

16th Air Combat Composite Wing

Flying Tigers

Pilot Information Manual

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11 February, 2008



16th ACCW Logo

This version supersedes all previous versions.

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Foreword

Welcome

Welcome to the 16th Flying Tigers, Air Combat Composite Wing. This Manual is for new recruits and current pilots of the 16th Flying Tigers ACCW. It is our intent to provide a new recruit with the information he/she will need in an orderly manner so that he/she can spend their time wisely in the pursuit of this hobby. Current pilots can use this information to answer most questions they may have regarding the 16th Flying Tigers and how it operates.

16th Flying Tigers wants all members to remember that this is our hobby. Your family, work, school, and spiritual needs should all have priority over your hobby.

Credits

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Acknowledgements

Thanks for the excellent contributions made by others:

| | |
|---------------------------|-----------|
| Kevin “Reaper” Batenfield | 16th ACCW |
| Morgan “Weasel” Howard | 16th ACCW |
| Wade “Laser” Holdman | 16th ACCW |

THIS DOCUMENT WAS PREPARED WITH THE USE OF EXISTING DOCUMENTS AND SOME ORIGINAL WORK. REVIEWED AND APPROVED BY THE 16th HEADSHED AND OR THEIR REPRESENTATIVES.

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16th Flying Tigers Wing Structure & History

The 16th Flying Tigers first started to take shape in May of 1998, with the intentions of using the upcoming release of MicroProse's Falcon 4.0®. On July 7, 1998, our first web site was conceived and put online. On December 11, 1998, Falcon 4.0 was released.

The 16th Flying Tigers Air Combat Composite Wing (ACCW) has four combat squadrons, one training squadron, and one headquarters squadron for administration.



Headquarters Squadron

Headquarters squadron's duty is to the administration of the 16th Flying Tigers Wing. Our mission is to maintain the core values of the wing. Address suggestions and complaints sent to us. Maintain the hardware and software or our website.

Wing Commander
General Wade "Laser" Holdeman
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16th Website Administrator
Colonel Joe "Sniper" Ames
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Col. Morgan "Weasel" Howard Jr
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16th Coding & Database Manager
Lt. Col. Zac "Vapor Trail" Olsen
ICQ# 8-304-264
vt@16thaccw.org



161st Gunslingers Training Squadron

The 161st Gunslingers is the 16th's training squadron where all new Recruits come to learn to become a "Flying Tiger" from the best Instructor Pilots in the world who are dedicated to the concepts of "excellence in learning". Through these hallowed halls of learning pass the best of the best!

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162nd Fast & Furious Fighter Squadron

The 162nd Fast and furious are the Air-to-Air protectors of all the others. SEAD needs protection, call on us, Mad Boomers need some help, call on us, got a base you need capped, we'll be there. If we can't keep your butts from being shot out of the sky, well then we'll die trying.



163rd Mad Boomers CAS Squadron

The 163rd "Mad Boomers" are a Close Air Support Squadron. The primary tasks are BAI, Interdiction and Strike missions. This squadron flies the most diverse sorties of any other squadron. Some missions are high altitude attacks and some are low-level. Targets range from enemy troops and vehicles to airfields and war production facilities. The squadron employs all different types of air-to-ground munitions to get the job done



164th Wild Weasels SEAD Squadron

The 164th Wild Weasels are a Suppression of Enemy Air Defenses squadron. Our primary mission is to suppress or eliminate enemy air defense so that the path is clear for others to follow. You will be tasked with some of the hardest missions. This squad is not for the faint of heart.

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166th Sabers Euro Tiger Squadron

The 166th being stationed in central Europe, must contend with all aspects of air combat. This includes Air-to-Air, SEAD missions, Air to ground strikes and Photo-recon. To put it simple, the 166th is multitasked to take any job when they're assigned and to fulfill them under any situation.

How to become a Flying Tiger

Personal Requirements

- Applicant must be at least 18 years old. Under 18 years of age, the Wing Commander will consider you on a case-by-case basis.
- Applicant must read and agree with the “[Participation Policy](#)”.
- It is highly recommended that the Applicant have his/her own ICQ #. ICQ® can be obtained from <http://www.icq.com/> (Note: “ICQ Light 5.1” or higher is recommended.)
- Applicant must have TeamSpeak2®. This freeware program can be obtained from <http://www.goteamspeak.com/>
- Applicant must own copy of Falcon 4.0 Allied Force® which can be purchased through the [Lead-Pursuit](#) online store.
- Recommended Language of the 16th ACCW is English.
- The recommended connection type is DSL or Cable Internet Connection. Dial -Up still is functional and accepted, but is somewhat limited when it comes to flying Campaigns Online.

Hardware Requirements

Falcon and its numerous versions are an ever-changing process, as new versions are released and standards adopted by the 16th, system recommendations will adapt accordingly. Be aware that system hardware will need to be updated accordingly throughout the lifespan of Falcon AF.

Participation Policy

This “Participation Policy” was conceived by the Headshed to ensure member participation. It is important that the new recruit understands what the 16th expects from all its members.

1. As a member of the 16th Flying Tigers, you should read the BBS, CALENDAR and ATO pages at least twice per week. This will keep you informed of the Wings and Squadron activities.
2. You should attend at least 50% of all Squadron events each month. These events may include scheduled meetings, training and campaign or TE flights for points.
3. Of course, there are always exceptions. Every now and then real life kicks in, which will prevent you from participating as often as we would like you to. As long as you stay in contact with your Squadron C/O or X/O, you are considered to be participating.
4. If you fail to adhere to this policy, your C/O will have the discretion to move you to the MIA Squadron or be archived in the Missions Server Database. To avoid this, please refer to #3 above.
5. In order to be reinstated into your Squadron as an active member of the 16th, you must be willing to abide by this policy and you must meet with one of the Administrative staff members to be finally re-instated.

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If you wish to be placed in the MIA Squadron or archived, temporarily or permanently, it is your responsibility to inform your squadron C/O or X/O of your intentions. You will then be placed into the MIA Squadron or archived at your request. Remember to be reinstated at a future date, refer to number 5 above.

Note-1: If you are “Archived” you will no longer be able to log into the 16th Mission Server or view BBS posts by Members. To view the BBS you will have to log in as a “Guest”.

Note-2: If you are placed in the MIA Squadron you will be able to review the BBS, nothing will actually change but your activity status & squadron name. The MIA Squadron is for members dedicated to the 16th that are away with real life issues and plan on returning once real life allows.

Note-3: Once placed in the MIA Squadron, if you do not login within 6 months you will be archived, until you can return to active duty. (See number 5 above)

Note-4: “Once A Tiger Always a Tiger”!

Applying for Membership

Application to the 16th must be made through our web site application page. Follow these steps to apply for membership.

1. Go to <http://www.16thaccw.org> and click on “Enter the Tigers Den” button to bring up the Mission Server Login page.
2. Click on the link that says, “Click [here](#) to apply for membership.” This will bring up the “[16th Application](#)” page. However, before you fill out this form, you need to download and read the “[16th Pilot Manual](#)” (this manual) by clicking on the link at the top of this page and make sure you agree to the Participation Policy. You must meet all the “Requirements” and agree to the “Participation Policy” before he fills out the application.
 - a. If you would like to just enter as a Guest user to learn more about the 16th before applying for membership, you will need to create a guest account first. To do this, click on the link that says, “[Click here to Register as a Guest.](#)”
3. Once the form is filled out, click on the “Submit” button. Your information will be entered into the 16th’s “Applicant Manager” Database and you will be immediately assigned a rank of “Recruit”.
4. As a new Recruit, a member of the Administrative Staff will contact you within a few days via e-mail. This email will welcome you to the 16th and give you addition information on what to do next.
5. Follow the instructions in this email to download and setup [Teamspeak®](#) software so that you can be interviewed online by a member of the Administrative Staff. (Instruction on Setting up Teamspeak can also be found in the next section.)

The interview is informal and meant for both parties to learn a little about each other by asking questions to insure that everyone’s expectations are the same. It is not meant as a test of your piloting abilities. In fact, the 16th ACCW will accept individuals of all levels of flight simulator experience.

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6. Once this interview is completed, the applicant will be asked to either:
 - a. Complete the “16th Entrance Checkride” by flying and recording the seven maneuvers as described in the Section titled “[16th Entrance Checkride](#)” on page 23 of this manual or
 - b. Be assigned to “16th Basic Flight School”. This school is conducted over three online flights, as described in the Section entitled “[16th Basic Flight School](#)” beginning on page 31, where you will learn to perform the same maneuvers required in the Entrance Checkride but under the guidance of an Instructor Pilot.
7. Upon successful completion of the “16th Entrance Checkride” or “16th Basic Flight School”, you will be promoted to the rank of Flight Lieutenant (Flt Lt) and will become a full member of the 16th ACCW. You will then be transferred into the 16th ACCW Flying Tigers, 161 Gunslingers Training Squadron for Fighter Lead-In School (FLIS) training.

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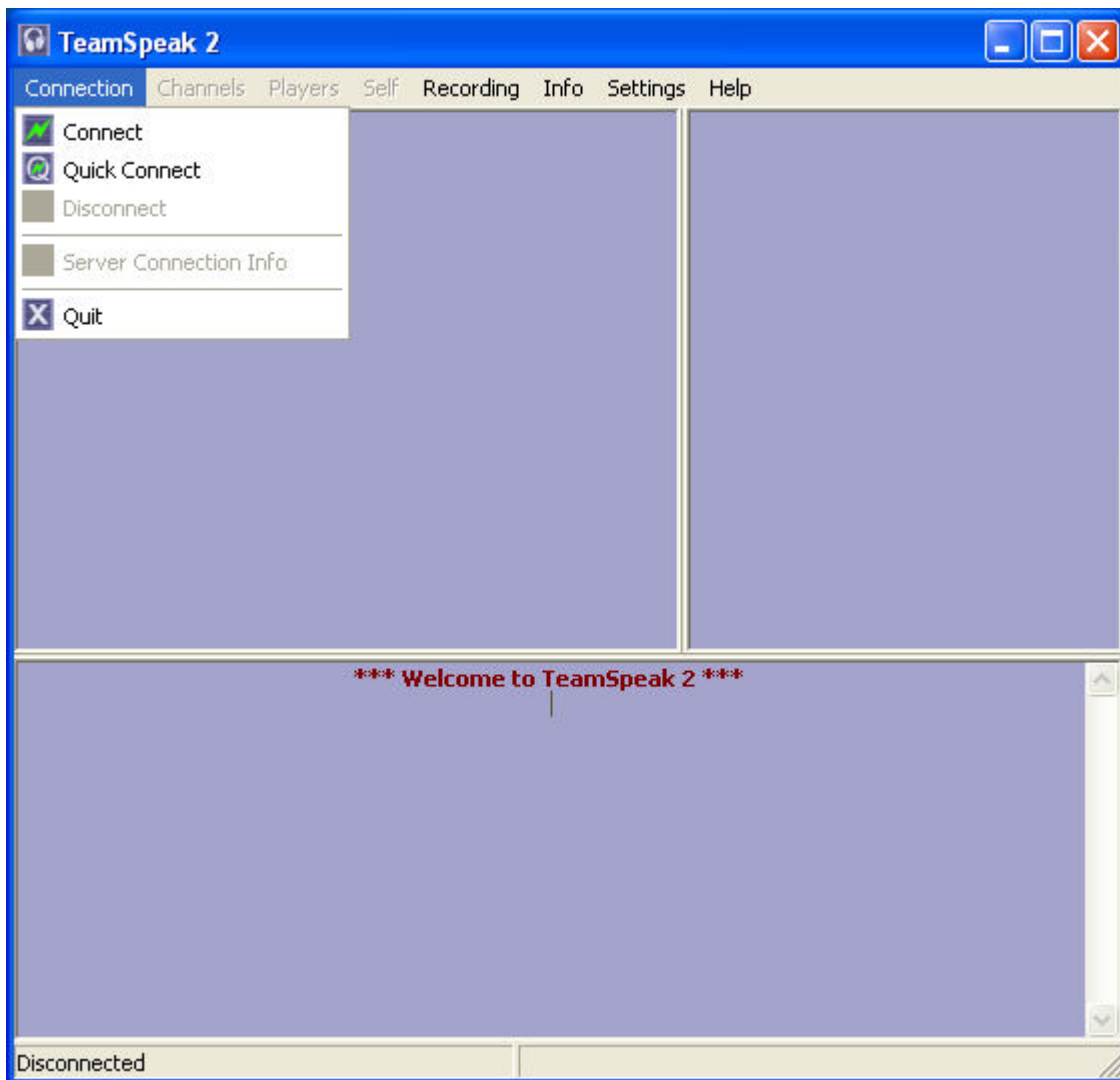
Setting up TeamSpeak

The 16th ACCW uses the free Teamspeak® software package to communicate while flying online. We recommend you purchase a headset with a boom microphone for Teamspeak communication but a desktop microphone will work.

(Note: You may wish to consider one of the many USB headsets with boom microphone such as available from Logitech or other vendors. The advantage of these headsets over traditional analog microphones is that you can assign the audio input/output of Teamspeak to the headset while still using the PC speakers for game audio. This makes it easier to hear Teamspeak communications over the sounds of the game.)

