

22/06/2013, 07:45

So I've got two flights in OCN under my belt now, my last one two days ago was a somewhat eventful trip. It started normally with a low level sortie and trip to the live fire gunnery range on the north of the Incirlik training area. It gave me a good opportunity to work with a marine forward air controller, which was good practice as you never know when we'll be called upon to put bombs on a target when out on patrol. However on the way back to Incirlik the jet decided it had had enough of me and developed a series of faults to the left engine and power transmission shaft. This resulted in me activating the fire extinguishing system and making a single engine landing...piece of cake.

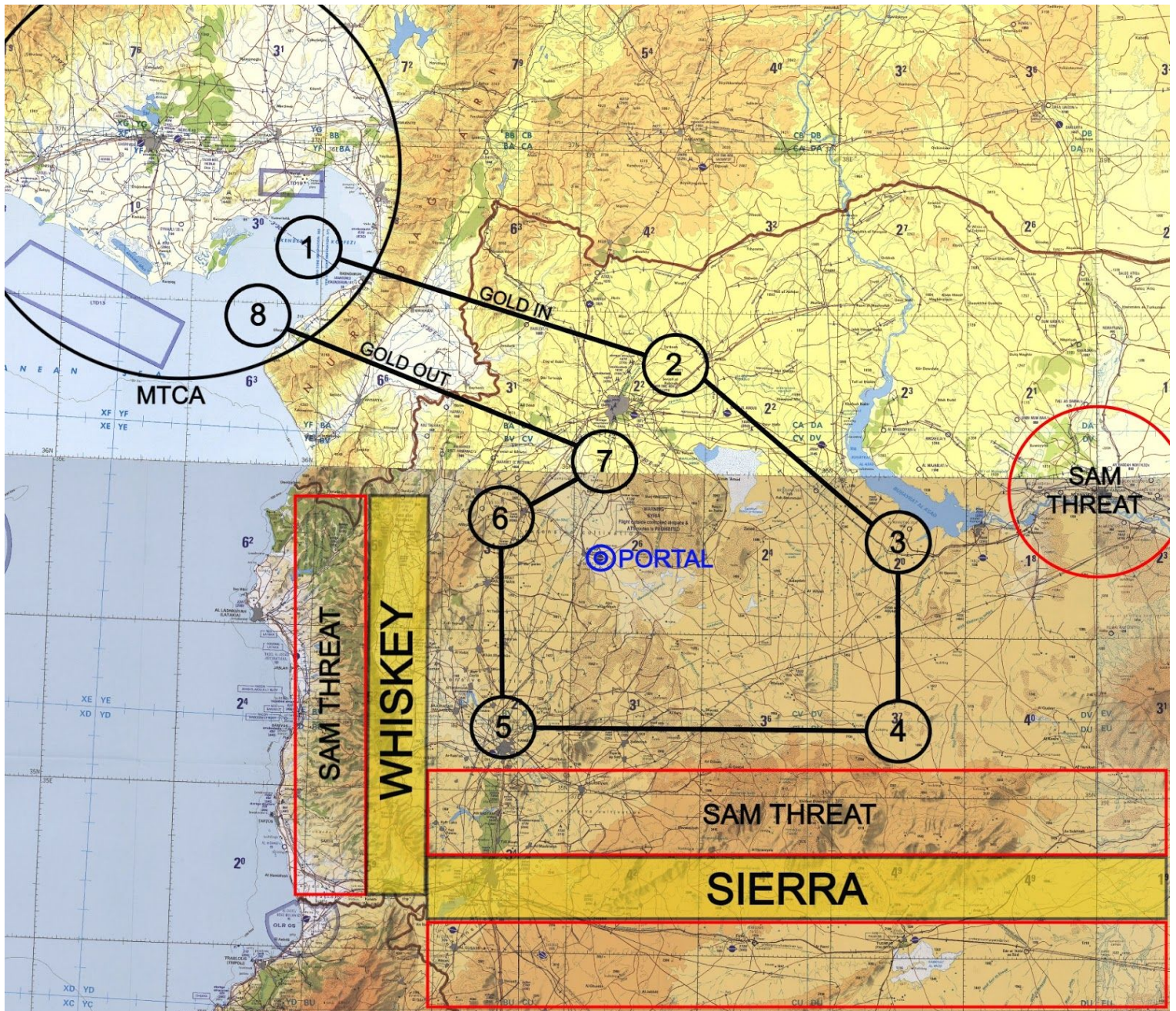
After a much deserved day off yesterday I'm back on flight duties today, with another combat air patrol across the no fly zones. I'll be using a different jet this time out with 309, my usual jet now undergoing some pretty serious maintenance work.

