TOP SECRET

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(This cover sheet is unclassified.)

TOP SECRET

HEADQUARTERS, WAR DEPARTMENT
FRIDAY NIGHT SQUAD OPS
SPECIAL EVENTS ARENA, ACES HIGH II

OPERATIONS ORDER NUMBER #58: "BREAKING THE LINE"

1. The following operations order will be executed in part by personnel assigned to the Loose Cannons Alliance Composite Air Wing. Mission assignments of relevance to LCA members are highlighted in yellow. Personnel from other squadrons will also participate in the operation.

MISSION DATE AND TIME

1. The following mission will take place on Friday, April 28, 2006 in the SEA promptly at 11:05PM EDT and for the following 2 Friday evenings. Pilots are to report to the SEA by 10:00PM EDT to download the map and complete other logistical preparations.

OFFENSIVE OBJECTIVE

1. Attack troops in 9.14 sector.
2. Attack City in sector 8.14.
3. Attack A66. Flatten the field, leave nothing standing.

DEFENSIVE OBJECTIVE

1. Our fleet steaming Southwest of Naples will need CAP. It is carrying vital supplies for the Italian campaign. A very large Cargo Vessel (CV) is being protected by a Cruiser and several destroyers. Make sure the Cargo Vessel (CV) does not get hit.

2. The city of Naples is the staging area for thousands of our troops. We expect that the Luftwaffe knows this and may attempt to level the city in order to stop our attacks along the front. 10.12.3 area.

3. V 95 is one of our closest vehicle depots. It has tons of ammo and hundreds of gallons of fuel stored there.

OPPOSITION FORCES

1. The following enemy aircraft are operating in the theater of operations and are expected to offer stiff resistance.

   a. Messerschmitt Bf-109 G2
   b. Messerschmitt Bf-109 G6
   c. Focke-Wulf Fw-190 A5
   d. Messerschmitt Bf-110 G2
   e. Macchi C.205 Veltro (Greyhound)
   f. Junkers Ju-87 Stuka
   g. Junkers Ju-88

MISSION PROFILES

1. Strike Force Launching from A77 (Yellow Path)

    a. <u>III./JG44 Night Hawks</u> (50% in B26 and 50% in P38) (16 21
       pilots) Please choose those that can level bomb for the B 26
       pilots. I suggest 500lb bombs for the B 26's. Fuel is up to
       the C.O. Fuel and load out for the P-38 is optional. P-38's
       may carry bombs, but their primary goal is to defend the
       bombers. Bomber pilots drop on troop factory in the 9.14
       area. Drop only 50% of your bombs. Save the other 50% for the
       city in the 8.14 area. Once you drop on the city form up and
       head south east for A68. If you have any ordinance left after
       you drop on the city put it on A66.
       C.O. doobs : dubbag@optonline.net
       X.O. Knuckles : seattlehammer2000@yahoo.com

    b. <u>~C Hawks~</u> (50% in B 26's and 50% in P-47Dll) (16-21 pilots)
       Please choose those that can level bomb for the B-26 pilots.
       I suggest the 500lb bombs for the B-26's. Fuel is up to the
       C.O. Fuel and load out for the P-47's is optional. P 47's may
       carry bombs, but their primary goal is to protect the
       bombers. C-Hawks are to follow the Night Hawks to the first
       target of troop factory 9.14 area. Choose 50% of your squad
       to drop on the troop factory and the rest will drop on the
       city in the 8.14 area. Once you drop on the city form up and
       head south east for A68. If you have any ordinance left after
       you drop on the city put it on A66.
       C.O. SpiveyCH : bigspivey@yahoo.com
       X.O. GooseCH : goose71666@yahoo.com

    c. <u>Uknighted JG 26</u> (10 pilots max in the P51B any extra in the
       P 38) (7-10 pilots) You are to escort JG44 the Night Hawks
       out of A77 to their targets. Contact doobs or knuckles for
       direct instructions. Suggest 100% fuel and drop tank/s. You
       are to protect those bombers.
       C.O. Navajo24 : navajoboy@uknightedstates.net
       X.O. BBQBOB : co@uknightedstates.net

    d. <u>Arabian Knights</u> (P47Dll) (7-10 pilots) You are to escort the
       C Hawks out of A77 to their targets. Contact SpiveyCH or
       GooseCH for direct instructions. Suggest 100% fuel and drop
       tank/s. You are to protect those bombers.
       C.O. AKDogg : maddogdogg@hotmail.com
       X.O. AKWxMan : akwxman@comcast.net

MISSION PROFILES (contd.)

2. Strike Force Launching from A80 & Nearby Fields (Green Path)

    a. <u>Loose Cannons</u> (100% in B26's) (11-15 pilots) I suggest the
        500lb bombs. Fuel is up to the C.O. Follow the green path to
        the target of A66. Level the field. Your escorts will be the
        56th Fighter group in their P-47's and the 880's squadron in
        their Spitfires. I supplied a map below with A66.
        C.O. 98Delta : straccop@yahoo.com
        X.O. WalksDee : wwalker88@cox.net

    b. <u>56th Fighter Group</u> (P47D11) (7-10 pilots) You are to roll out
        of A80 and escort the Loose Cannons to their target of A66.
        You may carry bombs, but your primary goal is to protect the
        bombers. Fuel and ordnance is up to the C.O.
        C.O. Nomde : nomdegure@sc.rr.com
        X.O. Yucca : c_gresens@yahoo.com

    c. <u>880 Squadron</u> (Spit VIII) (7-10 pilots) You are to roll out of
        A68, rendezvous with and escort the LCA mission heading west
        along the green line for A66. Conserve fuel as needed.
        Suggest you roll 5 minutes after the fields are open. As you
        near A66 I suggest you sweep ahead to A66, but check with the
        C.O. of your bombers first. Fuel and ordnance loading is at
        the discretion of your C.O. .
        C.O. TrukJr : shawnlavigne@kwic.com
        X.O. TheBug : thebug@rochester.rr.com

3. Defending Forces Launching from A28 (Blue Path)

    a. <u>~USMC~</u> (P47D11) (11-15 pilots) Follow the blue path to our
        task group and provide a CAP over the fleet. Suggest 100%
        fuel with drop tanks. Conserve fuel once over the fleet.
        C.O. TracerX : tracerx@serranosaz.com
        X.O. Sled : ksseabrd@acsalaska.net

    b. <u>FIGHTERS INC.</u> (P47D11) (4-6 pilots) Follow the blue path to
        our task group and provide a CAP over the fleet. Suggest 100%
        fuel with drop tanks. Conserve fuel once over the fleet.
        C.O. ROBO : raburnes@att.net
        X.O. Chappy : texashogleg@yahoo.com

    c. <u>65th FS</u> (P47D11) (4-6 pilots) Follow the blue path to our
        task group and provide a CAP over the fleet. Suggest 100%
        fuel with drop tanks. Conserve fuel once over the fleet.
        C.O. Dace : thowell5@cinci.rr.com
        X.O. Zigzag : disaacs2@fuse.net

MISSION PROFILES (contd.)