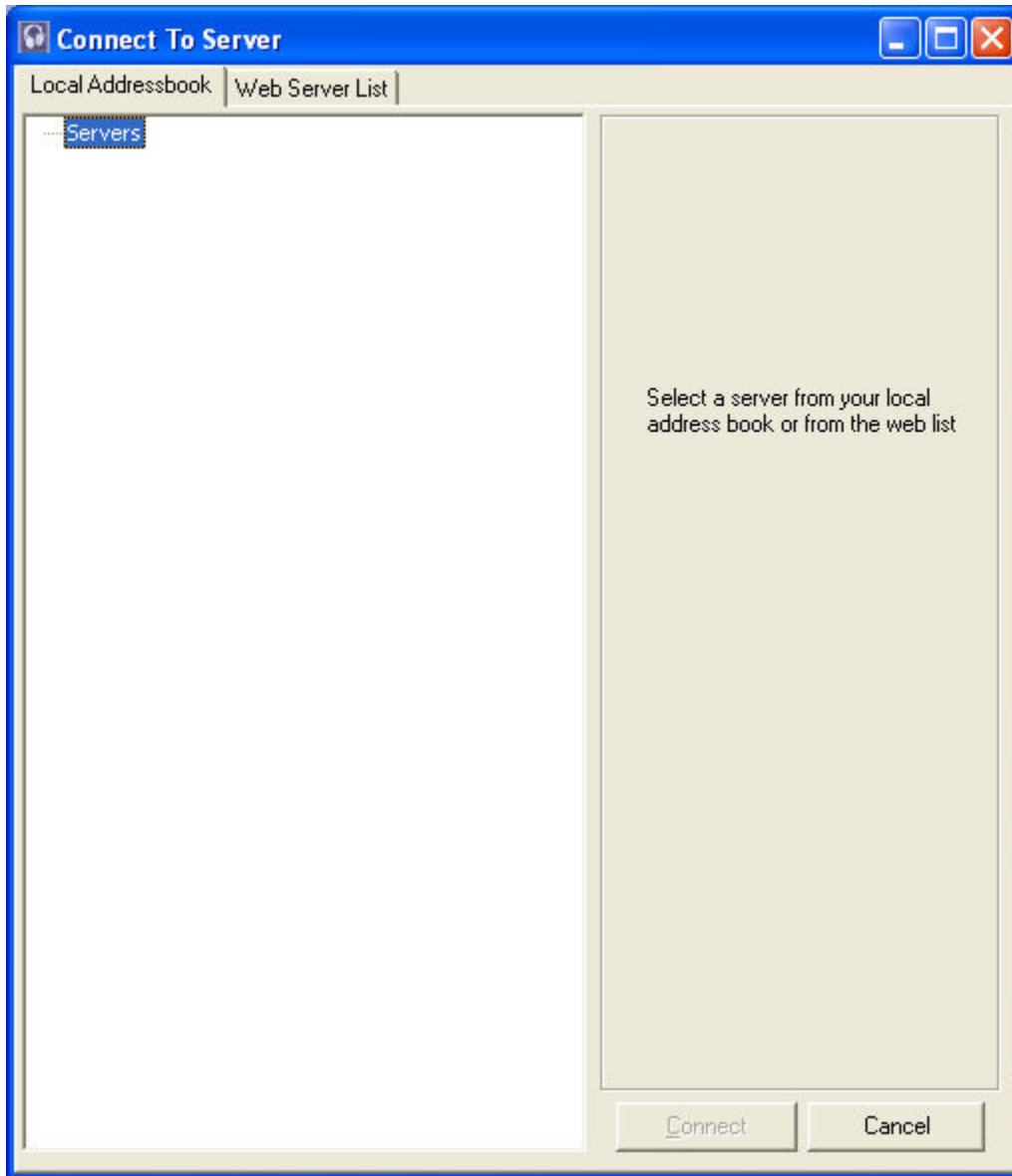
Follow these steps to download and setup Teamspeak.

1. Download the latest client version of Teamspeak from <http://www.goteamspeak.com>.
8. Once Teamspeak is installed, run the program and click on the “**Connection**” pull-down menu button in the tool bar at the top left of the Teamspeak window as shown below.



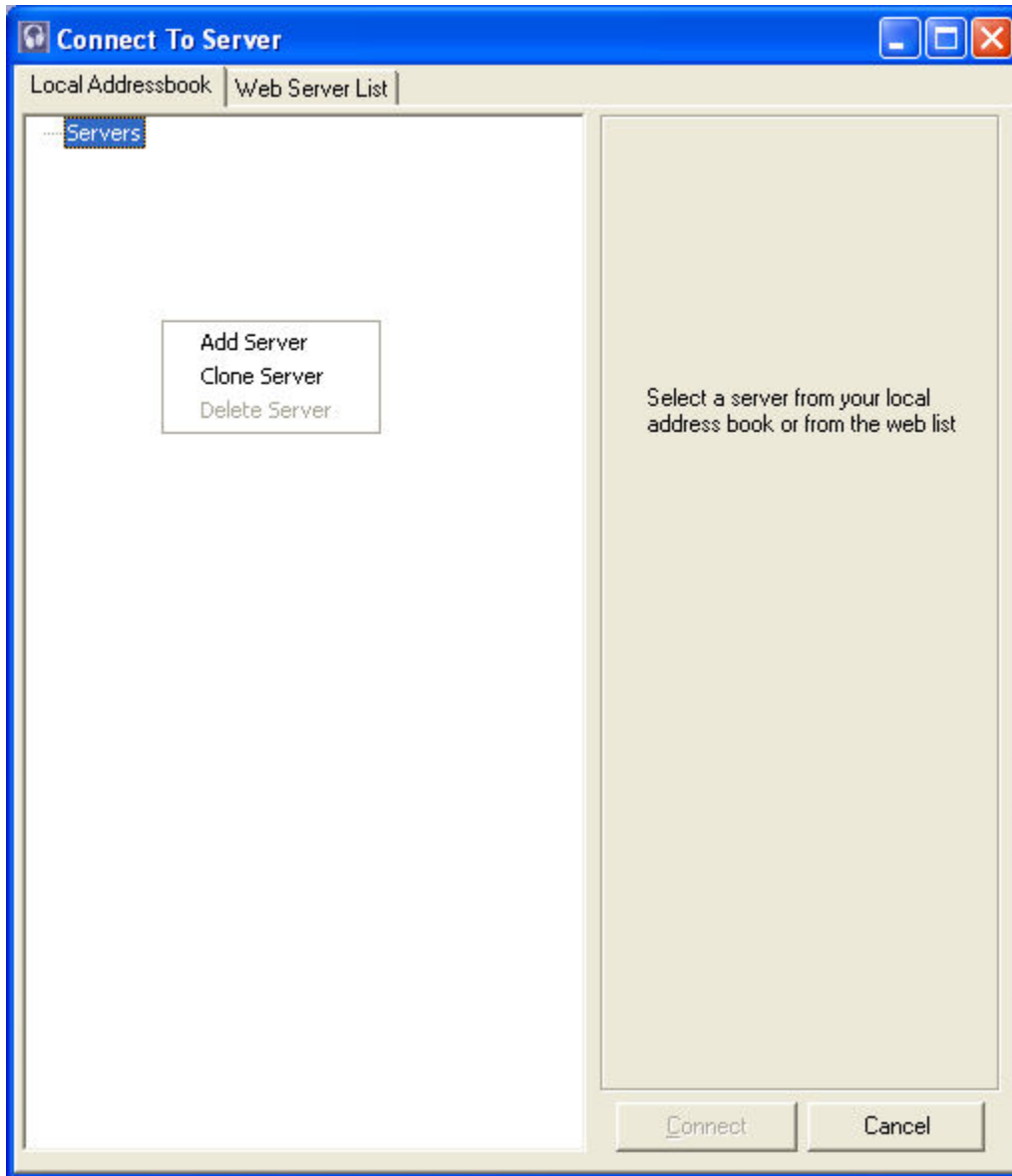
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9. Click on “**Connect**” and select the “Local Address book” tab as seen below



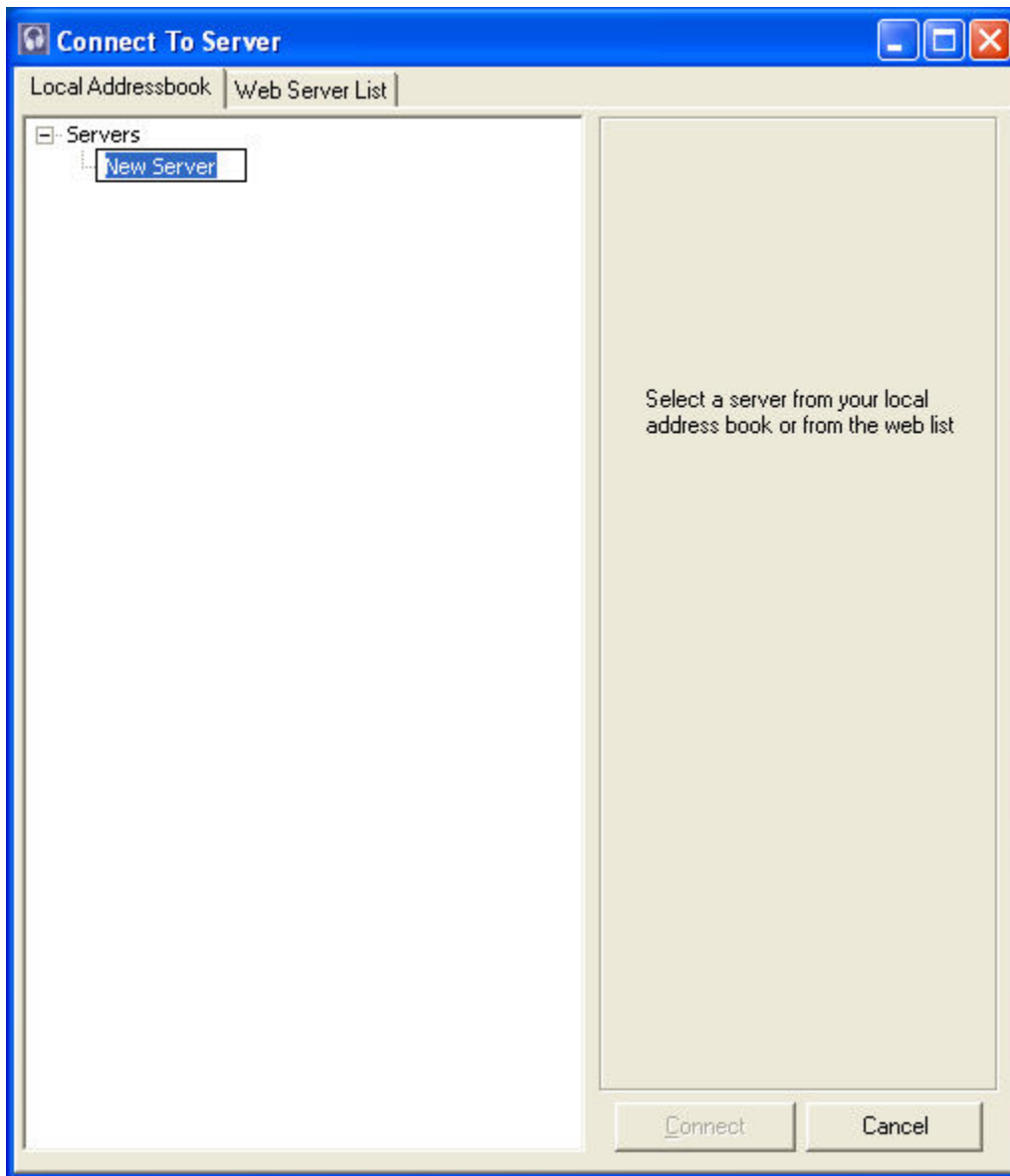
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10. Right click on “Servers” and click on “Add Server”



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11. This will create a New Server in the Local Addressbook.



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12. Type the name of the server “**16th Main**” and hit Return. This will bring up the form to enter all the server details.

The screenshot shows a window titled "Connect To Server" with a blue title bar. It has two tabs: "Local Addressbook" (selected) and "Web Server List". Under "Local Addressbook", there is a tree view with "Servers" expanded, and "16th Main" selected. To the right of the tree view is a form with the following fields and options:

- Label: 16th Main
- Server Address: [Empty text box]
- Nickname: [Empty text box]
- Allow server to assign a nickname
- Anonymous Registered
- Login Name: [Empty text box]
- User Password: [Empty text box]
- Auto-Reconnect
- Optional -----
- Default Channel: [Empty text box]
- Default Subchannel: [Empty text box]
- Channel Password: [Empty text box]

At the bottom right of the form are two buttons: "Connect" and "Cancel".

