

# 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 anti jam 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.

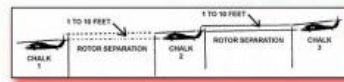
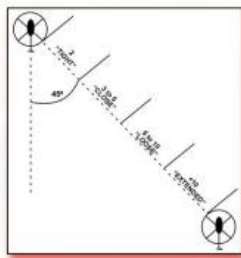
**Up on**--indicates primary radio selected; will be followed by radio position numbers on the intercommunication panels ("Up on 1, up on 3").

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

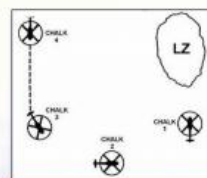
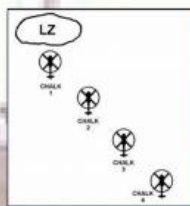
**Wilco**--I have received your message, I understand, and I will comply.

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

# Distances



# Landing break

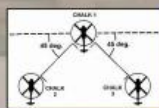


# Formations

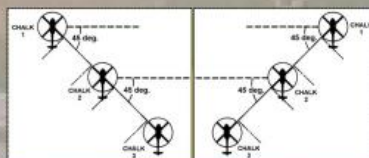
„Trail”



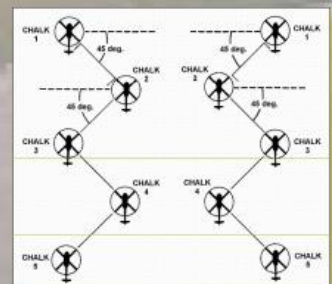
„V”



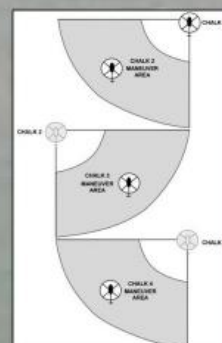
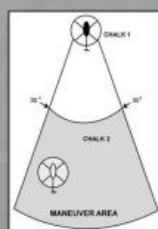
„Echelon”



„Staggered”



# Aires de manoeuvre



# HEIGHT VELOCITY DIAGRAM

324 ROTOR RPM

HEIGHT VELOCITY  
DIAGRAM  
UH-1H  
T53-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**

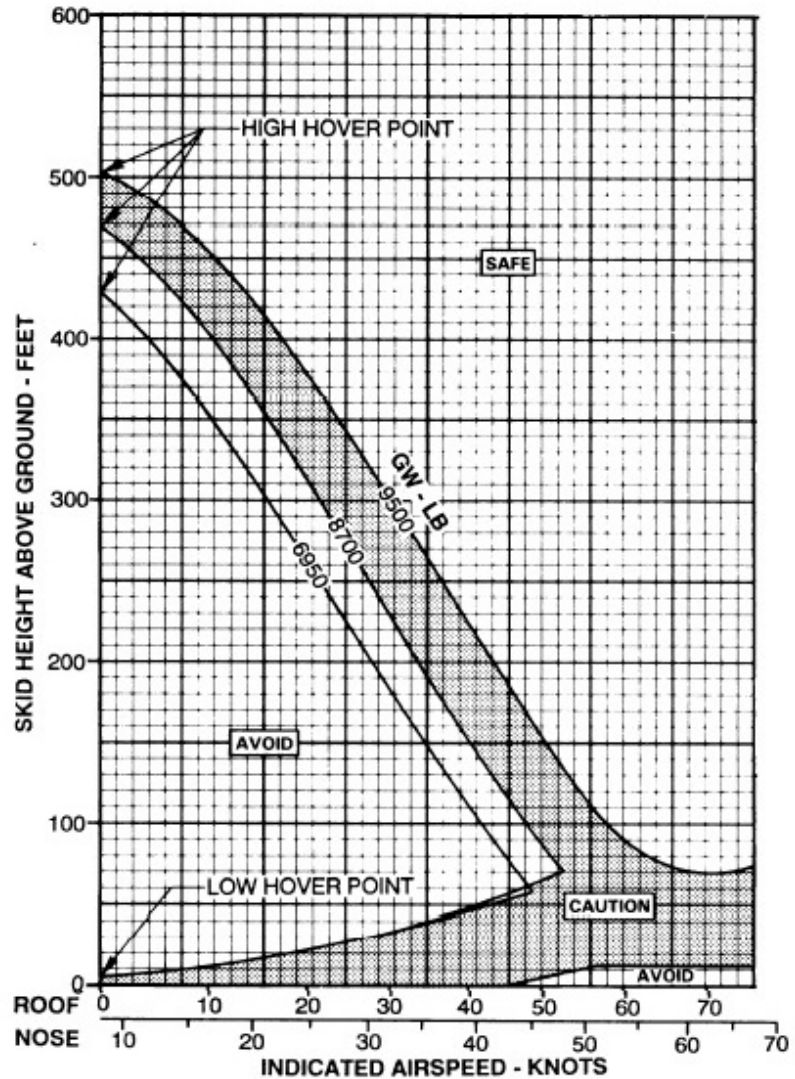
MINIMUM INDICATED AIRSPEED  
FOR CLIMBOUT TO AVOID  
HEIGHT VELOCITY RESTRICTIONS

**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.

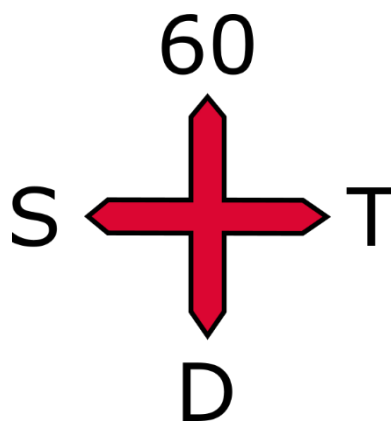
*Méthode dite du 60 D Street*

## 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.