

MISSION DATA CARD

OPORD		Callsign		Mission		Date/Time	
3325/2024		Monster 3		Training		172000OCT24	
Task	PROF.-EXERCISES					Freq	
AO	ELGIN					132.15	
Departure				Recovery			
A10 TAC NORTH				ACTON			
#	Callsign	Pilot	IFF	TCN	LSR	NET	
-1	Monster 3-1	addiks	1431	1Y	1611	21/01	
-2	Monster 3-2	Toolface	1432	64Y	1612	21/02	
-3	Monster 3-3	Marsy	1433	64X	1613	21/03	

LOADOUT

A/A	A9L	GUN	100% CM
A/G	7M282L	CHF	0
POD	A184, TGP	FLR	480
TKS		FUEL	70%

TOLD

	Takeoff	Target	Joker	Bingo	Land
FUEL	7760				

AIRBASES

	Name	TCN	ATIS	GND	TWR	RWY	Elev	ILS
Dep	Nellis AFB	12X	270.1	275.8	327.0	21L	1850	109.1
Arr	Nellis AFB	12X	270.1	275.8	327.0	21L	1850	109.1
Div	Creech AFB	87X	290.45	275.8	360.6			

FLIGHTPLAN

#	Name	Navaid/Coords/DME	ALT	TOT
1	Mormon Mesa	N36 46.160 W114 16.650	19000	
2	KUTME	N36 30.286 W114 44.075	8800	

COMMS

Radio	Usage
1	132.15
2	11-3-4-16-11-4-3

NOTES

A10PEX02 - Aerobatics

1. Clean Konfiguration

2. G-Warm

- 300 kIAS => 4g 90° heading change

- 270 kIAS => 3g 90° heading change

- Tactical Formation

- "Monster, Accel, G-Warm"

- "Monster, G-Warm, 90 [Left / Right], Go"

3. Aileron Roll

Setup: 200-300kts, 90% RPM

- 10°-20° nose up, unload, max-perf-roll, wings level

4. Loop

Setup: 10,000ft, 325kts, MAX Power

- 4g Pull until steady tone

- then keep steady tone until inverted (AS should be 130-140kts)

- level off at start-altitude, should be 325kts

5. Immelmann

Setup: 10,000 ft, 325kts, MAX Power

- Wie Loop

- Am höchst-Punkt mit 10°-20° Nose High Halbe Aileron Recover

6. Split-S

Setup: 15,000ft, 150-200kts, 90%

- 10°-20° Nose Up, halb Aileron

- Stick Aft, Steady Tone bis Level

- Airbrakes für engere Kurve

7. Barrel Roll

Setup: 10,000ft, 250-300kts, 90% RPM

- Stick Aft bis 45° Nose Up

- Langsame Aileron

8. Clover Leaf

Setup: 10,000ft, 300kts, MAX Power

- Wie Barrel-Roll, bei Inverted Split-S

- 4x Wiederholen

- Sollte auf Ausgangs-Heading raus kommen

9. Lazy 8

Setup: 10,000ft, 300kts, 90% RPM

- ???

10. Cuban 8

Setup: 10,000ft, 325kts, MAX Power

- Wie Loop, nur bis 45° Nose Down Inverted

- Unload, 180° Aileron bis Wings Level, Sinkflug bis 325kts

- Repeat

11. Defensive Spiral

Setup: 250kts, 12,000ft, 90% RPM

- Turn 60deg AOB / 10° Nose Down

- Stick aft bis Steady Tone

- Pro Runde ~2000ft Höhenverlust

- Knapp über Harddeck Recover ausführen

12. Dive Recovery

OTHER FLIGHTS

Callsign	Mission	Airframe	Freq	TCN	Grpld	Laser
Tiger 1	Training	2x F/A-18C	261.15	1/64	1	155X
AO	R64 W	Task	GunPatern (NCR 11/15)			
Edelweiss 1	Training	2x F-16C	135.0	1/64		171X
AO	NTTR	Task	Departure / Recovery Training			
Raptor 1	Training	2x F-16C	134.0	1/64		161X
AO	Range 61	Task	LGB Body Training			
Raptor 3	Training	3x F-16C	134.5	1/64		163X
AO	Range 61	Task	LGB Body Training			
Nazgul 6	Training	1x F-15E	262.45	1/64		156X
AO	BVR-X	Task	BVR Training			
Rattler 1	Training	4x AH-64D	133.5	1/64		125X
AO	LATNG	Task	Radar-Training			
Edelweiss 6	Training	2x A-10C	134.65	1/64	40	166X
AO	SW Corner Texaco 3-1	Task	AAR + Formation Training			
Panther 1	Training	2x F/A-18C	261.35	1/64		157X
AO	BVR-Y	Task	BVR Training			

