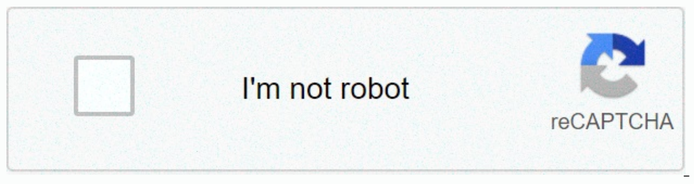

Continue

Dcs av- 8b manual

Guide/Manual DCS Store Trailer The McDonnell Boeing (formerly Douglas) AV-8B Harrier 2 N/A (NightAttack) is a night attack variant developed from the Harrier family. Unique to the Harrier family, although it had only one central engine, it could be used for both forward flight and VTOL, as four nozzles placed on either side of the body could be rotated on the pilot's orders. This allowed the Harrier to operate flexibly from all airfields (harriers could also take off in the usual way from the airfields) and carriers: Harrier would typically operate from STOVL-class carriers with only flat decks and no additional carriers (ramps, launchers, catch wires). The harrier does not require these as it can take off and land vertically: however, with any meaningful payload (shop, fuel tank) on board, it will usually perform a rolling takeoff/landing instead. The AV-8B Harrier N/A is specifically designed for the attack/attack role, allowing for fast attacks thanks to the high speed it can achieve in the forward flight. Despite the relatively small size of the Harrier, it can carry a large amount of ordinances and it has a wide range of sensors integrated into the aircraft, including a nose-mounted sensor package containing a FLIR (Forward Looking Infrared) sensor combined with a regular video camera that can detect objects, lock laser specifieds and provide relevant targeting information for weapons. The AV-8B can also carry the LITENING AN/AAQ-28(V) targeting device on one of its stations to provide its own laser designation, in addition to providing a larger aeration range in which the sensor can be rotated. This expanded sensor package allows it to field a wide range of dumb and intelligent weapons, such as the Mk-82 bomb and its laser partner GBU-12/-16, the AGM-65 Maverick anti-tank missile with the CCD/IR/Laser guidance probe, 2.75 (FFAR) fin air-based rockets in missile clusters, AIM-9 sidewinders and AGM-122 Sidearm anti-radiation missiles for SEAD/DEAD short-range WIP Weapons List AIM-9M infrared guided air-to-air missiles BDU-33 fake training bombs (smoke only) Mk-81 LD 250lb air-controlled bomb Mk-82 LD 500lb unsastowed bomb Mk-83 LD 1000lb unsadriven bomb Mk-81 SNAKEYE (HD) high-towing bomb un controllerless Mk-82 SNAKEYE (HD) Mk-82 AIR un controllerd high-towing bomb can choose high or low bombs 500lb un controller GBU-20 guided bomb GBU-12 laser guided bombs (LGB) GBU-16 LGB AGM-65E Maverick laser-agm-65D/G Maverick infrared-guided air-to-surface missile TGM-65G Maverick AGM-65H/K Maverick Electro-Optical (EO) guided missile ZUNI Mk71 FFAR M156 WP FFAR Mk1 HE FFAR Mk5 HEAT 2.75 Rockets M257 (Parachute Illumination), M274 (Smoke Practice), WTU1B (Practice) SUU-25 flare dispenser Unfulamed GBU-38 500 lb JDAM AGM-122A Sidearm Air to Ground Pods GAU-12A 25mm cannon pod AN/AAQ-28 AN/AAQ-28 II TGP AN/ALQ-164 DECM Smokewinder smoke-only Sidewinder hotas AV-8B (NA) training cluster has throttle and control bar system for thrust and flight direction. In addition, both have additional controls called Hands on Throttle and Stick (HOTAS) to control various functions, especially important combat functions, without taking their hands out of the throttle or sticking. The control bar is similar to the F/A-18 and F-15, but the position of the cutting cap and sensor selection switch are swapped. Flight control and landing gears The landing gear system includes: A nose gear that can control a main gear with two wheels parallel to the nose gear as a U-2 spy plane. These are unique wheels that can brake and each wheel contains a single-winged two-gear brake element. Accidentally retracted, when the plane is on the ground, is prevented by a weight on the wheel (WOW) switch and ground safety lock. Nose Wheel Steering (NWS) The NWS System is an electric hydraulic operating system that can respond to rudder pedal inputs to control orientation for ground operations with three modes. Rudder input is not proportional to the full nose wheel range. Instead, the gain depends on which mode is activated and the full rudder deviation corresponding to the full range allowed in that mode. With HUD in VSTOL mode, the indication provides signals on the steering position and mode. Next to the slideslip ball is the instructions for the current driving mode. Caster mode. The nose wheel does not respond to the rudder input and is free to rotate up to 179° such as due to yawning with the rudder at a