

NAVAIR 01-85ADA-1

# N A T O P S FLIGHT MANUAL

NAVY MODEL  
A-6A  
AIRCRAFT

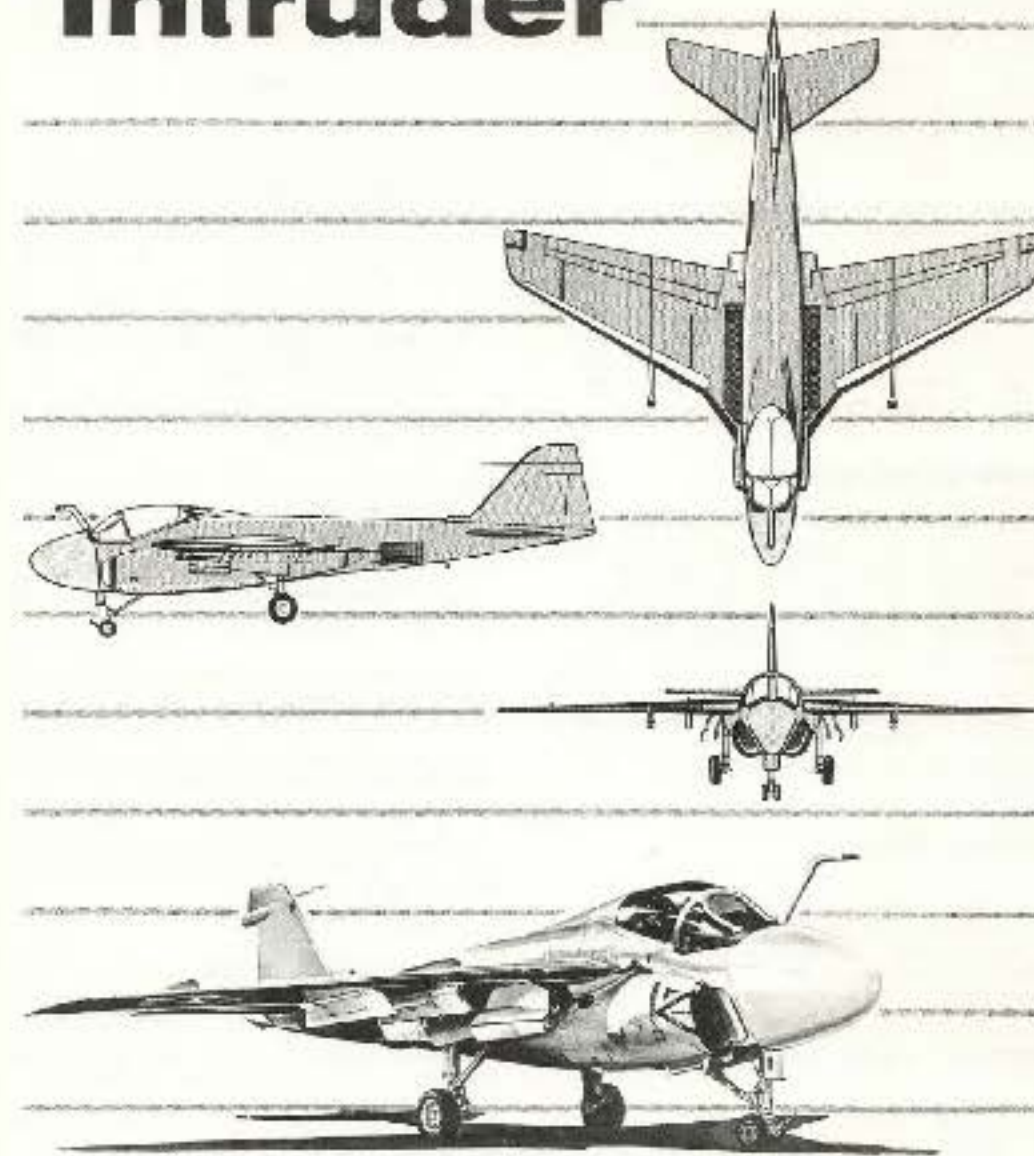
THIS PUBLICATION IS INCOMPLETE WITHOUT SUPPLEMENTAL  
FLIGHT MANUAL NAVAIR 01-85ADA-1A



