

-TF SPECTER ACE- **General SOP** **-SOF- Tactical Realism**

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VER: 1.1



Equipment Used / Roles Performed

Listed here is the Official Gear Load out and approved airframes for use during Official OP's as well as what roles are performed.

SOP GEAR

Pilots will be provided with saved loadouts to use. Common sense should dictate which camo pattern will be used. When running special non Marine OP's the loadout should match SOP as closely as possible.

Public OP

- Official SOP gear is decided by the air CO and XO and handed out by them.

Private OP

- Official SOP gear is decided by the air CO and XO and handed out by them.

SOP AIRFRAMES

The following birds are approved for use on standard official ops. MCC will dictate which airframes will be allowed for modded ops. Opcom/MCC may not have a pilot use an airframe they are not qualified for regardless of who or what it is.

- RW-Transport:
 - Hellcat (Unarmed), Ghosthawk, Huron, Venom (Unarmed), Chinook
- FW-Transport:
 - Osprey
- RW-CAS:
 - Hellcat, Blackfoot, Viper, Venom (FFAR)
- FW-CAS:
 - A-10D Wipeout, F/A -18 E/F

ROLES PERFORMED

All the roles performed by air will be listed below, as well as the minimum rank to perform each role.

Transport Pilot

The transport pilot is responsible for safely delivering troops and supplies to the front lines. Qualified Cadets and above will be eligible to fill this role during Operations.

CAS

The CAS is responsible for the safe escort of the transport pilots. Once escort is no longer needed CAS will be put on station and report into JTAC for tasking. CAS will then work as the eyes in the sky, as well as eliminating any designated targets with extreme prejudice. CWO2 will be qualified to provide rotary CAS while CWO3 will be required for Fixed-Wing CAS.

Flight Lead

The Flight Lead is in charge of Air for the duration of the OP. They will be responsible for planning the Air portion of the OP as well as leading the other pilots. CWO3 and above will be eligible to fill this role during Official OP's.

Air Traffic Controller

The ATC will be responsible for controlling all air traffic within 3k of the airport or FOB used during the OP. Additional duties could include getting QRF organized and Supply Drops ready for transport. CWO2 and above will be eligible to fill this role during Official OP's.

Applicant Requirements

Applicants to air must read and complete the steps outlined below to join Spectres. Final approval is needed from AIR CO. Once a candidate has completed those steps the CO will turn control of the applicant to the Operations Officer.

1. Unit Application Through RCT

The first step is obviously to apply to the unit. You will follow your standard applicant or junior applicant pipeline until you reach RCT. At this point you may apply to the CDT program and begin that pipeline as outlined below. After you attain the rank of RCT you are allowed to sit in with Spectres during one official public operation. You will not fly during this op without flight lead's permission and this is provided as a courtesy to allow you to make an informed decision about joining Spectres.

2. Requesting entry to the CDT program

Now that you have completed the applicant pipeline, the next thing standing in your way is requesting entry to the CDT program. To properly do that you simply reply to the following google form (<http://goo.gl/forms/gb8vb5373l>). BE AWARE, you must have a google account to access the form. The questions within the form are fairly self explanatory, but to ensure ease of use I have outlined each of the questions below. Every question must be answered in PERFECT format, failure to do this will VOID your request. Additional rules below the examples.

Name?

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Rank?

Private First Class (The option for enlisted grades E-6 through E-9 will not concern most of you, essentially it is anyone not an officer but above SSgt in rank. ex: 1stSgt, MSgt, SgtMaj, etc.)

Current Assignment?

This section is where you would list off any BN offices you assist with, any positions of note you may have (If you have an office in an official section, list what that is for) and what department you are currently a part of i.e. Ground.

Reason for applying?

This section lets you tell me why you are joining Spectres, give me a quick sales pitch as to any real world flight experience, why you love me (not really), time spent flying in Arma, or anything else you feel is of note.

Vacancies are filled on a FIRST COME FIRST SERVE basis. This means that the first person to request a position will get the spot regardless of tenure. Spectres does not hold billets, unless there is an extenuating circumstance (such instances must be approved by me personally). THEREFOR, ANYONE WHO TELLS YOU THAT YOU MAY HAVE A POSITION IN SPECTRES PRIOR TO BEING ELIGIBLE TO FILL SAID POSITION IS LYING TO YOU (unless that person is me).