4. Defending Forces Launching from A68 - CAP over V95

    a. <u>MAW</u> (P38) (4-6 pilots) Roll from A68 and fly CAP over V95.
       Suggest drop tanks and 100% fuel. Coordinate with Longdist or
       Warlover as necessary.
       C.O. 38ruk : rukkee@toast.net
       X.O. BlkKnit : faughnmaw@yahoo.com

    b. <u>VFS 1000</u> (P40E) (4-6 pilots) Roll from A68 and fly CAP over
       V95. Suggest drop tanks and 100% fuel. Coordinate with 38ruk
       or BlkKnit as necessary.
       C.O. Longdist : VFS1000CO@comcast.net
       X.O. Warlover : hedgesk@gmail.com

5. Defending Forces Launching from A68 - CAP over V95

    a. <u>332nd Flying Mongrels</u> (50% in P-47D11 and 50% in P-38 any)
       (16-21 pilots) Roll out of A81 and head directly for the city
       in the 10.12 area. Setup a CAP and conserve fuel as needed.
       Suggest 100% fuel with drop tanks.
       C.O. daddog : jwg11@mlode.com
       X.O. ghosth : ghosth@mcleodusa.net

    b. <u>325th Checkertails</u> (10 pilots max in the P51B the rest in P-
       38's) (7-10 pilots) Roll out of A81 and head directly for the
       city in the 10.12 area. Setup a CAP and conserve fuel as
       needed. Suggest 100% fuel with drop tanks.
       C.O. CUTT : dlpettis@adelphia.net
       X.O. Swoop73 : i.macdonald@comcast.net

<u>The following pages are exclusive to the Loose Cannons Mission</u>

COMMUNICATIONS

1. LCA Members will use Vox 111 and Text 111 during this mission. Chatter will be kept to a minimum while organizing and when in combat area. Please use text messages for personal communications whenever possible.

2. Call out bogies using LOCAL VOX so our escorts will hear you. Be sure to include the clock direction, altitude, number and type of aircraft if known.
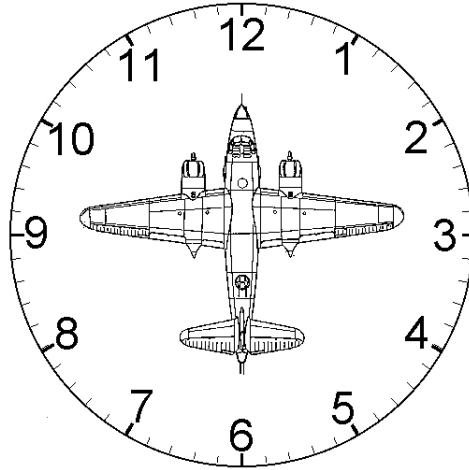
AIRCRAFT LOADING: B-26B (FORMATION)

1. Fuel: 75%   (max cruise setting for this AC is 2100 RPM / 31.4" MP)
2. Ordnance: 8 x 500 pound GP (General Purpose) bombs.
3. Skin: 319TH BG / 334TH BS by Raptor

Martin
B-26B-55
Marauder
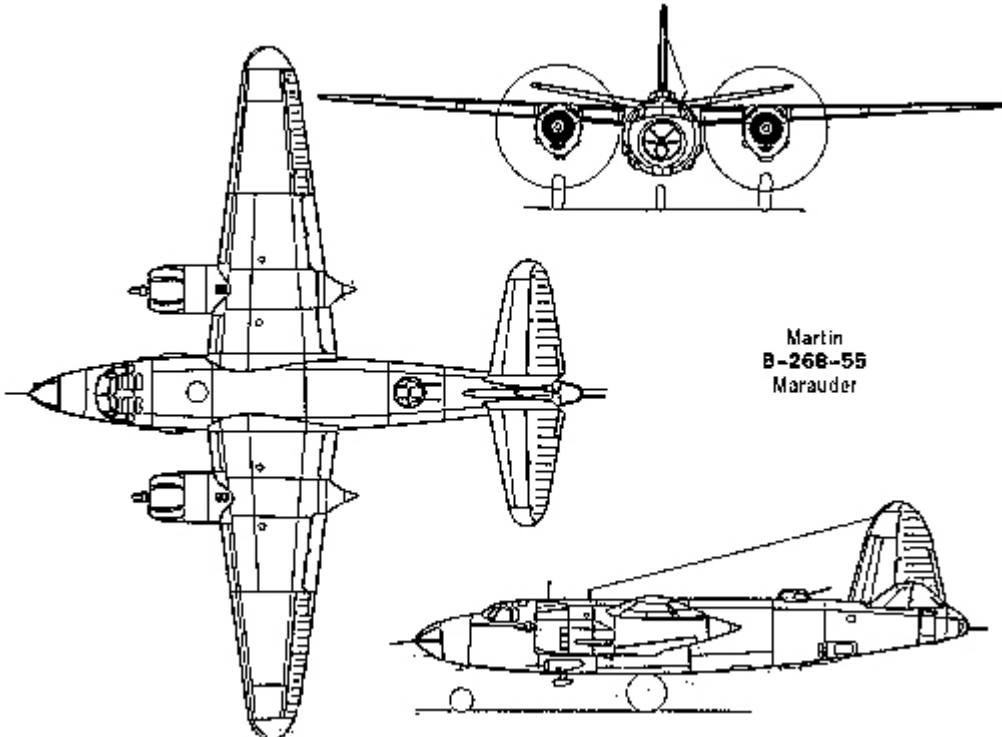
<u>LAUNCH TIMES</u>

