ hours of A-4 time as well as a lot of other fighter time. They are very experienced in DACT as they routinely fly against F-4s, A-7s, F-106s and F-14s. The A-4's ability to remain on station for an extended period of time further enhances their experience level because they can have as many as 16 engagements per sortie. They have flown as many as four sorties per day. They compare, in many respects, to our own F-5 Aggressors. Their mission is to increase a unit's DACT proficiency and they are very adept at achieving that goal.

Since we are receiving a rather limited number of sorties it is extremely important that we get the maximum training possible out of each sortie. The purpose of this program is to expose aircrews to problems associated with fighting a dissimilar performing adversary. A-4 sorties should not be used to teach basic BFM/ACM. Aircrews must have a firm grasp of BFM/ACM concepts/skills prior to flying against the A-4 in order to reap maximum benefits. Likewise the order of DACT training must follow a logical sequence. Aircrews should have participated in lvl DBFM prior to proceeding to more advanced tactics missions. The "building block" approach applies.

Prior to flying DACT with the A-4s you must insure you are qualified to do so IAW TACR 51-2. You must also have an overall situation briefing IAW the letter of agreement. This briefing can be obtained from DOW or your squadron DACT Project Officer.

Following is the basic plan for operations with the A-4s. Unless previously coordinated, A-4 and F-4 sorties will launch and recover at their respective home bases. Although not optimum for training, this necessitates telephonic briefings and debriefings. The briefings will be initiated 2+30 hours prior to scheduled departure time. Thorough mission planning prior to briefing is a must. It is suggested that MOA 1 B/C be used if the Fargo area is not available. Since each A-4 can handle two elements of F-4s, whether they be lvl, 2vl, or a combination thereof, coordination with the other element is also necessary. It is desired that the second F-4 flight enter the area with approximately 1000# of gas in the tanks so maneuvering can commence quicker. The flight briefings will include but not be limited to, safety rules (ROE), procedures for disengagements, lookout doctrine, and specifics for the mission to be flown. The time and responsibility for initiating the telephonic debriefing will be agreed upon during the pre-mission briefing. After briefing with the A-4s you will also have to call Jacksonville Center to relay the following information: Call signs of all players and area entry times for each player. A briefing outline, telephone numbers, required ROE, and some suggested mission scenarios are included in this NIP.

# McDONNELL-DOUGLAS

**DELTA WING  
SINGLE ENGINE  
A-4**

## DESCRIPTION (U)

<b>NAME(S):</b> A-4 Skyhawk
<b>ROLE:</b> Attack Bomber
<b>YEAR IN SERVICE:</b> 1956
<b>SERVICE DEPLOYMENT:</b> USN USMC

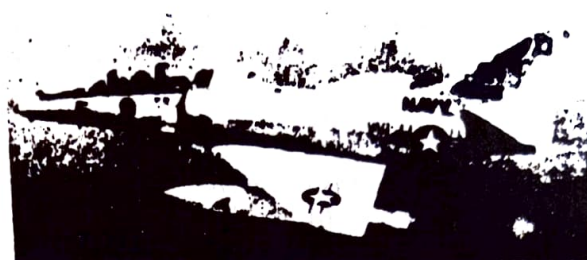


Fig. 1A (U). TA-4 Skyhawk. (U)

### VISIBLE VARIATIONS:

A-4C- Longer nose for additional equipment to improve all-weather characteristics.

A-4E,F,G,J,K,L,M,N- All basically similar single-seat models, with hump behind cockpit.

TA-4F,G,H,J,K- All basically similar two-seat trainer versions.

## RECOGNITION FEATURES (U)

Solid, tapered nose has rounded tip; single-seat cockpit just forward of air intakes. May be seen with tandem two-seat cockpit.

Low-mounted, clipped, delta wing with rounded tips.

Delta, horizontal stabilizer is low-mounted on vertical fin with rounded tips.

Air intakes are located on either side of the fuselage, above the wing and extend forward of the wing leading edge.

Turbojet engine mounted in barrel type fuselage. Exhaust ends under horizontal stabilizer.

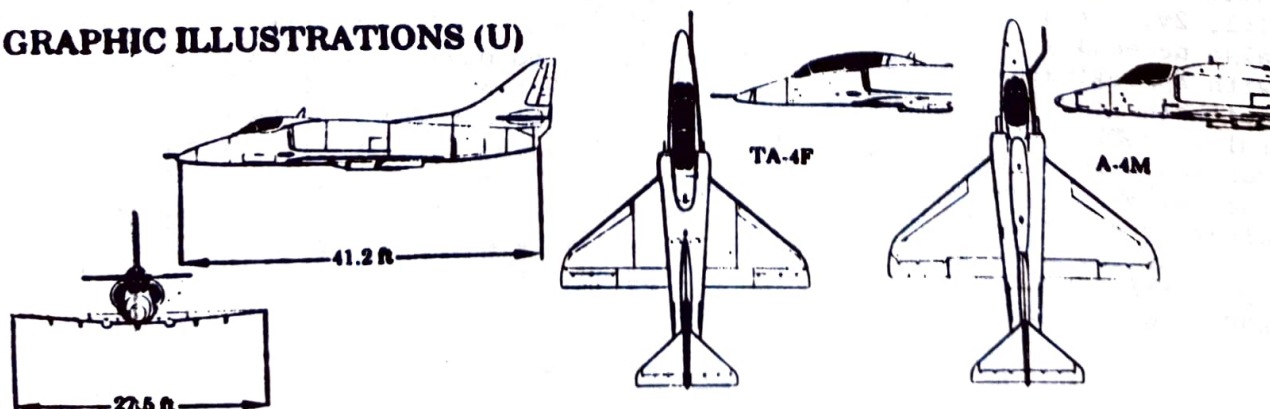
Vertical stabilizer is swept and tapered with fairing; which extends midway up fuselage.

Tricycle landing gear.

External fuel tanks can be mounted under wing close to fuselage.

Some models have humped back.

