

A-10C – Basic Formation R/T Procedures - Departure

Start –up and Taxi to Runway

Teamspeak	Brief by Flt Ldr	Purpose of light Formation composition – Personnel & A/C Tail-Nos Dep Flt Leader (Normally No 3) A/C configuration Departure airfield details Timings and Route Frequencies ATC 140.0 Flt Freq 32.0FM UHF 251.0 Questions
	Move to Server Lay-out page	Enter aircraft Start Checks up to engine start

UHF 251.0	Radio check	Hog Lead Hog 2 Hog 3 Hog 4 Hog Lead	“Hog Flight – This is Hog Lead on 251.0 – Check in” “Hog 2 – Loud and Clear on 251.0” “Hog 3” “Hog 4” “Hog load and clear – Go to 32.00 FM”
VHF FM 32.0	Radio check	Hog Lead Hog 2 Hog 3 Hog 4 Hog Lead	“Hog Flight – This is Hog Lead on 32.0 FM – Check in” “Hog 2 – Loud and Clear on 32.0” “Hog 3” “Hog 4” “Hog load and clear – Go to 140.0”
VHF AM 140.0	Radio check	Hog Lead Hog 2 Hog 3 Hog 4 Hog Lead	“Hog Flight – This is Hog Lead on 140.0 – Check in” “Hog 2 – Loud and Clear on 140.0” “Hog 3” “Hog 4” “Hog load and clear – Stand-by for start clearance”
VHF AM 140.0	Start Clearance	Hog Lead Vaz ATC Hog Lead	“Vaziani – Hog Formation – Four A-10s – Request Start” Vaz ATC will pass start clearance and airfield details “Hog Flight – This is Hog Lead – Start engines”

All ac will start engines – when ready to taxi all will Put on Ldg Lts,
Switch Nav Lts to Steady,
Taxi clear of HAS,
and/or Call “Hog ‘N’ – Ready to taxi” F (on 140.0).

VHF AM 140.0	Taxi Clearance	Hog Lead	“Hog Flt – Hog Lead – Clear to taxi for runway XX”
			Any Hog that is not ready to taxi must call Lead.
			All Hoig ac to listen out also on Flt Frq (in this case

All ac will taxi in turn, following lead at 2-3 ac length spacing.
Lead will hold at Marshalling Point and await arrival of Flight.
Any ac not ready for take-off at this point is to call Lead and let him know.

Line-Up

Lead will line up, in centre of upwind half of runway.
Hog 2 will line up on opposite side with nose abeam Leader’s aft-most point.
Hog 3 will line up behind Lead with a spacing of 3-4 ac lengths.
Hog 4 will line up behind No 2, with nose abeam No 3’s aft-most point.

VHF AM 140.0	Lined Up	Hog 4	“Hog 4 – Ready for take-off”
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Take-Off

VHF AM 140.0 Or 32.0 FM	Take Off	Hog Lead	"Hog Flight – Set 90% on the brakes"
		Hog 2	"Hog 2 – 90% in the Green"
		Hog 3	"Hog 3 – 90% in the Green"
		Hog 4	"Hog 4 – 90% in the Green"
VHF AM 140.0		Hog Lead	"Hog – Rolling in 5 -4 -3 -2 -1 – Rolling" Releases brakes
	Remaining ac roll at pre-briefed intervals – normally 10 secs.		
	Once Hog 4 is safely airborne with Gear and Flaps up and engine instruments checked		
		Hog 4	"Hog 4 – Airborne"
VHF AM 140.0		Hog Lead	"Hog Flight – Change to 32.0FM"
	Wait for 5 - 10 secs		
VHF FM 32.0		Hog Lead	"Hog Flight – Check in 32.0 FM"
		Hog 2	"Hog 2 – Loud and Clear"
		Hog 3	"Hog 3"
		Hog 4	"Hog 4"
		Hog Lead	"Hog Flight – All Load and Clear"
VHF FM 32.0		Hog Lead	"Hog Lead reducing power 2% Turning onto 150 – Climbing to FL 200"
	Probably not necessary for anyone to respond – this is info and as was briefed		
VHF FM 32.0		Hog Lead	" Hog – Route formation - Go"

Route Formation

This is my preferred formation for route flying, where there is no air threat. It does not offer great mutual protection from air attack, and is not as manoeuvrable as some formations. However, I find it relatively relaxed to fly in a non-threat transit. As skills develop we will look at more tactical formations.

No 2 flies in the Leader's 4-5 o'clock, at the same height and a spacing of whatever feels comfortable (usually 50 -200 yds). He may move to the other side if he wishes during turns etc, but must remain easily visible to the Lead

No 3 flies in the Leader's 7-8 o'clock, at around the same ht, and a spacing of around 500 yds. He also may switch sides during manoeuvres, but again should remain within the Leads vision.

No 4 flies in No 3's 4-5 o'clock at around 50-200 yds. In effect No 3 & 4 are a semi-independent pair. Normally No 3 will also be the Flt Dep Leader, and will take over the Flight if the Lead goes missing.

< **No 2**

< **Lead**

< **No 4**

< **No 3**

The other formation, which will be adopted for run and break recoveries, is the Echelon. This is closer formation with all the aircraft lined up in order in the leaders 4-5 o'clock, at around 15 - 30 yds. It is not very manoeuvrable, and the formation will not normally be called into it until lined up at around 4-5 nm from the airfield. The number 4, in particular will find it hard work, and the No 2 and 3 should concentrate on smooth, steady flying, rather than formation accuracy. Turns towards the echelon (i.e. towards the left in Echelon left) are particularly difficult. However, once every one is an 'ACE' we can tighten it all up!