The Legendary TOPGUN Intro inside DCS WORLD (Shot for Shot)

<https://www.youtube.com/watch?v=t3ZEyN-6zkc>

Fox2 Productions May 27, 2020

TOP GUN | DCS World Movie Intro

<https://www.youtube.com/watch?v=k2Arux8mkMw>

RAWMOTION May 30, 2020

DCS F-14: Top Gun Opening Tribute

<https://www.youtube.com/watch?v=NnMmsynPSZY>

steelberg May 27, 2020

The Legendary TOPGUN Intro Inside DCS 2.7

<https://www.youtube.com/watch?v=RXVQeLzYaB4>

Fox2 Productions Sep 10, 2021

TOP GUN intro on DCS World

<https://www.youtube.com/watch?v=AdAuQygsPPU>

じゃむ May 21, 2020

TOP GUN intro DCS

<https://www.youtube.com/watch?v=L4MFhy9ObQc>

MrDeadpool Jun 1, 2020

TOP GUN Opening(DCS World)

<https://www.youtube.com/watch?v=JkvC-S-QOcw>

404 Channel Apr 11, 2021

Topgun Intro Scene DCS

<https://www.youtube.com/watch?v=2wuXImnc_M0>

VALLEY GUYS Sep 15, 2019

CVW-11

VF-114 F-14 100

VF-213 F-14 200

VA-22 A-7 300

VA-195 A-7 400

VA-95 A-6E/KA-6D 500

VAW-117 E-2C 600

VS-21 S-3A 600

HS-6 SH-3 600

VAQ-133 EA-6B 600

VRC-50 C-2 400

VQ-1 EA-3B 010

<https://www.navysite.de/index.htm>

July 5 1985 August 4 1985

Title sequence

Shots 130

1:38=18

1:35=112

Instrumental

At [17:04](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=1024s), the guy facing to the right was my RIO in VF-114 on this cruise and workups....his callsign is (was) Snail. Good shit. The guy doing the dance at time [14:28](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=868s) did that all the time. He was well known for his enthusiasm. I bet the producers saw him doing it (not inside the foul line of course) and decided they needed to capture it.

Let me help ya out brother F-14 guy for a long time. I was stationed VF-111, VF-194, VF-154, VF-124 (RAG) then finally VF-213 (CVW-11) during that time (Airframer) and often did repairs on the Tomcats after the flying sequences. Actually Jello, the Enterprise was on the West Coast, homeported out of Alameda, CA during this time. The Ranger and Enterprise wereboth used in the filming. I was in VF-213 (CVW-11) we did a World Cruise 89-90 and took the Big "E" to the East Coast. Just an FYI, the F-14 does not "fold" it's Wings but rather "Sweep." The F-14 has an on-deck feature "Oversweep" to make more room on the deck for parking. The gasket that is put into the Cat Track is called the "Shuttle Track Slot Seal". The Glove Vanes were eventually disconnected but remained on the aircraft. The "Glory Hound" is not inside the Foul Line, he is the AGO (Arresting Gear Officer) and they can be pretty animated - the AGO is not normally a "Shooter" but can be. I know as a Pilot, you're not on the roof hanging out, but the Flight Deck Crew is a great group of dudes with great characters too. Lastly "Indian Ocean. Present Day." is the Ranger.

Couple of notes from an ex-cat 2 guy... The second "hose" is not a hose at all, it's a cross deck pendant, it's heavy (1 7/8" wire rope) thus the second guy helps pull -the lights of the ILS can be seen in the background. The next guy running with his thumbs up (the Cat is ready for launch) is the Topside safety P.O. giiving the launch officer the go-ahead to launch. The cat guy with both hands raised is the deck edge operator. He holds his hands up to show that his fingers are OFF the launch button. The Cat at this point is in "Final Ready" with the two hundred thousand horsepower Catapult ready to shoot/hurl the (under the deck) dual two ton floating pistons down the deck at 170MPH in 3 stages (the first two stages are within 1 second and designed to prevent breaking the pilots neck from the acceleration). These two ton pistons are stopped within 18 feet with water brakes at the end of the Cat track (again, under the deck). When the deck edge guy had one figure up earlier in the video it was to show the Cat was in "first ready" position. When in the fire button is pushed a red deck edge light comes on meaning the Cat has been fired BUT the mechanics take about two seconds for the cat to actually start the movement of the jet. You do NOT want to be in front of that Cat when the red light comes on as you WILL die. Also, if the Cat fails to fire -it's called a "hang fire" and is EXTREMELY dangerous condition. As it's like a two hundred thousand horsepower gun is cocked and is trying to fire. In the days odf the bridals the CAT crew was to sweep in and knock down the bridal after bridal tension was released. It is known to cat people that they do NOT have to go in during a hang fire because it can and has been deadly. I had a Cat school mate killed on th Constellation when he went in to do do just that. Below deck -the Console recorder realized he forgot to unscrew that latch lock and ran into the launch valve room and unscrewed it -allowing the cat to fire killing my friend topside. He was wrapped up in the nose wheel and the pilot didn't know. They directed him to Barbers Point (Hawaii) and told him to come low and slow over the run way and lower his land gear but not land. The body fell out onto the runway. The pilot landed a little later without knowing what was going on. Rumor was: that pilot was pretty broke up about that and never flew again.