## GRAPHIC ILLUSTRATIONS (U)





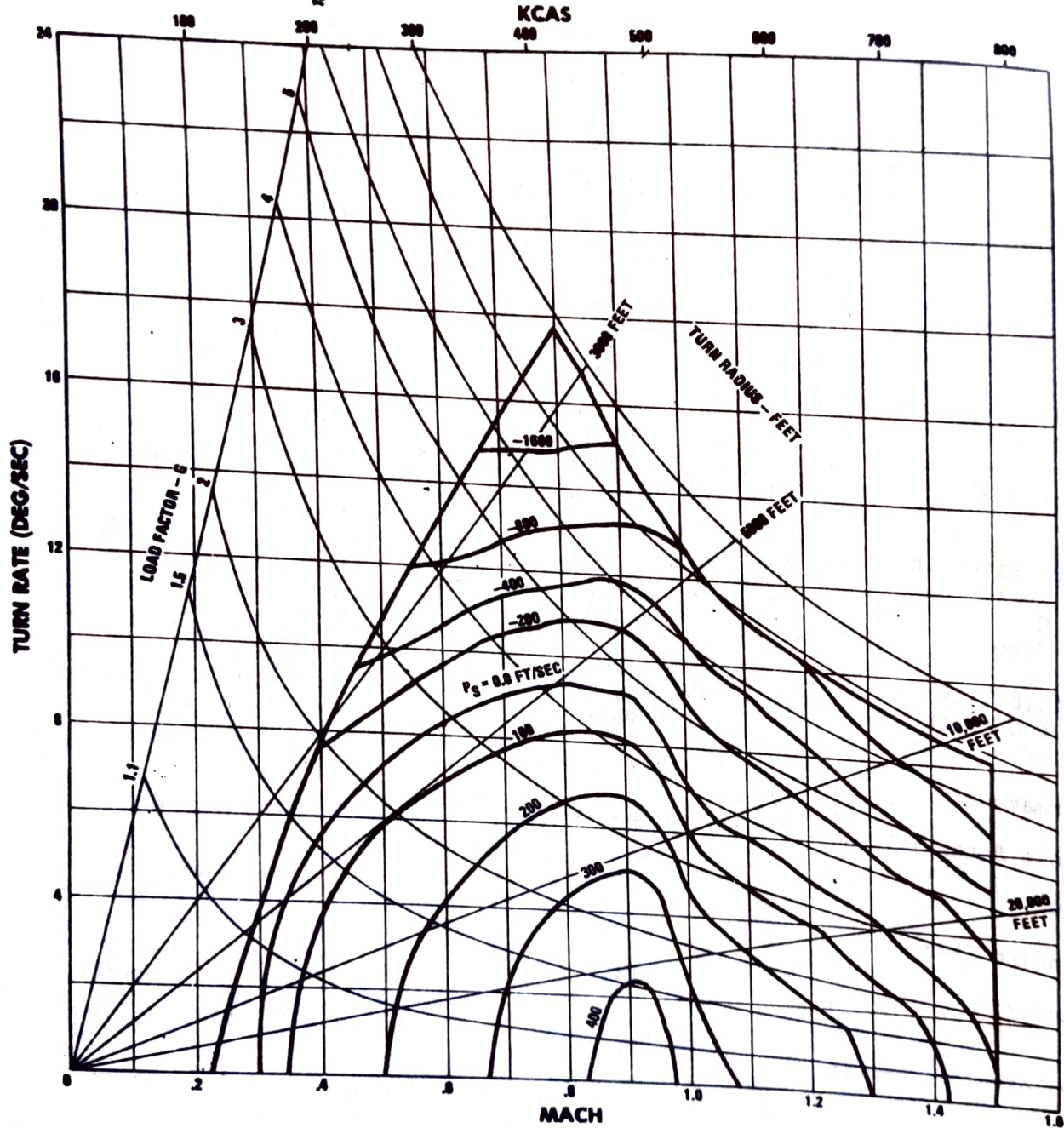
# Performance Comparison

	F-4E (Clean)	F-4E (Tanked)	TA-4J
Combat Gross Wt.:	44,500	-	16,000
Length/Wing Span:	63/38	-	46/27
Thrust/Weight: .8 IMN/15,000'	.71	-	.60
Max. Allowable G:			
Clean	6.5 (.72 IMN)	-	7.0
Tanked	-	6.0	
Corner Velocity:			
Clean	380	-	(4.5G)
Tanked	-	360	300
Quickest/Tightest Turn:			
(15,000')			
Rate	15 <sup>0</sup> /sec	14.8 <sup>0</sup> /sec	13.7 <sup>0</sup> /sec
Radius	2900'	2900'	2500'
Energy Loss	-1900FPS	-1800FPS	-900FPS
Sustained Turn:			
Speed	420	-	240
G	4.5	-	2.2
Rate	9.3	-	7.7
Visibility:			
6 O'clock	Fair (2 people)		Good
12 O'clock	Fair		Good
Armament:	All Aspect		Rear Only
Nose Authority:	Heavy		Light
RWR:	Yes		No
Engine Smoke:	Yes		No
Color:	Dark		Gray or Camouflage
Pilot Proficiency:	Limited		Excellent

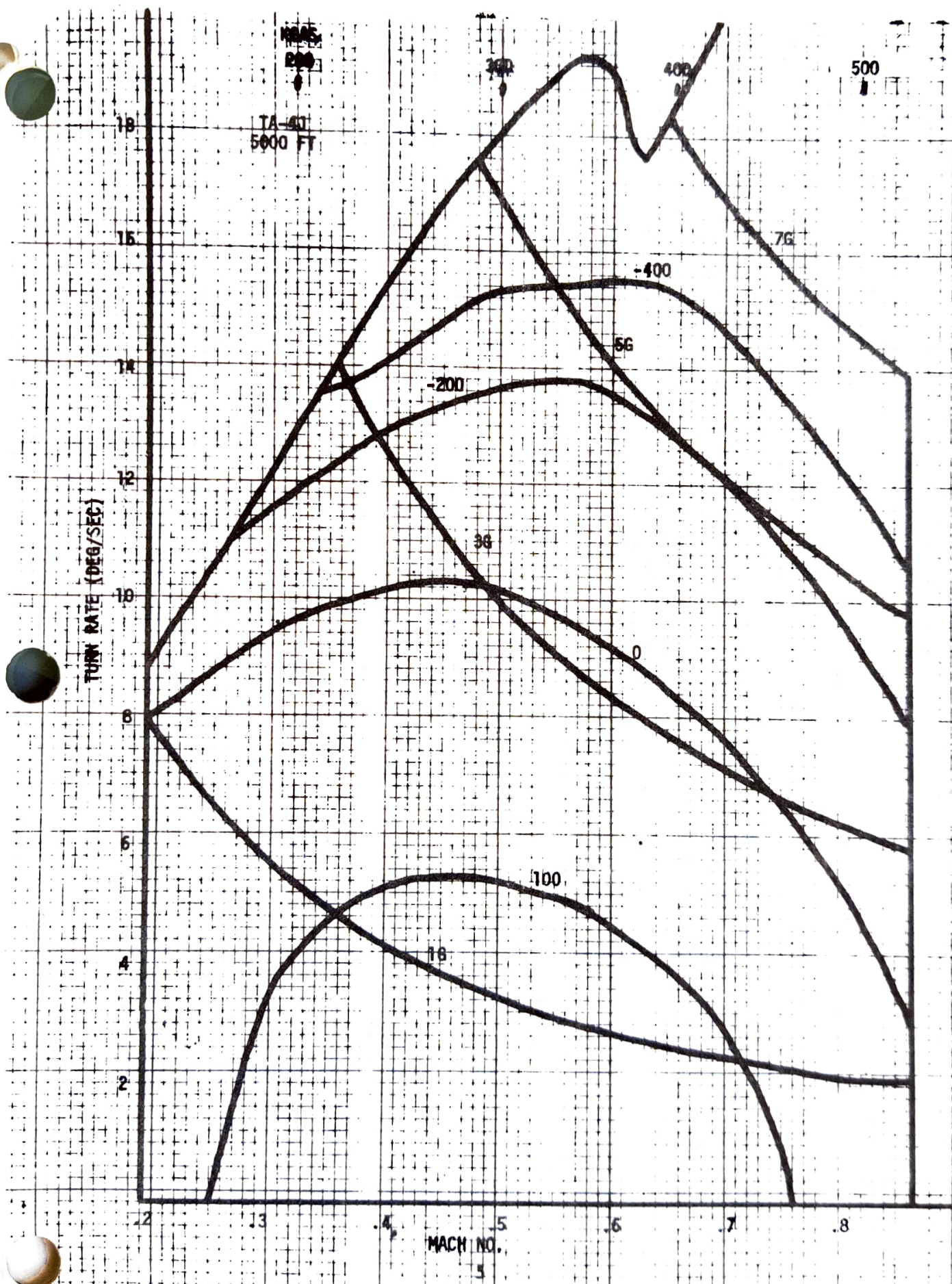
When using the following charts for aircraft comparison, remember aircraft configuration and gross weight will affect how the chart looks.



