

SOP

ANNEXES

Radio Comms.

Formations.

Dead man curve.

Méthode de calcul temps Vitesse distance.

Abort--terminate a preplanned aircraft maneuver.

Affirmative--yes.

Bandit--an identified enemy aircraft.

Braking--announcement made by the crew member who intends to apply brake pressure.

Break--immediate action command to perform an emergency maneuver to deviate from the present ground track; will be followed by the word "right," "left," "up," or "down."

Call out--command by the pilot on the controls for a specified procedure to be read from the checklist by the other crew member.

Cease fire--command to stop firing but continue to track.

Clear--no obstacle present to impede aircraft movement along the intended ground track. Will be preceded by the word "nose," "tail," or "aircraft" and followed by the direction; for example, "left," "right," "slide left," or "slide right." Also indicates that ground personnel are authorized to approach the aircraft.

Come up/down--command to change altitude up or down; normally used to control masking and unmasking operations.

Contact--establish communication with... (followed by the name of the element).

Controls--refers to aircraft flight controls.

Drifting--an alert of the unintentional or undirected movement of the aircraft; will be followed by the word "right," "left," "backward," or "forward."

Egress--command to make an emergency exit from the aircraft; will be repeated three times in a row.

Execute--initiate an action.

Expect--anticipate further instructions or guidance.

Firing--announcement that a specific weapon is to be fired.

Figure 6-4. Examples of standard words and phrases

Fly heading--command to fly an assigned compass heading. (This term generally used in low-level or contour flight operations.)

Go ahead--proceed with your message.

Go AJ--directive to activate antijam communications.

Go plain--directive to discontinue secure operations.

Go secure--directive to activate secure communications.

Go red--directive to discontinue secure operations.

Hold--command to maintain present position.

Hover--horizontal movement of aircraft perpendicular to its heading; will be followed by the word "left" or "right."

Inside--primary focus of attention is inside the cockpit for longer than two to three seconds.

Jettison--command for the emergency or unexpected release of an external load or stores; when followed by the word "door," will indicate the requirement to perform emergency door removal.

Maintain--command to continue or keep the same.

Mask/unmask--to conceal aircraft by using available terrain features and to position the aircraft above terrain features.

Mickey--a Have Quick time-synchronized signal.

Monitor--command to maintain constant watch or observation.

Move aft--command to hover aft, followed by distance in feet.

Move forward--command to hover forward, followed by distance in feet.

Negative--incorrect or permission not granted.

Negative contact--unable to establish communication with . . . (followed by name of element).

No joy--target, traffic, or obstruction not positively seen or identified.

Now--indicates that an immediate action is required.

Outside--primary focus of attention is outside the aircraft.

Put me up--command to place the P* radio transmit selector switch to a designated position; will be followed by radio position numbers on the intercommunication panels (1, 2, 3). Tells the other crew member to place a frequency in a specific radio.

Release--command for the planned or expected release of an external load.

Figure 6-4. Examples of standard words and phrases (continued)

Report--command to notify.

Roger--message received and understood.

Say again--repeat your transmission.

Slide--intentional horizontal movement of an aircraft perpendicular to it's heading; will be followed by the word "right" or "left."

Slow down--command to reduce ground speed.

Speed up--command to increase ground speed.

Stand by--wait; duties of a higher priority are being performed and request cannot be complied with at this time.

Stop--command to go no further; halt present action.

Strobe--indicates that the aircraft AN/APR-39 has detected a radar threat; will be followed by a clock direction.

Tally--target, traffic, or obstruction positively seen or identified; will be followed by a repeat of the word "target," "traffic," or "observation" and the clock position.

Target--an alert that a ground threat has been spotted.

Traffic--refers to friendly aircraft that present a potential hazard to the current route of flight; will be followed by an approximate clock position and the distance from your aircraft with a reference to altitude (high or low).

Transfer of controls--positive three-way transfer of the flight controls between the rated crew members; for example, "I have the controls," "You have the controls," and "I have the controls."