1. The LCA strike force will be broken into two waves. Alpha
   Flight will consist of 8 aircraft and will be commanded by CO.
   Bravo Flight will consist of 7 aircraft and will be commanded by
   XO. Attack waves will be staggered <u>**40 seconds**</u>.
2. Bravo Flight is backup to insure that primary targets are
   destroyed. If primary targets are destroyed upon second wave's
   arrival, secondary wave will attack and destroy their specified
   targets.

   a. Alpha Flight   (Primary Wave)   11:05:00 PM EDT
   b. Bravo Flight   (Secondary Wave)   11:05:<u>40</u> PM EDT
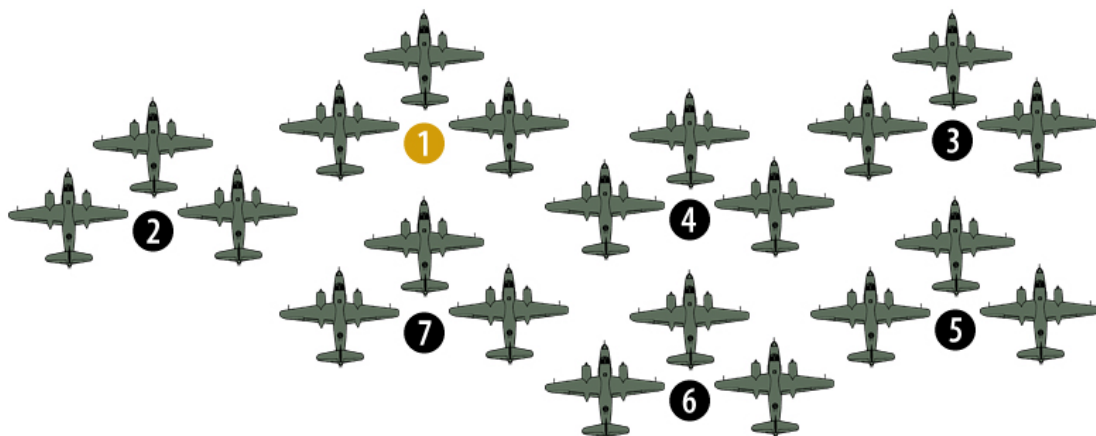
<u>FORMATION</u>

1. To insure maximum survivability and interlocking defensive
   fields of fire that provide coverage to vulnerable areas the
   following flight formations will be employed.

   a. Alpha Flight
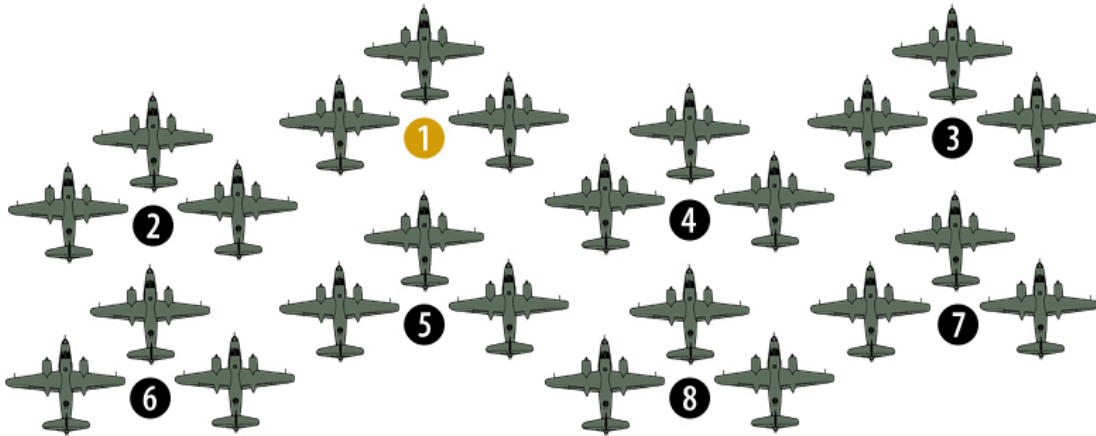
   b. Bravo Flight

NAVIGATION

1. Launch from A80 NE Runway, <u>use one notch of flaps,</u> set throttle to full and autoclimb. DO NOT use WEP.
2. Turn left after drones have joined and proceed North (0 degrees) to sector 14.13.8.
3. Turn West and proceed along heading 270 degrees, autoclimb and tighten formation. We will be approaching A66 from the west. Stay alert for enemy fighters.
4. Deliver ordnance to A66. Flight to target is expected to be approximately 40 minutes.
5. Following payload delivery, turn left to 110 degrees and begin a shallow descent for landing at A68. It is essential that you land your aircraft safely. If we are being engaged maintain altitude and proceed southeast to A81.
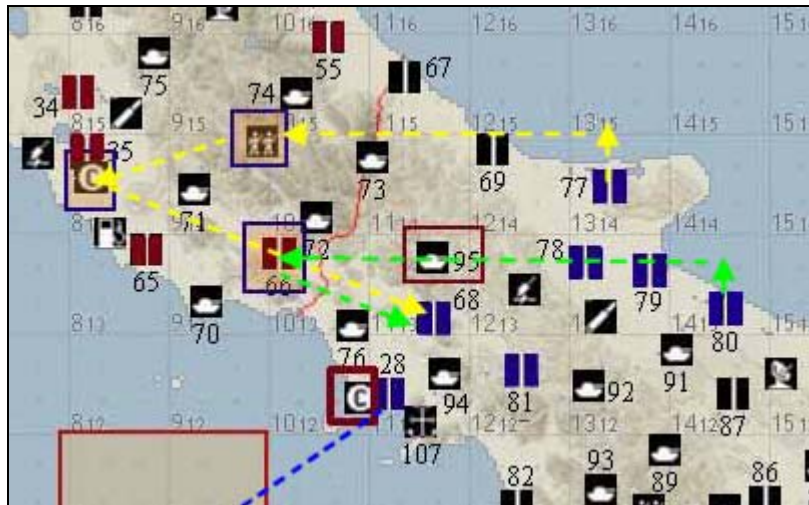
TARGET ASSIGNMENTS

1. Specific targets are assigned below. These assignments are subject to change prior to mission launch. Refer to target illustration at the end of this document when reviewing your target assignments.
2. Bombing altitude will be **11,000 feet AGL**
3. Assignments made before launch or after mission is underway should be acknowledged using text on channel 111.

