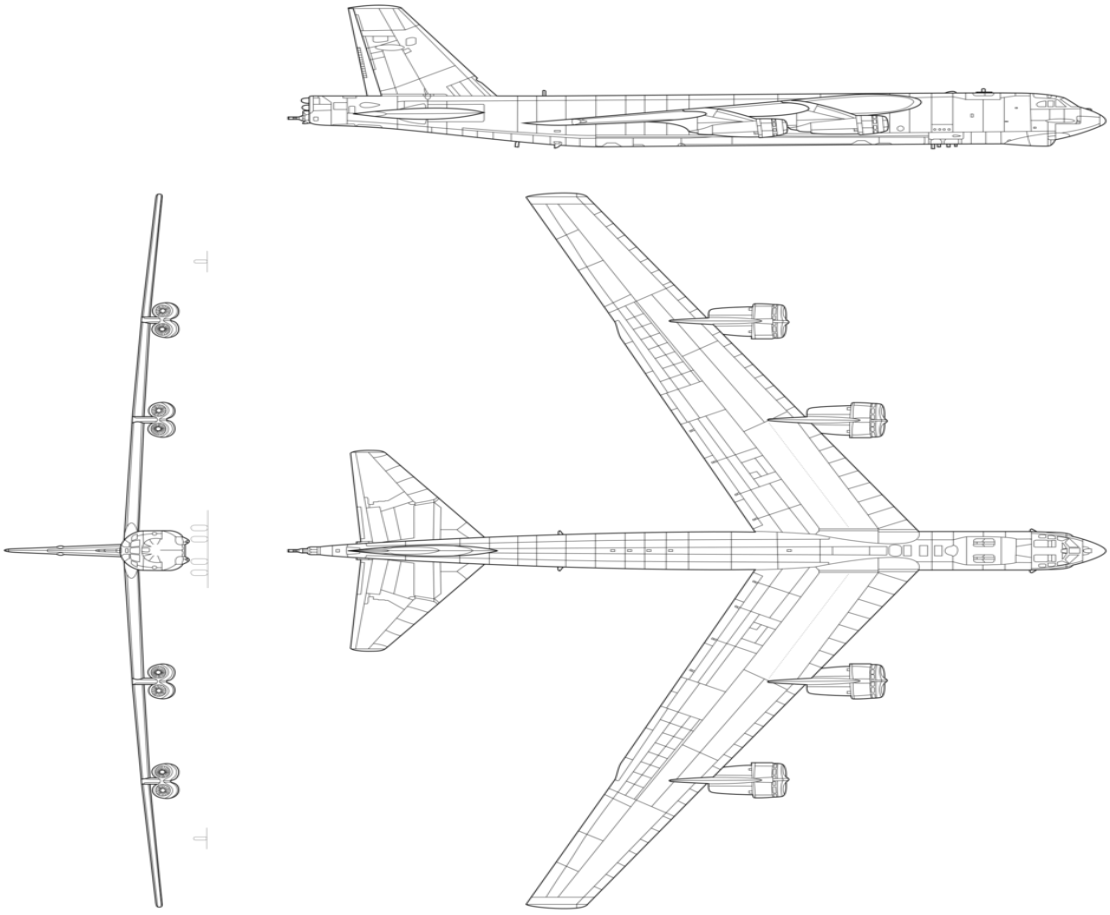
VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION HANDBOOK FOR THE B52 STRATOFORTRESS



APPROVED FOR USE BY

COMMANDER, AIR COMBAT COMMAND

COMMANDER, AIR EDUCATION AND TRAINING COMMAND

RELEASE RECORD

Release Date	Description	Author
15 Nov 2023	Initial Release of B52 Barksdale MQT Handbook	vCol Don Desfosse
15 Jan 2024	Updated AAR Script	vCol Don Desfosse

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COURSE INTRODUCTION

Mission Qualification Training (MQT) is a training program that upgrades newly assigned crewmembers to Combat Mission Ready (CMR) or Basic Mission Capable (BMC) to accomplish the unit mission. Mission Qualification Training for the B52 will be conducted with the 96th Bomb Squadron at Barksdale Air Force Base, Louisiana.