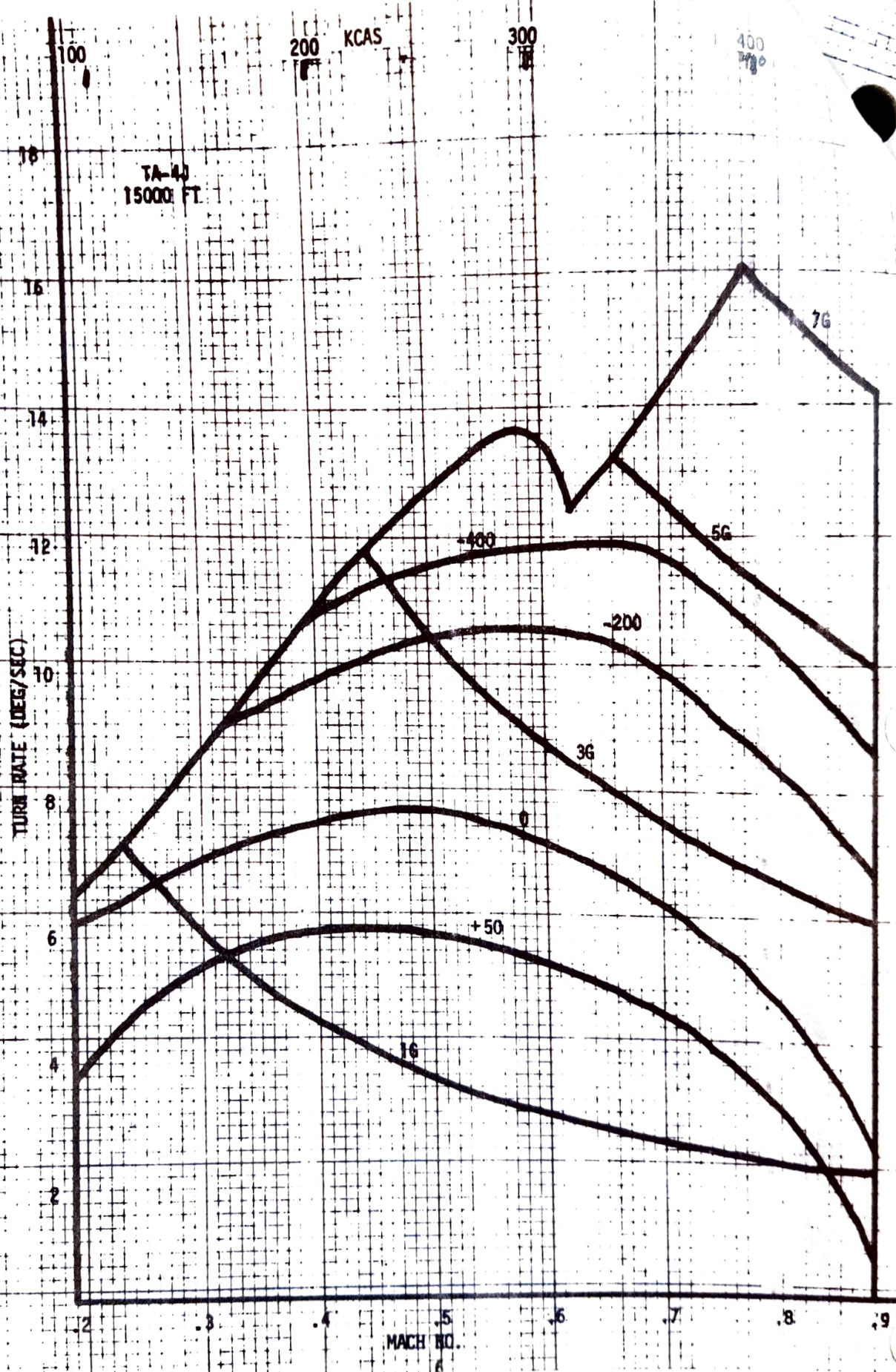
F-4E(LES)  
 15,000 FEET  
 MAXIMUM POWER  
 GROSS WEIGHT 44,336 POUNDS  
 75% INTERNAL FUEL  
 (4) AIM-7E MISSILES

