

STUDENT OUTLINE

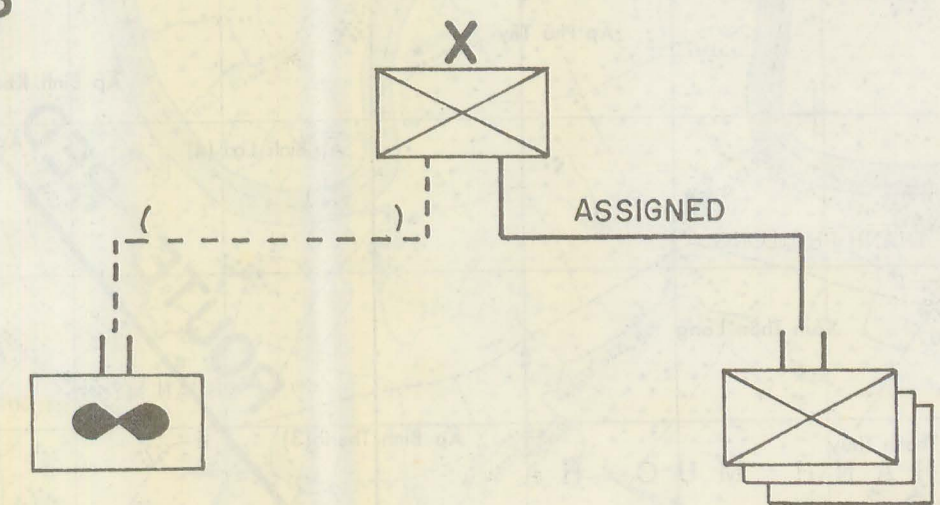
AIRMOBILE OPERATIONS

I. DEFINITIONS

- A. AN AIRMOBILE OPERATION IS Movement of troops & equipment about the base area in aircraft under control of ground commander to engage in ground combat
- B. AIRMOBILE TASK FORCE COMMANDER Final authority in all decisions in the airmobile operations
- C. MISSION COMMANDER Senior ranking aviator
- D. LIFTED UNIT COMMANDER Ground troop commander
- E. AVIATION UNIT COMMANDER _____

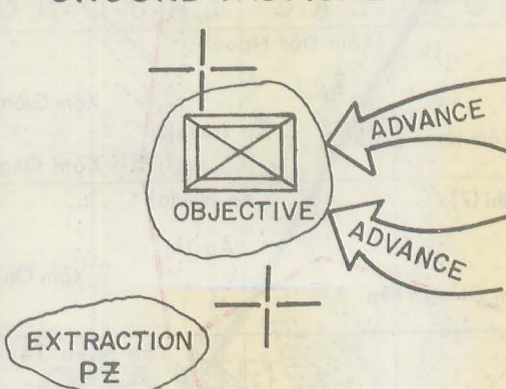
2. COMMAND RELATIONSHIP

OPCON IS Operational control (maximum control - no logistical burden)



3. THE INVERSE PLANNING SEQUENCE

I GROUND TACTICAL PLAN



THIS IS THE AIRMOBILE TASK FORCE COMMANDER'S SCHEME OF MANEUVER. IT INCLUDES

A. LIAISON CONSIDERATIONS:

Loose net to supported unit - gets information below and releases it to unit staff

B. STAFF CONSIDERATIONS:

Pickup point
Drop-off point
Time of Pickup & Drop-off
Number of personnel to airlift
Types of cargo
Formation
Number of Lift
Flight routes
Altitude
Coordination w/ Fire Control Agencies

II LANDING PLAN

A. THE LANDING PLAN MUST INCLUDE THE SEQUENCE, TIME AND PLACE OF ARRIVAL OF TROOPS, EQUIPMENT AND SUPPLIES.

A. FINAL SELECTION OF LANDING ZONES IS MADE BY THE _____

B. A GOOD LANDING ZONE

1. It is near the objective
2. Has cover & concealment
3. Uses Dominating Terrain
4. Has few barriers & obstacles
5. Has Adequate size & surface
6. Has No Enemy Positions
7. It is easy to identify

C. PATHFINDER MISSION

to establish navigational assistance to & carry off army aircraft in areas designated by supported unit commanders.