higher takeoff or landing speed. Activated with Anti-skid set to ON. NWS: Lo achieved direction. The rudder pedal is connected to the system. The nose wheel has a variety of motions between -14° and 14° degrees. NWS HI: Hi reach steering. The nose wheel range of motion is increased to +/- 45°. HI GAIN steering is undesirable on 20 Knots Ground Speed due to poor directional control characteristics YOU WILL ROLL LIKE A PIG IN THE MUD AT HIGH GROUND SPEED AND NWS INPUT. When adjusting over 75% for takeoff, HI GAIN will automatically depressed down LO GAIN if NWS is still needed. Whenever the nose wheel is within 3° neutral, a C will appear inside the slideslip ball to indicates that it is near the center. This is an important reminder because with anti-slip on, the release of the NWS button will return the NWS to CAST. If the rudder input had not been concentrated before, the NWS would appear to be stuck at low ground speed and the aircraft would continue spinning. This is not noticeable at high speeds, because the rudder will allow the pilot to concentrate the nose wheel. The 4th mode involves overwriting the input and rotating the nose wheel properly to expand and unplw the landing gear. Anti-slip anti-slip is similar to the anti-lock braking system on the car. The anti-slip system also inhibits the nose wheel steering wheel, with the NWS button functioning as a To bump it to the next level of manoly ability. Use Anti-skid to go in a straight line (such as takeoff and landing), and NWS for manoming (such as taxiing and parking). High-speed processing Turn on anti-slip trading reduces manomability for stability and increases braking performance. The steering wheel nose is disabled and is set to caster. This is desirable at high speed during takeoff and landing so that the nose wheel behind the plane yawns in response to the rudder input. Activated NWS will contribute much to yawning inputs and tip planes on especially above 20kts. Low-speed processing Off anti-slip increases ground handling manolyity. NWS is no longer inhibited, and the NWS node collides it up to hi-gain. Brakes react more quickly to the cost of locking wheels with hard applications. When manoly on tight spaces like an aircraft carrier deck, you don't want anti-slip to adjust the brake app and add a lag that can send you over the edges. Elevator Improvement Equipment (LIDs) When hovering near the ground, the jets from the nozzle fall to the ground, ingest and rebound into a fountain that touches the belly of the aircraft. The elevator improvement equipment formed a dress that resembled a seaplane to capture this cushion. The devices also help prevent hot air. The strakes or gunpods are fixed lids. There is a LID fence in front of the nose gear deployed with landing gear. This can be overwritten with a switch on the left behind the pilot to reduce the normal takeoff drag. Speed brakes are also deployed with landing pins, but boths and Tactical Manuals do not say that this is counted as a LID barrier and the override switch does not retract this on the ground. Overall, the aircraft will be able to hover 1,200lbs heavier, and this effect is modeled in DCS. Retracting the landing earlier in a vertical takeoff retracted the fence and the aircraft began to fall, which required increased thrust to maintain altitude. Without more thrust, landing legs and LEDs may not last long in time to correct this behavior. Cold Start - Ground 1) Get your loadout ready, set our fuel and body color as you wish it 2) Switch your battery ON 3) Make sure you've got your throttle set to cut 3.1) If your engine is on idle, find a small lever hidden behind the throttle (cut the throttle laver) and press it 4) Set JPTL ON, switch all your fuel switches on 5) Turn on the engine start switch While your RPM is rising to an idle level of 092 RPM 6.1) Switch your MFDs 6.2) Turn on all your lights 6.2) Turn on all your lights 6.2 3) Turn INS to Align/Ground 6.4) Switch ON MFCP switch 6.5) Switch ON FLIR 6.6) Turn ON all the internal and external light 7) Move your throttle (once the RPM stabilize Turn ON all the internal and external light 7) Move your throttle (once the RPM stabilize on 092 RPM) to idle by actually moving HOTAS You 8) Switch HUD and your radio ON 9) turn on your lid 10) Make sure your Limiters are all ON 11) Turn OFF cold start antiskid - The ship nozzle closest to the cooler air redirects

