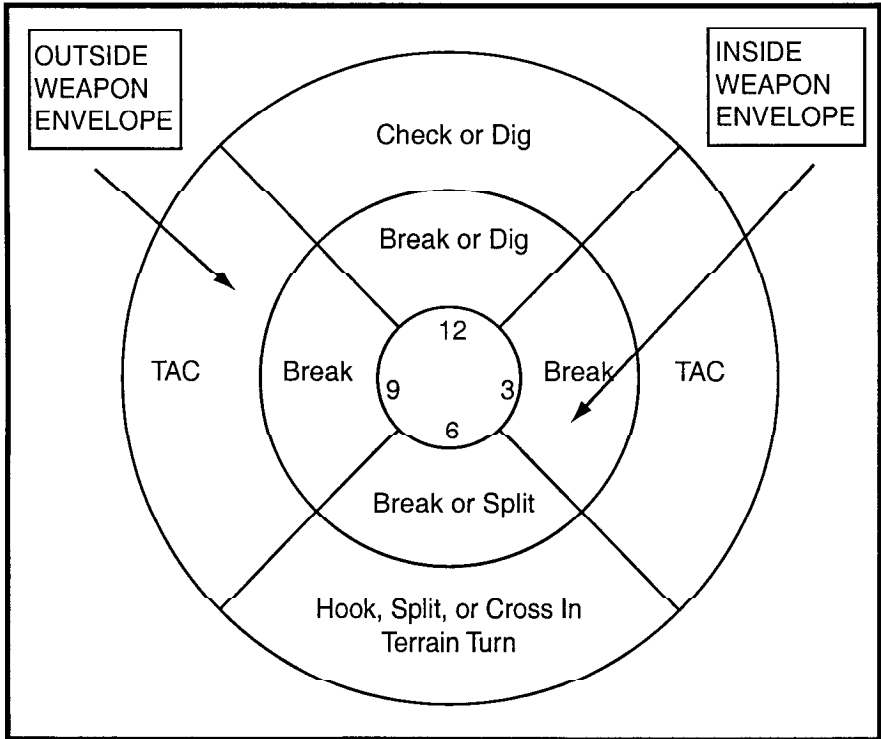


UNCLASSIFIED

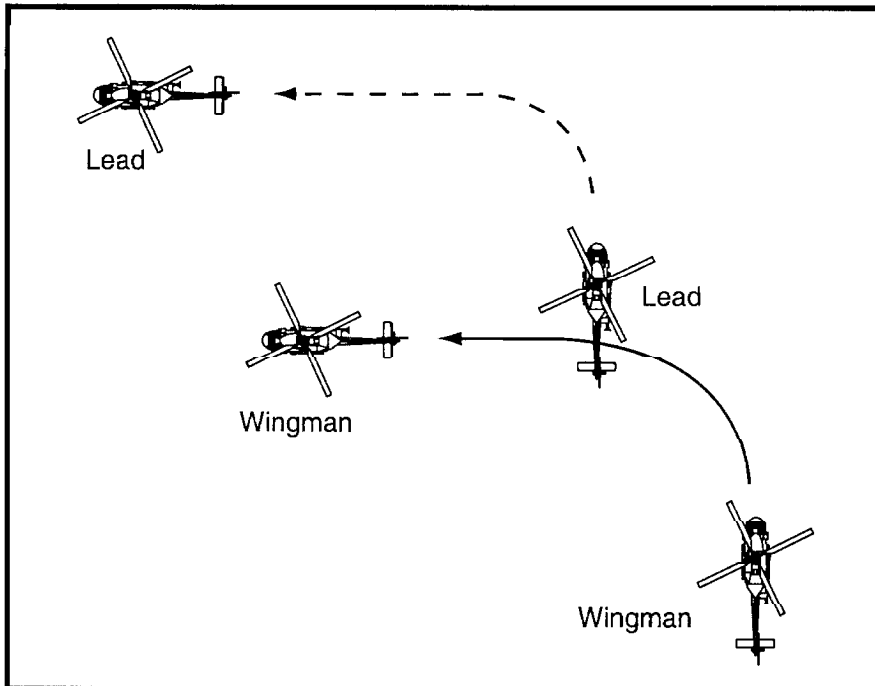
TACFORM GOUGE



DEFENSIVE MANEUVER INDICATOR (DMI)

