

STUDENT HANDOUT

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

F 5/69-541-3

(CONFERENCE)



FEBRUARY 1970

UNITED STATES ARMY AVIATION SCHOOL
FORT RUCKER, ALABAMA/FORT STEWART, GEORGIA

DEPARTMENT OF TACTICS
UNITED STATES ARMY AVIATION SCHOOL
Fort Rucker, Alabama/Fort Stewart, Georgia

February 1970
File No. 5/69-541-3

PERFORMANCE OBJECTIVES

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

1. KNOWLEDGES: With the aid of notes and/or references and without error, the student will be able to—
 - a. Determine his course of instruction for any given period of flight training.
 - b. State and understand the duties of an aircrewman.
 - c. State and understand administrative and uniform requirements for each day of training.
 - d. Complete aircraft logbook forms 2408-12 and 2408-13.
 - e. Complete and understand the purpose of USAAVNC Form 67, "Aircraft Condition Report."
 - f. Determine all available information from the class roster, i.e., platoon assignment, instructor pilot assignment, call sign, gunnery subsection number.
 - g. Utilize, effectively, both the unit SOI and SOP.
 - h. Understand safety practice. State procedures to be followed in event of accident or incident.
 - i. Plot assigned routes as indicated in operations orders (OPORD's).
 - j. Follow established traffic patterns both at Lowe AHP and at TAC Runkle and to fly the published access routes between these two heliports.
 - k. State proper action to be taken when maintenance difficulties are encountered.
2. SKILLS: None.

XXX
Corps

NOTES

XX
Division

X
Brigade

III
regiment
Group
Command

II
Battalion
squadron

I
Command

Platoon

section

group

Number in 
10 man 

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ADVANCE SHEET

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

PURPOSE: This Advance Sheet is provided to give the student basic information pertaining to the Tactical Flight Training Program.

STUDY ASSIGNMENT:

1. This Advance Sheet.
2. All material issued for tactical flight training.

SPECIAL INSTRUCTIONS:

1. Be prepared to answer any questions on material contained in this Advance Sheet.
2. BRING THIS ADVANCE SHEET TO CLASS.

SUPPLEMENTAL MATERIAL:

1. Annex A - "Flight Line Procedures."
2. Annex B - "Access Route."
3. Annex C - "Flight Planning and Map Updating Information."
4. Annex D - "Lowe AHP Diagram."
5. Annex E - "Lowe AHP Traffic."
6. Annex F - "Tactical Situation."

NOTES

1920-21. The first year of the new century was a year of great change in the life of the church. The new pastor, Rev. W. H. Clegg, was installed on January 1, 1921.

（三）（四）（五）（六）（七）（八）（九）（十）（十一）（十二）（十三）（十四）

and the following sentence in *multiple up* is probably best rendered as

REGISTRO DE LA VIDA DE ANTONIO GARCIA

1926年1月1日，中國農業科學院植物研究所（原農業部農業植物研究所）在南京成立。

Worship of God and the Devil

1965.06.11 1965.06.11

10. *Leucosia* (Leucosia) *leucostoma* (Fabricius) (Fig. 10)

19. *Leucosia* *leucostoma* (Fabricius) (Fig. 19)

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DEPARTMENT OF TACTICS
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ANNEX E TO ADVANCE SHEET

(LOWE AHP TRAFFIC)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

1. Lowe AHP air traffic pattern: Downwind leg 800 feet ind, base leg 700 feet ind.
 - a. Heliport landing pads are designated 06 left (L), 06 right (R), 24 left (L), 24 right (R), 36 center (C), 36 left (L), 18 left (L), and 18 right (R). The base leg for landing pads 18 left and 18 right will be flown so as to insure a ground track south of the east-west dirt road that is north of the heliport. There will be no approaches to the west ramp. Formation landings at Lowe AHP are prohibited.
 - b. Helicopter departure pads are designated south pad, West Ramp, north pad, West Ramp, 24L, 24R, 18R, 18C, 06L, 06R, 36L, and 36R. Takeoffs will be approved as dictated by wind direction and velocity. A calm wind condition allows for simultaneous takeoffs from all departure pads. The control tower is given the authority to disapprove requests for downwind takeoffs.
 - c. TAC-1 aircraft taking off from pad 06R will turn to 180° and maintain heading for 1 mile, then right turn to Lowe NDB to TAC Runkle Access Route. All aircraft will avoid overflying the Fort Rucker housing area.
 - d. Inbound traffic from TAC Runkle will report over the intersection of Highway 27 and Steep Head Creek.
 - e. A normal approach will be terminated to a hover over the designated pad unless otherwise directed by the control tower.
2. Lowe AHP Go-Around Procedures: Climb straight out to pattern altitude (800 feet), turn right or left as directed by the tower and reenter normal traffic.