ahead. Rear nozzle hot air. The harrier is balanced on the columns created by the only down in-flight jet. The air is diverted from the engine and released from the reaction control system valve located on the nose, tail, and wing head to provide yawning, pitch, and roll control during jetborne flight. Engine limitations Although there is no rear burner, the Harrier has a trick to place it further than other attack aircraft such as the SU-25T and A-10C. Engines are allowed to run harder (RPMs in addition to 100%), and hotter (higher jet tube tempurature) during time limits especially with sprinklers. In hot weather JPT temperature tube jets become limited, while in cool weather RPM tends to be limited. There is no throttle for power settings, so pilots must be disciplined. As a rule of general, a careless pilot can fire against the gas wall for 15 minutes before the limiter turns on to avoid further wear and tear. Stable Augmentation and Attitude Retention System (SAAHS) AKA Autopilot. Not a very complex system. First, join the AFC then join ALT HOLD. Harrier's auto-steering system is not too complicated to use. Make sure you have all your Yaw, Pitch and Roll SAS SWITCHES ON Set aircraft at desired altitude/attitude and ensure that the following conditions are respected or auto-steering will automatically leave: You are not in a steep climb/landing (+/- 2000 ft per minute) Speed Flight level must be greater than 160 kts Your bank angle must be less than +/- 20 humidity Your pitch angle must be from -15 humidity to +20 deg You can use your cutting controls while the auto steering system is involved to refine your aircraft attitude. You can remove SAAHS with an emergency SAAHS disconnection switch, AN AFC switch, or move the bar. Unlike the AFC found in the A-4E or F15C community, the Harrier is currently modeled so that sticky inputs cannot be used instead of cutting caps to refine AFC attitudes. According to NATOPS, the symbols on the HUD are less dis disinged in VTOL Master Mode under IMC conditions. The FLIR can be placed on the HUD by setting the brightness selecter below to NIGHT and pressing the select sensor down. VREST Computer VTOL Range, Enduranse, Speed, and Time (VREST) Computers are found on the MFD Menu page. It also ties in with positioning systems and EHSD to select a reference point. From the pilot's point of view, multiple inputs are automatically taken into account due to sensor inputs or ground crew inputs. Gross Weight is the weight of the air frame plus the fuel and ordinances loaded by ground crews. The ordinance also changes in shape and therefore drags. The towing index (DI) is automatically taken into account after re-equipping and updating as when you dispose of external fuel tanks along the way. When completed, pilots can manually enter values using ODU and UFC. An aso signs appear next to values Basic pages The basic values before complications such as loads and weather are piled up. BAW: Basic Aircraft including things that cannot be thrown away and returned to the aircraft. H20: BDI water weight: Basic drag index when the aircraft is in a clean configuration with no store. VL and VTO Show the maximum total fuel and water weight in pounds (F+W) on an aircraft during vertical takeoff or landing. WET implies using the engine with the H20 nozzle in the ON position. Both VL and VTO are the same VREST Page, although the H20 switch has separate landing and takeoff settings. Drying implies the use of the engine with the H20 in the middle OFF position. Total weight is automatically taken into account as well as other parameters. GWT: Total WEIGHT OATC or OATF: Outside air temperature in Celsius or Fahrenheit. Warmer air is less dense and your engine's JPT becomes hotter sooner than requires lower GWT. FELV: The field altitude of the runway or FARP. A higher place is in thinner air which reduces thrust production. ALTM: Altimeter barometric pressure. Some lower pressures are lower which suggests thinner air reduces thrust production. It is up to the pilot to monitor these pages and stay inside them. A really hot weather on the Persian Gulf map can limit engine performance. Trying to VL on a mountain FARP on the Caucus map may have you suddenly dropping out of the sky. For vertical takeoff: First ask the ground crew to load the plane with weapons. Then adjust the fuel and water to match one of the parameters. Unfortunately, the re-armed window at dcs shows fuel as one percent and does not show lbs of H20. As a guide, re-armed to total weight is about 25,000 pounds for a WET VTO or 23,000 pounds for a dry VTO. Also, if