

Mission: Carrier Planeguard

Squadron: 78

Aircraft: Seaking / Merlin

Notice period: 7 days from 1 Sqn

Detail: The planeguard is a mission performed to provide SAR support for deck operations.

In RAFV, 1 Sqn operates frequently from the aircraft carriers HMS Ocean, HMS Illustrious, and cross-decks to the USS Harry S. Truman.

While undergoing launch, recovery, or circuit operations, 1 Sqn will request planeguard support from 78 Sqn.

Whenever 1 Sqn are operating, prior to taxi, a planeguard will be in place in the 'PORT WAIT' position as detailed in the diagram opposite.

It is acceptable for the planeguard to be operating anywhere within 5nm of the carrier and still perform the planeguard role.

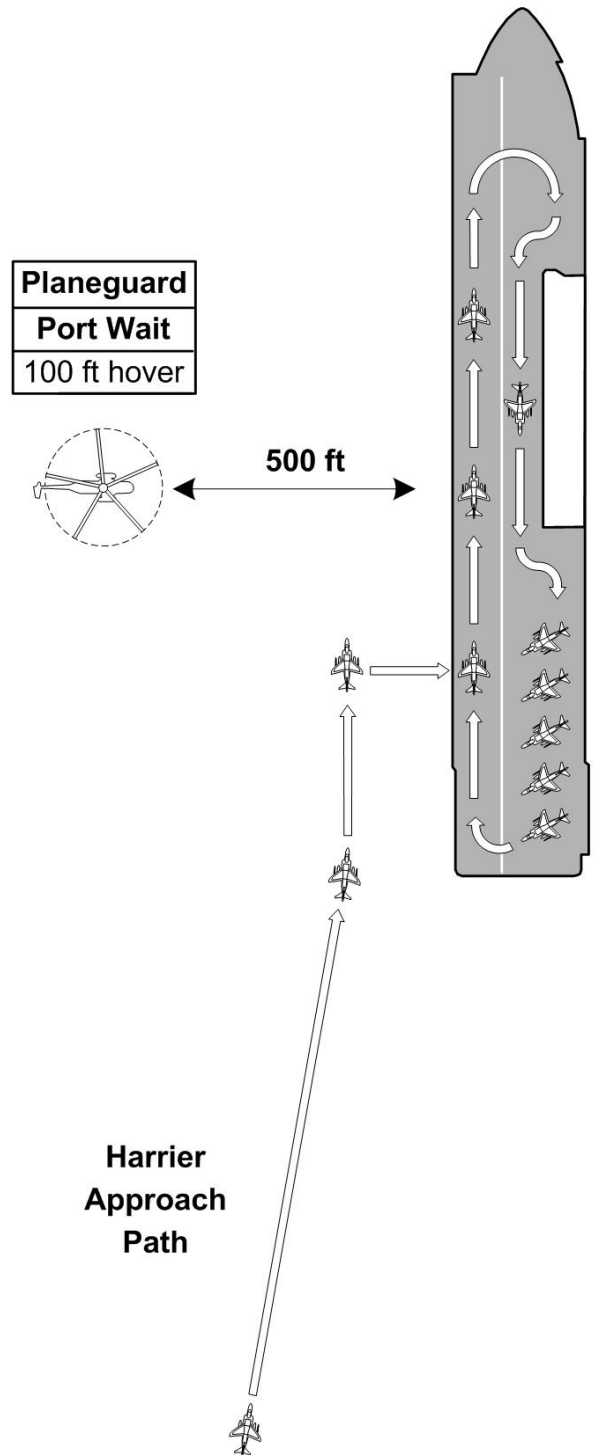
While operating from HMS Ocean and HMS Illustrious, helos shall use the parking spots forward of the island, and taxi to one of the landing pads for launch and recovery.

Details are provided on page 3.

Radio and control procedures are detailed on page 2.

- FS Scenery Req.**
- HMS Ocean
 - HMS Illustrious
 - USS Harry S Truman

(all available from 1 Sqn Infosite)



CONTROL PROCEDURES

1. LAUNCH

Launching aircraft will call rolling, and positive rate of climb, to let the planeguard know that a safe launch has been made. i.e.

COT: "COT01 rolling,, gear up, positive rate of climb."

2. DITCHING

If a positive rate of climb is not achieved, and ditching is imminent, the launching aircraft should transmit:-

COT: "Mayday, Mayday, Mayday, COT99 ditching, engine failure."

At this time the planeguard begins rescue operations.

3. RECOVERY

Recovering aircraft will alert the planeguard of their approach direction and altitude at 20nm or 10min. The planeguard should confirm:-

1. Aircraft/formation approach details
2. Weather status as below:-

CASE 1 (>5nm visibility and >3,000ft ceiling)

CASE 2 (>5nm visibility and ceiling between 3,000ft and 1,000ft)

CASE 3 (<5nm and ceiling <1,000ft; also sunset ±30min)

3. Planeguard position [usually **In the hover, PORT WAIT**]
4. Deck status [**RED** or **GREEN**]

Recovering aircraft will call finals on the carrier, and visual on the planeguard

A typical exchange would be:-

COT: "Planeguard, COT ALPHA flight, 4 Harriers approaching from the west, 5000ft."

*ODM: "ALPHA flight, planeguard copies, 4 Harriers from the west, 5000ft.
Cleared to approach for landing, Weather **CASE 2**, Planeguard in the hover,
PORT WAIT. Deck is **GREEN**."*

COT: "Copy planeguard, cleared to approach, CASE 2, GREEN deck, will call visual on Planeguard."

CARRIER PARKING ALLOCATIONS