RADIO CHANNELS

#	Freq	Name
1		Flight/Squadron specific
2	289.4	Nellis Clearance Delivery
3	275.8	Nellis Ground
4	327.0	Nellis Tower
5	385.4	Nellis Approach/Departure West
6	273.55	Nellis Approach/Departure East
7	317.525	Nellis Control -- Sally
8	254.4	Nellis Control-- Lee
9	305.6	SOF Bullseye
10	343.725	EMERGENCY SINGLE FRQ
11	270.1	Nellis ATIS
12	360.625	Creech AFB Tower
13	250.1	HAVE QUICK 13
14	251.1	HAVE QUICK 14
15	252.1	HAVE QUICK 15
16	377.8	Blackjack
17	265.0	KC-135 AR-641A
18	360.8	KC-135MPRS AR-635
19	319.8	KC-135MPRS AR-625
20	300.05	KC-135 AR-231V

RAMROD

0	1	2	3	4	5	6	7	8	9
W	O	R	K	P	L	A	C	E	S

KTC 1400 C

	0	1	2	3	4	5	6	7	8	9
A	TRBI	POM	DJG	WY	UF	VSC	XH	EA	NK	LQ
B	LDMG	QCE	TBO	NV	HX	JRY	KA	UF	IP	SW
C	TYCD	AUV	IHX	WB	NR	GLO	SF	MQ	EK	JP
D	YFGS	PNR	KXA	WD	LC	UMQ	OV	BJ	TI	EH
E	DCSV	TMB	GPQ	HW	XN	JUA	EK	OI	YR	FL
F	GAJH	FTW	LMB	VP	CD	ISN	RK	EU	QX	YO
G	QEAN	KDB	ULC	VR	FJ	IPS	MH	YG	TW	OX
H	UANJ	BKW	GOR	TP	MQ	VHS	ID	FL	YC	EX
I	EWSJ	XUR	GBV	KI	DQ	MCL	AY	FO	PT	HN
J	NIYP	SXT	VOK	UE	MQ	LFJ	BR	GC	DH	AW
K	XLWV	THU	COS	QR	PA	BKI	DG	YE	JM	NF
L	NEFD	VKA	LGH	UQ	IO	JYT	BC	XM	PS	RW
M	FONK	QLU	EMW	JY	SR	VTP	CB	IX	DA	GH
N	NPJF	LET	KUA	DM	VC	SGH	RW	OY	XI	QB
O	CTWG	XJS	VDA	LM	KF	UOH	YP	IN	BR	QE
P	WKXH	NTI	OLC	ED	MB	FUP	QG	SA	VY	RJ
Q	VRCB	AYL	SIO	NT	WX	FHP	UD	JE	GM	QK
R	GIJH	PLF	CVD	ME	UW	YAS	BT	KN	RQ	XO
S	PMNK	BDR	GSJ	HY	TQ	AWO	VE	CL	FI	XU
T	LECW	RTB	FNK	SY	MU	VIO	DP	JG	QX	AH
U	BAYN	RSQ	IUV	HD	LM	PGK	XE	WF	CT	OJ
V	DAMV	OHU	CBJ	WE	KF	GLQ	XP	IS	YT	RN
W	GSTH	XBR	QEM	JO	FU	KID	LW	CP	YV	NA
X	SPCX	GRB	UEF	YO	DQ	MIN	WT	JA	HV	KL
Y	TYJM	KDB	SHP	NL	UF	WCE	GQ	RO	VA	IX

NAVAIDS

Id	Name	Channel	Position	Elevation
BCE	Bryce Canyon	75	N3741.35 W11218.23	9040
BIH	Bishop	33	N3722.62 W11821.99	4114
BLD	Boulder	114	N3559.75 W11451.82	3650
BTY	Beatty	94	N3648.54 W11644.86	2925
CDC	Cedar City	120	N3747.24 W11304.90	5463
DAG	Daggett	79	N3457.75 W11634.69	1760
EED	Needles	99	N3445.96 W11428.43	650
GFS	Goffs	91	N3507.87 W11510.59	4019
GRL	Groom Lake	18	N3713.91 W11548.16	4475
HEC	Hector	74	N3447.83 W11627.78	1854
ILC	Wilson Creek	110	N3815.02 W11423.65	9318
INS	Creech AFB	87	N3635.20 W11540.12	3101
LAS	McCarran Intl	116	N3604.78 W11509.59	2142
LSV	Nellis	12	N3614.68 W11501.50	1864
MLF	Milford	58	N3821.62 W11300.79	4977
MMM	Mormon Mesa	90	N3646.16 W11416.65	2120
MVA	Mina	98	N3833.92 W11801.97	7860
OAL	Coale Dale	124	N3800.20 W11746.23	4800
PGS	Peach Springs	57	N3537.48 W11332.67	4754
TPH	Tonopah Muni	119	N3801.84 W11702.01	5330
TQQ	Silverbow	77	N3748.00 W11647.00	5500
UTI	St George	23	N3705.29 W11335.53	2871