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13. Fill in the blanks provided, as follows:

Label: **16th Main** (this should already be filled in)

Server Address: **ts2.16thaccw.org:8787**

Nickname: **Recruit <Your Call sign>**

Click on the “**Anonymous**” radio button

Server Password: **tigers**

Connect To Server

Local Addressbook | Web Server List

Servers

- 16th Main

Label: 16th Main

Server Address: ts2.16thaccw.org:8787

Nickname: Recruit Willy

Allow server to assign a nickname

Anonymous Registered

Server Password: xxxxxx

Auto-Reconnect

----- Optional -----

Default Channel

Default Subchannel

Channel Password:

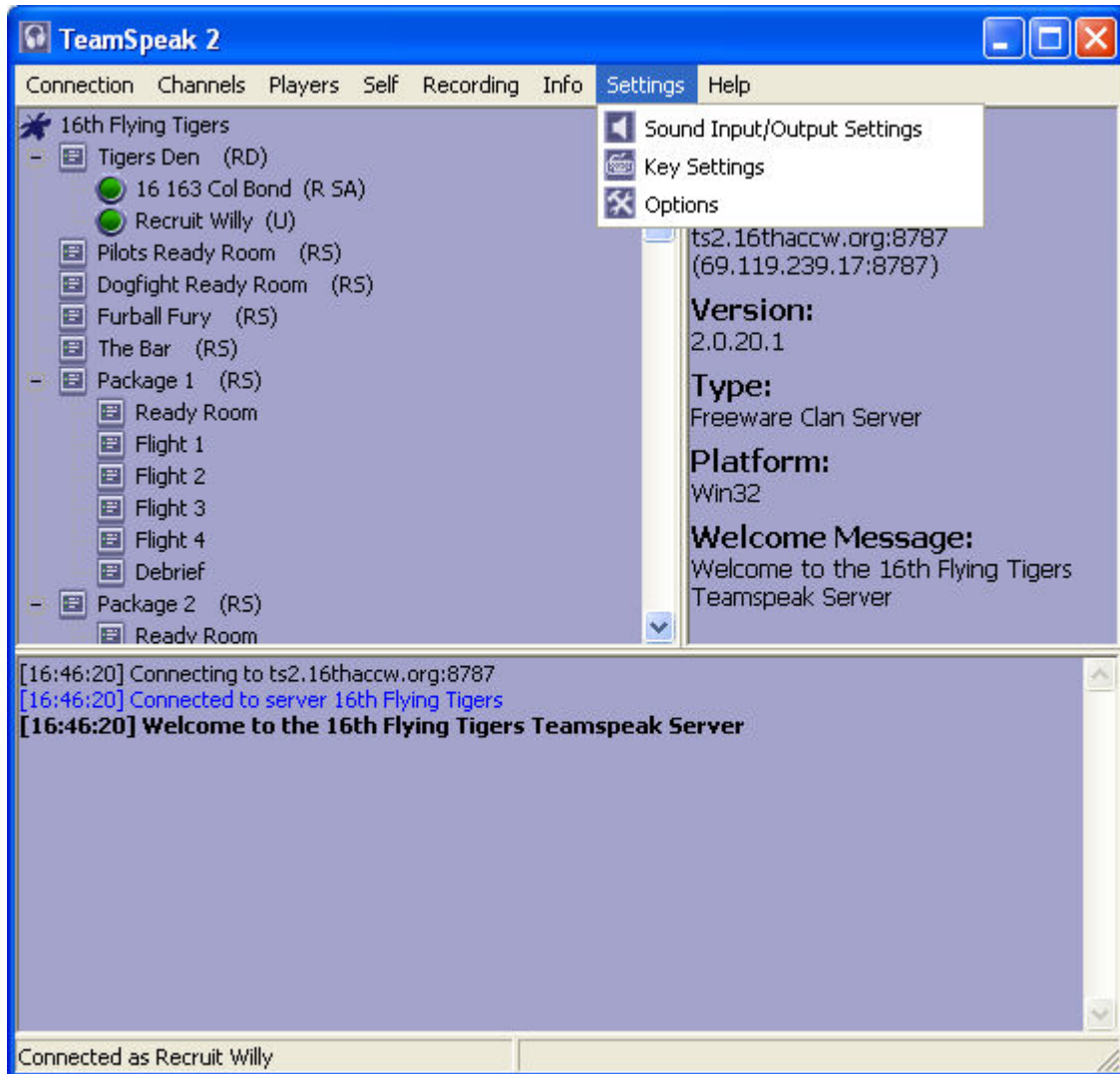
Connect Cancel

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- Click on the “**Connect**” button at the bottom of the page and you should be connected to the 16th’s Team Speak Communications Server.

Note: Once connected, you will remain “Unregistered” until you are promoted to Flight Lieutenant and become an official 16th ACCW member by passing your “16th Entrance Checkride” or completing “16th Basic Flight School”. At that time an Administrator will register you with the 16th Team Speak Server.

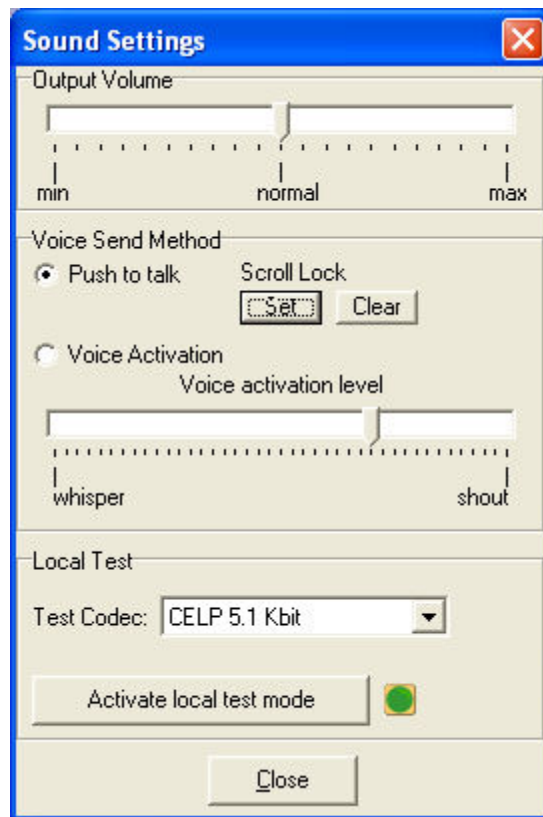
- Click on the “**Settings**” pull-down menu button in the Tool bar at the top of the page.



- Click on “**Sound Input/Output Settings**” in the pull-down menu.

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2. Under **Voice Send Method** section, click on the “**Push to talk**” radio button. Then click on the “**Set**” button and then press the key that you wish to use as your Push-to-talk switch.

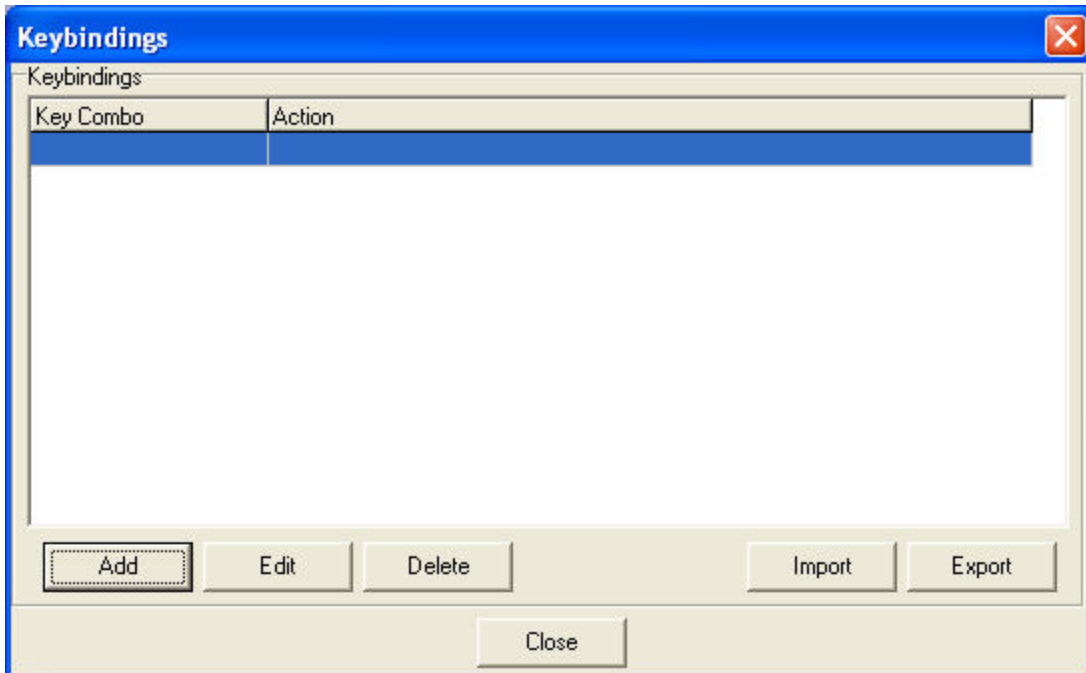


17. Click “**Close**” to close the “**Sound Settings**” menu. This selects the key that is used as your Push-to-talk button in Teamspeak.

(**Note:** In this example, Scroll Lock was assigned as the Push-to-talk button as it will not interfere with other keyboard assignments in Falcon AF. You may have to use some other key as the Scroll-Lock key may conflict with other settings on your computer. In that case, you might try using the Num-Lock key.)

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- Again click on the “**Settings**” pull-down menu button in the Tool bar at the top of the page and select the “**Key Settings**” option in the pull-down menu. This will bring up the **Keybindings** window.



- Click on the “**Add**” button on the bottom of the page to bring up the “**Define Keybindings**” menu. Select “**Whisper to**”, “**Channel pre-defs**” and “**Channel Family**” in the Action section as shown below.



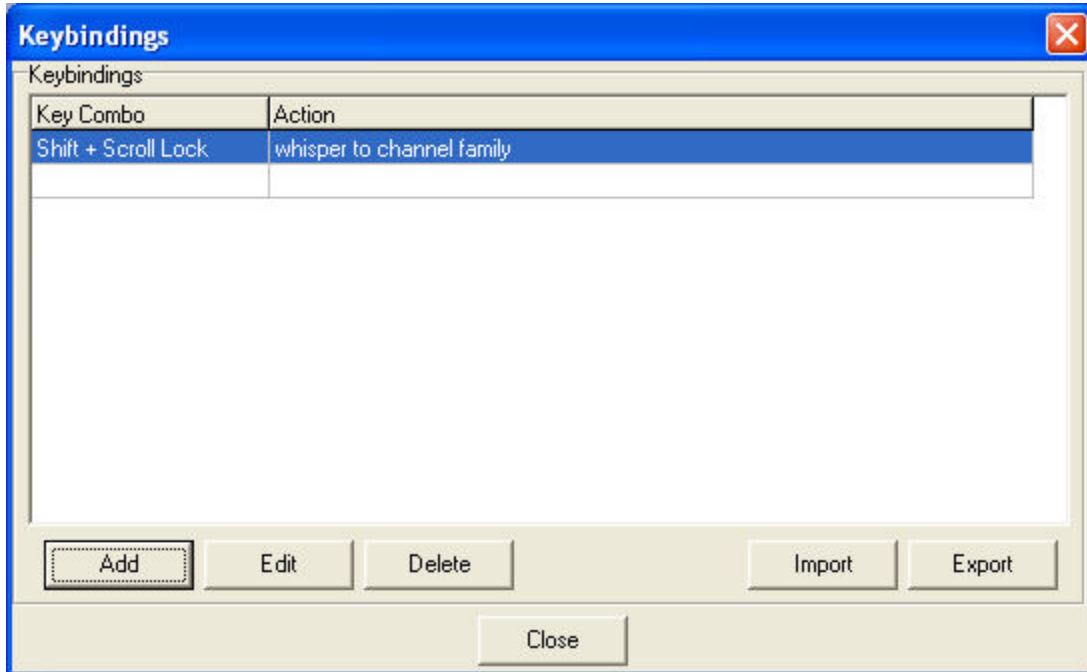
- Assign the desired key combination to this action.

(**Note:** In this example, the Shift-Scroll-Lock key combination was assigned as the “whisper-to-channel-family” command. You may have to use some other key as the Scroll-Lock key may

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conflict with other settings on your computer. In that case, you might try using the Control-Num-Lock key combination.)

21. Click the “**OK**” button at the bottom of the window. You will see the new Key Combo for “whisper to channel family” defined. Click the “**Close**” button at the bottom of the window.



22. This completes the setup of Teamspeak. (Note: You may wish to download the “[16th Teamspeak key bindings](#)” file that defines additional Teamspeak key bindings commonly used by the 16th. This file can be found on the 16th Mission Server web site in the “16th Official Patches” section under the “Files” tab.)

16th Online Standards

Home PC and Router Setup

Falcon AF makes use of four special TCP and UDP ports for player-to-server communication. (The server is the PC of the player that is “hosting” the game.) As a result, Falcon AF generally requires modification of both your Falcon PC and your home Router configuration to allow online play via the Internet. The table below lists the TCP and UDP ports that your Router and PC must allow to pass in order for you to play Falcon online over the Internet.

| Falcon AF Communications | |
|---------------------------------|-------------------|
| Protocol | Ports |
| TCP | 2934, 2935 |
| UDP | 2934, 2935 |

Router Configuration

Router configuration details vary widely depending on which Router/DSL/Cable Modem you are using to connect to your Internet Service Provider (ISP). Therefore we are unable to publish these details here. However, you can usually find the necessary details on how to configure your Router at the Falcon 4 section of the Port Forward web site which can be found at the following web link:

http://www.portforward.com/english/applications/port_forwarding/Falcon4/Falcon4index.htm

Find the model of Router that you are using on this web page and click on that link. This will bring up detailed instructions on how to configure your router to pass these ports to your Falcon PC.

You need to be aware that many routers require you to specify a Static IP address of your PC's so that it knows which PC in your house to pass incoming connection requests for the Falcon TCP/UDP ports, 2934 and 2935. However, most PC's are configured to obtain an IP address from the Router using DHCP.

While DHCP addresses seldom change, it *is possible* that your PC is not assigned the same IP address by the router via DHCP the next time it boots up. This is especially true if there are multiple PC's in your home and you have not booted your Falcon PC in some period of time. If this happens, any static IP address entered into your router for Falcon play will no longer work. (This is because the router is not forwarding Falcon connection requests to the correct computer in your house.) To avoid this problem, you may need to manually configure your Falcon PC with a “static” IP address so that its IP address never changes.

Having said this, many routers allow you to enter the “Computer Name” of your computer instead of a static IP address. This will allow it to figure out which computer to forward the Falcon connections without having to manually configure the PC with a static IP address.

