



WING RULES

BASIC PRINCIPLES:

This is an offer from Low Level Heaven Mission Development (LLH)

We provide the organizational framework and a DCS open beta server as well as content for training and missions. We operate a Team-Speak channel, an SRS server for in-game communication and a "Black Angels" DISCORD.

Nevertheless, we are dependent on your support and cooperation.

Basically, this is an offer to everyone in DCS, who wants to fly helicopters regardless of where the focus of the individual lies. However, helicopters should be flown on the fixed, joint squadron evenings.

Exceptions are always possible, of course, after mutual agreement.

MANAGEMENT

Wing command:

The squadron leadership has Grizzly. He is also contact person for LLH and SERVER ADMIN

You can reach him on DISCORD or at the Tiger Mercs website on the forum.

Squad Leads

Squad Leads and their representatives are announced on DISCORD and can also be reached there.

MEMBERSHIP:

How do I become a member of the Black Angels?

Prerequisite, of course, is that you play DCS and own at least one of the helicopter modules.

Preferably the Bell UH-1 as this is widely used and is the most common helicopter in training.

The squadron is basically open for all applicants, from beginners to experienced pilots.

However, this does not apply to the individual squadrons within the Wing. (See Squadrons)

Apart from a sense of community and the joy of flying in a group, we have no other requirements.

You like it with us, and you would like to be part of it? Then please let us know on DISCORD or directly on TeamSpeak. It's that easy and apart from regular attendance there are no obligations.

Real Life always comes first – Presence is always desired but not mandatory.

The group is also open for those who have little time for their hobby.

Having fun together and enjoying our hobby in the group is the ultimate goal.

RULES OF CONDUCT:

The usual rules of good friendly relations apply.

If possible, everyone should behave in such a way that the group and the fun of flying together is not unnecessarily disturbed.

This applies both to personal human behavior and when it comes to achieving a common learning or mission goal.

Even inexperienced or underperforming pilots are welcome and will be supported by the group. However, they should also subordinate themselves to the group independently.

Example:

If you are not yet able to hold a formation, fly at the end or at the outer edge with an appropriate safety distance and not in the middle of the formation in order to cause as little disturbance as possible.

This and other things should be self-explanatory.

APPOINTMENTS

We keep contact via DISCORD or directly via Team Speak

Basically nobody is obliged to register or deregister.

Especially for the squadron evenings and TRAININGS a feedback for planning security would be very helpful.

WINGS / SQUADRON EVENINGS

Wings / squadron evenings are named by us on DISCORD and organized as far as possible. However, we hope for your active participation and initiative. Of course, you can fly together on any day, but the squadron evenings should be firmly scheduled if possible.

LEAVING THE WING

You can leave the wing at any time and without giving reasons.

For organizational reasons it would be desirable if you would officially announce this on TS or DISCORD (to the squadron or respective squadron command).

Please note only that the use of wing or squadron insignia is not allowed for non (or no longer) members.

EXCLUSION FROM THE WING

Reasons that can lead to exclusion from the wing include

- Serious or repeated violations of comradeship and general rules of conduct

and

- Behavior damaging to the reputation of individuals or groups

Members, who did not participate in the Wing operation for a longer period of time and without giving reasons, can be excluded from the Wing for organizational reasons (avoidance of carte blanche).

In general we reserve the right to exclude members from the wing in exceptional cases without giving reasons.

WING ORGANIZATION

The BLACK ANGELS WING forms the supergroup in which all who are interested in helicopter flying in DCS can become members and participate in the operation ("OPEN SQUAD").

Beginners and inexperienced pilots are welcome and supported by the group. However, they should also be able to integrate themselves into the group independently and, if necessary, subordinate themselves to it.

There are no minimum requirements for membership in the Wing.

Like for example:

- Type of helicopter model used
- Frequency and duration of presence
- Performance level on the respective pattern (beginner or advanced)
- Language skills

Communication:

Communication via TeamSpeak or, by arrangement, DISCORD (radio and small talk) in the group is possible without restriction in German, English or mixed. The content of the conversation is also unrestricted, provided that the rules of manners and politeness are observed.

No knowledge of aircraft radio and procedures or brevity codes is required.

SUBDIVISION

The wing is divided into the

OPEN / SQUAD

Without conditions as explained in the wing description.

No obligatory tests or check flights. However, all check flights and ranks as described for **CAVALRY SQUADS** are open for "OPEN SQUAD" members as well.

CAVALRY SQUADS

CAVALRY squadrons are model-specific - membership in different squadrons (models) is possible.

In the squadron, pilots are organized who pursue common goals and have higher expectations, who go beyond pure fun flying and seek a certain measure of realism.

A squadron is formed as needed and by arrangement. The squadron leader after qualification, appointed by Low Level Heaven.

SQUAD SIZE

Squadrons have an organizational target size of 12 pilots including candidates.

NAMES AND BADGES

Each CAVALRY squadron has its own squadron name and logo within the BLACK ANGELS, which makes it recognizable as a closed (not independent) group within the Black Angels.

