SELF- DEFENCE FROM AERIAL ATTACKS

As several areas/zones, recently, have become vulnerable to the aerial attacks, our people's guerrilla army, militia, and revolutionary masses of our guerilla zones are in danger from such attacks anytime. Enemy is likely to use automatic firearms, shells, rockets, grenades and even chemical weapons. Normally, such attack takes place during day light in suitable climatic conditions. To face and counter such risks/dangers, we have to be prepared with rifles, semi-auto weapons and LMGs available with us. Forces of the exploiting classes use special air-defence weapons such as Rapier and Blowpipe to counter aerial attacks. Such weapons could hit low flying targets. Adequate security will be provided when the said weapons are mounted.

In the said context, several additional measures have to be taken to be protected from aerial attacks. Let us learn a few from enemy's experiences in the said field.

SOFT SECURITY MEASURES:

1) **Concealment:** It's not easy either for ordinary or surveillance helicopters to locate our places. Though, enemy could find us using binoculars, it is not possible for him to attack us if we are concealed. For this, concealment at its best is indispensable. In other words, the entire kit articles and equipment of guerillas have to be camouflaged properly. Colour of the tents in the camps should be similar to that of camouflage. If possible, they have to be covered with grass to give them a normal look. Our logistics and supplies should use proper cover or tree shades. Daytime movements should be avoided; but, if inevitable, concealed movements should be planned. We have to stand still while enemy's planes/helicopters fly overhead. We should not to look upwards.

2) **Security:** As far as possible, shelters should be taken at hillsides or in valleys for protection from aerial attacks. It's not possible for the enemy to attack directly on the areas surrounded by hills, hillocks or mountains. For example, American Special Forces utilized similar technique for protection from Argentina's air attacks during 1982 Falklands war. Similarly, trenches (if possible, underground trenches) have to be constructed, strong enough to survive the direct bomb and rocket hits from enemy, for protection.

3) **Warning system:** Whatever defence arrangements we make, trenches will be of no use if we fail to enter them by the time enemy attack starts. So, sentries (air sentry system) have to be mounted in a way to watch and inform us such aerial attacks in advance.

4) **Dispersion method:** In any circumstances, while we cross any open area, members, all the while, have to be seen dispersed reasonably away from each other. Distance between sections should be farther. Distance between two members should be to the extent that they could react, when enemy's attack is between them. In terms of accuracy, if the distance between two members is 25 meters, risk will be only for two; but if the distance is mere 12 meters, risk engrosses 4 members. For example, American Special Force maintains several miles of distance between two vehicles while they proceed in a convoy of vehicles. If such precautions are taken, enemy cannot attack all the members at a time.

ACTIVE SECURITY MEASURES:

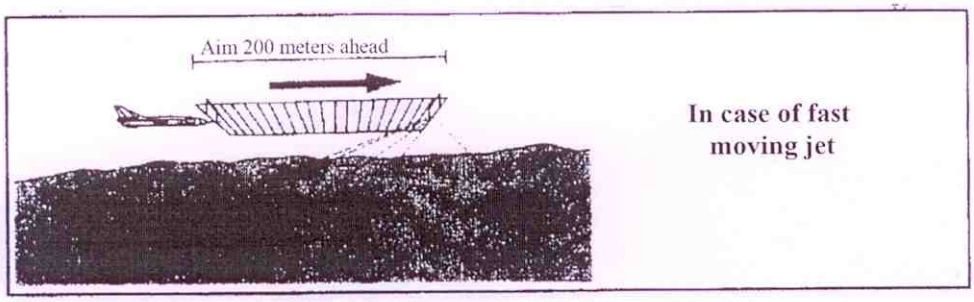
When People's Guerilla Army and People could take active precautionary measures to counter aerial attacks, they could even cause loss to the enemy and his planes. Guerillas can use rifles and semi/auto weapons (small weapons) while facing enemy's planes/helicopters within the limits of a platoon. But, Guerillas should carry at least one automatic rifle, or other rifles (if possible semi) for the entire section especially at the time of attacks on planes/helicopters. During the said two events, one section commander, as far as possible, should head the action. An officer of the rank of Non Commissioned/Corporal/Sergeant from the enemy's Special Forces will head such action.

During such attacks using small weapons, a wall of fire has to be built aiming the weapons and firing at assailant's plane in a manner to destroy it. Firing at enemy's plane, by any one alone, separately, will be of no use. In such actions, the method of firing, holding an automatic rifle in a fixed angle in kneeling position, and rotating it in semi-circular motion (pintle mount method), will be very effective. Rifle, in this method, need not be specially lifted up. As mentioned above, rifle will be conveniently positioned in advance, as per the requirement.

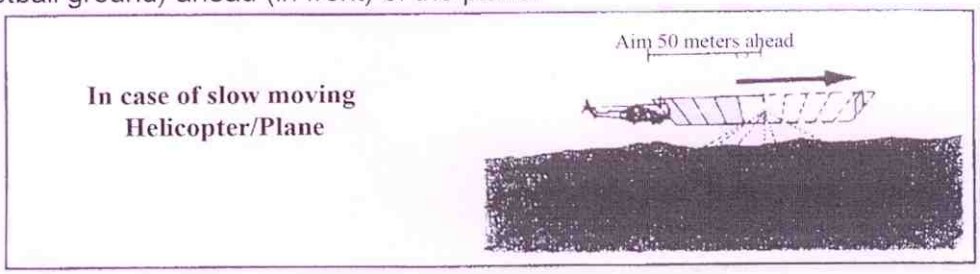
Special Forces of America and Britain use LSW (Light Support Weapon) and GMPG (General Purpose Machine Gun) as plane destruction weapons effectively. Firing with GPMG fixed to plane destruction stand (Anti-Air Craft Mount) could more accurately hit the target than firing in kneeling position.