Module 100, Local Area Orientation and Aircraft Familiarization prepares the pilot for the advanced training modules. The Local Area Orientation / Instrument element is mandatory for all pilots and will be accomplished in conjunction with the pilot's first MQT sortie. These training flights will be conducted in the B52 and are designed to acclimate the pilot to the surrounding training area and allow the pilot to adjust to the local operating area in which advanced training will be conducted, while increasing proficiency in the aircraft. Completion of Module 100 will earn the pilot the qualification of Basic Mission Capable (BMC), which will allow the pilot to operate the aircraft in operational and training environments, under the instruction of qualified instructor pilots.

Module 200, Strategic Bombing, introduces the pilot to the art of delivering ordnance from high or low levels, and evading surface-to-air counterattacks.

Module 300, Air to Air Refueling introduces the pilot to Air to Air Refueling operations. During these sorties, the pilot will study and then demonstrate an understanding of approaching a tanker, flying formation with other aircraft and a tanker, and the areas (observation, astern and reform).

Upon successful completion of these modules, the pilot will be certified as Combat Mission Ready (CMR).

TRAINING TERMS

MARSA: Military Authority assumes Responsibility (for) Separation of Aircraft:
MARSA procedures are used when military aircraft must operate in proximity and with close coordination. Under such conditions, it may be impractical for standard civilian air traffic controllers to ensure safe separation of the aircraft. MARSA procedures delegate the separation responsibility temporarily to the military authority operating the flights, thereby relieving ATC of the separation workload

SUA: Special use airspace:
An area designated for operations of a nature such that limitations may be imposed on aircraft not participating in those operations, often of a military nature. The designation of SUAs identifies for other users the areas where such activity occurs, provides for segregation of that activity from other users, and allows charting to keep airspace users informed of potential hazards. Types important to this course include restricted airspace, military operations area, warning areas and alert areas.

MOA: Military Operating Area:
Airspace established outside Class A airspace to separate or segregate certain nonhazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. Often positioned over isolated, rural areas to provide ground separation for any noise nuisance or potential accident debris, whenever a MOA is active, nonparticipating IFR traffic may be cleared through the area provided ATC can ensure IFR separation; otherwise, ATC will reroute or restrict nonparticipating IFR traffic. Although MOA's do not restrict VFR operations, pilots operating under VFR should exercise extreme caution while flying within, near, or below an active MOA.

Restricted Airspace:
An area of airspace, typically used by the military in which the local controlling authorities have determined that air traffic must be restricted or prohibited for safety or security concerns. It is depicted on aeronautical charts with the letter "R" followed by a serial number. Restricted areas almost always start at the surface and can extend up to FL180.

Warning Area:
Airspace of defined dimensions, extending from three nautical miles outward from the coast of the U.S., that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning areas is to warn nonparticipating pilots of the potential danger. It is depicted on aeronautical charts with the letter "W" followed by a serial number.

OPERATIONAL REQUIREMENTS / SETTINGS

REQUIRED SIMULATOR SETTINGS

Parameter	Setting	Notes
Unlimited fuel:	**Off**	Self-explanatory
"G" Forces:	**On**	To ensure student doesn't overstress aircraft
Damage and Collisions:	**On**	To ensure damage, overclocking, etc. is monitored
Realism Sliders:	**Max**	Self-explanatory
Air Traffic Tags:	**Off**	Self-explanatory

GENERAL INSTRUCTIONS

1. Remember to include your sortie number in the MISREP comments.

2. Include your vUSAF.us Axxxx and sortie number in your VATSIM flight plans.

3. If VATSIM ATC is available, follow all departure/arrival instructions. Always notify ATC when you enter Restricted Airspace / MOA and FIVE MINUTES before EXITING restricted airspace, MOA, etc. Upon entering restricted airspace, MOA, etc., you will be under visual rules only, as radar service will always terminate when in an active MOA.

4. You are ultimately responsible for the safety and proper operation of your aircraft and proper separation from other aircraft.

