

D I G I T A L C O M B A T S I M U L A T O R

WORLDS APART

STORMFRONT



MANUAL AND
MISSION DESCRIPTION





**WE CREATE MISSIONS
FOR AMBITIOUS SIM PILOTS**

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WELCOME

WORLDS APART STORMFRONT

Thank you for choosing this campaign.

In well over 1000 hours, we've assembled a mix of real-world missions, sometimes more, sometimes less challenging.

DCS users are generally divided into two camps.

Those who see DCS as a game and are mainly looking for entertaining entertainment and those who see DCS as an excellent detailed simulator, like some military forces, to simulate or practice the fundamental operation of any aircraft.

This campaign is more for the Sim-Group and less for the players.

But it doesn't matter how good or experienced you are, as long as you are willing to learn and work on yourself. But more about that later under HELP.



THANK YOU

A very big thank you to Eagle Dynamics.

For giving us the opportunity to create this and other campaigns with DCS in the first place.



This campaign would not have been possible without the help of many volunteers.

Speakers for the voiceovers.

Testers who have pointed out and continue to point out not only errors but also problems in understanding tasks or instructions.

Special thanks to the translators in English and French, who sacrificed a lot of time for this less exciting part.

To all of them, a heartfelt thank you.

WHY?

COWARDS LOVE MANUALS. FOOLS IGNORE THEM.

Personally, I see myself with the latter, but I stand by it.

An average DCS pilot should be able to handle almost all missions without much difficulty.

So why this very detailed manual?

However, our first campaign, SPRING 2025, was also flown by many newcomers, and STORMFRONT should also be masterable for all. We have therefore drawn our lessons from the feedback and offered with this manual additional assistant, which probably 90% of the pilots (players) do not even need and therefore will not read.

**However, this manual is available to all
before purchasing the campaign.**

It should make those who have no experience with campaigns curious and help them not only to try but also to face a possible challenge.

Campaigns in combination with ground units and dynamic environments of any kind, helicopter or jet, are what make DCS unique.

**IMPORTANT**

If you think this campaign is only about the Bell UH-1, think again.

This Campaign is about you:

Your ability to not only pilot the UH-1 but to control it to some degree.

Your ability to think like a pilot, to know or learn procedures, and to act accordingly.

Your willingness to learn and to persevere. Failure is part of the business.

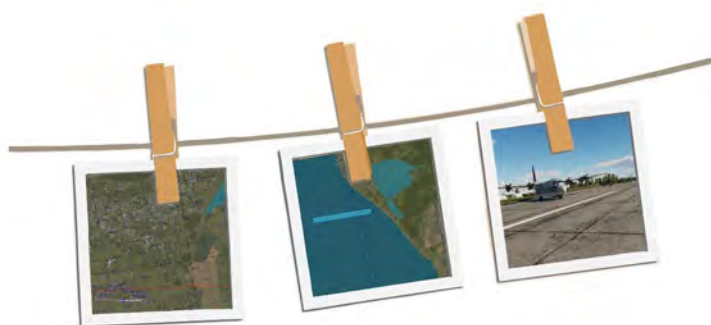
The most challenging part, however, is flying the aircraft while maintaining an overview of the situation. The greatest danger is not from the weather or the enemy. The greatest danger is losing "Situational awareness."

Where am I? Where do I have to go? Where is the wind coming from? How should I behave in general?

These are all things that are not quickly learned or taught in DCS, so we invest time and effort in this "manual," especially in the missions, to make it as easy as possible for you.

To behave correctly is an integral part of the simulation and enhances the feeling of reality.

You can find more details about this under RULES OF CONDUCT.



ASSISTANTS

IN PREPARATION

It can be an incredible help to prepare properly before the flight.

For this purpose, a wide variety of information is included in this manual and on the knee board during the flight.

From where (e.g., Batumi airfield), where is my flight, and what is in between?

It is, therefore, advantageous to deal in advance with the relevant localities and know where they are in the case of the headquarters, such as the landing sites. How big is the area? Where is the main gate, the administration, or the military hospital?



ASSISTANTS

YOUR COMMANDER

Your commander on the left seat supports you to the best of his ability.



He "almost" always takes care of frequencies, pays attention to the wind direction, and takes over the radio with other aircraft, other ground units, or the tower.

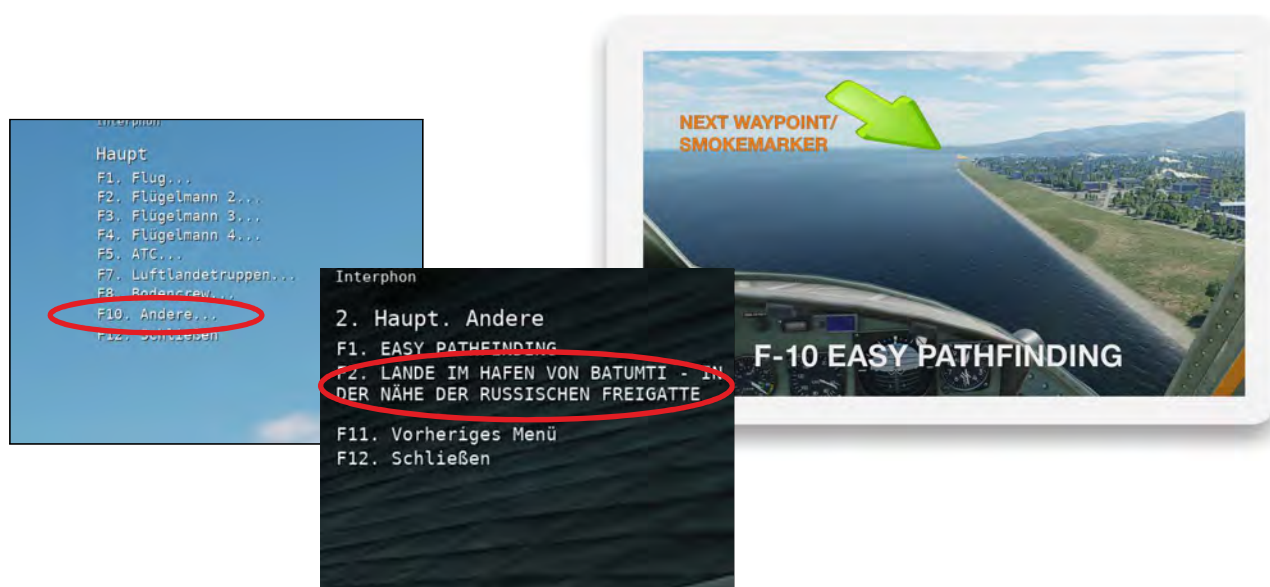
Of course, he also gives important tips and hints.

ASSISTANTS

THE F-10 RADIO MENU

In the radio menu under F-10, The next task or target is displayed.

All relevant waypoints are marked with orange smoke if the corresponding point is selected or clicked with the mouse. This can be repeated as often as desired.



EASY WAYFINDING

You don't have too much experience with campaigns and don't always understand all the instructions and hints?

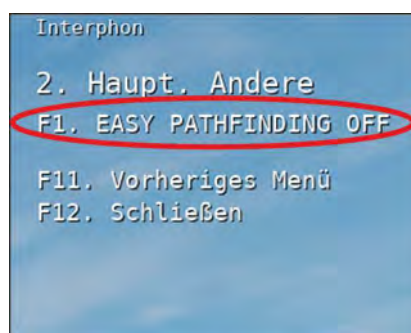
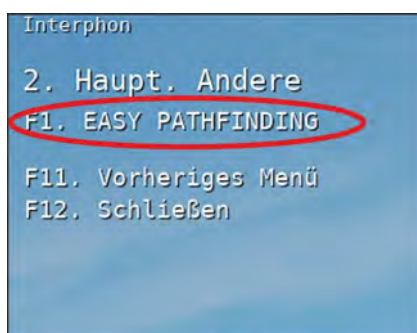
In the F-10 radio menu, you can activate the "EASY WAYFINDING."

ASSISTANTS

With activated wayfinding, the next destination, or at longer distances, the next waypoint will be marked automatically with orange smoke.

This is so you can fully concentrate on your task, and it is almost impossible to get lost. (This function does not make sense in all missions. For example, if you are following a convoy or flying to instruments at night, it makes no sense and is therefore not available).

The function can be activated and deactivated during the whole mission.



KNEEBOARD

On your kneeboard you will find important information about the flight at any time during the flight.

It is advantageous to familiarize yourself with them in advance by reading the mission description in this manual.



RULES OF CONDUCT

RULES OF CONDUCT

The following pages list some essential points to help you think and act like a pilot.

Most of them are very simple but also very effective.

Not every situation can be anticipated as a mission builder, and every behavior can be guessed by interested but basically clueless "players." Knowing some basics and sticking to them creates a common ground and prevents misunderstandings and frustration.



1. WHO IS TO BLAME

I don't know anyone who, for example, plays a first-person shooter, can only move his character (←,↑,→,↓), but otherwise has no knowledge of special moves, weapons, and tactics and then complains to the developer that he can't get through the first 3 minutes.

Unfortunately, this happens very often in DCS campaigns and is very unsatisfactory for both sides.

From our side, we do everything possible to make it as easy as possible for the beginner.

Nevertheless, we expect a certain amount of basic knowledge, but above all, the willingness to learn something new.

RULES OF CONDUCT

2. THE MENTAL ATTITUDE

This is a military simulation. As it is in the military, there is a mission, a more or less good plan, and orders to follow.

Independent thought and action are not desired and usually lead to coordination problems and failures in real life and the simulation.

It is, therefore, essential to follow the commander's instructions. He will tell you when to start the engine, and when he says turn right, you should do so.



Of course, you may not understand or hear an instruction.

We try to anticipate such cases and intercept them mission-technically.

However, this does not always work out, but for this, you will find some help in the radio menu F-10.

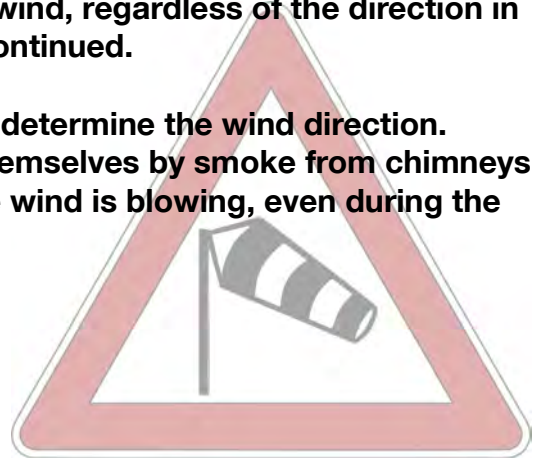
RULES OF CONDUCT

3. KNOW-HOW

Here are some basic behaviors that a pilot should know and follow.

