

## Recurrency

Curtis "Tailwind" Suter, MSgt, USAF Retired

Come in Lieutenant Falcon and have a seat. I'm Lt. Col. Chaff the new commanding officer. I'm sorry to hear about your motorcycle accident that took you out of flying for several months but am glad to hear that you've been returned to flying status a few days ago. They told me that you were up at the flight simulator keeping our pilots proficient with simulated emergencies but I needed to get you back here flying ASAP. I'm told and impressed by the fact that you spent a lot of your spare time in the jet keeping yourself sharp with basic instrument procedures.

I need someone to fly over to Catania, Sicily to get one of our jets fixed that has an avionics problem. I'm really pressed for crews right now as things are still heating up with Operation Allied Force and since you have been returned to flying status this is a good way for me to get you up with the jet again. This kills two birds with one stone, so to speak. One caveat though, the weather is really terrible as a huge high pressure system has set in over us this fall and that's caused a lot of fog. However, it's not all that thick and there is nice blue sky above where you can get attuned with the jet again. You'll be taking an avionics specialist along to fix that jet.



Hold Short

I have the squadron D-model readied for you; your Callsign is Cowboy 1-1. So what I'd like you to do is head out just south of here over the Ionian Sea where I reserved some airspace with ATC from 15,000' to FL250, its 20nm long and wide, plenty of room where you can do the following exercises and anything else you'd like:

- 6 warm-up
- Slow Flight (HART's)
- Split-S
- High Speed Over the Top

Then head directly to Catania where I'm sure you'll shoot the ILS due to the fog. You may see Mount Etna North of there popping out of the clouds, should be a beautiful afternoon up there. Sort of wish I was getting to go.



**Mt Etna**



ILS

I've attached a briefing sheet that you can review about these maneuvers. You'll also find these in Chapters 1 and 2 of your flight manual. I know it has been awhile since you flew so start off slowly as your G-tolerance will be quite low.

Your takeoff is approximately 1530 local so you should be there before dark. Once maintenance has everything fixed come straight home as it'll be late and the fog is still forecast to still be lingering around. We need you in crew rest for tomorrow. Your callsign coming home is Cowboy 1-1 and you're scheduled for takeoff first. Remember no night formation takeoffs.

Any questions? Alright head out and have a nice flight. Oh, the maintenance guy will meet you at Life Support as he's down there now getting briefed and suited up. It'll be the ride of a lifetime for him!

Place file in the following directory: \F4AF\Campaign\Balkans

*Note:* On the night sortie home select the first mission.

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