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Requiem's

Air Combat Tutorial Library

Cockpit Workflows: F/A-18C Hornet

THANK YOU TO MY PATREON SUPPORTERS!

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Thanks to “Busdriver” and “Ivank” for reviewing my F/A-18 content!

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DCS F/A-18C COCKPIT WORKFLOWS

(Click the flow)

1. Practice Page
2. External Power Only
3. Before Start (APU)
4. R Engine Start
5. L Engine Start
6. Crossbleed Start
7. After Start
8. Taxi
9. Before Takeoff (Airfield)
10. Before Takeoff (Carrier)
11. Takeoff (Carrier)
12. Carrier Departures
13. Climb
14. Air-Air Refueling
15. Fence IN Check
16. Air-Air Flows
17. Air-Ground Flows
18. Fence OUT Check
19. Descent
20. Before Landing (Airfield)
21. Carrier Landings
22. After Landing
23. Shutdown

FLOW PRACTICE PAGE

This page is intentionally blank so you can practice visualising your flows on a blank cockpit

BACK TO COCKPIT FLOWS LIST

EXTERNAL POWER

TRIGGER: SPAWN INTO AIRPLANE

An optional flow that lets you use your airplane's systems on external power without engines running to save fuel

1. External Power.....CONNECT
2. External Power Switch.....RESET
3. Ground Power Switches 1B, 2B, 3B, 4B.....ON

   (Press & hold switch forward for a few seconds)
4. Left DDI.....DAY OR NIGHT
5. HUD Controls.....SET

   * Brightness - Clockwise (HUD ON)
   * BLK LVL - Clockwise
   * ATT Switch - Auto
   * ALT Switch - RDR
6. AMPCD Brightness.....FULLY CLOCKWISE
7. Right DDI.....DAY OR NIGHT
8. INS.....CV (CARRIER) or GND (AIRFIELD)

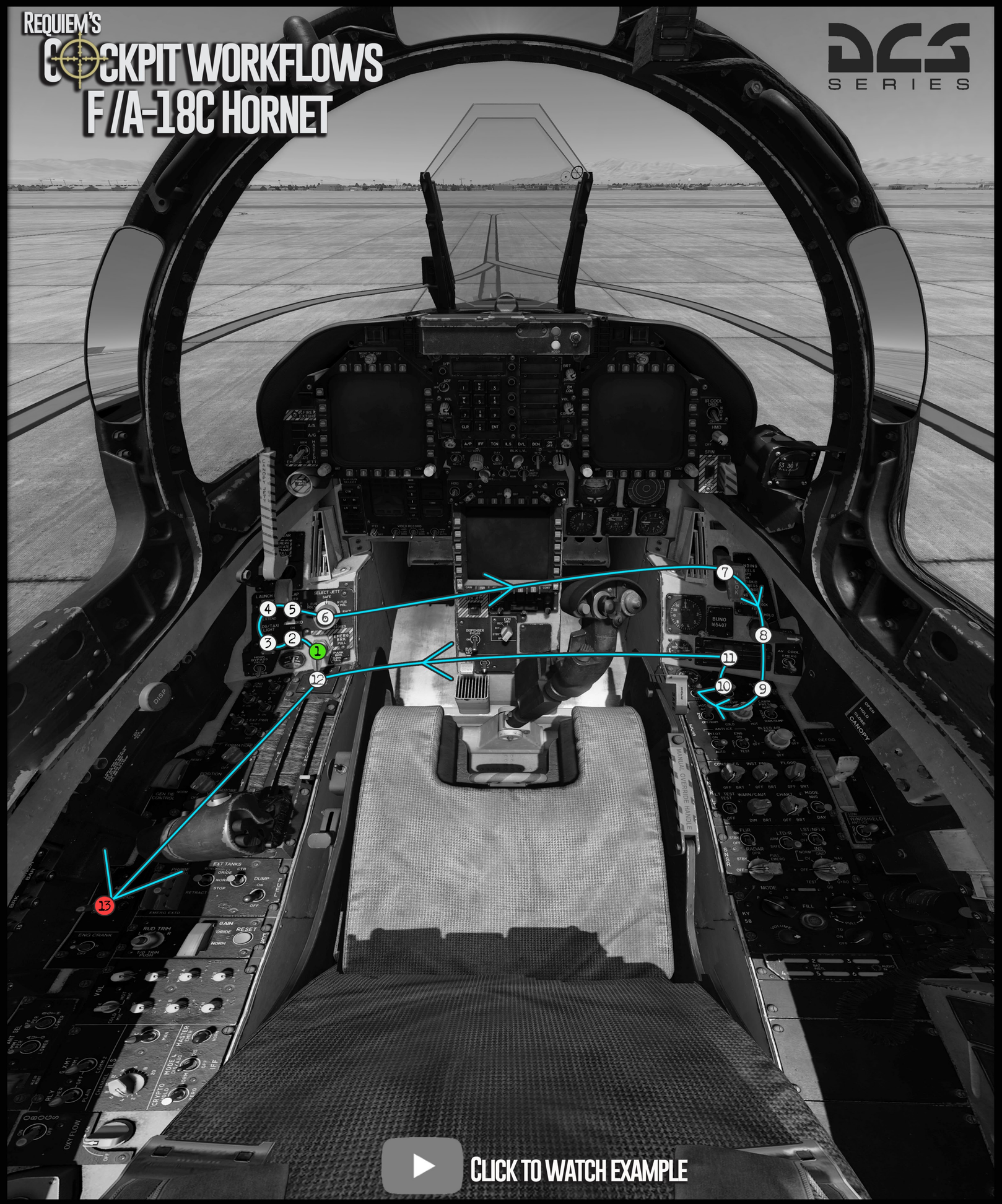
Optional Stored Heading Alignment (5 x faster)

