

Notso's UNOFFICIAL
Frequently Asked Questions – F-15E Strike Eagle for DCS
Version 5 (13 Jan 2024)

GENERAL QUESTIONS:

1. Q: What Software suite of SE are we getting?

A: The F-15E does not number their jets by Block # or by Lot # like the F-16s or Hornets. The SE community uses Software Suites. The initial proposed Software Suite for the DCS Strike Eagle is Suite 4+. Circa ~2005-2006. However, there will be some features added from both later and earlier suites as new information becomes available.

The intent is to start out as close to a Suite 4+ jet as possible (but not perfectly exact) and then have it evolve from there just as the real jet did as more info becomes available.

2. Q: What's the Best Strike Eagle Squadron in the USAF?

A: The 336th Fighter Squadron, the "World Famous Rocketeers". Or just the "Rockets". WFFFFR!

3. Q: Is the Strike Eagle a "Frankenjet" in game?

A: Yes, absolutely. It will not be frozen in time.

4. Q: Will the SE have an AI WSO?

A: Yes. RB stated that the plan is to *eventually* add some type of WSO AI called "TALON". But when and what form it will take is still unknown.

5. Q: Can I fly it without a WSO.

A: Yes.

6. Q: Can I fly it from the backseat?

A: Yes

7. Q: If I don't have a human WSO, Can I do everything from the Front Seat?

A: Yes, once all systems are turned on – almost all functions are mirrored from front to back. There are only five **systems** that must be powered on and configured in the back seat to allow the systems to be operational in both cockpits. They are:

- 1) ICS (Internal Countermeasures Set – I.e. the "Jammer")
- 2) RWR (Radar Warning Receiver)
- 3) CMD (Countermeasures Dispenser i.e. Chaff/Flares)
- 4) TGT Pod
- 5) EWWS

In addition, there are more than just 5 power switches, there are also several option switches, knobs, etc. in the RCP. Once those 5 systems are Powered on, the WSO

will have to configure them appropriately for use. RB will have a HOTKEY(s) that will allow you to jump back and forth between cockpits. But once those 5 systems are on and configured in the back, those system are fully functional in both cockpits.

Also, there might be the occasional HOTAS function in the back seat that the Front Seat doesn't have. For example the TGP digital zoom in/out is only HOTAS-able in the RCP. The FCP has to use the MPD pushbutton to do the same. There are a few things like this, but probably 96.9% of the HOTAS functions are in both cockpits.

The final difference is the ejection sequence handle is only in the RCP. See later Q&A here for an explanation.

Currently, RB has those power switches in the back able to be mapped to the FCP so the pilot can turn them on without having to hop in the back seat.

8. Q: Are Strike Eagle Crew Chiefs cool?

A: Absolutely! The jets don't turn a wheel if Salty Maintainers weren't there getting them ready to go for the aircrew.

9. Q: Is the Strike Eagle Module hard to fly?

A: That's purely subjective. It is a complex aircraft, but most people say the systems are fairly intuitive and the work flow is excellent, making learning it not too terribly hard.

10. Q: What is the absolute best strategy to learn this complex module?

A: A couple of simple acronyms will help this process immensely:

- a. RTFM
- b. WTFV
- c. CTFP (on Discord)
- d. RTFFAQ

11. Q: Is the SE good at A/A in general.

A: Yes, very

12. Q: Is the SE good at BVR?

A: Absolutely. It should be as good as the F-15C and should be better most other peer jets based on better radar performance.

13. Q: Is the SE good at BFM?

A: It depends, but Yes. Too many variables to consider for a black and white Yes/NO answer. But overall, it is a capable BFM platform. It's not a BFM god, but it can hold its own against most aircraft if flown correctly.

14. Q: Can the WSO shoot the gun?

A: No. The trigger on the RCP stick is not only disabled but is actually molded into the stick and does not move?

15. Q: Can the WSO shoot missiles?

A: No, all forward firing ordnance like A/A missiles, the gun, etc. can only be fired in the front seat. The only exception is the WSO can shoot Mavericks from the back.

16. Q: Can the WSO drop bombs?

A: Yes, the pickle button in the back is fully “hot” for free-fall munitions and the AGM-65 Mavs.

17. Q: Can the WSO AAR (Air to Air Refuel):

A: Technically yes. They are not trained to do so IRL, but some can and have

18. Q: Can a WSO land the jet?

A: Technically Yes. See above. They are not trained pilots or allowed to land from the backseat by regulation but some have.

Q: How do I win at BFM in the Strike Eagle?