RWY 3L-21R
 PCN 46 R/C/W/T
 RWY 3R-21L
 PCN 51 R/C/W/T
 2017

PAR	RWY	CAT	MINIMA		ARP	ELEV	Scale 1:35'500	
	21L	A B D E	2057 - 0.8 200	(200-0.8/1.6) GS 3°	36° 14.060° N 115° 01.058° W	1857 [ft] 566 [m]	0	300
	3R	A B D E	2057 - 0.8 200	(200-0.8/1.6) GS 3°			600	900
	21R	A C D E	2257 - 1.2 350	(350-1.2/1.6)			1200	1500 [m]
	3L	A C D E	2257 - 1.2 350	(350-1.2/1.6)			0	1000
							2000	3000
							4000	5000 [ft]

RWY	TORA	TODA	ASDA	LDA	PSN	THR	ALS
21L	10051 [ft] 3063 [m]	11051 [ft] 3368 [m]	11051 [ft] 3368 [m]	10051 [ft] 3063 [m]	36°14.043' N	115°01.018' W	⊕
3R	10120 [ft] 3084 [m]	11120 [ft] 3398 [m]	11120 [ft] 3398 [m]	10120 [ft] 3084 [m]	36°13.029' N	115°02.038' W	

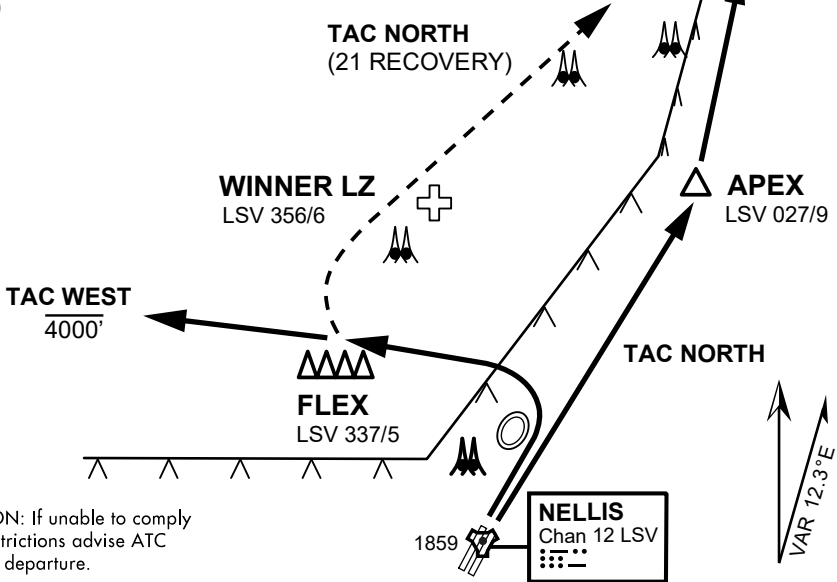
ATIS	NELLIS GROUND	NELLIS TOWER	NELLIS CONTROL	TACAN	ILS RWY 21L	NELLIS EAST	NELLIS WEST
270.100 MHz	275.800 121.800	327.000 132.55	317.525	LSV 12X	109.10 Mhz	384.400	385.000

ATIS
270.100
NELLIS GROUND
275.800
NELLIS TOWER
327.000
NELLIS CONTROL
317.525
NELLIS DEP/APP EAST
384.400
BLACKJACK
377.800

VMC ONLY

PILOT RESPONSIBLE FOR
TERRAIN AVOIDANCE

DRY LAKE
LSV 017/15



CAUTION: If unable to comply with restrictions advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

- Tac North / Tac West departures only flown during daylight from RWY 03
- Use caution for helicopters operating 3 Nm NE of FLEX (Winner LZ).
- Flights will remain at 500' AGL until deconflicted with helicopter traffic.
- Upon reaching FLEX or Dry Lake maintain VFR, remain clear of Class B airspace, and switch frequency to coordinate for range entry.