AIMING PLANE/HELICOPTOR

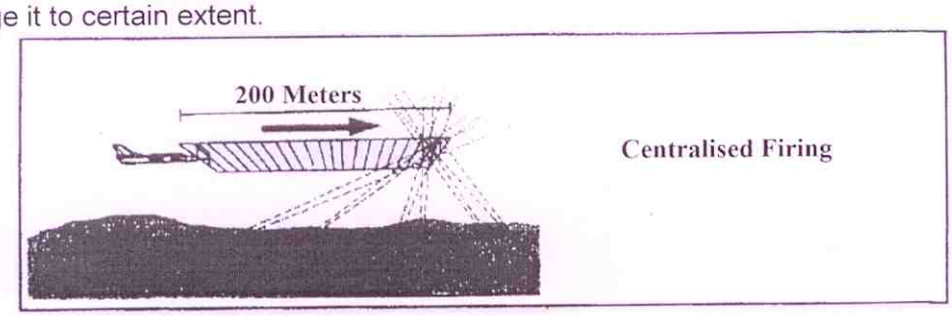
In case of fast moving Jet: When a low flying Jet moves fastly closer to you, aim your automatic rifle/GPMG/LSW 200 meters (double the football ground) ahead of the plane (i.e. in the forward direction). Aiming the Jet through telescope fixed to the rifle is not possible; hence, effort to utilise it will be in vain. Holding the rifle at hip and firing bursts will be more useful.



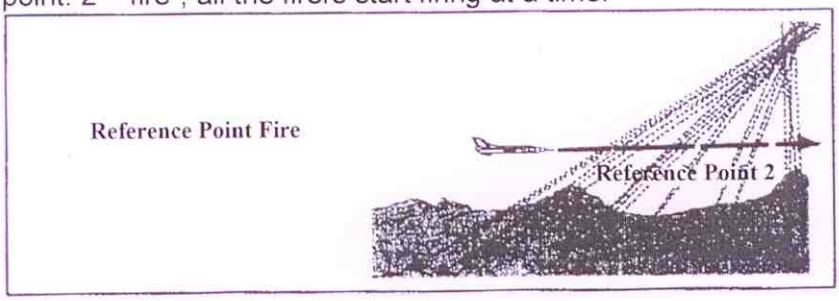
In case of slow moving helicopter/plane: To attack a low flying helicopter/plane moving slow, aim should be at a distance of 50 meters (half the football ground) ahead (in front) of the plane.



Centralised firing/Point firing: Centralised firing is required to hit a fast moving Jet. The entire platoon has to concentrate their firing more or less on a single point chosen on the front side (ahead) of enemy's plane. This is called 'Point Fire Method'. Thus we can fire enough number of rounds in the way of enemy's plane and can damage it to certain extent.



Reference point fire: In this method, a point is selected well in advance. Thus, as the whole platoon fires at the said specific point, a square-shaped layer of firing forms in the way of target plane. In the photo given here, plane is moving towards a hill. And the said hill is taken as a reference point. As soon as the commander cautions, "Reference point: 2 – fire", all the firers start firing at a time.



The competence of small weapons in modern war was proven when several fast Jet planes of Argentina, in Falklands war, were shot to ground using small weapons. American soldiers attacked the said Jets from trenches and warships.

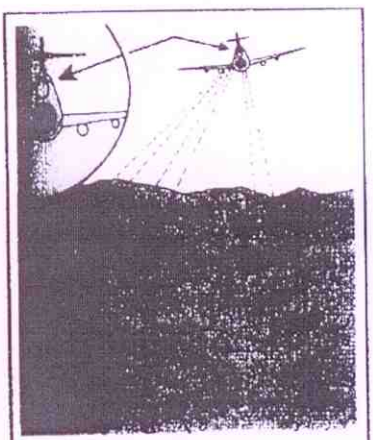
Atleast few rounds, from a continuous firing at a definite length in the front direction of the targeted plane, can hit some sensitive parts like fuel tank of the plane. Similarly, several Argentine warplanes, when hit at their fuel tanks using small weapons, collapsed as their fuel was exhausted.

To locate and hit a target on the ground, enemy's helicopter has to move slowly. Also it has to move several times around the target to locate and effectively attack it. This provides us more than a chance to attack the said helicopter. And the pilot too can not hear the sound produced by our firing.

FIRING WITH SMALL WEAPONS

1) Plane/Helicopter can be damaged and destroyed, or can be forced to confine to repair shops for days together.
2) Pilot's attention can be diverted and he can be made to make extra round, or can drive the enemy away from his target place.
3) Enemy can be forced to fly his helicopter at a higher altitude. Suspecting an attack from Guerillas with plane destruction weapons, enemy takes his helicopter to a higher altitude. Thus, his chances of attacks lessen.
4) Enemy can be prevented from his effective air attacking position by forcing the pilot to fly his helicopter faster.