NOTES

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ANNEX A TO ADVANCE SHEET

(FLIGHT-LINE PROCEDURES)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

In order to safely expedite launching of aircraft on the missions, the following procedures must be adhered to by all personnel involved in Department of Tactics' Flight Training.

1. Preflight and starting procedures.

- a. Both pilot and copilot (and instructor pilot, if dual) must participate in the preflight inspection of the aircraft. This must be accomplished prior to each flight.
- b. All loose equipment in the aircraft must be stowed and secured, or removed from the aircraft.
- c. Insure that all doors are secure.
- d. Insure all required radio equipment is installed in the aircraft prior to departing Lowe.
- e. Make the following entries in the -12 of the aircraft logbook prior to starting the aircraft:

- (1) Date.
- (2) Names and crew duty symbol of all personnel on board the aircraft.
- (3) Variation code.
- (4) Class number and mission symbol.
- (5) Period flown (i.e., AM, PM, or NI).

f. The mission symbol block of -12 must be completed as follows:

CLASS NUMBER	SECTION NUMBER
MISSION SYMBOL	

- (1) Use the class number assigned to your class and your section number.
- (2) The mission is always T-T-1.

(3) An example of a completed mission symbol for a student in class 69-20 is shown below.

818-1
T-T-1

g. Insure that the rotor blade is untied and fireguard properly posted prior to the pilot starting the aircraft.

h. Perform the cockpit and starting procedures as prescribed in the current UH-1 A, B, C, D, and H, "NORMAL AND EMERGENCY PROCEDURES" checklist. These procedures will be called out by the copilot/navigator (instructor pilot will act as copilot while student is standing fireguard) as they are being performed by the student pilot. After the prestarting procedures have been completed and the aircraft is ready to start, the following procedures will be adhered to:

(1) The pilot will call out, "Is the rotor blade clear?"

(2) The copilot, who is acting as the fireguard, with fire extinguisher and tiedown device in hand, will answer, "The rotor blade is clear." The starting procedure may then proceed.

2. Maintenance.

a. If there is a reason that the aircraft cannot be flown, the following procedures must be followed:

(1) At Lowe AHP: Contact "OUTLAW/KNIGHT REAR" on FM frequency 36.4 for instructions. If unable to make contact return to briefing room.

(2) At TAC Runkle: Contact "OUTLAW 40" or "KNIGHT 40" on FM frequency 44.0 for maintenance assistance if maintenance personnel are not available on the line. Give aircraft number, location, and brief description of discrepancy. If aircraft will be grounded in excess of 10 minutes, request a spare aircraft from "OUTLAW 40" or "KNIGHT 40."

b. When departing Lowe AHP, all students will contact OUTLAW/KNIGHT REAR on FM frequency 36.4, giving time off Lowe AHP, aircraft status for night flight, and report any other discrepancy that might cause the aircraft to be unsuitable for night flying.

3. Parking.

a. At the tactical training site, the parking stalls are adequately marked. Hover straight into the landing pad, position the nose of the aircraft over a point 3 feet behind the number on the concrete, pivot the aircraft into the parking spot, and set it down.

b. When departing the stalls at the tactical training site, pick aircraft up to a hover and execute a pedal turn over the pad, and proceed to the nearest hover lane.

4. Passengers will not be permitted to ride in aircraft with solo students except when specifically authorized.

5. Flight time.

a. Flight time will be logged to the nearest 5 minutes.

b. At the end of each training period (AM or PM and NI) each student will enter his flight time for that period either on the flight board at the tactical airfield or on the bulletin board at Lowe.

c. The student who returns the aircraft to Lowe at the end of the day will post his total time on the time sheets provided in the TAC-1 classroom.

6. Aircraft call signs: When utilizing facilities on Fort Rucker or in the tactical training area, use your tactical call sign, i.e., OUTLAW 27, KNIGHT 31, etc.

7. Flight plans.

a. The operations officer will file your flight plan when departing Lowe. Any change of aircraft or personnel on board will be given to "OUTLAW/KNIGHT REAR" prior to takeoff.

b. The flight plan will be posted in operations at the tactical airfield. You will insure that any changes are reported to the operations officers by radio, using FM frequency 44.0 and appropriate call sign.

8. During the conduct of your missions, you will be required to submit position reports. Your primary radio for this is UHF with FM for an alternate.