you are not in VR and have a computer: Slide Fuel up to 0% and choose your weapon. Adding F+W WET to the current weight to get total re-armed window weight will show Slide Fuel to achieve the desired total vertical landing weight: Discarded fuel or water until F+W is equal to or less than one of the values and flips the H20 switch accordingly. STO Displays the parameters associated with performing short takeoffs. NRAS: Nozzle Rotation Airspeed NOZ: Nozzle installed at GROL: Minimum ground roll distance DT50: the distance required to clear 50-foot obstacles such as trees. To make sto: On MFD select Menu-VREST-STO and the list can be understood as follows: Increase throttle and jump once you reach (NRAS) button by slapping the nozzle on (NOZ). This will take at least (GROL) feet and you will reach 50 feet in (DT50) feet. Press VSTOL Master Mode NRAS is automatically selected on the ODU. Punch in the NRAS value using ufc and press ENTER. When the NRAS is reached, the flight speed on the HUD will be canned. LHA Tarawa has deck markings along the yellow strip to help you determine if you have enough decks in front of you for ground rolls. The last mark before the rear edge is 750, but the entire deck is about 800ft if you reverse up to the rear edge. FARP Assets is about 800ft long along one edge. If you know how to use The length of Tarawa, you know how to STO through the green FARP pad (not the helicopter pad). Cruise (CRUS) Cruise Page has two columns to help optimal pilot cruise. High-altitude journeys (ACR) maximize cruise performance at current altitudes, while the optimal cruise column (OPCR) shows the best altitude and other parameters to achieve overall maximum cruise performance. Currently CRUS seems borked. Use the ACR column, but borrow the MRNG and RFUL values from the OPCR column. While not yet implemented, OPCR can be overwritten by pilot values. For example, pilots can enter altitude to limit OPCR just below the cloud cover. Just match the calibrated flight speed or mach column corresponding to the flight speed shown on hud in NAV or VSTOL master mode. You can translate the ACR list as follows: Flight Button (CAS) or Mach (MACH). The next sightseeing point is (RANG) knots away, and you'll get there with (RFUL) lbs of total fuel remaining. Overall, you have a maximum range (MRNG) of knots and will be left with £800 of fuel when you reach it. Between CRUS and BNGO appear waypoint selected crus are the off's calculation. It is synchronized with the selected EHSD reference point and the arrows increase it in the same way. In fact, when on the go, you can display both CRUS and EHSD as they provide free information. Climb the Cruise Climb based on continuous flight speed, and then switch to climbing Mach continuously when you reach it. Climb at 300KCAS, or 250KCAS if there are plans to level at 10,000ft MSL. While moving out of the takeoff configuration, you should have had witch hats matching yard carets representing 6 noses up. Turn on AFC to keep this for you. Tune the throttle to maintain 300KCAS which will automatically take you into a sustainable motor RPM range. Open VREST-Cruise and OPCR monitoring. Continue to maintain 300KCAS by balancing the optimal Mach Blocking gas or nose pitch and switch to referencing that. Finally, level at recorded altitude. Bingo (BNGO) RAZBAM has not documented this yet, and it can be borked in the same way the cruise page is. Although not yet implemented, some of these parameters can be edited as suggested by the ODU. Similar itinerary but relations with NATOPS and Bingo procedures. It assumes you start climbing to altitude and flying parameters. The most notable feature is the DCRG calculation or range from the current reference point to start descending and reaching sea level with the throttle when idle. Bingo knobs near the fuel index do not affect these calculations. Similar to cruises, £800 of fuel is subtract from the total fuel during the calculation for maximum range. For example, you loitered around for too long during a mission or squeezed in a few too many running guns. You feel like you're going to barely make it back when you view the cruise page. There is a CAP for you to also comfortably ascend to fly more efficiently. Select VREST-BNGO and find out An inerable navigation system (INS) allows the aircraft to know its location and direction without external reference. There is probably no GPS or NAVAIDS due to the terrain feature or enemy interference. Even if those are