ARE Public Practice Notes

Battlefield 4 - Aerial Vehicles

Here at ARE we enjoy sharing knowledge and improving ourselves as players. While some of our tactical map layouts and callout sheets are only accessible to members, we have created numerous battle strategies, practice guides, and resources for regular players around the world. Here is one of our practice guides for beginners & novices - including tricks for more advanced players. Enjoy!

See you on the Battlefield,

Helicopters - Part 1, Part 2, and Part 3

Attack Helicopter | Scout Helicopter | Transport Helicopter

Part 1

The HUD (Driver)

On the bottom

1. Inclinometer /Tilt Coordinator - Displays if you are flying in coordinated flight or not. When making a right hand turn, if the ball is on the right hand side that means your tail is dipping to the inside of the turn. If it is on the left, your tail is dipping to the outside of the turn. When in close quarters, use this to keep your tail from banging against nearby buildings.

On the left

1. Countermeasure
2. Countermeasure status - READY/WAIT(With time)
3. Ground Speed Indicator - How fast you are traveling relative to the ground.
*When you want to remain a hover without drifting one way or another.
4. Torque Indicator - 10% to 100% (55% is the power needed to maintain altitude)

On the top/mid

1. Horizontal compass (0 = North, 90 = East, 180 = South, 270 = West
2. Roll/Bank Indicator - How far left or right you are rolling. If rolling to the left...give the helicopter a right input until you are back to level flight.

3. Artificial Horizon - Stays in line with the horizon at all times. Good reference to see if you are in level height or not.

On the right

1. Altimeter - Altitude above ground level. Also shows how high above you are to the object directly below you (ie. a buidling). Will flash when under 50ft to indicate you are flying really low.
2. Visual (Vertical) Altimeter - (0ft - 100ft). Helpful when in low level flight.
3. Vertical Speed Indicator - How fast you are gaining or losing altitude.

Terms To Know:

Yaw - Turns your helicopter left and right (controls the tail).

Roll - Controls the bank of the helicopter.

Pitch - Learns the nose upwards or downwards to produce a forward or reverse momentum.

Disabled (Damage drops to >10) - Unless immediate assistance is given, the vehicle is beyond repair and will quickly lose health until distroyed. Once disabled a vehicle is incapable of flight.

Critical (Different for each vehicle, most critical damage levels are around the 30s) - When a vehicle has hit its critical threshold it is important that it seek repairs soon.

Just Saying...

When in 1st Person View - Press up on the D Pad/R1 to freelook around.

To keep altitude while moving forward you must accelerate.

To turn to the right smoothly- Roll over the right to establish the turn. Pull the nose up to maintain altitude. Use the Yaw to keep the turn going.

Low Level Flight - Use the pitch (up/down) to keep you from nose diving into the ground.

Engaging Targets - Over-use structures and buildings to block incoming missiles and provide quick escape routes.

Part 2

Practice Drills:

Rapid Extraction - Fly low to the ground while keeping your momentum going. Approach your teammates rapidly and fly right over there head just enough so they can "Fast Grab"(Hold Square) on to your vehicle.

Rapid Deployment - Fly low to the ground while keeping your momentum going. Approach your target jump zone and verbally communicate with your passengers on when to jump. A little before being directly over the

zone shout the order so they can hop out, deploy their parachute, and safely glide into the zone (ie. objective, building, ect)

Hammerhead - Travel at a high rate of speed, pull up until your air speed hits >20, give it full right rudder, once you are 10/15% before you are straight down on the ground give it left rudder in addition to full throttle.

180 Turn - Have good forward momentum, full power, and not be gaining or losing altitude. On in the same motion, release power, pitch helicopter up (depending how much you pitch up you might have to tap the reverse button once or twice so you don't gain too much altitude), give it full right rudder, bank to the right as well, keep the pressure on the sticks, give it left rudder to stop your momentum/rotation that was built up in the turn.

Circle Strafing - Keep the vehicle turning, while keeping the nose on the target. Coordinate the yaw(opposite as you are turning), pitch, and roll to keep the circle.

