###### 

388th Welcome letter

388th Virtual Fighter Squadron

Reference

132nd Virtual Wing



[www.132virtualwing.org](http://www.132virtualwing.org/)

132nd Virtual Wing, 2013:

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388th Welcome letter

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# Part 1: Introduction

Scope: This document describes necessary information for new 388th pilots. The document prescribes training required to ensure all 388th pilots attain and maintain the established training qualifications. The purpose of the document is to ensure that all pilots adhere to the same standards to improve realism during events, and give all new pilots the necessary information to be successful through the training program

Content: This

Pilot responsibility: Use

Deviations: 132nd Command Staff and 388th Instructor Pilots/Squadron Commander may approve deviations from this regulation, provided that the integrity of the training program is not compromised

Recommended changes: Improvements and recommended changes to the training program (TRP) should be addressed to 388th Instructor Pilots or Squadron Commander.

# Abbreviations

**TRP:** Training Program

**TR:** Trainee

**IP:** Instructor Pilot

**IQT:** Initial Qualification Training

**MQT:** Mission Qualification Training

**CT:** Continuation Training

**FLUG:** Flight Lead Upgrade

**UP:** Upgrade pilot

**P:** Pilot

**SP:** Student Pilot

**COMAO:** Compositr Air Operations

**SAT:** Surface Attack Tactics

**ACT:** Air Combat Tactics

# Definitions

**COMAO:** Composite Air Operations is the term used when dissimial types of aircraft interact in coordinated actions to achieve defined military objectives within a given time and geographical area. It normally involves: 6-30 aircraft. Also see package.

**FLUG:** Flight Lead Upgrade. Either a upgrade, or part of a official upgrade,

**SAT:** Surface Attack Tactics. A-G attacks and tactics as part of a flight.

**ACT:** Air Combat Tactics. Air-to-Air combat and tactics as part of a flight

**Opposed SAT:** A-G attacks with a A-A aspect.

**MC: Mission Commander**: A commander leading a COMAO with delegated execution authority to make on-scene decisions that exploit opportunities in complex rapidly changing or fluid situations.

**Package:**

**Trainee:** A new 388th pilot going through IQT and MQT.

**Student Pilot:**  A MQ graduated pilot going throughcontinuation training. Is used to show who is the primary training audience for a lesson in the CT TRP.

# Executive Summary

The 388th vFighter Squadron is the 132nd vFighter Wing’s F-16C Viper squadron. Given the huge popularity of the F-16C in real world operations, the 388th is likely to become an equally popular squadron to join. To support those wishing to fly the F-16C in operations with the 132nd, a training programme is provided for both ‘ab-initio’ pilots joining the wing with no relevant experience and for those pilots who already have fast jet experience from within the Wing in the form of a ‘conversion to type’ training course for pilots from the 494th vFighter Squadron.

This document aims to outline:

* The requirements for joining the 388th, for either training course.
* Details relating to the course of training itself.
* Expectations of standards whilst undertaking a course of training

Further information relating to the course of training and expectations of standards can be obtained by speaking with a 388th IP.

# Requirements to start training in the 388th

The 388th provides two courses of training for which members of the 132nd can apply; the first is an ‘ab-initio’ course where students with no relevant experience or those joining the 132nd directly can learn to fly fast jets from scratch according to the Wing and Squadron standard operating procedures. The second is a ‘conversion to type’ course, currently only available to members of the 494th vFighter Squadron.

All students, regardless of the course they join, must:

### Demonstrate their ability to conduct Air-to-Air refuelling.

* + Navigating to the tanker using TACAN.
  + Communicate with the tanker.
  + Fly formation with the tanker.
  + Refuel minimum 8000Ibs.

### Dedicate appropriate time to conduct their training.

### Demonstrate a willingness to self-study for the appropriate lessons in the training course.

### Commit to regularly (but not always) prepare for and participate in weekly sessions held on Wednesdays and Sundays at 1800z.

For those pilots joining the conversion-to-type training course, the following lessons from the 494th TRP must have been completed:

* 132-TRP-494-TAC-07

# General regulations

## Self Qualifications.

Any lesson listed as SQ or Self qualification is intended for you as a pilot to do without an IP. For lessons in IQT all SQ lessons are to be done in singleplayer, but once you start MQT you can do all SQ lessons on events and on the 132nd MP server.

You can either do them alone, or together with other pilots in MQT or MQ pilots. If pilots fail to self qualify and sign up for IP mandatory flights without the knowledge required from SQ lessons, then pilots will be removed from the trainee class, and moved back in the line of people waiting to start training in the 494th. (Currently copy paste from 494th. move to standards? And /or adjust to 388th standards)

## IP Lessons

All lessons listed as IP are mandatory to be flown with an IP. These lessons will teach you everything you need to know and operate safely in the 132nd MP server, and give you the basics to continue training without an instructor. Instructor time is one of the most scarce resource we have, and everyone attending IP lessons need to be prepared. IP lessons will also be used to verify that the pilot have the correct knowledge from the self qualification lessons.