In case enemy's helicopter flies straight towards us: Fire should be on helicopter's nose and our firing must drive it into our 'line of fire'.



In case enemy's helicopter heading straight towards us

When helicopter crosses us: We have to fire in front of helicopter's way, i.e. the helicopter must fly in the way of bullets we fired. In other words, our firing should fastly rotate, in an order, along with the helicopter.

While one soldier from the American and Britain Special Forces, fires with plane destruction weapon when they face enemy's helicopters, another i.e. the gun controller, commands him watching the helicopter/plane through tracer. The soldier has to fire as per the said commands.

During the Afghan Guerilla war fought against the invasion of the Soviet Union, Soviet's M 1-24 gunship was demolished by firing with 12.7 mm machine guns in Panjsher valley. This attack was successfully done by positioning machine guns on a hilltop.

FEW TACTICS IN FACING HELICOPTERS:

As ordinary helicopters are constructed mainly for transportation, and not for attacks, they can be hit with firing from the field. Its petrol tank is set up beneath its middle part for balancing its body. Fuel filled in it is heavier than any other weight it carries. To make it lighter, the whole body is constructed with thin sheets. Even an ordinary rifle bullet can also pierce into it. Such helicopter can be felled down using G-3, AK-47, SLR, 30.06, LMG, 0.303 or 0.315 rifles.

On the other hand, helicopter can be easily shot down using 'tracer bullets' than ordinary bullets. When an ordinary bullet hits the helicopter, it may collapse due to mechanical failure, or when the bullet hits the fuel tank, it may collapse either due to the leakage of fuel or due to the combustion spread with such leakage. But, when a tracer bullet is used, helicopter collapses with the immediate spreading of flames. In case tracer bullet hits the fuel tank, none can prevent the collapse of the helicopter.

Army helicopters have bullet proof protection fixed in their lower parts, whereas ordinary helicopters have no such feature. Hence, to shoot them down, weapons with more than 50 mm caliber are required.

Helicopters fly at a speed of 100 -200 KMPH. To hit a flying helicopter, advance firing has to be opened on its front side similar to the firing on a moving target. Therefore, to hit them:

- Hit it while flying stationary over a certain place. If it's flying at a height of 500 meters, bullet cannot hit it, but can be hit at a height of 300 meters using G-3. Even this attempt fails if the speed of helicopter exceeds 150 KMPH.

- If the helicopter flies at a speed of less than 150 KMPH, fire should be opened towards its front direction aiming at a distance of single or double the length of the helicopter.

- When the available firers are 3 to 4 and a preplanned advance firing is opened with a difference of 10 meters each, the collapse could be certain.

- Besides, as firing at the helicopter will be at an approximate angle of 60-70 degrees, trajectory's effect will be nil on the bullet.

TRACERS:

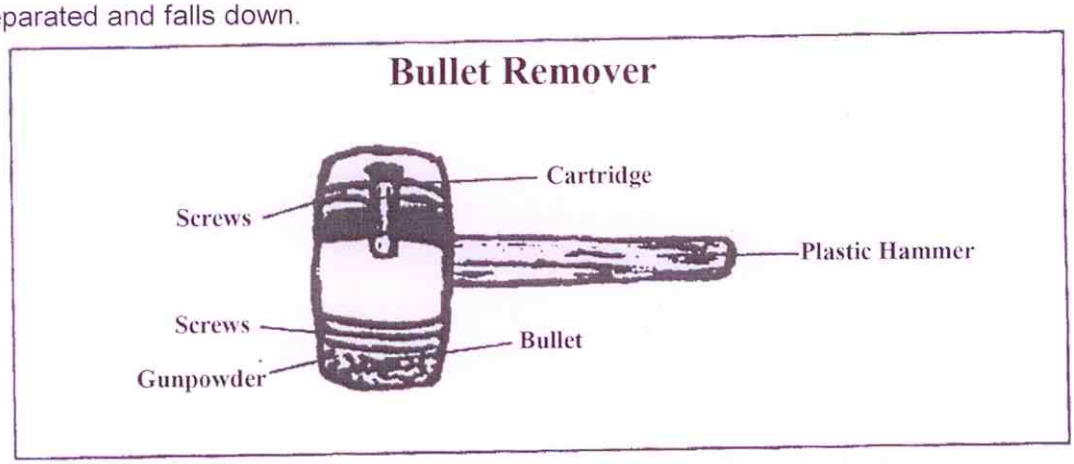
Generally in machine guns (mainly belt type) one among 10 or less cartridges will be a tracer. Tracer is used to reduce the expenditure. Whether the bullet is travelling towards the target or not can be found out using tracer. Thus, firing opened after correctly deciding the target saves bullets. Certain artillery guns and tanks are fixed with 30.06 machine guns on them. As 30.06 machine gun and artillery gun possess similar bullet trajectories, firstly 30.06 gun is fired and if the bullet correctly travels towards the target then artillery gun is fired which ultimately reduces the expenditure on artillery shells.

To indicate that a bullet is a tracer, it is painted red around the joint where the case and bullet join. They are identified as tracers. To know whether it is a tracer or not the following test is useful. When a small petrol-filled can is fired with tracer bullet from a distance of 20-30 meters, the can burns as soon as the bullet hits it. If it's an ordinary bullet, petrol doesn't burn so. Plastic can is advisable for a test fire.