available, and the INS is not the pilot's primary navigation tool, it is the main reference to the data that goes into making weapons. The INS was aligned and the aircraft took off with a good idea of its location. Cumulative errors and INS development drift so an external reference is finally needed. A pilot can make a fix where they tell the INS we're here that's hoping for better than where the INS thinks they are. A flight plan may involve clear milestones along the way to give pilots a chance to fix the INS so that drift remains within an acceptable range. There are external references that occur more often, automatically and with better quality than depend on a human being. This is analagous to AJS-37 Viggen using TERNAV to update INS. Radio-navigation is available as TACAN or AWLS which in DCS borrows ils existing functions at the airport. Alignment There is a special option to have the AV-8B pre-aligned. Alignment takes about 3 minutes to complete. Electronic horizontal situation display (EHSD) Once the INS is aligned and the GPS is updating it in the background, the pilot navigates by interacting with the EHSD. The EHSD page displays maps, overlays a horizontal situational index, as well as controls and presents other navigation data. Use this page in combination with the UFC and ODU to do some of the following: Create and edit waypoints that rotate an existing waypoints to re-position it specifying a point for sensors to slave to set up radio-navigation using AWLS or TACAN to navigate toward (finding an oil tanker or runway) In real life , EHSD can coat RWR as a rudimentary SA page. Data cartridges can also reside on EHSD with summary locations of units similar to how units appear in dcS KA-50 ABRIS. This is the same graphics management system and moving map chart. Electronic Defense System Access Electronic Measures Counter Measure (DECM) pod Mounted between gunpods or LID strakes. Two radomes show the presence of two different antennae with each jamming differently. Simulating and modeling DECM degrades the enemy's ability to lock you up for the use of weapons. You will be able to get closer to a DECM until they burn through and eventually launch at you. The effectiveness against AA ground units depends on the skill level of the DOE through the task tuning. Depending on the unit, decm may not help a Harrier get any closer to using the usual standoff weapon which is why it seems useless. It is still useful to create drums in an air defense line to pass through, or orbit closer to a SAM site during detection with a TPOD. You can get close to sa-8 Osa or SA-19 Tunguska Tunguska using IR Mavericks. Against Kub and S-300 Grumbles use it to get close enough to loft agm-122 sidearms, and can bait units to wake up and look your way. See AGM-122 Sidearm. You can replace DECM for chaff by turning it on after enemy launch if you are on the edge of their radar efficiency. ED Forum Poster Testing DECM efficacy against A.I. Anti-Air units Automatic Target Handoff System (ATHS) Automatic target delivery system is a data link with tight air support communication on branches in mind. While you can communicate over the radio and copy the information and punch it into the UFC, everything can potentially be sent via the ATHS system so that the 9-line and briefings or free texts are displayed on the CAS MPCD page. Loadout information can also be shared so that ground forces know what is available on the station for the mission. Different military branches have different protocols. The meeting can also be an air defense mission. Imagine the radio text annoted for radio messages for AWACS or JTAC to appear on the MPCD. In DCS, instead of working with Combined Weapons or some core JTAC function, ATHS is a way to list and manage target coordinates to use JDAM. You've got goals in mind rather than waiting for a controller to hand one for you. The F10 marker can be entered to define the CAS page. Pressing constraints for Updated Markpoint Maps checks the F10 map for targetpoints labeled T00 or higher. Each person will receive a residential CAS meeting with relevant information and automatically be given a target point. T00 may need to be assigned to a target as a place-keeping solution for an error, but T01 and up on the F10 map should correspond to T1 on EHSD. Other AV-8B player markers will be imported to test F10 and delete unsymed points so they don't override your points. Another work in the feature process is being able to create a cas meeting