9. Section leaders.

a. Section leaders will form their sections in the briefing tents/buildings 5 minutes prior to a scheduled briefing.

b. He will make a report to the operations officer on the personnel strength of his section and submit a copy of Absentee Record, USAAVNC Form 166, dated 9 Aug 65. This form will be submitted even if the entire section is present.

c. If any difficulty arises in scheduling, transportation, etc., notify the Operations Officer, TAC-1 Branch (5991 or 2414) or Operations Officer, Tactical Training Division (3696 or 5917) immediately.

d. If an emergency arises with any of the dependents, they should contact one of the numbers listed in paragraph 9c during normal duty hours. After duty hours, notify the staff duty officer (3400).

10. In addition to the information contained in this Annex, it is imperative that each man become completely familiar with the 129th Combat Aviation Battalion SOP. Areas of immediate interest are: Traffic Patterns, Parking Plan at TAC Site, Flight-Following Procedures, Lost Procedures, Fuel Consumption, and Emergency Procedures.

NOTES

DEPARTMENT OF TACTICS
UNITED STATES ARMY AVIATION SCHOOL
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ANNEX B TO ADVANCE SHEET

(ACCESS ROUTE)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

1. The route defined below and in Appendix 1 will be adhered to for all flights between Lowe AHP and TAC Runkle.
2. Deviation from the prescribed route may result in a violation of restricted airspace.
3. Deviation from altitude as stated is authorized only when weather conditions do not permit flight at prescribed altitude. In all cases, remain clear of clouds.

Altitude:

Lowe AHP to ACP Brock (FK022732) - 800 feet indicated. After passing ACP Brock, circumnavigate Elba to the north and proceed to ACP Danley (EK791757) - 800 feet indicated. Cross ACP Danley inbound 700 feet indicated.

Route:

Lowe AHP direct to RT 1 (FK169710).

RT 1 direct to intersection of Highway 27 and Steep Head Creek (FK132727).

Intersection of Highway 27 and Steep Head Creek direct to ACP Brock (FK022732).

ACP Brock direct to ACP Elk 1340 KHZ WELB (EK886800).

ACP Elk direct to ACP Danley (EK791757).

ACP DANLEY REPORTING PROCEDURES

The airspace surrounding ACP Danley is highly congested. In the interest of SAFETY, the following procedures will be used:

1. All aircraft will monitor frequency 33.2 (FM) while flying the TAC Runkle access route and in the vicinity of ACP Danley.
2. All aircraft will make a radio call in the blind (FM 33.2) approaching ACP Danley regardless of direction of flight, to alert other aircraft of your presence and give direction of flight.

SAMPLE RADIO CALL: "This is KNIGHT 21 approaching Danley from the east, 700 feet, 1 mile, turning southeast."

NOTES

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APPENDIX 1 TO ANNEX B TO ADVANCE SHEET

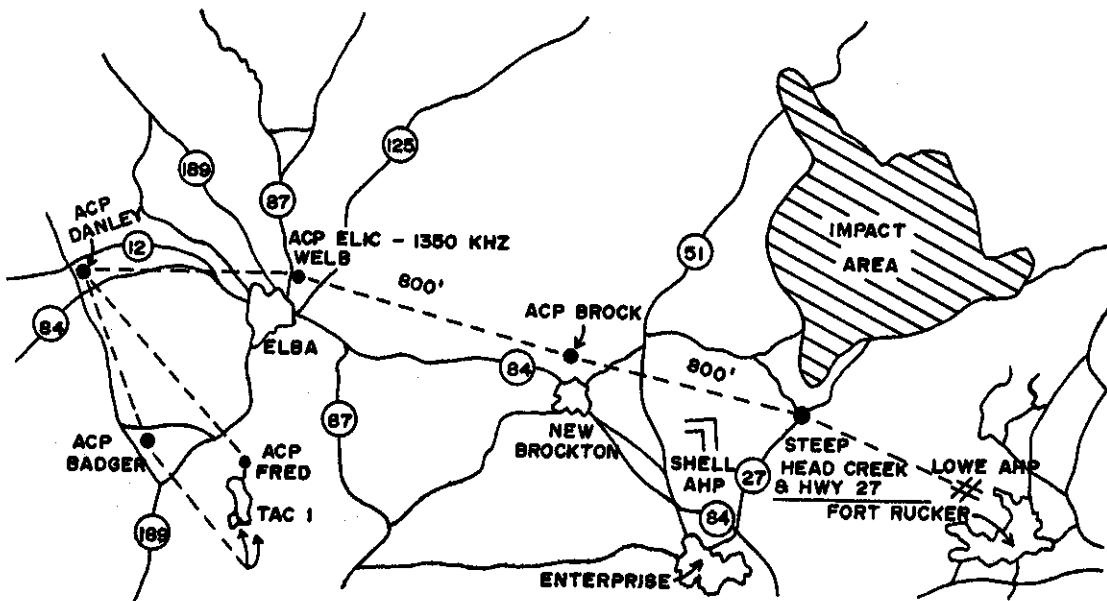
(ACCESS ROUTE)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