- AMPCD - STD HDG (PB #19) or
- L/R DDI - SUPT MENU (PB #18), HSI Page (PB #2)

INPUT WAYPOINTS & USE SYSTEMS AS DESIRED

WHEN READY, BEGIN "BEFORE START" FLOW

BACK TO COCKPIT FLOWS LIST



BEFORE START

TRIGGER: SPAWN INTO AIRPLANE

1. Parking Brake.....SET (VERTICAL)
2. Anti-Skid.....ON (Airfield) or OFF (Carrier)
3. Landing/Taxi Light.....OFF
4. Launch Bar.....RETRACT
5. Flaps.....FULL
6. Select Jettison.....SAFE
7. Hook.....UP
8. Wing Fold Handle.....SAME AS WINGS
9. Generators.....BOTH NORM
10. Battery Switch.....ON
11. APU Accumulator Caution Light.....OUT
12. Fire Detection.....CHECK & TEST

    This is an optional step

    *Cycle battery or wait 7 seconds between TEST A / B

13. APU Switch.....ON

    - A green light will illuminate next to the switch within 30 seconds to indicate APU is ready

BACK TO COCKPIT FLOWS LIST

R ENGINE START

TRIGGER: APU IS READY (GREEN LIGHT)

1. ENG START CRANK switch.....R
2. R Throttle.....IDLE @ 15% RPM
3. R Engine Instruments.....CHECK
   - * RPM 63-70%
   - * EGT 190-590°C
   - * Fuel Flow 420-900 pph
   - * Nozzle 73-84%
   - * Oil Pressure 45-110 psi
4. Left DDI.....DAY OR NIGHT
5. HUD Controls.....SET
   - * Brightness - Clockwise (HUD ON)
   - * BLK LVL - Clockwise
   - * ATT Switch - Auto
   - * ALT Switch - RDR
6. AMPCD Brightness.....FULLY CLOCKWISE (ON)
7. Right DDI.....DAY OR NIGHT
8. HMD.....ON (If equipped)
9. Radar Altimeter.....SET
   - a. 40 Feet on Carrier / 200 Feet on Airfield
10. BLEED AIR KNOB.....Cycle C/W OFF-NORM
11. Interior Lights.....AS DESIRED
12. FLIR (if equipped).....STBY
13. Radar.....STBY
14. INS.....CV (CARRIER) or GND (AIRFIELD)

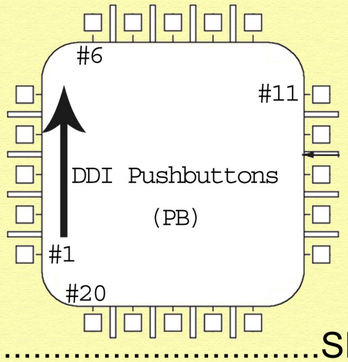
Faster INS Align - On AMPCD press STD HDG (PB #19)

BACK TO COCKPIT FLOWS LIST

L ENGINE START

TRIGGER: INS ALIGNMENT STARTED

1. ENG START CRANK Switch.....L
2. L Throttle.....IDLE @ 15% RPM
3. L Engine Instruments.....CHECK
   - * RPM 63-70%
   - * EGT 190-590°C
   - * Fuel Flow 420-900 pph
   - * Nozzle 73-84%
   - *Oil Pressure 45-110 psi
4. Left DDI.....FCS Page
   - a. SUPT MENU (PB #18)
   - b. FCS Page (PB #15)



5. COMM 1.....SET
6. IFF.....ON
   - *Set Modes 1 / 2 / 3 / 4 as desired
7. TACAN.....ON/SET (BRC HDG)
8. Data Link.....ON (Channel 127)
9. COMM 2.....SET
10. Right DDI.....BIT Page
    - a. Set BIT Page - SUPT MENU, BIT Page (PB #8)
    - b. Halt BIT Flashing - Press STOP (PB #10)
11. External Power/Air.....DISCONNECT

BACK TO COCKPIT FLOWS LIST

CROSSBLEED START

TRIGGER: INS ALIGNMENT STARTED

1. APU Switch.....OFF
2. L Throttle.....80% RPM MINIMUM
3. ENG CRANK Switch.....L
4. L Throttle.....IDLE @ 15% RPM
5. L Engine Instruments.....CHECK

   * RPM 63-70% * EGT 190-590°C

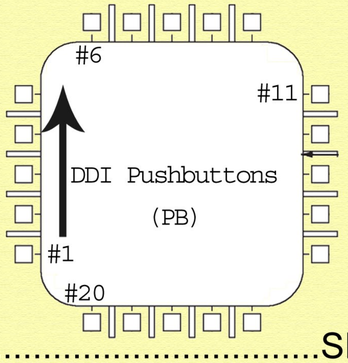
   * Fuel Flow 420-900 pph * Nozzle 73-84%