A: Wow, that’s a long and very involved answer. Check the #SE-Chat pins in the Razbam Discord for Notso’s BFM Tips Word Doc compiled by member FRG_RGH. But the bare min basics are you fight the Mighty Mighty based on Airspeed and AOA. Same thing for the F-15C model as well, although the numbers might be slightly different in the Albino Eagle. But here’s a short snippet:

Fighting the Eagle (C or E) is about a combo of speed (KCAS) and AOA. It’s not only one or the other, you have to look at both. The Speed range you want to fight in is 440ish to probably no less than 300 to really max of 250KCAS. Only ever get below 300 if you need to slow down and get into a scissor fight or you need to cash everything in for a one last ditch nose position change to get a shot off. But getting below 300 means you will be very slow to accelerate. Typically, once you do the initial break turn, you're living in the 300-400 range and moving around within that range to achieve what you need to with the jet. BFM is never or rarely static. Because the longer it is, the more chances you're going to either make a mistake or someone else is going to enter the fight and kill you. So if you find yourself at the bottom range of the speed down in the low 300/high 200C (calibrated airspeed - what shows in the airspeed box) then you need to accelerate to get back into the mid to high 300s or low 400s if you can. Never go above Corner speed unless you're trying to separate!

So those are your speed numbers. Live within those ranges and only ever go above or below if you're trying to cash in for a shot (slow) or Separate/GTFO (high speed).

Now.... let’s talk AOA. AOA is how you fly the jet to MOVE within those speed bands. Think of AOA as a means to an end. The graphic below, you need to burn that into your brain. Concentrate on the Red boxes.

You use those AOA numbers to move up/down or sustain your speed.

Description	AOA (α)	Feel of Jet	Tactical Crew Coordination	LV Control
Best Acceleration	8-10	Light in Seat	“Unload”	Lateral Stick
Sustained Turn	18-22	Light Buffet	“Opt Turn”	Lateral Stick
Max Rate/Min Radius	28-32	Moderate Buffet	“Tighten Down”	Lat Stick or Rud
Lift Limit	33+	Deep MB/Slight Wing Rock	“Tighten Down” (if in MB) “TD, Deep end” (if <MB)	Rudder
Accelerated Stall	>36	Nose track stagnates/stops Significant wing dips	“Ease”	Rudder

So for instance, If I do a perfect Break turn starting at 430C and finish at 300C, I need to use the accel AOA band #'s to get myself back into the mid range speed of 350-375C which

equates to about my best rate turn. Once your airspeed is back where you want it, then you transition to the Sustained turn ("OPT TURN") AOA numbers to stay there. If I need to then move my nose to take a shot, then I pull to the Max rate/min radius (tighten down) AOA numbers. Note tighten down IS NOT a break turn. You can only ever do an effective break turn at corner velocity.

This is why you must use BOTH speed and AOA together. Speed tells you when you're there and to stop doing what got you there and AOA is the means to get you to or maintain your desired speed. This is probably one of the most misunderstood things of using AOA.

Because think about it..... if I used AOA only and went to 28-32 units and didn't know when to stop - I'd find myself at 169Kts and falling out of the sky. Conversely, if I want to accelerate to get speed back and used the 8-10 AOA but didn't look at my airspeed, then I might go through M1.0 and have a turn radius the size of Texas.

So we always talk about using AOA to fight with the Eagle, but AOA is only part of the equation. Now, take a look at the far right end of that chart where it says "LV control". THIS is how you actually "FLY" the jet using stick and/or rudder. Its super important to understand this, because it changes depending on your speed/AOA. "LV" control means "Lift Vector" control. IOW, its where the jet is going or where you want it to go. the lift vector is where the jet is going in a turn. The easiest way to think of the lift vector is to look up through the top of the canopy just above the canopy bow to directly straight up. That is how to visualize your Lift vector. So to change your lift vector, you have to roll the jet to set the wings perpendicular to where you want to go and end up. For instance, if you are flying straight and level and there is a guy a mile away also straight and level abeam you, to point your nose at him, you have to roll the jet 90 degs and then pull to put the nose on him. Rolling the wings 90 deg is called "putting your left vector ON" the bandit. By rolling 90 deg - the top of your canopy is now pointed at him and now you know all you have to do is pull straight aft on the stick and your nose will point directly at him.

One of the BIGGEST keys to flying this jet well, since its not FBW - is to make sure in 99.69% of the cases, you are only ever rolling unloaded which means there's no or little Gs on the jet and then Pull straight AFT on the stick. When you start pulling and rolling at the same time is when you get into trouble. Think of the stick movements with the stick neutral i.e. centered in the range of motion that you try to ONLY move the stick L/R from center and Pull only AFT or push fwd with the stick centered laterally. Or another way is to think of the stick movements as a Cross or a +.

So go back to that chart.... one of the characteristics of the flight controls is that the Ailerons get washed out at HIGH AOA i.e. SLOW. So when you're fast, <23 ish units, using Lateral stick ONLY (no rudder at all) is the fastest way to reposition your lift vector. Because at those speeds, the stick is not being pulled aft hardly at all. When you get to the 28-32 AOA range, i.e. max turn - you can use EITHER lateral stick OR RUDDER. But never both. A good ROT is below 30 units use lat stick. Above 30-32 use rudder only to roll the jet. Once above 32 AOA, which means you're already very slow - the ONLY way to roll the jet is Rudder only.

Remember, the entire purpose of "rolling the jet" is to position your lift vector where you want it. The lift vector, recall, is where you want to go. Not where you're going at that instant in time. Think of it as the future.