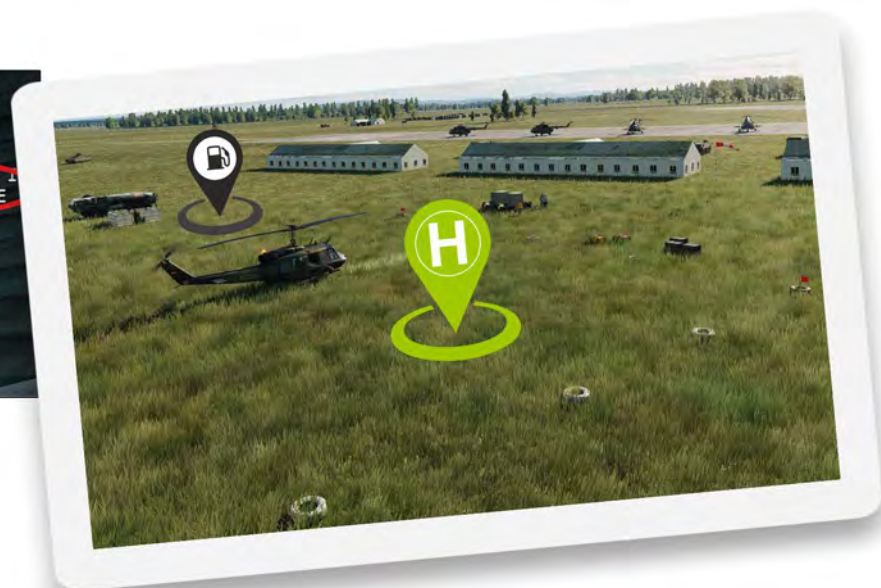
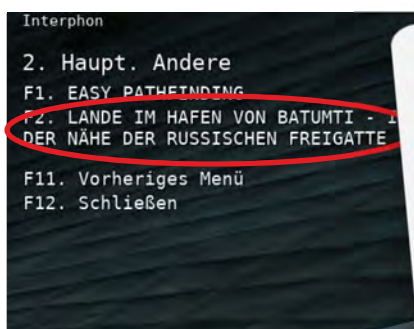
- a) As a rule, takeoff and landing are always into the wind, regardless of the direction in which the actual flight is continued.

Official landing sites have a windsock (mi. 1) to determine the wind direction. However, professional helicopter pilots also orient themselves by smoke from chimneys or smoke markers and always know which way the wind is blowing, even during the flight.



- b) If you're in a hurry, slow down.

Fuel should never be a problem, but if it is, you can refuel at any official landing site, FARP, FOB, or airfield anyway, you will find some help in the radio menu F-10.



RULES OF CONDUCT

- c) Turns in the UH-1 should be performed to the right unless otherwise arranged (e.g., tower) .

The reason for this is quite simple. You sit on the right side, and to the right, you can observe the ground best.

To the left, you have only a limited field of view, even in straight flight.



Many of you who also fly jets have always learned that the standard turn is always to the left.

But in a helicopter, you sit side by side, and what is good and appropriate changes with the side from which you are flying.

The pilot has much more freedom but also more responsibility.

RULES OF ENGAGEMENT

4. DOOR GUNNER

The control of the Door Gunner, especially the rules of engagement (ROE), is automatically controlled by the mission.

Typically, you should not and do not need to intervene.

This is to relieve you and ensure that you do not run out of ammunition during the mission.

It may happen that you accidentally change something.

This cannot be detected by the mission and then leads to erroneous behavior.

Therefore, the status of the crew shows up with every automatic change, so you can check the changes for reasonableness and intervene if necessary.



As for your possible use of missiles, you are responsible for handling the resources yourself.

THE CHECKLIST

THE CHECKLIST

In general, the use of a checklist is an integral part of the safety of any flight. The more complicated and numerous the systems, the more critical it becomes.

The UH-1 takeoff procedure is a simple matter that can undoubtedly be accomplished from memory after a few repetitions.

However, in the campaign and individual missions, starting according to the checklist also controls actions outside the aircraft.

For example, turning on the main generator is a signal that the starting process is complete. No matter how long different players take to start, the switching on of the main generator is a constant to which the mission is oriented.

If it is done too early, it can significantly disrupt the mission. If it is forgotten, the mission will definitely not continue.

UH-1-H CHECKLIST	
BEFORE THE START	
Check Controls for	FREE MOVEMENT
Throttle full open and back	to GROUND IDLE
GPU / if needed	ON
Avionics	OFF
OVERHEAD CONSOLE	
EXT LTS	
ANTI COLL	ON
POSITION lights	as required
AC POWER	to AC PHASE
INVERTER	OFF
DC POWER	
MAIN GENERATOR	ON and Cover
VM	to ESS BUSS
NON-ESS BUSS	As required
STARTER GENERATOR	START
BATT	ON
Low RPM warning horn	OFF
MIDDLE CONSOLE	
GOV	AUTO
DE-ICE	OFF
MAIN FUEL	ON
All other	OFF
CAUTION panel lights	Test and RESET
HYD CONT	ON
FORCE TRIM	ON
CHIP DET	BOTH
TRANSPONDER / IFF	MASTER ON

STARTING ENGINE	
Rotor blades	Clear and un-tied
Throttle check	Start position
Start Engine	(Ground Idle)
	Pres and hold,
	DC>14 V
N1 15%	rotor turning
N1 40 %	Release starter
N1 68-72%	Switch, within 1 min
	stabilizing
OVERHEAD CONSOLE	
STARTER GEN	STBY GEN
INVERTER	MAIN ON
RADAR ALTIMETER	ON as required
ENGINE RUNUP	
GPU	Open to flight Idle
	Disconnect
FRONT PANEL	
FIRE WARNING SWITCH	Test
FUEL Test Switch	Check indication
ALTIMETER	Set field elev.
RADIO COMPASS	Set up
Compass Switch	Set MAG
RADAR ALTIMETER	ON / Set up limits.
REPORT STATUS WHEN LEAD REQUESTS	
IN ORDER OF THE CALLSIGN	

The checklist is included here and as image files in the Campaigns scope. Within the missions, the English version is part of the kneeboard.

AIRPORT BATUMI

The civil airfield in Batumi is the main starting point of many operations. The airport is controlled by a tower. Takeoffs and landings are allowed only with permission of the tower.



WOLF 2 has a fixed parking position at Batumi with the number 4 on the apron. Missions start and end at the parking position. It is definitely not sufficient to land anywhere on the airfield to complete a mission.

However, the parking position can change on the tower's directive, and paying attention to the tower's instructions is always important.

BATUMI PORT

The port in Batumi is an important shipping hub for all kinds of goods and is of particular importance for the supply of the region.

However, the Northern Dock is subject to military use.
All ships of the Georgian Fleet and others moor there.



BATUMI HQ

The headquarters and administration for the troops in Georgia is located in Batumi and is part of the city.

In addition to the buildings for the administration, the medical department and workshops for ground vehicles and helicopters are located there.

From here, the development of the military infrastructure in the southwest of Georgia is advanced and coordinated.



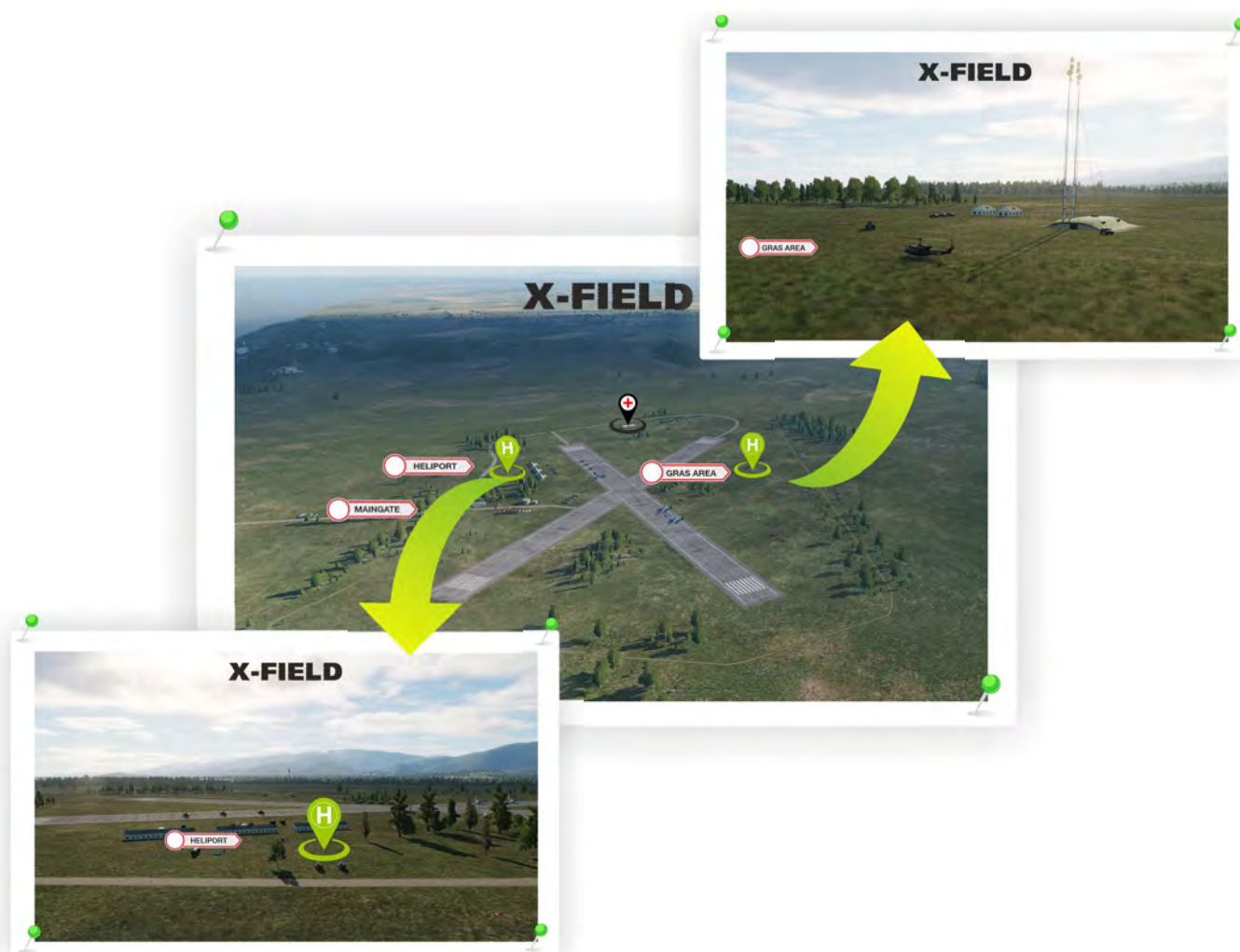
X-FIELD

The X-FIELD airfield is located at the northern end of the city of Kobuleti.

The formerly abandoned site is being used by our forces as a base and is being rebuilt.

The southwest-northeast runway is used for takeoff and landing, as well as for transport aircraft.

However, the ground forces mainly use the site as a starting point and a base for the army pilots and their helicopters.



IRON HORSE / FOB

The FOB (forward operating base) **IRON HORSE** is located at and north of the railroad station in Ozurgeti.