   *Oil Pressure 45-110 psi psi

6. Left DDI.....FCS Page

   a. SUPT MENU (PB #18)

   b. FCS Page (PB #15)



7. COMM 1.....SET
8. IFF.....ON

   *Set Modes 1 / 2 / 3 / 4 as desired

9. TACAN.....ON/SET (BRC HDG)
10. Data Link.....ON (Channel 127)
11. COMM 2.....SET
12. Right DDI.....BIT Page

    a. Set BIT Page - SUPT MENU, BIT Page (PB #8)

    b. Halt BIT Flashing - Press STOP (PB #10)

13. External Power/Air.....DISCONNECT

BACK TO COCKPIT FLOWS LIST

AFTER START

TRIGGER: ENGINE STARTS COMPLETE

1. OXY FLOW.....ON
2. OBOGS Switch.....ON
3. FCS Reset.....PUSH

   *Verify all Xs cleared from L DDI FCS Page

4. Stabilator Trim.....PUSH

   *Hold until TRIM ADVISORY appears (12° Nose Up)

5. APU.....VERIFY OFF
6. Flaps.....HALF
7. BINGO Fuel.....SET
8. FCS BIT.....RUN (b. and c. together)

   a. Right DDI - FCS MC (PB #5)

   b. Right DDI - FCS-BIT (PB #5)

   c. FCS BIT Switch - UP (Press "Y" Key)

   d. All BIT Results "GO"

9. Standby Attitude Indicator.....UNCAGE
10. Altimeter.....CHECK & SET
11. All Caution Lights.....OUT
12. Canopy.....CLOSE