manually, where the pilot populates the field with the UFC using the information displayed on the TPOD. Latitude and long-range inputs are not currently in the correct enough format for JDAM employment. The DCS DMT sensor has a simple simulation of the contrast lock similar to Shkval. DMT snaps to the living unit to simulate a contrast lock. DMT uses INS to remember the common area it is considering when locking the gimbal. With rough flying, it will ground steady once within the gimbal limit again, but it may not be exactly the same position it used to be. DMT with roll limit of 450° is not implemented. An unfuled feature is that the DMT can enslave the sidewinder's sensor for image recognition similar to the F-14's Tactical Camera System. Sidearm will also be able to infrastructure this and one will be able to visually identify a emitter. For example, one can avoid shooting at a friendly Hawk location. A fixed FLIR can projected onto HUD. An und deployed feature is using this feature to mark access points with a care marker (^) (^) are potential ground units. Think IRST, but for air-to-ground. AN/AAQ-28V Litening II Targeting the Pod Armaments GAU-12 is mounted as a two-part gun mounted on the belly of the AV-8B. One pylon had a gun (to the right of the pilot), and the other pylon contained ammunition. A conveyor system connects both to supply ammunition and return used casings. The design of the case also allows it to replace lids and maintain their chromatic purpose. This also left the central hard price available for TPOD or DECM. An un simulated behavior involving the gun is controlled by a minimum of 60 psi of air bleeding. This means one may not be able to put the throttle in idle during a steep dive. In general, the engine must be idle higher at lower altitudes to resist the denseter air to drive the gun. On 24 February 2020, RAZBAM changed the module to simulate the 25 mm PGU-32/U SAPHEI-T cartile. Presumably, it was the PGU-20 API that could deal damage to medium armored targets such as M-60 Patton or T-55 units in the DCS. Now you can only deal damage up to light armored targets such as BTR or Shilka. There are armor-piercing ammunition, high explosives and target practice ammunition that all have the same ballistics. Therefore, the implementation of a theoretical combat mixture in the AV-8B would require no mesh changes, compared to the A-10C which showed two impact points for its combat mixture. The same air-to-ground CCIP symbolizes missiles. The Air-to-Air HUD displays a cross (+) showing the gun's sight. The cage/uncage button cycles between two different grid sizes. The figures are taken from Tactical Manual Volume I: The long-range grid for 2,400 ft has a 12.5 million diameter circle with 5.5 million wings on each side. The 1,200 ft close range grid has a 22.5 million diameter circle with 12 million wings on each side. Say 1 million is what 1 unit at 1000 units looks like or in this case what 1ft at 1000ft looks like. The size of the object in that range is mil*(range/1000). The long-range grid at 2,400 ft looks like a 30 ft diameter circle with 13.2 ft wings on each side. Total width 56.4 ft. The short-range mesh at 1200 ft looks like a 30.6 ft diameter circle with 12 ft wings on each side. Total width 54.6 ft. For many A2A aircraft, the wingspan is as wide as a circle or a combination of one wing and circle (o vs-o). A lot of A2G planes you want to run into fit full grid (-o-). What parts of the Reticle Match F/A-18 45' -o Su-25T 47' -o A-10C 58' -o- Su-24 (swept forward) 58' -o- AV-2 8B 22' o MiG-21 23' o F5-E 26' o Mi-26 (height) 26' o C-101 35' o In DCS, a straight line extends from the grid and is longer when the aircraft is manoeu operating and pulling more G. In the TAC manual, the line is the flight path of bullets up to 4,800ft. This line dissapears when possession is flying steadily. So either bullet drop up to 4,800ft is insignificant, or this is just a visual aid the gun snake is dimensionless to let a moment through a goal. Overview of aim-9 Sidewinder air-to-air weapon bombs Due to the modular nature of the Mk.80 series bombs, there are many variants. The total weight of the bomb varies with modifications that make the generic name of ___ pound bomb no longer accurate. However, once you get acquainted with the series, the intention of this chart is to choose the number of states you want and decide how you want it to be delivered by goal. Comparable bomb size (lb) Mk. HD (Snakeyes) HD (AIR) GBU (Laser/Paveway) GBU (GPS/JDAM) GBU (LJDAM) 250 81 SE - - - - 500 8 2 SE AIR 12 38 54** 1000 83 - - 16 32 - 2000* 84* - - 24* 31* - *Not used on AV-8B II, currently for comparison ** Not in DCS due to engine restrictions (a bomb that can switch between laser and GPS instructions is an unprecedented weapon) General Purpose Laser Bomb Guided Bomb Training Unit Mk 20 Rockeye (CBU-100) Cluster Bomb Weapon component: The Mk-7 distribution has a linear charge that divides the container in half like the boat in the Flex Seal Commercial 247x Mk 118 A nose chimney with main mode and options set by the ground crew. The fuzes come in two different FMU-140/B dispenser mechanisms near the smoke that opens based on altitude or time. Pilots use HOF main mode, or 1.2-second delay mode. Smoke mechanical time Mk 339 operation after a period of delay. Pilots can choose one of two modes programmed by ground crews. Rockeyes is a fully circular configuration weapon which means it leaves the factory mostly assembled units and ground crews will only dial in a few settings before being loaded onto the plane. Compare this to picking a missile or warhead bomb, and then screwing the smoke on, and then partly tail, etc. The mission planner chooses a smoke substance and its options out of range available on the weapon. Ground crews performed their work dialing that number into rockeye, and the pilot put the cockpit up very symbolicly on hud in accordance with the expected bomb behavior. In DCS, pilots can switch between modes (PR) and optional (OP) but they don't work. Instead, the Rockeyes are simulated to have a strange hybrid of a near-variable smoke. The container will open on the ground depending on the altitude range it has been released. This simplified means that there is never really a bad release of a container falling to the ground without opening, or opening at an unreasonable altitude because the pilot flies higher. What pilots have to worry about is following the HUD logo and deciding what kind of model to use. A higher falling bomb has more time to spin down and the pattern becomes tighter and less oblique. However, that gives extra time to drift to development so that the model is never on target. The 5000' is a good altitude so you can even bomb Shilkas and AAA emplacements in CCRP. Compare bombs approximately release altitude (ft) Height of Pattern function review below 5000' Instant ' Instant The average oval is about 5000 '1000' circles about 10,000' 600' in dense circles, but in addition to the TARGET AGM-122 Sidearm anti-radiation missile AGM-122 Sidearm is a long-range anti-radiation missile. They are surplus sidewinders repurposed with a different lead that is the reason for the first half of the name. The other half of the name, ARM, refers to it as an anti-radiation missile. The entire name also mentions how it is considered a backup self-protection weapon, rather than a primary SEAD weapon such as the AGM-88 HARM. Like its air-to-air equivalents, a series of tones tell whether a target is locked: A steady tone shows a selected missile and the main arm is on a slightly warped tone that suggests the play is getting closer A violent war tone shows a locked target. The mesh uncages and slews towards the emitter. An existing error is that the grid is not on the target, but is shifted underneath it. Targets are always above and outside the circle (12 hours). They are fire and forget and will dinge on a emitter. Due to the limitations of DCS AI units, the spokesman did not attempt to hide from an anti-radiation missile. An antenna that appears on your RWR will definitely follow up. If the RWR screen is too crowded, look for the antenna that opens and rotates with the TPOD. The AGM-122 lofting not only tracked the target after launch, but also got a target. As long as it catches a play set in its field of vision, it will start tracking and steering towards it. This meant they could be lofted as AGM-45 Shrikes during the Vietnam War in the hope that they found something on their way down. They have to find a lock within about 15NM. Otherwise they will not steer against gravity and they quickly tip straight into the ground. Lofting Table: 10 NM directly point to it if you can't wait for a lock on the tune of 15 NM @ 45° (hi corner loft/entry) or @5° (low angle loft/entry) 20 NM @ 30° (med loft/entry, most reliable) 25NM @ ~15° (Unreliable) Your velocity vector score at the target Sea level near M0.82 rises starting from a recorded distance so that the