If all else fails, someone in the 16th may be able to help you configure your Router for Falcon AF play. You may also be able to get your Internet Service Provide Technical Support Hot-Line to help you configure your router. Be sure to tell them you are flying Falcon 4. Many times they will already know

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how to configure your router for this game. If not, you will have to tell them exactly which protocol/ports that the game uses that need to be passed by your router to your PC.

PC Configuration

Most Microsoft XP and Vista OS installs normally include and enable the Windows Firewall software by default. If this is the case, you will probably have to configure the Windows Firewall software to allow it to accept Falcon connections on TCP/UDP ports 2934 and 2935. The easy way to do this is to just temporarily “disable” the Windows Firewall while you are flying Falcon AF. You can access the Windows Firewall control page via Start->Control Panel->Windows Firewall. On this page you can click on the “Disable” button to turn off Windows Firewall. Of course this means that your PC is not being protected by the Windows Firewall software. Therefore, you may wish to explore how to add the required Falcon AF TCP/UDP ports to the list of “Exceptions” in the Windows Firewall. The actual details on performing this task are beyond the scope of this manual. However, if you need to do this, someone in the 16th ACCW may be able to assist you with this task.

Finally, if you are running a 3rd Party Firewall software package, you may have to disable it or reconfigure it in the same fashion as the Windows Firewall software in order to play Falcon AF online.

Falcon AF Setup

All 16th members should insure that the following settings are configured in Falcon AF in order to provide a consistent experience to all members flying online.

Simulation Settings

Except as noted, the following settings should be used for every online flight with points involved.

| | | | |
|-----------------------------|----------------------------------------------|---------------------------------------|------------------------|
| Flight Model = | ACCURATE | Invulnerability = | OFF² |
| Avionics = | REALISTIC | Unlimited Fuel = | OFF |
| Weapons Effects = | ACCURATE | Unlimited Chaff & Flares = | OFF |
| Autopilot = | 3 AXIS | No Collision = | OFF |
| Air Refueling = | REALISTIC or SIMPLIFIED | No Blackout = | OFF |
| Padlocking = | REALISTIC or ENHANCED¹ | Labels = | OFF |
| Campaign Challenge = | ACE or VETERAN | Disable Clouds = | OFF |
| | | Radio Calls Use Bull's-eye = | Per Client |
| | | External Views = | OFF² |

Notes:

1. On Sept. 23, 2000, the Headshed agreed to allow "Enhanced" Padlocking only in Campaigns and TE's for points. All ladder matches (Dogfights) remain with "Realistic" Padlocking.

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2. FLIS Training Missions may enable Invulnerability and External Views as required by the FLIS Instructor Pilot to meet certain training requirements.

Graphics Settings

1. Object Density must be set to 6
2. Player Bubble must be set to 3
3. Vehicle Magnification must be set to 1

Multiplayer Connection Speeds

Normally, you should set your Multiplayer upload and download speeds in Falcon AF to one setting below the upload and download speeds of your Internet connection. However, Falcon AF transfers a great deal of data between the game's host and its clients. Although most of the 16th members have high-speed connections (Cable & DSL) some still have dial-ups with low connection speeds. As a result, there may be times when you will be requested to adjust your Upload and Download speed setting in Falcon AF to accommodate the connection speeds of the other players; especially the player hosting the game. Members with slow dial-up connections (33.3 or less) may be unable to join in campaigns due to the large amounts of data being transferred in campaigns. Dial-up members can join in Tactical Engagements without any problems, because the data transfer is not nearly as great.

HOTAS/Joystick Setup

There are several popular HOTAS/Joystick systems that are used by members of the 16th when flying Falcon AF. Some of the more popular systems that you may wish to consider using are:

- Thrustmaster Cougar HOTAS System
- Saitek X52 HOTAS System
- CH Products Fighter Stick & Pro Throttle Combination

While none of the above are specifically “required” equipment to fly with the 16th, you will probably find that the use of one of these systems will considerably enhance your enjoyment of flying in Falcon AF.

Because there is no one “right” choice when it comes to HOTAS/Joystick systems, there is no 16th Wing Standard configuration for your HOTAS/Joystick. (Even 16th members that use the same model of HOTAS/Joystick do not always use the same configuration.) As a result, it is assumed that you will customize the programming of the functions assigned to your HOTAS/Joystick system to your personal preferences. If you are new to Falcon AF and have recently purchased one of these systems, you can generally find a HOTAS/Joystick configuration file on our Mission Server that works for your HOTAS/Joystick configuration.

One such file that is highly recommended to new Thrustmaster Cougar owners is the [FLIS HOTAS zip file](#) that can be found under the “HOTAS” section of the “Files” tab on the Mission Server. Inside of this zip file are instructions on how to configure Falcon AF and your Cougar HOTAS to function very closely to the real F16. Also included in this zip file is a handy reference manual that explains the functions that are programmed into the Joystick and Throttle with this configuration. (Note: Use of this configuration is not mandatory but if you have purchased a Thrustmaster Cougar just prior to joining

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the 16th and have little or no experience with it, you are highly encouraged to use this configuration; especially for you Fighter Lead-In School (FLIS) training.)

Another popular Thrustmaster Cougar configuration that many 16th members use is [Jagstang's Cougar HOTAS configuration](#) which can be found at various places on the web. This configuration is much more complex than the FLIS HOTAS configuration (because of all the additional functions programmed into the Cougar) and is often a bit much for beginners to get used to. Instead, the FLIS HOTAS configuration is similar to the Jagstang configuration as it has many of the same critical functions but without a lot of the added complexity that can sometimes confuse a new Falcon pilot. Once you have gone through your FLIS training using the FLIS HOTAS configuration, you will be better prepared to step up to the Jagstang configuration if you so desire.

Finally, if you prefer to “roll your own” HOTAS/Joystick configuration, it is highly recommended that you *at least* program the following critical Falcon AF functions into your HOTAS/Joystick system:

- View Up/Down/Left/Right (4-way Hat)
- 2D View (Button)
- Padlock View (Button)
- TMS Up/Down/Left/Right (4-way Hat)
- DMS Up/Down/Left/Right (4-way Hat)
- NWS/Missile-Select (Button)
- Auto-Pilot Override (Momentary Button)
- Trim Pitch-Up/Down & Roll-Left/Right (4-way Hat)
- Target Cursor Up/Down/Left/Right (4-way Hat or Microstick)
- Antenna Elevation Up/Down (Potentiometer or 2-way switch)
- Radar Range/Sensor Gain Up/Down (Potentiometer or 2-way switch)

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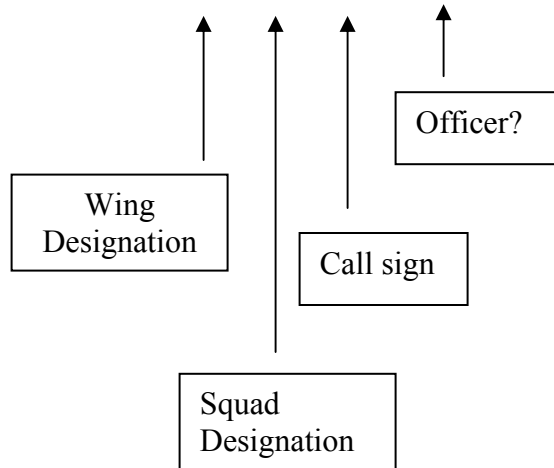
Display of a Pilots Call-Sign and Rank

All pilots of the 16th are requested to conform to the ICQ and Teamspeak naming standards as follows:

Display of Your Name within ICQ®

As a member of the 16th, you must be willing to change your ICQ name to the 16th standard. If you do not wish to change your current name, we suggest you get another login name to use exclusively, when flying with the 16th. This helps other members of the 16th in identifying you when asking for “Authorization”.

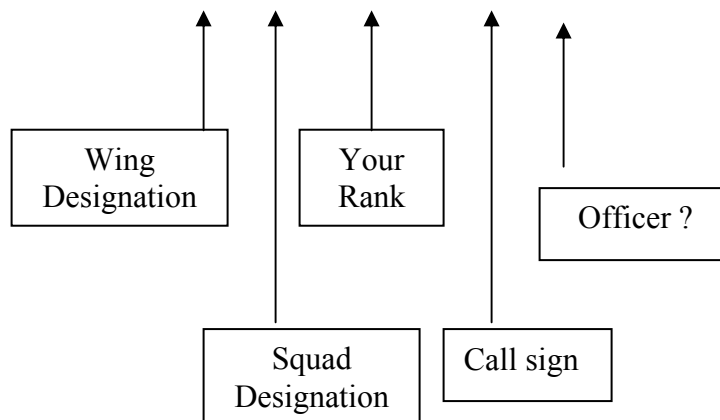
Example: 16 162 Robo C/O



Display of Your Name within Teamspeak2®

The same basic standard is used for Teamspeak names with the addition of your current rank. This helps other members of the 16th to better identify you when using Teamspeak.

Example: 16 162 Lt Col Robo C/O



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Note to Members under the age of 18 – You must display your time zone behind your name in Teamspeak.

Example: 16 161 Flt Lt Laser CST

Display of your name in Falcon AF

Your Call-Sign and Pilot name in Falcon AF should both be the same as your 16th Call-Sign. This helps us when flying online as well as posting missions flown on the Mission Server.

16th Email

All 16th members may have a callsign@16thaccw.org email address if requested through Sniper, Laser or Weasel.

16th Entrance Checkride

Purpose

Successful completion of the 16th Entrance Checkride is required of all applicants (Recruits) to the 16th ACCW, regardless of their current skill level. This is considered the “Fast-Track” option to be promoted from Recruit to Flight Lieutenant. The other option is to take the 16th Basic Flight School which consists of three training flights with an Instructor Pilot (IP) who will teach you to perform the Checkride maneuvers.

Checkride Maneuvers

This Checkride consists of a series of seven maneuvers. (One maneuver, the Split-S, is actually performed twice so there are really only six maneuvers that you have to master.) All of these maneuvers are covered in Training Missions 3 through 8 described in the Falcon AF manual.

All maneuvers must be performed within the STANDARDS listed below (unless otherwise stated by a > or < placed next to the number in the maneuver description):

1. Altitude + or - 500 Feet
2. Airspeed + or - 50 Knots (Calibrated Air Speed)
3. Heading + or - 10 Degrees
4. G's + or - 1

The details of each maneuver are described in the sections that follow. Each maneuver lists the limits for the maneuver in the following format:

- ❖ Setup – (Starting the maneuver)
 - Heading
 - Altitude
 - Airspeed
- ❖ Execution – (Conducting the maneuver)
 - Altitude
 - Airspeed
 - Action
- ❖ Recovery – (Finishing the maneuver)
 - Heading
 - Altitude
 - Airspeed

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Maneuver 1: MAX TURN BELOW CORNER

- ❖ Setup
 - Heading 180
 - Altitude 15,000 Ft
 - Airspeed 200 Kts
- ❖ Execution
 - Action Bank Left 75-85 degrees and execute a 360-degree left hand turn.
 - Altitude Maintain 15,000 Ft
 - Airspeed Maintain 200 Kts
 - G-Load Approximately 2.0 G's +/- 0.5 G (In ACMI Turn Rate ~6 to 8 deg / sec)
- ❖ Recovery
 - Heading 180
 - Altitude 15000 Ft
 - Airspeed 200 Kts

Maneuver 2: MAX TURN AT CORNER

- ❖ Setup
 - Heading 180
 - Altitude 15,000 Ft
 - Airspeed 400 Kts
- ❖ Execution
 - Action Bank Left 75-85 degrees and execute a 360-degree Left hand turn.
 - Altitude Maintain 15,000 Ft
 - Airspeed Maintain 400 Kts
 - G-Load Approximately 6.0 G's +/- 1.0 G (In ACMI Turn Rate ~12 to 14 deg / sec)
- ❖ Recovery
 - Heading 180
 - Altitude 15,000 Ft
 - Airspeed 400 Kts

Maneuver 3: MAX TURN ABOVE CORNER

- ❖ Setup
 - Heading 180
 - Altitude 15,000 Ft
 - Airspeed 650 Kts
- ❖ Execution
 - Action Bank Right 75-85 degrees and execute a 360-degree Right hand turn.
 - Altitude Maintain 15,000 Ft
 - Airspeed Maintain 650 Kts
 - G-Load Approximately 5.6 G's +/- 1.0 G (In ACMI Turn Rate ~6 to 8 deg / sec)
- ❖ Recovery

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- Heading 180
- Altitude 15,000 Ft
- Airspeed 650 Kts

Maneuver 4: LOW SPEED OVER-THE-TOP

- ❖ Setup
 - Heading 180
 - Altitude 15,000 Ft
 - Airspeed 300 Kts
- ❖ Execution
 - Action Execute a Low Speed Over-The-Top maneuver.
 - Altitude Indicated (i.e. as necessary to complete the maneuver)
 - Airspeed Indicated
- ❖ Recovery
 - Heading 360
 - Altitude Indicated
 - Airspeed >150 Kts

Maneuver 5: SPLIT-S

- ❖ Setup
 - Heading 360
 - Altitude 22,000
 - Airspeed 400 Kts
- ❖ Execution
 - Action Roll inverted and execute a Split-S heading reversal.
 - Altitude Indicated
 - Airspeed Maintain 400 Kts
- ❖ Recovery
 - Heading 180
 - Altitude Indicated
 - Airspeed 400 Kts

Maneuver 6: HIGH SPEED OVER-THE-TOP

- ❖ Setup
 - Heading 180
 - Altitude 10,000
 - Airspeed 650
- ❖ Execution
 - Action Execute a High-Speed Over-The-Top maneuver.
 - Altitude Indicated
 - Airspeed Indicated
- ❖ Recovery
 - Heading 360
 - Altitude Indicated
 - Airspeed >300 Kts

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Maneuver 7: SPLIT-S

- ❖ Setup
 - Heading 360
 - Altitude 23,000
 - Airspeed 400 Kts
- ❖ Execution
 - Action Roll inverted and execute a Split-S heading reversal.
 - Altitude Indicated
 - Airspeed Maintain 400 Kts
- ❖ Recovery
 - Heading 180
 - Altitude Indicated
 - Airspeed 400 Kts

Maneuver 8: PIROUETTE

- ❖ Setup
 - Heading 180
 - Altitude 5,000 AGL
 - Airspeed 500 Kts
- ❖ Execution
 - Action Select full Afterburner and pull up into the vertical, wait for the HUD Symbology to “roll”, then roll Left 90 degrees, pull back until inverted, and then roll out wings level at the new heading of 090.
 - Altitude Indicated
 - Airspeed Indicated
- ❖ Recovery
 - Heading 090
 - Altitude Indicated
 - Airspeed Indicated

Checkride Tips

After grading 100's of Recruit checkrides over the years, we've seen many of the same mistakes over and over. The following tips should help you to avoid many of the most common mistakes that we see.

