This file is best viewed using WordPad.

The Mach Loop is a low-level and high-speed military training route located in RAF Low-level Flying Area 7 (LFA 7) in Wales, United Kingdom. It is also known as the Machynlleth Loop. The Mach Loop is used by NATO to train tactical aircraft aircrew in low-level flight procedures. Aircraft used for training include the F-15C, F-15E, F-16, A-10, F/A-18, A-6; RAF Hawks, Tornados, Buccaneers, and even C-130s. The flight plans in this package originate and end at RAF Valley in Wales, which is commonly used as a base for units using the Loop. The download includes flights that are compatible with P3D and FSX, and JPEGS, PDFs, and KML files that help the user understand the routes.

Notes regarding these flight plans:

1. The two folders contain flight plans using the north and southwest entrances to the Mach Loop, respectively. Each folder contains a flight plan, a set of PDFs and JPEGS showing the route, and a Google Earth “kml” file that allows the route to be reviewed in detail. Copy the flight plans to a convenient place on your computer, and browse to them from the flight planner window in the flight sim.

2. The loop is always flown counterclockwise. There are many possible entrances to the loop. The ones contained in this package are the most commonly used.

3. The waypoints in the flight plans are closely spaced because the complexity of the terrain makes it easy to inadvertently choose an incorrect flight path. The Mach Loop generally follows the A487, A489, and 470 roads (which form a loop). If you fly the loop a few times you will be able to pick out the roads, which simplifies navigation. The JPEG images show the roads.

4. The waypoints are a means to stay on the loop, but it is not necessary (and, actually bad practice) to fly straight between waypoints. One purpose of the Loop is to let pilots practice terrain following, and their flights make best use of terrain masking. The roads (see (2) above) tend to follow valleys, so following the roads will generally give good masking.

5. If you use a lower speed aircraft (e.g., a A2A Spitfire or P-51 at 250-300 knots) it’s possible to fly through each waypoint. Faster aircraft (e.g., the IRIS F-15 or VRS F/A-18 at 350+ knots) usually require following a flight path that anticipates the next 2 or 3 waypoints.

6. For more challenging flights try flying the loop:

1. At dawn or dusk when the terrain is more difficult to see.
2. Using FLIR or NVG sensors.
3. In weather where there is limited visibility on the loop.

Copyright and Distribution

--------------------------

These flight plans are released as Freeware. Copyright David A Symanow.

As freeware you are permitted to distribute this archive subject to the following conditions,

- The archive must be distributed without modification to the

contents of the archive. Redistributing this archive with any files

added, removed or modified is prohibited.

- The inclusion of any individual file from this archive in another

archive without the prior permission of the author is prohibited.

This means, for example, that you may not upload an archive that uses

our flight plans with your own software or include it in a

package containing software without first obtaining

the authors' permission.

- No charge may be made for this archive other than that to cover the

cost of its distribution. If a fee is charged it must be made clear

to the purchaser that the archive is freeware and that the fee is to

cover the distributor's costs of providing the archive.

- The authors' rights and wishes concerning this archive must be

respected.

Copyright 2015 by David A Symanow. All Rights Reserved.

Dave Symanow