

PHANTOM OPERATIVES

INSTRUCTOR LOG #1



Ronograd Island, Bering Sea

CNATRA P-430 (Rev 10-23)



PHANTOM OPERATIVES

CHIEF OF AIR TRAINING
250 LEXINGTON BLVD SUITE 179
CORPUS CHRISTI TX 78419-5041

CNATRA P-430 (Rev 10-23)

1. The Phantom Operatives Instructor Log is issued for information and training purposes for all flight instructors and within the Air Training Command.
2. This log should be kept confidential and only shared within high ranks and flight instructors.

TABLE OF CONTENT

CHAPTER ONE - TRAINING PLAN	1-1
100. INTRODUCTION	1-1
101. MILITARY CODE	1-1
102. FORMATIONS	1-1
103. DEPLOYMENTS	1-1
104. MEDEVAC	1-5

CHAPTER ONE TRAINING PLAN

100. INTRODUCTION

All instructors must read this manual before training pilots. It is important to know that the information in here will provide everything for the training. After a pilot is training they should attend the next operation to act as a pilot with the instructor as the co-pilot to review.

102. MILITARY CODE

RTB - Return To Base

ETA - Estimated Time of Arrival

BANDIT - Known/Recognized Threat

BOOGEY - Unknown/Unrecognized Threat

BINGO - Low fuel status

ANGEL - Altitude in thousands of feet

CHERUBS - Altitude in hundreds of feet

BENT - If an device is inop

SPIKED - Indication of missile threat on radar

“ Raptor-1 is RTB”

“ETA 20 seconds”

“Bandit is on my tail!”

“2 Boogeys on radar”

“Raptor-1 is bingo₍₀₎ fuel”

“Reaching Angels 3₍₀₀₀₎.”

“Sinking to Cherubs 3₍₀₀₎”

“My radar is bent”

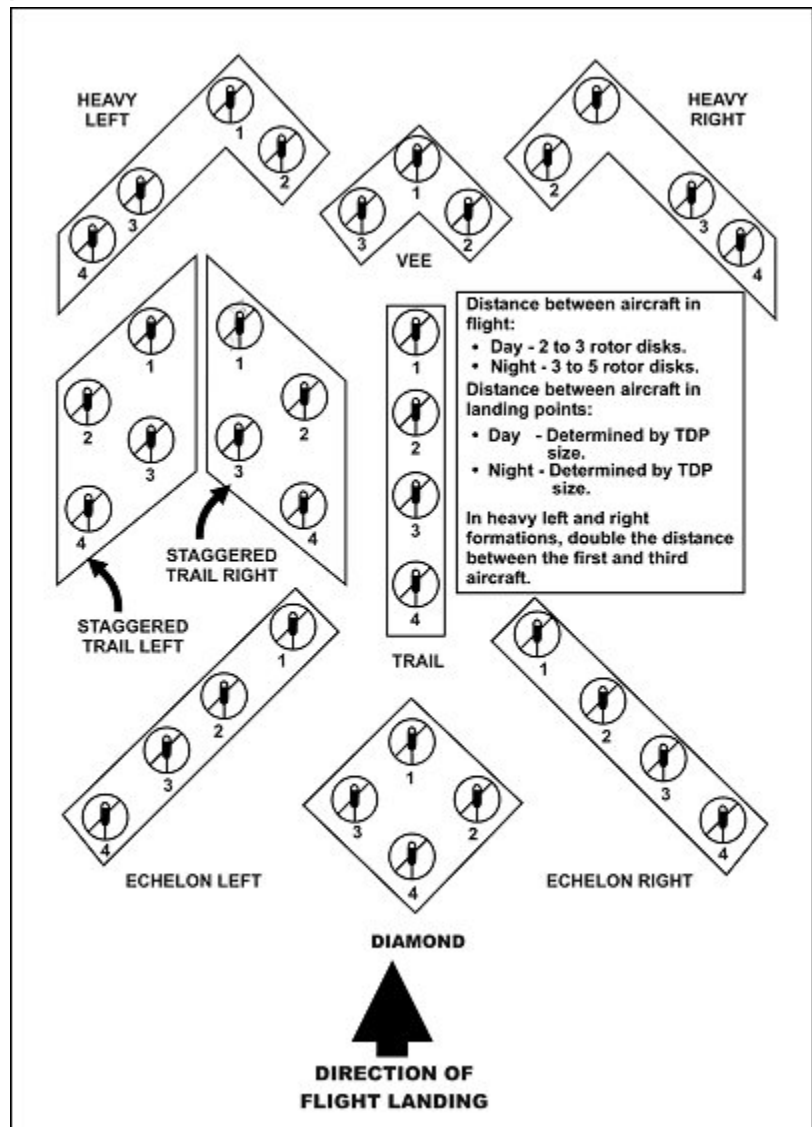
“SA-6 Spike, 6’o clock”