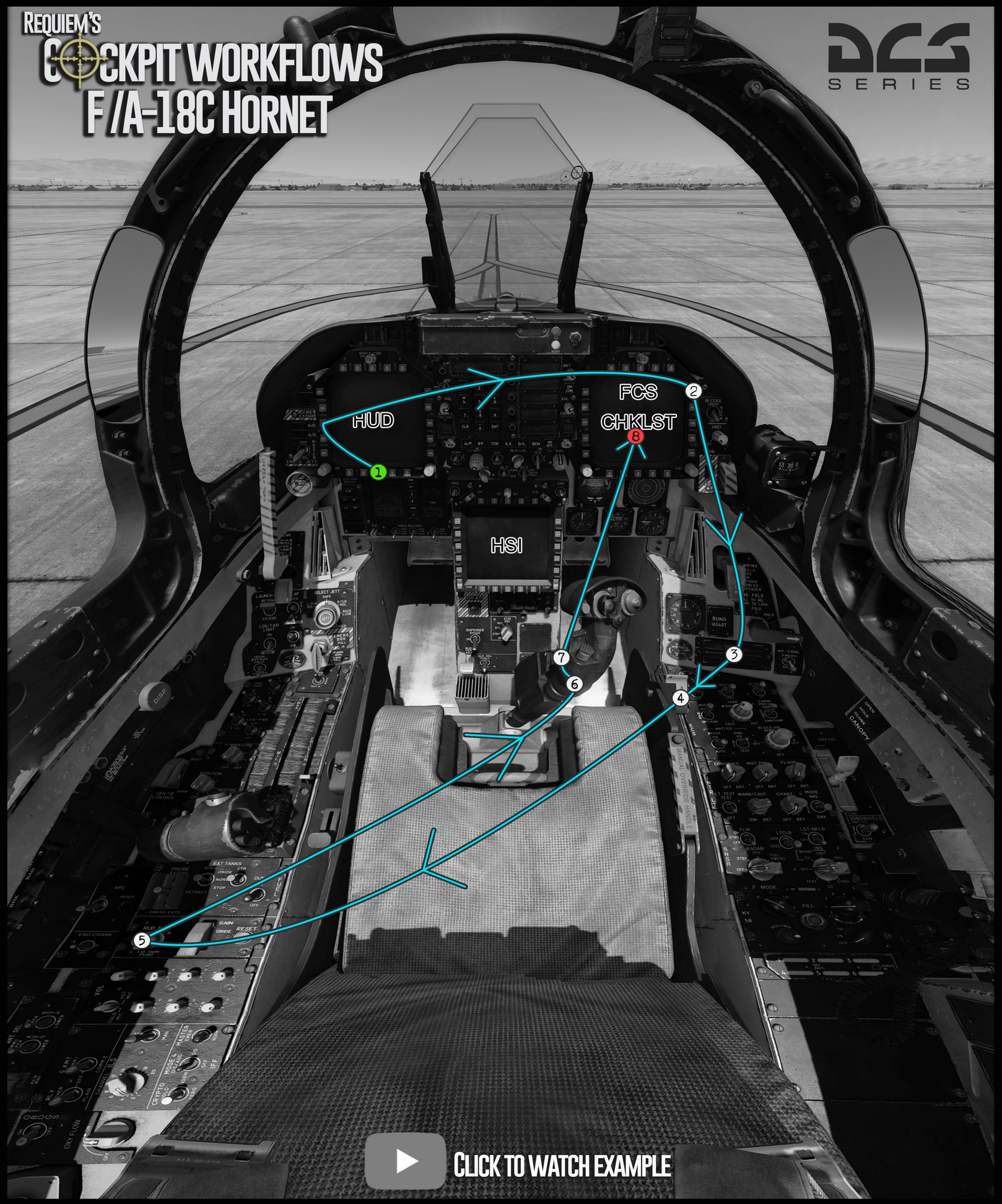
BACK TO COCKPIT FLOWS LIST

BEFORE TAXI

TRIGGER: INS ALIGNMENT COMPLETE

1. INS ALIGNMENT..... .....VERIFY "QUAL: x.x OK"
2. Navigation.....TCN or WYPT
   - a. TCN (PB #5), but if using WYPT (PB #11)
   - b. Choose first waypoint with arrows (PB #12 & 13)
3. HMD (if equipped).....BIT
   - a. DISPLAYS (PB#11), then HMD (PB#11)
   - b. Test Patterns Shown - STOP (PB#8)
4. HMD (if equipped).....ALIGN
   - R DDI SUPT Menu, HMD (PB#3), ALIGN (PB#20)
   - Superimpose HMD cross on HUD cross
   - Align by holding CAGE/UNCAGE until "ALIGN OK"
   - Use TDC controls to fine tune alignment
   - CAGE/UNCAGE swaps between fine align options
   - "Center Display" appears, perform realignment again
   - Unbox ALIGN (PB#20) or move TDC to other display
5. Wing Unfold.....SPREAD & LOCK (FIELD)
   *Wait 5 seconds after SPREAD finishes before locking
6. Wheel Chocks.....REMOVE
7. INS.....NAV or IFA
   - If a P/INS Advisory appears, set to IFA
8. External Lights.....AS DESIRED
9. Landing/Taxi Light.....AS DESIRED
10. Parking Brake.....RELEASE (Horizontal)

BACK TO COCKPIT FLOWS LIST

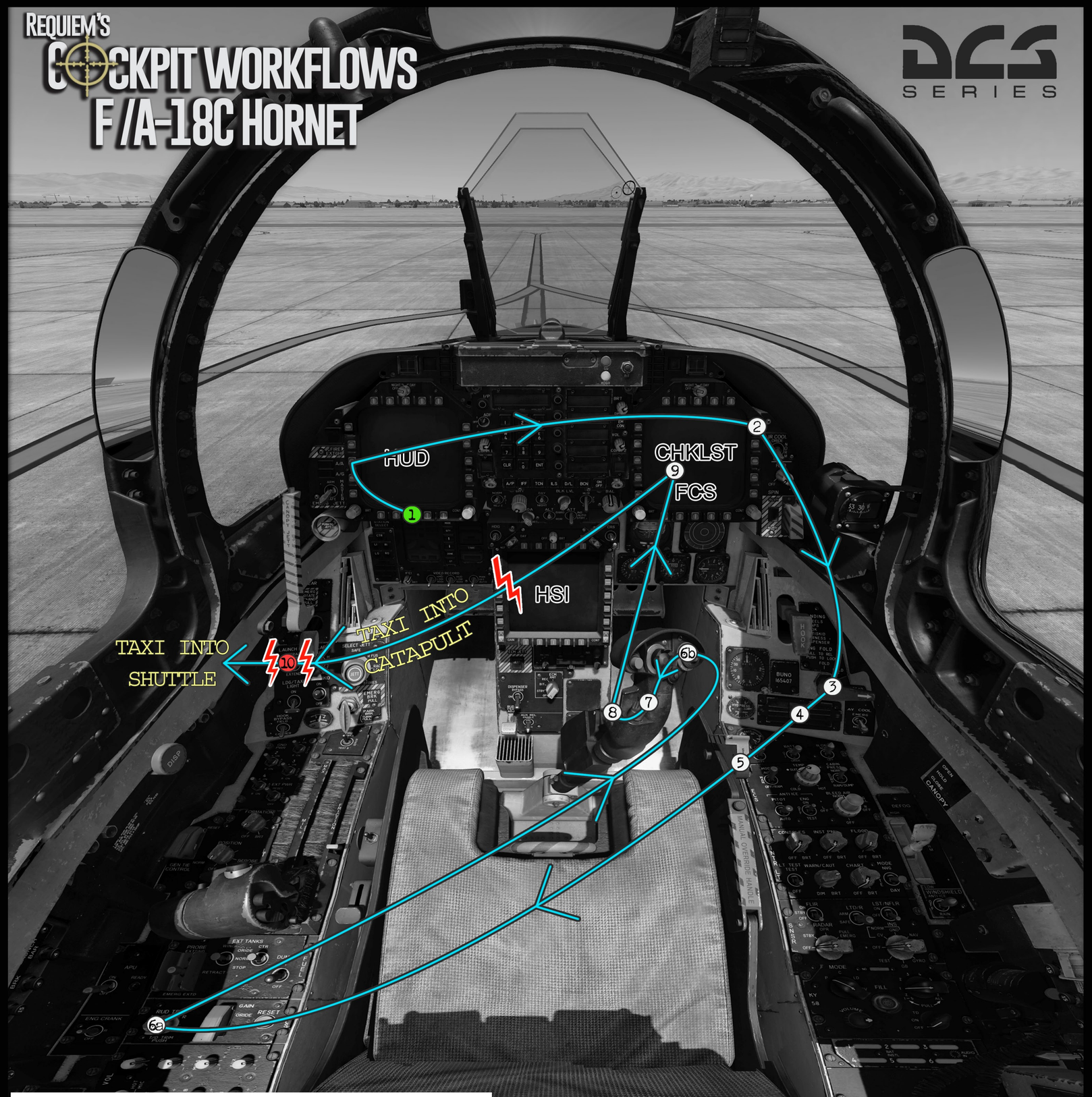


BEFORE TAKEOFF (FIELD)