If cartridges of identical caliber contain tracers, they can be used in other kind of rifles too. For example, if 30.06 cartridges contain tracers, their bullets can be removed and fixed to AK or SLR cartridges. Because the bullets of AK, SLR and 30.06 cartridges are of the same size. Their cases, however, are of different sizes. If any of the said three types of cartridges contain tracers, they may be changed and the rest of the cartridges may be utilized.

HOW TO REMOVE BULLETS?

'Bullet remover', a hammer like small tool, is used to separate bullets from cartridges. It's made transparent using plastic. Thus, the bullet is visible as soon as it is separated and falls down.

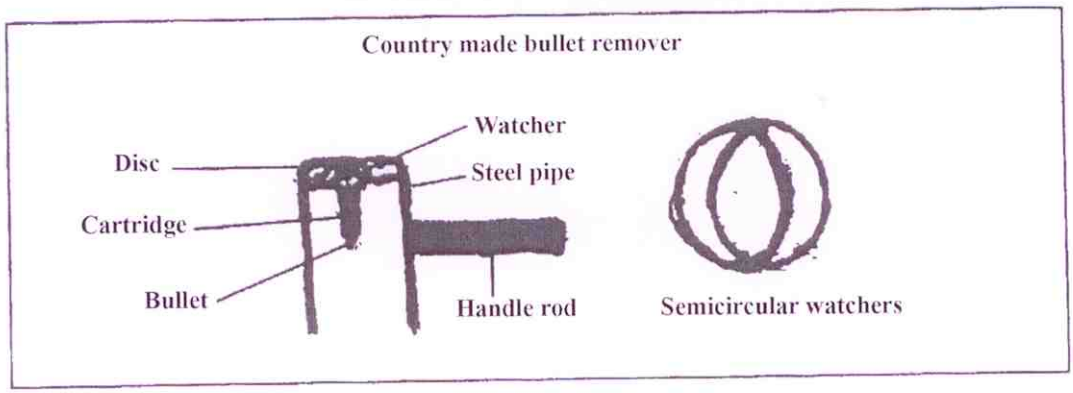


Bullet remover, as shown in the picture, is a plastic hammer. After unscrewing the cap on its head and placing cartridge in the hole situated in the center, the cap has to be

screwed back. Then, when the hammer is struck gently on any surface, the bullet in the cartridge is separated and dropped into the cup below. Along with the bullet, gunpowder in the cartridge also slides into the cup. Later, after taking out the empty case unscrewing the cap, the gunpowder collected has to be filled into the empty case. Then, the tracer bullet removed in similar way has to be fixed to the said case and the cartridge to be painted red at the joint for identification. Same coloured enamel or nail polish can be used for such markings. Nail polish is more desirable as it dries within seconds after applying. Such colouring is useful in two ways; one is to identify the tracer and the other as waterproof.

The bullet remover described above is more advanced and available in foreign nations. Nevertheless, we can make an equally better bullet remover. A hammer shaped steel pipe should be taken and should be closed with a disc on one side. A hole of bullet-fitting size should be drilled on the disc. On a side of the steel pipe, a long rod should be welded.

If rimless cartridges, to remove their bullets, are kept in the hole made on the upper side of the pipe, the cartridge directly falls down. To avoid such slides, two semi-circular watchers are to be fixed so as to stick in cartridge's rim. And when the hammer

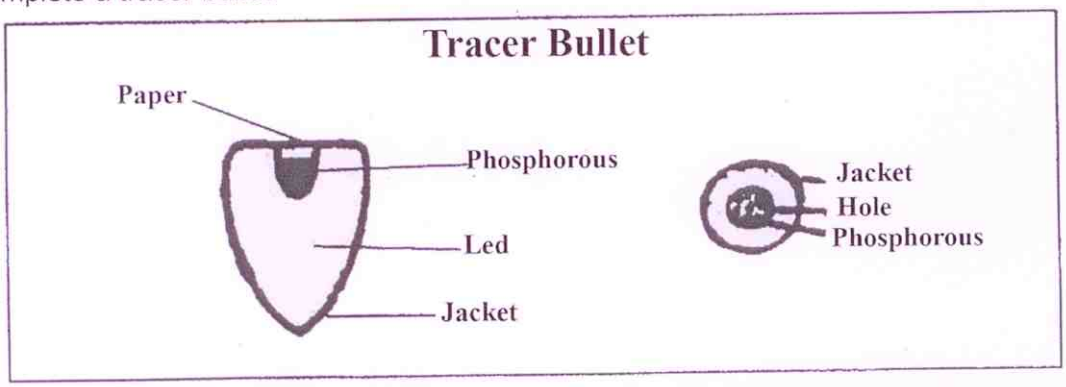


is struck on a paper or stick, the bullet separates and falls down. However, one precaution is essential here. A thin paper has to be placed around the cartridge to avoid scratch marks on its case as it happens to scrape against the hole of the pipe. A cartridge with scratches could not properly fit into the weapon's chamber, or the weapon jams at the times of urgency. As the other end of the hammer is open, and when the hammer is struck, gunpowder also falls onto the ground along with the bullet. So, hammer has to be struck on a paper in which gunpowder can be collected. The same can be filled into the empty case thereby avoiding wastage.