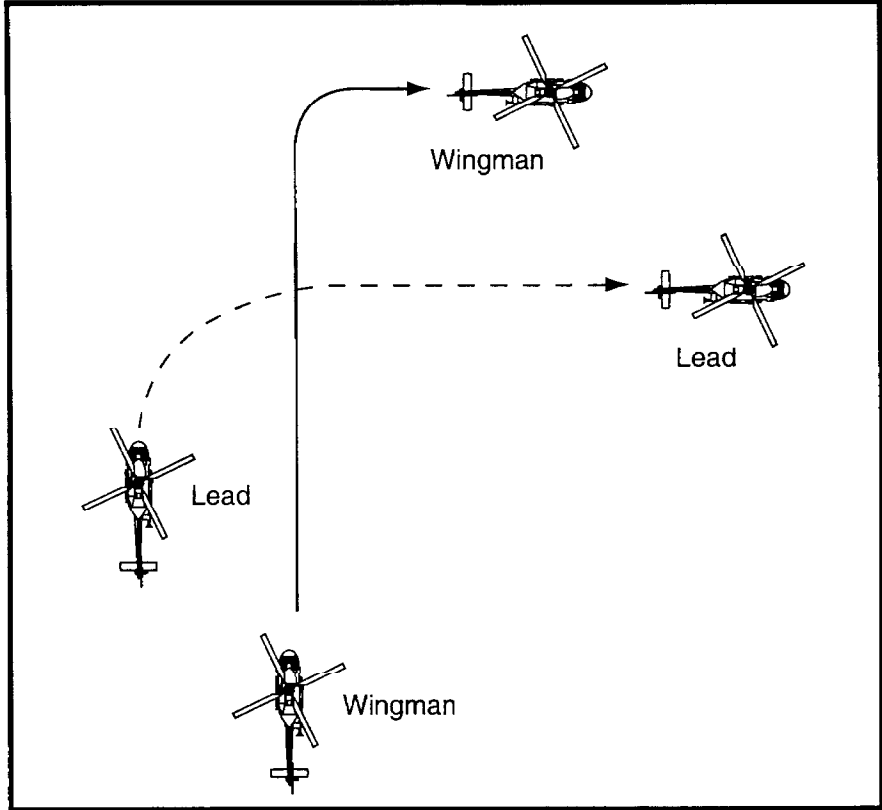


TAC TURN AWAY - COMBAT CRUISE / FLUID TRAIL



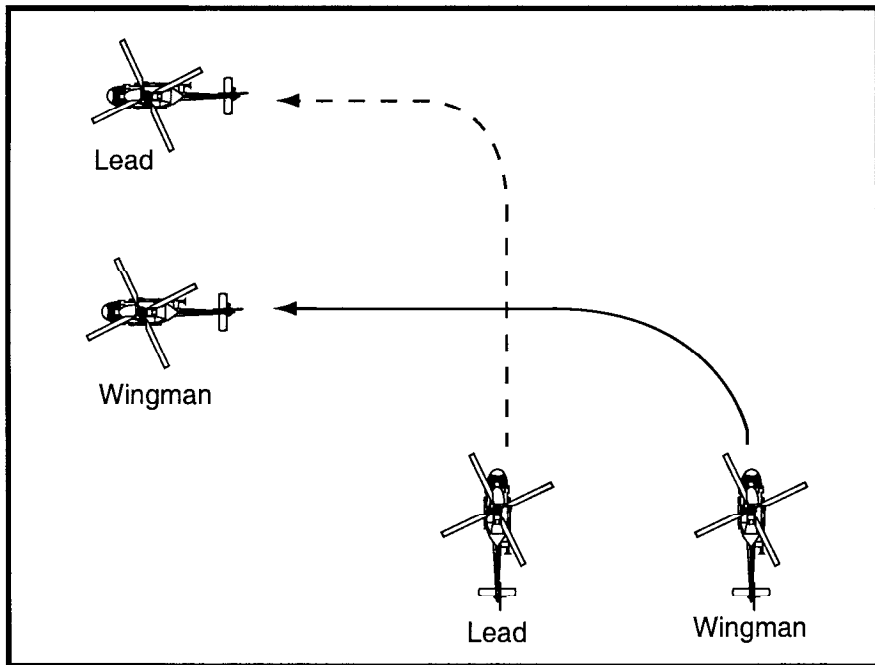
- 60-120 degrees / 90 degrees understood
- "TAC left / right" (90 degrees norm or specify)
- Wing turns to pass behind
- Lead turns once wing is at 5 or 7 o'clock position