Part 3

Communication between the driver and gunner of an attack helicopter is quite similar to that of the tank driver and gunner. It is the driver's responsibility to designate main objectives/targets (ie. a tank) while it is the gunner's job to designate secondary objectives/targets (ie. a sniper). When both a driver and gunner focus their firepower on one objective it almost never stands a chance. However it is necessary to divide up targets to take care of multiple situations at once. Keep in mind as the driver that the way your orient your vehicle directly affects your gunner. If you happen to turn sharply away, your gunner might lose his lock on a target!

Reviewed all of the previous lessons and had a little bit of a helicopter obstacle course!

Shoot where the target is going to be! When engaging fast moving ground targets like Jeeps it is smart to anticipate their movements and track ahead of these moving targets with your I Beam (Attack Heli), Crosshairs (Scout Heli), and Minigun (Transport Heli).

Stat Links

http://symthic.com/bf4-vehicle-stats?ATK_HEL

http://symthic.com/bf4-vehicle-stats?SCT_HEL

http://symthic.com/bf4-vehicle-stats?TRN_HEL

Jets - Part 1 and Part 2

Attack Jets | Stealth Jets

Jet Mechanics
HUD Elements

1: Degrees
This is more or less to give you an idea where you are in 3-D space. I don't use it that much and instead use the capture points to orient myself when making turns. However, some players can use this pretty effectively so know when they've come completely around or when they turned enough to approach their target while not being able to see the ground or other landmarks.

2: Kilometers/hour and height
On the left is your speed gauge. It may seem like fluff, but it is actually pretty important as there is a optimal turning speed with jets, and knowing when you are in that sweet spot can make all the difference in a dog fight. On the right is what I can only imagine is altimeter telling you how far above the ground you are. Again, when you need to know high or low you are.

3: Circly dude
I have no idea what that thing indicates. It may be something to help you figure out which way you are turning or a really extreme idea where shots will land when you fire, not sure.

4: Reticule
This cross shape here is where your shots are projected to land if you fire at that moment. For the most part it is a valid measure, save for when making extreme maneuvers and firing on close targets. I almost always ignore this thing and either take guess shots or try to predict where a shot will land as this thing isn't super reliable all the time.

5: Active Weapon
When you hit the fire button you'll shoot this. If it is flashing red it is reloading or is currently overheated.

6: Angle
This little indicator tells you how much tilt you have going on at any time. Useful if you aren't sure if you are upside down.

Field of View

- Freelook to view around cabin.
- When in 3rd Person view use Freelook to see behind you.

Use of Countermeasures/Environment

ECM

Provides both a visual obstruction in the form of a smoke cloud and removes your signature from enemy radar for a short period. Like flares, ECM will disrupt incoming missiles and break locks. ECM's disadvantage is that moving at full speed during deployment can remove you from the ECM cloud's sphere of protection allowing missiles to re-track and hit. If moving at full speed it is

recommended that you either dive to the floor or ascend to the invisible flight cieling to induce a missile crash.

Flares

Heat based counter measure that will distract incoming guided weaponry and break locks for a short period. Passive radar missiles can easily defeat this by maintaining visual contact and reacquiring the lock after the counter measure has expired. They are, however, exceptionally effective against heatseekers including MANPADS.

Jet Maneuvers

Landing

- Have a level landing field.
- Touch down with back wheels first.
- Have some landing room, but not to much.
- Keep your nose slightly up, especially during vertical take-off, hovering, or landing in V-TOL

Shaking a tail

- Use countermeasures (especially ECM's) to deploy a smoke and take you off the air radar giving you some time to make a get away.
- Draw them towards your home base or a high concentration of your teammates and hope that your Base AA or friendlies will help you shake your opponent.
- Evasive Maneuvers - See Jet Tactics

Speed Control

- Take the effect of gravity into consideration when doing vertical or diagonal loops.
- 313 MPH - Optimal turn speed.