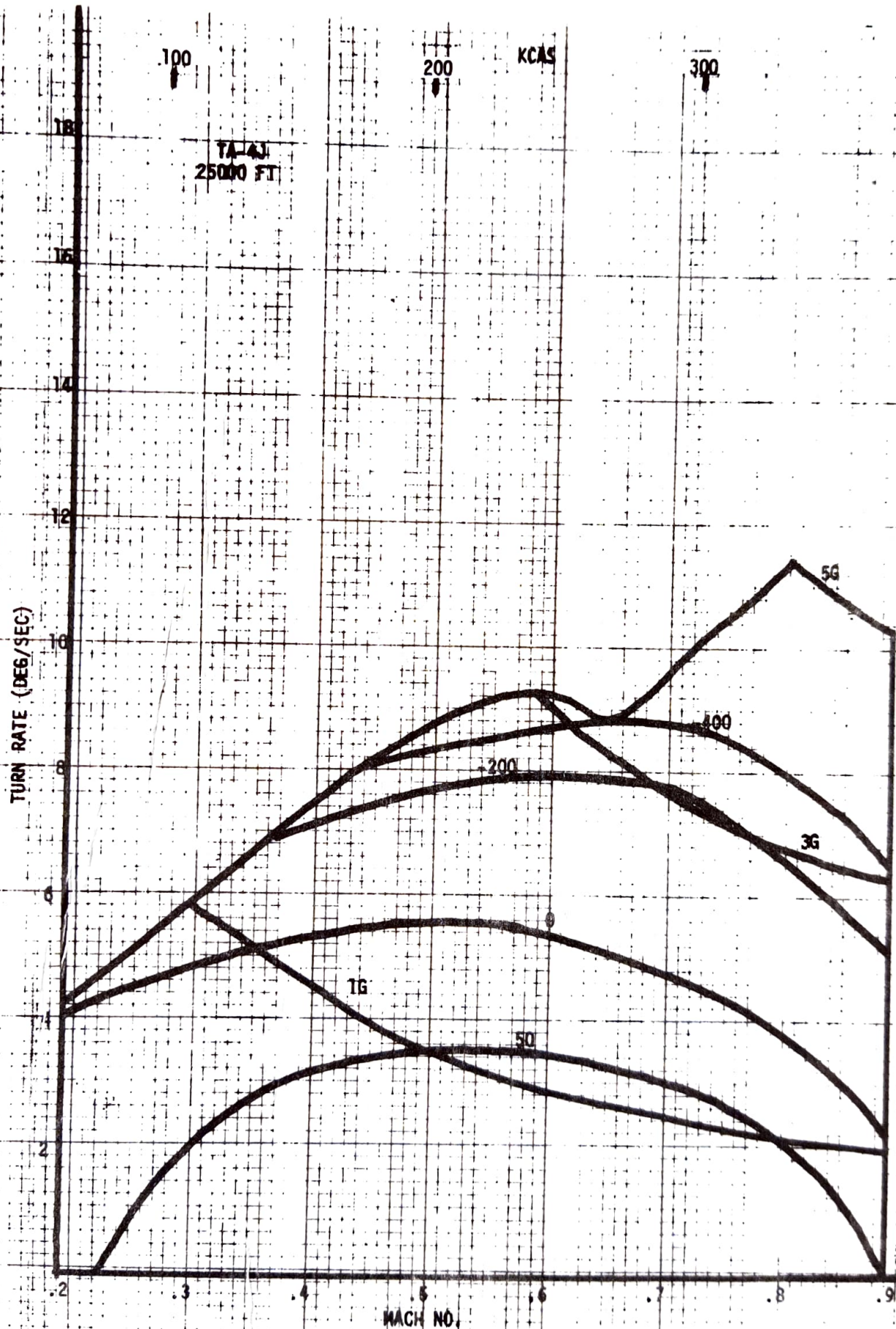


F-4E (LES) Rate-Radius Diagram



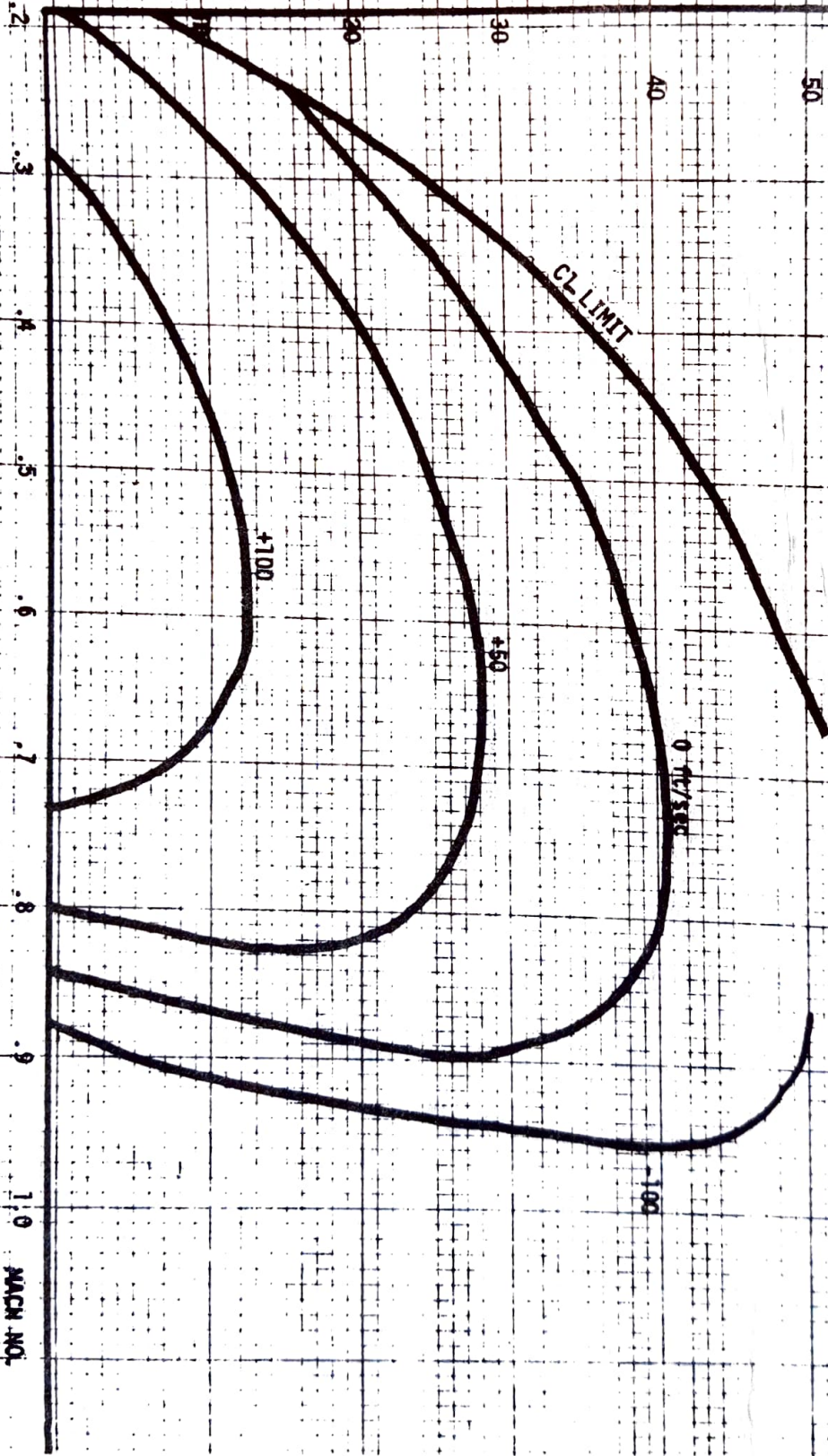








ALTITUDE, KFT



PS - 16  
7A-4J  
16/00 LB

MACH NO.

DISCUSS 100%  $\log$   $\frac{1}{\text{ft/sec}}$   $\frac{1}{\text{ft/sec}}$

ALTITUDE, KFT

20 30 40 50 60

.3

.4

.5

.5

.7

.8

.9

1.0

MACH NO.