TAC TURN INTO - COMBAT CRUISE / FLUID TRAIL



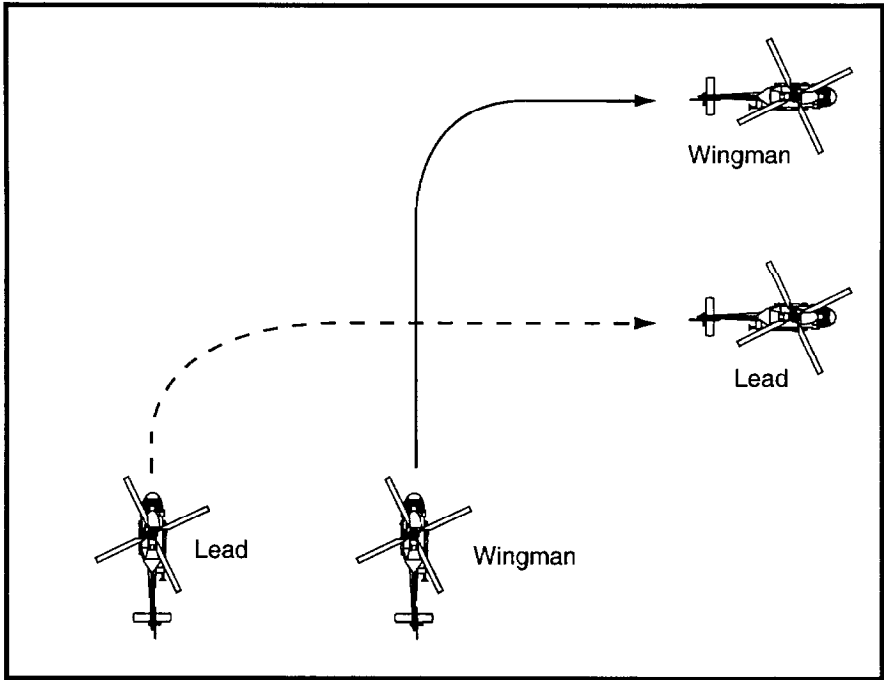
- 60-120 degrees / 90 degrees understood
- "TAC left / right" (90 degrees norm or specify)
- Lead turns to pass behind or in front of wing
- Wing will cross sides