TRIGGER: APPROACHING RUNWAY

1. Left DDI.....HUD Page
   - * TAC Menu (PB #18)
   - * HUD Page (PB #3)
2. Right DDI.....CHKLST Page
   - * SUPT Menu (PB #18)
   - * CHKLST Page (PB #11)
3. Warning & Caution Lights.....OUT
4. Ejection Seat.....ARMED
5. Stabilator Trim.....PUSH
   - *Hold until TRIM ADVISORY appears (12° Nose Up)
   - *CHKLST or FCS Page will indicate 12° Nose Up
   - *If weight is > 45,000lbs then set 10° Nose up stab trim
6. Controls.....WIPEOUT with NWS Disengaged
7. Nosewheel Steering (NWS).....LOW
8. Takeoff Checklist.....COMPLETE
   - *Can switch R DDI to FCS Page if desired

BACK TO COCKPIT FLOWS LIST



CATAPULT LONGITUDINAL TRIM

WEIGHT BOARD	NOSE UP TRIM
44,000 LBS AND BELOW	16 °
45,000 – 48,000 LBS	17 °
49,000 LBS AND ABOVE	19 °

CLICK TO WATCH EXAMPLE

BEFORE TAKEOFF (CARRIER)

TRIGGER: LINED UP BEHIND CATAPULT

1. Left DDI.....HUD Page
   * TAC Menu (PB #18)
   * HUD Page (PB #3)
2. Right DDI.....CHKLST Page
   * SUPT Menu (PB #18)
   *CHKLST Page (PB #11)
3. Wing Unfold.....SPREAD & LOCK
   *Wait 5 seconds after SPREAD finishes before locking
4. Warning & Caution Lights.....OUT
5. Ejection Seat.....ARMED
6. Stabilator Trim.....SET
   a. Hold until TRIM ADVISORY appears (12° Nose Up)
   b. Increase Nose Up Stabilator trim by weight
7. Controls.....WIPEOUT with NWS Disengaged
8. Nosewheel Steering (NWS).....LOW
9. Takeoff Checklist.....VERIFY COMPLETE

   * Prepare to follow Aircraft Director's Signals *

   AIRCRAFT DIRECTOR - TAXI INTO CATAPULT

   AIRCRAFT DIRECTOR - EXTEND LAUNCH BAR

10. Launch Bar.....EXTEND

    AIRCRAFT DIRECTOR - TAXI INTO CAT SHUTTLE

    AIRCRAFT DIRECTOR - LAUNCH BAR SWITCH UP

    "Thumbs Up" received signal when good to launch

BACK TO COCKPIT FLOWS LIST

TAKEOFF (CARRIER)

TRIGGER: "ENGINE RUN UP" SIGNAL

1. Wheel Brakes.....RELEASE
2. Parking Brake.....RELEASED (Horizontal)
3. Throttles.....MAXIMUM
4. External Light Switch.....FWD (ON)

ON at night Time action signals you're ready to launch

5. Signal the Shooter.....SALUTE

Using " \ " Comm menu or " L CTRL + L SHIFT S "

YOU WLL NOW BE LAUNCHED OFF THE CARRIER

BACK TO COCKPIT FLOWS LIST

CARRIER DEPARTURE

TRIGGER: AIRBORNE OFF CARRIER

1. Pitch Attitude.....10-12° NOSE HIGH
2. Landing Gear.....UP (Before 250 KIAS)
3. Flaps.....AUTO
4. Clearing Turn.....AS REQUIRED

   No Clearing Turns for Case III Departures (Night / IFR)

   20° Left off Waist Catapults

   20° Right off Bow Catapults
5. Departure Procedure.....AS REQUIRED

CASE I Day VFR: > 3000 ft ceiling > 5 sm vis

- Turn back and parallel BRC
- 500 ft AGL, 300 KIAS
- After 7.0 DME from carrier, proceed on course

CASE II Day MVFR: 1000 - 3000 ft ceiling > 5 sm vis

- Turn back and parallel BRC
- 500 ft AGL, 300 KIAS
- At 7.0 DME, turn to intercept 10.0 DME Arc
- Continue climb and join desired departure radial

CASE III Night or IMC: < 1000 ft ceiling < 3 sm vis

- No clearing turn
- Straight climb at 300 KIAS, 1500 ft AGL by 5.0 DME
- At 7.0 DME, turn to intercept the 10.0 DME Arc
- Continue climb and join desired departure radial

