

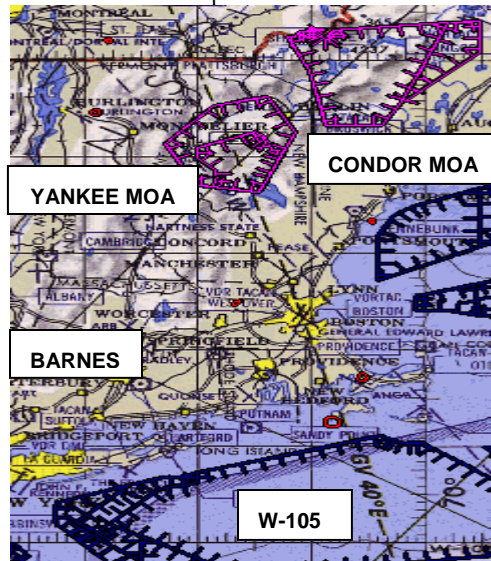
SPECIAL USE AIRSPACE

Special Use Airspace includes Military Operating Areas (MOAs), and restricted airspace.

While VFR aircraft may legally transit MOAs, transiting should be done with extreme caution. Military jets operating in these areas are likely to be performing combat maneuvers, generating closure rates of 1000 ft. per second.

The 104th Fighter Wing's primary training areas are the Yankee and Condor MOAs. This pamphlet addresses the Yankee and Condor MOAs and W-105.

NOTAM'ed airspace information can be obtained by calling 1-800-WX-BRIEF. A Flight Service Station (FSS) on 122.2 or 122.1 (talk)/nearest VOR (listen) as well as Boston Center can provide you with information regarding the activity on the airspace shown below.



Information contained on this page is informational only. The charts and maps are NOT to be used for navigation. Always use up to date OFFICIAL publications.

Interested in the MAANG?
Contact our Recruiting Team at:
1 - 800 - AIR -9151
recruiting@mabarn.ang.af.mil

QUALIFICATIONS:

- Non-Prior Service: 17 to 35 years old
- Must achieve a qualifying score on the Armed Services Vocational Aptitude Battery (ASVAB)
- Meet the USAF physical standards
- College Benefits – 100% Tuition and Fee Waiver at all MA State Colleges
- \$15,000 Enlistment Bonus

This information has been made available to you as a courtesy of the 104th Fighter Wing, located at Barnes Airport (KBAF), MA. This pamphlet contains information that is subject to change.

For further information contact:

104th FW Safety Office

(413) 568-9151 x1218

E-mail: SE.104FW@mabarn.ang.af.mil

“Air Superiority, Anytime, Anywhere”



104th Fighter Wing Safety Office
175 Falcon Drive
Westfield MA 01085

104th FIGHTER WING MID-AIR COLLISION AVOIDANCE (MACA) PROGRAM



OCTOBER 2007

MID-AIR COLLISION AVOIDANCE (MACA) PROGRAM

INTRODUCTION:

Midair collisions are an area of vital concern to everyone who flies an airplane. The actual number of midair collisions between Air Force aircraft and general aviation is relatively low; however, 80% of reported Air Force near misses occur with general aviation aircraft. Because of increasing general aviation traffic and our unique type of flying here, we want to inform you about the Massachusetts Air National Guard and our flying activity.

The goal of the MACA program is to promote the safest possible flying environment in the area where our military aircraft fly combat training missions.

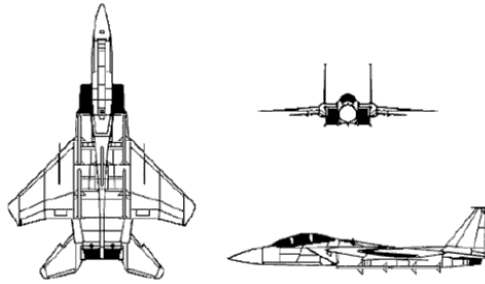
Please refer to our website for more information about the 104th Fighter Wing, our training and MACA:

<http://www.mabarn.ang.af.mil/>

104th FIGHTER WING:

The 104th Fighter Wing mission at Barnes Airport—Westfield, MA is to train for combat operations in the F-15 Eagle. Our F-15 aircraft routinely operate in special use airspace and various high and low altitude routes within 200 miles of Westfield MA

F-15 EAGLE:



Mission: The F-15 Eagle is an all-weather, extremely maneuverable, tactical fighter designed to permit the Air Force to gain and maintain air superiority in aerial combat.

Contractor: McDonnell Douglas Corp.
Power plant: Two Pratt & Whitney F100-PW-100 or 220 turbofan engines with afterburners

Thrust: 23,450 lbs. each engine

Wing span: 42.8 ft.

Length: 63.8 ft.

Height: 18.5 ft.

Speed: 1,875 mph (Mach 2.5 plus)

Maximum takeoff weight: 68,000 lbs.

Ceiling: 65,000 ft.

Range: 3,450 mi. (3,000 nm) ferry range with conformal fuel tanks and three external fuel tanks

Crew: F-15C: one. F-15D: two (trainer)

Armament: One internally mounted M-61A1 20mm, six-barrel cannon with 940 rounds of ammunition; four AIM-9M/X Sidewinder missiles and/or eight AIM-120 AMRAAMs, carried externally.

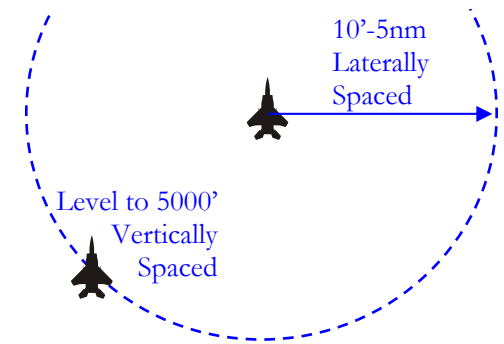
Unit Cost: F-15C models - \$29.9 million (fiscal 98 constant dollars)

Date deployed: July 1972

FORMATIONS:

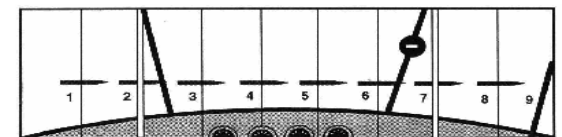
If you see one F-15 (or Fighter) there are probably 1-3 more jets around.

- Fighters, in the same formation, fly
 - o 10' to 5nm Laterally
 - o Level to 5000' Vertically
- To find the other fighter(s), look:
 - o 360° around the one you see.
 - o Level, Up, and Down



HOW TO SCAN:

“Side to Side“ scan pattern. Start at the far left of your visual area and make a methodical sweep to the right, pausing in each block to focus. At the end of the scan, return to your instruments for two to three seconds. Then, begin again.



SCHEDULE: (All Times Local)

Mon-Fri: approx. 1000-1130 and 1400-1530
Sat-Sun: (one weekend per month): flying times will vary
Night Flying (periodic training): typically one hour after sunset