General Tips

1. Always Pause the simulation with the “p” key and *carefully* read and review the next maneuver before attempting to fly it. ***Pay close attention to the required direction of the turn!***
2. Don't give away some of your margin for error. Always start the maneuver exactly on the Setup Heading, Altitude and Airspeed.
3. Don't fixate on any one thing! Continuously “scan” between FPM -> Airspeed -> FPM -> Altitude -> FPM -> Heading -> FPM, etc. Scan, scan, scan! Only glance at each item long

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enough to determine if you are high/low, fast/slow, and then start an immediate correction and move on. Check the results of your “correction” on the next scan.

4. Use the relative movement your Airspeed and Altitude “tapes” to quickly determine trend. If you stare at the digital Airspeed or Altitude readout and try to figure out, “is it going up or down”, you are already starting to “fixate” on that item.

Tips for Turns (Maneuvers 1-3)

1. Go to full A/B as you roll-in! These are maximum performance turns so you need all the power you’ve got.
2. To control Airspeed, vary your G’s by varying the amount of “pull” on the joystick. If you are too fast, pull harder, if you are too slow, relax your pull a little. ***Don’t try to control airspeed with the throttle! Leave it in full A/B.***
3. To control Altitude, vary your bank angle slightly. If you are too low, decrease your bank angle slightly, if you are too high, increase your bank angle slightly.
4. As you get inside $\pm 10^\circ$ of your roll-out heading, stop your turn by ***first*** relaxing your pull on the stick and ***then*** roll wings-level. Be sure to keep the FPM on the horizonline AND to throttle back as you roll out to keep from exceeding the airspeed limit on roll-out.

Tips for the L/S over the Top (Maneuver 4)

1. Go to full A/B first and begin a ***very*** gentle pitch up to allow the aircraft to accelerate as much as possible for the first 30° - 40° of pitch up.
2. When you see the Airspeed stop increasing, your thrust is no longer overcoming gravity. You need to increase your “pull” to quickly get past vertical and to the back side of the maneuver to minimize the loss of airspeed.
3. As you get about 30° - 40° past vertical, you need to really relax the pull so you are not bleeding airspeed due to G forces. Watch that airspeed closely here; this is where it is very easy to go below the 150 knot airspeed limit and fail the maneuver. You may have to relax that pull even more than you think.

Tips for Split-S’s (Maneuvers 5 & 7)

1. Roll ***exactly*** inverted. Use the horizon line on the pitch ladder to insure you are perfectly inverted. If you are not, your heading will be off at the end of the maneuver.
2. As you begin to pull the nose down, pull the throttle all the way back to idle. (Gravity is now our engine.)
3. To control Airspeed, vary your G’s by varying the amount of “pull” on the joystick. If you are too fast, pull harder, if you are too slow, relax your pull a little. Watch that airspeed closely, it will get away from you in a hurry.
4. Add some power back in as you approach level flight to make sure your airspeed doesn’t drop below the limit for the maneuver as you level off.

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Tips for the H/S over the Top (Maneuver 8)

1. Fly this maneuver just like you did for the “L/S over the Top” maneuver. You will find that starting at 650 knots gives you plenty of energy to complete this maneuver with ease.

Tips for the Pirouette

1. Go to full A/B as you start your pitch up to the vertical. **Do not induce any roll as you pitch up!**
2. As you approach vertical, the pitch ladder will flip 180°. **Do not chase the pitch ladder!** This pitch ladder “flip” is normal and is necessary so it gives the correct reading as you go past vertical. You are not actually rolling during this pitch ladder “flip”.
3. Once the pitch ladder has “flipped”, quickly put your Gun Cross exactly on the 90° line to make sure you are exactly vertical. (If you are not exactly vertical when you do the roll, you will not come out on heading.)
4. Take your eyes off of the pitch ladder and look at the Cirrus cloud formations above you. Use these cloud formations as your reference and roll the aircraft 90° to the left.
5. After the roll has stopped, start a pull to bring the nose down to the horizon. **Do not induce any roll as you pitch over!**
6. As you approach the horizon line, shift your gaze to the heading scale. It should be near a heading of 90°.
7. If your heading is not on 90°, you can “fudge” your heading back by rolling away from the 90° mark. For example, if you see that the 90° mark is to the right of your course, roll to the left to roll upright. If you see that the 90° mark is to the left of your course, roll to the right to roll upright.

Recording the Checkride

Checkrides will be recorded using the default flight recorder for Falcon AF. Only ACMI tapes with a “.vhs” extension created with the default flight recorder will be accepted. All of the maneuvers in this Checkride must be completed in succession and recorded in a single ACMI tape. To accomplish this:

8. Make sure that you have a *printed* copy of the Checkride requirements open on your lap.
9. Start Falcon AF and select Tactical Engagement. Next select Training. Now select training mission “01 Basic Handling”.
10. Make sure that your pilot name appears as your Callsign as outlined previously in the section, “[Display of your name in Falcon AF](#)”. (If the Checkride does not reflect your Callsign it may be rejected.)
11. Once you are in the cockpit, climb to 15,000’ on a heading of 180° at a speed of 400 knots.
Note: It is recommended that you move the heading scale to the top of the HUD in order to keep it from moving out of view when pulling G’s. Use the **Shift+Ctrl+Alt+s** key combination to cycle the heading scale’s position to the top of the HUD.
12. Press the “f” key to start recording the ACMI.

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13. Immediately press the "p" key to pause the simulation.
14. Read and make sure you fully understand what is required of you in the next maneuver of the Checkride.
15. When you thoroughly understand what you need to do for the next maneuver, press the "p" key to un-pause the simulation.
16. Fly the maneuver.
17. Immediately press the "p" key to pause the simulation.
18. Repeat steps 14 through 17 until you have completed all of the maneuvers as required.
19. Press the "f" key to stop recording.
20. Exit the game. Please note that it can take several minutes for Falcon AF to save the ACMI and while it is doing this you will have a black screen.
21. Review and self-grade your Checkride tape yourself. (See the next section on how to self-grade your Checkride.)

Self-Grading your Checkride

Again, it is important that you take the time to review and self-grade the checkride tape yourself before turning it in. You must remain within the published limits for each maneuver to pass the maneuver.

To self-grade your checkride:

1. Click on the ACMI tab in the Falcon AF main menu. Highlight your checkride tape and then click on "**Load**" to load your checkride tape.
2. Once your checkride tape is loaded, you will be in the "**Internal**" view. Switch to the "**Orbit**" view and use the large arrows to zoom in so that your aircraft fills about half of the screen.
3. Click on the "**Options**" button and turn on the following option choices and turn off all others:
 - Name ON (Your 16th Callsign should be showing.)
 - Airspeed ON
 - Altitude ON
 - Heading ON
 - Turn Rate ON

Confirm that you can see these values on the screen. You may need to use the Camera Viewpoint control (next to the zoom in/out arrows) to adjust your viewpoint so you can better read these values.

4. Use the Fast-forward button (">>") and Rewind button ("<<") to the position the tape to the start of the next maneuver and then click on the Stop button ("■").
5. Review the airspeed, altitude and heading limits for the maneuver.
6. Click on the Play button ("▶") and make sure you did not exceed any limit during the maneuver. If you did, even for a moment, you failed the maneuver.

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Note: If you fail only two of the seven required maneuvers, go ahead and submit the checkride. You will be allowed to redo just the two failed maneuvers. However, if you fail three or more maneuvers, you must redo the entire Checkride.

Tip: Two of the eight maneuvers – the Split-S – are repeats. Therefore your goal is to at least master the Split-S plus four other checkride maneuvers. If you do, you should be able to submit a checkride with at least 6 passed maneuvers! You can then come back and redo the other two in another checkride later.

Submitting the Checkride

Recorded ACMI tapes are stored with a “.vhs” extension under Falcon AF’s “acmibin” folder. If you installed Falcon AF in its default location and you flew the checkride in the Korea campaign as instructed, you will find these ACMI tape files at:

“C:\Program Files\Lead-Pursuit\Battlefield Operations\ acmibin\Korea”

These ACMI tape files are usually named ‘**Tape_yyyy-mm-dd_nnnn.vhs**’ (where yyyy-mm-dd is the year-month-day that the tape was recorded and nnnn is a 4 digit number denoting the tape number for that day).

You MUST change the name of the tape of your Checkride to ‘<your_callsign>-ck1.vhs’. For example: “willy-ck1.vhs”. Failure to do so may cause it to be rejected.

Again, it is important that you take the time to review and self-grade the tape yourself before turning it in. This .vhs file should be forwarded to the 161 Gunslingers C/O, X/O and the HQ C/O and X/O for review and grading, via [email](#), ICQ or any other electronic means available. The checkride will then be reviewed with you online.

16th Basic Flight School

Some applicants may find it more convenient to attend the 16th Basic Flight School in lieu of doing the [16th Entrance Checkride](#).

16th Basic Flight School is a three online flight, flight school that is conducted with an Instructor Pilot (IP) who will teach you how to fly each of the maneuvers in the checkride. (The details on the 16th Basic Flight School can be found in [Appendix A – 16th Basic Flight School Syllabus](#) at the end of this manual.)

The primary advantage of taking the 16th Basic Flight School is that you don't have the pressure of trying to put all of the Checkride maneuvers into a single ACMI tape without any failures. Additionally, your IP will be able to coach you as you fly the maneuvers and help you correct your mistakes.

The 16th Basic Flight School consists of the following three flights:

- Flight 1. Turns at, above and below Corner Velocity
- Flight 2. Low and High Speed over the Top maneuvers
- Flight 3. Split-S and Pirouette maneuvers

In each of these flights, you will work with your instructor until you can perform the maneuvers for that flight. Once you have mastered the maneuvers in the first flight, you proceed to the second flight and learn to perform those maneuvers and so on. Once you successfully complete the third flight, you are finished and will be promoted to Flight Lieutenant. ***You will not have to go back and put together a Checkride ACMI tape!***

During your initial 16th ACCW interview with a member of the Administrative Staff, you will be asked if you want to do the "16th Standard Checkride" or attend "16th Basic Flight School". Select whichever method you feel most comfortable with. Keep in mind that if you select one, you are not locked in to that method.

For example, assume you initially decide to do the 16th Standard Checkride on your own but find that you are having trouble performing one of the checkride maneuvers. You have the option of changing your mind and switching to the 16th Basic Flight School. If that is the case, contact either the C/O or X/O of the 161st Gunslingers Training Squadron to have them enroll you in the Basic Flight School and assign you an IP to take you through the class.

Online Etiquette

The following are the 16th's rules for Online Etiquette and should be strictly adhered to at all times to avoid negatively impacting other members.

Before You Fly – Setup and Communications

Due to the nature of Falcon, being a “Hard Core” flight sim, members could get frustrated with the amount of time it takes to get a mission underway. Frustration is caused by several things, pilots not having their HOTAS' setup properly before the mission starts, at times pilots try to join a game in progress, communications issues with TeamSpeak2® and internet lag causing bad updates in the game. All of these issues generally result either in a CTD or a restart of the game, which can delay an evening's flight by an hour or two. So the Headshed approved, the “Before You Fly” SOP which will hopefully decrease our brief time and increase our flying time.

1. Pilots must make sure they are running the “16th Patch Standard” and not some beta or test copy of Falcon AF. Typically, this is the latest release from Lead Pursuit after it has been checked out for possible problems.
2. Pilots must ensure their HOTAS / Joystick is working properly before they commit in the mission. If they do commit and their stick is not working, the game host has 2 options:
 - (1) Allow a restart of the game
 - (2) Ask the pilot to abort the mission and wait the game out in the 3d world on the taxiway or fly with the keyboard. (If this pilot exits the 3d world he may CTD the game.)
3. Once a flight is in progress (i.e. all pilots have committed and are in the 3D world.), ***NO ONE SHOULD JOIN THE MISSION***. One is allowed to join in the Teamspeak channel and listen in. If he hears the flight is in progress, he can do one of two things:
 - (1) Quietly listen in on the flight without having any input into the flight.
 - (2) Courteously back out of the channel until the mission to complete. If he hears the pilots are in the briefing then he may ask to join the flight and is free to join only when approved by pilot hosting the game.
4. Members should attempt to use the TeamSpeak channels for what they are designed. The “Ready Rooms” are for briefing & debriefing the members of the Package. Once all members are briefed and ready to fly, the members of the Package should move to the “Flights 1, 2, 3 & 4” Teamspeak channels associated with their flights. Keeping this as a standard will give all pilots joining Teamspeak an idea on who is in “Committed Flights” and who is “Briefing / Debriefing” or maybe just shooting the virtual bull.