BACK TO COCKPIT FLOWS LIST

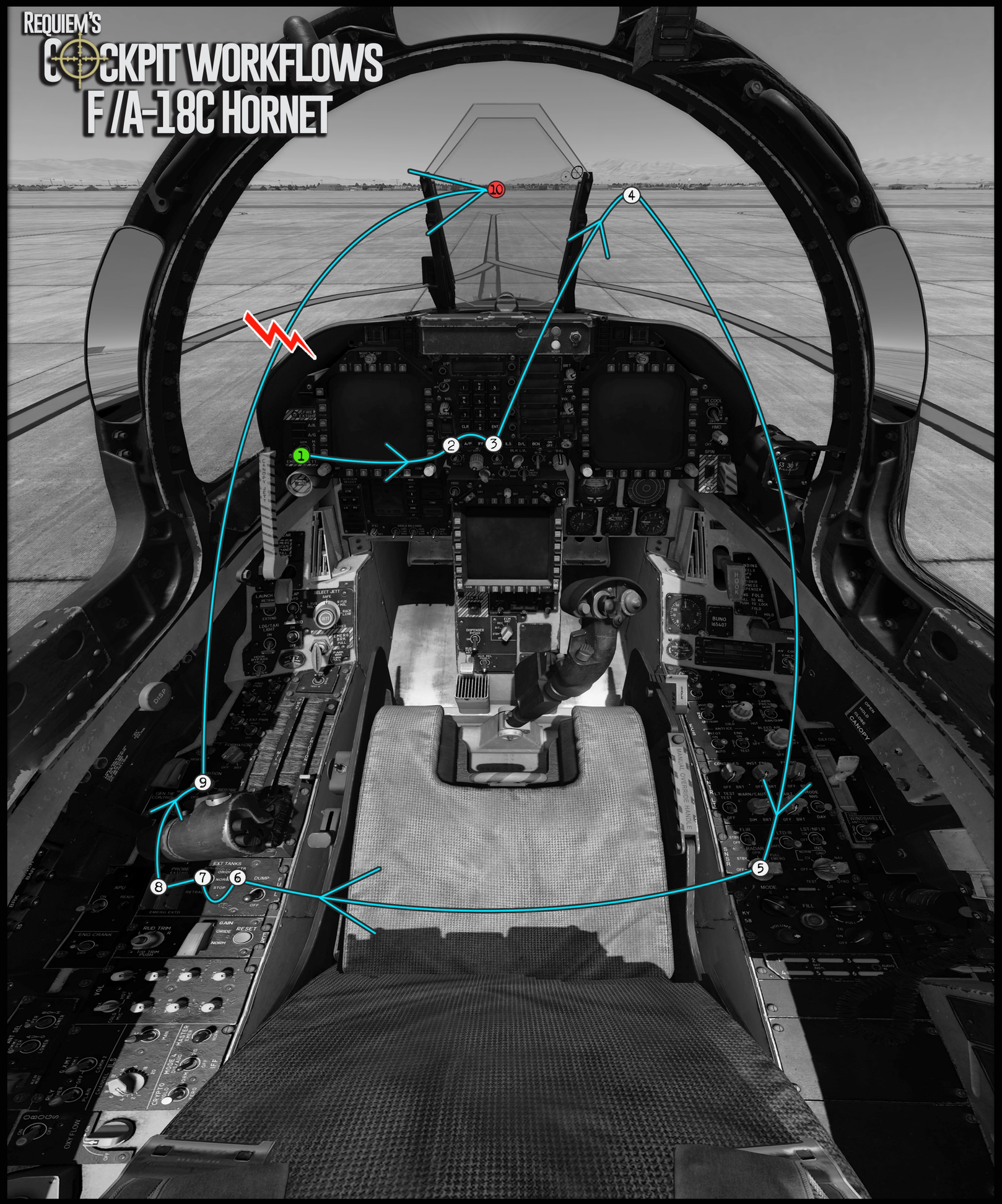
INITIAL CLIMB

350KTS CLIMB UNTIL SWITCH TO MACH

1. Engine Anti-Ice.....AS REQUIRED
2. FLIR.....ON (If available)
3. Radar.....OPR
4. Cockpit Altimeter.....CHECK
5. ALR-67 RWR.....ON
6. ECM Selector.....REC
7. Dispenser.....ON or BYPASS
8. Fuel Transfer.....CHECK
9. Left DDI .....SETUP EW Page
   a. TAC Menu (PB #18)
   b. EW Page (PB #17)
   c. ALE-47 (PB #8) Setup as desired
10. ALT Switch .....BARO (B on HUD)
    needed above 5,000 ft
11. Right DDI.....SETUP RDR ATTK Page
    a. TAC Menu (PB #18)
    b. RDR ATTK Page (PB #4) Setup as desired

Autopilot may be coupled to reduce cockpit workload during the initial climb out

BACK TO COCKPIT FLOWS LIST



AIR REFUELING

TRIGGER: INTENT TO REFUEL

1. Master ARM.....SAFE
2. Comm 1 or 2.....TUNE TO TANKER
3. TACAN.....TUNE TO TANKER
4. Tanker Comms.....“INTENT TO REFUEL”