ROADMAP QUESTIONS

1. Let's get all the "NO's" out of the way first.

Q: Will the Razbam F-15E Strike EAGLE have or carry the following Weapons / Systems in game?:

SLAM	NO
Harpoon	NO
HARM	GOD NO!
Rockets	NO
APKWS	NO
FBW	NO
WSO JHMCS	NO
B-61	NO
JASSM	Very unlikely anytime soon
AESA RDR	Technically feasible but very unlikely anytime soon
Removeable CFTs	NO (but maybe later on)

2. Q: What is the "Road Map" for the SE:

A: According to RB per several Discord, and other Social media posts - the "UNOFFICIAL" Roadmap / Priorities for completing Early Access are as follows:

Fixing General Bugs
Fixing JDAM Bugs
WCMD
AGM-130
GBU-15
TSD
SIT (Hopefully this gets moved up in the priority – TBD)
Mavericks

**GBU-28 and GBU-27 will be added during EA at some point, but it's unclear where these fall in the timeline.

3. Q: What comes next when all of the Suite 4+ features are complete in EA?

- CTU 1 - AN/AAQ-28 Litening II and the new UFC
- CTU-2 - AN/AAQ-33 Sniper XR Pod, AIM-9X and JHMCS

4. Q: What is a CTU?

A: Chronological Technology Update – i.e. adding features to the Strike Eagle in "roughly" the chronological order it was added to the real jet.

5. Q: What weapons/ SYSTEMs does the Strike Eagle currently have in game now:

JSOW	AGM-154A only
JDAM	GBU-31v1, GBU-31v3, GBU-38, GBU-54
PWII	GBU-10/12
PWIII	GBU-24
Dumb bombs	MK-82/82AIR/82SE/MK-84/84AIR/BLU-107
Cluster Bombs	CBU-87/97/MK20 RE
LANTIRN TGP	
NAVFLIR Pod	Includes Terrain Following RDR + FLIR image in HUD

6. Q: What Systems / Weapons are coming Soon™:

LINK-16	Part of EA
Mavericks	Part of EA
BDU-33	Part of EA
GBU-28	Part of EA - waiting on an ED fix
GBU-27	Part of EA – waiting on ED to Add
AGM-130	Part of EA - AGM-130C9 supposedly is already complete by ED, awaiting integration by RB into the jet.
GBU-15	Part of EA
GBU-39/SDB	Confirmed by ED. Date TDB
AIM-9X	Future CTU
JHMCS	Future CTU
Litening TGP	Future CTU
Sniper TGP	Future CTU
AI WSO	Future CTU

7. Q: Will we get the APG-82 AESA radar:

A: No, likely not for a long time

8. Q: Is the WSO going to get JHMCS?

A: No. Why? Because the RCP is not setup for JHMCS.

9. Q: Why are AIM-9X, JHMCS, and Litening Pod not already in the SE module since they are currently in game?

A: Because the 9X and JHMCS were part of Suite 4, so they have lower priority to integrate into the jet. Its not as simple as just adding them to the inventory list.

The Litening Pod was a Suite 4 system, but a decision was made to do LANTIRN first, so the Litening will be added when its ready. It's supposed to come in a CTU but it *may* get added sooner since it was almost finished pre-release.

SYSTEMS QUESTIONS

1. **Q: Which Engines does the module have?**

A: Pratt & Whitney -229s

2. **Q: How many radios does the SE have and what type?**

A: Currently, in game there are two radios. R1 is the legacy UHF only and R2 is the ARC-210 with VHF and UHF capability. A 3rd radio will likely be added down the line.

3. **Q: Can we remove the CFTs in the game?**

A: NO. The CFTs for the SE were integral to its design. They were only ever removed for MX test flights and ferry back to Depot for overhaul. A SE would usually never fly operationally without CFTs. However, it seems like current jets are being tested to fly A/A without them. In addition, the CFTs MUST be installed in order to be able to carry the TGT and NAVFLIR pods.

So standby on this question. But **IF** (and only if) CFTs will be allowed to be removed in-game at some point in the future, that is Waaaay down the road as a whole new FM model would need to be developed.

4. **Q: Can the SE fly without the NAVFLIR and/or TGT pod?**

A: Yes. The real jet could fly with none, one or both. However, it was very rare that the SE flew without both pods in both training and combat. So yes, they can be removed, but that is not a natural configuration. In addition, there are some severe maneuvering limitations if only carrying a single pod due to the asymmetry. But yes, in game you can fly with both, one or none.

5. **Q: What is the different between the Old and New UFC?**

A: It will initially come with the old Legacy LCD UFC. But the new Digital UFC is planned to be added later as an "option". Note, BOTH UFCs are digital. Legacy and New are the preferred terms. Or LCD (old) and LED (new). The UFCs are completely interchangeable and have the exact same functions.

The biggest advantage of the New UFC is its easier to read in different lighting conditions and is NVG compatible.

6. **Q: Is the SE an FBW (Fly BY Wire) flight control system?**

Q: NO. It is a hydromechanical flight control system with a Control Augmentation System (CAS) overlaid on the manual system. It is the exact same system that the F-15C uses.

7. **Q: What is "LANTIRN"?**

A: Low Altitude Navigation and Targeting Infra-Red for Night. It is a system of two pods – the AAQ-13 Nav Pod and the AAQ-14 TGT Pod.