### [**Scott Clymer**](https://www.youtube.com/channel/UC474495ckrBWgnQhJwFCV9Q)

[4 months ago (edited)](https://www.youtube.com/watch?v=0Q4uuFwerdM&lc=UgxnntGLHOE_0Uq36rB4AaABAg.8zlcQt9x2th9N2Lb1zH99C)

[@Bill Rice](https://www.youtube.com/channel/UCoQYSrhZQ7mUn1oaHWmWLgg) Flight Ops and exterior footage were filmed on Enterprise. Interior scenes were filmed aboard Ranger while we were tied up at North Island. Please don't ask for the excruciating detail, because I WILL oblige that request. Right down to who waxed the deck that Maverick and Goose were standing on while waiting to get their ass chewed by the squadron CO.

That hose is proabaly a GTC-85 or GTC-105. The smaller thinner cable would be from an NC-8 electrical cart.

Just for further clarification when I was in the navy I worked on the roof and when you said that the shooter was on the faintail with that other guy doing his famous Michael Jackson impressions the shooter was also the a/g officer. I witnessed him launching the last plane off the waist cats and then waist guys tighten down the waist lockouts (that's what I called them) he would then run to the a/g station.

At [3:35](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=215s) in your video, you say it is an A-6 Intruder in front of the A-7. It is an EA-6B Prowler, not an A-6. Different antennas and you can see the back of the jammer pod on station #3

Huffer started all but S-3 and H-3. Cable is power from either deck edge or hatch in deck. Not SINS cable. The Shooter did go aft during recovery as there was a station in that catwalk and a crew member on sound powered phones to others below.

No, that is the Big E, that glory hound is Wishom, the hangar scene is Ranger.

F-18’s were not on board, we had 1E2, 2A7, 1A6 and 1 EA6B in addition to 2 F14 squadrons. All part of CAW 11, footage was taken during our work ups during the Summer of 1985. And Tom Cruise was an ASS to everyone...

I can shed some light on the launch you didn't know about on the fantail. That was footage of a free deck launch. The old C1 did not have a launch bar and so it was launched from the fantail down the centerline. This is the only type launch not performed by a "shooter", it is actually performed by an ABH (Aviation Boatswains Mate Aircraft Handler or yellow shirt), generally a senior enlisted (E-6, E7 or E8). They stopped free deck launches after the C2 Grey hound entered the fleet because it had a launch bar and could take a cat shot. I am a retired ABH1 (E6), I have 11 years of carrier flight deck time as a director and Crash and Salvage LPO during my 21 years of service. They obviously cut the scene to edit it for dramatic effect, the reaction from the Chief was because it had probably been a long while since he had gotten to do it and was probably one of the few actually qualified to do it. The shooter was pretty much along for the ride to watch up close and act as a safety observer.

<https://commons.wikimedia.org/wiki/Category:Grumman_C-1_Trader#/media/File:C-1A_taking_off_from_USS_America_(CV-66)_1984.JPEG>

[5:22](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=322s) forward hand thumbs up= bird checks good for launch. Aft hand thumbs up= JBD clear of other Aircraft, clear to raise JBD, &, or JBD up and ready to launch depending on the point of the launch.