MODULE 100: LOCAL AREA ORIENTATION AND FAMILIARIZATION

SORTIE 101: LOCAL AREA FAMILIARIZATION

OBJECTIVE: Introduce and familiarize pilot with aircraft and local operating areas

LOCATION: BARKSDALE AFB, LA (KBAD), HACKETT AND JENA MOAs

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: SWB HACKETT AND JENA MOAs /D01+00[2]

PLANNED ALTITUDE: 16500 in Hackett MOA, 3500 in JENA MOA

SUMMARY

This sortie will take you to the HACKETT AND JENA MOAs, which are part of the Barksdale AFB training environment. This mission is simply to introduce you to the training environment in which you will be training.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield via the assigned route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the assigned route.

3. Enter the SUA to the Northwest of Barksdale. Conduct a flight pattern from around the entire airspace noted in the Location section, taking note of landmarks, mountain ranges, etc., to help you identify your location during future operations. Plan for approximately 60 minutes in the SUA.

4. After completing the airspace familiarization, navigate back to Barksdale.

5. Make a non-precision approach to the field, resulting in a low approach, and then on the climb out, enter the traffic pattern, and perform at least five (5) landings.

SPECIAL INSTRUCTIONS

In the remarks of your flight plan, include the following:

vUSAF.us Axxxx[3] / vUSAF MQT Training Flight 101 / Activate HACKETT AND JENA MOAs

NOTES

1. Note N/A for this environment.

2. This indicates an enroute delay. Format is /DHH+MM. (Note that the plus (+) character may not be accepted, so a format of /DHHMM is acceptable)

   Examples:
   0 hour 30 min delay = /D00+30
   1 hour 30 min delay = /D01+30

   Note: Some clients do not allow the "+" character; if this is true for you, simply use "/DHHMM" format.

3. Use your vUSAF number, e.g. A4999.

SORTIE 102: NIGHT OPERATIONS

OBJECTIVE: Introduce and familiarize pilot with aircraft and local operating areas

LOCATION: BARKSDALE AFB, LA (KBAD), HACKETT AND JENA MOAs

TIME: PLAN TO TAKE OFF AT SUNSET (+/- 15 MINUTES)

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: SWB HACKETT AND JENA MOAs /D01+00[2]

PLANNED ALTITUDE: 16500 in Hackett MOA, 3500 in JENA MOA

SUMMARY

This sortie is largely the same as sortie 101, but is conducted at night and includes a precision approach and a low approach.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield via the assigned route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the assigned route.

3. Enter the restricted areas to the Northwest of Barksdale. Conduct a flight pattern from around the entire airspace noted in the Location section, taking note of landmarks, mountain ranges, etc., to help you identify your location during future operations. Plan for approximately 60 minutes in the SUA.

4. After completing the airspace familiarization, navigate back to Barksdale.

5. Make a precision approach to the field, resulting in a low approach, and then on the climb out, enter the traffic pattern, and perform at least five (5) landings.

SPECIAL INSTRUCTIONS

In the remarks of your flight plan, include the following:

vUSAF.us Axxxx[3] / vUSAF MQT Training Flight 102 / Activate HACKETT AND JENA MOAs

NOTES

1. Note N/A for this environment.

2. This indicates an enroute delay. Format is /DHH+MM. (Note that the plus (+) character may not be accepted, so a format of /DHHMM is acceptable)

   Examples:
   0 hour 30 min delay = /D00+30
   1 hour 30 min delay = /D01+30

   Note: Some clients do not allow the "+" character; if this is true for you, simply use "/DHHMM" format.

3. Use your vUSAF number, e.g. A4999.

SORTIE 103: LOW ALTITUDE FLIGHT OPERATIONS

OBJECTIVE: Conduct a military training route

LOCATION: BARKSDALE AFB, LA (KBAD)

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: VISUAL FLIGHT RULES

ROUTE: BYP IR129

PLANNED ALTITUDE: 1500 AGL WHILE ON IR129

SUMMARY

In preparation for Modules 200 and 300, this training evolution will prepare you for low-level high-speed flight. This training will be exceptionally useful during periods of hostilities in which terrain following is needed to avoid anti-aircraft fire and/or enemy aircraft. You will fly IR129, points A-H, at a speed of 350kts and at an altitude of 1500' AGL.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield via the assigned route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the assigned route.