Altitude Over Danley:

Day 700 feet (indicated) Inbound
900 feet (indicated) Outbound

Night 800 feet (indicated) Inbound
1200 feet (indicated) Outbound



TACKER UHF 259.0
(HOMEPLATE) 33.9

DELTA CENTER UHF 339.9
39.5

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ANNEX C TO ADVANCE SHEET

(FLIGHT PLANNING AND MAP UPDATING INFORMATION)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

1. Restricted area around Elba Municipal Airport. Plan all flights to circumnavigate this area to the north.

a. Coordinates.

EK 850 730
850 780
880 780
880 745
875 735

b. Altitude - ground up.

c. Time - 24 hours/day.

2. Classification of individual OPORD's.

<u>DUAL</u>	<u>SOLO</u>	<u>OPORD'S WITH OVERLAYS</u>
1	3	2
2	3Y	3Y
4	6	6
5	6A	6A
8	7	7
	9	

3. Navigational aids in operational area.

<u>NAVIGATIONAL AID</u>	<u>FREQUENCY</u>	<u>IDENTIFICATION</u>	<u>LOCATION</u>
TAC-1 NDB	251	XBK 317	EK 820707
Brantley NDB	410	XBR 317	EK 669919
Enterprise NDB	308	ETP 4--	EK 969674
Lowe NDB	269	LOR 4--	FK 163677
Hanchey VOR	112.4	HEY 111	FK 280717

<u>NAVIGATIONAL AID</u>	<u>FREQUENCY</u>	<u>IDENTIFICATION</u>	<u>LOCATION</u>
Troy VOR	110.0	SHA	EL 933258
Cairns VOR	111.2	OZR	FK 211600
Elba Radio	1350 kc (DAYLIGHT ONLY)	WELB	EK 886800

CHARTS, PICTURES, AND OTHER MATERIALS

<u>CHARTS</u>	<u>PICTURES</u>	<u>OTHER MATERIALS</u>
34	32	1
35	33	2
36	34	3
37	35	4
38	36	5

MAPS, DRAWINGS, PLANS, AND RELATED MATERIALS

<u>MAPS</u>	<u>DRAWINGS</u>	<u>PLANS</u>	<u>RELATED MATERIALS</u>
39	37	1	1
40	38	2	2
41	39	3	3
42	40	4	4

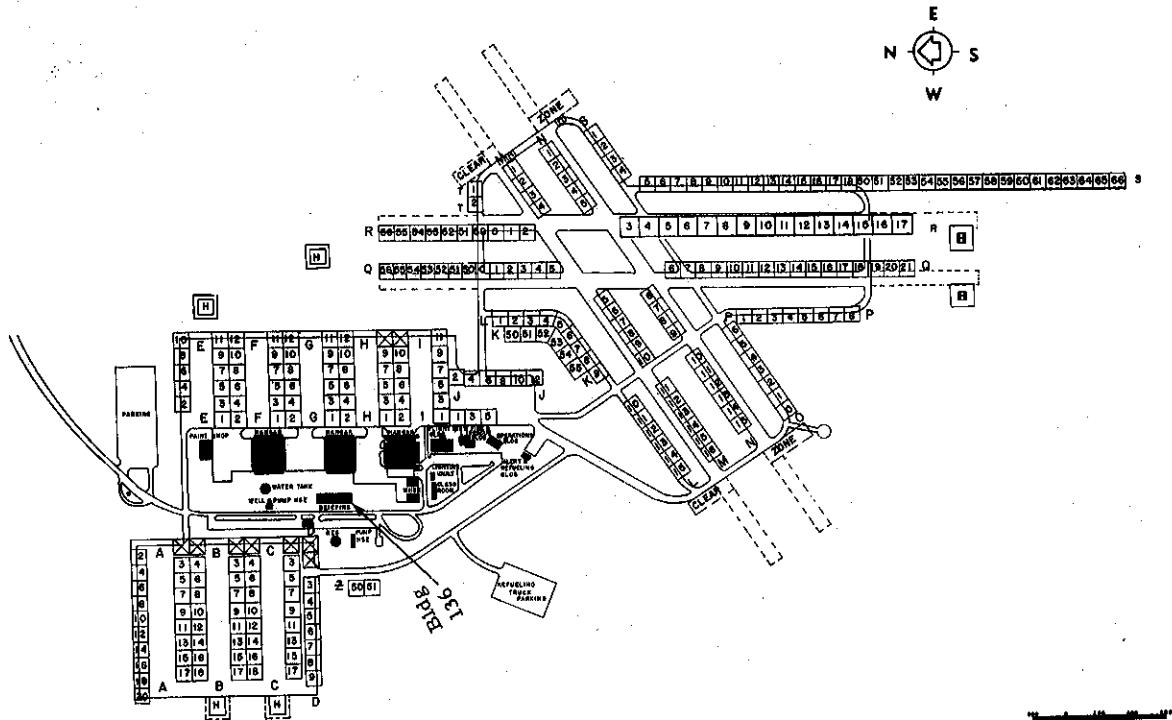
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ANNEX D TO ADVANCE SHEET