- a. The NAV Pod contains the NAVFLIR sensor that projects a FLIR image into the HUD and HUD repeater for an IR view ahead of the jet. This was important for low altitude navigation before NVGs were used.

The NAVPOD also contains the Terrain Following Radar (TFR)

- b. The LANTIRN TGP is a basic TGT Pod that is IR only with only 2 fixed Optical zoom levels (Wide and Narrow) and an “EXPAND” mode that is a digital zoom. The LANTIRN TGP is an older generation TGP compared to the Litening or Sniper pods that have CCD TV cameras as well as IR and variable zoom levels, among other features.

8. Q: How does the ejection seat sequence work?

A: It depends on which position the ejection sequence handle in the back seat is set to.

- a. NORM – Pilot pulls the handles, WSO goes first then the pilot. If WSO pulls the handles, only he/she goes and the pilot stays in the jet until he pulls his own handles.
- b. AFT-INITIATE – Whichever crewmember pulls the handles, the WSO goes first and the pilot right after. This is the normal setting for 99% of the flights.
- c. SOLO – meant for Pilot only Ferry. Rear seat is disabled. Pilot pulls handles, only he/she goes.

9. Q. What is the TEWS?

A: The TEWS stands for Tactical Electronic Warfare System. The TEWS is the system that encompasses all of the individual components for EW self-protection consisting of:

- a. ALR-56C Radar Warning Receiver (RWR)
- b. Internal Countermeasures Set (ICS) – Think of this as primarily the jammer, but it does also talk to the RWR and the CMD.
- c. Countermeasures Dispenser Set (CMD) – Chaff and Flares. It can be set to Manual, Semi-Auto, or Auto.
 - i. Manual - a preset program built into the Software that will dispense a set program that was programmed into the jet before takeoff.
 - ii. Semi-Auto – Based on the threat the RWR and ICS think is the highest priority, the system will choose a CMD program designed specifically for that threat. However, the crew has to manually push the dispense switch to have the jet start puking out the chaff and/or flare program.
 - iii. Auto – Same as above, but the jet will auto start puking flares out on it's own when it thinks it needs to.
- d. No one ever used Semi or Auto that I'm aware of because you could end up going through all your CMs very quickly and run out.
- e. Since DCS doesn't replicate chaff and flare dispenses based on threat – and instead its simply a dice roll per chaff/flare. I do not expect RB to try to model CMD programs based on threat. Besides that stuff is classified anyway, so there would be no point in even bothering.

10. Q: Can the jet still run the Jammer (ICS) and have the radar function at the same time?

A: Yes

11. Q: Does the Strike Eagle have ACM radar modes?

A: Yes – They are called “Auto Acquisition” modes. Or “Auto-Acq” (pronounced “Auto-Ack”). Auto-Acq modes are designed to lock the first thing it sees in the scan coverage.

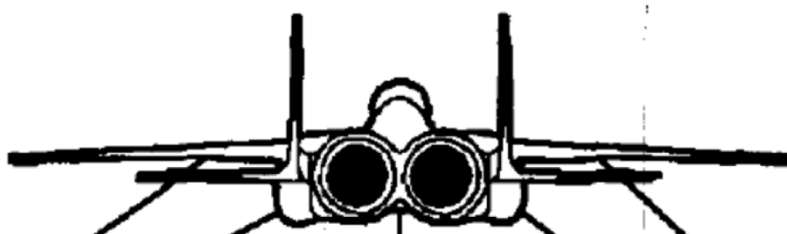
There are 5 Non-JHMCS Auto-Acq modes in the SE:

- a. Supersearch (SS): It's a 20x20° wide search that is about the size of the HUD FOV. It can be biased Up, Down or centered in the HUD. Range is from 500ft to 10nm.
- b. Vertical Scan (VTS): Usually referred to as “Vert Scan”. It is a thin vertical scan looking from 5-55° above the nose of the jet. Think of this as your “lift vector scan”. You roll the wings to set your lift vector on the bandit to get a lock. Range is from 500ft to 10nm.
- c. Boresight (BST): This is a 4° scan looking down the nose of the jet centered on your waterline. Range is from 500ft to 10nm.
- d. Long Range Boresight: Same as above except it's a 2.5° circle. Range is from 3000ft to 40nm.
- e. GUNS Acquisition (“AUTO-GUNS” or just “GUNS”): This mode is a slewable auto-acq mode that you can move the scan around Up/Down/Left/Right with your TDC to position the scan where you think the bad guys are or might be. Range is from 3000ft to 15nm.

WEAPONS QUESTIONS

1. Q: What weapons can the Mighty Mighty carry?

A: These are the weapons that the REAL STRIKE EAGLE can carry and will “likely” be included in the module eventually.