THIS PUBLICATION SUPERSEDES NAVAIR 01-85ADA-1  
DATED 1 APRIL 1966 AND CHANGE DATED 15 SEPTEMBER 1966

ISSUED BY AUTHORITY OF THE CHIEF OF NAVAL OPERATIONS  
AND UNDER THE DIRECTION OF THE  
COMMANDER, NAVAL AIR SYSTEMS COMMAND

## A-6A / A-6B Intruder



A04151



## THE COCKPIT



This is the Wide View of the A-6A cockpit. Because the instruments are quite small in this view and tend to flicker, the Normal View is recommended

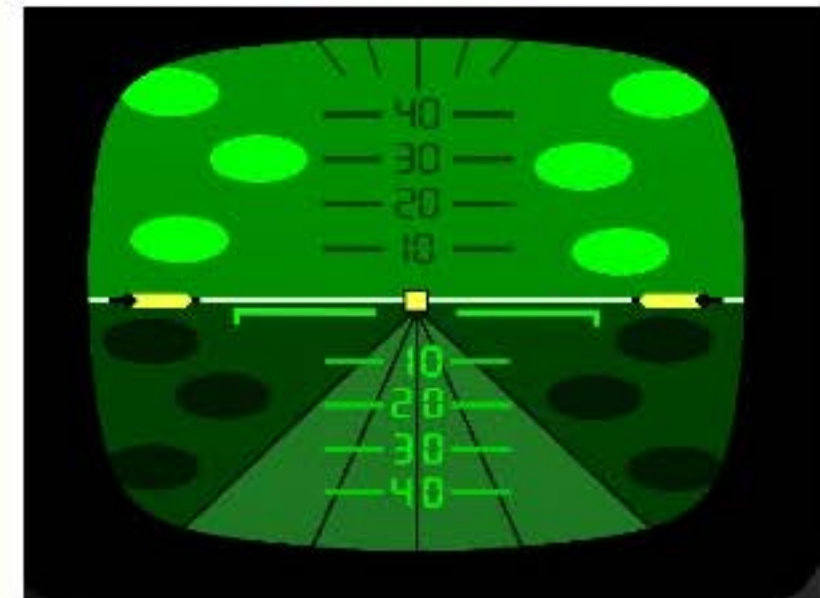


The Normal View is optimised for Attack and Landing operations



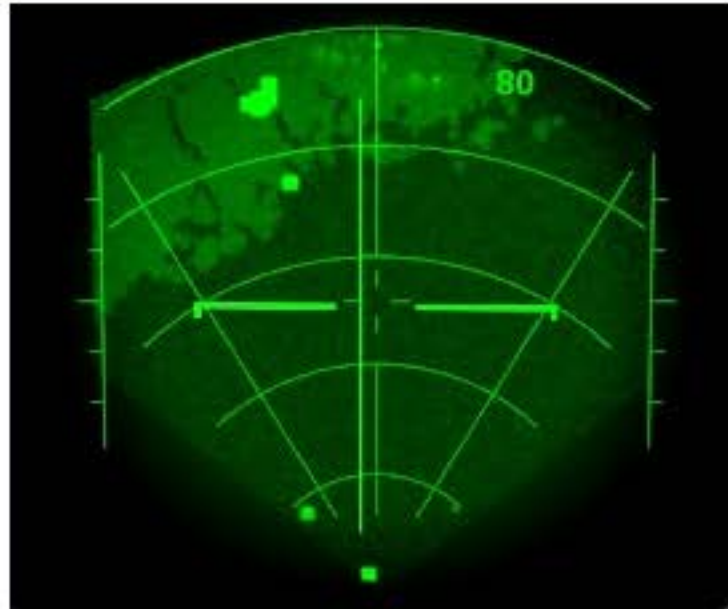
Tilting down slightly brings the Video Screen into View.