MAKING TRACERS:

In case no tracers are available, no question of changing them to other cartridges arises. In such situations, bullets of the same cartridges can be transformed into tracers. Firstly, using the bullet remover described above, cartridge's bullet has to be removed. Then, a small hole on the center of the bullet has to be made. As the bullet contains lead

on its central part, hole has to be made using a peg or nail. A little quantity of phosphorous has to be filled into the hole and a paper should be pasted on it to complete a tracer bullet.



Phosphorous in solid and liquid states is available in chemical shops. If araldite is applied in the hole before filling it with phosphorous powder, it effectively holds the said powder when filled. In case of liquid phosphorous, it is enough to mix it with araldite and then fill the hole. Then, with a paper folded double (such thickness), the hole and the back portion of the bullet should be closed using araldite. Then, after drying it in shade for a while (about 10-12 hours), it has to be fixed in the cartridge case and painted.

Phosphorous has a property that once it catches fire, it continuously burns until it is exhausted. Its blue flames cannot be put off, whatever the velocity of the wind is. Thus, even the bullet travels at a speed of 3000 feet for second, the flame keeps on.

Bullets produced as above can be corrected by practically testing them. A small plastic can filled with petrol has to be fired with tracer bullet from a distance of 20-30 yards. If the petrol can bursts into flames tracer can be confirmed working correctly.

Helicopters can be easily felled down using such kind of tracers. Similarly, if petrol tanks exist, they'll explode too.

ASSAULT TACTICS OF EMEMY ON HELICOPTER:

Enemy forces engaged in attacks on guerillas, while travelling in helicopters, will be in a state of confusion due to the noise produced by the helicopters. The sound reverberates in the ears. Helicopter is filled with necessary tools, luggage and articles. As forces are tightly-packed in helicopter, they will be subjected to immense pressure. They get disturbed. Even then, enemy forces, attacking guerrillas from helicopters, are achieving several successes. British imperialistic forces also attacked terrorists in South Africa in a similar way.

The major strength of helicopters is their ability to carry the enemy forces immediately to the areas which can otherwise be reached only on foot, that too after

days of continuous walk, and to swiftly take the forces to the targets (guerrillas), taking the latter by surprise, to successfully attack them.

Such aerial attack, usually, takes place very fast. In accordance with it, every one in the enemy forces participating in such attacks is compulsorily trained for their timely roles to be played. But, aerial attacks cost hundreds of pounds per hour (as per the current foreign exchange rate, one pound is equal to Rs.70-75). Also, attacks from helicopters cover very limited area.

Enemy's Helicopter drill – Goals:

This drill contains following two goals:

1. To not to waste time making unnecessary mistakes.
2. To see, as far as possible, that the forces in the helicopters are unharmed and be safe.

Everyone among the enemy forces participating in the attacks, after receiving instructions for aerial attack, will be well aware of their role to be played as soon as they disembark the helicopter. Commander boards them into the helicopter in a way suitable to get down in reverse order. Subsequently, pilot signals (either by nodding head swiftly or showing thumbs up) before takeoff. Infantry force, if any accompanying them, will not interfere with them and never try to control them in any way.

Ear-deafening Sound:

Helicopter's noise causes profound hearing loss. Thus, commander and members of enemy air forces converse using head sets which is mandatory.

Keeping the weapons in safe mode all the while, while travelling in helicopters is important. If accidental fire takes place and even a single round hits any sensitive or vital part of the helicopter, all of them travelling in it will lose their lives. Therefore, they'll ensure that the weapons are not chamber-loaded, and breach-cleared. But, during certain rare occasions, i.e. in situations warranting to attack from helicopter, weapons can be kept loaded and cocked. However, they will keep the weapons in safe mode during such situations. Bayonets are not fixed, as it is chocking and cramping inside the helicopter.

PILOT'S RESPONSIBILITY:

Pilot should keep his helicopter in his control, all the times. He bears the responsibility for the safety of helicopter and those traveling in it. Forces traveling should

follow his commands. The number of persons to be traveled in the helicopter, how to embark and disembark will be decided by him. However, he informs his instructions through commander.

COMMANDER'S RESPONSIBILITY:

Commander too holds his own responsibilities. Security of the forces, controlling the forces in helicopter, examining terrain, looking out for future landing sites; places where clean water is available, places having good covers and searching for traces of guerrillas are his responsibilities.

ATTACK:

The strength of enemy's aerial attack depends upon the speed of the actions they carry out. Basing on the experiences with such attacks, fixed secret observation posts (for example, the job being done by informers, coverts, intelligence sleuths, CIDs, etc) are considered more useful to the enemy than mobile patrolling. Information about mobile patrolling in guerrilla areas, easily reaches guerrillas through people. Thus, enemy considers secret observation posts as the best. Such posts are in contact with operational base by means of communication sets.

No sooner the information about guerrillas is received, assault forces are assembled to be briefed and instructed for aerial attacks. Following required information is given at the time of briefing: 1. Map, 2. Brief report on situations, 3. Figure of assault forces required for attack, 4. Attack using helicopter gunship or other aerial methods, 5. Method to reach target, 6. R.V. with Infantry, 7. Radio frequencies, 8. Signals and passwords used during actions.

