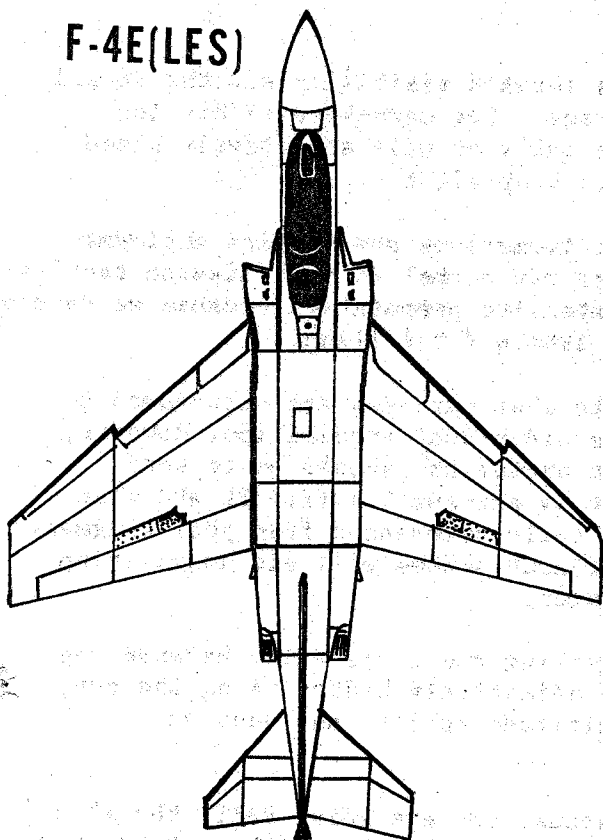
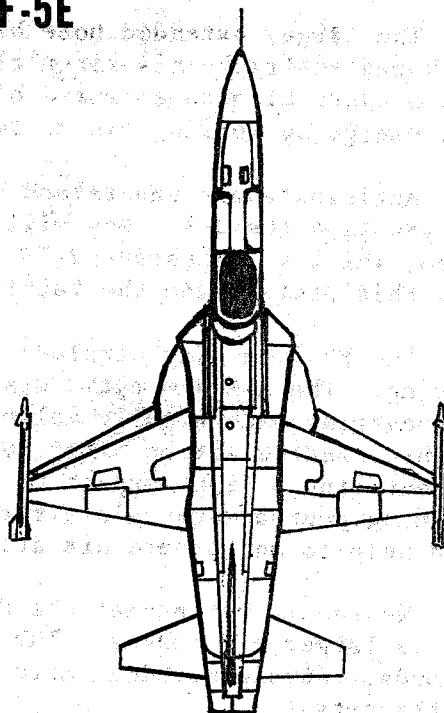


# KNOW YOUR ENEMY

**F-4E(LES)**



**F-5E**



**F-4E(LES)**

**75% INTERNAL FUEL  
LOAD OF MISSILES  
15,000 FEET**

**F-5E**

**44336**

**COMBAT GROSS WEIGHT**

**14600**

**554**

**WING AREA**

**186**

**38/63**

**WING SPAN/LENGTH**

**27/48**

**70**

**WING LOADING**

**71**

**420**

**CORNER VELOCITY**

**380**

**380**

**6.5 G CORNER VELOCITY**

**365**

**16.0**

**6.5 G CORNER TURN RATE**

**16.5**

**-2000**

**6.5 G INST. PS**

**-1200**

**17.9**

**MAX INST TURN RATE**

**17.3**

**4.8/480**

**MAX SUSTAINED G/AIRSPEED**

**4.5/450**

**9.3/420**

**MAX SUSTAINED TURN RATE/AIRSPEED 9.0/4500R9.0/280**

**.71**

**THRUST TO WEIGHT**

**.57**

## Fighting the F5:

1. Paramount to all other considerations is the fact the man you are fighting is an EXPERT pilot. Do not expect or anticipate him to make mistakes. Given the opportunity, he manages his energy well and frequently lead turns.
2. The large, extended nose hinders his forward visibility and the dorsal bulkhead restricts his six o'clock coverage. Lag maneuvers to his low six o'clock blindcone causes him to lose tally or will effectively bleed his energy by forcing him to turn hard to keep sight.
3. Anticipate and understand his Soviet formations and tactics employment by studying the 3-1. How will this alter our normal F4 v F4 mission tactics? Also, the 2 v 2 missions will require extensive preparation because we rarely fly this profile and the tactics differ from a 2 v 1 flight.
4. The F5 is a tiny airplane compared to what our eyes are accustomed to seeing. The AIM 9 wingtip missile rails aid visual acquisition, however, maneuvering with a tally (almost without exception) should be to keep sight. Reacquisition after losing sight is extremely difficult and when re-entering a fight expect to acquire a tally referenced from your wingman. Knowing your adversary's aircraft camouflage scheme will aid acquisition and help to anticipate his attack direction.
5. We should not accept the F5 pilot getting the first tally because the F4 is larger and smokes. The F4 can be effectively hidden using the sun, clouds, terrain masking, afterburner, altitude splits, and nose on intercepts.
6. Do not expect to separate simply because you are going FAST; the F5's Vmax is comparative to ours. At higher airspeeds we have some acceleration advantage, but at lower speeds the F5's acceleration is equal or slightly superior (woe is he who slows down and doesn't kill the bandit).
7. Counteroffensively, he'll turn hard into you trying to generate an overshoot. However, these high G "bat turns" extract a great airspeed cost and somewhat limit his follow-on maneuvers. The F5's delta wings and planform make you think the angles are greater than they actually are, therefore, what may appear to be unmanageable angles, might be manageable (but I do recommend extra prudence when ops testing this observation). If the engagement turns very long expect the F5 to take the fight vertically, either very low, where he is awaiting you to bury the F4's heavy nose, or very high, where his maneuvering flaps and superior low speed performance and nose positioning gives him an advantage.
8. Radar contacts will be at shorter ranges than normal so adjust and prepare your tactics for short range contacts and committals. A longer range contact acquired while the F5 is in a planform turn may disappear when he points at you.
9. Although he has no RWR, the aggressor GCI controllers are an adequate, if not superior substitute. His superlative GCI IS an extra set of eyeballs providing needed information with a seasoned fighter pilot's situational awareness.