All transfers into Spectres require approval from both your current supervisor (Ground command staff and/or Reaper command staff), and Spectres prior to being authorized. If you are an NCO rank when you try to join Spectres your application will be personally revied by CMD staff, be prepared for an interview. Since transferring to Spectres means that you will have to be eligible to be an Officer, I require a full performance review of a member prior to them being allowed into Spectres. IN SIMPLISTIC TERMS, I AM TELLING YOU THAT IF YOU CAUSE TROUBLE, YOU WILL NOT BE ALLOWED INTO SPECTRES. I retain the right to remove anyone from Spectres who is deemed unfit to be an officer.

3. Acceptance letter

After you submit your application it gets sent to our record keeping department, as well as being passed to necessary leadership. We will then begin to review your form and begin all of the paperwork to approve your transfer. DO NOT HECKLE US ABOUT LOOKING AT YOUR FORM, doing so will hurt your chances about being accepted and will only serve to annoy us. If you wish to cancel your application you may PM me ONCE and I will terminate the request, no questions asked. After we have finished doing the paperwork behind the scenes (Wait time varies based on our schedules, we try our best but real life is first) you will be sent a PM ON THE FORUMS with further instructions, most importantly that you only reserve a CDT slot for a limited period of time after you receive your acceptance letter.

4. Cadet Training Pipeline

After you receive your letter of acceptance you instantly become eligible to take the Warrant Officer Candidacy Course wherein you will learn the basic skills for Spectres and have the opportunity to ask any questions about your new role in the unit. After the completion of the course you will be awarded the CDT tag and have the remaining amount of time in your CDT slot to participate in 3 operations and complete the Rotary Wing Concepts 101 course/test. Failure to complete the test in that time frame will result in your dismissal from the program. These trainings will be provided to you IN ADDITION TO YOUR NORMAL GROUND TRAININGS as outlined below.

5. ICTs and MCT days

Even as a CDT must completed all phases of the Infantry Combat Training and the Marine Combat Training Pipelines. Scheduling the ICT/MCT days is burdened on YOU to get with other RCT/PVTs and with the DIs. Your promotion to WO is as tied to these trainings as if you were being promoted to PFC.

6. The transfer to Spectres

Now that you have completed all of those steps and finished your trainings you will be automatically entered into Spectres. If you change your mind at this point about joining Spectres then you will be discharged from the program and keep any trainings/ranks from ground.

Rank Structure / Progression

All promotions are based on completed trainings, OP counts, and merit. Completion of Trainings and OP counts does not guarantee promotion. Certain Promotions will be on an as needed basis as well, but will follow SOP.

- WO
 - Eligible for this rank after participating with air after 2 ops as a CADET and completion of RW-CONCEPTS 101.
 - WO are authorized to fly RW-transport birds during official OP's.
 - At least 2 OP's a week is required to keep this rank as well as participation in monthly trainings.
 - When possible, Senior Air member will need to fly Co-Pilot.
 - Pilots will be eligible to take the following courses: ROTARY-WING CONCEPTS 201, RW-CAS CONCEPTS 101, and FIXED-WING CONCEPTS 101
 - Pilots at this rank can be granted access to speciality airframes based on courses completed. If there is a conflict then the role will be decided based on rank.
 - This is the last field promotion that can be obtained by a member of Spectre.
 - Under the supervision of the XO
- CWO2
 - Eligible for promotion to this rank by passing (ROTARY-WING CONCEPTS 201, RW-CAS CONCEPTS 101, and FIXED-WING CONCEPTS 101), and at least 15 OP's as a WO.
 - Pilot will be authorized to fly RW-CAS and FIXED-WING Transports
 - At least 2 OP's a week is required to keep this rank as well as participation in weekly trainings.
 - Eligible to take the course (ATC 101, FW-201, FIXED-WING CONCEPTS 201, FLIGHT LEAD 101, and RW-Concepts 301). Once a course is completed the pilot will be able to perform the role in official operations.
 - Under the supervision of the XO