TRIGGER: MAINTAINING VISUAL WITH TANKER

5. Radar.....STBY
6. Internal Wing Fuel.....AS DESIRED
7. External Tanks.....AS DESIRED

*Set external and wing tanks to STOP or ORIDE if fuel level is critical to ensure fast transfer to engines

8. Air Refuel Probe.....EXTEND
9. Exterior Lights.....STEADY BRT (Night)

TRIGGER: WITHIN 0.1NM OF TANKER

10. Tanker Comms.....“READY PRE-CONTACT”
    - Closure - 2kts or less
    - Fly Refueling Probe into the basket
    - Refueling completed, disconnect, reset plane config

Refueling Airspeeds:

KC-130 - 200 to 250 KIAS

KC-135 - 200 to 275 KIAS or Mach 0.8 (whichever is less)

S-3 Viking - 200 to 300 KIAS

DESCENT

TRIGGER: PREPARING TO DESCEND

CALL INBOUND TO CARRIER BY 50NM

1. Hook Bypass.....FIELD or CARRIER
2. Anti-Skid.....ON (Field) or OFF (Carrier)
3. Master Arm Switch.....OFF
4. Master Mode.....NAV
5. Left DDI.....HUD or ADI Page
6. COMM 1.....SET (Field/Carrier)
7. TACAN.....TUNE & SET
8. ICLS.....TUNE & SET
9. Altimeter setting.....CHECK & SET
10. Arrestor Hook.....DOWN (Carrier)
11. Radar Altimeter/WARN ALT.....SET
    a. FIELD - 450 ft VFR (@ 90° of base-final turn)
       - 200 ft IFR (or expected DH/MDA)
    b. CARRIER - 360 ft / 450 ft Case I / II
       - 360 ft / Case III
12. Anti-Ice.....SET
    a. Pitot Anti-Ice - Auto
    b. Engine Anti-Ice - As required
13. DEFOG Handle.....HIGH
14. WINDSHIELD switch.....AS REQUIRED

BACK TO COCKPIT FLOWS LIST

BEFORE LANDING (FIELD)

TRIGGER: 3NM INITIAL

Altitude - 800 ft, Airspeed - 350 KIAS

1. Hook.....UP
2. ALT Switch.....RDR

   (BARO can be used if field has uneven terrain)
3. Dispenser.....OFF
4. Hook Bypass.....FIELD
5. Anti-Skid.....ON

BREAK WITHIN FIRST 2/3 OF RUNWAY

6. Taxi/Landing Light.....ON
7. Landing Gear.....EXTEND < 250 KIAS
8. Flaps .....FULL < 250 KIAS

TRIGGER: LEVEL ON DOWNWIND

9. Landing Checklist.....COMPLETE

DESCEND TO 600FT AGL

10. AoA Indexer.....ON SPEED

TRIGGER: 1-1.2 NM ABEAM TOUCHDOWN POINT

~15 seconds, start base-final turn (-1 sec per kt headwind)

*Touchdown point should approach 45° behind 3/9 line

- After 90° of turn: On-speed @ 450 ft, V/S -500 fpm
- 45° from RWY: On speed @350ft, V/S -500-700 fpm
- Final: On speed @300ft, centerline, V/S -500-700 fpm
- Touchdown: Throttles IDLE

BACK TO COCKPIT FLOWS LIST

CASE I RECOVERY (CARRIER)

TRIGGER: 3NM INITIAL ABEAM CARRIER

Altitude - 800 ft, Airspeed - 350 KIAS

1. Hook.....DOWN
2. ALT Switch.....RDR
3. Dispenser.....OFF
4. Hook Bypass.....CARRIER
5. Anti-Skid.....OFF

AT 1.0NM PAST CARRIER, LEVEL BREAK TURN

IDLE POWER + SPEEDBRAKES

6. Taxi/Landing Light.....AS DESIRED
7. Landing Gear.....EXTEND < 250 KIAS
8. Flaps.....FULL < 250 KIAS

DESCEND TO 600FT ON DOWNWIND, ON SPEED

9. Landing Checklist.....COMPLETE
10. AoA Indexer.....ON SPEED

TRIGGER: 1.0-1.5 NM ABEAM CARRIER STERN

*30° AoB Turn @ 1.2 nm abeam carrier's stern

(+/- 1° AoB per +/-1 0.1nm from 1.2nm)

*After 90° of turn: On-speed @ 450 ft, descent 500 fpm

*Next 45°:On speed @350ft, descent 500-700 fpm

*Final:On speed @300ft, centerline, descent 500-700 fpm

11. Carrier Comms.....CALL"BALL"

- If Ball not in sight, call "CLARA"

