

Operation Cerberus North 2 Carrier Landing Practice Missions

Welcome aviators!

I am pleased to offer short versions of two OCN 2 missions to allow you to practice your carrier landings for the Operation Cerberus North 2 campaign.

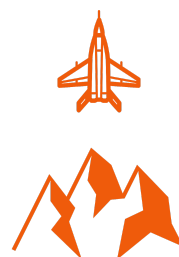
Within this pack you'll find a version for both case 1 and case 3 recoveries, this campaign uses a custom built supercarrier ATC system, which while similar to the default supercarrier experience will have some small differences.

Both missions will airstart you outside of 100nm from the USS Harry S. Truman, from where you'll enter the carrier strike group's airspace, checking in with Red Crown and Marshall, before following the relevant procedures to recover aboard the carrier. Instructions will be provided within the mission to assist you, but it is highly recommended you read through the following pages of this document to further familiarize yourself with recovery procedures.

Once recovered on the carrier deck you will be able to receive a post mission debrief, which will provide feedback on whether or not you achieved the scoring criteria that will apply during the full campaign.

These short missions were created from actual campaign missions so all the features built into the custom carrier system are also present in these missions, for example the 'barricade' which allows you to crash land onto the carrier deck.

Safe flying!



GROUND POUNDER SIMS

USS Harry S. Truman (CVN-75)

CALLSIGN Lone Warrior

TACAN 70X

ICLS Channel 18

LINK 4 330.5 MHz

ATC FREQUENCIES:

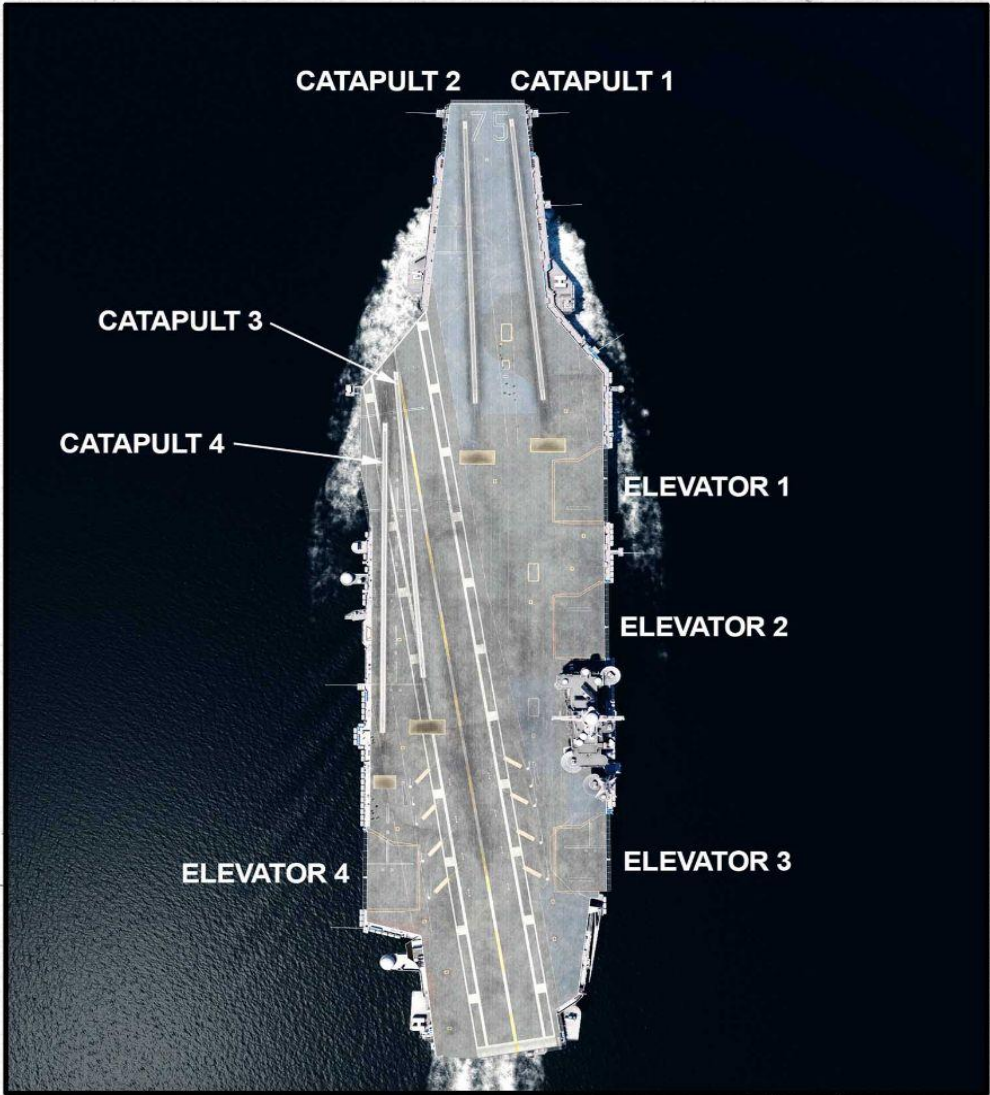
MARSHALL 131.5 MHz

APPROACH 132.0 MHz

TOWER 132.6 MHz

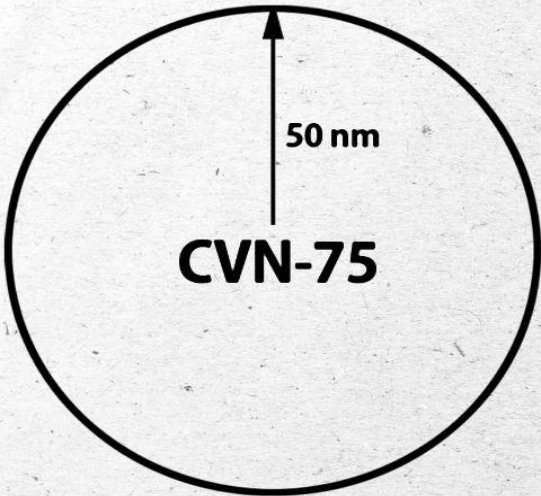
TOWER

EMERGENCY 134.0 MHz



Carrier Controlled Area (CCA):

The CCA is the airspace under the control of the Carrier Air Traffic Control. It is a 50 nm radius circle centered on the carrier. Within this 50 nm circle standardized Case I, Case II and Case III procedures must be adhered to.



Standardized Procedures

All departures and recoveries will follow standardized procedures to enable safe and efficient operations. The procedures will fall under either Case I, Case II or Case III, dependent on local conditions.

Case I Conditions:

Daytime, VFR conditions, Clouds minimum 3,000 foot base, visibility greater than 5 miles.

Case II Conditions:

VFR conditions within the vicinity of Mother. Clouds minimum 1,000 foot base, visibility greater than 5 miles.

Case III Conditions:

Night or IFR conditions. Clouds base lower than 1,000 feet, visibility less than 5 miles.

Case I Recovery

Upon entering the CCA at 50nm from the carrier contact Marshall and declare 'Inbound'.