TAC TURN AWAY - LINE ABREAST



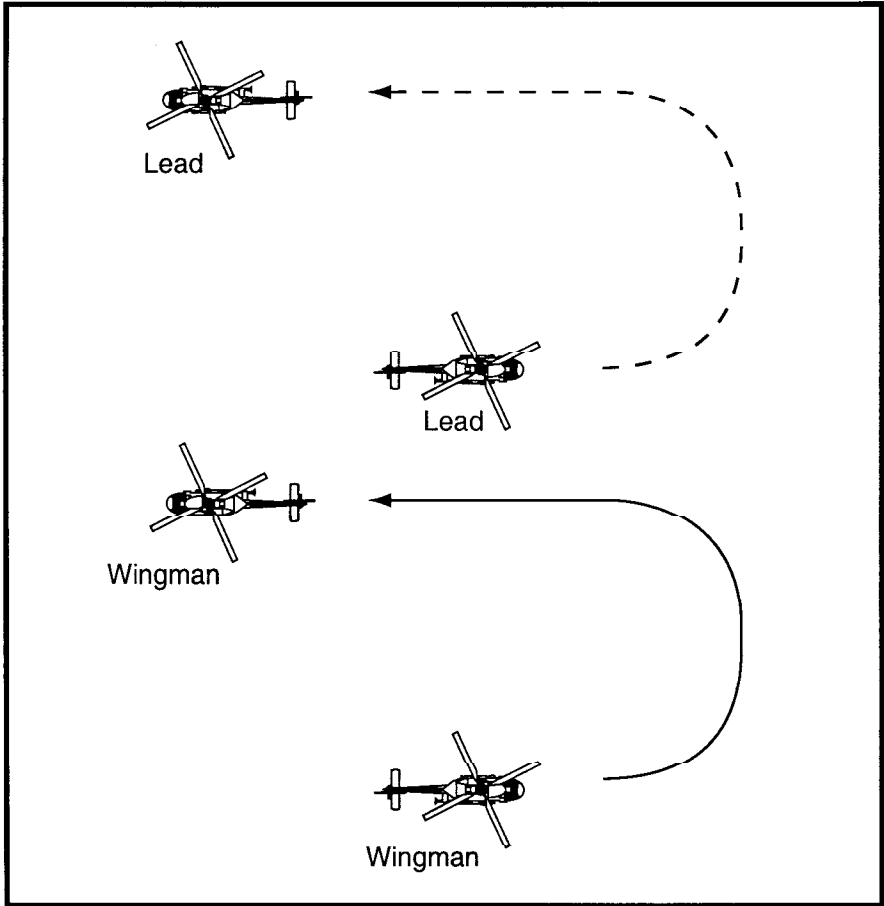
- 60-120 degrees / 90 degrees understood
- "TAC left / right" (90 degrees norm or specify)
- Wing turns first and behind
- Lead turns once wing is at 5 or 7 o'clock position

TAC TURN INTO - LINE ABREAST



- 60-120 degrees / 90 degrees understood
- "TAC left / right" (90 degrees norm or specify)
- Wing turns to pass behind wing
- Lead turns once wing is at 5 or 7 o'clock position