4. FIRST WAVE (primary), 8 Pilots, 24 Aircraft

   a. 96Delta   (1) Vehicle Hangar
   b. Forker   (1) Fighter Hangar 1
   c. tedrbr   (1) Fighter Hangar 2
   d. Bobbyd   (1) Fighter Hangar 3
   e. ds911   (1) Bomber Hangar 1
   f. cthen   (1) Bomber Hangar 2
   g. Pez   (1) Ammo Bunker 1   (2) Radar
   h. DAKone   (1) Fuel Bunker 1   (2) Fuel Bunker 4

5. SECOND WAVE (secondary), 7 Pilots, 21 Aircraft

   a. WalksDee   Vehicle Hangar (backup)...if destroyed,
                   (1) Ammo Bunker 2   (2) Fuel Bunker 3

   b. BigPlay   Fighter Hangar 1 (backup)...if destroyed,
                   (1) Fuel Bunker 4

   c. Robbie14   Fighter Hangar 2 (backup)...if destroyed,
                   (1) Fuel Bunker 3

   d. mtjoe3   Fighter Hangar 3 (backup)...if destroyed,
                   (1) Barracks   (2) Radar

   e. oxman28   Bomber Hangar 1 (backup)...if destroyed,
                   (1) Fuel Bunker 2

   f. DPflyguy   Bomber Hangar 2 (backup)...if destroyed,
                   (1) Fuel Bunker 1

   g. croc   Radar (backup)...if destroyed,
   (1) Fuel Bunker 2

6. If all of your designated targets have been destroyed upon your arrival, you will either be instructed to destroy the AAA battery of your choice or hold your ordnance for a secondary target. That decision will be made in-game based on emergent strategic and tactical needs. Alert the CO if you find all of your targets destroyed when you arrive at the target so new targeting instructions can be provided.
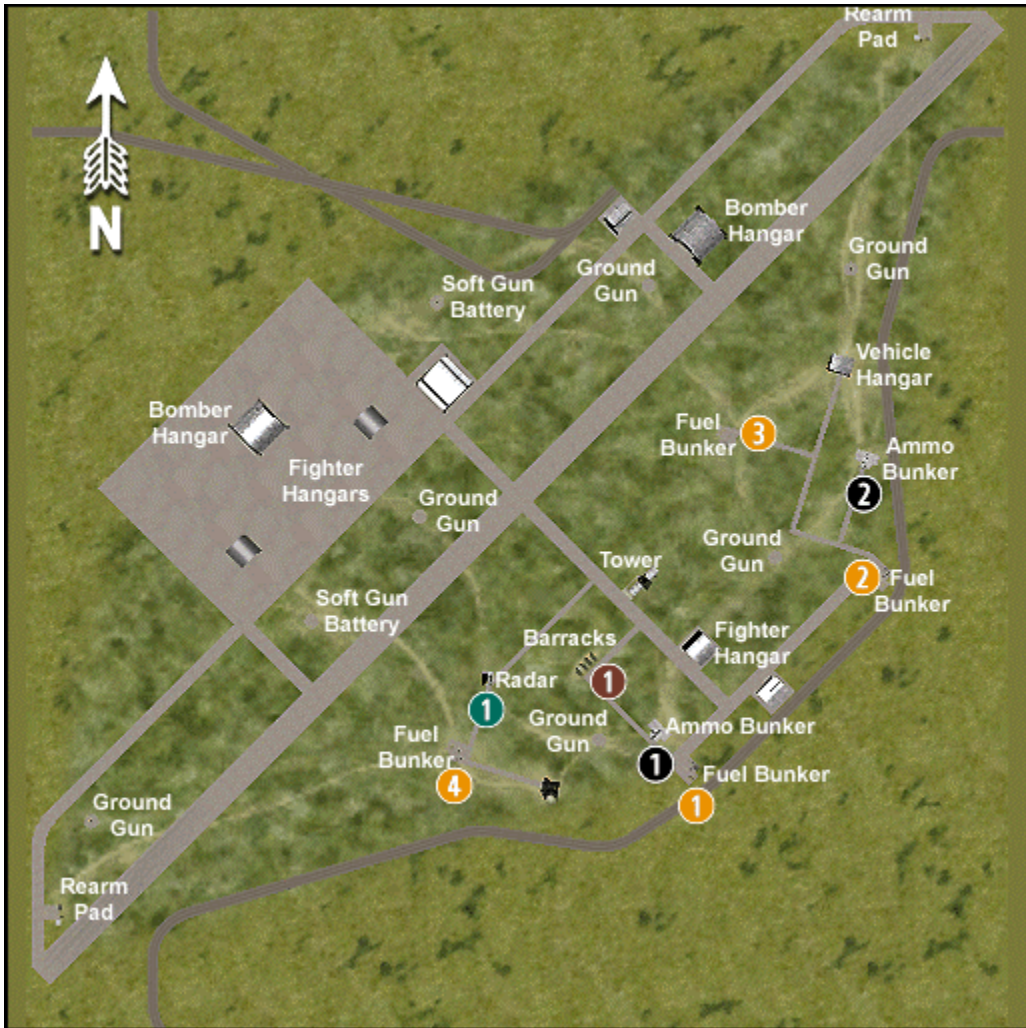
RECONNAISANCE & TARGET GUIDES