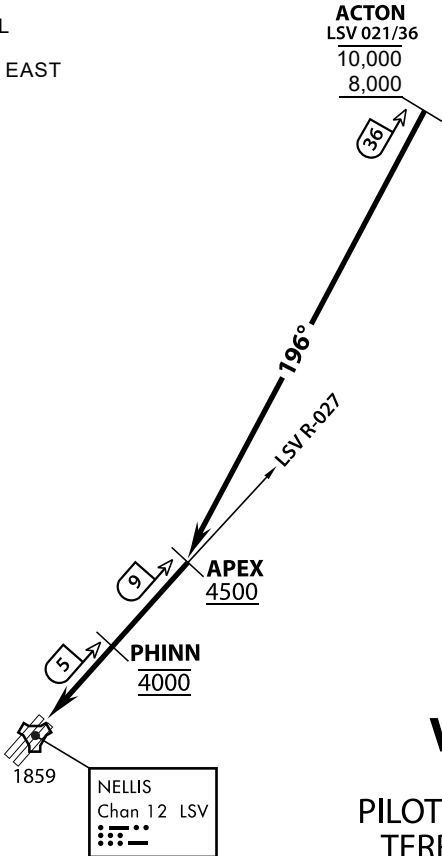
TAC NORTH

- Proceed direct APEX then direct Dry Lake. Report "APEX" informing ATC flight will clear Class B in 3Nm enroute to Dry Lake.
- For opposite direction takeoffs when RWY 21 is the active, proceed to FLEX then to Dry Lake.
- Report "FLEX" to inform ATC flight is clear of Class B airspace. Use caution for helicopter training.

TAC WEST:

- Proceed to FLEX. Report "FLEX" to inform ATC flight is clear of Class B airspace. Remain below 4000' MSL until north of Gass Peak.

ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800



VMC ONLY

**PILOT RESPONSIBLE FOR
TERRAIN AVOIDANCE**

▼ APPROACH ROUTE DESCRIPTION

Depart ACTON between 8,000 and 10,000 MSL heading 196° direct APEX

OVERHEAD

Cross APEX at or above 4,500 feet MSL, then direct Initial.
Cross PHINN (LSV 027/5) at 4,000 feet MSL. Descend to 3,500 MSL for Initial.

VFR STRAIGHT IN RWY 21

Cross APEX at 4,000 feet MSL. Descend to be at 3,000 feet MSL at PHINN (LSV 027/5).

NOTE If unable to maintain VMC,
request IFR clearance for radar vectors to instrument approach.



INDIAN SPRINGS, NEVADA

TACAN INS Chan 87	APCH CRS 065°	Rwy ldg TDZE 3133	9002 3113
		Arpt Elev 3113	

INDIAN SPRINGS AF AUX (KINS)

▼ * MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-outbound, cross 17 DME at or above 9500, then direkt KSV TACAN 114

NELLIS CON

CREECH AFB TOWER
118.30 60.60

GND CON

NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY

PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE AND APPROPRIATE VFR CLOUD CLEARANCE FOR ALL

CAUTION: Descent gradients are greater than allowed under standard TERPS criteria and inbound course does not meet straight-in criteria

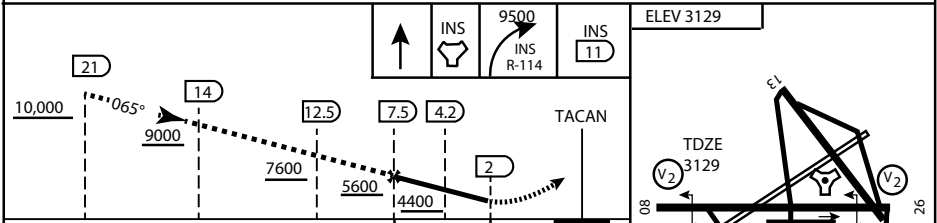
CAUTION: Final approach course crosses Runway centerline at MIDFIELD. Maneuvering left of course required prior to landing. Do not Maneuver farther north than the INS R- 258

Modified by viaBog 66 for use with DCS
NOT FOR REAL LIFE NAVIGATION

Modified by viaBog 66 for use with DCS
NOT FOR REAL LIFE NAVIGATION



EMERG SAFE ALT 100 NM 14,000



CATEGORY	A	B	C	D	E	
S-8	3760-1 1/2	627 (700-1 1/2)	3760-1 3/4 627 (700-1 3/4)	3760-2 627 (700-2)	3760-2 1/4 627 (700-2 1/4)	
CIRCLING	NOT AUTHORIZED					MIRL Rwy 8-26

CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

(FOR DAY VFR USE ONLY)