D. MARKING OF LZ'S

Do in support of assault wave

E. ORGANIZATION 13 EM 3 OFF (15 personnel)

1. DIVISIONAL INF (15 personnel) PTHR SECT

2. NONDIVISIONAL INF PTHR PLAT (15 personnel)

3. AIRMOBILE DIVISION: AFOR PLAT w/ 4 SECTIONS (60 personnel)

F. PATHFINDER CAPABILITIES

1. Reconnaissance
2. Moves to LZ's
3. Prepares LZ's
4. Air Traffic Control & Navigation
5. Radio Communications
6. Establishes & Operates ALZ or HLZ
7. Performs independent teams

G. PATHFINDER EQUIPMENT

Visual Smoke arrows
Electronic 2 NDB (10-15) 10 CBC 35

H. PATHFINDER LIMITATIONS

Personnel
Equipment

III AIR MOVEMENT PLAN

A. THE AIR MOVEMENT PLAN HAS 2 PARTS
1. FLIGHT PLAN
2. AIR MOVEMENT TABLE

B. THE FLIGHT PLAN INCLUDES:

1. FLIGHT ROUTE RECOMMENDED BY _____

A. A GOOD FLIGHT ROUTE

- (1) Deserves the enemy
- (2) Avoids enemy positions
- (3) Uses all available weapon support
- (4) Does not restrict friendly fires
- (5) Is easy to navigate

2. MOVEMENT CONTROL IS THE RESPONSIBILITY OF THE _____

IP - First Navigational Checkpoint
SP

ACP - Air Control Point

CCP - Communications Checkpoint (for marking landing zone) request made by 1st fire team

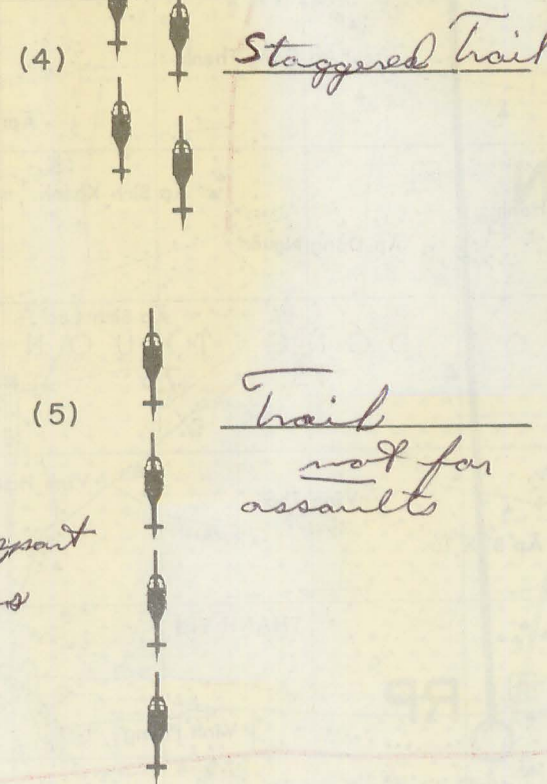
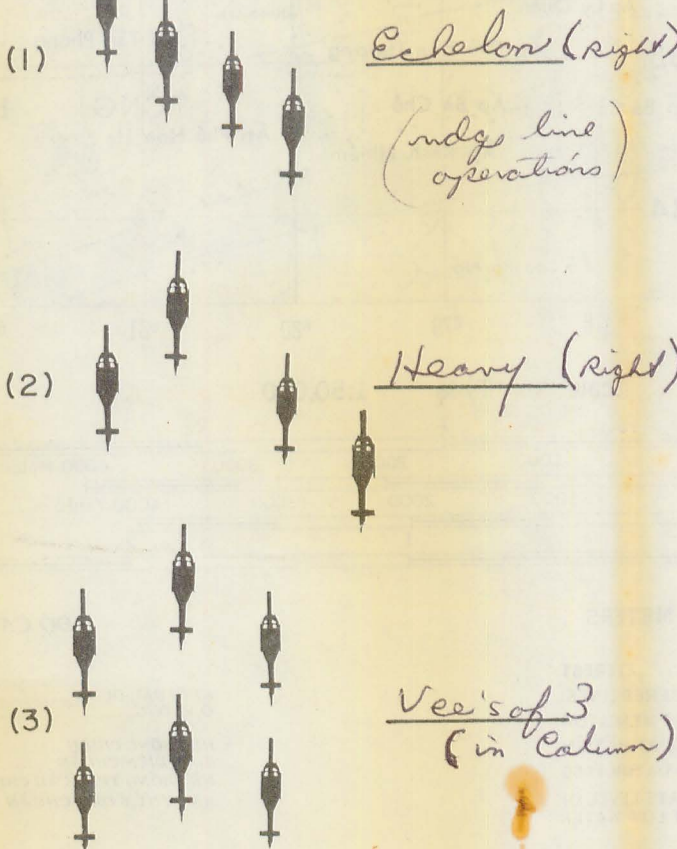
RP Release Point (some type of final approach) radio failure in effect except for lead and trail aircraft