This is the DIANE Mode: Digital Integrated Attack and Navigation Equipment



It looks a bit like DIANE, but it doesn't work like DIANE. The only useful part is the horizon line, which does work, and which is a lot more useful than the attitude ball.





By cycling the Radar key, you can switch between DIANE and Radar Mode. Radar Mode also has a horizon line.



In Normal (untitled) View you have Airspeed and Rate of Climb gauges

In tilted mode you also get the Altimeter



And this brilliant feature on the HSI

Distance to Waypoint



### OYSTER

Speed: 472 kts  
Altitude: 8138 ft  
Heading: 323 deg  
Throttle: 51 %

This is always visible, of course. unless you're really hard-core and have switched it off

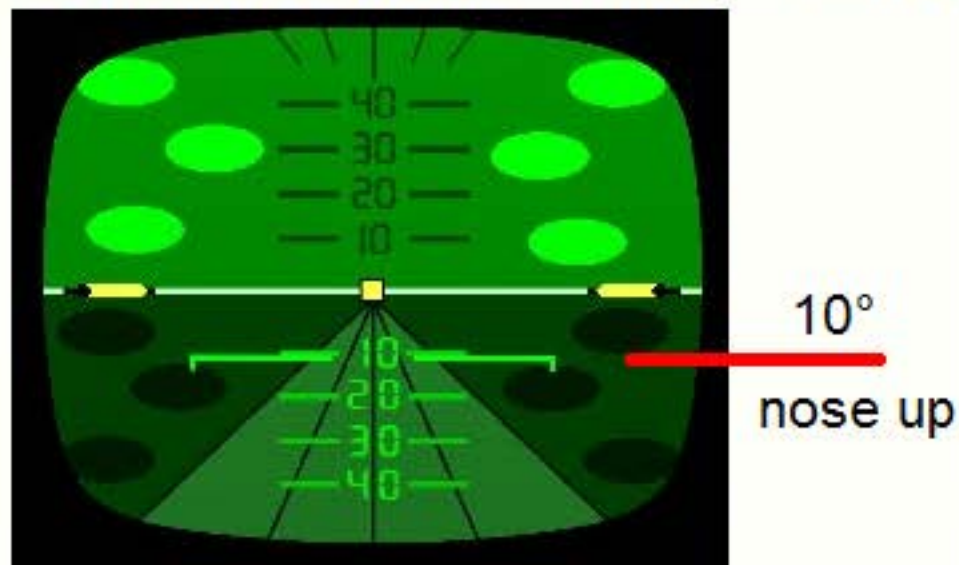
It is recommended that you use the Normal (Untilted) View for Attack and Landing, whilst the tilted view is useful for takeoff procedures and Navigation.  
As we shall see...



