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FOR IMMEDIATE RELEASE

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Navy to conduct Super Hornet demonstration

NORFOLK, Va. – The Navy will conduct a demonstration flight by four F/A-18 E/F Super Hornet aircraft Friday, Feb. 27. The aircraft will fly the actual pattern that will be flown by Super Hornets at the Washington County Outlying Landing Field (OLF) site, once it is constructed and in use. Aircraft will demonstrate the Field Carrier Landing Practice (FCLP) pattern as it will be flown by aircraft originating from Marine Corps Air Station Cherry Point, and as it will be flown by aircraft originating from Naval Air Station Oceana. The aircraft will simulate a “touch and go” at the OLF site.

In the event of inclement weather, the demonstration will take place on Saturday, Feb. 28.

By flying the pattern that will be used at the OLF, this demonstration will provide area residents with a realistic depiction of actual noise levels generated by these aircraft once the field is operational. A number of area residents and landowners requested the Navy conduct a demonstration of this nature. The Super Hornet aircraft conducting Friday’s demonstration are based at Naval Air Station Lemoore, Calif.

Area residents and landowners are encouraged to plan to be at their homes and/or places of business during the demonstration, so they can see first-hand what noise levels will be like there during OLF operations. The demonstration will begin at about 1 p.m., and last until about 2:15 p.m. Residents wishing to track the progress of the demonstration may do so on the OLF web site (www.cnrma.navy.mil), which will be regularly updated during the demonstration.

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NOTE TO MEDIA: Navy officials will be present at several sites during the demonstration, to narrate the event and answer questions. These officials will be in contact

with the Super Hornet pilots conducting the demonstration, and will be able to provide constant reports regarding the planes' location, altitude and status. They will also be able to answer general questions about the FCLP pattern, and the routes flown by the aircraft from their future home bases of Cherry Point and Oceana. Media and members of the public wishing to be present at one or more of these locations are invited to visit the Route 32 location (10865 NC highway 32 South); Plymouth, N.C. (next to the Plymouth Police Station); or the Pocosin Lakes Wildlife Refuge (Canal D road just south of South Lake Road intersection). A copy of the narration script is attached, for media planning purposes. Print media are encouraged to publish this script/timeline so residents who wish to follow the progress of the demonstration from their homes can do so.

Time	Narrative
1:00 p.m.	Aircraft transiting from NAS Oceana will cruise at an altitude between 15,000 and 25,000 feet because doing so provides greater fuel efficiency and speed. The aircraft have started a descent into the field approximately 25 - 35 nautical miles north of the field. On descent the pilot reduces engine power setting and lowers the aircraft nose slightly to begin the descent on a profile that provides the greatest fuel efficiency.
1:04	The first flight of 2 aircraft is passing 10,000 feet about 15 miles from the field. The power setting is further reduced to flight idle, and the airspeed slows to 250 knots.
1:05	The second flight of 2 aircraft, approximately 5 minutes behind the first flight of 2 aircraft, has reached the descent point and has started to approach the field from the north.
1:07	The first flight of 2 aircraft has reached 2,500 feet approximately 5 nautical miles from the field. The pilots have contacted the Tower controllers for clearance into Tower airspace.
1:08	The first section is now at 800 feet, 300 knots and has contacted the LSO for sequencing into the pattern.
1:08	Overhead the runway, the pilot performs a maneuver known as "The Break" which is the standard entry to the landing pattern used at the carrier. The pilot rolls the aircraft into a 90-degree angle of bank, reduces the engine power to flight idle, and begins a level turn at 800 feet. Throughout this maneuver, the aircraft is slowing to approach speed.
	Once established on the downwind leg, which is a course parallel to and in the opposite direction of the landing and about 1.4 nautical miles laterally displaced from the field, the pilot descends to pattern altitude of 600 feet. As the aircraft slows to approach speed, the pilot extends the landing gear and flaps in preparation for the touch-and-go landing.
	Just beyond a point directly across from the landing area, the pilot begins a shallow, descending turn toward the runway, maintaining a landing speed of approximately 135 – 140 knots (or about 150 MPH).
	The pilot intercepts a final approach course about one-half nautical mile from the