Ps - 36

TA=41

16700 LB

CLLIMIT

+200

-100

0 ft/sec

+40





**1. TELEPHONE NUMBERS:**

Jacksonville Center 434-3744

Cecil NAS

Operations desk: 860-5663/5541/6020

Operations Officer: (Lt Cmdr Randy Leddy, 860-5541)

**2. BRIEFINGS:**

a. Prior to each mission a joint flight brief will be conducted face-to-face or by telephone 2+30 prior to scheduled departure times. Flight leaders/mission commanders will participate. The following items will be briefed:

- (1) Mission
  - (a) Primary
  - (b) Alternate mission
- (2) Weather/NOTAMS
  - (a) Home fields
  - (b) Op area
  - (c) Alternate fields
- (3) Communications
  - (a) UHF frequencies
  - (b) IFF
  - (c) ADIZ procedures
- (4) GCI Control
  - (a) Alternate control
- (5) Times
  - (a) Takeoff
  - (b) Op area schedule
  - (c) Time enroute
- (6) Line Up
  - (a) Crews and flights
  - (b) Aircraft assignments
  - (c) Call signs
- (7) Rendezvous Procedures
- (8) Mission Profiles from APPENDIX I of this Annex. (If applicable)



(9) Rules of Engagement

- (a) Mid-air collision avoidance/minimum separation responsibilities.
- (b) Minimum altitudes/airspeed AOA
- (c) Disengagement requirements and responsibilities
- (d) Lost communication procedures

(10) Debrief Time

b. Each mission commander will complete a face-to-face or telephone briefing with the GCI control agency prior to each mission if GCI is utilized.

c. Following the joint telephone brief each flight will brief as a separate unit IAW specific mission guides outlined in applicable service directives.

3. MISSION PROCEDURES:

a. 347TFW pilots will file a standard stereotype flight plan which includes provisions for IFR departure and recovery. U.S. Navy aircrews will file in accordance with command directives and the current FAA/NAS Cecil Field Air Operations Manual.

b. Flights will proceed to the scheduled training area and check in with GCI. GCI will advise of the other flights status or location as pre-briefed according to the mission scenario.

c. GCI monitoring or control will be used for all missions when available. The same facility must control both flights.

d. All engagements will be flown IAW prebriefed mission scenarios and Rules of Engagement (ROE).

e. 347TFW/COMLATWING ONE aircraft recovering at NAS Cecil Field/Moody AFB for face-to-face debriefing will normally be escorted by the flight based at that location.

4. RULES OF ENGAGEMENT (ROE): The following is a compendium of both 347TFW and COMLATWING ONE ROE, and in cases where rules differ the more restrictive applies. All participants will be briefed on these rules prior to flight.

a. Crewmembers will not fly a DACT mission IAW this OPORD if he is not current IAW command directives.

b. All aircraft will monitor guard frequency. Initial radio contact on a prebriefed common frequency must be established prior to engagement. Mission will normally be conducted on a common radio frequency except that engaging flights may remain on discrete frequencies provided positive GCI monitoring is established and GCI controllers are monitoring the assigned frequencies from a single location. Separate discrete frequencies are authorized.

c. Attacking aircraft shall execute all simulated attacks for the purpose of employing the aircraft weapons system in the most effective manner and will initiate a positive breakaway at the minimum range of the weapon or weapons being simulated, passing well clear of the target aircraft. The defender will maneuver only as necessary to negate the attack or gain the offensive. In no case will the engagement degenerate to a point where the urge to win overrides good judgement or where no further training can be gained from the engagement.

- d. Live missiles will not be carried and the gun will be safe IAW local directives.
- e. The defender must assume an aircraft chasing him into the sun has lost visual contact and he is responsible for maintaining separation.
- f. If visual contact is lost during set-ups for engagements, the flight lead will insure that altitude separation is provided until tally-ho.
- g. If two aircraft approach head-on, each aircraft will clear to the right and the aircraft with the higher nose position will attempt to go above the opponent.
- h. Front quarter gun attacks are not authorized.
- i. In multi-element scenarios (Strike Tactics) all rear quarter attacks will be initiated against the trailing element.
- j. Any flight member can terminate the engagement by transmitting "Knock It Off" or rocking his wings, at which time all participants will cease maneuvering and acknowledge with call sign, such as "Red One Knock It Off."
- k. Aircraft conducting separate attacks will maintain a minimum of 1,000 feet altitude separation from each other. All aircraft will maintain a minimum of 2,000 feet altitude separation on any target until tally-ho. All aircraft will have this altitude separation within 10NM range. Aircraft may transit the target altitude beyond 10NM.
- l. Minimum altitude for maneuvering is 5,000 feet unless briefed higher.
- m. A fuel check is required after each engagement. Separation fuel will be "Joker" or "Bug-out" at which time the aircraft/flight will attempt an actual separation.
- n. Termination of an engagement will be accomplished when one of the following situations occurs:
  - (1) If an engagement drifts to the border of the authorized area.
  - (2) If an unbriefed/unscheduled flight enters the ACM work area and is a factor detrimental to the safe conduct of the mission.
  - (3) If visual contact is lost by the attacking aircraft within one nautical mile, and converging vectors exist or safe separation cannot be assured.
  - (4) When the desired learning objective is achieved.
  - (5) If stalemate occurs.
  - (6) If any aircraft rocks its wings.
  - (7) If "bingo" fuel is reached.
  - (8) If a dangerous situation is developing.
  - (9) At minimum altitude.
  - (10) If any aircraft encounters IMC.
  - (11) In case of radio failure, or if communications deteriorate to a point that individual aircraft cannot receive all radio transmissions pertinent to the engagement.
  - (12) At 1,000 feet slant range from the target.



- (13) If situation awareness is lost.
- (14) An escape maneuver is successful.
- (15) A kill has been achieved. NOTE: This does not preclude follow up attacks with heat missiles or guns following simulated radar missile launches.
- (16) If any member calls "Knock It Off."

o. Weather.

- (1) Minimum visibility of five miles with a defined horizon.
- (2) Tops of broken or overcast cloud layers above 5,000 feet AGL are considered ground level (e.g., top of cloud layer 7,000 AGL, minimum altitude 12,000 feet AGL).
- (3) There must be a minimum of 15,000 feet between two broken and/or overcast layers.
- (4) A minimum of 1NM horizontally and 3000 feet vertically below all clouds must be maintained.

A list of suggested mission scenarios is attached. As you can see there is a lot of latitude allowed in setting up a mission scenario. Until you have explored the A-4s maneuvering characteristics fully it is suggested that mission engagements start within visual range. You get more engagements and you don't waste precious gas beaming around looking for the tally when the basic objective of the engagement could have been achieved from a visual setup anyway. Learn how to fight the adversary in the visual arena first. Then, when you get the tally on tactics rides, the rest will be second nature.

Scenarios 3, 5, and 6 should not be used in the near future as more basic objectives can be achieved through the use of Scenarios 1, 2, and 4.

An example of expanded DACT 1 & 2 scenarios is included for your consideration. Note that in Scenario 1 you may have some slow turning fights where the A-4 holds a decided advantage. These fights will illustrate to you exactly why you don't want to slow down to fight him or his Soviet counterparts in a combat environment.

Scenario 2 includes some offensive/neutral setups because we must be offensive minded in ACM to effectively kill. Consideration should be given to adding a mission that is all offensive/neutral. If you add it to these scenarios, you should fly it prior to Scenario 2.