	2A	2	2B	Left CFT		TGP	5	NP	Right CFT		8A	8	8B	MAX
				Upper	Lower				Lower	Upper				
Target Pod						1								
NAV POD								1						
External Fuel Tanks		1					1					1		3
Travel Pods		1			2		2		2			1		8
AIM-120 B/C-5	1		1		2				2		1		1	8
AIM-7 F/M/MH					2				2					4
AIM-9 P/L/M/ (X*)	1		1								1		1	4
CATM-9 Captive Training AIM-9	1		1								1			1
MK-82 (LDGP, AIR, SE) 500lb Dumb Bomb		1		3	3	1			3	3			1	9
BDU-50 (inert Mk-82 training bomb)		1		3	3	1			3	3			1	9
MK-84 (LDGP, AIR) 2000lb Dumb bomb		1			2	1			2				1	7
BDU-56 (inert MK-84 training bomb)		1			2	1			2				1	7
GBU-10 2000lb PW 2 LGB		1			1	1			1				1	7
GBU-12 500lb PW 2 LGB		1		2	2	2			2	2			2	11
GBU-24 2000lb PW 3 LGB		1			1	1			1				1	5
GBU-27 2000lb PW 3 LGB*		1			1	1			2				1	6
GBU-28 5000lb PW 3 LGB*		1				1							1	3
GBU-31 (v1 / v3) 2000lb JDAM		1			2	1			2				1	7
GBU-38 500lb JDAM		1			3	1			3				1	9
GBU-54 500lb Laser JDAM		1			3	1			3				1	9
AGM-154A JSOW		1			1	1			1				1	5
GBU-39 250lb Small Diameter Bomb*					8	4			8					20
AGM-65 (A/B/D/H/K/L)*		3											3	6
AGM-65 (G/G2)*		1											1	2
AGM-130* 2000lb Rocket Assisted Glide Bomb		1											1	2
GBU-15* 2000lb Glide Bomb		1											1	2
CBU-87 CEM		1		3	3	1			3	3			1	9
CBU-97 SFW		1		3	3	1			3	3			1	9
CBU-103 CEM WCMD*		1			3	1			3				1	9
CBU-105 SFW WCMD*		1			3	1			3				1	9
MK-20 Rockeye		1		3	3	1			3	3			1	15
BLU-107 Duraland				3	3				3	3				12
B-61**		1			1	1			1				1	5
BDU-38*		1			1	1			1				1	5
BDU-33 (carried in a SUU-20)*		6				6							6	18
AXQ-14 or ZSW-1 Data Link Pod*						1								1

* = Not in game yet

** = Not probably ever going to be added to the game

2. Q: Will the DCS SE have a B-61?

A: I wish, but No

3. Q: Can the SE employ JDAMs on the Upper CFT pylons?

A: No, these BRU's are not wired for Smart weapons. However, JDAMS can be carried there as a Ferry only configuration. Some Export Strike Eagles and the EX have the newer smart BRU's on the upper row. But the current USAF F-15E does not.

4. Q: Can the SE carry the Amber racks?

A: No, the USAF F-15E does not have that capability. Those are only on export models and the EX.

5. **Q: Does the SE have stations 1/9 available:**

A: No. Again, that is an export and EX-only thing.

6. **Q: What are the weapons load restrictions for the Strike?**

A: They are too numerous to list all of the possible restriction combinations, but they all mostly relate to either:

- a. Different type of A/G stores CANNOT be mixed on the same CFT. So for example you can't carry JDAMs and GBU-12s on the same CFT. The only exception is GBU-38 and GBU-54. The jet treats them all as -38s, so its good.
- b. A/G stores on the Upper CFT pylons conflicting with wing pylon stores due to size and/or shape. A couple of examples are:
 - i. CBU-87s cannot be carried on the upper CFT BRUs with Wing tanks or other stores loaded.
 - ii. AGM-65s cannot be carried on the inner rail of the triple Mav rack if there are A/G weapons loaded on the CFTs.
- c. A/G weapons carried on the wing stations (2 & 8) that conflict with A/A missiles on the Wing launch rails. Examples of this are:
 - i. LAU-128 rails must be removed to carry GBU-24s on that wing station. So no A/A missiles at all are able to be carried on that side wing with a GBU-24 on that pylon.
 - ii. Only AIM-9s may be carried on the wing rails with AGM-130 or GBU-15 (Short Cord Wing only). And the weapon must be dropped or jettisoned before the AIM-9s can be fired due to fin to fin contact.
- d. Smart weapons cannot be carried on the upper CFT pylons due to them not being wired for Smart munitions. Therefore, JDAMs and WCMD cannot be employed on the upper CFT stations because there is no way for the bomb to talk to the Smart PACS. However, they can still be loaded and carried there for ferry ONLY purposes.

7. **Q: When did the AGM-65 stop being used by the SE?**

A: It was never really used or trained with by the operational Sqs in the first place. Mt Home was the only base that I'm aware of that trained with it on a semi-regular basis during the 1990's. However, it was officially dropped from the SE inventory sometime after Suite 4. Probably Suite 5 or 6 was when it was removed from the Tech Orders. Also, to the best of my knowledge, a SE has never fired a Maverick in combat.

8. **Q: Why is the AGM-65E Laser guided Maverick not included in the SE inventory?**

A: Because Navy.