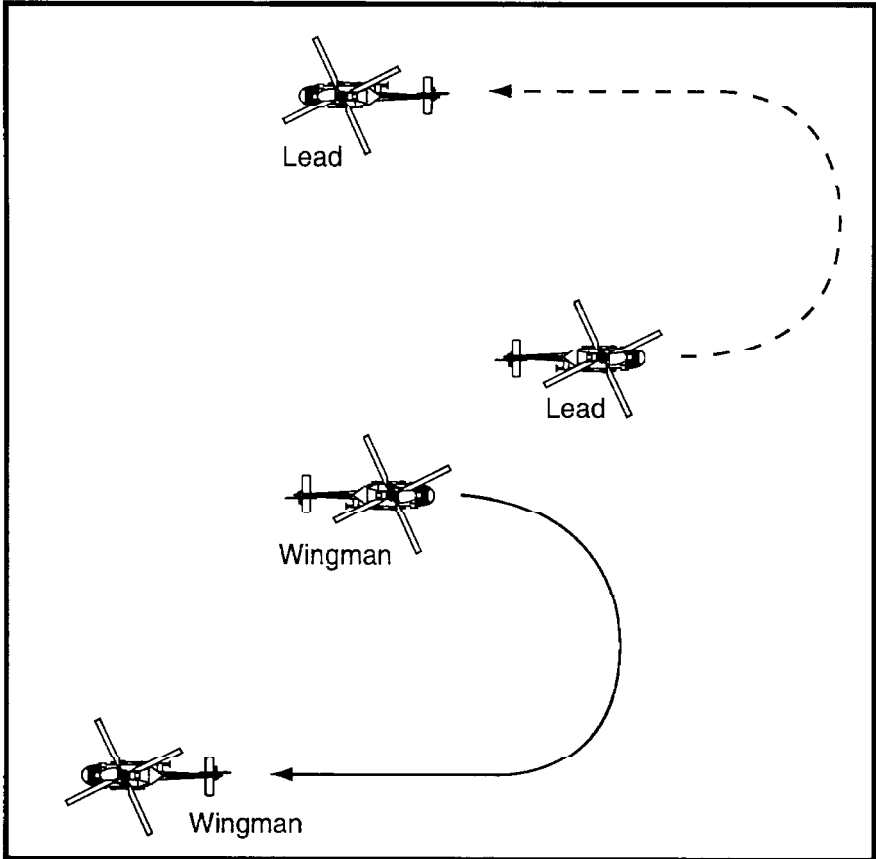
HOOK TURN



- 60 degrees / 120-240 degrees / 180 degrees understood
- "Hook left / right"
- Both aircraft turn in specified direction simultaneously
- Wing responsible for separation

NOTE: At night, rollout heading will be specified during all Hook turns.

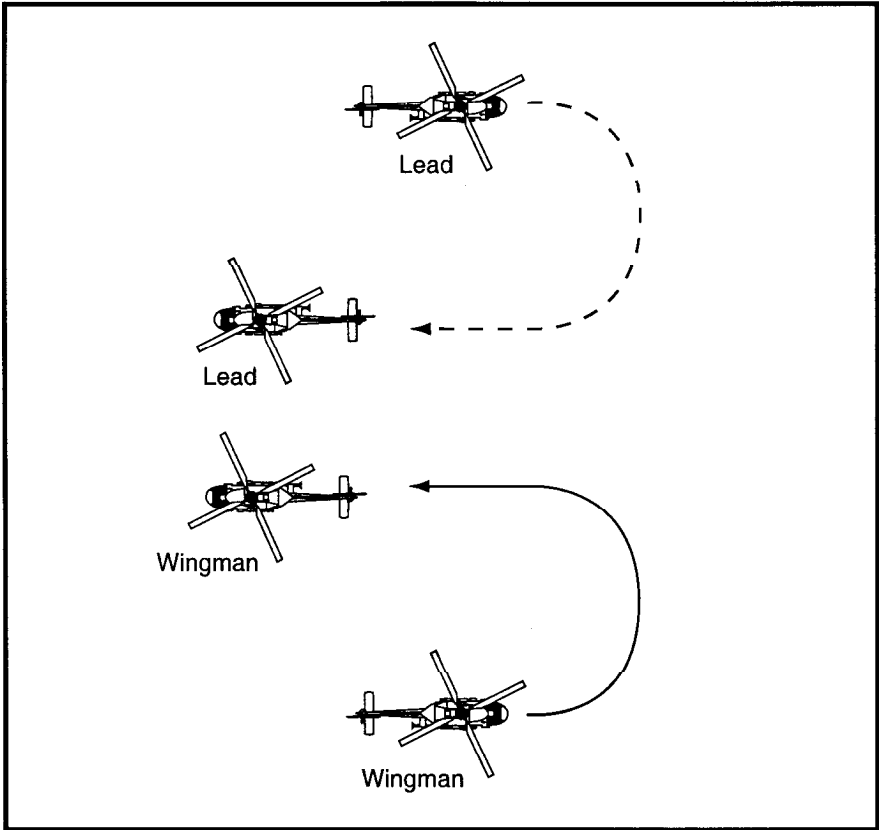
SPLIT TURN



- 120-240 degrees / 180 degrees understood
- "Split"
- Both aircraft turn away from each other
- Roll out in new direction