AIRPORT DIAGRAM

476 VFG

CREECH AFB (KINS)
INDIAN SPRINGS, NEVADA

ATIS
 122.5
 CREECH TOWER
 118.4 360.7 38.65
 GND CON
 118.3 275.8
 CLNC DEL

FIELD
 ELEV
 3127

HOT
 CARGO
 PAD

VAR 12.5° E

WEST EOR

CONTROL
 TOWER
 BASE
 OPS

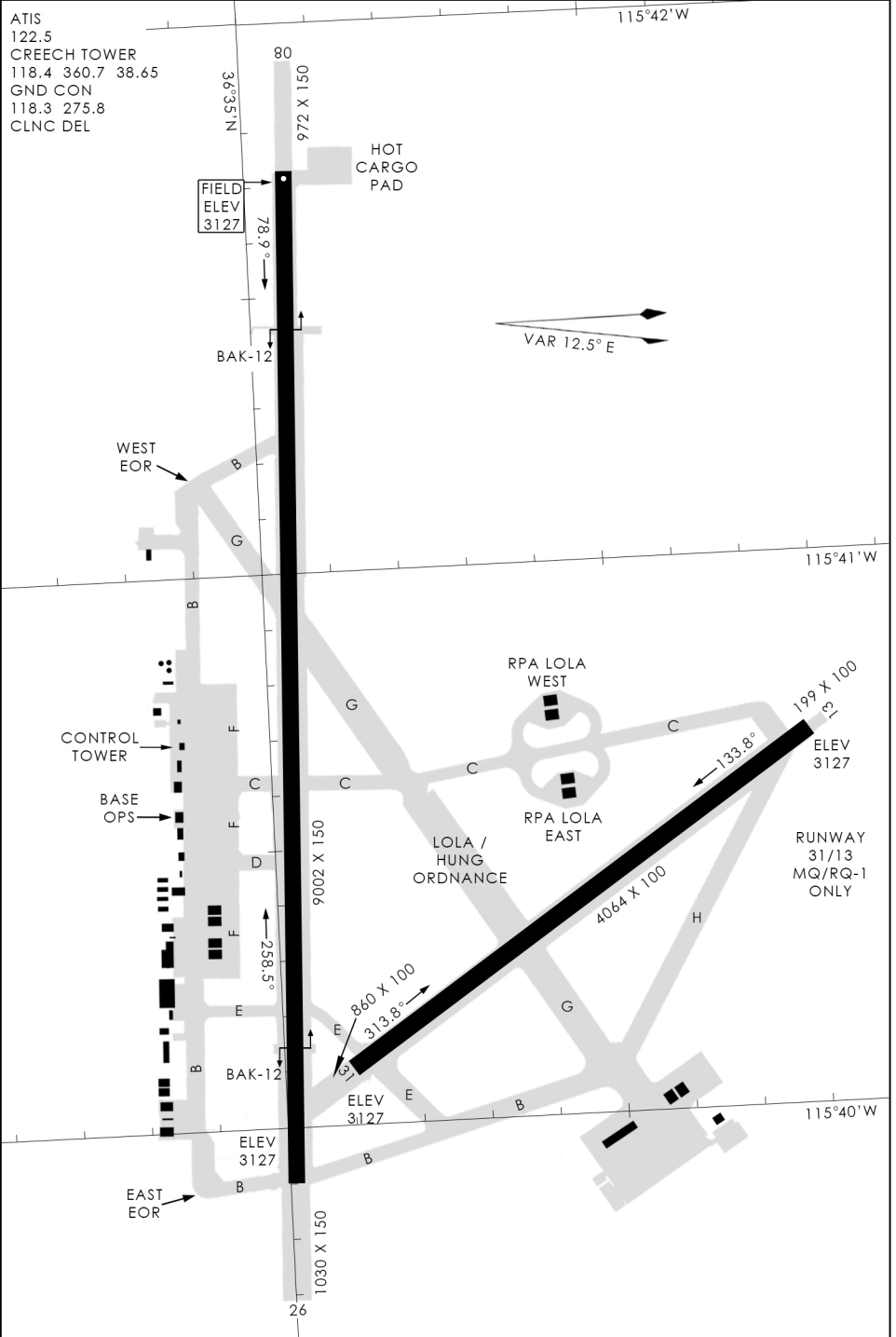
RPA LOLA WEST

RPA LOLA EAST

LOLA / HUNG ORDNANCE

RUNWAY
 31/13
 MQ/RQ-1
 ONLY

EAST EOR



476 VFG JAN 2019

476 VFG JAN 2019

AIRPORT DIAGRAM

INDIAN SPRINGS, NEVADA
CREECH AFB (KINS)