# TAKEOFF PROCEDURE

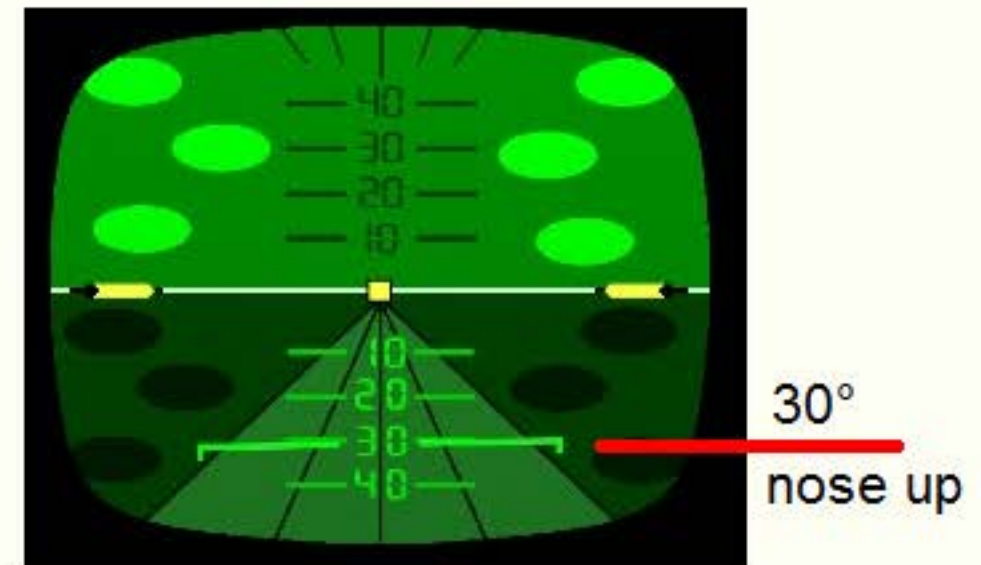


Use the tilt-down view  
 Takeoff Flap set  
 FULL Throttle  
 Release Brakes  
 Cat launches you to 145 Kts, 10° nose up



Gear up when free of deck  
 Flaps up

Level off at 500 ft  
 (Gentle turn to course is permissible)  
 Increase speed to 400-450 Kts  
 Then climb at 30° nose up



And level off at 10,000 ft

In the A-6A, you level off by performing a "Bunt". That is by pushing the stick forward.  
 You don't want to be rolling inverted too often with all the bombs you are carrying.

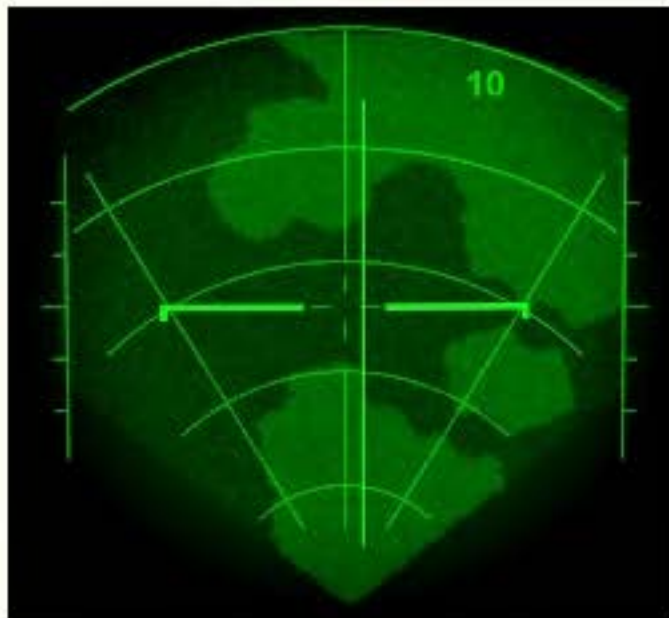


## THE BOMBING RUN

As you approach the coastline ready to go "Feet Dry", you should be descending to low level to avoid SAMs



Switch on your ECM



You could now cycle from DIANE to Radar Mode to check on threats in your path



You don't have the DIANE "Highway in the Sky", but you do have the floating SF2 Waypoint Triangle which works pretty good.



Put your nose cross on the triangle, and you're heading for the waypoint



For a normal bombing run, you would stay low until about 8 miles from the target and then do a 30° climb to 10,000 -12,000 ft.

Your usual load is 24x250lb bombs and a drop tank. Drop the tank, select your bombs and for a pinpoint target select a 60 mil interval



Note how your nose cross has now become a bomb sight



Roll towards the target and at around 3-4 miles out, bunt the nose down.



Slide the pipper onto the target and aim to release the bombs between 2,000 and 4,000 ft



Say goodnight, Gracie





Hey, eyes front, idiot!  
Just concentrate on getting out of the way  
and not ploughing into the dirt.  
The RA-5C Recon guys will have captured  
your success on their Box Brownies



You can tell everyone about it when  
you're safely back on the boat.