DACT (1V1)

1. Objective. Introduction to dissimilar aircraft capabilities.

2. Conduct of the Mission.

a. Both aircraft will rendezvous at the prebriefed point. Vertical separation will be maintained IAW referenced directives until visual contact is established.

b. Aircraft A will assume a position of advantage with respect to aircraft B, and attempt to maintain an advantage using the full spectrum of offensive tactics. Aircraft B will not initiate counter offensive maneuvers until cleared to do so by Aircraft A.

c. Aircraft B will assume a position of advantage with respect to aircraft A. When so cleared by aircraft B, aircraft A will initiate counter offensive maneuvers and attempt to negate the attack, escape, or obtain a kill.

#### DACT 2 (2V1)

1. Objective. Practice two ship defense against attacks by a single dissimilar aircraft.
2. Conduct of Mission.

a. The flight of two and the single will enter the area using GCI support when available. The two aircraft will be restricted to a block altitude until the flights obtain visual contact.

b. The single will attack the section from a visual abeam set up and attempt to obtain a kill. The two aircraft will be cleared to maneuver upon a tally-ho and commencement call from the single.

c. The two aircraft will not depart the block altitude until obtaining a tally-ho and receiving the commencement call from the single. The flight will attempt to negate the attack, escape, or obtain a kill.

#### DACT 3 (2V1)

1. Objective. Practice strike tactics in an opposed air to air environment.
2. Conduct of the Mission. The two aircraft will be assigned a strike target to destroy. Flight profile will be an assigned block altitude to the target on a prebriefed route. The single will attack the two aircraft to prevent them from reaching the target or achieve simulated ordnance jettison. The two aircraft are free to maneuver from the block altitude upon tally-ho. The single may enter the block altitude upon tally-ho and will report tally-ho to the two aircraft.
3. The two aircraft will depart the target and reenter from various directions within the block altitude. The single will oppose the two aircraft reporting tally-ho prior to entering the block.
4. The last engagement may be 1V1V1 with the single commencing from between the two similar aircraft.

#### DACT 4 (2V1)

1. Objective. To practice two ship coordinated attacks against a dissimilar aircraft.
2. Conduct of the Mission.
  - a. The flight of two and a single will enter the area using GCI support when available. The single will be restricted to a block altitude until visual contact with the flight.
  - b. The flight will perform a tactical intercept on the single and attempt to obtain a kill through a coordinated attack. The single will be cleared to maneuver after obtaining a tally-ho on the flight.

3. The flight of two will repeat the intercept/engagements commencing from a minimum of 15 miles apart and outside the single aircrafts block altitude.

4. The last engagement of the flight may be a 1V1V1 with the single commencing from between the two similar aircraft.

#### DACT 5 (2V2)

1. Objective. To practice two ship defense against attacks by two dissimilar aircraft.
2. Conduct of the Mission. As outlined in DACT 2.



DACT 6 (2V2)

1. Objective. To practice two ship coordinated attacks against two dissimilar aircraft.
2. Conduct of the Mission. As outlined in DACM 4 except that IV many may be performed.

EXPANDED MISSION SCENARIOS

DACT (1V1)

1. Objectives - Introduction to dissimilar aircraft capabilities.
  - a. Note size difference and overtake problems associated with guns tracking an A-4.
  - b. Visual ranging.
  - c. Explore offensive BFM maneuvers required to obtain a kill.
  - d. Aggressive vertical reposition exercise against a small adversary.
  - e. Compare A-4 offensive BFM maneuvers/visual attack cues to those of an F-4. Survive his attack.
  - f. Explore A-4s excellent scissors ability and overall maneuverability at slow airspeed.
  - g. From a neutral head-on set-up, kill the adversary with radar, heat or guns ordnance.
2. Conduct of mission.
  - a. Accomplish rendezvous in area. A tactical stern conversion intercept with the A-4 at a hard altitude works well. When established behind the A-4 perform a cine track to emphasize objective A.
  - b. If tanks are not yet dry have A-4 perform offensive ranging exercises on you. Fly at approximately 300 KTS so he doesn't have such an overtake problem (Objective B).
  - c. After tanks dry set up 6-8000 ft behind him. When you call Fox II have him make a one plane hard turn and press for high angle gun shot to a separation/reposition maneuver (Objective C).
  - d. Set up 6000 ft line-abreast 400 KTS, 14,000 ft. At begin maneuver call have A-4 perform 3G level turn into you. Vertically reposition to a Fox II shot. When you call Fox II have A-4 maneuver unrestricted. Maintain your offensive posture and kill (Objective D & C).
  - e. Same setup as d except A-4 does vertical reposition. As he approaches Fox II para-meters try to take the offensive, negate his attack, stagnate him, or extend away from him (Objective E).
  - f. Setup 4000 ft line-abreast 350 KTS, 12,000 ft at begin maneuver call, both go for the kill (Objective F).
  - g. Setup 6000 ft line-abreast 400 KTS A-4 2000' hi. At begin first maneuver call each splits 45° away. At 3-4 NM separation and begin second maneuver call each turns 135° back into each other. As you pass head-on line abreast both maneuvers unrestricted for the kill. (Objective G)

DACT 2 (2V1)

1. Objective. Practice two ship maneuvering against a single dissimilar aircraft.

a. Detect a small aircraft on radar beyond visual range and with that radar contact maneuver the flight to a position of advantage at tally-ho.

b. Practice fluid two offensive maneuvering against an unlimited single adversary.

c. Use numerical superiority and effective split plane maneuvering to kill a single adversary from a nutral setup.

d. Practice rear hemisphere initial moves.

2. Conduct of Mission.

a. Rendezvous in area. A tactical intercept to the visual arena works well. If tanks dry establish a position behind A-4 and have him go into an unlimited maneuvering defense. Practice offensive ACM fluid two attack. If tanks not dry perform offensive/defensive ranging exercises, then attack in fluid two.

b. Setup for neutral head-on as in DACT 1g. Maneuvering compensates as you pass line-abreast. Have A-4 be on outside of formation.

c. F-4s point Cap in an altitude block and have A-4 attack. F-4s do not maneuver until A-4 within 9m with a tally or at atoll call from A-4 with no tally. A-4 allowed one switch. F-4s will negate attack, escape or obtain the offensive and kill.

d. Same as c above. A-4 allowed multiple switches. F-4 objectives the same.

e. Follow-on engagements as desired. Repeat what didn't work if necessary.



1. The 347TFW DACT program with units stationed at Cecil NAS is expanding. Starting 6 April and continuing thru the end of April we will be flying DACT against VA-83, an A-7 squadron. Starting in May and continuing thru July we will fly DACT against VA-37, another A-7 squadron.