(LOWE AHP DIAGRAM)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION



NOTES

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ANNEX E TO ADVANCE SHEET

(LOWE AHP TRAFFIC)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

1. Lowe AHP air traffic pattern: Downwind leg 800 feet ind, base leg 700 feet ind.

a. Heliport landing pads are designated 06 left (L), 06 right (R), 24 left (L), 24 right (R), 36 center (C), 36 left (L), 18 left (L), and 18 right (R). The base leg for landing pads 18 left and 18 right will be flown so as to insure a ground track south of the east-west dirt road that is north of the heliport. There will be no approaches to the west ramp. Formation landings at Lowe AHP are prohibited.

b. Helicopter departure pads are designated south pad, West Ramp, north pad, West Ramp, 24L, 24R, 18R, 18C, 06L, 06R, 36L, and 36R. Takeoffs will be approved as dictated by wind direction and velocity. A calm wind condition allows for simultaneous takeoffs from all departure pads. The control tower is given the authority to disapprove requests for downwind takeoffs.

c. TAC-1 aircraft taking off from pad 06R will turn to 180° and maintain heading for 1 mile, then right turn to Lowe NDB to TAC Runkle Access Route. All aircraft will avoid overflying the Fort Rucker housing area.

d. Inbound traffic from TAC Runkle will report over the intersection of Highway 27 and Steep Head Creek.

e. A normal approach will be terminated to a hover over the designated pad unless otherwise directed by the control tower.

2. Lowe AHP Go-Around Procedures: Climb straight out to pattern altitude (800 feet), turn right or left as directed by the tower and reenter normal traffic.

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ANNEX F TO ADVANCE SHEET

(TACTICAL SITUATION)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

1. General.

a. In order that the maximum realism may be included in the tactical environment for student aviators, a stability type situation has been developed for the play of the problem.

b. For the next 2 weeks, you will be assigned to a combat aviation battalion as fillers or replacements, and you will play a part in the unit's missions to which you will be assigned.

2. General situation.

a. Background - during the period 1964-1968, thousands of refugees from strife-torn countries in the Southern Hemisphere immigrated to the neighboring country of Florianna, where they settled in the rural areas throughout the country. Unknown to the established government of Florianna, hundreds of aggressor-trained cadre had infiltrated the refugee ranks and succeeded in placing themselves strategically throughout the country. Once established, these enemy agents, utilizing covert means and employing false propaganda against the government of Florianna, organized an extensive subversive organization throughout the country.

b. Present situation.

(1) In the fall of 1968, the influx of refugees rapidly increased due to the mass exodus of people from the tyranny of a neighboring dictator. The aggressor power utilized this opportunity to infiltrate several thousand hard-core soldiers into Florianna.

(2) Reinforced by these regular forces and utilizing the local guerrillas that had been trained by the cadre through the years, the aggressor organization, financed, armed, and equipped by an outside power, staged a simultaneous uprising throughout Florianna and rapidly overran the government and law enforcing forces in several key communication centers in South Florianna. Utilizing captured supplies and equipment and encouraged by their initial successes, the aggressor attempted to expand the area under their control and move on North Florianna.

(3) The government of Florianna, taken by surprise by the aggressor uprising, took several weeks to consolidate their military forces and confront the aggressor. The armed forces of Florianna, after fierce fighting, were able to contain the aggressor offense and recapture several key cities in South Florianna, but lacked the resources to subdue the terrorist movement.