TOUCHDOWN - MIL Power & Retract speedbrake

BACK TO COCKPIT FLOWS LIST

AFTER LANDING

TRIGGER: CLEAR OF RUNWAY / CABLES

1. Hook.....UP (CARRIER)
2. Wings.....FOLD & LOCK (CARRIER)

   *Wait 5 seconds after FOLD finishes before locking

3. Ejection Seat.....SAFE
4. Flap Switch.....AUTO
5. Landing/Taxi Light.....AS DESIRED
6. Stabilator Trim.....PUSH

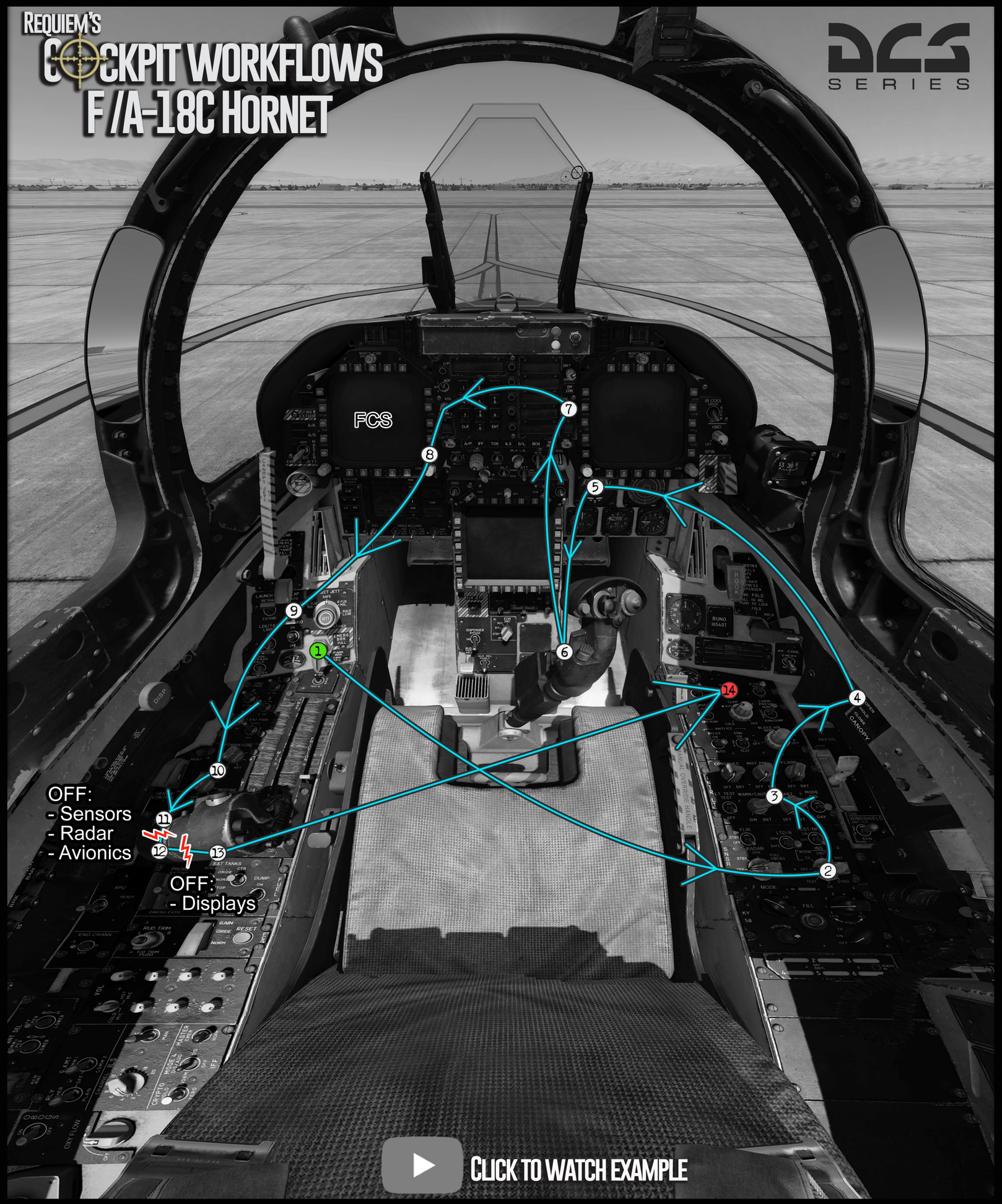
   *Hold T/O Trim until TRIM advisory appears

   *CHKLST or FCS Page will indicate 12° Nose Up

7. Radar.....OFF
8. Canopy.....FULL UP/DOWN as desired

Do not use an intermediate canopy position

BACK TO COCKPIT FLOWS LIST



SHUTDOWN

TRIGGER: IN PARKING SPOT

1. Parking Brake.....SET (Vertical then pull)
2. INS.....OFF
3. Interior Lights.....OFF
4. Canopy.....FULL UP
5. Standby Attitude Indicator.....CAGED
6. Nosewheel Steering.....DISENGAGE
7. Comm 1/2.....OFF
8. L DDI.....FCS Page
9. Flaps.....FULL
10. Exterior Lights.....OFF
11. Exterior Light Switch.....AFT (OFF)

TURN SENSORS, RADAR, AVIONICS OFF

12. L Throttle.....OFF

*HYD Pressure < 1500 PSI

*Cycle stick fore/aft until <800 PSI for 12 seconds

*Verify no BLIN codes of 63 (R), 66 (A), 67 (LEF)

*Verify no X on Rudder, Aileron, Leading Edge Flaps

TURN ALL DISPLAYS OFF

13. R Throttle.....OFF

AFTER AMBER FLAPS LIGHT ILLUMINATES

14. Battery Switch.....OFF

*Final scan to ensure all switches in preflight position

BACK TO COCKPIT FLOWS LIST