

56th FG

Group Training Documents/Squadron and Group procedures

Overview

This document details the skills required to become an efficient fighter pilot capable of coordinated action against hostile aircraft. The pilot is requested to gain all of the capabilities described herein, and will receive tuition as necessary before joining Squadron and Group combat missions.

All sorties in element, flight, squadron and group strength employ identical procedures to be adhered to at all times. Do not fail in these procedures, for if you do, the team will fail as a consequence.

Takeoff procedure

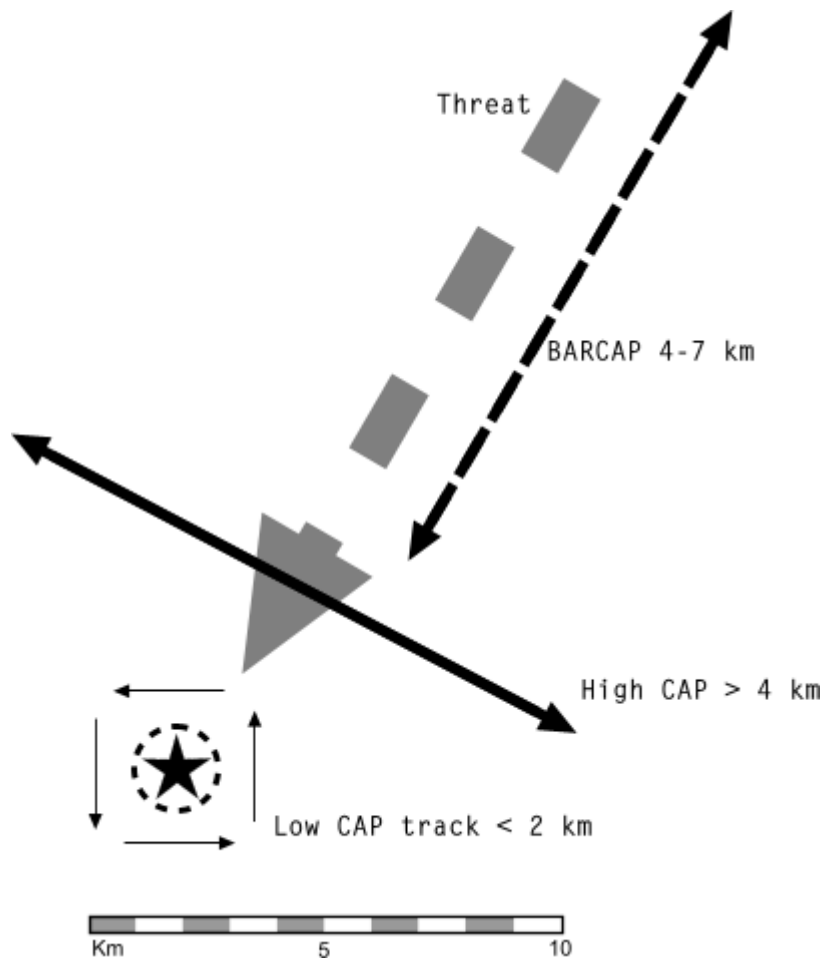
Upon spawning, immediately taxi to the designated forming-up point and arrange your aircraft wingtip to wingtip beside your designated element partner. Shut down the engine until the leader calls "engines". Form up by flights, four ships in line abreast. For squadron sorties, form up flights in tiers behind the lead flight. Flights take off one after another in due turn, separated by a few seconds. Takeoff is effected at the command "roll", at max RPM and max throttle. Immediately after takeoff, retract gear, reduce to cont/max and shake out in flight order on the designated heading.

Climb and cruise procedure

All climbing and cruise is effected at cont/max unless otherwise specified. Tactical turns are to be employed for all major navigation, both in climbing and in cruise configuration. Visual cross-over scans are to be employed without pause throughout the sortie: the enemy may appear at any time and from any quarter, never fail to scan.