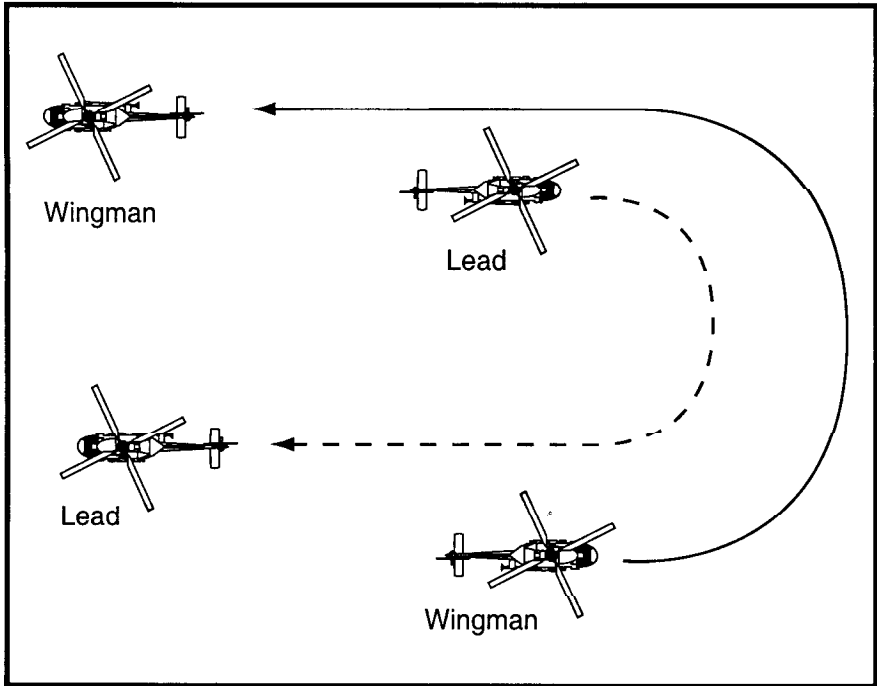
NOTE: At night, rollout heading will be specified during all Split turns.

CENTER TURN



- 120-240 degrees / 180 degrees understood
- "Center Turn"
- Both aircraft turn into each other
- Wing responsible for separation
- Day only maneuver
- Adequate lateral separation necessary (1.0 DME recommended for training)

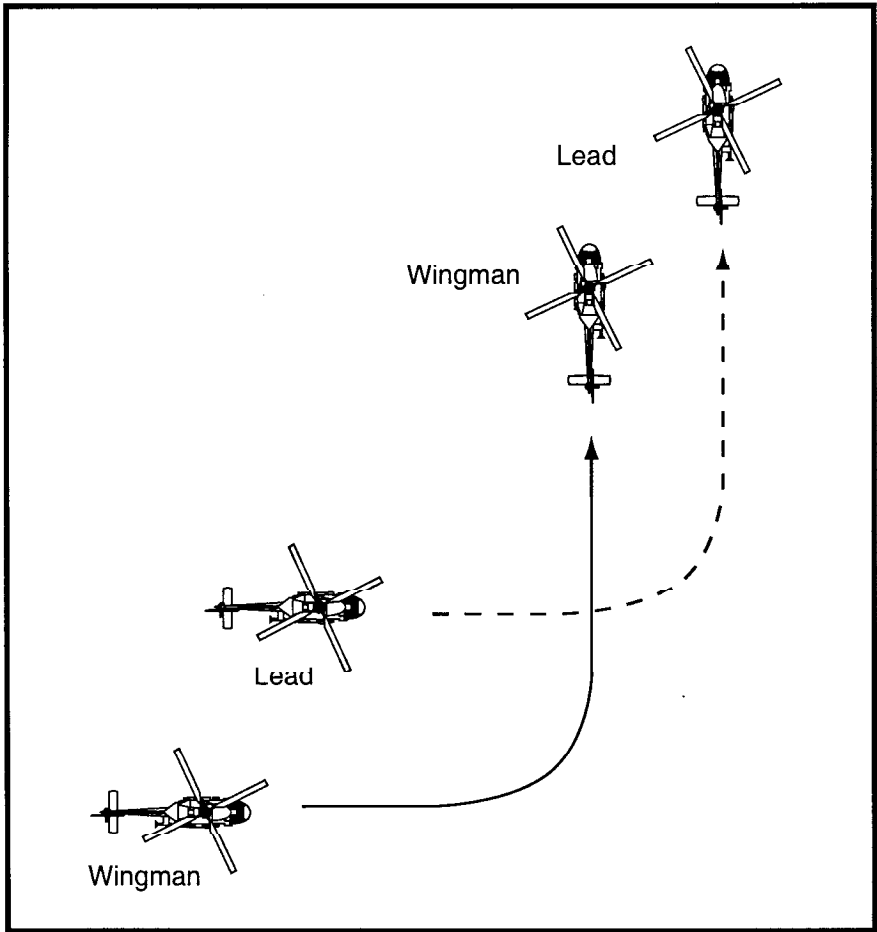
CROSS TURNS



- 120-240 degrees / 180 degrees understood
- "Cross Turn"
- Lead turns on inside unless specified "Cross turn outside"
- Inside aircraft turns first toward other aircraft
- Outside aircraft turns (after 20-30 degrees of lead HDG change)
- Angle of bank determined by separation