SH-19

(4) When confronted by the Armed Forces of Florianna, the aggressor forces split up into small units and withdrew to the rural areas where, employing terrorists tactics, they subjugated the local populace and presently control 60 percent of the land mass of Florianna. (See Appendix 1, Aggressor Controlled Areas in Florianna.)

(5) Although the key communications centers are under the control of the government of Florianna, the aggressor forces control the rural areas and have the capability of massing for large-scale attacks against these centers. As a result of interdiction of the supply routes connecting the cities, travel and communications are completely disrupted and the economy of Florianna is threatened.

(6) The Armed Forces of Florianna have deployed units of varying size in the cities throughout the country and presently are without adequate reserves to seek out the enemy. They are barely holding their own against the terrorists.

(7) Intelligence sources indicate that the aggressor is planning to consolidate his forces in North Florianna in an attempt to capture the capital city of Elba and proclaim a new government. Faced with this situation, the government of Florianna issued an appeal to the United States for assistance. Realizing that the security of the entire Northern Hemisphere was in danger, the President of the United States replied by dispatching the 20th Infantry Division to Florianna. The 20th Infantry Division was airlanded at Elba and given the primary mission of protecting the capital city of Elba and the communications centers of Andalusia, Fort Rucker, and Dothan. The division is presently deployed throughout the area and is preparing to implement its secondary mission of seeking out and destroying the aggressor forces in Northern Florianna.

3. Special Situation.

a. The 1st Brigade, 20th Infantry Division, has been assigned the responsibility for the area surrounding Elba. The brigade commander has battalions deployed in the district towns of Evergreen, Andalusia, Florala, Samson, Crestview, and capital city of Elba, where they are operating in conjunction with the political and military forces of Florianna.

b. The 129th Aviation Battalion is in support of the 1st Brigade, 20th Infantry. The 185th and 186th Assault Helicopter companies are in general support of the following units: 1st Battalion, 72d Infantry; B Team and C Team, 15th Special Forces Group; 2d and 3d RF/PF Battalions and the 1st and 2d Ranger Battalions, in the area around Elba.

c. The 514th and 516th hard-core battalions (regular forces) along with five companies of guerrillas of unknown strength, are operating in and around the district town of Elba, but generally concentrated north and west of the town. At present, the aggressor is regrouping and resupplying his forces for what appears to be a forthcoming offensive.

d. The terrain in the area favors the aggressor as it is generally flat with gentle rolling hills, numerous road and water networks, with the foliage running anywhere from light to thick in water which provides the enemy good access and supply routes and excellent cover and concealment. The Conecuh River is the main supply route used by the aggressor force.

e. The weather in the operational area will be covered during each preflight briefing.

f. The brigade commanders have ordered their battalion commanders to conduct search-and-destroy operations in their areas of responsibility in response to the intelligence reports that the aggressor is infiltrating personnel, supplies, and equipment into the area to support his forthcoming attack on Elba.

NOTES

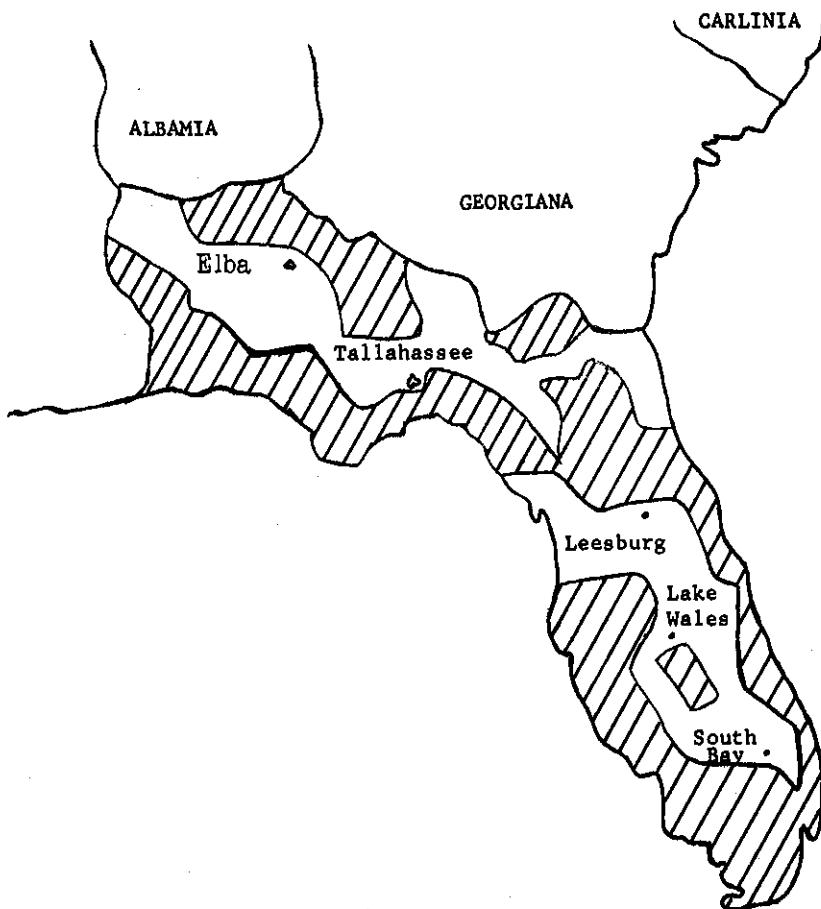
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APPENDIX 1 TO ANNEX F TO ADVANCE SHEET