Any chance that the yellow shirts at [13:38](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=818s) are Arresting Gear Officers? I saw a documentary on the Carl Vinson (narrated by Martin Sheen), and they interviewed a shooter, who also worked at the arresting gear officer. They operated equipment in the area that these guys are working. Basically, they were either setting landing weights or making sure the arresting gear was set. They also relayed info to the green shirts, in the arresting gear spaces, of the aircrafts position, calling "groove" for in the groove, "short" for over the ramp and "trap", for obvious reasons. [https://youtu.be/13bLqGFRfZo](https://www.youtube.com/watch?v=13bLqGFRfZo) Go to [22:50](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=1370s). Shooter mentions going to the arresting gear, after wrapping the waist. Then, if you go back and start at [5:33](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=333s), you'll see the same Shooter, working the arresting gear.

At [14:00](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=840s), you are partially correct. Here's the rest of the story. A Shooter's official title is Catapult and Arresting Gear Officer. While two shooters launch aircraft from the bow and waist catapults, a third shooter inspects the arresting gear and after the launch, will stand watch during aircraft recoveries. The sailor in green with the sound powered phones is most likely the deckedge operator, the one who works in tandem with the arresting gear operators below decks. The shooter signals the air boss and the LSO's that the landing area is clear or foul during aircraft recovery. Most likely, this scene was filmed during the launch process and inserted by the editors along with the F-14 1-wire trap.

I have an answer for you,,, at [13:37](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=817s) the movie shows a few Yellow shirts on the starboard side when an F14 Lands. They know a movie was being filmed that morning but didn't know any cameras were on them at that time, They each of the guys on the right of the scene picked an aircraft and made a bet on which one would launch and land the quickest, the fastest one would win the bet. In the film (that scene) the guy that was kneeling down pointing to the right side was my crash and salvage supervisor years later on CV-64. He kicked his leg out Because he won I think $50 or so,, I can't remember exactly. He never told us who the other 2 guys were but that was why he kicked his leg out. We ( Crash & Salvage team) thought it was really cool that his image was captured in the best Navy aviation movie ever made.

One thing that always bothered me about the "lead in slide" as displayed at [1:43](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=103s) is there is a typo on the screen and after who knows how many people saw this before the movie was released, nobody caught that it reads "... to insure that ..." rather than "... to ensure that ...". True, it is a minor thing, but if anyone in the military turned in something to their CO with that mistake it would not be accepted. Of all of the mistakes in the movie, this is the one that I hate the most.

At [10:52](https://www.youtube.com/watch?v=0Q4uuFwerdM&t=652s), it's not his way of telling the aircraft to stop but rather the universal signal for brakes on. Next, he would not signal to lower launch bar because that is an A6 and its launch bar is manually lowered by the catapult crew.

Should never have a pilot breaking down what flight deck people do...why? Pilots are lost on the flight deck, they don't know or understand what is happening at all!!! Who am I? 30 years Midway, Kitty Hawk, Constellation, Lincoln, Stennis and then...retire! I ran everything....everything on the deck and did just about everything! I ended my career in Flt DK Control. btw, I know several of these people in the opening scene, a few of them are friends of mine and the "glory hound" his name is Wishom he was the FLT DK LCPO at the time of the filming. Oh! I forgot, I was on the Ranger also....4 years, between Midway and Kitty. <https://www.navysite.de/cruisebooks/cvn65-86/145.htm> Clyde B. Wishom

C-1 TO https://www.youtube.com/watch?v=SmW7cT8-HGQ

CVN-65 1986 Cruise <https://www.youtube.com/watch?v=f-9Aw2FYEjc>

7:36

13:06

<https://picryl.com/media/a-right-front-view-of-two-c-1a-trader-aircraft-on-the-flight-deck-of-the-nuclear-2b935a>

VRC-30? RW

https://www.youtube.com/watch?v=uj9uPfCFuCI

F-14s VF-111/VF-51 CVW-15 USS Carl Vinson

160665 – 114 VF-1 Mav/Go “hero”

160681 – 211 VF-25 Ice/Sli

160685 – 104 VF-25/213 Ice/Sli

160694 – 114 VF-1 Mav/Merl

160695 – 203 VF-1 Coug/Merl

https://safe.menlosecurity.com/doc/docview/viewer/docNB9EE9752AB521ee6c98e4bd66a8f85f6db6716f9157561dad199051ccf49916dcc8ac13ba538