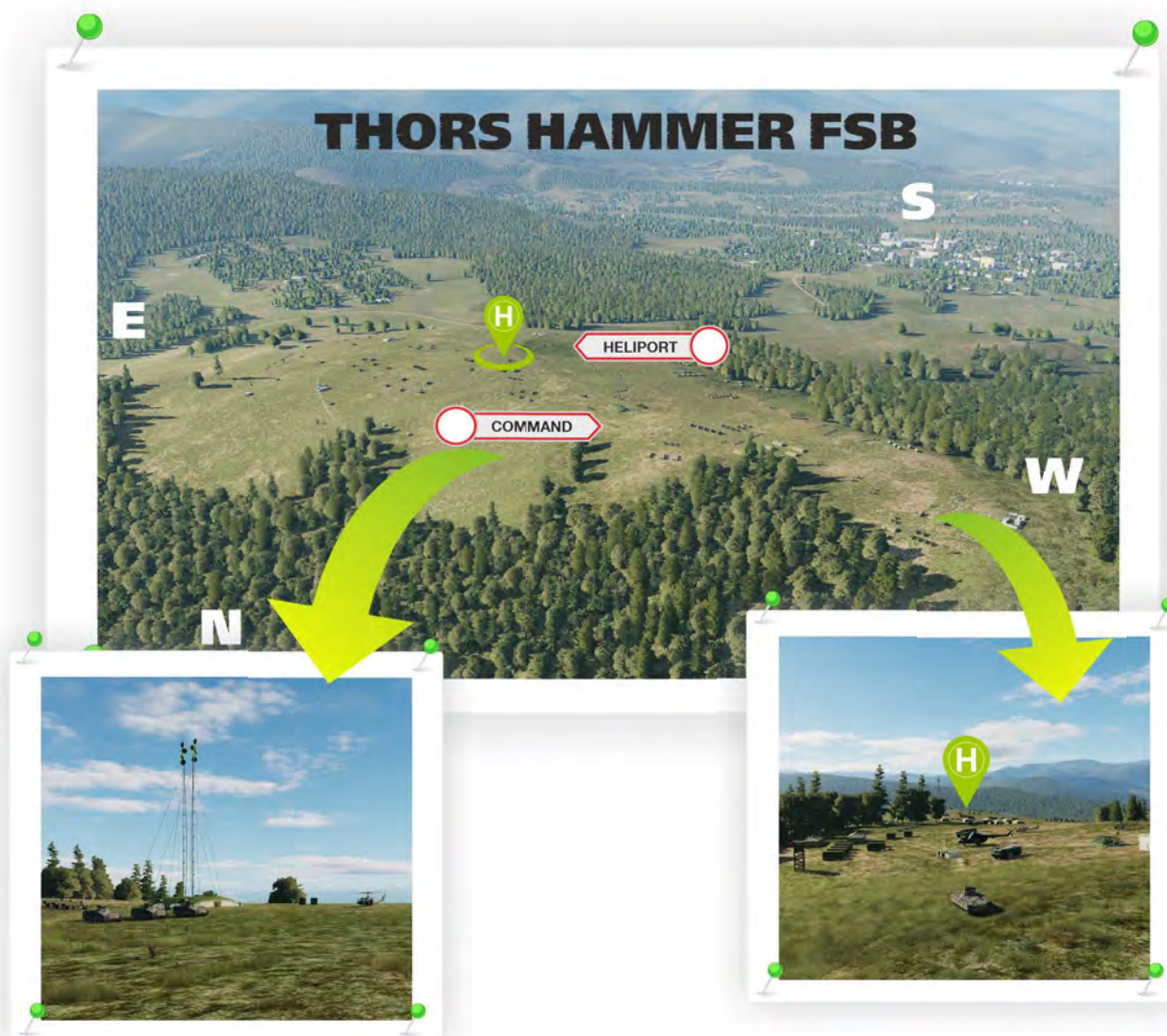
Ozurgeti is located a few miles inland and is an important logistics hub due to its railroad connection.



THORS HAMMER / FSB

THE FSB (Fire Support Base) THORS HAMMER is an artillery position established on a mountain plateau, which secures the southwestern area of Georgia and can provide artillery fire if necessary.

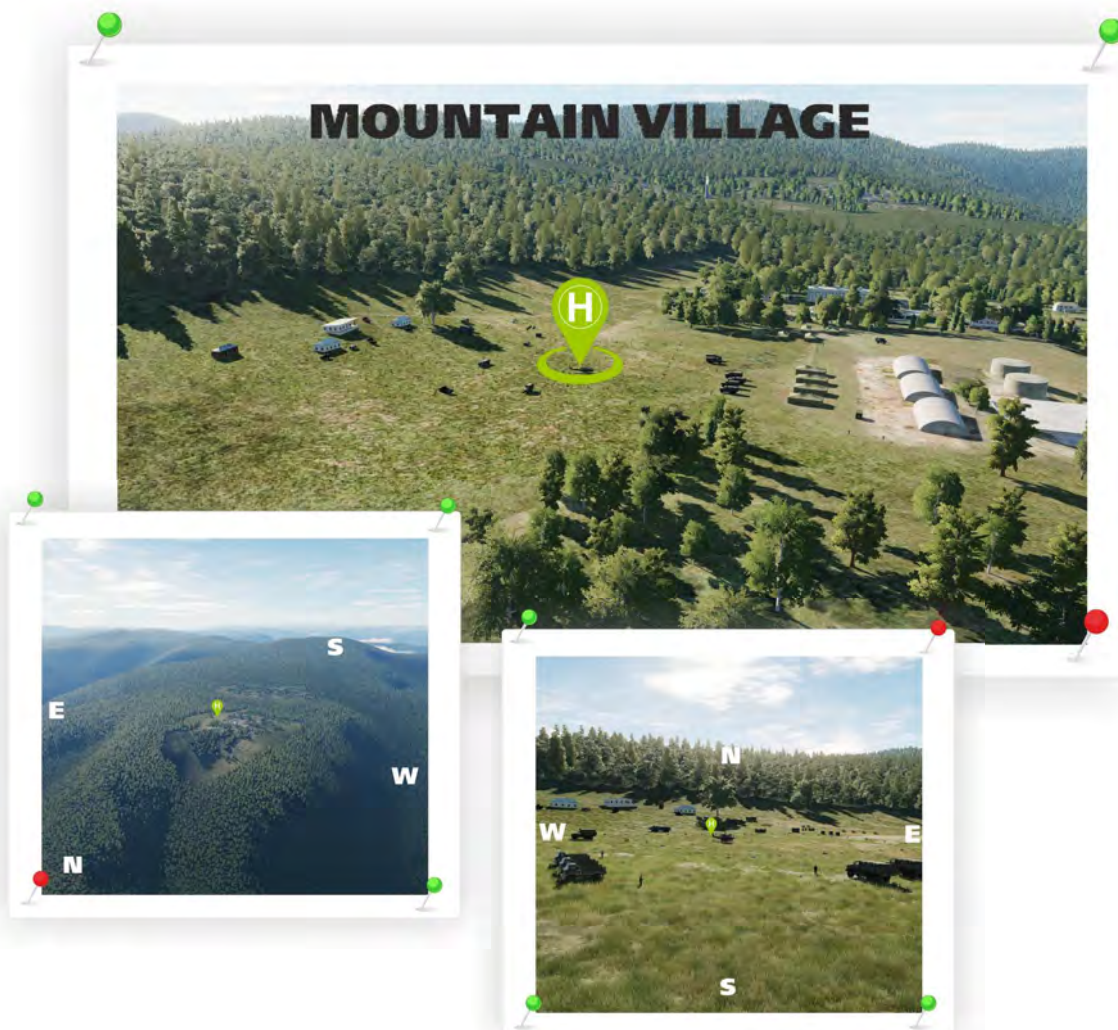
The FSB has a marked helipad as well as a supply and workshop area.



MOUNTAIN VILLAGE

The settlement on the mountain plateau south of Ozurgeti is at the center of events several times during the campaign.

It is part of the planning of insurgent forces as well as of the countermeasures by Georgian and allied troops.



WORLDS APART STORMFRONT

STORMFRONT is a story-driven campaign that follows the story of SPRING 2025.

As in the first part of the **WORLDS APART** series, you find yourself in the role of a German Bell UH-1 helicopter pilot serving in the squadron "WOLF PACK," a German Army unit (Heeres Flieger).

The Huey is still in service, not least because of its proven capabilities and reliability under challenging conditions.

You are part of a crew of four: your commanding officer, Peter Berger and the two gunners, Hans and Tom.



FEATURES

As in **SPRING 2025**, you will fly with others in the squadron, but you will be on your own in most missions.

Combined missions with air and ground forces and naval units from different countries provide variety in an otherwise routine life.

You'll conduct both unarmed transport and armed patrol and combat missions by day and night.

Occasionally, circumstances require you to perform a task regardless of the weather conditions.

GENERAL SITUATION

Toward the middle of the year, the security situation in the world continued to deteriorate. The three superpowers continue to negotiate with one another but remain on an aggressive course.

Although you and your colleagues achieved great success at the beginning of the year and the situation has calmed down, especially in the south of Georgia around Batumi, the overall condition remains tense.

Different countries have their fingers in the pie, and Western NGOs keep independence efforts alive.

Economic interests and the desire to secure natural resources have not changed. Thus, the Black Sea region continues to be a focus of tension and a constant threat to peace in the EMEA region.



The overall situation remains very complex and complicated. The rebels within the Georgian army, who are fighting the moderate central government and seeking a violent reunification with the former Georgian regions of Abkhazia and South Ossetia, are weakened but not defeated.

STORY

In the regions of Abkhazia and South Ossetia, some armed forces of the regional neighbors support the Georgian population in their efforts to create a united Georgia. Far-right fascist groups are fighting Russian troops in Abkhazia.

Under the auspices of the United Nations, many countries are deploying forces to separate the various competing armed groups.

Elements of the German Armed Forces are entrusted with the task of securing the southern part of Georgia and supporting the government forces in their fight to maintain peace and security in the region.

In the process, the area of operations is increasingly shifting from Batumi to the north, and in the future, the squadron will probably be moved to Kobuleti.



STORY

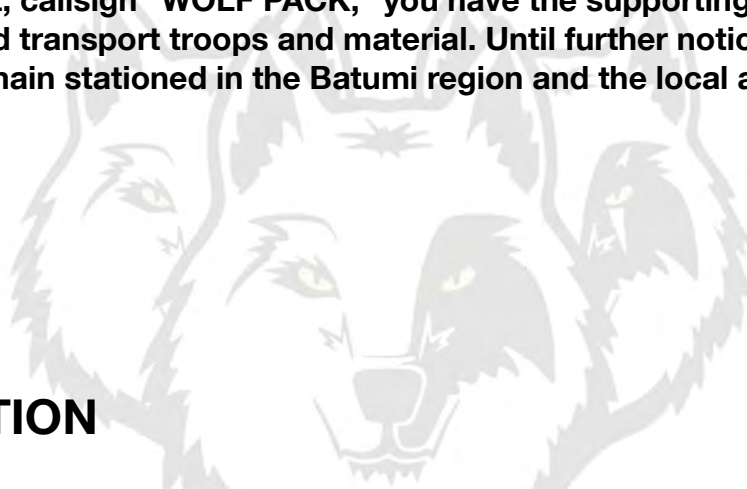
YOUR ROLE

You and your crew have returned to Batumi after your experiences in the spring.

The situation is calm, and patrol flights are the central part of your program.
Surveillance and presence.

Your task is to support Georgian and German ground forces in securing the Batumi region before being deployed to Kutaisi in the north.

Within your unit, callsign "WOLF PACK," you have the supporting role. You fly lightly armed patrols and transport troops and material. Until further notice, your squadron will remain stationed in the Batumi region and the local airfield.