2. Attached you will find four test scenarios drawn up to satisfy the objectives of VA-83 and the 347TFW. Scenarios three and four include realistic strike/point defense profiles. Since VA-83 will only be available thru the month of April, squadron schedulers must give consideration to limiting the number of aircrews who fly against them so rapid progression to scenarios three and four can be accomplished. During the May-July time frame an expanded version of the program can be employed.

3. All coordination/briefing/conduct of flight/debriefing procedures established in NIP #15, DACT with the A-4, apply. Like the A-4 the A-7 has the capability to handle two sections of F-4's. Prior to flying against them you must ensure you are qualified to do so IAW TACR 51-2, you must also have an overall situation briefing from your Squadron DACT project officer if you did not attend the face-face briefing given by Capt Bob Huff.

4. VA-83 points of contact are Capt Bob Huff (USAF Exchange) and Lt Henderson. Phone numbers for telephonic briefings/debriefings are AV-860-5997/6175.

5. File the following pages as Attachment 1 and 2, to NIP #15.

# Performance Comparison

	F-4E (Clean)	F-4E (Tanked)	A-7D
Combat Gross Wt.:	44,500	-	28,000
Length/Wing Span:	63/38	-	54/39
Thrust/Weight: .8 IMN/15,000'	.71	-	.51
Max. Allowable G: Clean Tanked	6.5 (.72 IMN) -	- 6.0	7.0
Corner Velocity: Clean Tanked	380 -	- 360	390 (6.0G)
Quickest/Tightest Turn: (15,000') Rate Radius Energy Loss	150°/sec 2900' -1900FPS	14.80°/sec 2900' -1800FPS	13.50°/sec 3000' -800FPS
Sustained Turn: Speed G Rate	420 4.5 9.3	- - -	340 3.0 7.8
Visibility: 6 O'clock 12 O'clock	Fair (2 people) Fair		Poor Good
Armament:	All Aspect		Rear Only
Nose Authority:	Heavy		Heavy
RWR:	Yes		Yes
Engine Smoke:	Yes		No
Color:	Dark		Gray
Pilot Proficiency:	Limited		Good

When using the following charts for aircraft comparison, remember aircraft configuration and gross weight will affect how the chart looks.



A-7D  
 6 PYLONS + 2 AIM-9E  
 50% INT. FUEL (4631 LBS.)  
 WEIGHT = 27612 LBS.

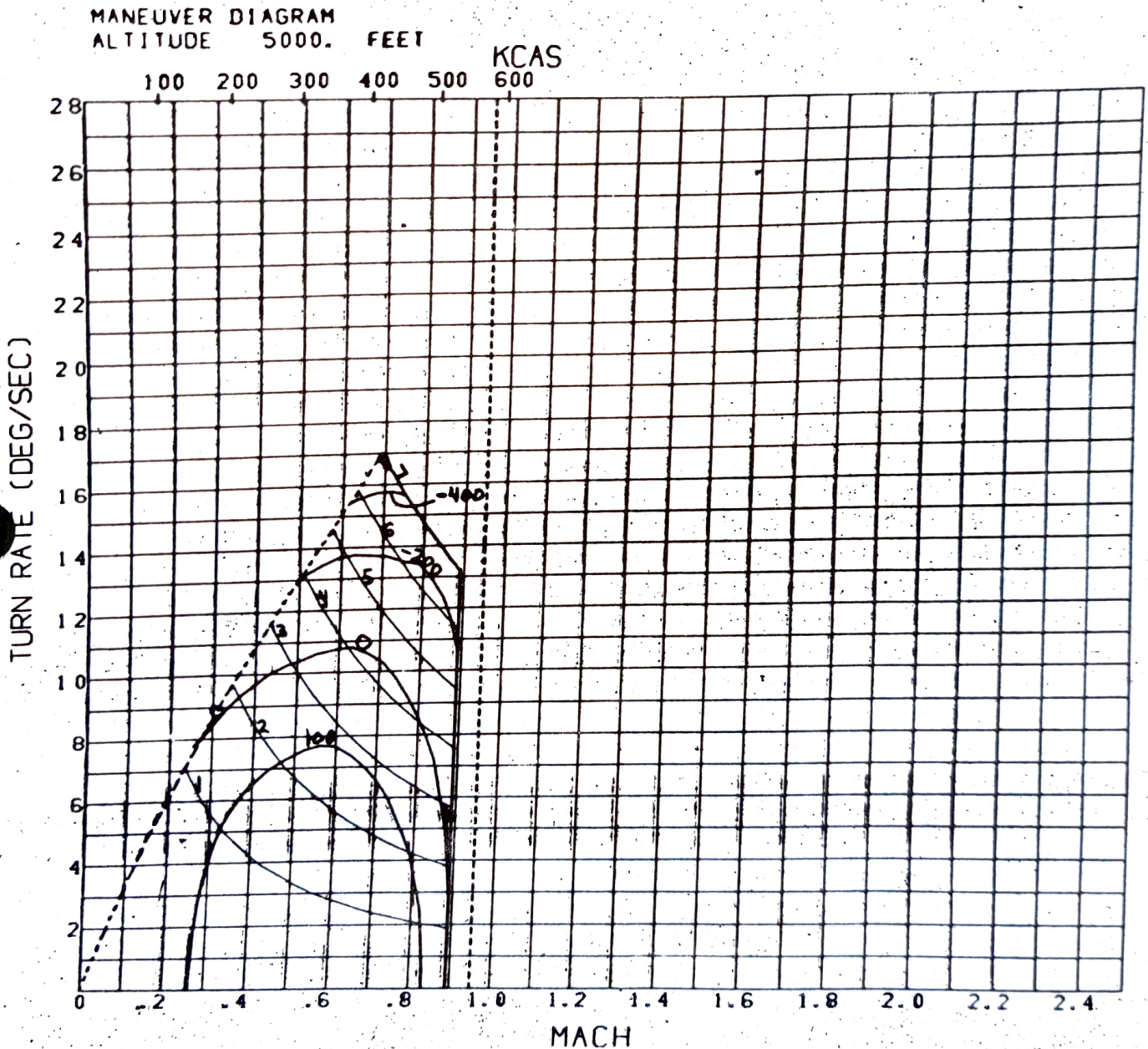


Figure No. 7

A-7D  
6 PYLONS + 2 AIM- 9E  
50% INT. FUEL ( 4631 LBS. )  
WEIGHT = 27612 LBS.