1. Approach to Target (A66)

1. A66 - Hangar Assets
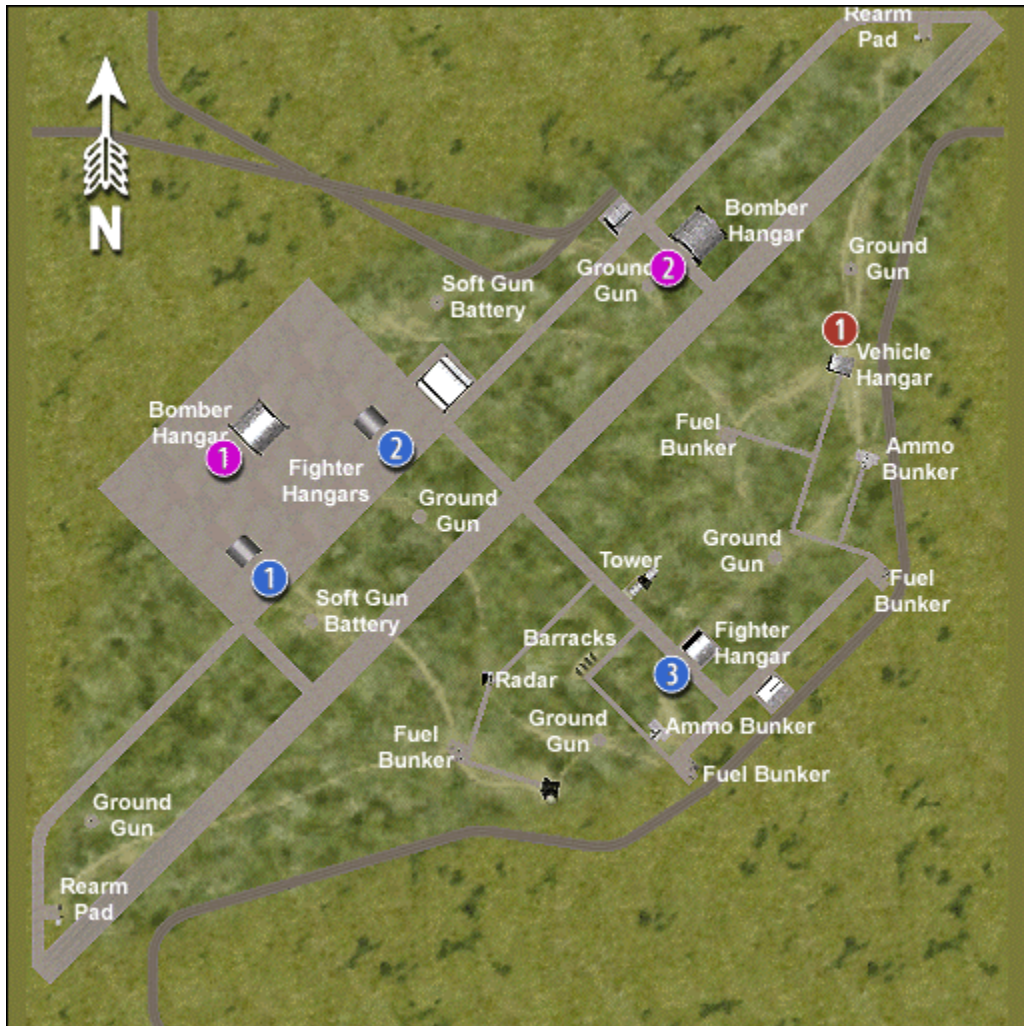
2.   A66 – Tactical Assets

3. A66 - Anti Aircraft Assets

BOMB DAMAGE ASSESSMENT

1. Flight leaders will report damage inflicted on enemy targets to
    mission commander immediately following bomb impact.   This is to
    make sure that second wave can align and calibrate on any
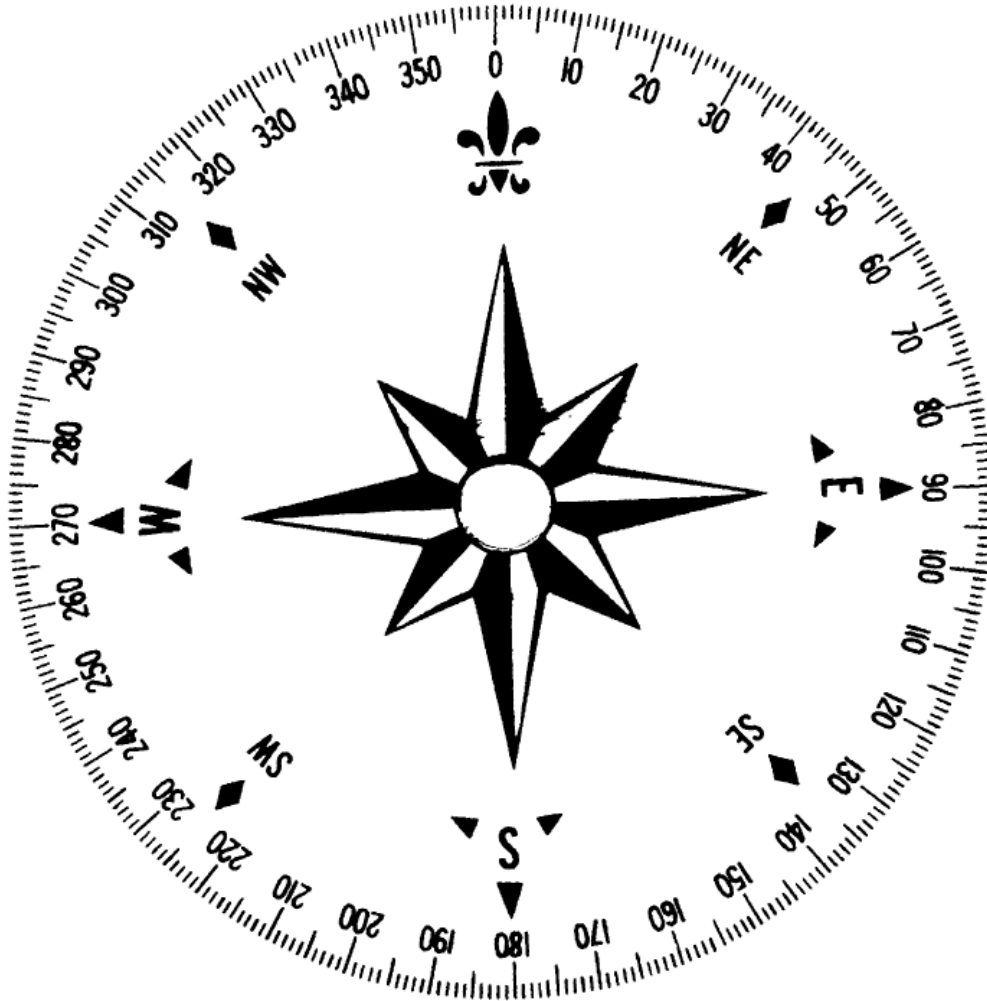   undestroyed targets.