103. FORMATIONS

Cruise
 Echelon Left
 Echelon Right
 Diamond (4 Participants are required)
 Trail
 Vee
 Heavy Right
 Heavy Left

(See picture to the right)

Instructors are intended to teach the pilots different aerial formations as well as military codes and other useful information. Afterwards they should let each pilot fly for one operation and be their copilot to review their Performances.



103. DEPLOYMENTS

1. PARACHUTE DROPPINGS

The pilots will begin by reaching an altitude of 3-5 thousand feet before opening the doors and giving the green light so the jumpmaster can drop a flare for the landing point. The passengers will form an SFL and be instructed to jump out one by one by the jumpmaster (Each passenger will be given P1, P2, P2, etc). Once all the passengers are out the pilot should close the doors, switch to red light and RTB.

2. HOT DEPLOYMENT

Hot deployments include deploying into the middle of a base or battlefield to let out troops. This is a significantly riskier deployment and should be avoided unless necessary. The pilot will stay 20-40 cm off the ground, open his doors and give a greenlight for the operators to rush out. The pilot will have to remain calm and until the LZ is slightly clear remain there. Once the operators have cleared out enough room to gain new cover the pilot will close the doors, switch to red light and RTB for a check up and repair.

3. NIGHT DEPLOYMENT

The pilot will begin by using the cover of the night to land outside of the base where the operators remain undiscovered. Once all operators are out, the pilot should immediately close the doors, switch to red light and get out of sight immediately (Be it going behind a mountain, high enough, etc) and RTB.

4. SEARCH AND RESCUE

If operators are lost after a parachute deployment or are lost in general, a search and rescue party will be sent out using an NH90 TTH or UH-60 Blackhawk. It will include the pilots, two soldiers one of which is a medic. The search and rescue party will constantly remain in contact with the lost operators as they try to find ways to attract the search and rescue party's attention while staying hidden from enemy forces.

5. AIR SUPPORT / OVERWATCH

Air support or Overwatch consists of always 2 or more operators at work. For overwatch it requires the first pilot to circle the position with the second pilot operating the cameras to constantly give information to ground units (Relaying enemy locations, reinforcements, hostages, etc). Air support will have 4 operators. Two pilots and two gunners. The pilot will circle the position and give fire support for the brothers on the ground.

104. MEDEVAC

1. INTRODUCTION

An MEDEVac wouldn't happen in BRM5 but Phantom Operatives interpret it as when an operator has been downed twice. Once the operator is downed twice and revived twice they will remain prone and use only their pistol. If operators run out of medical supplies they will drop a flare and mark it as "Supply". A medic will get onboard a marked medical helicopter and head there, rappel down to heal everyone and get back onto the helicopter. The medic has to trust his brothers that they will cover him during that time.

2. EXPLANATION & TRAINING

Pilots will be sitting in an helicopter alongside one or two medics before either:

a.

Getting a flare marked as “Supply” where they will follow basic rules and head over. Once there, they will rappel the medic who will “heal” everyone. Once that is done the pilot will extract the medic back to base. That will mark the end of example a.

b.

Getting called in for a MedEvac where they will follow basic rules and head over to the location. The wounded operators should be defended and put into the helicopters to be extracted back to base. That will mark the end of example b.