

Aerial Refueling (Quick Flow)

For combat missions, you may have an aerial refueling requirement. Although the A-10 can carry up to three TK600 external fuel tanks, these tanks are not combat-survivable and are never used on combat missions.

The A-10C is equipped with a nose-mounted refueling receptacle that is fed from a boom-equipped tanker.

Preparation

When nearing the tanker location, you will want to place the flight in Echelon formation.

1. Radio contact tanker and inform of intent for refueling.
2. At least one engine must be operating at 85% RPM.
3. Safe the aircraft from AHCP:
 - Master Arm switch to SAFE
 - GUN/PAC switch to SAFE
 - LASER switch to SAFE
4. Safe aircraft from DSMS:
 - Set Maverick EO power to OFF
5. Set up your Fuel System panel:
 - If you have a leak in any of the four internal fuel tanks, you should pull out the Fill Disable button for that tank. This will prevent the damaged fuel tank from being filled.
 - Tank Gate switch to the closed position.
6. Open the refueling receptacle slipway. Upon doing so, the READY light will illuminate.
7. Fly the formation to the pre-contact position:
 - Wingman 2 takes observational position off flight lead wing (On Deck position).
 - Second element takes observational position right of the On-Deck position.
 - Refueling order is FL → 2 → 3 → 4

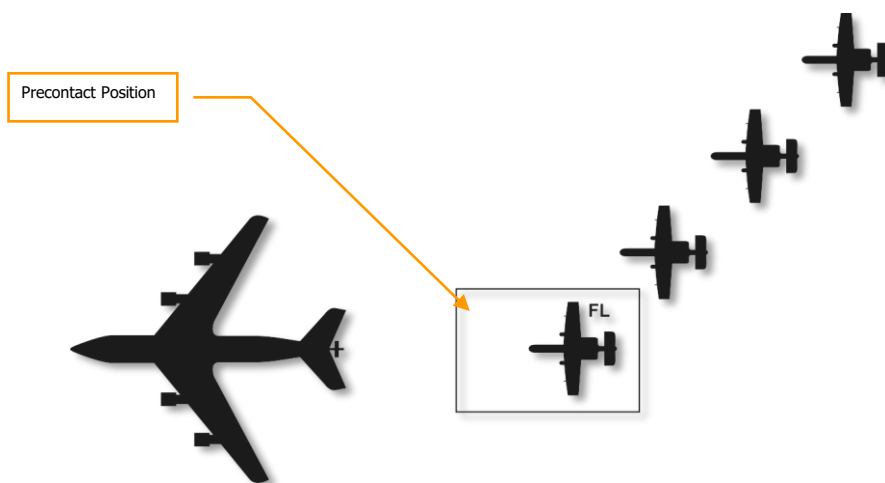


Figure 390. Aerial Refueling, Start

Pre-Contact

Upon reaching the pre-contact position 1 nm behind the tanker in trail, you need to stabilize your position and establish a zero rate of closure on the tanker:

1. Check you have sufficient fuel to complete process.
2. Set IFF to Standby (STBY)
3. Set CMSP to Standby (STBY)
4. If at night or foul weather, enable the exterior lights from the Exterior Lighting Dial.
5. If you cannot establish pre-contact, you must break away or risk an overrun.
6. Request contact from tanker.
7. If given permission, move forward and follow directions of the boom operator. Close to the tanker at 2-3 knots until reaching the contact position. Align the boom with the center longitudinal axis of the aircraft. Make constant reference between the boom and the tanker fuselage and avoid "chasing" the boom.

Contact

1. Once established in the contact position, the boom operator will "fly" the boom into the receptacle.
2. Once boom contact is made, confirm the LATCHED light on the canopy bow is illuminated. The READY light should extinguish.

3. Once both you and the tanker acknowledge contact, the refueling will start.
4. For successive contacts, you must cycle the aerial refuel system by pressing the refuel/reset button (Nosewheel Steering button) or closing and opening the slipway door.

Disconnect

1. When the tanks are full, line pressure will automatically disconnect refueling. When this happens, the DISCONNECT light will illuminate. To manually disconnect, you can also press the nosewheel steering button on the control stick.
2. Close the receptacle slipway door.
3. Decrease power and drop back and down behind the tanker.
4. Once you have pulled out of the contact position, you will establish yourself off the left wing of the tanker.

Following your departure from the contact position, number 2 will move into the contact position and number 3 will move into the On-Deck position. This pattern will continue until all aircraft are refueled. As each aircraft is refueled, they will reform with you off the tanker's left wing.

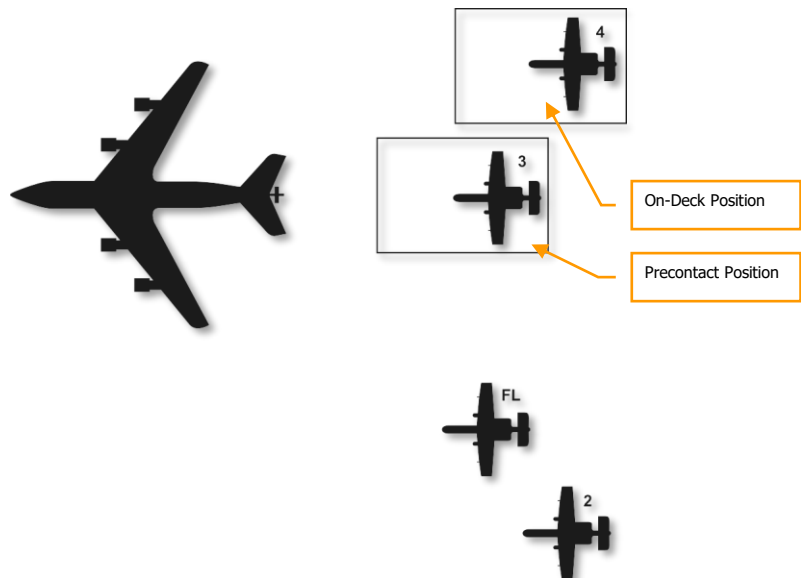


Figure 391. Aerial Refueling, Mid