DEBRIEFING

1. Debriefing will be conducted in the LCA forums.
    Scores for each frame will be available at:

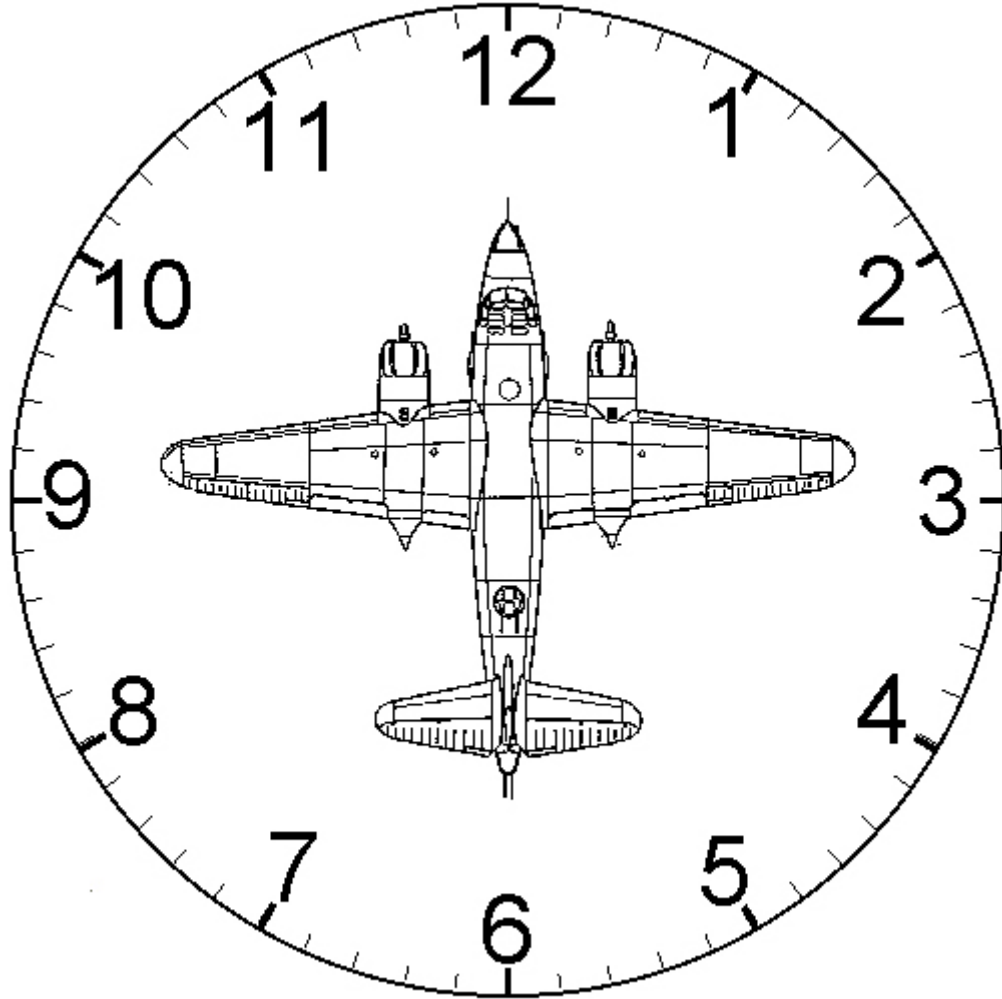http://ahevents.org/site/index.php?option=com_staticxt&Itemid=112