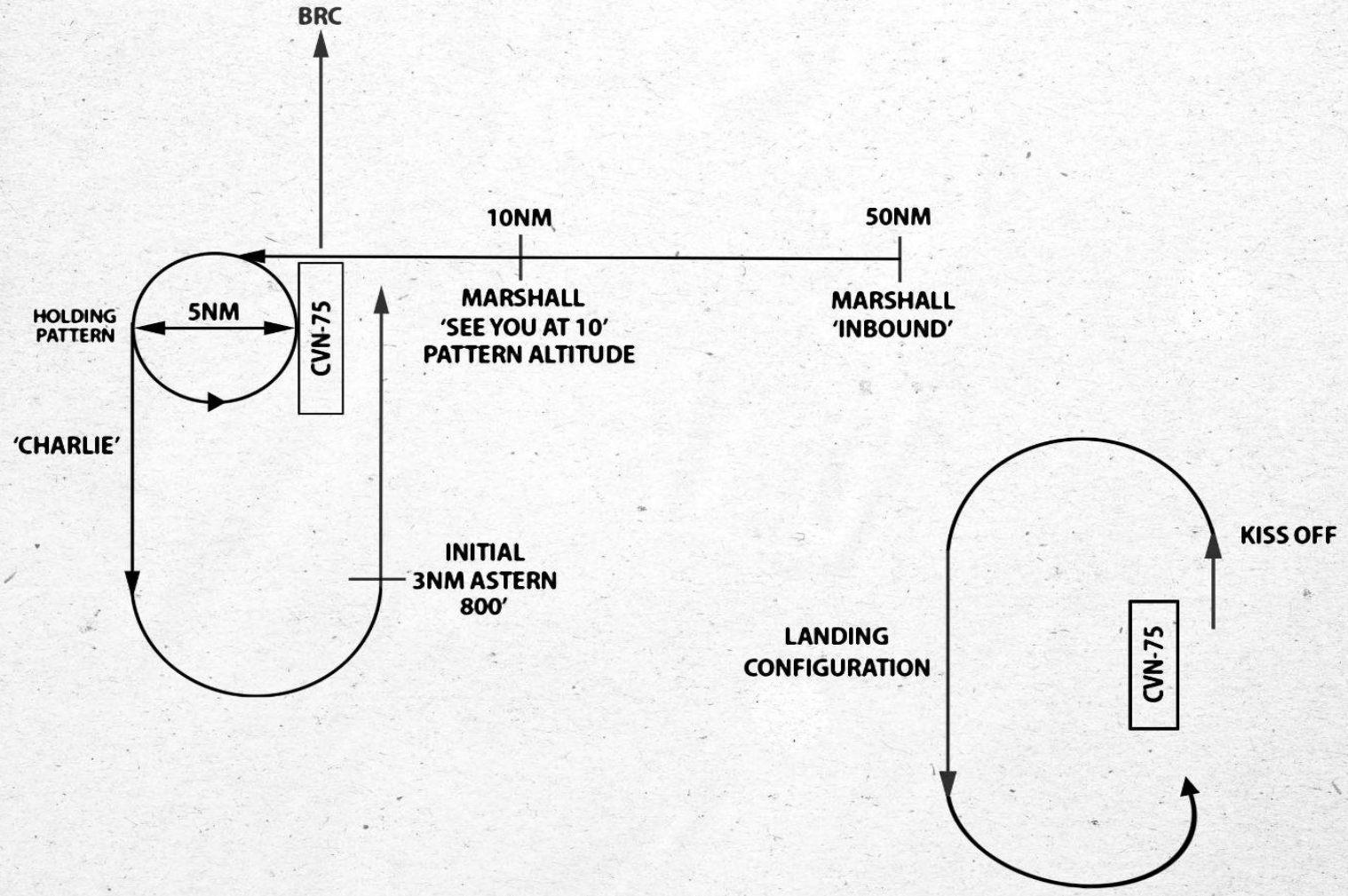
Once cleared by Marshall proceed direct to the carrier, arriving at the briefed squadron pattern altitude 10nm from the carrier.

At 10nm from the carrier contact Marshall and call 'See you at 10'.

Fly the Case 1 holding pattern at the briefed altitude, maintain this altitude in the pattern until contacted by Marshall with 'your signal is Charlie'.

When instructed by Marshall, switch to Tower frequency and 'break the deck' by extending downwind of the carrier to 'initial', 3nm astern of the carrier at 800 feet.

As you pass the starboard side of the carrier 'kiss off' your flight and perform an overhead break to enter the landing pattern.



Case III Recovery

Upon entering the CCA at 50nm from the carrier contact Marshall and declare 'Inbound'. Marshall will provide a marshall radial, distance, altitude and time to push.

Once cleared by Marshall proceed to the marshall area, located on the specified radial/distance. Arrive at the assigned altitude.