During Flight

All members of the 16th ACCW take online flight very seriously and expect all other participants to do likewise. Therefore, all participants in 16th flights, TE's and Campaigns are expected to fly online as if they were flying the real F16 in the real world and to always endeavor to perform to the best of their ability. This leads to the following mandatory online flight etiquette rules:

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1. Always follow the directions of your Flight or Element lead. Don't become a "Maverick" that's out there zooming, booming and doing your own thing. Just as in a real world military situation, you can offer suggestions to your Flight or Element lead. However, they are the ones to make the final decision. If you still don't agree with the directions of your Flight/Element lead, discuss it politely *after the mission*. Remember, on the next flight you may be Flight/Element lead and will expect the same courtesy from others. Repeated incidents of "insubordination" will not be tolerated.
2. Protect your wingman/lead and other Package/Flight members just as you would in a real life scenario. That means one day you may have to return-to-base with a full load of munitions without getting a chance to fire on any hostiles just to escort a damaged wingman/lead to make sure he/she gets home safely.
3. Consider your weapons just as you would a loaded weapon in real life to avoid friendly-fire incidents. Trigger-happy pilots that carelessly shoot down friendly aircraft either intentionally or accidentally are not welcome. Accidents do happen but repeat friendly-fire incidents indicate either carelessness or a need to do some retraining to avoid future such incidents. Continued friendly-fire incidents that are determined to be a result of carelessness are not tolerated.
4. After you eject or are virtually killed during a mission, state that you have ejected or been killed, and call for SAR if appropriate, but then do not communicate in any further way. You are now out of the game, just as you would be in real life, and you cannot continue to give any information to other players or carry on non-pertinent conversation. Be considerate of the immersion factor other players are trying to sustain. Other players will be trying to determine your status, so just as in real life let them come to the conclusion that you have been 'lost', and how they are going to carry on without you. Realize that you were someone's wingman, and they should know your status! This doesn't rule out the use of typing messages within the game if you have lost all voice or sound capability, and are still flying.
5. Finally, at all times remember this; **this is a game and a hobby!** We expect members to show respect and tolerance for other members at all times regardless of their experience level. Good natured teasing between members is one thing but be very careful that you don't cross the line into belittling or berating (actual or perceived) of other members based on their skill level, performance or perceived mistakes during the flight. It is very easy for what you *think* is good natured teasing of your close buddy to be misperceived by others (or even by your buddy) as a personal attack. Belittling, berating or personal attacks of other 16th members is not tolerated.

As is the case of Internet Forum users that violate the Forum etiquette rules, violators of the above rules will receive a warning from the 16th Leadership. Repeated violations will result in the pilot being suspended from the 16th and placed in an Archived status.

16th BBS

The 16th BBS is of course, our main means of communication to the Squads, the Wing and even the whole F4 Community. You are expected to remain courteous, not to curse or use suggestive language or pictures, jokes, start or participate in flame wars, etc. All Posts should be in relation to our hobby. Please remember that there are children who read and listen to what is going on. With continued abuse after counseling you will be removed from the 16th.

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16th Team Speak Server

1. Be extremely careful about not using obscene language. Younger ears may be within hearing distance.
2. When you see a red radio button next to player's names in Meeting or Private Meeting rooms, it indicates that under no circumstances are you to join in that room for any reason, and certainly not to just listen in.
3. SA rights are given to all members of the 16th which allows the pilots to “Get Connection Info” (IP number of members on Teamspeak – used for hosting MP sessions) from members in Teamspeak.

Note: Members are not allowed to edit any information on the 16th Teamspeak server, if they do their SA rights may be removed.

4. As a player with SA rights you have the ability to drag a player from one room to another. However, before you do this, ask for that player's permission.

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Online Points – Structure & Rules

The following delineate the rules for earning points within the 16th. These points are a primary basis for many of the rank promotions in the 16th.

Tactical Engagements for Training Points

+ 10 pts for TE's flown online per pilot participating.

Any TE's, which are designed for training can be posted for Training Points. Since these TE's are designed for training, members are allowed to post these missions as often as the training is needed. There are other missions and training that is accepted for posting of "Training Points", such as Dogfights, Red Flag Exercises, Official Wing / Squadron Flight Nights, etc. The squadron C/O or X/O can decide which other actions may account for Training Points.

Note: When posting Training TE on the "Mission Server", ***always post all pilots as "OK" and "Functional" with No Weapons or Kills.*** (This is due to a bug in the MS code, if OK is not selected the MS sometimes resets the pilots consecutive missions.)

Campaigns for Points

Campaigns for Points are structured to promote teamwork between Elements, Packages and Flights. Only campaigns flown online with another 16th member can be posted on the Mission Server for points. Any flight that is not to be posted as a campaign flight for points must be announced to all members participating in the flight before takes off. Points will be totaled and divided by the number of pilots participating as follows:

- + 10 pts for a safe landing at home plate or any ROK base with A/C intact**
- + 05 pts for ejecting safely and being RESCUED with loss of A/C**
- + 00 pts for being KIA / MIA**
- + 10 pts for a SUCCESSFUL / PARTIAL SUCCESS mission**
- + 00 pts for a FAILED / ABORTED mission**

Notes:

1. All pilots flying for points must be patched to "16th Standards".
2. At minimum a center line tank must be carried if the flight originates more than 100 miles from the FLOT and you are not tasked to be more than 10 miles past the FLOT. If your flight is an Air to Air Mission of any type then wing tanks must always be carried.
3. If you are tasked to go past the FLOT more than 10 miles then wing tanks are required regardless where you take off from.
4. Team Work is the 16th standard. The mission objective is 2nd only to coming home alive. Carry ordinance to get the mission done and come home!

Posting Campaigns & Tactical Engagements

The 16th Mission Server

In the 16th we have a unique database that allows us to post, view and track our missions and stats through out our career in the 16th ACCW. Basically this information is accumulated in and viewed from the Pilot's Logbook. All multi-play missions flown in the 16th are to be posted on the 16th MS using a special Mission Server III program that must be downloaded to your PC. This program can be found on the Mission Server web site and will also require you to install the Microsoft .NET framework on your PC.

1. To post a mission run the Mission Server III program and then click on the "Add Mission Debrief" button. Now fill in the blanks in the form with the appropriate information. When you have all the blanks filled in, click on "Validate" to make sure that all the information is properly entered. Once the data has been validated, proceed to the "Publish" tab and follow the instructions to publish the Debrief.
2. When posting a mission thru the mission server, always upload the debrief screenshot if a medal has been awarded. If the mission is of a multi-specialty type, then zip up all the debrief screen shots and upload them to the "16th Mission Server" under "Files" & "Screenshots".
3. When posting an online campaign mission for points, the whole flight must be posted as one mission. (Example: The mission includes 3 packages, 1 A/A, 1 A/G & 1 SEAD - All packages must be posted in the same mission in the Debrief.) This assures that everyone is graded on the whole mission, success, partial success or failure. All packages must work together to achieve a "Total Success" for the mission.
4. Mission Success, Partial Success, Failure or Abort! In the 16th we have had discussions from time to time about, how should we post missions that do not turn out as briefed? Because Falcon is not always correct in it's assessment of success or failure. Although subjective to each individual flight lead's discretion, we use our own system of evaluating / assessing the missions outcome in the following debrief. The Headshed has drawn up a few scenarios' / examples to help the posting pilots with this evaluation.
 - a. Scenario 1 – Mission objective is complete, the tasks briefed were destroyed and 100% of the Aircraft returned home. Without a doubt this mission should be posted as "Success".
 - b. Scenario 2 – Mission objective is complete, the tasks briefed were destroyed, but only 50 % of the aircraft returned home. On this mission, we hardly think returning with only 50% of the aircraft you started with is a full "Success", so we would rate this mission as a "Partial Success" at best.
 - c. Scenario 3 – Mission objective is complete, the tasks briefed were destroyed but only 25% of the aircraft survive battle. This is a 75% attrition rate, which is unacceptable. On a mission like this one lead should of called an abort and saved the aircraft. This mission should be posted as a "Failure".
 - d. Scenario 4 – Missions objectives were not completed, but 100% of the aircraft returned home. Mission should be posted as "Failed".

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- e. Scenario 5 – Mission objectives were not completed due to the flight jettisoning ordnance to defend their selves against enemy aircraft. This mission should be posted as an “Abort” not a “Failure”.
 - f. Scenario 6 – In a BARCAP converted to BAI or STRIKE, where all objectives have been successfully completed but Falcon Debrief calls it a mission “failure”. We would expect this to be posted as a “Successful” mission.
5. In Falcon AF the pilot is rated “Excellent”, “Good”, “Average”, or “Poor”, but as with the mission rating this is not always correct. Although subjective to each individual flight lead’s discretion, we use our own system of rating the pilots’ skill as debriefed after each mission. The Headshed believes that since we fly combat missions every day, day in and day out, our pilots should not be rated as “Excellent” every time we have a “Successful” mission. Pilots should be rated as “Good” or “Average”. Now if the mission was especially difficult, or if the pilot shows superior airmanship, then he may be worthy of an “Excellent” rating. But this should be on an individual basis and not on a group basis. The Headshed has also drawn up a few scenarios’ / examples to help the posting pilots with this evaluation.
- a. Scenario 1 – In a BARCAP converted to BAI or STRIKE, where all objectives have been successfully completed but Falcon debrief calls it a mission “failure” & all pilots with a skill of “Poor”. We would expect to post pilot skill as Average, Good or Excellent, depending on the debrief.
 - b. Scenario 2 – In a normal campaign mission that is successful but one pilot bends his aircraft on landing. Falcon would rate the pilot as excellent, but we would expect the Flight Lead to post it as either “Good” or “Average”.
6. After each multi-specialty mission, the highest ranking officer should conduct the Debrief and evaluate its outcome. As in the above example, if one package has a mission failed and the other two a success & the overall mission was a success the mission could be posted as a “Success” or “Partial Success” depending on the debrief. (All decisions are subjective and should be decided as honestly as possible. If one has any question, please refer to a member of the Headshed to help you answer it. Don’t worry this mission can always be posted on the next day.

Tactical Engagements for Campaign Points

The 16th Headshed decided to allow “Tactical Engagements for Campaign Points and should be posted as a Campaign flight” not to be confused with TE’s for training.

Criteria

A Tactical Engagement (TE) that is “Authorized” for Campaign Points must have all the same elements as a campaign A/A, SEAD & CAS. (Not overly simple) All TE’s flown must be uploaded to the “16th’s Mission Server” file section under “TE’s” with the same name as the mission in the “Debrief”. The TE design is left up to the individuals building them, but may be subject to review by the Headshed at anytime.

TE’s shall only be flown once for campaign points. However, if the TE is built as a “Mini-Campaign” then it may be flown several times as long as previously flown missions are not flown again by the same pilot. (There are some exceptions to this rule, subject to the squadron C/O’s approval.)

If you fly the same TE again, with a different wingman, you must take a wingman slot in the flight, you should not be the lead planner in the briefing and when the mission debrief is posted you will be posted as “AI Pilot”.

(Note: In the comments section of the Debrief, it shall be noted that “AI Pilot 1” was a live pilot with your call sign to give you credit for the flight.) If a pilot flies in a TE he built, he can not fly as Lead and cannot assist in planning the mission. (He may fly as lead in his own TE if the flight is posted as a training flight.)

Points Structure

The point structure will be the same as the Campaign Points Structure accept that the mission flown must be marked as a Campaign flight in the drop down box.

Suggestion on building Authorized TE’s

Tactical Engagements for campaign points should be based on an actual mission from a current campaign. Plan the mission in the campaign to include any weapons and flight changes. Then take screen shots of the briefing, planning screen. All units of any type with in 10 miles on either side of your projected flight path should be included. SAM threats with a threat circle that intersect with in 10 miles the flight path should also be included. Enemy air should be tasked with the flight plans and targets up to you. Next build the TE according to your screen shots.

Ladder Matches

Rules

OBJECTIVE:

Achieve 5 kills. (First pilot / team to do so will WIN the match.)

NUMBER OF OFFICIAL LADDER MATCHES ALLOWED PER WEEK:

There is no limit to the number Ladder Matches allowed.

CHALLENGING YOUR OPPONENT:

No matter what your skill level or Ace Factor, you are free to challenge anyone in the Wing. However, you can only challenge a specific pilot at each type of ladder match (i.e. 1 guns, 1 rear aspect and 1 BVR match) once a week.

KEEPING THE GAME HONEST:

To keep everyone honest we want you to record an ACMI tape of every Ladder Match. (This is in case there is some discrepancy between the Challenger and Opponent about the match. If you or your opponent cannot produce an ACMI of the questioned match, then all points will be forfeited for both parties)

CHALLENGING LADDER MATCH RESULTS:

If you and your opponent disagree on the results of a Ladder Match, you both will be required to produce the ACMI of the Match in question. A Headshed member will evaluate and if he/she decides that one of you were in the wrong then the scores shall be adjusted accordingly. The Headshed member's decision shall be final.

POSTING LADDER MATCH RESULTS:

The Looser must post the results of the ladder match immediately. Blatantly not posting the results to avoid the loss will result in -3 points to the loser of the match. Any infraction of this nature will be reviewed by the Headshed if such an allegation is reported.