Troops on/out--command to have troops enter or exit the aircraft.

Turn--command to deviate from present ground track; will be followed by words "right" or "left," specific heading in degrees, a bearing ("Turn right 30 degrees"), or instructions to follow a well-defined contour ("Follow the draw at 2 o'clock").

Unable--indicates the inability to comply with a specific instruction or request.

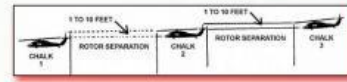
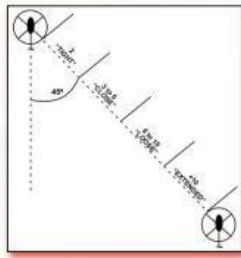
Up on--indicates primary radio selected; will be followed by radio position numbers on the intercommunication panels ("Up on 1, up on 3").

Weapons hot/cold/off--weapon switches are in the ARMED, SAFE, or OFF position.

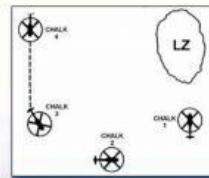
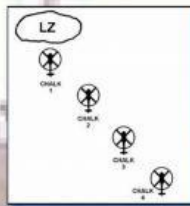
Wilco--I have received your message, I understand, and I will comply.

Figure 6-4. Examples of standard words and phrases (continued)

Distances



Landing break

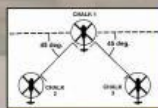


Formations

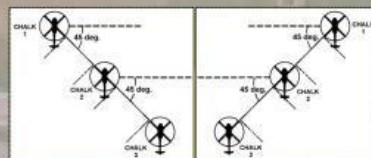
„Trail”



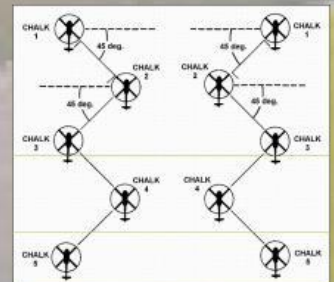
„V”



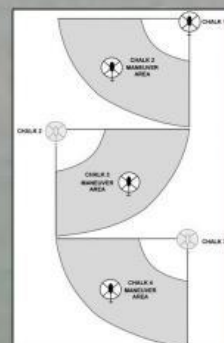
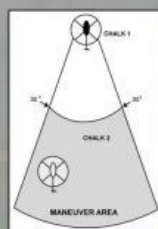
„Echelon”



„Staggered”