The said exercise has to be finished before warming-up the helicopter and readying pre-lunch. Thus, within few minutes, assault forces reach the place of departure. They should be ready to board the helicopter the moment signal is given.

COMMANDER OF THE FORCES:

Commander compulsorily travels in helicopter gunship. In case gunship is already engaged in action, he'll reach the place in ordinary helicopter. Infantry helps him reach so by passing information about the gunship. Another way is forces in the gunship dropping smoke grenades along their route. Commander can easily reach the gunship through the smoke-way.

RETURNING TO THE GROUND:

Assault forces will be careful while proceeding to R.V. after their attack on guerrillas. If the R.V. is at a higher and wider area, and commander of the forces takes his gunship downward, guerrillas, at the same time, can resort to tactics that could deceive the forces. Forces may fall into the trap mistaking guerrilla den as their R.V. Observers at secret observation posts, on noticing guerrillas carrying anti-aircraft weapons, will intimate the same to the commander of forces. In view of it, confirming the distance at which the guerrillas are stationed, and taking the helicopter closer to attack guerrillas, in case they come face to face, enemy forces will open fire from inside the helicopters. On receiving signal from commander, forces will land at the positions prearranged in landing zone (LZ). Helicopter will land basing on convenience. Unlike it, if the terrain is filled with long grass and stones, helicopter keeps flying at a height of 1or 2 meters above the ground. Forces will have to jump from it along with their luggage. In this process, they'll see that no harm is caused to their helicopter. In case of any unforeseen incident, low flying helicopter can be hit easily. In case there is no face to face attack with guerrillas, assault forces after getting off, form a defence circle immediately. As every one of them is well aware of his position, they get to their places without anybody's guidance.

ATTEMPT TO ATTACK WHILE IN CONCEALMENT:

Guerrillas, instead of attacking the helicopter, may try to escape concealing from it. It is possible in open places. Assault forces, then, have to search for guerrilla unit for a longer time. Thus, several problems will be faced like, 1. Ration has to be fetched 2) Bedding and minimum articles for daily routine have to be required 3) Supply of sufficient weaponry and ammunition is needed. Assault forces have to be prepared to face all possible eventualities.

Coordination with specialists, especially from Intelligence, police dogs, and staff trained in search and tracking operations is essential for search and tracking operations.

For transporting all the said requirements and staff to the destination in least possible time, helicopter is the most suitable means.

After the assault forces get off the helicopter, it shifts to nearby secured supply base where it is provided with oil and service facilities. So it is prepared to return to the combat zone. One or two helicopters are always ready to reach to the assault forces within the least possible time, and to move the forces from one place to another in combat zone.

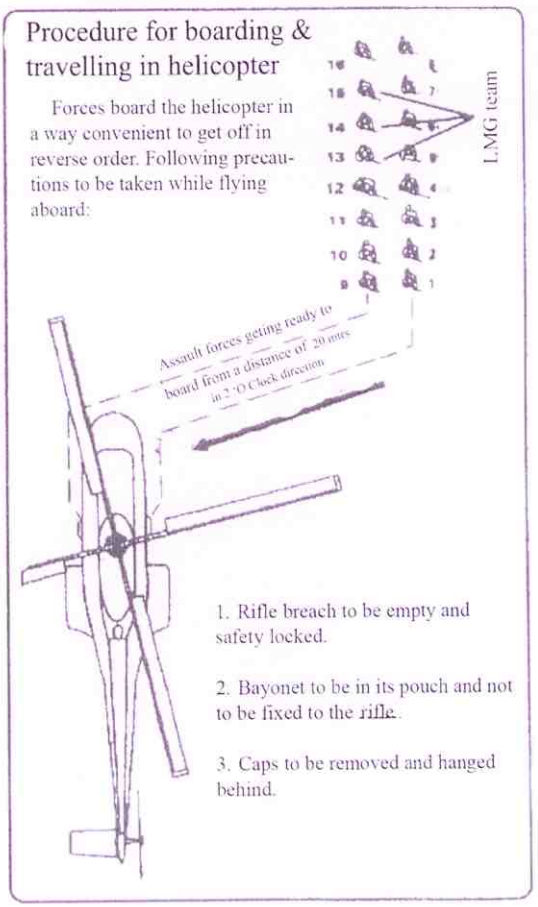
Operation Commander, keeping in view the goals, has to carryout the following duties before the helicopter takes off:

1. To intimate the signal to the members while boarding and getting off the helicopter.
2. To see that all the members take their caps off.
3. To check that no one forgets carrying water bottle, big knives and cartridge pouches.
4. To see all the equipment and kits are tightly packed.
5. Aerials to be removed from communication sets and put in pouches.
6. To check and ensure that weapon slings are tight, and carry handles are folded.
7. To check and ensure that all precautions pertaining to weapons are taken.

Commander uses headset to communicate with the pilot, after the helicopter takes off. He also keeps an eye on the terrain over which the helicopter is flying.