missile's visibility is straight to the angle. Release at about 3,500ft ASL Sometimes it is recommended to loft a missile at 15NM and then reach altitude while continuing towards the target and spinning out of range. For example, you can deliberately draw the attention of early warning radar so that it can bait the nearby SA-15 Tor or SA-8 Osa to start tracking you. This gives Sidearm something to keep track of by the time it is heading down. AGM-65E Maverick Laser Guided Missile AGM-65G Maverick Infrared Guided Missile IR must be cooled for approximately 3 minutes before it can be disassembled and provide video feed visible on MPCD. Cooling begins by selecting weapons through MPCD > Stores > IRMV or by Select the pylon on the weapons console in any overall mode. However, only A/G Master Mode displays canned IRMV on the MPCD as visual confirmation. IRMV must stay selected for 3 consecutive minutes without choosing another weapon. STBY will change to RDY to show that the finder is done cooling and ready to be uncaged. The UFC has an independent timer and stopwatch function to help pilots track this manually. One can also start cooling before linking the INS so that both end at the same time. Slewing and Slaving Interaction Without other active sensors, uncaging will show mpcd find and it will remain boresighted. SS Forward to IRMV assigns all TDC functions to it. Initially, the sensor will move with the airframe, and the slewing will adjust this fixed position. The TDC Depress will stabilize the IRMV and it will move independently of the airframe. Once the gimbal limit is exceeded, the sensor returns to aiming, but does not remember its position via ins such as DMT. Uncaging the rocket automatically enslaves it to where a sensor is locked. Finder will update and jump to the new location once the DMT or TPOD slewing stops. With TPOD, SS Forward assigns TDC Depress to IRMV so that it can be used to command a lock. However, TDC slewing is still assigned to the TPOD as long as the TDC is underlined. With DMT, SS Forward assigns all TDC functions to IRMV. Slewing maverick sensor disengages slaving to DMT unless DMT is boresighted and ground stable again. So be careful not to knock the seeker off the DMT while trying to TDC Depress or else you'll be setting everything up from scratch. NATOPS AV-8B Harrier II Flight Manual Information on airframe operation, procedures, flight characteristics, and cymynology. AV-8 Tactical Manual Information about armaments and related avionics such as MPCD pages to control them. Includes AV-8B II (Day, Night, and Plus) Volume I variants more specifically than NATOPS in terms of er000 electronics. This is where you should go if you want to model tactically important electronic systems. Think visual references to how an MPCD or HUD site should look. It has a brief section on the electrolymed spectrum which is an important foundation for understanding the capabilities and limitations of equipment working with different parts of the spectrum. Examples of covered sensors are the APG-65 Radar, NAVFLIR, NVG, and Angle Rate Bombing System (of which DMT is part of). Some stores and weapons are included when they attach to electromagnetic radiation such as IR and Laser Mavericks, Navigation Sidearms on radio waves, or TPODS because of its sensors and lasers. Episode II delves deeper into weapons and fumes, carrying and deploying them. This is where you should go if you want to see information regarding weapon modeling in DCS such as ballistics, bombing tables, gun spreads, towing indicators, weights, etc. , attaching it to aircraft and programming boards The plane knows what is loaded. Episode III is not available on the linked website. This may contain more recent and sensitive information on all GBUs. Episode II never mentions JDAMs that come out later or too close to modifying the volume to make it in. Of the GBU kits mentioned, only basic weapons delivery information is provided to the GBU-12 and GBU-16 laser-guided. The reader is pointing towards Volume III to get information in the same depth of other weapons included in Volume II such as configuration and employment. Paveway series of kits don't even have pictures. Video tutorial 1. Redkite video tutorial: Feature list HOTAS Configs Mods Cpt. Creosotes Harrier Sound Mod 1.2 -Many audio APU improvements -Improve the boot atmosphere -Improve internal sound when flying -Adjust external audio -Modified audio distance Download from DCS User Files Hear it in action action