9. Q: Can the AGM-130 and GBU-15 be employed without a datalink pod on the jet?

A: Yes – there are two ways you could do this. One is the DIRECT mode using Lock on Before Launch (LOBL). However, this requires the jet to get much closer to get a lock because it works exactly like an AGM-65. Once released, they would then self-guide (hopefully) as long as they didn't lose the lock. This is an extreme contingency and defeats the entire point of the weapons and would never be used operationally unless in an emergency. It would most like be a waste of a weapon if used this way.

The second way they can be employed if the release jet doesn't have a Datalink pod would be to do a "Buddy Guide" where another jet has a pod and they can fully control the weapons both before and after release. This is a common TTP if you are using them in a high threat environment where the releasing aircraft (the mule) can go into the threat ring briefly, pickle the weapon off and then turn around and run while another jet safely guides the weapon from a standoff orbit.

10. Q: Can I change LGB bomb laser codes inflight?

A: NO, not for PW2 and PW3, because there is no interface between the bomb and the jet. They must be set on the ground before takeoff. You can set those either in the Mission Editor or through the ground crew menu / bomb laser code interface panel. You CAN change a Laser JDAM's laser code INFLIGHT via the Smart Weapons page or on the ground like a regular LGB.

11. Q: Why Can't I mix bombs on the CFT?

A: Its because the CFT is one big MER. Each CFT is a single "Station". The PACS can only recognize one type of bomb on each CFT. The main reason is because the PACS uses the bomb type to calculate weight, CG, and bomb release ballistics – as well as OWS calculations and such. So if you started mixing weapons, the release calculations, jettison, OWS calculations, etc would be all F'd up.

The ONLY current weapons that can be mixed are GBU-38s and GBU-54s, and that's because they are really the same bomb anyway and the PACS IDs them both as GBU-38s.

12. Q: How come GBU-54s show up as GBU-38s in the PACS and Smart Weapons Page?

A: Because they are essentially a GBU-38 with a laser seeker screwed on the nose. The electronics in the GBU-54 still ID to the PACS as a GBU-38, probably so it can be the one exception to mixing stores on the same CFT.

13. Q: I have a GBU-54 Laser JDAM loaded but it never tracks the laser and only acts like a GBU-38 and goes to the loaded coords instead. What am I doing wrong?

A: You have to select "SENSOR" at PB20 on the Smart Weapons page and make sure the RCV is ON.

RTFM Questions

1. Q: What does “RTFM” mean?

A: That is a GREAT question, I’m glad you asked. RTFM stands for “READ THE FRACKING MANUAL”. Of course “fracking is not what I’m saying in my head. What it means is that people have taken a lot of time and effort to prepare numerous guides (like this FAQ for instance) to help you learn the module. If you spend even a little bit of time attempting to find the answer for yourself, you will a) most likely learn something about the jet even more than your original question and b) you will be a better person in the long run equipped with life skills to help you better succeed in this unforgiving world. In addition, you will find that if you put in even a bit of effort to find the answer yourself, people will be FAR more willing to help you out. Not EVERY answer is in the manual and some things in the manual are not correct. But its probably the best starting place.

Related terms to RTFM are:

WTFV = Watch the Fracking Videos

CTFP = Check the Fracking Pins (on the RB Strike Eagle discords)

RTFFAQ = If you’re reading this, you’ve accomplished this step.

2. Q: I’m stuck on steer point B and I can’t change the point to steerpt 1 nor can I add a new point. What’s wrong?

A: It because of the way the SE Navigation route structure works. “B” is the Base point where the Jet’s INS aligns to and is the beginning and end of ALL the routes. There are three routes you can use to navigate on: A, B and C. If you steering to the Base point and want to go to any other point, you have to add the Route letter after the steer number. So going from B to steer 1, you would type in “1A” into the UFC to steer or create that point. However, once in the A route, to go to or add any other point in the A route, you no longer need the letter after the #. So you can just type in 2, 3, 4, etc. However, if you want to go from like the A route to the B route, you have to add the letter again the first time to get there, then the jet will assume that any subsequent number you type without a letter is for the current route.

3. Q: I am stuck in A/A Master mode (MM) and I can’t get out. What’s wrong?

A: You are most likely in GUNS mode. If you move the Weapons Select Switch AFT, it automatically puts you in AUTO GUNS and puts you into A/A MM. Until you exit GUNS, Pilot is hard wired to be in command of the GUNS RDR screen and locked into A/A MM.

4. Q: I can’t talk to the Tanker, AWACS or ATC, what am I doing wrong?

A: Make sure your radio 1 and 2 mic switches are bound correctly and then check in the UFC Radio submenu that you are on “MAN-AM” and not FM.

5. Q: Can I use a Mark point for a TGT designation?

A: No, you should use a proper TGT point with the syntax “X”. A mark point is used as a point to tag something you found and want to go back and look at it later. To make a Markpoint into a TGT point, you have to copy down the coords of the Mark and then manually transfer them to a TGT point.

6. Q: Can I transfer a Mark point directly to a JDAM?

A: No. However, when Link-16 and SIT are implemented in the jet, you will be able to create a Markpt, transfer it onto the link, then "Hook" it on the SIT and then transfer it to the JDAM. But there is no direct transfer of a mark straight to the bomb.