(AGGRESSOR AREAS)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION



NOTES

ALGALIA

ALGALIA

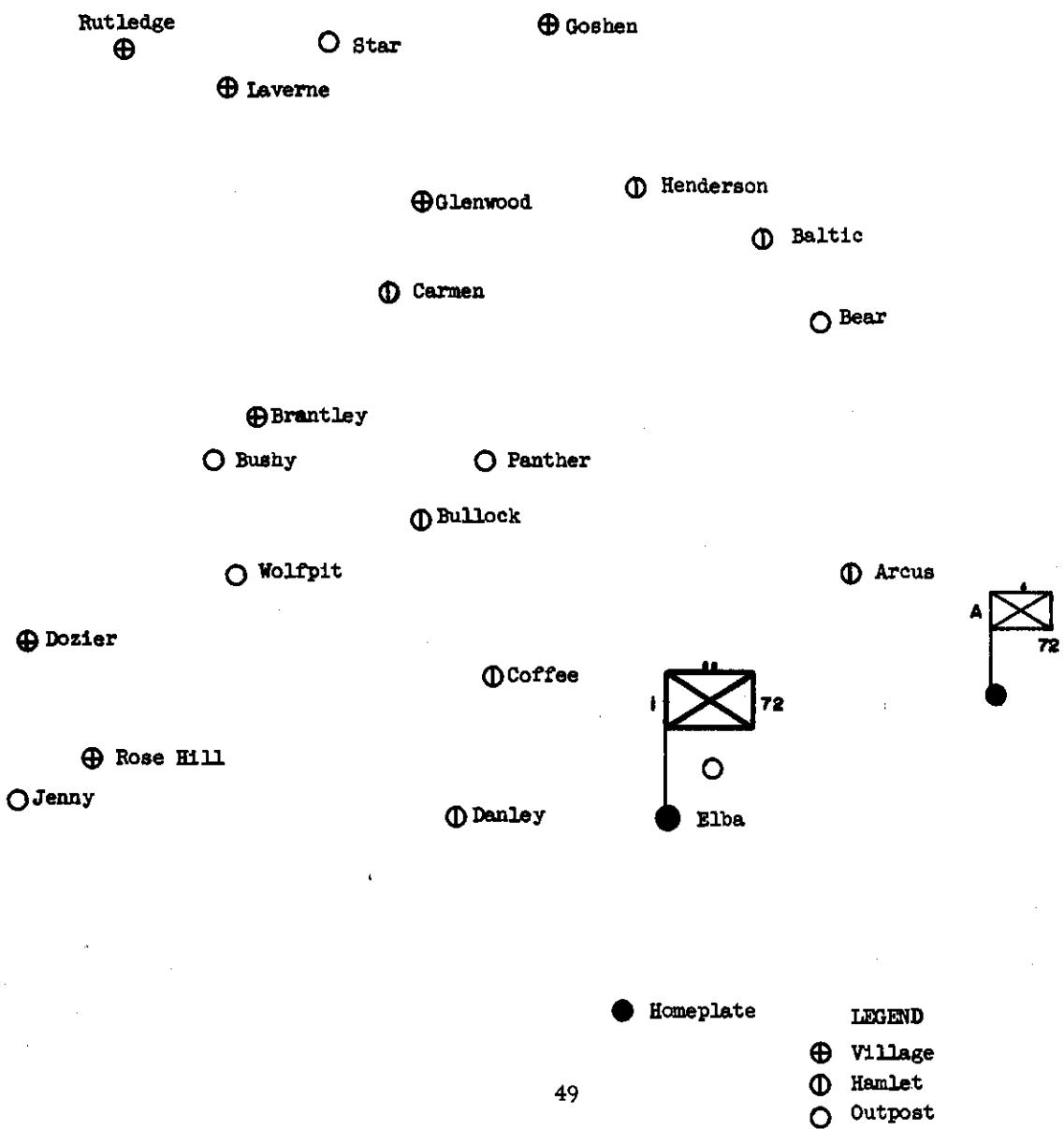
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APPENDIX 2 TO ANNEX F TO ADVANCE SHEET