This morning's briefing was once again held in the small briefing room, kicked off as usual by the intel brief, given today by USAF's Major Colvyn, a tall bald man with a commanding presence. There was very little new information, the Syrians continue to probe the no fly zones (with another attempt made yesterday) and the Russians continue to bomb the SDF around Homs. The majority of the Russian fleet is still out at sea and we saw another two Bears arrive in the Med yesterday. On the ground the YPG and SIA continue to slug it out north of Raqqa, but with no significant developments in this area.

Captain Edwards then stepped up to brief the weather. He informed us that they were tracking a weather front moving east across the Med with stormy weather so we should expect heavy clouds and rain later in the day.

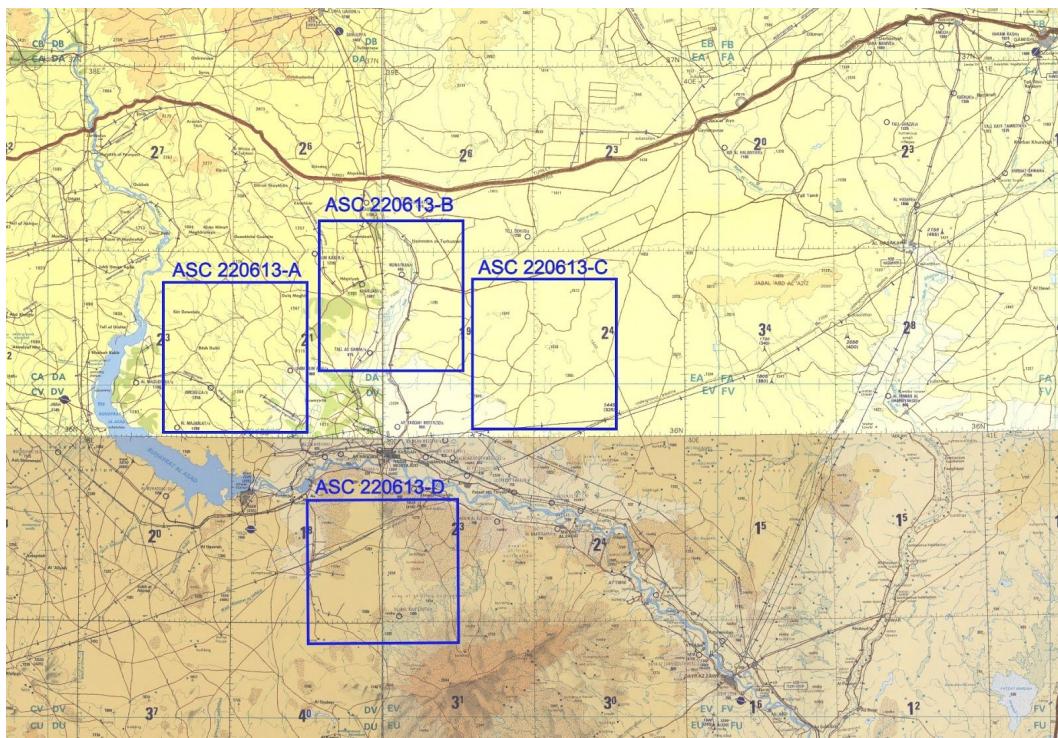
As usual Lt. Col. Lincoln finished up by briefing today's sorties. I am due to head out this evening and lead a two ship on another CAP across northern Syria. My wingman will be Lieutenant Jack Wood, aka 'Woody', a lively, outgoing guy who seems a bit too cocky for my liking but seems to carry a good reputation within the squadron regardless. Our sortie should be pretty straightforward, we will follow a standard departure out of Incirlik before forming up at WP1 and ingressing into Syria through the Gold corridor. All procedures will be the same as on my first flight out with Poodle. Hopefully if the Syrians try anything today we'll actually have some SEAD support available...

We'll be flying the standard patrol route that I took on my first flight out with Poodle so the flight plan and fuel plan will at least be familiar to me, one less thing to worry about whilst I'm leading a flight.