## MINING THE SONG GIANG

Not all A-6A missions consist of  
dropping shedloads of bombs onto  
pinpoint targets.  
here's a mission where you have to  
seal off a river with Destructor Mines.



544 Kts, 500 ft

Approaching the Objective Waypoint.  
Nose cross on the Waypoint Triangle



Select 24 Mk36 Destructor Mines  
Interval 200 mil





Bomb sight on the water



Pickle



And that's how you mine the Song Giang



Flying your waypoints back to the boat will get you a Mission Completed message



## GETTING BACK TO THE BOAT

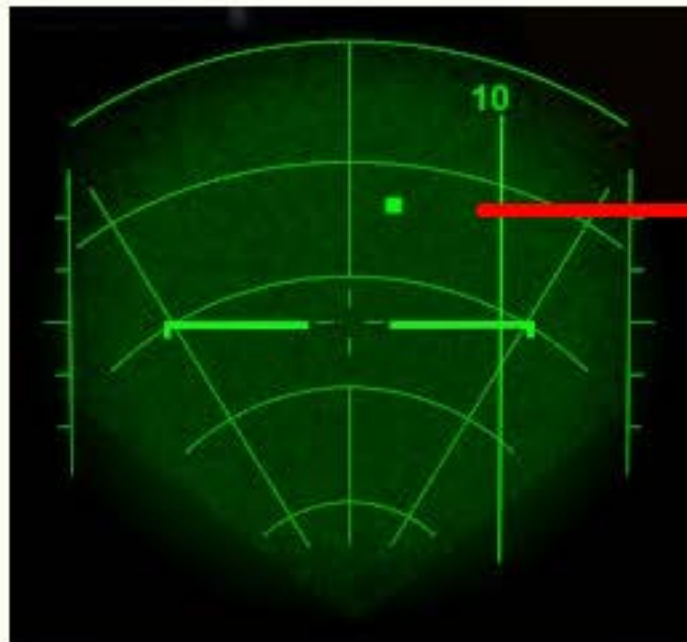


Follow your Waypoints



When you get to the Approach Waypoint, your nose cross becomes a Flight Path Marker (FPM)

Cycling to Radar Mode will help you find the boat



There she is

Throttle back to reduce speed  
Once you reach 400 Kts the  
Airbrakes will be operational  
Hook Down  
Gear Down below 250 Kts  
Takeoff Flap below 200 Kts



The FPM shows where your aircraft is going, so put it on the deck



LOOKING GOOD!



# THE AOA INDEXER



## SLOW

### LOWER NOSE



You're aiming for this

## ON SPEED

IN PRACTISE, THE BEST WAY TO CONTROL AOA IS THROUGH POWER SETTINGS, BECAUSE DESPITE THE IMMEDIATE RESULTS OBTAINED THROUGH RAISING OR LOWERING THE NOSE, AOA WILL CONTINUE TO BE INCORRECT ONCE ATTITUDE IS RE-ESTABLISHED