How to request IP lessons:

Simply make sure you have self-qualified for everything you can SQ for, and sign up on any training event. When signed up, write in the events commschatter that you are looking for an IP flight within the 388th. The event host will then assign you and an IP (if IPs are available) to a flight, and you will get instructions and additional information from the IP in the flight commschatter.

## Progress / pace through training program

There is a large interest of flying in the 494th, so when you are accepted into training, it is expected that you progress through the training in a fair amount of time. We have not set a specific time, as real life always takes precedence. But there are more pilots in waiting, so if you are in a busy period in your life or work, you should let us know, so you can be put into a later class, so we don't hold out people from training that is available for starting training.(EDIT AND UPDATE FOR 388th STANDARDS)

The 132nd hosts normally a minimum of 8 multiplayer events per month. It is expected that any new pilot in the 388th is available for a minimum of 4 multiplayer training events in a month. In addition it is also expected that any new 388th pilot is available to conduct several self-qualification and own practice offline to gain the necessary skills needed to progress through the training program.

We understand that real life has priority and pilots might have unanticipated real-life interference that prevents attendance in the trainingprogram for a shorter or longer term. If the trainee understands that he is not able to follow the expected progress he should immediately let the IPs of the squadron know, and give a best assessment of his availability for the next months. IPs may be able to conduct events other times than official 132nd trainings to mitigate for the real-life incursion. In any case the 388th IPs will decide if the expected and experienced activity level is sufficient for continuing through the training based on demand for spots in the 388th and IP availability.

Failure to notify IPs of drop of activity will lead to removal from the squadron.

The activity level requirement are required to ensure that pilots that intend to fly the F-16C as their primary module are given priority, and that the squadron get personnel through the training program in a reasonable pace.

The activity requirement is active from the start of the training until graduating as a 2ship Flight lead.

5 events IQT/MQT

7 events in CT

3x ACT

3x SAT

2ship FLUG

Expected time from starting training until graduating as a 2ship flight lead: 3 months.

## Standards

Fill inn standards and what we expect from any 388th pilot:

1. Flight leads will always ensure to fill out flightplan on the eventpage on the 132nd website.
2. Flight lead will ensure MDC for the flight is available
3. Pilots will take initiative to conduct self-qualification trainings in the continuation training.

## Failure to follow standards or progress

For pilots failing to follow the standards or progress described in section 2.3 and 2.4 pilots will be removed from the 388th and will not be able to fly the F-16C on events hosted by the 132nd. Prior to a decision for removal from the squadron a formal warning will be given by one of the squadron IPs.

Decision to give a warning and decision to remove someone from the squadron will be coordinated and agreed upon by the squadron IPs by a majority voting. NOTE: receiving Q- is not a reason for failure to follow program standards.

## Qualification levels

The 388th have 5 qualifications level for F-16C pilots:

* **Trainee (TR):** Pilot going through IQT and MQT
* **Mission Qualified (MQ):** Pilot graduated from MQT and cleared to fly as wingman on combat missions (experienced pilots approved to fly as 2ship formation lead).
* **Flight Lead (FL):** Pilot graduated FLUG, and cleared to fly 2-ship or 4-ship formation lead during combat missions.
* **Instructor Pilot (IP):** Pilot cleared to teach any 494th pilot any part of the 494th Training Program.
* **Mission Commander (MC):** Pilot graduated MC upgrade and cleared to lead COMAO (packages)

## Training programs

The following training programs exist to qualify F-16C pilots in the 388th.

* **IQT:** Training to qualify pilots in basic aircraft flying duties without specific regard to 388th missions. The goal of IQT is airframe familiarization, basic flight- and systems training, enabling the student pilot to operate the aircraft and its systems independently. IQT provides a basis for further solo practice. IQT certification will usually be a requirement for any operation hosted by 132nd
* **MQT:** Training required to achieve a basic level of competence in the 388th primary missions. The goal of MQT is to train skills that enable the pilot to more effectively support his squadron during operations, e.g. proper communications, lead/wing tactical maneuvering, weapons employment, joint operations etc. MQT will be a requirement to participate in combat mission as a qualified wingman

**CT:** Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. After completion of MQT the pilot is certified and qualified as a wingman. The training program has room for further training in tactics, weapon employment, and joint operations. Phase 3 is therefore a phase for *building experience* and preparing for the upgrades in phase 4. After the pilot has passed the mandatory flights in CT, the pilot will be considered combat proficient. Only pilots that are combat proficient can start their training toward becoming a flight-lead. (REWRITE TO 388th and what we want out of it)

* **UG:** Training which is syllabus directed to qualify the aircrew in positions beyond that of the entry level of “wingman”.
  + FLUG
  + Aggressor
  + IP
  + MC
  + FAC(A)

## Grading

For each lesson the IP will fill out an overall grade.