7. Q: What is DIRECT Mode?

A: It's a manual bombing mode that gives you a HOT pickle button so you can release the bomb when you are at or inside your pre-planned parameters. DIRECT is most useful with PW3s and JDAM/JSOW.

8. Q: Why are the JDAMs on the CFTs not releasing the bomb I have highlighted?

A: Because the CFT release bombs in a specific order – AFT-FWD-CTR – to be able to maintain CG and has nothing to do with where the goal posts are currently sitting on the SW page. So you have to make sure to transfer the coords to the correct bomb in the release sequence that you want to drop.

9. Q: What is the difference between the IFF page and the AAI/EID pages on the UFC?

A: IFF is what YOU are transmitting out for others to interrogate. AAI and EID is what codes you are interrogating OTHER aircraft. So IFF is what others are interrogating YOU, AAI/EID are for interrogating other aircraft.

10. Q: What's the difference between the AAI and the EID pages?

A: Nothing. They perform identical functions. Think of them as two user customizable ways to program your interrogations of other jets. Technique only, but the AAI was typically used to look for friendlies – I.e. your wingman or the tanker for instance using Mode 1, 2, or 3 and the EID was to run the interrogation on suspected bandits or unknowns to see if they return friendly or not. But you can set it up anyway you want.

The only difference is the EID HOTAS also triggers NCTR as well. But NCTR is not controlled from either the AAI or EID page.

11. Q: What does the NCTR ENABLE switch on the FCP side wall do?

A: It enables whether the RDR will automatically run a NCTR search when you lock someone up or not. If the switch is enabled, it will run AUTO NCTR. If its off, NCTR will only be run from a Manual selection of the EID HOTAS.

12. Q: What are the max range and Max endurance airspeeds for the SE?

A: Max range is 14/14.5 units of AOA (<25K / >25K). Max Endurance is 17.0 and 18.0 (<25K / >25K).

13. Q: What's "ON speed" for Landing?

A: 20-22 units AOA

14. Q: What does the BOAT Switch do?

A: It depends. In A/A – it undesignates Targets in TWS. In A/G mode, it undesignates your ground TGT (if you have one designated).

15. Q: I'm approaching my DOR. Should I Banzai?

A: NDB (NEVER DON'T BANZAI!!!)

16. Q: What are offsets and aimpoints used for?

A: Typically they are used in the A/G RDR to either update your INS/MN system (pre-EGI) or to be able to designate your TGT if your TGT is not RDR significant (like a dirt bunker). AIMPOINTS are tied to regular Navigation Steer points (1A, 2A, 3A, etc) and are named as X.X, i.e. 1.1, 1.2, 2.1, 3.1 Etc. Offsets are similar points but are specifically tied to Target points. They are named as X.OX, i.e. 10.01, 10.02, 69.04, etc. The two types work exactly the same for the update cursor function, but you can ONLY designate on a TGT OFFSET. If for instance, you designate on 69.01, then you are actually designating the TGT itself – 69.A using the bearing and distance relationship from the TGT to the OFFSET. If you attempt to designate on an AIMPOINT that is tied to a steerpoint, then you will get an "SP" designation at the spot of the AIMPOINT, which may or may not be what you want.

See my YT vid here for more details: <https://youtu.be/ycthNP-FLfl?si=sfRxYpngfEaNZ1ae>

17. Q: What is the Sweet Spot to make the best HRM maps?

A: The best parameters for making really good maps are to be in the correct position when you first begin making the map and then going through the most efficient flow as you step down to the smallest map. The sweet spot is:

< 40nm

Squint Angle between 30-50 Deg Az Left or right of the nose

Graze Angle between 2-10 deg down.

Ground Speed > 400 kts

Wings level

I would start off under 50nm to the target and have 3.3 set as my initial Display Window (DW) size. Enter the desired TGT number you want to map in PB17 on the RDR, or quick step the cursor until the TGT number is in PB17.

Check away until the AZ is between 30-50 deg off the nose. Command the map. As soon as it appears, hit the FREEZE button to freeze the map. Change the DW to 1.3, recenter the cursor and the DW box around what you want to map and command the map again. DO NOT UNFREEZE! If you froze the map, the next maps will be displayed already frozen.

As far as altitude, as stated above – between 2-10 radar angle down is the ideal. So the angle drives the altitude. To give you an example, at 2 to 10 deg gives you a

40nm = 8500 – 24,000 ft AGL

20nm = 4200 - 21,000 ft AGL

10nm = 2100 to 10,700 Ft AGL

so notice the closer you get, the lower you need to be in the "sweet spot". However, we

can get “reasonable” maps down as low as 0.5 deg graze angle. So at 20nm, you can be as low as a 1000 ft or 500 ft at 10nm and still get a useable map. Its only when you start getting really high and really close, like 30K+ feet and 10nm is your map accuracy going to really suffer.

18. Q: Do I need to do a PVU if I am in EGI PPKS?

A: No, the EGI uses its own velocities and will ignore the PVU value.

19. Q: How do I make the best designations on a RDR map?

A: Two big things will help: 1) use the EXP function available in the WSO seat only to blow up the pixels of the RDR map and 2) Designate on the LEADING edge of the “blob”, not in the center. This is due to lots a RDR theory reasons that I won’t get into here.