INTRODUCTION

The missions build on each other, and the story evolves from mission to mission. You get all relevant and available information before each flight in the form of March Orders. March Order, flight planning, navigation log, airport maps, detailed maps, and satellite images are also part of the kneeboard.

You have direct access to the March Orders by flipping back to through the kneeboard folder.

Unexpected things happen regularly, every day. Any additional information you get from other crew members over the radio. Just follow your commander's instructions because he keeps track of things.

Information about unexpected things can be found under "Top Secret" on your kneeboard.

It is not an easy task, but we rely on you to do your best to keep the peace.

Good luck and always happy landings.

MISSION 1



BACK ON PATROL

The crew of Wolf 2 is back in the Caucasus. A few weeks have passed since your first mission literally endedliterally ended with a bang, that were spent on well-deserved home leave.

Now you are back and ready for the first flight.

The situation has calmed down a bit in the meantime, but now it is getting more and more difficult from week to week. Minor armed incidents, such as transport and supply convoy attacks, are becoming more frequent. Disputes between various groups within the population are also on the rise and becoming increasingly violent.

In case of mission failure, there is a 2nd version of the mission within the campaign without the start procedure at the beginning of the mission. In case of success, this version will be skipped, and the campaign will automatically continue with mission 2.

MISSION 1

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

Armed Patrol Flight

Mission Objectives:

CONFIDENTIAL!

You are initially responsible for an area up to Kobuleti and the town of Ozurgeti, about 11 miles to the east.

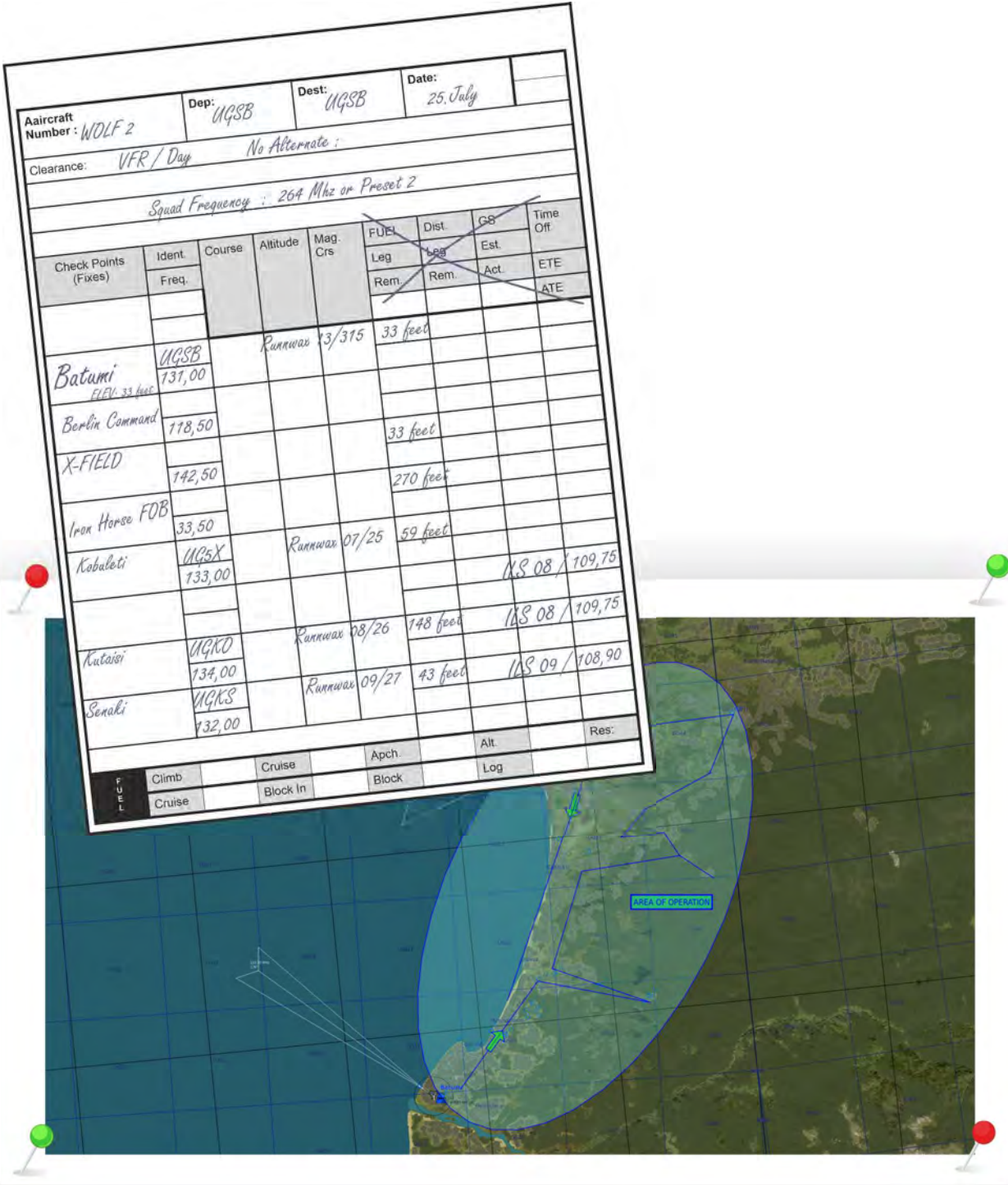
The roads, railroads, and valleys must be patrolled and checked several times a day.

Suspicious occurrences are to be reported to headquarters, Berlin Comand. If necessary, and if security permits, landings may be made and investigated at close range.

Follow the planned "circuit" to Ozurgeti. There is a FARP located near the train station.

From Orzugeti, fly to Kobuleti airfield and back to Batumi. After each one-hour break in Batumi, repeat the circuit until the end of service.

MISSION 1



MISSION 2



NEEDLE IN A HAYSTACK

The day has already started well, and the crew of WOLF 2 has already been able to provide substantial assistance. But the shift is not over yet, and the task of the day, patrol of the operational area, must be set ahead.

The mission is divided into 2 parts for the sake of game length within the campaign. However, a separate version will be provided separately as a single full-length mission.

MISSION 2

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

Armed Patrol Flight

Mission Objectives:

Fly to X-Field. The airfield has been closed to regular traffic for some time. From there, continue the flight, which started in the morning, to Iron Horse at the station in Ozurgeti, and then return to Batumi via the airfield in Kobuleti.

CONFIDENTIAL!

MISSION 3



ON A SECRET MISSION

The excitement of the past few days has calmed down somewhat. The situation is calm, and there have been no significant incidents since your last flight. Police and intelligence agencies are working to analyze what happened, while the crew of WOLF 2 has completed several uneventful missions.

In the meantime, the weather has deteriorated significantly, and there is hardly any air traffic. Today, however, the crew has received a new mission order. The task is considered strictly confidential, so the crew, except for the commander, has not been briefed on it.

What we do know is that it is a transport flight. Despite the weather, or because of it, a person is to be picked up from aboard a frigate in the Black Sea and transferred to Batumi.

This seems so urgent that the weather doesn't matter much, and it will proceed despite predicted thunderstorms.

The mission is divided into 2 parts for the sake of game length within the campaign. However, a separate version will be provided separately as a single full-length mission.

MISSION 3

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

SECRET MISSION

Mission Objectives:

CONFIDENTIAL!

Fly to the frigate Schleswig-Holstein.
There, pick up a passenger and fly him to the Batumi headquarters.
The mission has absolute priority, but the safety of the flight is up to the commander.
Safety first, should the weather deteriorate further, return to X-Field. Alternatively, divert north towards Kobuleti.

MISSION 3

[illegible]

The flight is performed exclusively under visual flight conditions. Conducting the flight under instrument flight rules IFR is prohibited.

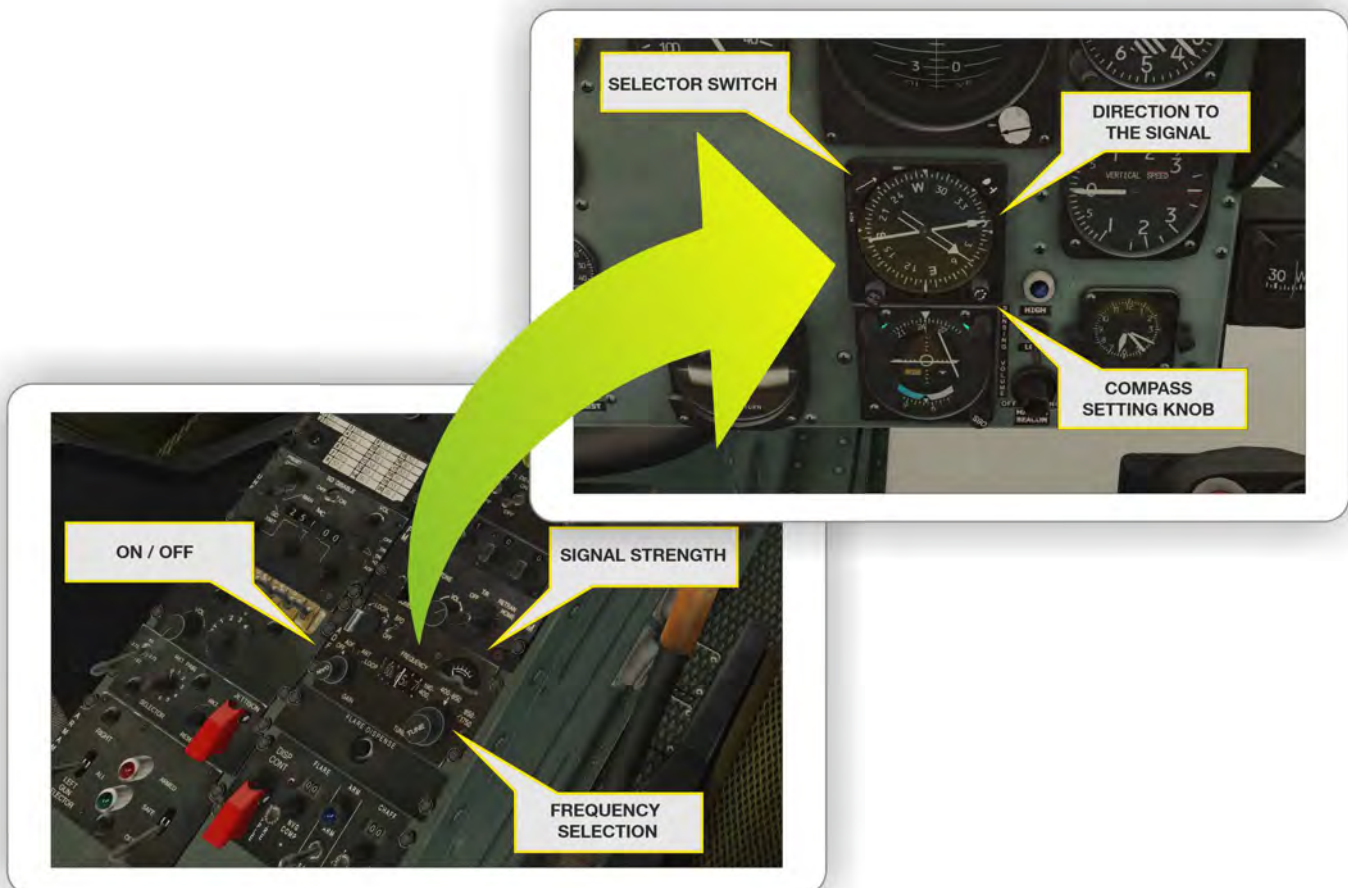
If necessary abort the flight climb to 2000 feet and call Kutaisi Tower for an IFR transition and fly to Kutaisi.