(FRIENDLY POSITIONS, 1/72 INFANTRY TACTICAL AREA)
(TACTICAL SITUATION NOT TO SCALE)

DEPARTMENT OF TACTICS FLIGHT ORIENTATION



NOTES

DEPARTMENT OF TACTICS
UNITED STATES ARMY AVIATION SCHOOL
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STUDENT OUTLINE

DEPARTMENT OF TACTICS FLIGHT ORIENTATION

Period one of three periods.

1. Welcoming address - command policy-civilian aircraft.

2. TAC-1 flight training program.

a. Unit assignment.

(1) Battalion.

(2) Company.

b. Flying time.

(1) Dual. 6:30

(2) Solo. 6:15

(3) Gunnery.

c. Gunnery familiarization.

(1) Time and place for student bus loading and offloading points.

1 day of orientation 30 min each

(2) Uniform.

(3) Equipment.

2 weeks

(4) Type instruction.

d. Aircraft duties.

(1) Aircraft commander.

(a) Dual.

(b) Solo.

(2) Copilot/navigator.

A-grade
PAM

2. Administrative procedures.

a. Meals.

at air field

(1) A.m. flight. home

(2) P.m. flight. at field

(3) Night flight. 60¢

(4) Cost. 40¢

b. Uniform.

fatigues + pistol belts

c. Aircraft logbooks.

(1) 2408-12.

(a) Sequence.

(b) Mission symbol.

(2) 2408-13.

(3) Variation code (USAAVNC Form 181).

(a) Purpose.

(b) Procedure.

d. "Aircraft Condition Reports" (USAAVNC Form 67).

(1) Purpose.

(2) Procedure.

e. Unit assignment roster.

f. Detailed schedule of instruction (flowchart).

(1) Purpose.

(2) Procedure.

Period two of three periods.

1. Signal operating instructions (SOI).

a. Classification.

b. General information.

c. Unit call signs and frequencies.

- d. Battalion command/operations net.
- e. Company and platoon command/operations net.

2. Standing operating procedures (SOP).

- a. Purpose.
- b. Platoon SOP.
- c. Company briefing format.

d. Abbreviations.

e. Safety.

(1) Equipment.

(a)

(b)

(c)

(d)

(2) Ground operations.

(a)

(b)

(c)

(3) Helicopter courtesy.

(4) Flight.

(a)

(b)

(c)

(d)

(e)

(f)

(g)

(h)

3. Operations orders (OPORD's).

- a. OPORD-1 - dual formation flight.
- b. OPORD-2 - dual route, area, and landing zone reconnaissance. Slope operations.
- c. OPORD-3 - solo, area, and operational sites orientation.
- d. OPORD-3Y - solo reconnaissance mission.
- e. OPORD-4 - dual night formation, cross-country, and approaches into tactical landing zones.
- f. OPORD-5 - dual low-level and contour flight.
- g. OPORD-6 - solo route and area reconnaissance.
- h. OPORD-6A - solo route and area reconnaissance and FM homing.
- i. OPORD-7 - solo route and area reconnaissance.
- j. OPORD-8 - dual external loads and revetment training.
- k. OPORD-9 - solo night cross-country, FM homing, and approaches into minimum lighted landing zones.

4. Planning an OPORD.

- a. Unit assignment roster.
- b. Detailed schedule of instruction.

- c. Flight syllabus.
- d. Tactical flight maneuvers manual.
- e. Items required to be plotted on maps.
 - (1)
 - (2)
 - (3)
 - (4)
 - (5)
- f. Sample flight plan, OPORD-2.

Period three of three periods.

1. Essential flight information data.

- a. Lowe AHP.
- b. Access route, LOR to TAC Runkle.
- c. Five-part position report.

- (1)
- (2)
- (3)
- (4)
- (5)

d. TAC Runkle traffic patterns.

- (1) North traffic.
- (2) South traffic.
- (3) East traffic.

(4) West traffic.

e. Parking, TAC Runkle.

2. Essential operational data.

a. Administration.

(1)

(2)

(3)

b. Preflight and maintenance.

(1)

(2)

(3)

(4)

(5)

c. Shutdown procedure.

(1)

(2)

(3)

(4)

d. End of flying day.

(1)

(2)

(3)