Aires de manoeuvre



HEIGHT VELOCITY DIAGRAM

324 ROTOR RPM

HEIGHT VELOCITY
DIAGRAM
UH-1H
TS3-L-13B

EXAMPLE A

WANTED

INDICATED AIRSPEED

KNOWN

GROSS WEIGHT = 8700 LB
SKID HEIGHT ABOVE GROUND = 370 FEET
ROOF MOUNTED SYSTEM

METHOD

ENTER SKID HEIGHT HERE
MOVE RIGHT TO GROSS WEIGHT
MOVE DOWN, READ INDICATED
AIRSPEED = 14 KNOTS

EXAMPLE B

WANTED

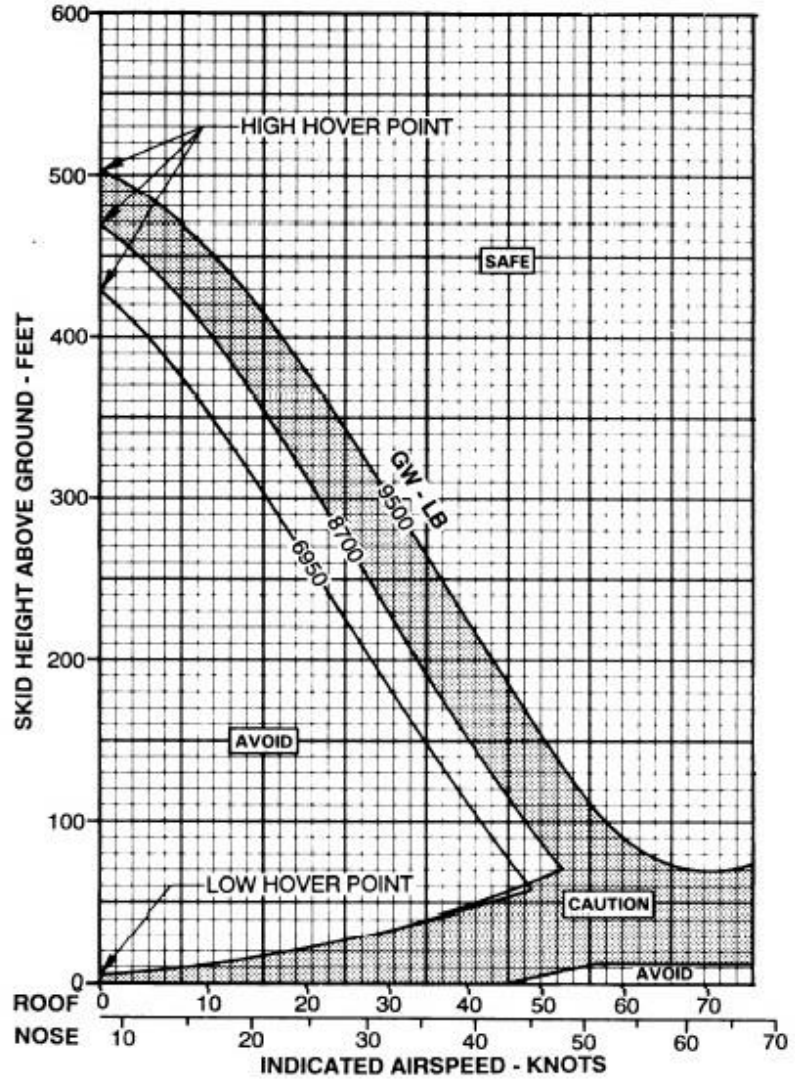
MINIMUM INDICATED AIRSPEED
FOR CLIMBOUT TO AVOID
HEIGHT VELOCITY RESTRICTIONS

KNOWN

GROSS WEIGHT = 8700 LB
LOW HOVER POINT = 5 FEET
SKID HEIGHT ABOVE GROUND
ROOF MOUNTED SYSTEM

METHOD

ENTER SKID HEIGHT HERE
(AT LOW HOVER POINT)
MOVE RIGHT ALONG THE
GROSS WEIGHT LINE
TO THE FASTEST AIRSPEED
MOVE DOWN, READ INDICATED
AIRSPEED = 52.5 KNOTS



DATA BASIS: DERIVED FROM FLIGHT TEST FTC-TDR 67-27, NOVEMBER 1964

CB Figure 9-3.1. Height velocity diagram

Méthode de calcul temps Vitesse distance.

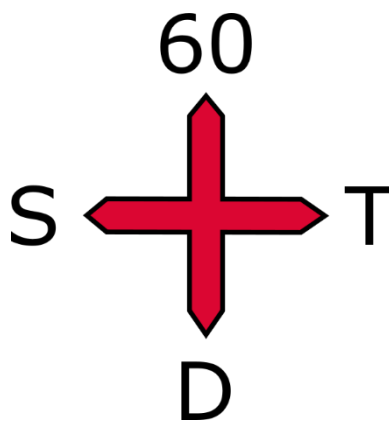
Méthode dite du 60 D Street

Sixtee Delta Street

S = Vitesse (speed) en nœuds

D = Distance en Nautiques

T = Temps en minutes



$$D = S \times T \div 60$$

$$S = D \times 60 \div T$$

$$T = D \times 60 \div S$$

- 1 - Avant de faire le calcul, convertir les heures et minutes en minutes.
- 2 - Cacher l'inconnu avec le doigt
- 3 - Multiplier les 2 valeurs qui se trouvent sur la même branche de la croix
- 4 - Diviser le résultat par la valeur restante.

Convertie en heures minutes si nécessaire.