- CWO3
 - Eligible for promotion to this rank by passing (ATC 101, FIXED-WING CONCEPTS 201, FLIGHT LEAD 101, and RW-Concepts 301), and at least 20 OP's as a CWO2.
 - Eligible to take the courses (ROTARY-WING CONCEPTS 401, and FLIGHT INSTRUCTOR 101)
 - Pilot will be authorized to lead air operations during OP's, act as ATC, fly Fixed-Wing CAS, and conduct training after passing the appropriate courses.
 - At least 3 OP's a week and being Flight Lead for 2 OP's a month is required to keep this rank as well as participation in weekly trainings.
 - Under the supervision of the CO

- CWO4
 - Eligible for promotion after passing (RW- CONCEPTS 401, and FLIGHT INSTRUCTOR 101)
 - Pilots who achieve this rank are expected to conduct trainings and lead operations on a weekly basis.
 - Number of pilots at this rank can be limited by the Operations officer.
 - At least 3 OP's a week and participation at 3 trainings a month is required to keep this rank.
 - Pilots who achieve this rank may meet with the CO/XO to discuss potential SOP editations and changes to SPECTRES.
 - Under the supervision of the CO

- CWO5
 - Rank is reserved for Air XO/Operations Officer.

- 2ndLt
 - Rank is reserved for Air CO.

Courses / Tests / Training

TRAINING INFO AND SCHEDULING:

Training will be given when need arises or is asked for through any form of communication.

Warrant Officer Candidate Program:

This is the basic exam needed to acquire the CADET tag.

- **Course:**
 - Gear

- o Basic Intro to Airframes
 - o Introduction to Crew Chief Roles.
 - o Gunnery Skills.
 - o Com's with pilot for basic flight needs.
 - **Test:**
 - o **To be assessed during operations**
 - o Knowledge of gear
 - o Airframe Identification / Anatomy
 - o Help pilot navigate basic Obstacles
 - o Engage and suppress targets with door guns if situation presents
 - o Com's with pilot
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RW- CONCEPTS 101

This is an introductory course that will teach cadets about basic flight concepts. It will qualify CADETS as Reserve Pilots. These individuals can fly during ops if there are not enough pilots available. Course is needed to be eligible for promotion to WO.

- **Course:**
 - o Advanced intro to Transport Airframes.
 - o Communications. (Airport, AO, Transit, Formations, Landing, Rope Infill.)
 - o Basic Flight Practices. (Takeoff, Flying, Landings, Formations)
 - o Sling Load
 - o Night Flying
 - o 1 and 2 wheel landings
 - o Rearm / Refuel / Resupply
 - o Introduction to crash-landings
 - o SERE
 - **Test:**
 - o Flight Qualification using all learned skills.
 - o Communications throughout entire flight.
 - o Taxi and Departure from Airport.
 - o Using Checkpoints / Flight Path.
 - o LZ Landings.
 - o 1 and 2 wheel landings, Rope Infill.
 - o Night Flight.
 - o Rearm / Refuel / Sling Loading
 - o SERE
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RW-CAS CONCEPTS 101

This course is designed to teach pilots the basics of Rotary Wing CAS. This is a mandatory class for WO's before promotion.

- **Course:**
 - o Light CAS

- Intro to the Hellcat and UH-1Y Venom
 - Flight and weapons training.
 - o Heavy CAS
 - Intro to the Blackfoot, and Cobra
 - Flight and Weapons training.
 - o Communications between Pilot and Gunner.
 - Popups, combat flight
 - Radio nets
 - o JTAC Training. (Air's Perspective)
 - Learning the 9 Line
 - Rights and duties
 - **Test:**
 - o TRIAL BY FIRE
 - Provide Light CAS
 - Provide Heavy CAS
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RW- CONCEPTS 201

This is an advanced flight concepts course designed to teach pilots more advanced flight practices. This course will qualify WO's for promotion to CWO2.

- **Course:**
 - o Flying damaged birds.(No Tail Rotor, Autorotation)
 - o Dangerous Flight (NoE, Under Fire)
 - o Identifying threats.
 - o Tips and Tricks to avoid being shot down.
 - o Advanced night flight.
 - **Test:**
 - o Flying under Fire
 - o RTB from AO with no tail rotor.
 - o NoE Flying.
 - o Attempt to survive AA missile engagement. Up to 2 attempts.
 - o Advanced night flight.
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FW- CONCEPTS 101

This is a beginners course into flying the more advanced, Fixed Wing birds. This course will not teach any Fixed-Wing CAS and a pilot is not allowed to fly Fixed-Wing CAS after this course. This course is required for WO's to be considered for a promotion to CWO2.