NOTE: Cross turns shall be performed only during day ops

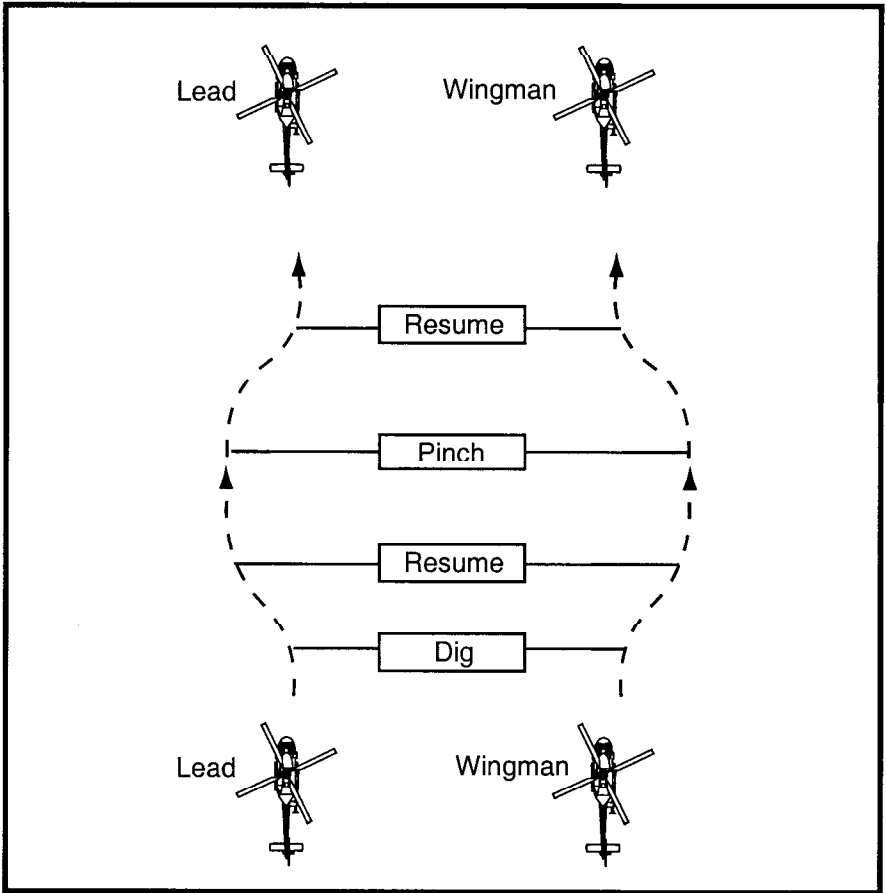
BREAK TURN



(Turning into enemy aircraft or away from hostile fire. Break turns are maximum aircraft performance maneuvers.