SUBGROUPS AND ORGANIZATION OF THE CAVALRY SQUADRON

The squadron is initially divided into 3 FLIGHT'S

The FLIGHT consists of 4 aircraft (2 PAIR) where the Lead of the first pair is leader of the FLIGHT(SWARM).

ThePair is the smallest unit within the squadron and consists of the "Lead" and a "Wingmen.

The lead of the 1st pair is both swarm and squadron leader.

The lead of the 3rd pair is both lead of the 2nd group and deputy squadron leader.

The lead of the 5th pair is also the lead of the 3rd swarm

REQUIREMENTS IN THE CAVALRY SQUAD

To fly in a CAVALRY squadron there are some minimum requirements.

Admission as a candidate

- The candidate holds at least the rank AIRMAN
- The potential candidate introduces himself (DISCORD- Squadron CHANNEL) and applies to the squadron for admission.
- Regular attendance at the relay training (real life comes first)
- The pattern should be fundamentally mastered, which allows "normal" flight operations.
- Basic knowledge of aircraft radio navigation and procedures.
- Use of SRS (Simple Radio Standalone)
- Flying and theoretical requirements are to be checked by the squadron leader or his deputy according to the PTS (Practical Test Standards).

Upon successful completion of the check flight to the candidate, the candidate receives the rank of FLIGHT WARRENT OFFICER CANDIDATE.

During the time as a candidate, he/she can improve his/her flying and theoretical knowledge and skills in joint training.

GUESTS AND CANDIDATES IN THE SQUAD

It is at the discretion of the squadron members whether visitors are allowed or not during the internal training.

Admission to the squadron initially as a candidate is on request by and through the squadron command.

(The target strength of 12 pilots is a guideline and desirable, but not mandatory. However, it should not be exceeded either).

Candidates for the squadrons are recruited from the participants in the wing.

They should have participated regularly in general flight and training operations and should, if possible, harmonize with the members of the desired squadron.

The aspirant must have at least the rank AIRMAN and must have successfully completed the checkflight to the aspirant.

The flight requirements have to be checked in advance by the squadron leader or his deputy according to the PTS (Practical Test Standards).

INCLUSION IN A SQUADRON

- At least 3 months of eligibility and regular participation in the squadron training.
- Flying and theoretical skills of the candidate are developed accordingly.
- The squadron members form a community and should therefore understand each other as human beings. New members must be accepted by majority vote of the current members.
- The pattern should be mastered as far as possible in different mission scenarios Troop Transport / Cargo Transport/ Gunship, which allows "variable" flight operations.
- Good knowledge of aircraft radio, brevity codes, navigation and procedures.
- Safe use of SRS (Simple Radio Standalone)
- Flying and theoretical requirements are to be checked by the squadron leader or his deputy according to the PTS (Practical Test Standards).

Upon successful completion of the Check Flight, the squadron member receives the rank of FLIGHT WARRENT OFFICER 1st CLASS and the position of a WINGMAN within the squadron.

BLACK ANGELS

REALISM INSIDE THE CAVALRY SQUADRONS

Within the relay team there should be a healthy mixture of fun with the hobby and real procedures oriented demands.

Squadrons that want to pursue a more professional and realistic approach can do so internally, but have to take care of their chamberades during common training and missions to not overstrain them with radio and/or procedures.

The same principles apply, but the emphasis is on realism. This is indicated by the addition "Real Life" in the season name.

- More emphasis is put on realistic radio and the use of brevity codes
- Private conversations during the missions are to be avoided in the sense of immersion.
- Tactical procedures based on the US ARMY - FEELD OPERATION MANNUELS are flown

Communication:

For the communication (radio) in "Real Life" seasons, Real Live phraseology and Brevity Codes are used wherever possible. Language is by arrangement in the group German, English or mixed.

ORGANIZATION OF THE CAVALRY SQUADRONS WITHIN THE WING

At first we organize different seasons according to the model.

BELL UH-1	1. CAVALRY
Mi-8	2. CAVALRY
GAZELLE	3. CAVALRY
KA-50	4. CAVALRY
KAIOWA	5. CAVALRY
Mi-24	6. CAVALRY

The first squadron within a UNIT receives the addition ALPHA Troop, the second the addition BRAVO and so on.

Members of the First Huey Squadron thus belong to the 1st CAVALRY ALPHA Troop.

PTS (Practical Test Standards)

Flying in a group is not only fun, you also learn a lot from each other.

The same applies to missions flown together.

Flying missions in a group with a homogeneous performance is a further improvement.

In order to ensure the homogeneity of performance and thus the smooth running of the CAVALRY relay teams, the minimum requirements and standards laid down in the PTS (Practical Test Standards) apply.

These PTS serve as a guideline for the examination for the relay team as well as an orientation for the candidate in the preparation for a possible application and the necessary check flight.

They also serve as a basis for the training contents within the squadrons.