- **Course**
 - o Basic Take off with MV-22b
 - o Taxiing
 - o Short/Vertical takeoff
 - o Flight procedures

- Crash Landings
 - Short/Vertical Landing
 - In air refuelling
 - Jump commands
 - **Test**
 - Basic Take off
 - Flight over active AO
 - Airdrop passengers
 - In air refueling.
 - Basic Landing
-

RW- CONCEPTS 301

This is a demonstration of skill by the pilot on all airframe types. This test will qualify CWO2's for promotion to CWO3.

- **Course:**
 - No new material, the candidate will be offered the opportunity to ask questions and review before the test
 - **Test:**
 - Transport Infil / Exfil under heavy light arms fire.(Pilot picks LZ near AO)
 - Light CAS demonstration.
 - Heavy CAS demonstration.
 - Knowledge of SOP
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AIR TRAFFIC CONTROL 101

This course is designed to teach pilot how to act as the air traffic controller during official OP's.

- **Course**
 - Communication between ATC and Pilots.
 - How to Direct Traffic around the Airport.
 - **Test**
 - Perform the role of ATC with at least 5 active birds.
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FIXED-WING CONCEPTS 201

This Course is designed to train pilots on how to properly conduct Fixed-Wing CAS support.

This course is **REQUIRED** for a promotion to CWO3. NOTE: Fixed-Wing can **ONLY** be activated when a JTAC requests it.

- **Course**
 - Airframes

- Friendly/Enemy
 - PID
 - Weapon Systems
 - Utilization
 - Basic take-off procedure
 - Holding Patterns at Hold Points
 - Attack Patterns
 - Coms w/ JTAC
 - Review 9 Line
 - Ordinance Strikes
 - Basic landing procedure
 - Dogfighting
 - **Test**
 - Provide CAS
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FLIGHT LEAD 101

This Course is designed to train pilots as Flight Leads. This is a mandatory class for CWO2's before promotion.

- **Course:**
 - Communications as the ATC.
 - Tactics
 - Managing SNAFU's
 - Managing pilots in the air.
 - **Test:**
 - Lead an official OP under Air CO supervision.
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FLIGHT INSTRUCTOR 101

This course is designed to teach pilots how to be instructors. This is a mandatory course for CWO3's before promotion.

- **Course:**
 - Going over all training material and making sure the pilot is familiar and remembers all of it.
 - Will start with 101 classes and proceed up the line.
 - **Test:**
 - Run training as an instructor with Lead instructors supervising.
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RW- CONCEPTS 401

This is a demonstration of skill by the pilot on all airframe types and Air Lead. This test will qualify CWO3's for promotion to CWO4.

- **Test:**
 - Demonstrate knowledge of air SOP.
 - Transport Infil / Exfil under heavy light arms fire.(Pilot picks LZ near AO)
 - Light CAS demonstration.
 - Heavy CAS demonstration.
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THE LAW

AWOL

Air Wing is a small, close knit division of SOF. Because of this it cannot become bloated with inactive members. If a pilot goes inactive without an LOA/ELOA they will be put into a standby rank after 30 days unless excused. Upon return, punishment will depend on situation and amount of time AWOL. If a pilot posts an LOA/ELOA they forfeit their position after 5 or 8 Months. Once they return procedures are case by case.

Punishments could include but not limited to:

- Loss of rank.
- Re-qualification.
- Removal from Air Wing.

In the event of a former pilot returning after leaving the unit/AWOL/whatever they will be granted a maximum of CWO2 and will need to undergo mandatory requalls based on air CO personal evaluation.

Misconduct / Insubordination

During OP's and while on Teamspeak SOF pilots are expected to act like professionals. In short, DO NOT act like a moron and respect others. If something happens, don't argue and just wait to report it to a superior. Two wrongs do not make one right and both will be punished. Remember to respect and follow your Flight Leads instructions at all times.

Failure to do so may lead to the following:

- Verbal Warning.
- Bans from official operations.
- Requalification.
- Loss of Rank.
- Removal from Air Wing.

OPERATIONAL STANDARDS

The following are standards that must be adhered to during OP's when they apply.