MISSION 3

Various radio navigation options are available for flight.
Basically, the course to a transmitter or the deviation from this course is displayed.

ADF

The ADF (Automatic Direction Finder) uses a needle in the gyro compass to show the direction to the transmitter of a signal on a specific frequency.



Make sure that the correct frequency is set on the ADF. However, the signal strength alone is not enough. Stations send a Morse code for identification. Other sources can only be checked for plausibility.

For example, if the location from which the signal is coming is west of your starting point, something may be wrong if the needle is pointing east. Different sources may use the same frequency or frequencies that are close together, leading you astray.

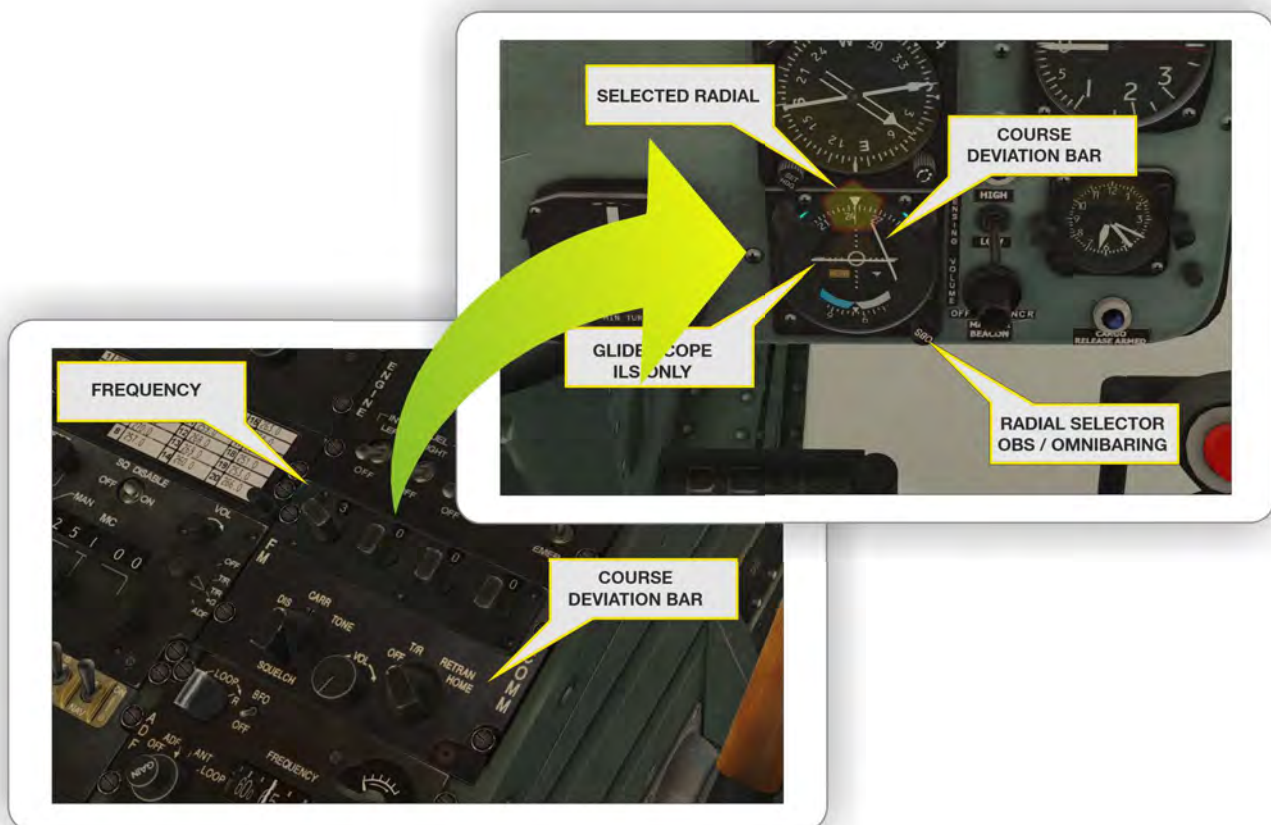
MISSION 3

FM HOMING

FM HOMING works similarly to an ADF except a different instrument is used.

The course deviation bar in the VOR indicator can be compared to a road, and the device shows you if you are on the right or on the left or, in the best case, on the road to the transmitter.

To get to the transmitter of the signal, you just must hold the vertical needle (Course Deviation Bar) in the middle of the display. direction to the transmitter of a signal on a specific frequency.



Whether you are on the road in the right direction is again a question of plausibility. If you assume the destination to be in the west, the gyro compass above the VOR should also show a corresponding course.

MISSION 4



STRIKE GROUP OP

The weather on the previous day was no fun, but the crew of WOLF 2 was spared the return flight on the same day.

However, the participants of yesterday's meeting also want to leave, so WOLF 2 is assigned the role of taxi.

The weather is improving, so the Strike Group activity is increasing. Multiple flights within, to, and from the Strike Group in one day is an experience not often afforded to an Army aviator.

MISSION 4

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

SECRET MISSION

Mission Objectives:

The planning for the day includes several tasks.

1. Fly an officer back to the frigate Schleswig-Holstein and return to the Theodore Roosevelt.
2. Passenger transport to HQ, with a stopover at the airfield in Batumi.

CONFIDENTIAL!

MISSION 4

Aircraft Number : <i>WOLF 2</i>		Dep:		Dest: <i>UGSB / HQ</i>		Date: <i>28 July</i>		
Clearance: <i>VFR / Day</i> <i>No Alternate :</i>								
<i>SAFETY MEASURES FOR OVER WATER FLIGHT</i>								
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	GS	Time Off
	Freq.				Leg	Leg	Est.	
					Rem.	Rem.	Act.	ETE
								ATE
<i>ROUGH RIDER</i>								
<i>TOWER</i>	<i>129,875</i>							
<i>ROUGH RIDER</i>								
<i>RADAR</i>	<i>127,50</i>							
<i>Schleswig- Holstein</i>	<i>132,50</i>				<i>Homing on 4100MHz</i>			
<i>Batumi</i>	<i>UGSB</i>		<i>Runway 13/315</i>		<i>33 feet</i>			
<i>ELEV: 33 feet</i>	<i>131,00</i>							
<i>Berlin Command</i>								
	<i>118,50</i>							
Climb		Cruise		Apch.		Alt.		Res:
	Cruise	Block In		Block		Log		

MISSION 5



CLOSE ESCORT

The first passenger was dropped off at the airfield in BATUMI, and he took the plane there. It remains to fly the remaining own to its final destination, the headquarters in the city.

However, the next task is already waiting.

WOLF 2 is assigned to protect a convoy en route from HQ to X-Field. As one of two helicopters, they provided escort and secured the route in advance to protect the convoy from unpleasant surprises.

The mission is divided into 2 parts for the sake of game length within the campaign. However, a separate version will be provided separately as a single full-length mission.

MISSION 5

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

CLOSE ESCORT

Mission Objectives:

CONFIDENTIAL!

Fly to HQ and drop your remaining passengers there.

Close in on the convoy and take over advance security.

Check all suspicious vehicles or events at a distance of at least 100 meters to the left and right of the route. If necessary, stop the convoy and land for a check.

In most cases, however, a direct low pass should suffice.

After reaching X-Field, your shift is over for the day. Remain on site.

Aircraft Number	Dep:	Dest:	Date:					
WOLF 2	UGSB	X-Field	28 July					
Clearance: VFR / Day ESCORT								
Alternate: KOBULETI								
Squad Frequency : 264 Mhz or Preset 2								
Check Points (Fixes)	Ident	Course	Altitude	Mag Crs	FUEL	Dist	GR	Time Off
	Freq.				Log	Est	Act	ETE
					Rem	Rem	ATE	
Batumi	UGSB		Runway 33/315		33 feet			
Batumi Command	118,50				33 feet			
X-FIELD	142,50							
ROAD RUNNER	42,05							
Kobuleti	UGSX		Runway 07/25		59 feet			
	133,00							108 08 / 109,75
Climb	Cruise	Cruise	Apch	Alt	Res			
Cruise	Cruise	Cruise	Block In	Log				



5-1 Transport of people
5-2 Convoy escort

Task 5-2 may contain three additional events besides the protection of the convoy, which occur randomly without the player's intervention. The player's behavior and decisions also affect the course and scope of the mission.

The player's behavior and decisions have nevertheless further influenced the course and extent of the mission. Possible additional tasks can and may be ignored without thereby interrupting the mission.

MISSION 5



Mission points for performing the escort.

WOLF 2 flies ahead of the convoy at some distance and checks parked vehicles or the remains of destroyed vehicles for anything suspicious.

These are to be flown over as directly as possible at an altitude of less than 60 feet AGL.

There are a total of 5 groups of 10 objects each (single or multiple vehicles or remains of vehicles).

Inspection (flyover should be > 60 feet) of 3 vehicles in a group earns 1 point, and review of 6 vehicles per group earns 2 points. Checking nine vehicles earns 4 points, and checking ten vehicles makes 6 points. Whether or not objects are found, and if so, how many, has no impact on the mission's progress.



The mission is completed if the convoy arrives at its destination, X-Field.

The score can then be used to determine whether all tasks have been fulfilled and events have been noticed and mastered.

The maximum score of 100 can only be achieved if all tasks have been completed and all 50 objects have been found and checked.

MISSION 6



EXCURSION INTO THE MOUNTAINS

The crew of WOLF 2 is back at their original task, patrol. The area and route are the same, but you start from X-FIELD today.

MISSION 6

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

SECRET MISSION

CONFIDENTIAL!

Mission Objectives:

Execute your patrol flight and start with the route
to Ozurgeti and the Iron Horse camp there.

MISSION 6

Aircraft Number : <i>WOLF 2</i>		Dep: <i>X-FIELD</i>		Dest: <i>UGSB</i>		Date: <i>29 July</i>			
Clearance: <i>VFR / Day</i> <i>No Alternate :</i>									
Squad Frequency : <i>264 Mhz or Preset 2</i>									
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	GS	Time Off	
	Freq.				Leg	Leg	Est.	ETE	
					Rem.	Rem.	Act.	ATE	
<i>X-FIELD</i>					<i>33 feet</i>				
	<i>142,50</i>								
<i>Berlin Command</i>									
	<i>118,50</i>								
<i>Iron Horse FOB</i>					<i>270 feet</i>				
	<i>33,50</i>								
<i>Kobuleti</i>	<i>UGSX</i>		<i>Runway</i>	<i>07/25</i>	<i>59 feet</i>				
	<i>133,00</i>								
							<i>14S 08 /</i>	<i>109,75</i>	
<i>Kutaisi</i>	<i>UGKO</i>		<i>Runway</i>	<i>08/26</i>	<i>148 feet</i>		<i>14S 08 /</i>	<i>109,75</i>	
	<i>134,00</i>								
<i>Senaki</i>	<i>UGKS</i>		<i>Runway</i>	<i>09/27</i>	<i>43 feet</i>		<i>14S 09 /</i>	<i>108,90</i>	
	<i>132,00</i>								
<i>Batumi</i>	<i>UGSB</i>		<i>Runway</i>	<i>13/315</i>	<i>33 feet</i>				
<i>ELEV. 33 feet</i>	<i>131,00</i>								
FUEL	Climb		Cruise		Apch.		Alt.		Res:
	Cruise		Block In		Block		Log		

MISSION 7



TAXI DRIVER

The weapons have not yet cooled down, and the next flight is already on the agenda.
This time a guaranteed quiet affair.