THEATER MAP
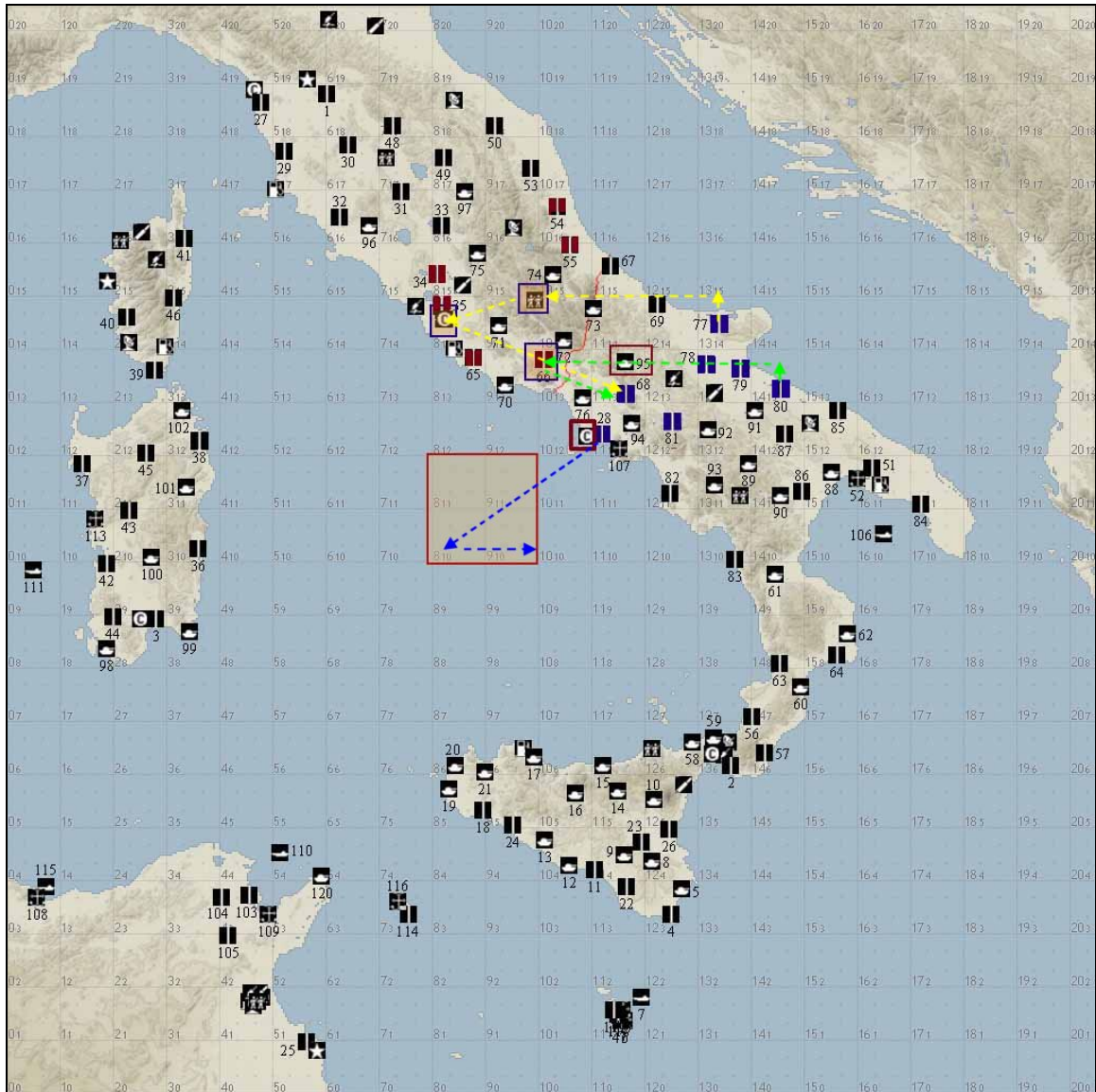
VISUAL AIDS

The following information is reproduced from the Aces High Events site at: http://www.ahevents.org/site/

Preparing for a Scenario

Preparing for a scenario will enhance your enjoyment of it. Preparing for a scenario will mean that you know what the overall plan for your side is, what your role will be, what aircraft you will fly, and so on. Preparation for a scenario involves the following.

Read the scenario description. All participants, even walk-ons, should read the scenario description before they play in the scenario. The scenario description gives a map, scenario rules that you need to follow, a description of each side's objectives, a list of aircraft available for each side, and so on. The scenario description is available in the same place that you read about the upcoming scenario.

Read your e mail and be responsive. You will fly as part of a squadron that is lead by a Group Leader (GL). The GL reports to the Commanding Officer (CO). In the time leading up to the scenario, the CO and the GL will probably send out e-mail messages with notices and information. Please read those e-mails and, when asked to do so, respond to them.

Browse the HTC scenario message board. Every scenario has an area devoted to it in the Special Events Forums section of the Aces High message board. In that area, you will find discussions of the advantages and disadvantages of the aircraft you will be flying compared to what you will be fighting, mission planning information, and so on. Please occasionally browse the relevant topics both before and during the scenario.

Attend practices. Your CO or GL will probably call for practices. These are important for the preparation for your side in the scenario as well as for you. For example, sometimes the air combat in scenarios takes place at 25,000 feet or higher. Planes handle much differently up there than at 10,000 ft. and lower. Or visibility conditions in the scenario might be a lot different than in the Main Arena. A practice session gives you experience under the conditions you'll see in the scenario.

Practice in your assigned aircraft. Outside of practice sessions organized by your side, please spend time in the Main Arena flying the aircraft you are assigned in the scenario. This gives you more practice in your particular aircraft. Your "ride" and you will do better if you are more skilled in that particular aircraft.

Understand the keypad location system. In scenarios, accurately describing your position or the position of enemy aircraft is important. Maps are divided up into sectors that are 25 miles on a side. We use the "keypad" location system to specify location within a sector. In this system, each sector is divided up into sections like the 1-9 keys on the keypad of your keyboard, as follows.
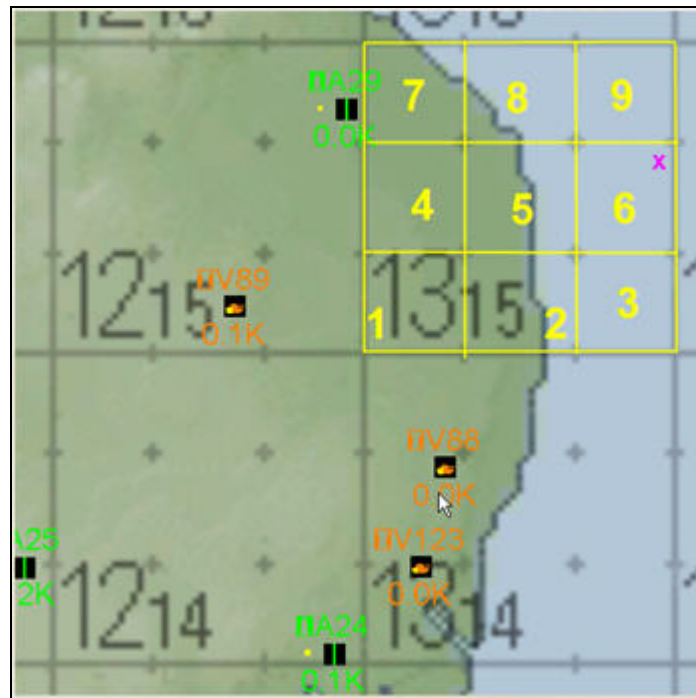
For example, the purple "x" is in sector 13,15, at a keypad location 6. In a scenario, you'd say that the purple "x" is in 13,15,6. Furthermore, each keypad location can be further subdivided into a keypad. If you wanted to be even more precise, you could say that the "x" is in 13,15,6,9.

Understand your mission orders. Scenarios run for a 2-3 hour battle each week for about 4 weeks. Each battle is called a "frame". Before each frame, the CO will send out mission orders that describe what your side will do and specifically what your squadron's mission will be. Please read and understand them. If you have questions, send e-mail to your GL or to the CO for clarification.

Know how to adjust RPM and manifold. In scenarios, fuel consumption sometimes needs to be managed. You can adjust your RPM and manifold pressure to reduce fuel consumption at the cost of reduced airpseed. The "+" and "-" keys on the numeric keypad raise and lower RPM. The throttle raises and lowers manifold pressure. The E6B available from your clipboard in flight shows useful information such as settings for maximum cruise and the time remaining for flight at the given RPM, manifold pressure, and altitude. Fuel consumption decreases with increasing altitude.