PTS is available for











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|--|----------------------------------|
| - Basic training | AIRMAN |
| - The admission as a candidate for the squadron | FLIGHT WARRENT OFFICER CANDIDATE |
| - Admission as full member of the squadron / WINGMAN | CHIEF WARRENT OFFICER 1. CLASS |
| - LEAD | CHIEF WARRENT OFFICER 2. CLASS |
| - SQUAD LEAD | CHIEF WARRENT OFFICER 3. CLASS |








RANKS AND BADGES

Ranks within the squadron and squadrons serve as orientation for members and new recruits in terms of length of membership, expertise, responsibilities and function. *They have, even if they are derived from it, no military character in the sense of any power of command over others.*

We distinguish basically 2. different types of ranks.

1. Those that are purely related to the duration of active membership in the wing and the function in the group and do not require a practical examination.
2. Those which are related to function and position within the squadrons and require a passed check flight on the basis of the PTS. (Independent of the duration of membership in the squadron).

RANK	TEST	APPOINTED	BADGE	USE/ FUNCTION
PRIVATE				
PRIVATE 2. CLASS		●		ACTIVE FOR MORE THAN 6 MONTHS
PRIVATE 1. CLASS		●		MORE THAN 1 YEAR OF ACTIVE PARTICIPATION
MENTOR		●		SUPPORTS AND ASSISTS (IN TECHNOLOGY AND ORGANIZATION)
AIRMAN	✓			COMPLETED AIRMAN EXAM
SPECIALIST		●		GROUP LEADER OPEN SQUADRON
SENIOR WARRENT OFFICER 1. CLASS		●		ACTIVE FOR MORE THAN 3 YEARS
SENIOR WARRENT OFFICER 2. CLASS		●		ACTIVE FOR MORE THAN 5 YEARS
SENIOR WARRENT OFFICER 3. CLASS		●		MORE THAN 10 YEARS OF ACTIVE PARTICIPATION
SENIOR WARRENT OFFICER 4. CLASS		●		ACTIVE FOR MORE THAN 15 YEARS
SENIOR WARRENT OFFICER 5. CLASS		●		ACTIVE FOR MORE THAN 20 YEARS

RANG	RANK	APPOINTED	BADGE	USE/ FUNCTION
FLIGHT WARRENT OFFICER CANDIDATE	✓			SQUADREN CANDIDATE
CHIEF WARRENT OFFICER 1. CLASS	✓			WINGMAN
CHIEF WARRENT OFFICER 2. CLASS	✓			LEAD
CHIEF WARRENT OFFICER 3. CLASS	✓			SQUAD LEAD
SECOND LIEUTENANT		●		WING STAFF
FIRST LIEUTENANT		●		WING STAFF
WING COMMANDER / CAPTAIN				SQUADRON COMMAND

MENTOR

Mentors are our contacts for guests and new members.

Everybody can become a mentor, if he wants to help new members to find their way in the squadron and to get along with organization and used technology DCS/ TeamSpeak / Simple Radio / Hardware etc.

This also means, that the mentor himself will help before he can fly himself. 😊

INSTRUCTORS

You want to improve your skills and are looking for support? Then contact one of our instructors.

They not only have the knowledge and skills, but also the joy and time for this task.

The task Instructor, is not dependent on rank or squadron membership.

RANKS AND DATE OF APPOINTMENT

PRIVATE RANKS, are ranks which are purely related to the duration of the "active" membership to the squadron.

They depend on the duration of the membership in the squadron and the "active" participation in the squadron life. They can be assigned after the minimum period of 6 or 12 months.

Decisive, however, is the active participation in the squadron life within the scope of personal possibilities. This does not exclusively refer to the practical participation in squadron evenings. Regular presence and/or contributions in the social media of the squadron (e.g. DISCORD) as well as organizational work for the squadron are equal to flying in a group.

The appointment is made in consultation with the group leaders of the "OPEN STAFF".

After the minimum period of time has elapsed, the examination is first carried out automatically, or, if active participation was not possible, then upon proposal by the squadron members.

Ranks that have been worked out after successful examination independently of the duration of membership are superior to these. Those who have already accompanied at least the rank of AIRMAN will therefore not be downgraded to PRIVATE after the deadlines have expired.

SENIOR WARRENT OFFICER RANKS, are ranks that are purely related to the duration of membership in the squadron.

They are assigned in the Open Group and are not valid within the CAVALRY squadrons.

Pilots who leave a CAVALRY squadron keep their ranks with the addition of retired (off-duty) and, if applicable, preceded by the SENIOR WARRENT OFFICER range corresponding to the duration of their membership in the squadron.

FLIGHT WARRENT OFFICER CANDIDATE and CHIEF WARRENT OFFICER Ranks, are active ranks within CAVALRY squadrons and are awarded after passing the exam for the duration of membership in the CAVALRY squadrons.

Pilots who leave a CAVALRY squadron keep their ranks with the addition of retired (off-duty) and, if applicable, preceded by the SENIOR WARRENT OFFICER range corresponding to the duration of their membership in the squadron.

DECISION MAKING POWERS

Basically, we rely and hope on self-organization and self-administration within the framework of the given rules within the squadrons and thus the relay management.

Grizzly, as initiator and organizer acts as moderator and in a given case as mediator, but reserves the last word and the authority to decide in case of doubt or dispute.