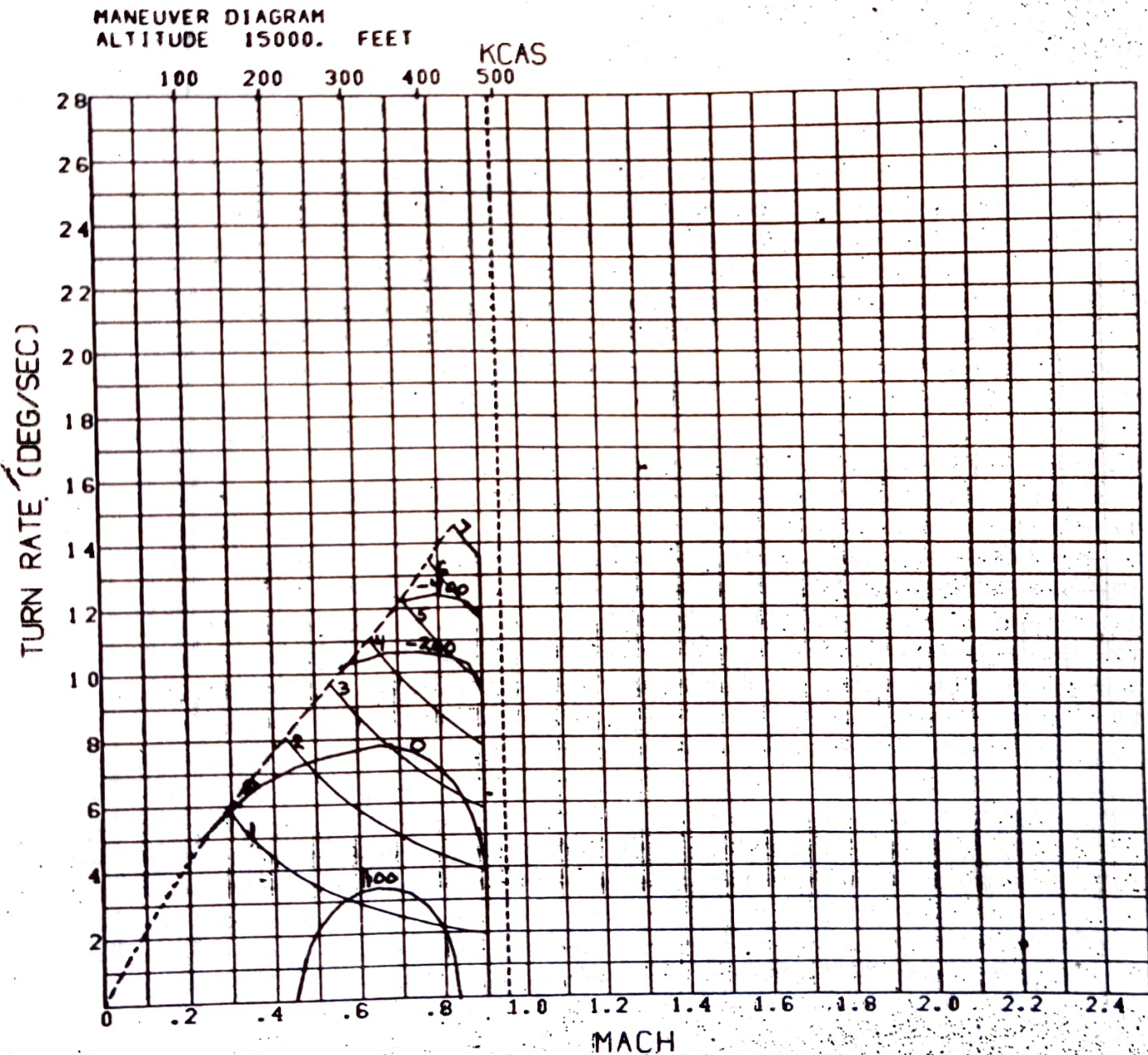


Figure No. 8



DACT - 1

1v1 BFM (1 F-4, 1 A-7)

1. Objective - Introduction to dissimilar aircraft capabilities.
2. Conduct of flight:
  - a. Rendezvous in area using F-4 radar. After established in the stern F-4 performs cine track on A-7.
  - b. F-4 offensive perch 5-7 o'clock, 9<sup>m</sup> ft. Maintain offensive posture and kill or successfully separate if unable to kill.
  - c. Setup 6000' line-abreast, 14000 ft, 400 KCAS. Have A-7 perform 3G turn into F-4. F-4 repositions vertically for Fox II. At "Fox II" call, A-7 maneuvers unrestricted.
  - d. Reverse rolls in setup c.
  - e. Setup 4000 ft line-abreast 375 KTS, 12000 ft. At "begin maneuver" call, both fighters go for the kill.
  - f. Setup 6000 ft line-abreast 400 KTS, A-7 2000 ft high. Split 45° away and at 3-4 NM separation turn back into each other so as to pass head-on. Unrestricted maneuvering commences as fighters pass line-abreast.

DACT - 2

2v1 ACM (2 F-4, 1 A-7)

1. Objective - Practice 2-ship maneuvers against a single adversary.
2. Conduct of mission:
  - a. Rendezvous in area using F-4 radar. A tactical intercept to visual conversion is suggested. If tanks are not dry after first intercept split off and do another tactical intercept. Unrestricted A-7 maneuvering commences when the A-7 gains tally-ho on both F-4's or both F-4's gain tally-ho on the A-7. (A-7 will have a block altitude.) F-4s obtain a team kill and successfully separate.
  - b. Setup for neutral headon engagement as in 1v1 BFM setup f. A-7 should pass on the outside of the formation. As fighters pass line-abreast unrestricted maneuvering commences. F-4's achieve a kill on A-7 and separate.

c. F-4's point cap in an altitude block as A-7 attacks from rear hemisphere. F-4s do not maneuver until an atoll call from A-7 with no tally-ho or until A-7 is within 9000 ft if F-4's have a tally-ho. A-7 will be allowed one switch if desired. F-4's will negate the attack and escape or become offensive and kill.

d. Same setup as c above except A-7 allowed multiple switches.

e. Follow-on engagements as desired.

DACT - 3

2v1 Strike (2 A-7, 1 F-4)

1. Objective - Practice strike tactics in an opposed air-to-air environment.

2. Conduct of flight:

a. A-7s will be tasked to destroy a target in the working area. They will be assigned a block altitude and a route corridor. The A-4 will use all available means to seek out the A-7's and prevent them from reaching the target or make them jettison their ordinance. The F-4 cannot enter the A-7 altitude block until tally-ho on both A-7's and the tally-ho is called on the radio. The A-7s can leave the altitude block when tally-ho on the F-4. If A-7's are forced to jettison ordinance they must fight to stay alive. The engagement ends when one or both A-7's strike the target.

b. A-7s will make follow-on attacks on the target from various directions but will be limited to an altitude block IAW setup a above. Target runs will commence at least 15 NM from the target area.

c. The last engagement may be a 1v1v1 with the F-4 starting from a position 6000 ft line-abreast between the A-7s.

DACT - 4

2v2 (2 A-7, 2 F-4)

1. Objective - Practice strike tactics in an opposed air-to-air environment.

2. Conduct of mission:

a. A-7's will be assigned a target as in DACT-3. The same rules apply throughout.

b. Same as setup b in DACT-3.



c. F-4's will point cap in an altitude block. A-7's will attach F-4's from rear-hemisphere. Maneuvering commences when an A-7 is within 9000 ft or calls atoll. F-4's will simulate jettisoning ordinance, negate the attack, and then escape or become offensive and kill.

d. Repeat c above as many times as possible.