

Comm Brevity and standard terminology.
By –Dobs–

I was asked to post something here to discuss Comm Brevity and I'm adding in some standard terminology we can all work toward as well.

With the large number of pilots now on TS during the S3's I thought a quick discussion on Comm Discipline and brevity is in order. First what is Comm Discipline and how do we use it in Warbirds? Basically it is the application of a common format for radio calls, and the adherence to Comm Brevity at all times during combat flight operations.

INFORMATIVE CALLS (those calls which are passing information to the rest of the flight)

1) Every radio call needs to start with YOUR callsign. "Dobs is tally 2, bearing 330, slightly High."
"Dobs is engaged, bearing 210, 109 low" "Dobs is Offensive 109, on the deck"

Calls need to be short and sweet: Who is making the call, what is going on, where the item of interest is.

Note that I never used clock positions... The reason for this is that we don't use FLIGHT callsigns, ie the Leader of Red Flight is Red-1, his wingman is Red-2, Deputy lead is Red 3, his wingman is Red 4, and there is no way to keep SA that Tyson is Silver 2 today and Silver flight is off to our right and slightly low to us... So, use of callsigns, which is what we will see in game as well, makes more sense for Warbirds.

DIRECTIVE CALLS (Those that direct an action)

1) Every call needs to start with WHO you trying to direct, and action required. "Todd BREAK RIGHT, 109 Right 5 close!" Callsign, Direction of Break (if you can tell...if not just a BREAK BREAK will suffice), and why he is breaking. "Red Flight, hard right, reference 300, level for speed" Who, What, why. "Red Flight Hard right, Bandits 300, level"

If we can do at least this, it will be an improvement in Communication for our operations.

The second part of Comm Discipline is in HOW MUCH we say. "Dobs engaged 300, 2 109s 5k" is much better than "I'm tally 2 109s down around 5 or 6 K, and I'm going into attack them. Left guy is leaking". Why the big deal with this? Well at the same time I'm making this long drawn out call, Jman is standing on his ear trying to make a "JUICE BREAK" call...and can't since I'm garbaging up the radio. So Clear, concise, standard comm is what we are striving for.

The Third Part of Comm Discipline is expected response. If I am flying with just a wingman, say Tyson, and I call "TYSON Break" and I see his aircraft break...he doesn't need to say a thing. If we are cruising around and I say "Dobs is Tally 2, 300, slightly high", I expect a response from Tyson "Tyson

is Tally 2" or if he doesn't see them "Tyson is No Joy" (I'll talk terminology here in a second). If I call "RED FLIGHT HARD RIGHT, 300 heading" and I see red flight all turning to 300, I don't need a response. If Todd or Juice, or whoever is leading the squadrons flights makes a call "Bastards right to 300" then he would expect a response from his Flight Leads "Red Flight 300" "Silver Flight 300" "Blue Flight 300".

Again this takes practice and Discipline and should be used for S3 type scenerios, but can be practiced and utilized anytime you fly with a wingman.

TERMINOLOGY

VISUAL- I see a friendly aircraft. "Dobs is 3 5 1, track N, 15k" "Tyson visual"

BLIND-I don't see a friendly aircraft. ""Dobs is 3 5 1, track N, 15k" "Tyson Blind"

TALLY- I see the enemey aircraft. "Dobs is engaged 090, 5k, F4F" "Tyson Tally"

NO JOY-I don't see an enemy aircraft. "Dobs is engaged 090, 5k, F4F" "Tyson No Joy"

BOGIE-Unknown friend or foe. What is commonly referred to as "dots" or "cons" in the game. Assumed Hostile until known friendly, aka you are "TALLY BOGIE, 300, level".

ENGAGED-I am attacking an enemy aircraft.

DEFENSIVE- Used to relay that I'm defending and the only actions I can take are those that relate to my immediate survivial.

OFFENSIVE-I'm the one doing the shooting, and can leave if need be.

NEUTRAL- Just that...I'm not offensive, nor am I defensive. But if I try to leave, chances are I'll go defensive (if the bandit decides to pursue).

SUPPORTING-implies you are TALLY and VISUAL, and are otw to help kill the bandit. "Tyson engaged 109 5k" "Dobs Supporting" . In RL, since friendly to friendly collision, and friendly to friendly fire is a consideration, it is used to establish engaged and supporting roles for deconfliction purposes...not so much in WBs.

STATUS- A query as to your state in the fight you are in. "Tyson Status?" "Tyson Offensive 109 2k"

OUT--Term used to inidicate you are leaving the fight with a direction.. "Dobs Splash 1. Out East" Normally when we use the term Bugout or out we are leaving with no intention of re-engaging. However, in WB's I don't think there is a need to differentiate since we will tack on terms like RTB ammo/fuel/damage to indicate we are leaving for good.

UNABLE--Response call to inform your wingman/squaddie that you cannot comply with the call given. "Dobs Splash 1. Out East" "Tyson Unable, neutral 190, 2k" or "Tyson Unable, defensive 109 2k"

FORMATION TERMS you will hear me use..

HARD Left/Right-100% power, 4gs, level turn. Stay at 100% power and level when on heading.

SNAP Direction-100% power, 4gs, roll out on heading given. Stay at 100% power and level when on heading.

HOOK Left/Right- 100% power turn to maintain altitude, and match leads turn. Usually used for 180 turns. "Red Flight Hook Right. Reference 270"

EASY Left/Right-Current power and attitude setting. Match Leads turn. "Red Flight. Easy Left, Reference 200"

BRACKET Left/Right-Directive term used to let your wingman know you are going left or right and you expect him to do the opposite. Usually involves a slight 15-20 check to widen out the formation against a head on bandit to force them to pick who they will merge with. Try to keep the formation d15-20 max. Once you know who the bandit is on, call it, "Bandit is on Dobs", and the supporting fighter should start a lead turn on the bandit. The engaged fighter, i.e the one the bandit is trying to kill, is doing his best 1 v 1 to gain a position of advantage/go offensive and kill him. Do not solely rely on your wingman to get the kill.

FLOAT Left/Right- Directive term used to direct your wingman to widen the formation to direct a bandit who is above you or at your six to pick who he is going to engage. Again, once you know who he is on, the supporting fighter should start his lead turn to threaten the bandit, while the engaged fighter does his best 1 v 1 BFM to stay alive.

BREAK Left/Right- Self explanatory

BUGOUT- a call that should be used only either by Section leads or formation leads... It means you get the fuck out of dodge in the direction called... The only reason you don't follow that ORDER is because it will cause you to die, or will cause your element mate to die.

"352nd bugout 240!"

"dobs unable defensive 109"

Factors to consider... Enemy's aircraft top speed (can he run me down? If so how long will it take?). Do we have a squad running disengage plan? If so we can handle this.... If not it then comes down to pilot skills vs squadron tactics.

Some general items for fighting & Comm: We don't need a play by play, just your status (and if it changes). "Dobs engaged 109, 2k" may become "Dobs defensive 109, deck" (in which case I would like to think a sense of urgency is forthcoming from my squaddies to come save me) or it may become "Dobs offensive 109, deck". If the radio call is not urgent, wait for radio to clear before you transmit.

If you are defensive or engaged, and someone asks you to do something and it will result in you going defensive or dieing, then give them the "Callsign Unable" call....

If all else fails "Trucker Comm" works:) "I've got 3 109s down here, need some help!"

If I think of anything else to add, I'll edit the post:)