



Red Radials Variable G rejoins

Aim: To provide a Safe and efficient method to practice rejoins at varying G levels.

Terminology

Stooge : The target aircraft who controls the rejoin G
Wingman: The joining aircraft.

Method.

Before the exercise starts both aircraft pick a visible Feature on the nose and at 70 degrees off the nose on the outside of the formation.

The manoeuvre is commenced from close echelon. When all are ready the Stooge calls “Outwards Turn Go”. Both aircraft turn outwards through 70degrees of heading using 2G. (T1)

An immediate reversal at 2 G is flown (T2) The Stooge turns through 90 Degrees and rolls out. The wingman turns as required to place the stooge at his 1 O’Clock position (typically requires 140 degree heading change) . And calls “Visual” as soon as he sees the Stooge. (T3). If not Visual wingman calls “Blind”.

The wingmen then manoeuvres as required using Lag initially to fly to the rejoin line. As he approaches the rejoin line he reverses and commences a standard rejoin.

The Stooge observes the wingmen drift behind his leading edge, as soon as this occurs with aft motion of the wingman evident the Stooge immediately banks towards the wingman to a bank angle of 30degrees (or briefed bank angle). Once the wingman is established on the rejoin line the Bank can be maintained or increased to 60 degrees. Either the stooge or wingmen can call for this using the word “Tighten” (T4). Bank can be as required if briefed.

The wingman will typically need a 1G increment above the lead up until the Max G point of the rejoin (Pursuit curve theory).

Wingman work cycle is: Altitude ----- Line -----Closure ----- Altitude ----- Line -----Closure.

BUGOUT.

If the wingmen calls “Blind” the lead will immediately level the wings call “Terminate” with his altitude and heading. The wingman is responsible for collision avoidance and will ensure Altitude separation then turn on to the heading/feature as called by the lead.

Bugout in the terminal stages of the rejoin. wingman will call “Bugging out”, unload the aircraft and roll to pass behind and below the Stooge.

GOLDEN RULES:

1. Wingman avoids Stooge
2. Wingman goes low
3. Stooge goes high.

Variable G Rejoins