WOLF 2 once again serves as a cab for a big shot.

MISSION 7

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

VIP TRANSPORT

CONFIDENTIAL!

Mission Objectives:

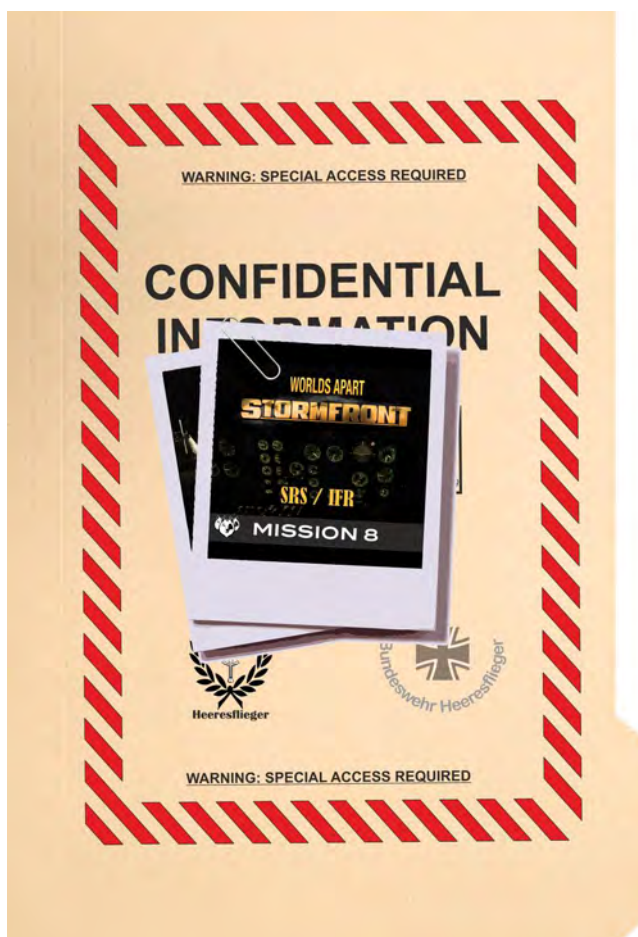
Fly to Kobuleti and pick up your passenger at the hotel in town.
Your passenger is already waiting there.

The destination of the flight is the airport in Batumi.

MISSION 7

Aircraft Number : <i>WOLF 2</i>		Dep: <i>FOB Iron Horse</i>		Dest: <i>UGSB</i>		Date: <i>29 July</i>			
Clearance: <i>VFR / Day</i> <i>No Alternate :</i>									
Squad Frequency : <i>264 Mhz or Preset 2</i>									
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	GS	Time	
	Freq.				Leg	Leg	Est.	Off	
					Rem.	Rem.	Act.	ETE	
								ATE	
<i>Iron Horse FOB</i>					<i>270 feet</i>				
	<i>33,50</i>								
<i>Berlin Command</i>									
	<i>118,50</i>								
<i>PASSENGER</i>									
	<i>41,60</i>								
<i>X-FIELD</i>					<i>33 feet</i>				
	<i>142,50</i>								
<i>Batumi</i>	<i>UGSB</i>		<i>Runway 13/315</i>		<i>33 feet</i>				
	<i>131,00</i>								
<i>Tank level 50 %</i>									
PERF	Climb		Cruise		Apch.		Alt.		Res:
	Cruise		Block In		Block		Log		

MISSION 8



SRS / IFR

A severely wounded man is to be urgently transferred to Kutaisi to the hospital there. However, it is the middle of the night, and the weather is anything but good.

Since the instrument landing system (ILS) in Kutaisi, in particular, the glide path is currently not functioning reliably, a helicopter must take over this task.

The crew of WOLF 2 has volunteered for this task, and everything now depends on them.

MISSION 8

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

SRS / IFR

CONFIDENTIAL!

Mission Objectives:

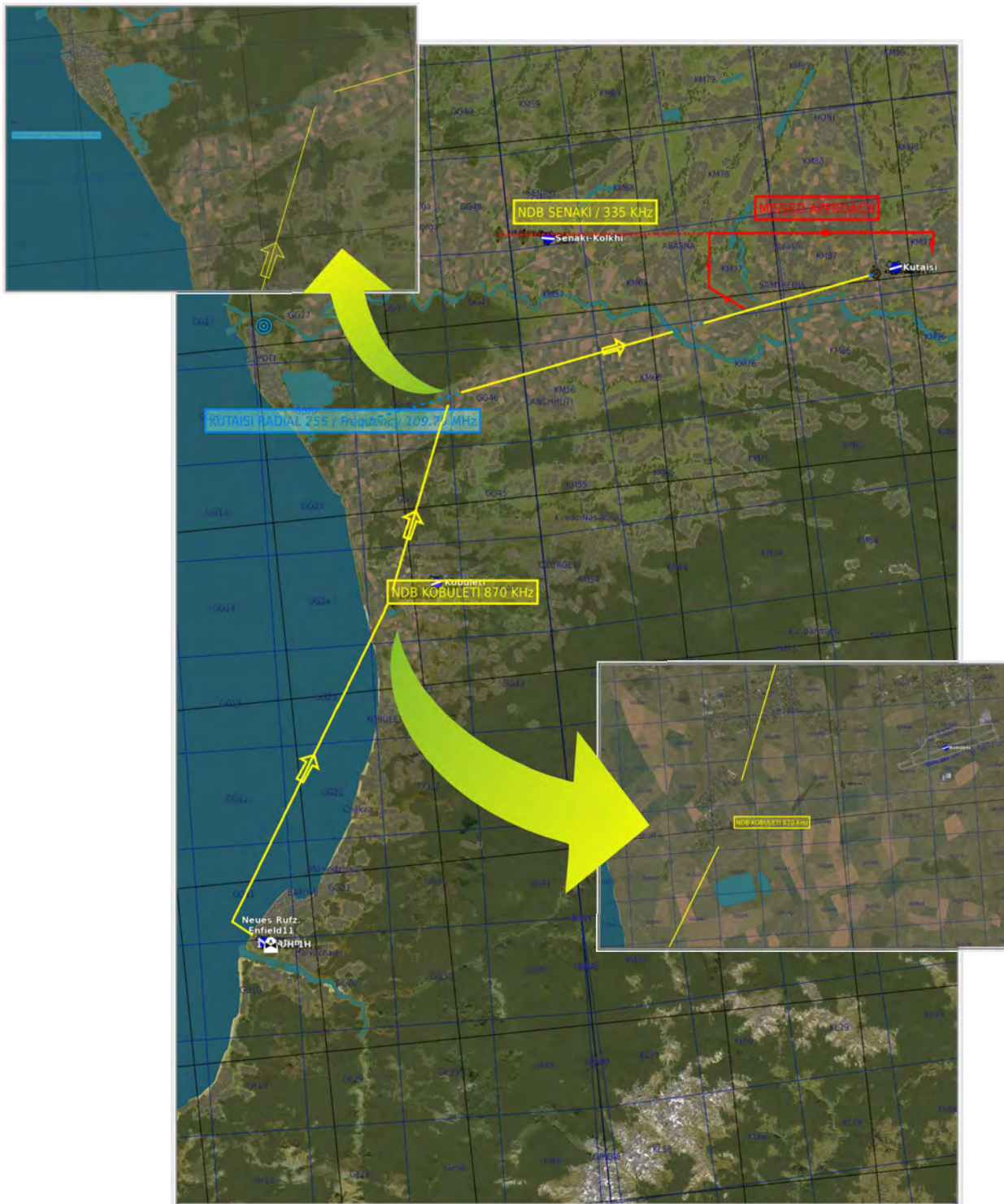
Fly from Batumi via Kobuleti to Kutaisi. There, a rescue team will be waiting for you to take over the wounded man and transport him to the hospital.

Do not waste time because every minute counts. However, the safety of the flight is an absolute priority, so if you decide to cancel the flight or not take it, it is not a disgrace and is solely at your discretion.

MISSION 8

Aircraft Number : <i>WOLF 2</i>		Dep: <i>FOB Iron Horse</i>		Dest: <i>UGSB</i>		Date: <i>31. July</i>		
Clearance: <i>IFR / Night</i>								
Alternate: <i>SENAKI 132,00 MHz</i>								
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	GS	Time Off
	Freq.				Leg	Leg	Est.	
					Rem.	Rem.	Act.	ETE
								ATE
<i>Batumi</i> <i>ELEV: 33 feet :</i>	<i>UGSB</i> <i>131,00</i>		<i>Runway 13/315</i>		<i>33 feet</i>			
<i>KOBULETI</i>	<i>133,00</i>		<i>AUTERMARKER</i> <i>870 KHz</i>					
<i>SENAKI</i>	<i>UGKS</i> <i>132,00</i>		<i>AUTERMARKER</i> <i>335 KHz</i>					
<i>KUTAISI</i>	<i>UGKO</i> <i>134,00</i>					<i>VOR 113,60</i>		
<i>Runway 08/26</i>	<i>148 feet</i>					<i>Radial 255</i>		
<i>KUTAISI ILS</i>			<i>ILS 109,75</i>					
<i>DECISION ALTITUDE 500 Feet AGL</i>								
<i>clear of clouds</i>								
<i>MISSED APPROACH: Left turn / SENAKI NDB / climb 3500</i>								
FUEL	Climb		Cruise		Apch.		Alt.	Res:
	Cruise		Block In		Block		Log	