20. Q: What is the HOTAS for EXP in the WSO seat?

A: RTFM (HA trigger hold and Press TDC on a frozen map)

21. Q: How do I get back to the unexpanded RDR map?

A: Hit the “OLD” pushbutton and that should go back to your original Map.

22. Q: Not Strike Eagle Specific – but does the fuze’s position in the bomb (Nose vs Tail) give you the instant or delay function?

A: the position of the fuze in the bomb itself is irrelevant. The fuze doesn't have to "touch" something to go off. So it doesn't have to wait for the tail to travel the distance to the surface to get to where the nose of the bomb hit. Fuzes use deceleration to send the signal to go boom. When the bomb hits something hard enough, it will instantly slow down. That rapid deceleration, on the order of like 100Gs is what sets it off. So it makes no difference whether the fuze is in the nose or tail - both of those rapidly decelerate/slow down at the exact moment. The setting you select on the fuze itself is what determines the delay after impact. Usually set in Milliseconds.

23. Q: I am trying to Delete or Edit a steerpoint while in the jet and it won’t let me. When I type in the number to edit or erase, it just flashes at me. What’s wrong?

A: You are most likely currently steering to the point you are trying to edit or delete. The jet won’t let you change anything on the current steerpoint/TGT. Change the current steering to something else and then it should allow you to modify/delete the point.

24. Q: How do I change a steerpoint to a TGT point or a TGT to a regular steer point?

A: Make sure it is not your current steerpoint as in #23 above. Then enter the point you want to modify into the steerpoint submenu. Let’s say you want to change steerpoint 1A into a TGT point. Just enter 1 into the Steerpt submenu and then enter “1.” (one point) into the UFC scratchpad and then enter it over the 1A in the Steer point submenu. It should change from 1A to 1.A and now it’s a TGT. If you want to change a TGT back into a steerpt, do the exact same thing as above but type 1 to overwrite 1.A.

25. I’m in a cold start jet with the current steerpoint is “B”. I’m trying to have the jet steer to steerpt number 1. When I try to enter that into the active steering it just flashes at

me. What's wrong?

A: If you are steering to the BASE (B) or ANY thing that is not part of one of the three navigation routes – i.e. A, B or C – then to enter that route, you must type the route letter after the steer number the first time. So for instance, you are currently steering to “B” but want to instead steer to steer #1 in the A route, you have to type “1A” and enter that into the UFC. Now that you’re steering to something in the A route, the jet assumes that any subsequent number you type in is also for the A route. So now it will accept just the number. If you want to steer now to 5A, just type in “5” only and enter it at PB 10 and you will be steering now to 5A.

Anytime, you want to go from one route to the other, like say 5A to 69.B, you again have to add the route letter after the number the first time. So type in “69.B” into the UFC and now you’re steering to 69. In the Bravo route. From then on to navigate in the B route, you only need the number without the letters afterwards.

26. Q: How do I undesignate an A/G TGT?

A: RTFM first. But BOAT – AFT in the FCP and AACQ Press/down in the RCP. For undesignated to work, you must be in command of A sensor. It doesn’t matter which one, just a sensor like the A/G RDR, TGP or HUD.

27. Q: My wings keep ripping off. What am I doing wrong? And is this normal for the real jet.

A: First of all, the wings ripping off in game is a way to enforce the “limits” of the jet so players can’t abuse it and get additional performance from it that is not at all realistic. In real life, the wingtips would NOT break off and catch on fire. This was a design decision to do this in game to “punish” players who were abusing the limits. Since the Damage model is still WIP and is not nuanced yet – this was the only way to show that you’ve exceeded a jet limit.

28. Q: So what ARE the aircraft limits?

A: There are many, but here are the basic ones that will get you into trouble if you exceed them:

- G limits
 - -3 to +9 Gs
 - Max of 6-9 sec of negative G flight or flameout is likely
- Airspeed Limits
 - Max Airspeed W/ CFTs - 700 KCAS / M2.0
 - Max Airspeed w/o CFTs - 800 KCAS / M2.5
 - Max Gear Speed – 300 KCAS (A/A config and no LANTIRN Pods) / 250 KCAS all others
 - Max Flap Speed – 250 KCAS
- LANTIRN Pod Limits – pods should be turned off if:
 - > 40,000 ft
 - > 1.2M / 650 KCAS

29. Q: What is the minimum runway length I need to be able to stop the jet in time?

A: Much of it depends on how well you can land ON SPEED in the first 500-1000 ft of runway and then do a proper aerobrake. But a good ROT (Rule of Thumb) is: The

weight of the fuel and the A/G munitions combined shouldn't exceed the runway length. So if you have 8000 pounds of gas and ordnance combined – your runway needs to be at least 8000 feet long.

30. Q: Why do I need to turn off CFT transfer on the ground during a COLD start?

A: You don't have to turn it off. It was a checklist item in the irl jet to verify that the TANK 1 is feeding properly. However, currently in DCS, it does not matter as there are no real failure modes implemented yet.