3. FORMATIONS:

a. THE PRIMARY CONSIDERATION IN FORMING FLIGHT IS Ground unit tactical integrity

FLIGHTS ARE FORMED BY THE _____

b. TYPES OF FORMATIONS



C. PRINCIPLES OF FORMATION-FLYING

(1) DAY FORMATION

(2) NIGHT FORMATION

(3) TURBULENT WEATHER

(4) CHANGING FORMATION

4. ALTITUDE DEPENDS ON:

1. Weapons environment
2. Cover along flight route

5. SPEED IS BASED ON

Speed of slowest aircraft
and speed (convert to needed indicated airspeed)

IV LOADING PLAN

A. FORMS

1. AIR LOADING TABLES ARE RESPONSIBILITY OF Lifted Unit Commander

EMPLOYING THESE PRINCIPLES:

- a. All personnel carry all combat gear
- b. Ammo w/ each weapon
- c. Key personnel split up
- d. Crews w/ Crew-Served Weapons
- e. All accessories w/ equipment
- f. Automatic Weapons Down with lead aircraft

NOTE: TACTICAL INTEGRITY IS PRIMARY CONSIDERATION

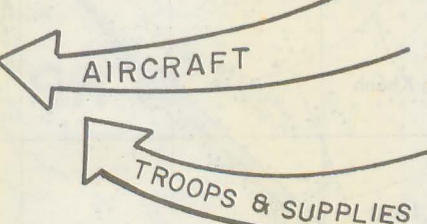
2. FLIGHT MANIFEST

B. PERSONNEL

1. LOADS CONTROL GROUP (LCG) Prepare and loading all internal & external loads supervised normally by B-1 or Company XO

2. LOADING ZONE CONTROL CENTER - Pathfinders

V STAGING PLAN



A. PURPOSE

B. PLANNING INCLUDES

Set up Fueling (blinks)
17 aircraft Recovery
Air Medical Evacuation

4. DETERMINING AIRCRAFT REQUIREMENTS

A. TYPE LOADS METHOD

B. SPACE METHOD

- a. Common Denominator of 240 pounds
- b. Convert allow load to space capacity of each aircraft
- c. Convert personnel & equipment to spaces to be transported
- d. Divide total spaces to be transported by spaces in each aircraft

C. PLANNING WORKSHEET

1 space = 240#
1200# ÷ 240# = 5 spaces
Bulk Cargo (Roundup)
(Round down to nearest space)

FLIGHT NR	AVN UNIT	NR A/C	LIFTED UNIT	NR SPACES	PZ	STATION TIME	T/O TIME	SPORIP TIME	RP TIME	LZ NR OR NAME	LZ TIME	REMARKS

NOTE: ACCURACY IS TO 30"

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