Deployment

Element and flights are to fly line abreast at all times. In squadron and group sorties, flights shall deploy for cruise in LINE ABREAST for up to 8 aircraft, in ECHELON or flights in TRAIL for 12-16 aircraft and with flights in DOUBLE COLUMN for 16-24 aircraft. When on station (e.g. for CAP or BARCAP), flights will be detailed to patrol specific quarters of a given area according to the schematic below. During patrol in flight strength, the flight may be subdivided further for element tasks.



Combat procedure

Upon sighting enemy closing in from behind, communicate the spotting immediately. If time does not allow a measured response, simply turn toward your wingman as for a cross-turn and fire your guns briefly as further indication of the impending threat.

When engaging in squadron or group strength, flights will have designated specific roles: Low, Cover and High. The Low flight will normally be the engaged flight. The Cover flight shall remain in visual contact with the Low flight and stand by to clear it as it engages, while the High flight should sidestep in the direction where from additional threats are most likely to arrive.

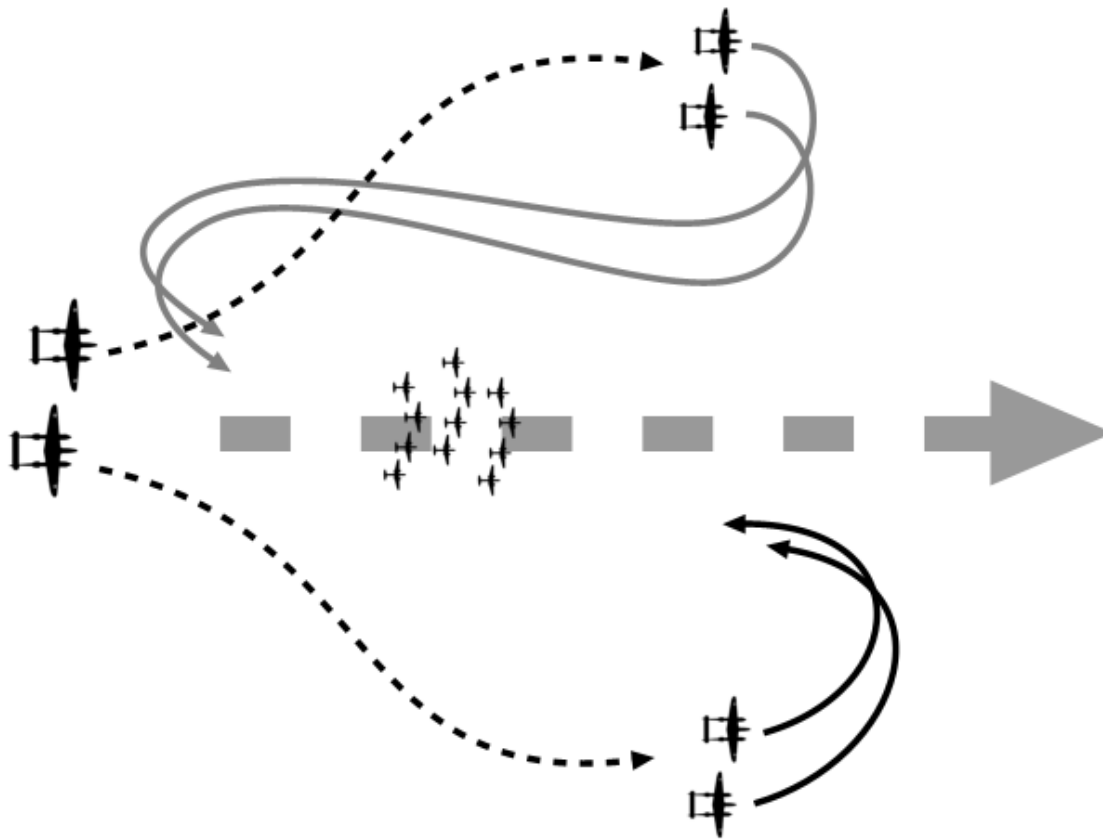
Reformation

Flights shall reform at a locale perpendicular to the most likely threat direction, normally at 3-5 km altitude. E.g. if wildcards enter from east, put the RP north or west of the current target area. Orbit the RP until the flight is reformed before continuing the mission.