### RAISE NOSE

## FAST



Full Flap as required



AOA indicators  
on the money



Pipper ahead of wires





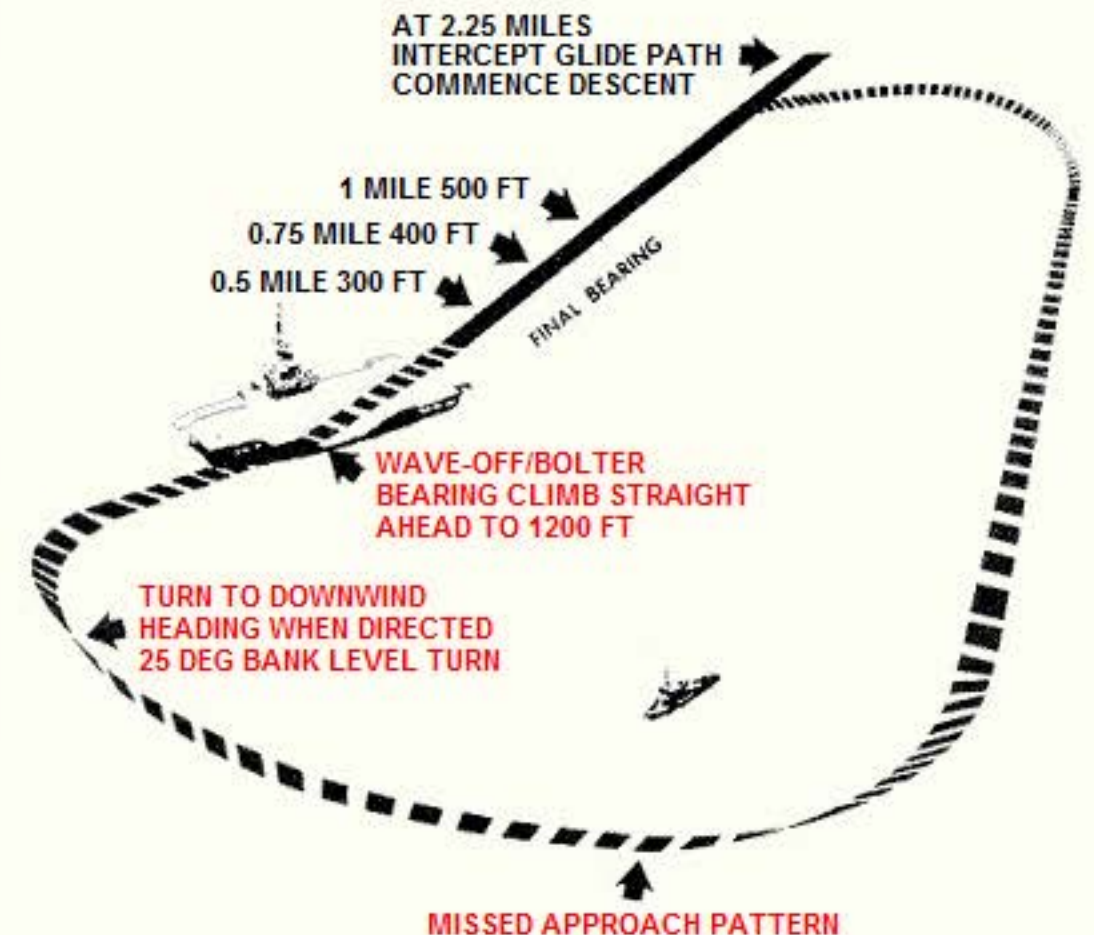
## TOUCHDOWN

When the Hook catches  
Throttle back  
Raise Hook  
Raise Flaps  
Fold Wings  
Taxy to parking area



If the Hook misses the wires, it's a "Bolter"

You'll still be on full throttle  
Retract Airbrakes  
Gear up off carrier  
Retract Flaps  
Fly reciprocal heading and then  
turn back for a second attempt





## UPGRADE NOTE



The Airspeed/Mach Indicator is a little obscured



But it can be fixed to look like this

### COCKPIT.INI

```
[CockpitSeat001]
.....
Instrument[051]=knob3
Instrument[052]=housing_c
```

### Bottom of File

```
[knob3]
Type=INACTIVE
NodeName=knob3

[housing_c]
Type=INACTIVE
NodeName=housing_c
```



## YAP MISSION LIST FOR THE A-6A INTRUDER

1966.04.18	Midnight at Uong BI
1966.04.19A	Cam Pha Strike
1967.02.26	Mining the Song Giang
1968.03.29	Delta Sierra
1968.04.24B	Duck You Sucker
1969.10.19B	Darker Patrol
1972.05.09	Pocket Money

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