WHAT IS CLASSIFIED AS A KILL:

- If you LAWN DART into the ground during combat your opponent receives 1 KILL.
- If you and your opponent CRASH head to head into each other or have Mutual Kills, no one gets a KILL, the match is restarted.
- Running OUT OF FUEL and crashing, your opponent receives a KILL
- Being shot down by guns or missiles, your opponent receives a KILL. (As long as it is within the agreed ROE.)

SETUP:

- All SKILL LEVEL settings must be set to ACE or REALISTIC.
- The PADLOCKING will be decided upon with the Ladder ROE. (Only Enhanced and Realistic Padlocking are allowed.)

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- Use of manual flaps/leading edge extensions is not allowed due to an error in the modeling of Falcon AF

LADDER R.O.E.:

- All ladder R.O.E. must be decided on before each match and adhered to by each participant.

Points

+ 05 pts for the WINNER (First Pilot with 5 kills.)

+ 03 pts for the LOSER

In addition, bonus points will be awarded to a pilot with a lower ACE FACTOR who defeats a pilot with a higher ACE FACTOR; he/she will be rewarded 3 to 5 bonus points as follows:

+ 03 bonus points for an ACE FACTOR DIFFERENCE of 1.000 to 1.500

+ 04 bonus points for an ACE FACTOR DIFFERENCE of 1.501 to 2.000

+ 05 bonus points for an ACE FACTOR DIFFERENCE of 2.001 or Higher

Example – Laser has an ACE FACTOR of 5.0 against Robo who has an ACE FACTOR of 6.5. In the ladder match Laser gets 5 kills and Robo gets 4 kills. The winner is Laser. Laser will get 5 points for winning and Robo will get 3 points for participating. Laser will get an added bonus of 3 points because Robo's ACE FACTOR is 1.5 higher than his. Laser's total score for the Ladder would be 8 points and Robo's total would be 3.

1 v 1 Ladder Matches

All 1v1 Ladder Matches are to be flown in “Match Play,” pilots must be positioned diagonally in the User Interface from each other and points set to 5

Guns Only

Separation: 15 Miles
Altitude: 20,000 Feet
Padlocking: Enhanced or Realistic
Merge: Cold or Hot
Kill Aspect: Rear (Behind the 3/9 only) or Any Aspect

Rear Aspect Missiles & Guns

Separation: 15 Miles
Altitude: 20,000 Feet
Padlocking: Enhanced or Realistic
Merge: Cold or Hot
Kill Aspect: Rear (Behind the 3/9 only) or Any Aspect

BVR – Slammers, All Aspect Heaters & Guns

Separation: 60 Miles
Altitude: 20,000 Feet
Padlocking: Enhanced or Realistic
Merge: Hot Only

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Kill Aspect: Any Aspect

2 v 2 Ladder Matches

All 2v2 Ladder Matches are to be flown in “Match Play,” pilots are to be positioned diagonally in the User Interface from each other and points set to 5.

Guns Only

Separation: 15 Miles
Altitude: 20,000 Feet
Padlocking: Enhanced or Realistic
Merge: Cold or Hot
Kill Aspect: Rear (Behind the 3/9 only) or Any

Rear Aspect Missiles & Guns

Separation: 15 Miles
Altitude: 20,000 Feet
Padlocking: Enhanced or Realistic
Merge: Cold or Hot
Kill Aspect: Rear (Behind the 3/9 only) or Any Aspect

BVR – Slammers, All Aspect Heaters & Guns

Separation: 60 Miles
Altitude: 20,000 Feet
Padlocking: Enhanced or Realistic
Merge: Hot Only
Kill Aspect: Any

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Medal Point Structure

Medals from the “Medal of Honor” to the “Air Medal” are to be awarded for “Campaign for Points” flights only.

Medal of Honor



MEDAL OF HONOR = 500 POINTS

AWARDED BY WING C/O or X/O ONLY

Standard for Award: This medal is awarded for 35 consecutive online Campaigns or “TE’s for Campaign for Points” flights, as recorded on the Mission Server. In addition, the awarded pilot will be promoted one grade in rank (*not to exceed the rank of colonel*). The pilot must, however, still complete all training, school or IP requirements for the next higher rank.

Notes:

7. The Medal of Honor will be awarded by Wing C/O or X/O only.
8. A pilot can earn the Medal of Honor only one time in his service with the 16th Flying Tigers.
9. The definition of consecutive is as follows:
 - a. A pilot has a consecutive tally of campaign missions posted to the 16th mission server without a KIA or MIA.
 - b. Being KIA or MIA will reset your consecutive tally back to zero.

Air Force Cross



AIR FORCE CROSS = 50 POINTS

Standard for Award: Extraordinary Team Work, Professionalism, Courage, and or Leadership while completing your mission against overwhelming enemy forces bought to bear.

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Silver Star



SILVER STAR = 40 POINTS

Standard for Award: Defense of your flight in the face of strong enemy resistance.

Distinguished Flying Cross



DISTINGUISHED FLYING CROSS = 30 POINTS

Standard for Award: Team Work, Professionalism, Courage, and or Leadership while completing your mission against heavy enemy resistance.

Bronze Star



BRONZE STAR = 20 POINTS

Standard for Award: Defense of your flight in the face of heavy enemy resistance.

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Air Medal



AIR MEDAL = 10 POINTS

Standard for Award: Above normal Team Work, Professionalism, Courage, and or Leadership while completing your mission or saving a severely damaged jet.

THE MEDALS ABOVE ARE AWARDED BY ANY C/O OR X/O AT THEIR DISCRETION FOR ONLINE CAMPAIGN FLIGHTS FLOWN FOR POINTS. EXAMPLES: EXCEPTIONAL TEAM WORK, PERFORMANCE ABOVE NORMAL STANDARDS, AND LEADERSHIP.

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Other Medals

The medals below are awarded by the wing C/O and X/O for service to the wing. Examples are - preparing documents, websites, coordinating wars, and other reasons to be determined.



SUPERIOR

70 POINTS



LEGION OF MERIT

60 POINTS



DISTINGUISHED
SERVICE MEDAL

50 POINTS



ACHIEVEMENT
MEDAL

40 POINTS



GOOD CONDUCT
MEDAL

30 POINTS



PURPLE HEART

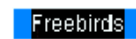
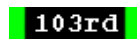
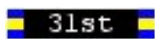
20 POINTS

Ribbons

In addition to medals, the 16th ACCW awards ribbons for various events, activities and other meritorious actions.

Force-on-Force Ribbons

The ribbons below are awarded for participating in Wing coordinated online wars against other Squadrons not affiliated with the 16TH Flying Tigers.



30 POINTS EACH

Longevity Ribbon

This ribbon is awarded for earning 20 *consecutive online campaign missions as recorded on the Mission Server.



LONGEVITY RIBBON = 150 POINTS

Note: The definition of consecutive missions is as follows: A pilot has a consecutive tally of Campaign Missions posted to the 16th mission server without a KIA or MIA. Being KIA or MIA will reset your consecutive tally back to zero.

Honors Graduate Ribbon

This ribbon is awarded by an Instructor Pilot to a FLIS graduate when training is completed and the student has shown outstanding performance during training.



HONORS GRADUATE RIBBON = 35 POINTS

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Training Graduate Ribbon

This ribbon is awarded by an Instructor Pilot to a FLIS graduate when training is completed.



TRAINING GRADUATE = 30 POINTS

Patches

In addition to medals and ribbons, the 16th ACCW awards the following patches for the completion of various Advanced and Intermediate training programs, total Falcon Flight Hours, events, activities and other meritorious actions.



100 Hour Patch = 10 Points
A pilot receives this patch after
100 logbook hours in Falcon AF



500 hour Patch = 20 Points
A pilot receives this patch after
500 logbook hours in Falcon AF



1000 Hour Patch = 30 Points
A pilot receives this patch after
1000 logbook hours in Falcon AF
Note: only 1 Flight Hour Patch will be in
your Log Book



2000 hour Patch = 50 Points
A pilot receives this patch after
2000 logbook hours in Falcon AF
Each Flight Hour Patch will supercede
the previous one

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Instructor Pilot's Wings = 100 Points
 Awarded by Training Squad C/O or X/O
 for Completion of IP School



Instructor Pilots Patch = 150 Points
 Awarded by Training Squad C/O or X/O
 Each Time you take a Flt Lt thru FLIS
 Training Start to Finish



NOT TO BE AWARDED AT THIS TIME!
Squadron Fighter Weapons & Tactics School
Award = 50 Points
 Awarded by Squadron C/O or X/O for
 completion of Squadron Fighter Weapons &
 Tactics School



NOT TO BE AWARDED AT THIS TIME!
US Fighter Weapons & Tactics School
Award = 75 Points
 Awarded by Squadron C/O or X/O for
 completion of US Fighter Weapons & Tactics
 School



NOT TO BE AWARDED AT THIS TIME!
US/DPRK Fighter Weapons and Tactics School
Award = 100 Points
 Awarded by Squadron C/O or X/O for
 completion of US/DPRK Fighter Weapons &
 Tactics School



Advanced Leadership & Tactics Training
Award = 100 Points
 Awarded by the Wing C/O or X/O for
 completion of Advanced Leadership &
 Tactics Training

Medals are ONLY AUTHORIZED BY the Squadron or Wing C/O's or X/O'S except as noted above. September 7, 2003 the Headshed voted to keep the points as shown above but go to a peer nominated award system instead of Falcon AF. Medals awarded in Falcon AF are no longer allowed to be posted on the "16th Mission Server". Medals can now only be awarded by a nomination of your peers, from the same online flight, and must be authorized by the Wing or Squadron C/O, X/O, after reviewing the

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debrief and posted screenshot of the debrief. If the medal is not authorized, the reason must be explained to the pilot either via Team Speak or Email and notes added to the debrief.

Note: Only 1 Flight Hour Patch and 1 Fighter Weapons School Patch and 1 Mission Count Ribbon is allowed to be in your Log Book.

Ranks & Promotion Structure

The Ranks and Promotions Structure below, represents changes to coincide with the 16th Training Program. The 16th Intermediate and Advanced Training Modules are currently in development. Currently, Intermediate and Advanced Training will be performed at the discretion of your squad C/O and X/O.

Recruit (R)

1. Every applicant to the 16th is considered a Recruit regardless of skill level. Applicant must pass the 16th Entrance Checkride or attend 16th Basic Flight School to be promoted to Flight Lieutenant and to be added to the 16th Flying Tigers roster.

Flight Lieutenant (Flt Lt)

1. To be eligible for promotion to Flight Lieutenant and become a member of the 16th Flying Tigers, a Recruit must have successfully completed either the 16th Entrance Checkride or 16th Basic Flight School.
2. Once promoted, all Flight Lieutenants will report to the 161st Gunslinger Training Squadron for “Fighter Lead-In School.” Flight Lieutenants can participate in campaign flights and TE’s. However, with the exception of FLIS Training flights, Flight Lieutenants are to be listed as AI pilots when the Mission Debrief is posted. They should, however, be mentioned by name in the Mission Debrief and the slot/flight they flew in.

2nd Lieutenant (2nd LT)

1. To be eligible for promotion to 2nd Lieutenant, a Flight Lieutenant must have satisfactorily completed “Fighter Lead in School”.
2. Once promoted, all 2nd Lieutenants will report to his/her requested squadron (162nd, 163rd, 164th, etc.) Reading the [Fighter Weapons and Tactics Manual](#) the 16th [Master Brevity Manual](#) is required.

1st Lieutenant (1st LT)

1. To be eligible for promotion to 1st Lieutenant, a 2nd Lieutenant must have a minimum of 500 points on the Mission Server, use brevity communications properly, and have completed those elements of Fighter Weapons and Tactics training that demonstrate fundamental knowledge on how to employ the primary weapons used in their squadron.
2. Once promoted, the 1st Lieutenant must serve at least one “Tour of Duty” as an “Instructor Pilot” (IP) for the “Fighter Lead-In School”. He/she will continue to hone and build their leadership skills while acting as a Flight Lead.

Captain (Capt)

1. To be eligible for promotion to Captain, the 1st Lieutenant must have a minimum of 1000 points on the Mission Server. Pilot and must have served a tour of duty as an as an “Instructor

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Pilot” (IP) for the “Fighter Lead-In School” and demonstrate knowledge of tactics, weapons, and leadership.

2. Once promoted, The Captain will be eligible for Squadron Executive Officer position. (Note: X/O position is Subject to position availability and Headshed approval.)

Note: The requirement to be Captain to serve as a Squadron X/O can be waived by the HQ C/O and X/O.

Major (Maj)

1. To be eligible for promotion to Major; a Captain must have a minimum of 2000 points on the Mission Server.
2. He/she must have demonstrated the ability to follow orders as well as give them, must have a good understanding of mission planning and proven flight leadership and should always have a positive attitude, should show a willingness to help others when needed.
3. Once promoted, the Major will be eligible for Squadron Executive Officer and/or Squadron Commanding Officer positions. (Note: Subject to position availability and Headshed approval.) The Major should continue to assist his C/O and X/O with day to day operations, while assuring the 16th’s policies are followed by all in his squadron.

Note: The requirement to be Major to serve as a Squadron C/O or X/O can be waived by the HQ C/O and X/O.