3. Proceed to the BYP VOR. Maneuver to cross IR129 point A at 1500' AGL.

4. Complete IR129, points A-H, at a speed of 350kts and at an altitude of 1500' AGL.

5. After completing IR129, points A-H, climb as necessary to maintain a safe (at least 1500 AGL) clearance from terrain, and navigate back to Barksdale.

6. Make a low approach to the field, and then on the climb out, enter the traffic pattern, and perform at least three (3) landings.

SPECIAL INSTRUCTIONS

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 103

IR-129

ORIGINATING ACTIVITY: 307 OSS/OSOR, 1333 Twining Dr., Barksdale AFB, LA 71110 DSN 331-3171, C318-529-3171.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1530 CST.

HOURS OF OPERATION: Sunrise-Sunset Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BYP 042/18	N33°44.50' W95°58.00'
08 AGL B 60 MSL to	B		N33°49.00' W95°39.00'
08 AGL B 40 MSL to	C		N33°56.00' W95°17.50'
06 AGL B 30 MSL to	D	TXK 274/27	N33°36.00' W94°36.00'
06 AGL B 30 MSL to (Alternate Entry)	E	GGG 024/23	N32°45.00' W94°31.00'
05 AGL B 20 MSL to	F	GGG 060/29	N32°36.50' W94°13.50'
07 AGL B 20 MSL to	G	GGG 089/34	N32°21.50' W94°05.00'
07 AGL B 20 MSL to	H	GGG 125/40	N31°58.00' W94°10.00'
07 AGL B 40 MSL to	I	GGG 198/30	N31°58.00' W95°00.00'
07 AGL B 40 MSL to	J	LOA 054/44	N31°28.00' W95°12.30'
06 AGL B 40 MSL to Alternate Entry: E	K	LOA 041/25	N31°24.00' W95°36.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to E; 2.5 NM either side of centerline from E to G; 5 NM either side of centerline from G to K.

SORTIE 104: BASIC FORMATION TRAINING

OBJECTIVE: Learn proper procedures and techniques for formation flying

LOCATION: BARKSDALE AFB, LA (KBAD), HACKETT AND JENA MOAs

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: SWB HACKETT AND JENA MOAs /D01+00

PLANNED ALTITUDE: IP DISCRETION

SUMMARY

This sortie will take you to the SUA to the Southeast of Barksdale for formation flight orientation and practice. On this sortie, you will be joined by your instructor pilot (IP), who you are to follow as the number 2 aircraft in the formation. Your sim and/or settings will undoubtedly be slightly different, so you will literally have to "wing it" using a good sense of the situation (situational awareness – SA), your knowledge and experience of how the B52 flies.

The purpose of this mission is to offer you an opportunity to experience firsthand formation flight and certify you as ready to begin the advanced levels of military flight training. Do not be discouraged if you do not fly a perfect formation on the first time or two out - you may repeat the exercise as many times as needed till you are able to comfortably get into and stay in position with the lead aircraft.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield using the route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the route.

3. Follow the route to enter the Special Use Airspace (SUA).

4. Follow the directions of your IP. You should practice joins, breaking off, breakaway maneuver, lost visual procedures, etc.

5. At some point, your IP is likely to swap lead pilots for a period of time during the sortie. For this sortie, unless the IP specifies otherwise, the first designated lead pilot for this sortie will squawk Mode C.

6. When the formation training objective is complete, your IP will give you instructions to recover at Barksdale.

7. When returning to Barksdale, practice an engine-out emergency approach, shutting down engine 1.

SPECIAL INSTRUCTIONS

Regardless of the standard instructions, follow the direction of your instructor pilot (IP). Your IP may deviate from these standard procedures to accomplish various training objectives, accommodate weather, sim differences, etc.

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 104 / Activate HACKETT AND JENA MOAs

NOTES

1. If you are unable to schedule a time to conduct your formation flight live online, this flight may also be conducted with a non-IP pilot or by using a pre-recorded flight. You will be responsible for recording your flight to submit to your IP for grading purposes.

2. Remember, when flying in formation, the lead (number 1) pilot is responsible for navigating and communicating with ATC. The lead pilot uses his transponder, squawking Mode C. All other formation pilots squawk standby. That said, recall the mission instructions, above, for this sortie.