Bomber escort

Elements and flights will be detailed to cover specific quarters relative to the bomber formation. All stations shall be maintained considerably higher and well out from the bomber box/stream, and preferably at matching speed. The most important stations are high 10 and high 2 to the bombers. Only if sufficient force is available shall the high 6 station be employed for a reserve element/flight. If the box cruises at a forbiddingly slow rate, the escort shall cruise up and down along the high flanks of the box/stream, employing cross-turns to reverse direction. The high 6 station may zig-zag using tac turns to maintain its position relative to the bombers. When engaging interceptors, endeavour to fight towards the bombers at all times and break off pursuit as soon the bandits appear to

drag you away from the box. Also take care not to engage the enemy with more force than required to deflect them from gaining productive positions. If in doubt, break off and regain the escort station.



Ground attack

Ground attack in element strength is effected from medium altitude in a single pass pressed from the far side of the target so as to extend on a "friendly" heading.

In flight strength, one element is designated "lead" element and the other "cover" even though both elements may be carrying bombs. In case of interception, the cover element jettisons ordnance to act as cover while the lead element executes the bombing attack.

In squadron or greater strength, one flight will be designated as top cover (with or without bombs) and deploy high on the active flank during cruise. At the target, flights commit to bombing runs sequentially with some delay between attacks, typically 5-10 seconds. All bombing attacks are delivered according to the "one pass, haul ass" doctrine: if an active target cannot be spotted, bombs should be cast in the general direction of the most likely target.

Cave Tonitrum!

Johan "BMBM" Kylander, Commanding Officer 56th Fighter Group
"This is Yardstick. Follow me."

Communications

Use the following standard transmissions and abbreviations for all purposes.

Radio communication	Text abbreviation	Meaning
[your, my] Six!	666	Enemy on [your, my] six
AA	aa	Anti-aircraft (battery)
Bandit	ea	Enemy aircraft
Bingo	bingo	Remaining fuel sufficient for RTB only
Blow through	blowthru	Continue straight on after merge, do not turn
Bogey	con	Unidentified aircraft
Break	brk	Break, enemy on your six
Buster	buster	Best speed
Copy	cc	Message received and understood
Clear	clr	Your six is clear
Close up	close up	Tighten formation
Cross turn	x	Execute level 180 degree turn towards wingman
Disengage	disengage	Break off combat in stated direction
Disregard	disregard	Carry on
Drag, dragging (direction)	drag, draggin (direction)	Drag (am dragging) enemy on your six straight in the stated direction
Extend (extending)	xtend (extending)	Open up separation to enemy
Free	free	I am not engaged
Grab (grabbing)	grab (grabbing)	Climb (am climbing)
In (in in in)	in	Going in on enemy (all engage)
Kick out	kick out	Increase formation width
Neg	neg	Negatory (dismissal)
No copy	no copy	Message not understood, please repeat
No joy	no joy	No visual (of enemy)
No tally	no tally	No visual contact
No threat	no threat	Enemy is not a threat, ignore
No vis	no vis	No visual contact
North, east, south, west – go!	n, e, s, w	Execute level 90 degree turn in specified direction
Off (Off off)	off (off off)	Breaking off attack (All break off)
On the runway	otr	On the runway ready to take off
On the way	otw	Heading to you
Out (heading)	out (heading)	Breaking off engagement (to regain energy)
Pancake	land	Land
Reform	reform	Expedite formation over given landmark or on given heading
Repeat last	rpt	Repeat last transmission
Reverse	rev	Turn around (to engage)
Roger	rgr	Message received and understood
Roll	roll	Take off
Stand by	sby	Stand by (for further communications)
Tally	t	Visual contact gained
Unable	unable	Unable to expedite or answer request
Up	up	Airborne
Winchester	winch	Am down to last few rounds of ammunition