MISSION 8



MISSION 8

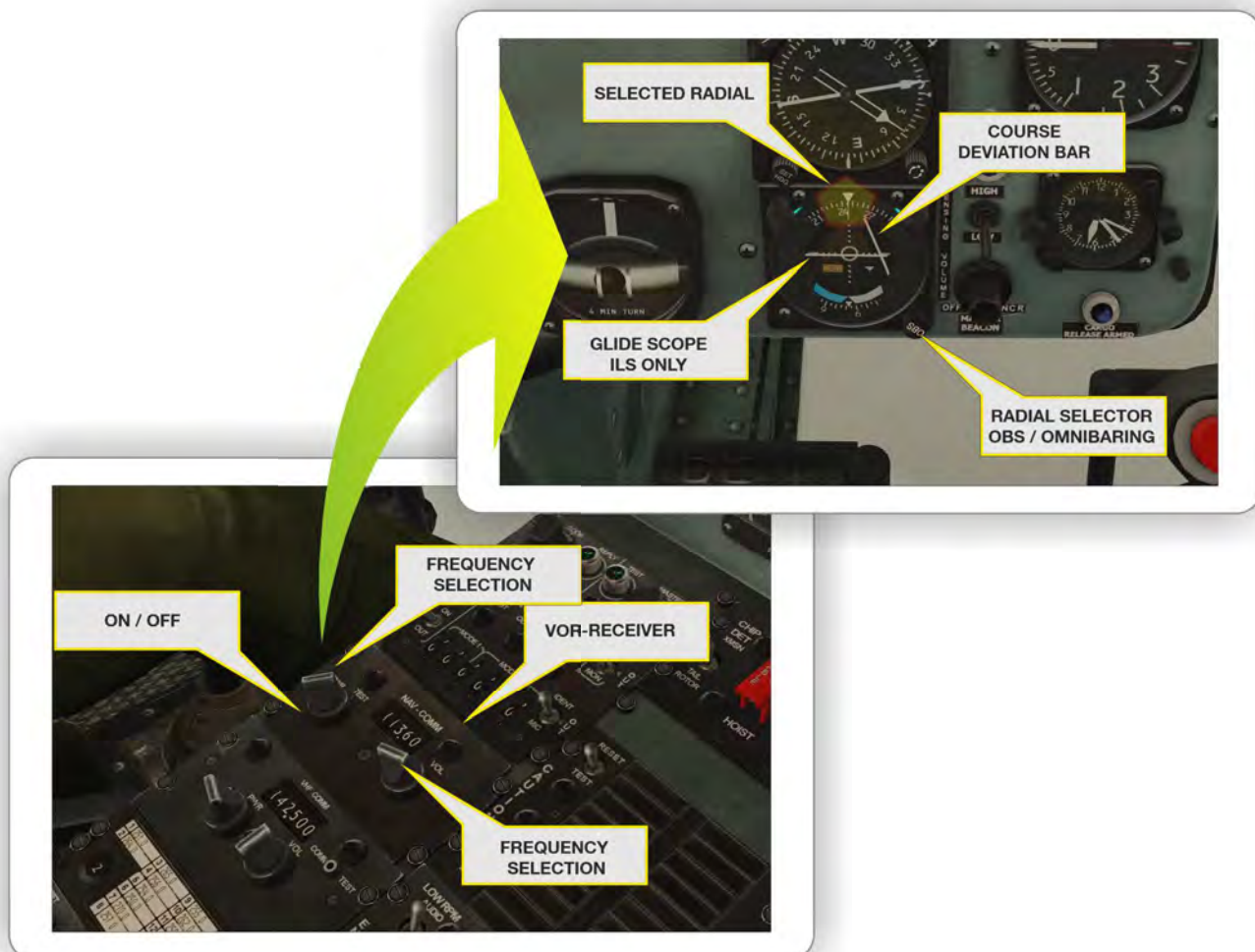


MISSION 8

VOR NAVIGATION

The VOR is used for the last part of the route, and the ILS is used on the final approach. VOR and ILS use the same radio and display instrument.

In flight, your commander sets the correct frequencies at the correct time, but since the display instrument is on your dashboard side, it is your job to set the correct radial.



We use the instruments for 3 different purposes.

1. position determination
2. flight to the airport
3. landing approach (ILS)

MISSION 8

FUNCTION

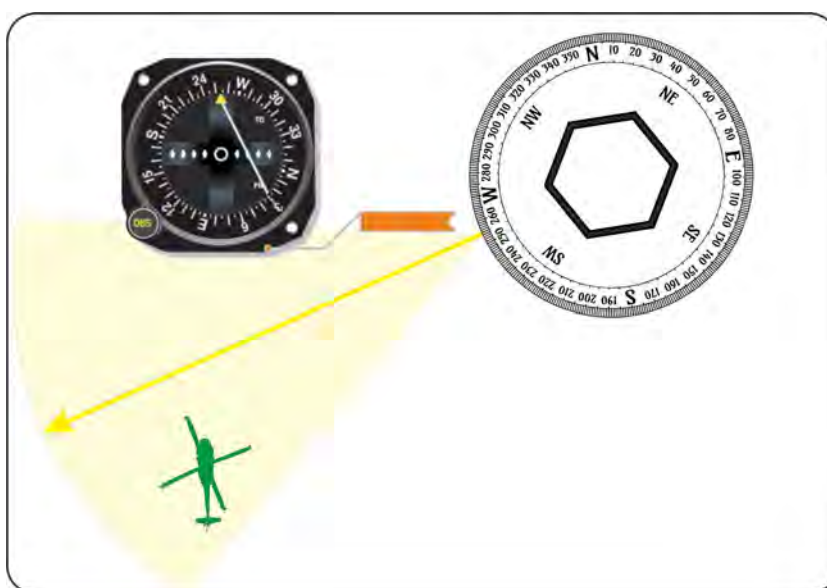
To use the VOR correctly, it is crucial to have a basic understanding of its function.

The VOR works with radio signals, but to make the principle of operation easy to understand, we use light beams as an analogy.

Let's assume that a bundled beam of light of different colors passes through the VOR station in each direction.

In our case, it is a yellow beam in the direction 255°. With increasing distance from the station, the light beam scatters and becomes wider and wider. The very bright core becomes more and more diffuse towards the outside.

In addition to the frequency on the radio, we set the beam to 255° using the OBS knob on the VOR.



If we fly into the initially diffuse beam, the vertical needle of the course indicator starts to move slowly to the center of the instrument.

In the center bright of the beam, the needle is in the center.

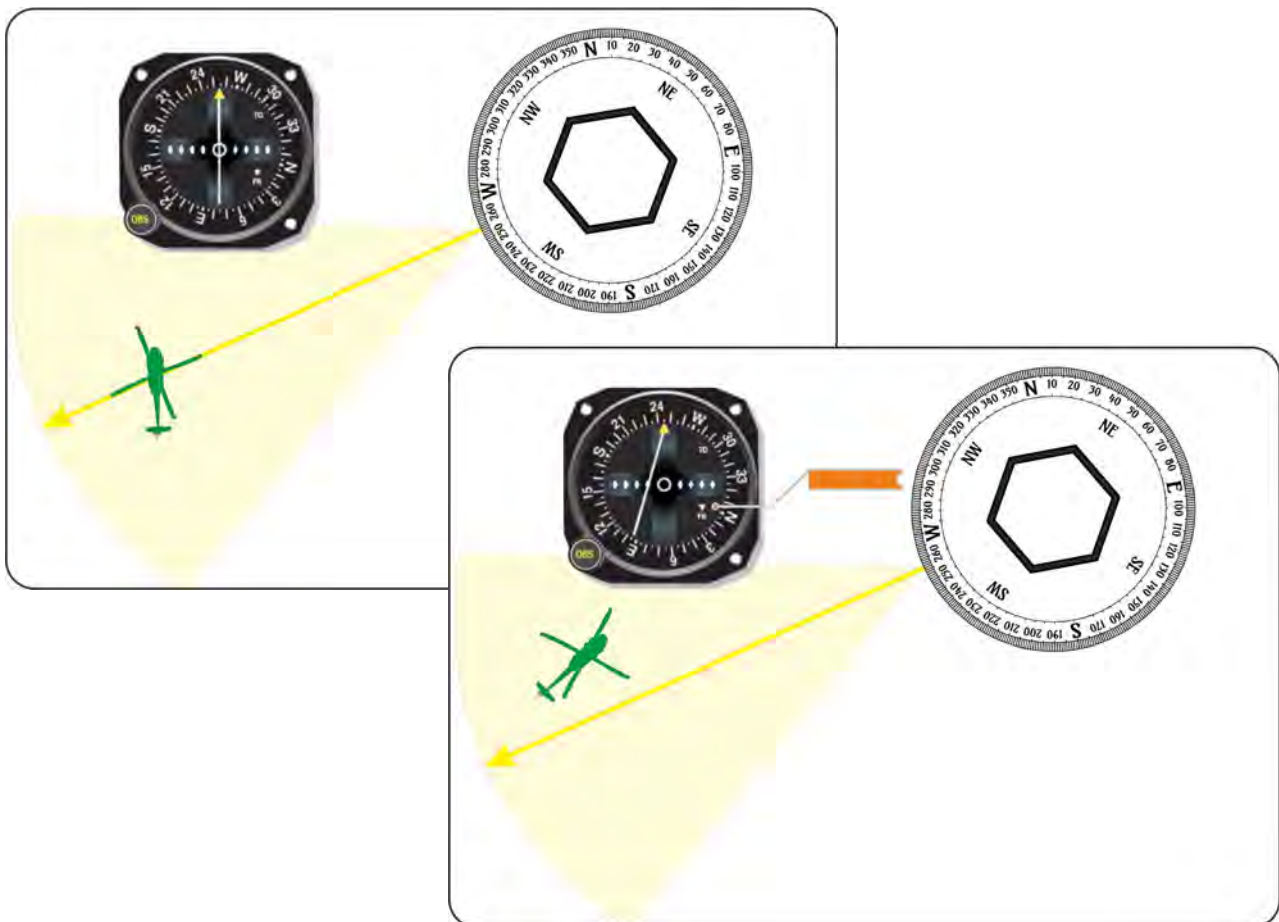
Combined with a FROM flag, it is possible to determine the exact moment when the aircraft is precisely on the brightest center of the beam.

However, a statement about the distance from the station cannot be made without additional equipment missing in the UH-1.

MISSION 8

In our case, we want to fly on the beam to the station. Therefore, we turn on our new course when the needle moves slowly to the center, thus avoiding crossing the radial.

The needle tells us whether we are directly on the beam (needle centered), to the right of it (needle to the left), or the left of it (needle to the right). Each point in the instrument represents 2 degrees of deviation.

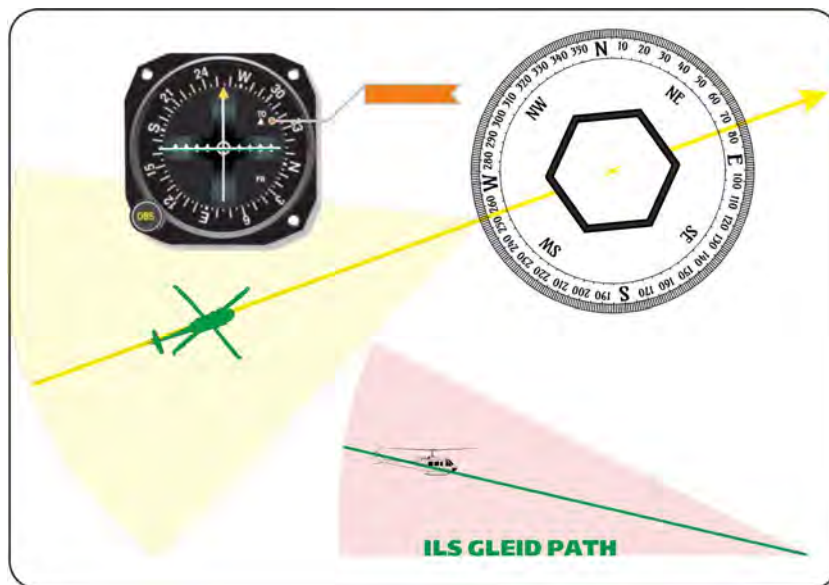


Since we fly after our course change on the beam, with a FROM display to the station, the display mirror is inverted and is somewhat confusing.

MISSION 8

Therefore, we select after turning to our magnetic course of approx. 075° also the radial 075° at the OBS.

The VOR now displays correctly, and the radial and compass course are almost identical depending on the wind.



The point where we prepare to land and switch to the ILS frequency is about 10 miles from the runway.

It is determined by your commander using the ADF and the angle derived from it to the SENAKI NDB. This point is called the Initial Approach Fix.