Procedure for boarding & travelling in helicopter

Forces board the helicopter in a way convenient to get off in reverse order. Following precautions to be taken while flying aboard:



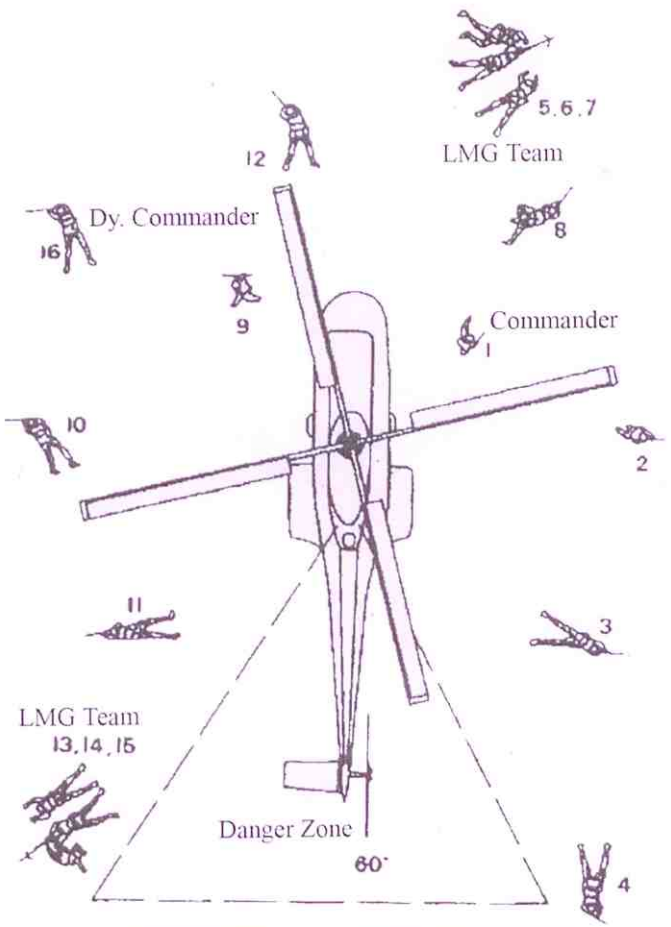
1. Rifle breach to be empty and safety locked.
2. Bayonet to be in its pouch and not to be fixed to the rifle.
3. Caps to be removed and hanged behind.

Procedure for getting off the helicopter:

Forces should get out of the helicopter as fast as possible. Luggage should be thrown out through the door before they descend. LMG firers should get down first and give cover fire to the rest. Helicopter, usually, lands on the ground to embark and disembark the forces. But, when the terrain is uneven and filled with long grass and stones, forces should descend along with their luggage from the helicopter flying at a height of 1.2 to 1.8 meters. To ensure that the helicopter, while the forces are descending from it, does not experience excessive jolts and jerks, the forces, instead of getting down through doors and windows, should jump on to the ground using its steps.

The forces, while embarking and disembarking the helicopter, should maintain utmost speed:

Assault forces rushing towards their positions amid the fire from an enemy's tank.



LANDING ZONE – PROCEDURE FOR ITS FORMATION:

Enemy forces depend upon the helicopter crew to safely carry them to and from the war field. Pilot and the other crew, on the other hand, depend upon ground crew.

Clearing the landing zone and marking are the most important measures in this process. It is not possible for a helicopter carrying more number of forces, to take off straight into the air or to land. It acts as an ordinary helicopter while travelling with full of commodities or passengers (forces). In other words, it flies flatly at a less height while taking off or landing. Hence, sufficient area has to be cleared for forming landing zone for the pilot to safely take off or land the helicopter.

The favourable point, to the enemy, with a helicopter is that its blades are fixed on its top. The wind's influence, therefore, is less on the helicopter during its take off and landing. Thus pilot gets ample time; he has to take precautions only during strong winds. To state otherwise, the job of the ground crew becomes easier; hence a single landing zone can be utilized in all climatic conditions.

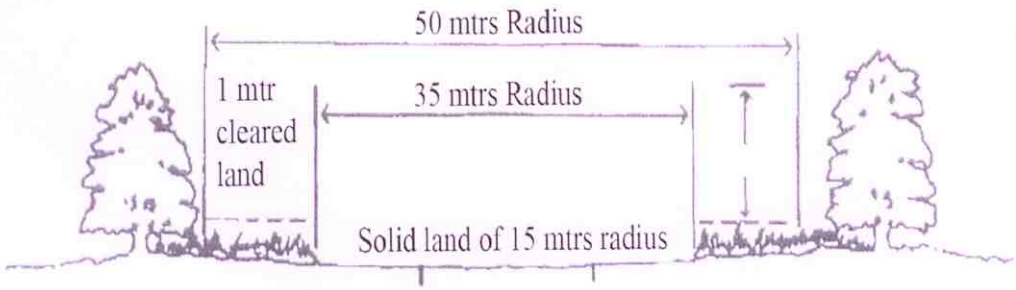
Marking in the landing zones during nights are done using lights. For the said purpose, 5 lights are required which are arranged in 'T' shape. If indicating wind direction is to be considered important, 'bar' on the top to be arranged in or across the wind direction. If the 'bar' is horizontal, it indicates that the route is clear to fly low upto certain distance.

Battery torch-lights are very convenient for marking. Each light has to be arranged at a distance of 10 meters from the other. Light emitted from them is at an angle of 30-40 degrees. Torch-lights are partially buried into the ground, to avoid from being blown away by the heavy winds generated from helicopter's main rotor and centralised downwards.