I M P O R T A N T

On Game Day
On game day, the day the frame runs, here's what to do. If you have problems, there are folks who will help you, such as your GL. Don't worry if you are new. People very much want new players in scenarios and want to increase the player base.

Check your e-mail.
The CO or your GL might have sent out last minute changes to mission orders. Check your e-mail so that you get them if they were sent out.

Print your orders and map.
Print out a copy of your mission orders and print out the map. Scenario maps are sometimes bigger than fit easily on your in-flight map, so it saves time in battle to have a map handy without needing to use the in-flight version.

Show up before T-30.
Scenarios list the day and time of each frame (each day of battle). The times given are takeoff times. Pilots need to show up at least 30 minutes before that so that they can do the various steps below. If you can show up at T-40, it is even better for your GL. Things get very busy going up to T-0 and having pilots show up early makes it much easier to get them sorted out and briefed.

Go into the Special Events Arena.
If you were playing in another arena previously, completely exit your Aces High game, restart the game, and go straight to the Special Events arena. I make this suggestion because I have heard that in the past there have been some unusual quirks if you didn't do this (such as rarely not being able to see enemy aircraft). Since it is easy to do, I always employ this "fresh entry" technique.

Go to where your squadron is assembling. The mission orders might say which country you are to be in (Bishops, Knights, Rooks) and at which airfield your squadron is supposed to assemble. If they don't list that, look on the roster to figure out which country you should be in (assuming you know some of the people on your side) or ask on channel 2 which country is for the allies or axis. Switch to the correct country, then to ask on channel 2 where your squadron is assembling and go there. To switch countries, pull up your clipboard, click on "O'CLUB", then on "CHANGE COUNTRY", then pick the country you need to be in.

Get in uniform.
Everyone in a scenario needs to be part of the correct squadron and to have that squadron name listed next to their name in the roster. Your GL will invite you into the correct squadron, and you just need to click on the "accept" button when a message comes up saying, "So and so invited you join a squad." After you accept the invite leave the arena. Then return to the arena. This insures that your scenario squad affiliation takes effect.

These squadrons are not the same as the ones in the Main Arena. The
squadrons in the scenario are the ones listed in the scenario
description and mission orders. So, don't worry that accepting the
invite into the squadron will mess up your squad affiliations in the
Main Arena.   It won't.

Apply the correct skin to your aircraft.
Squads sometimes select a special skin for their aircraft to make them
more distinctive in the game.   Your CO will instruct you if that is
necessary and which aircraft skin to apply.

Get tuned to correct channels.
Your mission orders will usually tell you what channels to tune. If
not, or just to double check, your GL will tell you what text channels
to tune and what voice channel to tune. Once you tune those channels,
do a radio check on them. For the voice channel, press the "T" key and
say "Radio check." You should hear folks answering back something like
"loud and clear" or "five by five." Also, type the same on your text
channel or channels to make sure that you have those tuned correctly.

Write down vital information.
Have a sheet of paper and pen handy for notes. Or you can write on the
map or mission orders that you printed out. Write down the name of
your GL, the name of the CO, the radio channels you should be tuned
to, and anything else you'd like to have handy access to. I usually
also write down the aircraft I am to take, takeoff field, how much
fuel I am supposed to load, and if I'm to load any bombs, drop tanks,
or other items like the takeoff direction and first stages of the
mission (like "takeoff SW, climb to 20k, level, head south"); and so
on.

Ask any questions you have.
Your GL and other pilots participating are very happy to answer
questions you have. Don't hesitate to ask. These guys are your pals
who want to incorporate you into their squadron. Don't worry if you
are new. People very much want new players in scenarios and want to
increase the player base.

Take a leak.
Once you take off, you might not have much opportunity to go to the
bathroom; and scenarios can last for hours. You might want to take the
opportunity before takeoff.

Go to airfield when GL says.
Your takeoff field might not be the field where you have assembled. Go
to the takeoff field when your GL gives the word to do so, but not
before. Select the correct aircraft, fuel load, and other loadout. If
you have questions, ask the GL. If it is an aircraft you are
unfamiliar with (which shouldn't be the case if you practiced in it
but might if you are a walk on), make sure you set your gun
convergence to what you want.

Wait for instruction.
Please do not go out onto the runway until your GL say so. Please do
not take off until your GL says so. Sometimes in scenarios, some
flights will go out onto the runway and hold for a bit. Some flights
might take off before others. Your GL will tell all in the squadron
when to go to the takeoff field, when to go out onto the runway, and
when to take off.

Game day in flight.
Take off. Take off upon your GL's order and <u>follow the mission and the
SQUAD CO's orders</u>.

Start film recording.
If you want to record your flight, press "Alt R" to start the film
recorder.

If you get lost.
If you get lost, say so on the squadron channel (text or voice) and
ask where the rest of the squadron is. They will give you location in
the keypad notation. Try to join up with them. If they are in combat
and can't answer, join up with any other friendly you see.

Remember that people in different squadrons won't see text you type on
your squadron channel and will not hear you talk on your squadron
voice channel. However, you can use the range mic (press "F12" key) to
talk to anyone nearby. You may also use the country channel (channel
2) to talk to someone if, for example, you are trying to join up with
them or coordinate with them.

Channel 2.
Please use channel 2 (the country channel) sparingly. Keep it as
clear as possible for CO and squadron-to-squadron communication.
However, do use it for reporting enemy forces.

Reporting enemy positions.
If you have enemy aircraft to report that you think the CO should know
about, report it on channel 2. Generally, any formation of enemy
aircraft over about 4 planes will be of interest to the CO if he
doesn't know about them already. Any information about enemy bombers
is of interest. In the earlier stages of the battle, even sighting
single enemy aircraft is important, as they can be scouts. When
reporting enemy positions, report location, including keypad number,
type of aircraft, number, altitude, and heading or as much of that as
you can. There are times when they are in the process of jumping you,
and you can't type that much, but do what you can. An example of an
enemy sighting is "5 109's in 13,5,2. 25k alt, heading S".

Conclusion
That's finally it. It probably seems like a lot to keep in mind, but
it is pretty straightforward once you have played in your first
scenario. Scenario players are a friendly lot and willing to help you
and explain, also, so don't hesitate to join a scenario if you are a
new player. You don't have to be an expert to start having fun in
scenarios. Have fun and good luck!