The overall grades should be understood as follows:

* **BLANK:** Lesson not flown.
* **(U) Unqualified:** Unsatisfactory performance. The pilot is either dangerous or well below program standards and required additional training. Instructor will fill in the instructor feedback and provide details on what the pilot needs to work on.
* **(Q-) Qualified minus:** Fair performance. The pilot is below program standards. The pilot can progress the training program, but there are elements that the pilot need to train and focus extra on. IP will fill in the instructor feedback and provide details on what the pilot need to work on.
* **(Q) Qualified:** Good performance. The pilot is progressing according to standards, or exceeding standards.

## Training programs

## Mission Qualification Training

## Continuation Training

Continuation training is separated into 4 parts. The first part is a self-qualification phase for weapons, avionics, sensors and items not covered during the IQT and MQT.

The next parts are Air Combat Tactics (ACT) and Surface Attack Tactics (SAT). They can be taken in either order. The last part is Suppression of Enemy Air Defences (SEAD). In order to conduct SEAD training, a pilot in the 388th need to have completed 2ship Flight Lead Upgrade (2 ship FLUG) .

The aim of the continuation training is to be build confidence and experience in the various missions in the 388th and progress through the training to become a qualified flight lead, 4ship flight lead and mission commander.

## Self Qualification

## Air Combat Tactics

## Surface Attack Tactics

## Suppression of Enemy Air Defence

## Upgrades

## 2Ship Flight lead upgrade (2FLUG)

The 2ship flight lead upgrade is flown as a single event and is labelled as SAT-7: Opposed SAT.

The mission is flown as a strike where potential threats are A-A and A-G and the flightlead (Student pilot) will plan and a strike which potentially are protected by enemy air and/or SAMs.

In order to fly qualify as a flight lead a student pilot need to have completed ACT3-4-5 and SAT 4-5-6 prior to conducting SAT-7. Once SAT-7 is conducted and passed, the student pilot will be a qualified 2ship flight lead in the 388th.

## 4ship Flight lead upgrade (4FLUG)

The 4ship flight lead upgrade is conducted over two separate events.

Event 1 is SAT-8: Opposed SAT with a 4 ship. A strike with potential threats of both A-A and A-G, where the student pilot as flightlead will plan and execute a strike which are protected by enemy air and /or SAMs.

Event 2: is ACT 7: DCA CAP with a 4ship. A Combat Air Patrol in a designated area using 4 ship tactics.

Once both events are completed and passed (can be taken in any order), the student pilot is qualified as a 4ship flight lead in the 388th.

## FAC(A)

The FAC(A) upgrade is for pilots wanting to be able to support CAS operations doing FAC(A) duty. The checkout is conducted flying SAT-10 Forward Air Controller (Airborne).

Once SAT-10 is conducted and passed, the student pilot will be a qualified FAC(A) in the 388th and can support CAS operations for any squadrons in the 132nd.

## Mission Commander

The Mission Commander upgrade is the highest qualification a 388th pilot have have, and is conducted over two separate events.

Event 1: SAT 9 which is a AI strike package with minimum 3 flights (Strike, SEAD and Escort/Sweep) into enemy territory. Package consist of different types of aircrafts.

Event 2: ACT-8 which is another DCA CAP mission, where the CAP package is tasked to protect 2 different Fighter Areas of Responsibility (FAOR). The package consists of 3 DCA CAP flights.

Once both events are completed and passed (can be taken in any order), the student pilot is qualified as a Mission Commander in the 388th.

**Continuation Training (CT) (separated into 4 parts):**

- WPN (Self qualify for all weapons and systems)

- ACT (Air Combat Tactics)

- SAT (Surface Attack Tactics)

- SEAD (Suppression of Enemy Air Defences)

**General Self Qualification (Weapons)**

**Air Combat Tactics (ACT)**

ACT 3: DCA CAP

ACT 4: OCA SWEEP

ACT 5: OCA ESCORT

ACT 6: DCA Intercept (QRA)

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**Surface Attack Tactics (SAT)**

SAT 3 (SAT 1 and/or 2, but as FL)

SAT 4: Armed Reconnaissance

SAT 5: Close Air Support

SAT 6: SCAR

**SEAD**

SEAD : Wild weasel 1 (need to be developed)

SEAD: Wild Weasel 2 (need to be developed)

**UPGRADES (UG):**

**FLUG 2ship (Flight lead upgrade)**

SAT 7: Opposed SAT (A-A + A-G)

(ACT 3-4-5 and SAT 4-5-6 need to be finished before FLUG 2ship)

**FLUG 4ship (Flight lead upgrade)**

SAT 8: Opposed SAT 4ship

ACT 7: DCA CAP 4 ship

**Aggressor**

**FAC(A)**

SAT-10 Forward Air Controller (Airborne)

**IP**

**Mission Commander**

SAT 9 Package (3 flight package: Strike, sweep , SEAD)

ACT 8: DCA CAP (Minum 3 flights covering 2 FAOR)