Lieutenant Colonel (Lt Col)

1. To be eligible for promotion to Lieutenant Colonel, he/she must be active in the Squadron/Wing in his/her current grade for at least 6 months and must have a minimum of 3000 points on the Mission Server.
2. He/She must demonstrate the ability to take and follow commands, be able to take command and complete his/her mission as needed, demonstrate a complete understanding of mission planning and execution, be completely objective while making his/her decisions that effect pilots in their squadron and or wing and must display a positive attitude.
3. Once promoted, the Lieutenant Colonel is eligible for Squadron Executive Officer, Squadron Commanding Officer and Wing Executive Officer. (Note: Subject to position availability and Headshed approval.) He/She must take on additional responsibilities to assist in Squadron / Wing Activities. (Note: Additional responsibilities will be as required and up to Squadron / Wing C/O’s & X/O’s.)

Colonel (Col)

1. To be eligible for promotion to Colonel, a Lieutenant Colonel must have 6 months in service at present rank and a minimum of 4000 Points on the Mission Server.
2. Once promoted, the Colonel is eligible for Squadron Executive Officer, Squadron Commanding Officer, Wing Executive Officer and Wing Commanding Officer. (Note: Subject to position availability and Headshed approval.) He/She must take on addition responsibilities

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to assist in Squadron / Wing Activities. (Note: Additional responsibilities will be as required and up to Squadron / Wing C/O's & X/O's.)

General (Gen)

1. To be eligible for promotion to General, a Colonel must have 6 months in service at present rank, must have a minimum 5000 Points on the Mission Server and the Wing Commanding Officer position must be open.
2. Once promoted, the General will be the Wing Commanding Officer. (Note: Subject to Headshed approval.)

16th ACCW Leadership

The Leadership roles in the 16th ACCW include Wing and Squadron officer positions. These leadership positions are crucial to the proper operation and well being of the 16th ACCW and should only be filled by members with the highest degree of commitment to the 16th ACCW. Squadron officers that find they are no longer able to meet the duties and responsibilities of their position should relinquish the position and allow another qualified member to take on these important duties.

Wing C/O and X/O Duties and Responsibilities

The Wing C/O and X/O:

1. Must follow and ensure that all Squadrons are abiding by the Wings Standard Operating Procedures (SOP's).
2. Must not only abide by the [Participation Policy](#) as required of all members but are also required to fly regularly, at least 3 times a week, with any Squadron of choice
3. Should be regularly available to the Wing. This will ensure that all questions or problems are addressed promptly. (The definition of "regularly available" is as follows: Being seen on ICQ or TeamSpeak at least every other day, reading and replying to the BBS and e-mails daily.)
4. Should hold a Headshed Meeting at least bi-monthly, but reserve the right to call a Headshed Meeting any time deemed necessary by the members of the 16th.
5. Must insure that a reply is sent to all new applicants within 3 days of the application date either by themselves or by the 161st Gunslingers' C/O or X/O.
6. Must insure that new applicants are contacted and interviewed either by themselves or by the 161st Gunslingers' C/O or X/O.
7. Should be seamless in operation; act as one commander, not two. The wing X/O's position is to assist the Wing C/O with continuity of Wing operations. If the Wing C/O is not available for any reason, the Wing X/O should be able to handle any duty or project the Wing C/O is currently working on.

161st Squadron C/O and X/O Duties and Responsibilities

The 161st Squadron C/O and X/O:

1. Must ensure that he/she and his/her Squadron are abiding by the Wing's SOP's.
2. Must not only abide by the [Participation Policy](#) as required of all members but are also required to fly regularly, at least 3 times a week, with any Squadron of choice.
3. Should assist the Wing C/O and/or X/O by performing new member interviews and grading 16th Entrance Checkrides as necessary.
4. Should insure that an Instructor Pilot (IP) is promptly assigned to any new 16th member that desires to take Basic Flight School in lieu of the 16th Entrance Checkride.

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5. Should establish and maintaining an on-going Fighter Lead-In School (FLIS) training program that insures all new 16th members are properly trained on basic F16 systems, procedures and flight and
6. Should insure that an Instructor Pilot (IP) is promptly assigned to each new FLIS student and that training records are maintained for each student until they are graduated from FLIS.
7. Should be regularly available to the Wing. This will ensure that all questions or problems are addressed promptly. (The definition of “regularly available” is as follows: Being seen on ICQ or TeamSpeak at least every other day, reading and replying to the BBS and e-mails daily.)
8. Should be seamless in operation; act as one commander, not two. The Squadron X/O’s position is to assist the Squadron C/O with continuity of Squadron operations. If the Squadron C/O is not available for any reason, the Squadron X/O should be able to handle any duty or project the Squadron C/O is currently working on.

Other Squadron C/O and X/O Duties and Responsibilities

All other Squadron C/O’s and X/O’s:

1. Must ensure that he/she and his/her Squadron are abiding by the Wing’s SOP’s.
2. Must not only abide by the [Participation Policy](#) as required of all members but are also required to fly regularly, at least 3 times a week, with any Squadron of choice.
3. Should establish and maintaining an on-going training program that insures all squadron members are properly trained on Fighter Weapons and Tactics appropriate to that squadron. This includes insuring that all new members to the squadron immediately begin this training program.
4. Should establish and maintain a regularly scheduled weekly Squadron Flight where squadron members fly a TE, Campaign or training flight.

It is recommended that the responsibility of weekly TE or Campaign construction be delegated across all members of the squadron on a rotational basis as much as possible to avoid any one member from having to always perform this task. However, it is still the Squadron C/O’s and X/O’s responsibility to insure a flight is ready for the weekly flight.

5. Should be available to the Wing at all times. This will ensure that all questions or problems are addressed promptly. (The definition of “highly available” is as follows: Being seen on ICQ or TeamSpeak at least every other day, reading and replying to the BBS and e-mails daily.)
6. Are required to hold a Squadron meeting bi-monthly or at least once before every Headshed meeting. This will ensure that the Squadron C/O or X/O can review the Headshed’s agenda with his/her Squadron and will know the general thoughts, ideas, complaints and or compliments from his/her Squadron on all the Wing’s issues. The Headshed requests minutes from each Squadron’s meeting. This will allow Squadron C/O’s and X/O’s to be informed of activities from each Wing Squadron. This should help with Wing Cohesion.
7. Should be seamless in operation; act as one commander, not two. The Squadron X/O’s position is to assist the Squadron C/O with continuity of Squadron operations. If the Squadron

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C/O is not available for any reason, the Squadron X/O should be able to handle any duty or project the Squadron C/O is currently working on.

8. Are responsible for tracking his/her Squadron members' participation and promotion points. He/She has the power to promote members within his/her Squadron without Headshed approval, but the member's criteria must fit into the Wing's [Ranks & Promotion Structure](#).

Note: the only position that a C/O cannot approve is his/her own replacement. In most cases, the existing Squadron X/O is the likely candidate; however the Headshed must approve this promotion.

Appendix A – 16th Basic Flight School Syllabus

Flight 1: Turns at, above and below Corner Velocity

Desired Learning Objectives (DLO):

Upon completion of this lesson the student will:

1. Be able to perform maximum performance turns at Corner Velocity as well as at speeds above and below Corner Velocity.

Schedule:

| | | |
|----|-----------------------------|------------|
| A. | Turns Below Corner Velocity | 20 minutes |
| B. | Turns At Corner Velocity | 20 minutes |
| C. | Turns Above Corner Velocity | 20 minutes |

Equipment/Materials: (see 16th ACCW Mission Server)

- Basic Flight School TE (“16th Official Documents” file)

Instructor Actions:

- Preflight
 - Present lesson objectives.
- In-flight
 - Demonstrate and coach student on the elements of performing turns below Corner Velocity (15,000’, 200 knots, Heading 180°) including:
 - Roll-In
 - Airspeed management using G control
 - Altitude management using Bank control
 - Airspeed, Altitude and Heading cross-checking while avoiding “fixation” on any one item.
 - Roll-out
 - Demonstrate and coach student on the elements of performing turns at Corner Velocity (15,000’, 400 knots, Heading 180°) including:
 - Roll-In
 - Airspeed management using G control
 - Altitude management using Bank control
 - Airspeed, Altitude and Heading cross-checking while avoiding “fixation” on any one item.
 - Roll-out
 - Demonstrate and coach student on the elements of performing turns below Corner Velocity (15,000’, 650 knots, Heading 180°) including:
 - Roll-In
 - Airspeed management using G control
 - Altitude management using Bank control
 - Airspeed, Altitude and Heading cross-checking while avoiding “fixation” on any one item.
 - Roll-out

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- Post flight
 - Review what was discussed
 - Contrast turn rates and turn radius of the aircraft at speeds at, above and below Corner Velocity.
 - Ask student questions to evaluate understanding of the elements covered.
 - Answer student questions
 - Explain next lesson and reading materials

Student Actions:

- Preflight
 - Ask questions regarding lesson material
- In-flight
 - Learn to perform turns below Corner Velocity.
 - Learn to perform turns at Corner Velocity.
 - Learn to perform turns above Corner Velocity.
- Post Flight
 - Answer instructor's questions

Completion Standards:

This lesson will be complete when the student is able to:

1. Demonstrate an ability to perform maximum performance turns at, above and below Corner Velocity while maintaining:
 - a. ± 50 knots of target airspeed
 - b. $\pm 500'$ of target altitude
 - c. $\pm 10^\circ$ of target headings

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Flight 2: Low & High Speed over the Top Maneuvers

Desired Learning Objectives (DLO):

Upon completion of this lesson the student will:

1. Be able to perform maximum performance turns at Corner Velocity as well as at speeds above and below Corner Velocity.

Schedule:

- | | |
|----------------------------|------------|
| A. Low Speed over the Top | 30 minutes |
| B. High Speed over the Top | 30 minutes |

Equipment/Materials: (see 16th ACCW Mission Server)

- Basic Flight School TE (“16th Official Documents” file)

Instructor Actions:

- Preflight
 - Present lesson objectives.
- In-flight
 - Demonstrate and coach student on the elements of performing Low Speed over the Top maneuvers (starting at 15,000’, 300 knots, Heading 180°) including:
 - Variable Pitch-Pull requirements throughout the maneuver.
 - Accelerating with A/B through initial 30°-40° pitch up.
 - Increasing G pull to get the aircraft quickly past vertical
 - Unloading the G’s to avoid excessive loss of airspeed and dropping below 150 knots during last half of maneuver.
 - Roll-out
 - Demonstrate and coach student on the elements of performing High Speed over the Top maneuvers (starting at 10,000’, 650 knots, Heading 180°) including:
 - Variable Pitch-Pull requirements throughout the maneuver.
 - Accelerating with A/B through initial 30°-40° pitch up.
 - Increasing G pull to get the aircraft quickly past vertical
 - Unloading the G’s to avoid excessive loss of airspeed and dropping below 300 knots during last half of maneuver.
 - Roll-out
- Post flight
 - Review what was discussed
 - Ask student questions to evaluate understanding of the elements covered.
 - Answer student questions
 - Explain next lesson and reading materials

Student Actions:

- Preflight
 - Ask questions regarding lesson material
- In-flight
 - Learn to perform Low Speed over the Top maneuvers.
 - Learn to perform High Speed over the Top maneuvers.

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- Post Flight
 - Answer instructor's questions

Completion Standards:

This lesson will be complete when the student is able to:

1. Demonstrate an ability to perform maximum performance Low Speed over the Top maneuvers while maintaining:
 - a. >150 knots of airspeed throughout the entire maneuver.
 - b. $\pm 10^\circ$ of target heading
2. Demonstrate an ability to perform maximum performance High Speed over the Top maneuvers while maintaining:
 - a. >300 knots of airspeed throughout the entire maneuver.
 - b. $\pm 10^\circ$ of target heading

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Flight 3: Split-S and Pirouette Maneuvers

Desired Learning Objectives (DLO):

Upon completion of this lesson the student will:

1. Be able to perform maximum performance Split-S maneuvers.
2. Be able to perform a Pirouette maneuver.

Schedule:

- | | |
|--------------|------------|
| A. Split-S | 30 minutes |
| B. Pirouette | 30 minutes |

Equipment/Materials: (see 16th ACCW Mission Server)

- Basic Flight School TE (“16th Official Documents” file)

Instructor Actions:

- Preflight
 - Present lesson objectives.
- In-flight
 - Demonstrate and coach student on the elements of performing Split-S maneuvers (starting at 22,000', 400 knots, Heading 360°) including:
 - Rolling exactly inverted.
 - Beginning pulling through the horizon while throttling back to idle
 - Airspeed management using G control
 - Pitch up to level flight while applying throttle to maintain airspeed
 - Demonstrate and coach student on the elements of performing Pirouette maneuvers (starting at 5,000', 650 knots, Heading 180°) including:
 - Application of full A/B during pitch up.
 - Smoothly establishing vertical climb by putting Gun Cross on 90° pitch ladder after allowing Pitch Ladder reversal to settle down.
 - Use of outside references (clouds) to judge 90° of roll to the left.
 - Smoothly pulling down to horizontal but inverted flight
 - Rolling upright on a heading of 90° ±10°.
- Post flight
 - Review what was discussed
 - Ask student questions to evaluate understanding of the elements covered.
 - Answer student questions
 - Explain next lesson and reading materials

Student Actions:

- Preflight
 - Ask questions regarding lesson material
- In-flight
 - Learn to perform Split-S maneuvers.
 - Learn to perform Pirouette maneuvers.
- Post Flight

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- Answer instructor's questions

Completion Standards:

This lesson will be complete when the student is able to:

1. Demonstrate an ability to perform Split-S maneuvers while:
 - a. Maintaining 400 ± 50 knots of airspeed throughout the entire maneuver.
 - b. Rolling out $\pm 10^\circ$ of target heading
2. Demonstrate an ability to perform Pirouette maneuvers while:
 - a. Rolling out $\pm 10^\circ$ of target heading