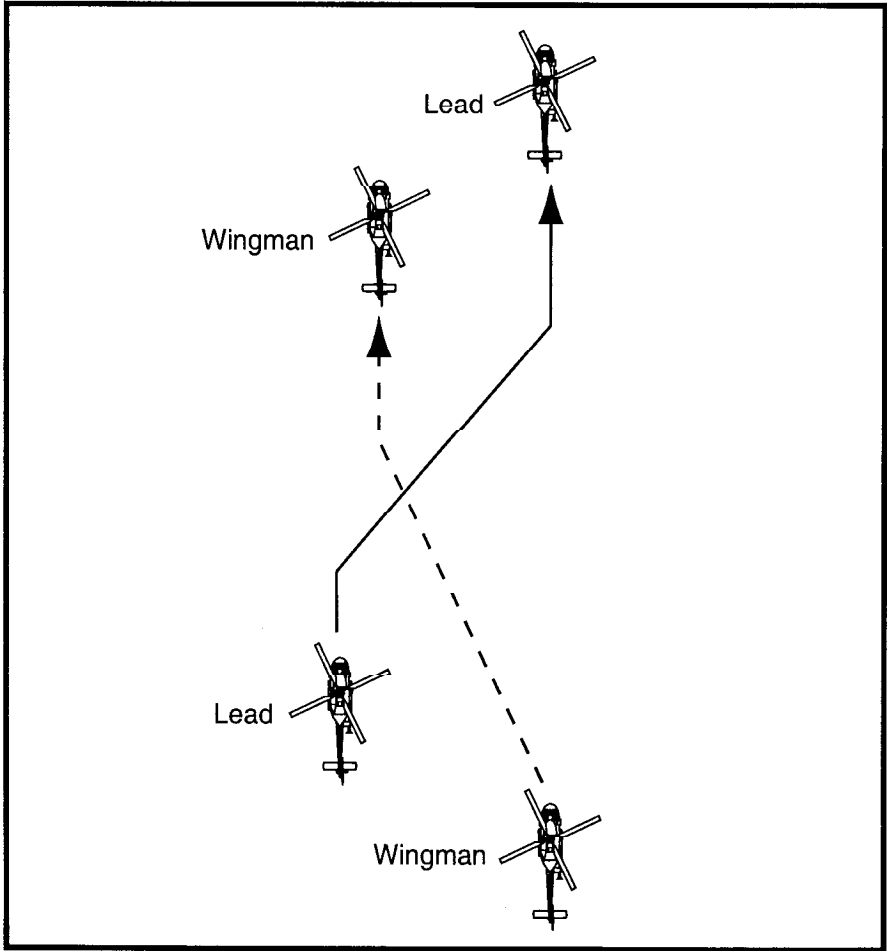
- "Break left / right" (90 degrees norm or specify)
- Both aircraft execute sharp turns in desired direction
- Wing is responsible for separation

DIG AND PINCH



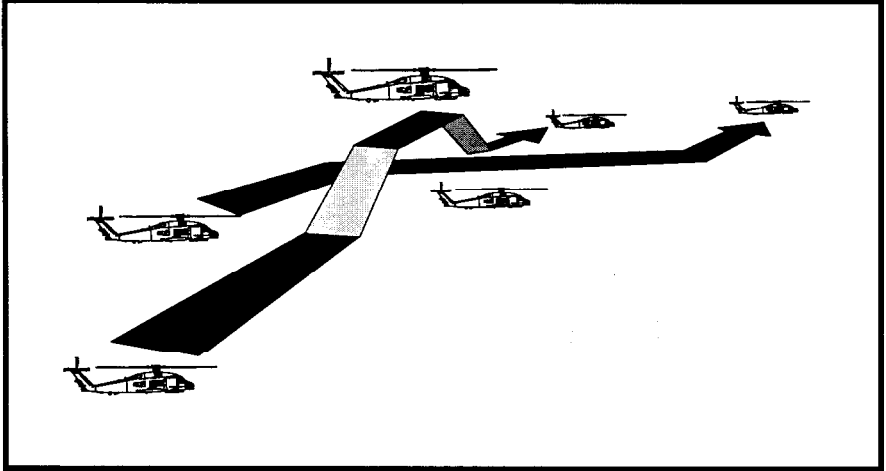
- "Dig"
 - Both aircraft turn away from each other for 30-45 degrees
 - When desired lateral separation is attained:
 - "Resume"
 - Both aircraft return to original heading
- "Pinch"
 - Both aircraft turn toward each other for 30-45 degrees
 - When desired lateral separation is attained.
 - "Resume"

SHACKLE



- "Shackle"
- Wing turns 30-40 degrees into wing and climbs
- Lead verifies turn of wingman and turns opposite direction
- When wing passes 6 o'clock, both aircraft resume original heading

COVER



- "Cover"
- Used as command to instruct Dash 2 to break plane with flight (climb assumed)