



qualified to employ the aircraft in the air superiority role as a single-ship or as a wingman in a two-ship element, day or night. Graduates will be proficient in all conversion, emergency and instrument tasks, day/night air-to-air refuelling, basic low-altitude employment and the air-to-air mission tasks, but only after some 125 days of hard studying and training.

Upon arrival, new students jump in right at the academics, which will continue until their graduation as every new stage in the flying course is accompanied by a large amount of lectures and exams.

During their stay at Kingsley Field, the B-course students will follow a total of 267 hours of academics covering subjects such as life support, air-to-air refuelling, aircraft handling characteristics, avionics, F-15 radar, weapons employment, Tactical Electronic Warfare System (TEWS), fighter comparison and combat mission planning. The minimum academic passing grade for all tests is 85 percent.

Simulator time

Throughout the course each student will also attend some 35 different classes spending over 50 hours in device or simulator training and exams, in which the student will apply the knowledge and procedures acquired in the related academics course in order to prepare his transition safely to operating the F-15 Eagle. Simulator training is comprised of nine different modules, consisting of Transition (TR), Emergency Procedures Evaluation (EPE), Basic Fighter Maneuvers (BFM), Basic Intercepts (INT), Tactical Intercepts (TI), Offensive ACM (OACM), Night Vision Goggle (NVG), Air Combat Tactics (ACT) and Emergency Procedures (EP) Review. Simulations include up to fourship missions against four or more adversaries using the four-ship linked simulator.

Two F-15 pilots practise a day pairs landing. By the time students arrive at Kingsley Field they are already relatively accomplished pilots, having been selected from the best of the USAFs fast-jet pilot training scheme.

The B-course from start to finish lasts some 125 days, in which the student makes 46 sorties accumulating 56.9 flight hours. At the same time though, another 57 sorties are required in direct support of each student. Additional aircraft with Instructor Pilots (IP) are needed, as are the necessary amount of adversaries to practice with ('Red' air), the latter representing potential enemies and their tactics.

The total number of missions required to qualify one single student pilot is called Student Sortie Requirement (SSR) or B-course equivalent (BCE), and is the sum of the total standard number of sorties scheduled for the student, plus those flown in direct support, in addition to the missions that need to be repeated. These so-called rely sorties are estimated at 15 percent of student and direct support sorties. In this sense, the total Student Sortie Requirement totals 118.45 sorties (46.0 + 57 + 15.45).

Flying training starts with the conversion or transition (TR) phase, where the student pilot – also called 'pup' – learns to fly the aircraft. The

first sortie is scheduled for the 21st day after his or her arrival, and on the fourth sortie they go solo. This is followed by one advanced handling characteristics (AHC) sortie; this mission is normally scheduled to take place together with the first of two Day Air-to-Air Refueling (DAAR) missions. During these exercises the student will need to demonstrate knowledge and proficiency of the procedures and techniques acquired in academics and simulation training associated with the aerial refuelling of the F-15 from a KC-135 or KC-10 tanker. Students normally do their air-to-air refuelling training mission after the last mission of the transition phase (TR-5) has been accomplished. Next are scheduled two missions to practise and accomplish initial instrument qualification where the students have to prove their ability to fly through bad weather.

The fighting begins

After this, the Basic Fighter Maneuvering (BFM) series starts, encompassing some 12 rides. The BFM module comprises four sub-modules –