General:

- Flight Lead is your GOD. Pilots will do what they say, when they say it. All orders / approvals come from the Flight Lead. Do not argue.
- No unapproved flight paths / acrobatics.
- Within 3k of airport, pilot reports in and follows ATC instruction.
- Within 5k of the AO, all transport birds must be escorted by CAS or CAS must be on station nearby.
- Maintain Battle Com's when Flight Lead calls for them.
- CAS will hold fire until given order to fire, and then will only engage designated targets.
- Pilot is responsible for their bird; if they are shot down they may not get a replacement.
- Pilot has the right to wave off if LZ / Target area is too hot. Don't be a hotshot and lose your bird. ***See Above***
- DO NOT land anywhere but the airport and LZ's unless there is a technical issue. Going non-emergency AFK or just waiting for orders is **NOT** an excuse to land in enemy territory. The same applies to auto-hovering along the flight path while AFK.
- Maximum of 3 Non-Air (Helpers) during official OP's. Helpers will not be authorized to fly unless there is an extreme lack of pilots. Still at Flight Lead's discretion. Cadets do not count towards this total.
- Public players authorized to fly only after a flight demo with an Air Member.
 - o Flight lead may reserve the right to remove a public pilot at any time for any reason, including but not limited to: lack of mic, inability to speak english, lack of following directions, etc.

Public Players during PUB OP's

- Must be in com's and following directions. 2 warnings via group text or 1 if the player takes off in a bird. Kick if non compliant. If said player is continually grieving, ask for a 24 hour ban.
- If ground numbers are lacking, all Public players need to Re-Slot as ground.
- Before any Public Player is authorized to fly they must fly with an Air member who will evaluate them
- If there are plenty of SOF pilots online and we still have room for helpers, Helpers will assume the role of Co-Pilot. They will be authorized to take the stick at the pilot's discretion.
- Pilots with a Helper Co-Pilot will assume the role of Mentor, giving flight advice, explaining how Spectre works, and answering any questions the helper may have.
- No public player will be allowed to fly with troops on board unless given special permission by flight lead.
- Be courteous and respectful of all helpers during OP's. We were all aspiring pilots at some point.

Task Force Radio

These are the standards that will be followed during Private OP's for radio Communications..

Frequencies:

- LR 32
 - Air Com's between pilots only.
- LR 33
 - JTAC. Once CAS has entered the AO and are on Station, they will tune into this frequency and report in for tasking. If no JTAC is available, OP COM will likely remain on LR 40 for tasking.
- SR 34
 - ATC, Within 3k of the airport a pilot must tune into this frequency, report in and follow the directions of the ATC. Can be 32 at ATC discretion.
- SR 32.1/32.2/32.3/etc.
 - SR radio will be set up for each bird in the event that in direct communications cannot be heard. Also useful in case flight crew has to leave the bird for any reason.
- LR 40
 - Command LR Channel. One pilot must listen to this at all times.
- SR 127
 - Air Emergency Channel. Will be used to search for downed pilots. Also able to be used by ground forces in emergency situations when they need to contact air.

Recommended Radio Setup:

Pilot

- Long Range
 - CH1 : 32 Left/Right Ear
 - CH2 : 40 (ALT) Left Ear
- Short Range
 - CH1 : 32.1/ ect Right Ear
 - CH2 : 34 Left/Right Ear
 - CH3 : 127 (ALT) Left/Right Ear

Gunner

- Long Range
 - CH1 : 32 33 Left/Right Ear
 - CH2 : 40 (ALT) Left Ear
- Short Range
 - CH1 : 32.1/ ect Right Ear
 - CH2 : 127 Left/Right Ear

Call Signs:

- All pilots are allowed to have a unique Call sign that may or may not be used during an op at the flight leads discretion.
- All Call signs must be approved with Air CO and XO.
- When in a bird with multiple air members, the bird will identify by the pilot flying the bird, additional pilots will affix numerals after their name in the fireteam manner. Ex:
Archangel (Whole Bird), Archangel-1 (Pilot), Archangel-2 (Co-Pilot), etc.

STATS KEEPING

All pilots are required to log their flight information after each OP and Training. A link will soon be provided for a Google Form for submitting this information. If a Flight Log is not submitted at least 24 hours after an OP attendance at that Op is considered non-existent. Any pilot caught submitting fraudulent logs will be subject to disciplinary action.