MODULE 200: STRATEGIC BOMBING

SORTIE 201: HIGH ALTITUDE BOMBING

OBJECTIVE: Deliver ordnance from high altitude

LOCATION: BARKSDALE AFB, LA (KBAD), HACKETT MOA

TIME: DUSK, NIGHT OR DAWN

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: SWB /D01+00

PLANNED ALTITUDE: 16500

SUMMARY

In this sortie, you will deliver live ordnance over an instructor-assigned target inside the Hackett MOA from 16500'.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield using the route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the route.

3. When the training objective is complete, your IP will give you instructions to recover at Barksdale.

SPECIAL INSTRUCTIONS

Regardless of the standard instructions, follow the direction of your instructor pilot (IP). Your IP may deviate from these standard procedures to accomplish various training objectives, accommodate weather, sim differences, etc.

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 201

SORTIE 202: LOW ALTITUDE BOMBING

OBJECTIVE: Deliver ordnance from low altitude

LOCATION: BARKSDALE AFB, LA (KBAD)

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: BYP IR129 /D01+00

PLANNED ALTITUDE: 1500 AGL WHILE ON IR129

SUMMARY

In this sortie, you will deliver live ordnance over an instructor-assigned target inside the Hackett and Jena MOAs from 1500 feet AGL, while also demonstrating the skills required to successfully evade surface to air missiles.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield using the route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the route.

3. When the training objective is complete, your IP will give you instructions to recover at Barksdale.

SPECIAL INSTRUCTIONS

Regardless of the standard instructions, follow the direction of your instructor pilot (IP). Your IP may deviate from these standard procedures to accomplish various training objectives, accommodate weather, sim differences, etc.

SAFETY ALERT! This route is NOT in protected Special Use Airspace! As a result, maneuvering to evade simulated SAMs may pose a conflict and significant danger to nonparticipating aircraft. You MUST work with ATC (or on your own if ATC not available) to ensure separation with nonparticipating aircraft.

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 202

SORTIE 203: TIMED STRIKE

OBJECTIVE: Practice striking a timed target

LOCATION: BARKSDALE AFB, LA (KBAD)

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: BYP IR129 /D01+00

PLANNED ALTITUDE: 1500 AGL WHILE ON IR129

SUMMARY

In this sortie, you will practice striking a predetermined target on a timed basis. With your IP, you will fly a Military Low-Level Route near your base hitting each waypoint on a given timing and then hit your target within 1 minute of the designated time. You will be responsible prior to the sortie for planning the flight to fit the timings given by your instructor.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield using the route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the route.

3. When the training objective is complete, your IP will give you instructions to recover at Barksdale.

SPECIAL INSTRUCTIONS

Regardless of the standard instructions, follow the direction of your instructor pilot (IP). Your IP may deviate from these standard procedures to accomplish various training objectives, accommodate weather, sim differences, etc.

SAFETY ALERT! This route is NOT in protected Special Use Airspace! As a result, maneuvering to evade simulated SAMs may pose a conflict and significant danger to nonparticipating aircraft. You MUST work with ATC (or on your own if ATC not available) to ensure separation with nonparticipating aircraft.

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 203

MODULE 300: AIR-TO-AIR REFUELING (AAR)

SORTIE 301: AIR-TO-AIR REFUELING (AAR)

OBJECTIVE: Practice conventional air-to-air refueling (AAR) maneuvers

LOCATION: BARKSDALE AFB, LA (KBAD)

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: EIC AR104M /D01+00[2]

PLANNED ALTITUDE: IP DISCRETION (NORMALLY BLOCK FL210-FL250)

SUMMARY

In this sortie, you will learn how to perform the basic Air-to-Air refueling procedures.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request standard IFR departure based on above route. Taxi to the active runway as assigned by ATC and depart the airfield using the route.

   IF NO ATC IS AVAILABLE: Depart using Visual Flight Rules but adhering to the route.

3. When the training objective is complete, your IP will give you instructions to recover at Barksdale.

SPECIAL INSTRUCTIONS

Regardless of the standard instructions, follow the direction of your instructor pilot (IP). Your IP may deviate from these standard procedures to accomplish various training objectives, accommodate weather, sim differences, etc.