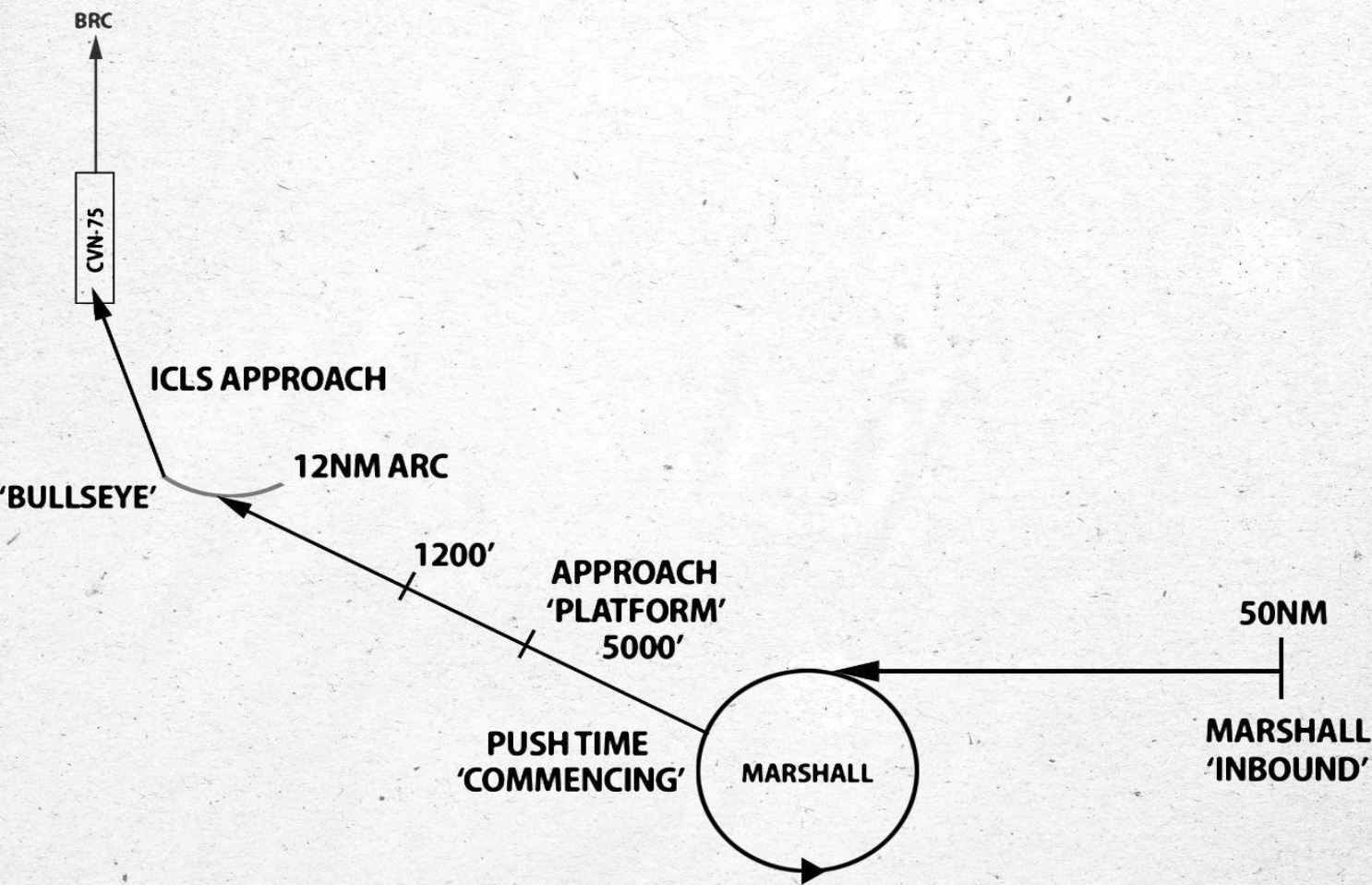
Once at marshall and at the assigned altitude, contact Marshall and declare 'Established'. Hold at the marshall area, maintaining the assigned altitude until the designated push time.

At the designated push time, call 'Commencing' to Marshall and push towards the carrier, switching to the Approach frequency.

As you pass through 5000 feet altitude contact Approach and call 'Platform'. Continue to descend to 1200 feet.

At 15nm from the carrier, make a 90 degree turn to fly the 12nm arc to the final bearing for landing.

Once on the final bearing Approach will call 'Bullseye'. Configure for landing and follow ICLS for an IFR landing.



CSG Approach - Air Defense Procedures

CSG-8 air defense is under the control of USS Hue City, callsign Red Crown.

A 100nm radius Air Defense Identification Zone (ADIZ) is in effect, centered on USS Harry S. Truman. Any aircraft entering the CSG-8 ADIZ must to check in with the controller on Red Crown as they approach the ADIZ boundary. Instructions from Red Crown must be adhered to.

RED CROWN: 145.5 MHz