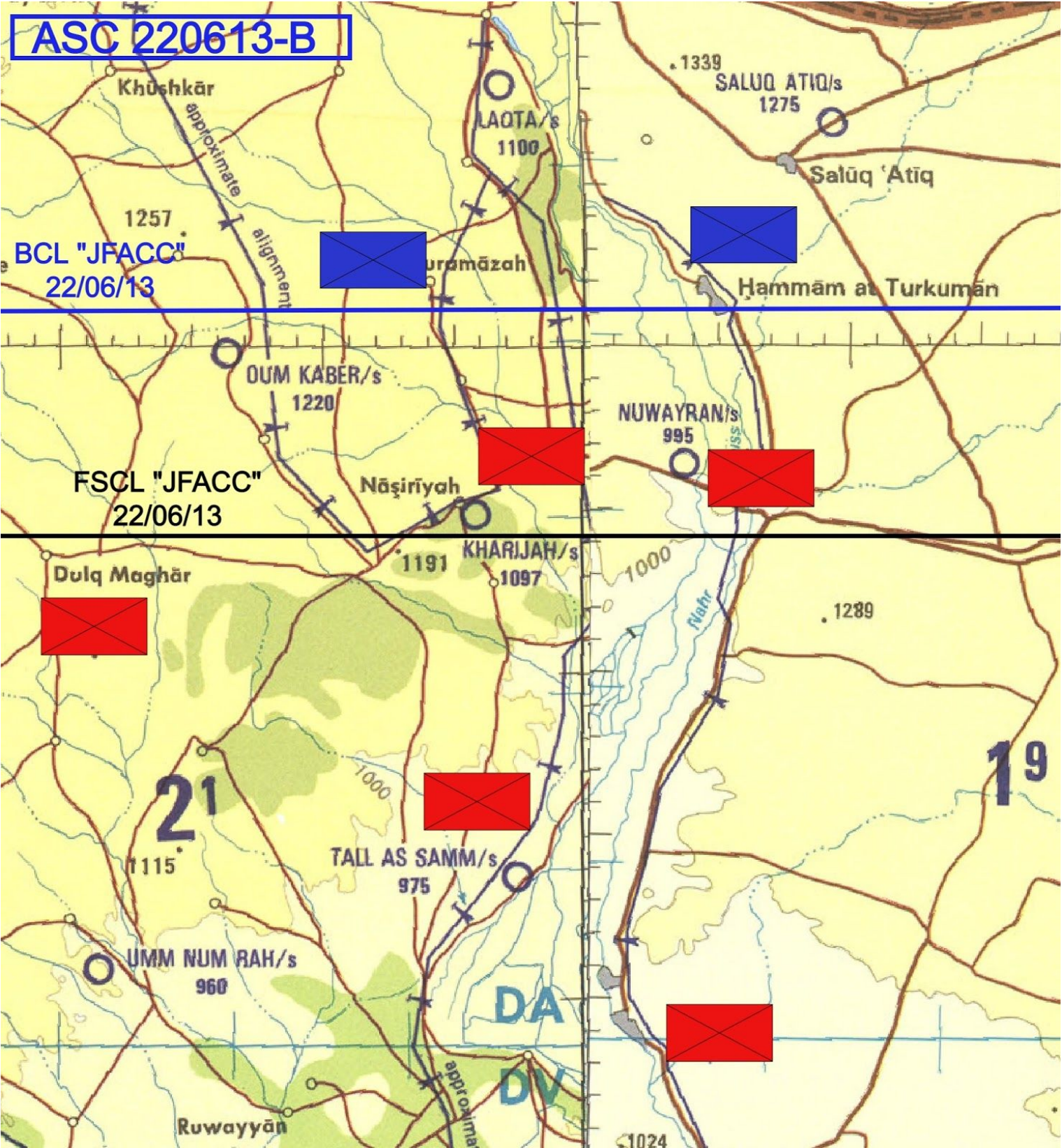


<b>Stage</b>	<b>Notes</b>	<b>Target Fuel lb</b>
Takeoff		<b>14721</b>
Departure	<i>To 25k Ft</i>	<b>13491</b>
WP1	<i>25Kft @ M0.75</i>	<b>12937</b>
WP2	<i>25Kft @ M0.75</i>	<b>11817</b>
WP3	<i>25Kft @ M0.75</i>	<b>10953</b>
WP4	<i>25Kft @ M0.75</i>	<b>10425</b>
WP5	<i>25Kft @ M0.75</i>	<b>9273</b>
WP6	<i>25Kft @ M0.75</i>	<b>8665</b>
WP7	<i>25Kft @ M0.75</i>	<b>8249</b>
WP8	<i>20Kft @ M0.75</i>	<b>7160</b>
Approach	<i>15Kft @ M0.75</i>	<b>6260</b>
Pattern & Landing		<b>5240</b>
Combat allowance to 10% reserve	<i>3608lb available</i>	
<b>Joker = 6000lb</b>		
<b>Bingo = 5593lb</b>		

Our flight today has been assigned to assist with any air support requests in ASC 220613-B.



**ASC 220613-B**



BCL "JFACC"  
22/06/13

FSCL "JFACC"  
22/06/13

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DA

DV

The CO finished up by covering the threats we may face today, no major surprises there, we're pretty clear on the positions of the Syrian SAMs by now. If we see any more attempts on the no fly zone it will likely be by Mig-21s or Mig-23s, we've yet to see any activity by Syria's Mig-29s which we believe are being held closer to Damascus.

Hopefully today's flight will be little less eventful than the last two, although with the Syrians continuing to harass us around Sierra I'm not holding my breath.

Take off time is 18:10.