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 301

QUALIFICATION

Upon successful completion of the each of the sorties and modules, your instructor will certify to both AETC and ACC that you have successfully completed the qualification training (MQT), and should be certified as Combat Mission Ready (CMR). Your commander will, upon concurring with your instructor, notify AFPC to annotate your official record.

Congratulations!

APPENDIX ONE: AAR SCRIPT

PLANE	TYPE	PILOT	POUNDS
1			
2			
3			
4			
5			

At 15 miles from the tanker the first contact is made between the receiver and tanker.

RECEIVER:	SHELL 01, _____ FL ____ NOSE COLD, SWITCHES SAFE
TANKER:	_____, YOU ARE CLEARED TO THE OBSERVATION AREA LEFT LOW. ALTIMETER 29.92, FL_____, HDG_____
RECEIVER:	SHELL 01, _____ VISUAL, REQUESTING _____ POUNDS.
TANKER:	_____, SHELL 01, COPY

(AT 10NM SEPARATION)

TANKER:	(ATC) SHELL 01 ACCEPTING MARSA AT THIS TIME WITH _____ AT ANGELS ____
	NOTE: MARSA CAN BE ACCEPTED ONCE COMMS ARE ESTABLISHED

(AT 3NM SEPARATION YOU ARE IN THE OBSERVATION AREA)

RECEIVER:	_____, REQUEST ASTERN
TANKER:	_____, YOU ARE CLEARED ASTERN

(AT 1NM OR LESS)

RECEIVER:	_____, STABLE AND READY
TANKER:	_____, CLEARED TO CONTACT
RECEIVER:	CLEARED TO CONTACT, _____

(AT 500 FEET OR LESS)

TANKER:	SHELL 01 CONTACT, POSITIVE FLOW
TANKER:	_____, SHOWING NO FLOW ((WHEN REQUESTED AMOUNT HAS BEEN OFFLOADED)
RECEIVER:	COPY, REQUEST DISCONNECT
TANKER:	_____ DISCONNECT. YOU TOOK _____ LBS.
TANKER:	_____, CLEARED TO THE HOLDING AREA RIGHT LOW (IF MORE THAN ONE AIRCRAFT)
RECEIVER:	SHELL 01, I WILL BE CLEARING LOW AND RIGHT, HAVE A GOOD DAY (IF ONLY ONE AIRCRAFT)
TANKER:	_____, COPY YOU ARE CLEARED, HAVE A GOOD DAY
TANKER:	(ATC) ____ SHELL 01 IS CLEAR OF _____, TERMINATING MARSA
TANKER:	_____ DISCONNECT. YOU TOOK _____ LBS.

NORMAL TANKER REFUELING SPEEDS

B1	320	**C5**	275	**F15/16/22/35**	300
B2	255	**C17**	265	**V22**	200
B52	275	**C130**	200	**KC46/KC135**	295

APPENDIX TWO: SUPPLEMENTAL TRAINING MATERIAL

WHY LOW ALTITUDE?

Fighter and bomber aircraft fly at low altitudes to avoid ground radar. At low altitudes, these aircraft are able to take advantage of terrain and other natural features to conceal their presence from radar systems. Additionally, flying at low altitudes allows aircraft to avoid the higher altitudes where surface-to-air missiles and anti-aircraft artillery are typically most effective. It's also worth noting that flying at low altitudes allows aircraft to engage ground targets more effectively, as they are able to deliver ordnance with greater accuracy and precision.

AVOIDING SURFACE TO AIR MISSILES (SAMs)

While low altitudes are good for avoiding enemy radar that spot you and prompt enemy SAM fire and/or counter-air-to-air strike, you eventually have to “get out of Dodge”…. Hopefully you or our friendlies just bombed all enemy radar sites that could help identify you. However, it’s important to know that most adversary SAMs are considered lethal up to 8000 feet AGL. As such, your priority after your strike is to get above 8000 in the minimum time possible. As such, before leaving low-level altitude, gain as much speed as you possibly can and then translate to a maximum performance climb to at least 8000 feet AGL.