Even if the torch-lights available are more than five, they are not arranged unless two torch-lights are used at one point. If they are so arranged, one has to be horizontally arranged as mentioned below and the other vertically. Any kind of lights can be used in case no torch-lights are available. Hurricane lights or kerosene gas lights (pressure lights) are also suitable. As a last resort, when no kind of light is available, a metal sheet box is filled with sand which is wet with a gallon of kerosene and lit with fire. Pilot lands the helicopter on the left side of the three vertical lights. Accordingly, the said lights are arranged little aside the landing zone instead of within it. During emergency situation, vehicles' head lights are also used for marking the landing zone. They are parked at an angle of 45 degrees by the side of the cleared landing zone and focused on centre of landing zone. Distance between the vehicles is 20-25 meters. Observing the said lighting, helicopter approaches from behind the said two vehicles and lands between them.

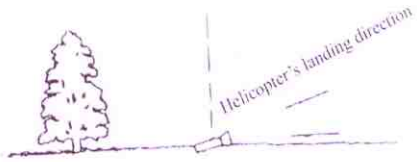
Puma Landing Zone:

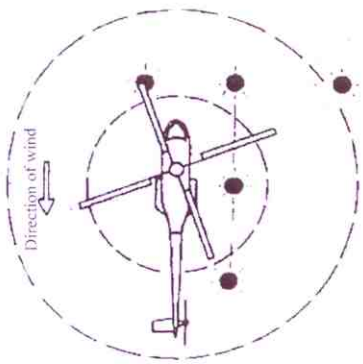
For Puma Helicopter, to land safely, landing zone of minimum 50 metres is required. 35 meters of the said zone has to be cleared flat. At the center of the landing zone, 15 metres of solid land is required.



LANDING DURING NIGHTS:

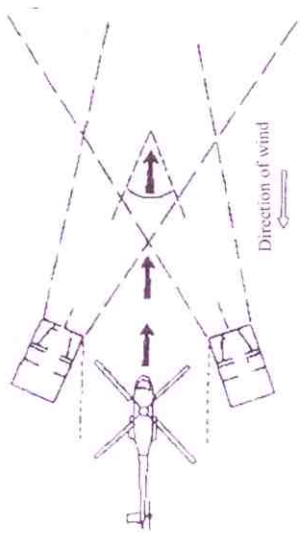
To get the helicopter exactly into the landing zone, five lights are arranged in the wind direction in 'T' shape. Lights may be either buried are placed focusing in the direction of helicopter. Lights are arranged at a distance of 10 metres from the other.





METHOD OF ARRANGING LIGHTING USING VEHICLES:

Vehicles, with a distance of 25 meters between them, are reciprocally faced towards the wind direction at an angle of 45 degrees focusing their head lights towards the centre of the landing zone. The said place is meant for helicopter landing.



HAND SIGNALS:

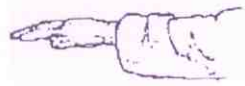
Due to the heavy noise in the helicopter, conversation is not possible even using communication sets or head sets. Hence, hand signals are used.

The take off of the helicopter, during day time, is signaled by means of thumbs-up or rapid head swing. Therefore, the intensity of the wind produced from rotor blades is controlled and the assault forces reach the helicopter fast. During nights, indication is by means of flashing the helicopter navigation lights.

To indicate that the helicopter is not to be landed for the moment, pilot or one of the crew members lifts his left hand with palm opened outward.

For signaling that some of the forces are still to be boarded the helicopter, pilot or one of the crew members lifts his hand and indicates with his fingers the number of the forces to be boarded.

To signal helicopter's landing, pilot or one of the crew members swings his left hand.

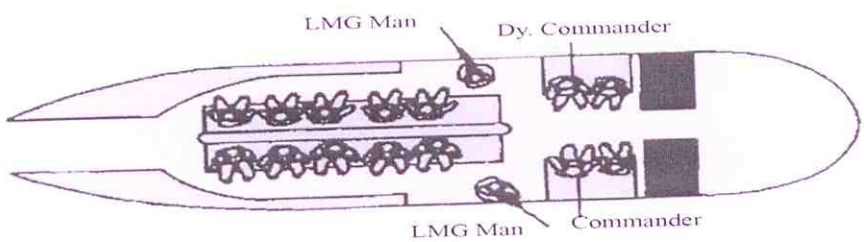


To indicate the target (the direction where guerrillas are), pilot or one of the crew members signals his left hand towards the target's direction.

To inform to disembark, pilot or one of the crew members swings his head swiftly. Thus, the forces travelling in it, as per their pre-designed procedure, will get off the helicopter as fast as possible.

SITTING PROCEDURE IN HELICOPTER:

1. Commander boards the helicopter at the last; gets off first.
2. LMG team, sitting near the door, provides security to the forces operating their machine guns.
3. During critical situation, not more than 24 members should board the helicopter.



FOOT NOTES:

Small Arms: All the weapons, including automatic weapons, with 20 mm (0.787 inches) or lesser calibre are considered as small arms. Pistols to machine guns, etc. are small arms.

Arms with caliber above 20 mm are considered to be big arms. The point to be noted here is, any weapon is not classified as small or big by its size and weight, but by its calibre. For example, 2 inch mortar is not considered as small weapon though it is lighter than machine gun and convenient to be carried. The reason is that the calibre of mortar (2 inches) is more than 20 mm (0.787 inches).

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