Rapid Evac

- Should only be used in a clear open space
- Really just for fun to coordinate epic stunts with your squad mate...never the less you can use it if you need a jet with different capabilities to engage a threat that has changed.
    - Example: You are engaging air targets and ground targets start to populated the map, you can change with someone who has an Anti-Ground based loadput quickly and efficiently without losing a life.

Jet Tactics

Air to Ground Assaults

- Attack from a higher angle
- Attacking with the sun behind you makes you a harder target to see.

- Dogfighting (Speed Control)

- The absolute most important aspect of dogfighting is speed control, and if you don't care about speed control then you'll ALWAYS lose a dogfight to someone who knows how to do it. The reason for this is that speed control determines how wide your turns are.
- The faster you go, the wider your turns. Contrarily, the slower you go, the harder it is to turn at all which ultimately means you're just an easy target.This in mind, if your turns are fast and tight then it'll be extremely difficult for your opponent to follow you and set you up for being shot because he'll have to match your speed, and if he doesn't and he loses you, you'll have a HUGE advantage and easily be able to kill him.
- That said, the magic speed range that you always want to maintain is 305-315mph because regardless of what jet you're using, this speed range will enable you to make the fastest and tightest turns (if you don't immediately know where the speed indicator is, it's to the top left of your cockpit in a box). There are many ways that you can hit this range but for the sake of brevity, I'll cover the most common ones:
    - Repeatedly alternate between braking and accelerating. This is the easiest to pull off in both the attack and stealth jets when you fly horizontally in a circular pattern because gravity really isn't working against you here (even with that being said, this is the easiest flight pattern to counter because it's extremely vulnerable to top-down attacks, so never rely solely on this evasive maneuver). Just keep your eyes on your speed and tap the brakes if you're going too fast and accelerate if you're going too slow.
    - Counter gravity. This is most commonly done when making vertical turns, and it's a tactic used by the more advanced dogfighters due to the high risk of screwing your turns. Not only is that the case, but this is where the attack jets and the stealth jets differ tremendously in maneuverability, so I'll divide the tips between the two as a result. Before I do that though, note that this specific maneuver is best utilized when alternating between it and the aforementioned horizontal pattern.
        - Stealth Jets: They have the advantage here because of the afterburner. As you begin to rise up in your loop formation ONLY TAP YOUR AFTERBURNER NO MORE THAN THREE TIMES as you pass the horizon of the map. DO NOT HOLD THE AFTERBURNER because you'll come out of the turn too fast and leave yourself exposed as a result of having too wide of a turn. When you circle back down towards the ground, TAP THE BRAKES NO MORE THAN THREE TIMES as you pass the horizon of the map in order to avoid coming down too fast, because again, this will make your turn too wide.
        - Attack Jets: Undoubtedly they're much harder to use than the stealth jets when it comes to speed control for the simple fact that they have no afterburner. This means that you're better off not relying on the vertical maneuver, but the horizontal maneuver and a diagonal maneuver. The diagonal maneuver is the best bet in this scenario because it'll enable you to use gravity to slingshot you into the necessary speed range, but this is also the least forgiving of all aforementioned maneuvers if you screw up because your turn will be VERY wide.
    - The way that you capitalize on this maneuver is much like how you'd handle the vertical flight pattern; tap the acceleration as you pass the horizon on your way up and tap the brakes as you pass the horizon on your way back down. The issue here however is that maintaining a constant speed is pretty difficult due to gravity's constant influence on you, so I'd advise you to master the horizontal maneuver first before attempting this one. Once you're proficient with that, come back to this and try becoming comfortable with it so that you can end up alternating between the two.

Rules of Engagement

- Stealth Jets turn faster than the Attack Jet
- Don't engage helicopters straight on, attack top down as they don't have a great enough pitch up to counter you without plunging themselves into the ground.
- Maintain lock-on, fire one missle if enemy needs some encouragement to deploy Countermeasures. Once they deploy CM's regain your lock and fire your second missle, than change to your primary gun and finish them off.
- Shoot where it's going to be! Especially with jets - lead your targets.

Stat Links

http://symthic.com/bf4-vehicle-stats?ATK_JET

http://symthic.com/bf4-vehicle-stats?STL_JET