Time	Narrative
	runway and communicates to the LSO that he sees the landing area, the visual landing aid and reports how much fuel is remaining onboard. During this demonstration the pilot will descend no lower than 200 feet.
1:10	On touchdown, the pilot immediately adds full power (but not afterburner) and raises the nose to lift the aircraft off of the deck.
	The pilot continues the climb steeply, maintaining 150 knots. The aircraft reaches pattern altitude of 600 feet in less than 30 seconds.
	Upon reaching pattern altitude of 600 feet, the pilot reduces engine power to maintain approximately 150 knots and turns to the left to enter the downwind leg for another touch-and-go landing.
	Unlike commercial aircraft that land at least 2 minutes apart, aircraft in the FCLP pattern maintain a 45 - 60 second separation, which is the same interval used at the carrier.
	The direction of the landing pattern depends on the surface winds at the OLF. When the winds are out of the south, the pattern will be flown in a southwesterly direction as these aircraft are now demonstrating.
	Each pilot will normally perform 8 - 10 touch-and-go landings under the close scrutiny of a "Landing Signals Officer" or "LSO" located next to the landing area on the runway. The LSO provides assistance to the pilot through radio communications and light signals, and critiques each landing in writing for a post-flight debrief with the pilot.
1:24	The first aircraft is making his last approach and will demonstrate the climb profile after a simulated touch and go.
1:25	After the pilot has completed 8-10 touch-and-go landings, he departs the landing pattern. The landing gear and flaps are retracted as the aircraft climbs to 600 feet above the ground and the power remains at climb setting as the aircraft accelerates to 250 knots.
1:25	Once clear of the pattern, approximately one mile beyond the runway, the pilot turns toward home field and begins a steep rate climb to quickly reestablish cruise altitude. To demonstrate the sound of an aircraft returning to MCAS Cherry Point, all four aircraft will climb to the south approximately one minute apart.
1:26	Reaching 10,000 feet, the pilot lowers the nose and accelerates to 300 knots. The higher speed provides a more fuel-efficient rate of climb and will enable the aircraft to reach cruise altitude more quickly.
1:27	Upon reaching a cruise altitude of about 15,000 feet, the pilot reduces engine power and maintains approximately 300knots en route to Cherry Point.
1:35	The aircraft are rejoining at about 15,000 feet and preparing to demonstrate a typical arrival from Cherry Point.
1:40	Aircraft transiting from Cherry Point will cruise at an altitude of approximately 15,000 feet. At approximately 25 – 30 miles south of the OLF, the pilot reduces engine power to flight idle and lowers the aircraft nose slightly to begin the descent on a profile that provides the greatest fuel efficiency. Because the engine power setting is so low, the resultant noise is at the lowest possible level of any flight regime.
1:44	The first flight of 2 aircraft are passing 10,000 feet about 15 mi south of the field.. Power is still at flight idle, and the pilots have raised the nose of their aircraft to slow to 250 knots.
1:45	The first flight of 2 aircraft has reached 2,500 feet approximately 5 mi from the field and has decreased their rate of descent. The aircraft have entered the OLF Tower feets airspace, contacted the Tower and LSO by radio and increased airspeed to 300 knots.
1:45	The first section is now at 800 feet above the ground, 300 knots and has contacted

Time	Narrative
	the LSO for sequencing into the pattern from the south.
	Overhead the runway, the pilot performs a break maneuver which is the standard entry to the landing pattern used at the carrier. The pilot rolls the aircraft 90 degrees, reduces the engine power to flight idle, and begins a level turn at 800 feet above the ground. Throughout this maneuver, the aircraft is slowing to landing speed.
	Once established on the downwind leg, which is a course parallel in the opposite direction of the landing and about 1.4 nautical miles laterally displaced from the field, the pilot descends to pattern altitude of 600 feet above the ground. As the aircraft slows to landing speed, the pilot extends the landing gear and flaps in preparation for the touch and go landing.
	15 seconds past a point directly across from the landing area, the pilot begins a shallow, descending turn toward the runway, maintaining a landing speed of approximately 135 - 140 KTS (or about 150 MPH). During this demonstration the pilot will descend no lower than 200 feet.
	The pilot intercepts a final approach course about .5 - .6 nautical miles from the runway and communicates to the LSO that he sees the landing area and the visual landing aid and reports how much fuel he has remaining.
	On touchdown, the pilot immediately adds full power (but not afterburner) and raises the nose to lift the aircraft off of the deck.
2:05	
	Upon reaching pattern altitude of 600 feet, the pilot reduces engine power to maintain approximately 150 knots and turns to enter the downwind leg for another touch-and-go landing.
	When the surface winds are out of the north, the FCLP pattern will be flown in a northeasterly direction, as the pilots are now demonstrating.
	The length of an FCLP period is limited by several factors including fuel remaining, time, and weather. Today, our pilots will conduct approximately 6 simulated touch and gos under the direct supervision of an LSO located at the OLF site.
2:05	Once clear of the pattern, approximately one mile upwind from the runway, the pilot turns toward home field and begins a maximum rate climb to quickly reestablish cruise altitude. To demonstrate the sound of an aircraft departing to NAS Oceana, all four aircraft will climb to the south approximately one minute apart.
2:07	Reaching 10,000, the pilot lowers the nose and accelerates to 300 knots. The higher speed provides a more fuel efficient rate of climb and will enable the aircraft to reach cruise altitude more quickly.
2:08	Upon reaching a cruise altitude of about 17,000 feet, the pilot reduces engine power and maintains approximately 300knots or 420 knots ground speed en route to NAS Oceana.
2:11	The last aircraft is now departing the airfield in the same manner as the previous aircraft.
2:15	The last aircraft has reached a cruise altitude of about 17,000 feet and is returning to NAS Oceana.