The ILS works exactly like the VOR. All you must do to get directly to the runway is hold the vertical needle in the center of the instrument. The ILS is much more sensitive than the VOR signal.

In addition to the vertical heading indication, the ILS indicates the glide path by a horizontal needle. If the horizontal needle deviates upwards, the approach is too flat, downwards accordingly too steep. If the needle is kept centered, the glide path leads to just behind the threshold of the runway.

MISSION 8

The exact landing point can theoretically be found without looking out with the combination of both needles.

However, depending on the technical equipment, it is necessary for the pilot to have visual contact with the runway from a certain distance and especially from a fixed altitude above ground to land safely.

This decision height must not be undercut.



Since the glide path in Kutaisi does not work reliably and may not indicate anything, the decision height for us as helicopters is only 500 feet above ground (radar altimeter).

At 500 feet, we must be below the clouds and not yet too close to the airfield, otherwise, the tower will send us on a new approach and give appropriate instructions.

MISSION 9



AIR TAXI

It was a long night, but nevertheless the crew of WOLF 2 is up early again.
Transporting people does not allow any delay.

Despite bad weather conditions, there is probably no alternative to the helicopter as a means of transport.

The exact circumstances and reasons are not known.

MISSION 9

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

AIR TAXI

Mission Objectives:

Fly to the nearby town of Samtredia and the supply center of the Georgian Streitkräfte there.

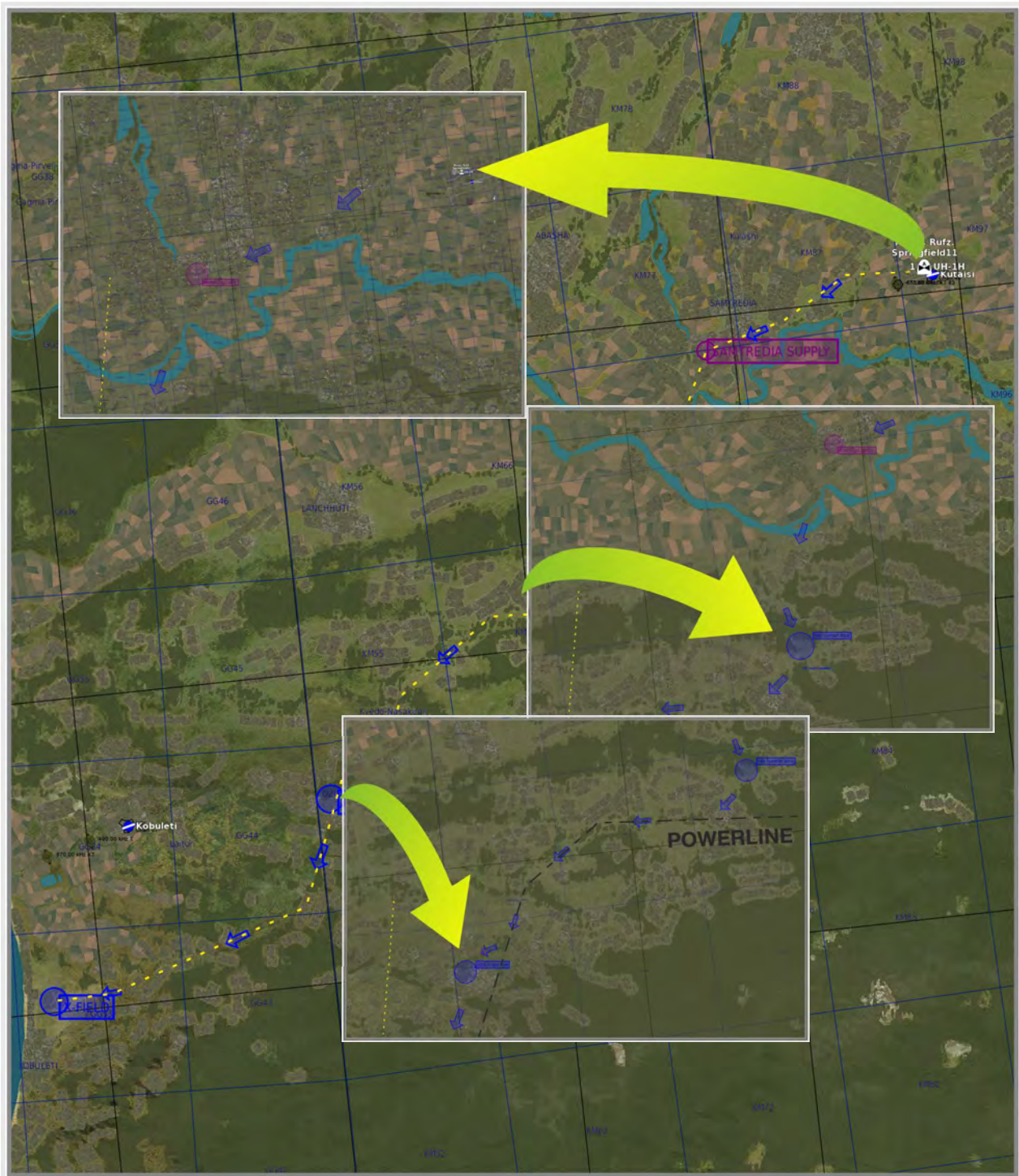
There the commander of our Fire Support Base (FSB) "Thor's Hammer" is waiting to be flown out to the FSB (Fire Support Base).

CONFIDENTIAL!

MISSION 9

Aircraft Number : <i>WOLF 2</i>		Dep: <i>UGKO</i>	Dest: <i>X-FIELD</i>	Date: <i>01. August</i>				
Clearance: <i>VFR / Day</i>		<i>Kobuleti</i>						
<i>Squad Frequency : 264 Mhz or Preset 2</i>								
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	CS	Time Off
	Freq.				Leg	Leg	Est.	
<i>Kutaisi</i>	<i>UGKO</i>		<i>Runway</i>	<i>08/26</i>	Rem.	Rem.	Act.	ETE
	<i>134,00</i>				<i>148 feet</i>			ATE
<i>SAMTREDIA</i>								
<i>SUPPLY</i>	<i>37,25</i>							
<i>THORS HAMMER / FSB</i>								
	<i>51,75</i>							
<i>Iron Horse FOB</i>					<i>270 feet</i>			
	<i>33,50</i>							
<i>X-FIELD</i>					<i>33 feet</i>			
	<i>142,50</i>							
<hr/>								
<i>Berlin Command</i>								
	<i>118,50</i>							
<i>Kobuleti</i>			<i>Runway</i>	<i>07/25</i>	<i>59 feet</i>			
	<i>UG5X</i>							
	<i>133,00</i>							
<hr/>								
FUEL	Climb		Cruise		Apch.		Alt.	Res:
	Cruise		Block In		Block		Log	

MISSION 9



MISSION 10



HEAVY LOADS

The return flight to X-Field is interrupted by a support request from our ground units. While Tom and Hans continue the journey to X-Field in the truck, WOLF 2 is urgently needed to transport loads.

Our units secured the mountain village where fighting occurred days ago. However, due to weather conditions and rain, the trucks are too heavy to make it to the plateau under their own power. Cargo must be unloaded and transported by helicopter to avoid further delays.

MISSION 10

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

HEAVY LOADS

Mission Objectives:

CONFIDENTIAL!

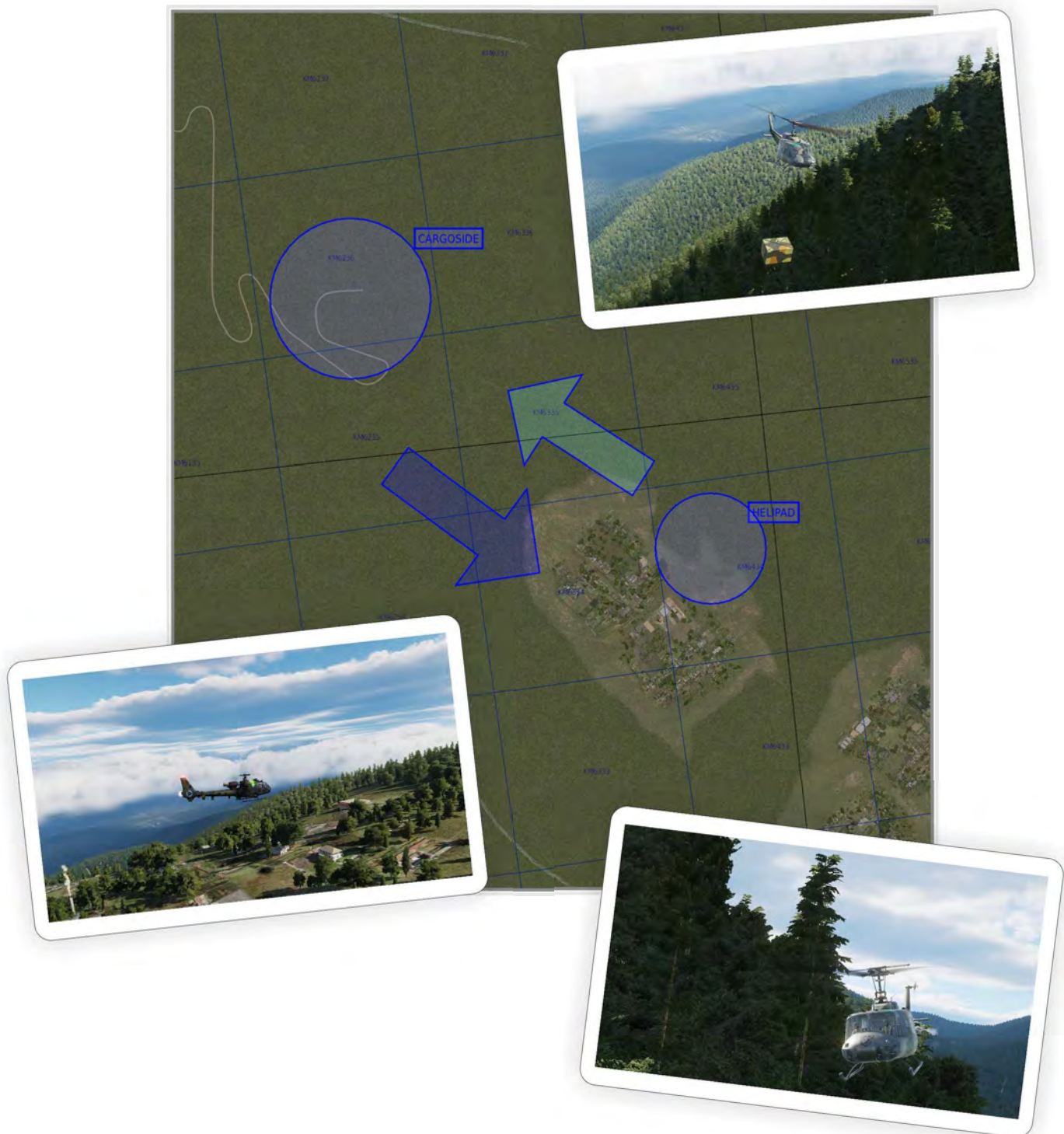
Fly into the mountains and contact MOUNTAIN GOALS.
The transport unit will brief you on-site.

Provide as much support as possible; further
assistance will not be available for several hours.

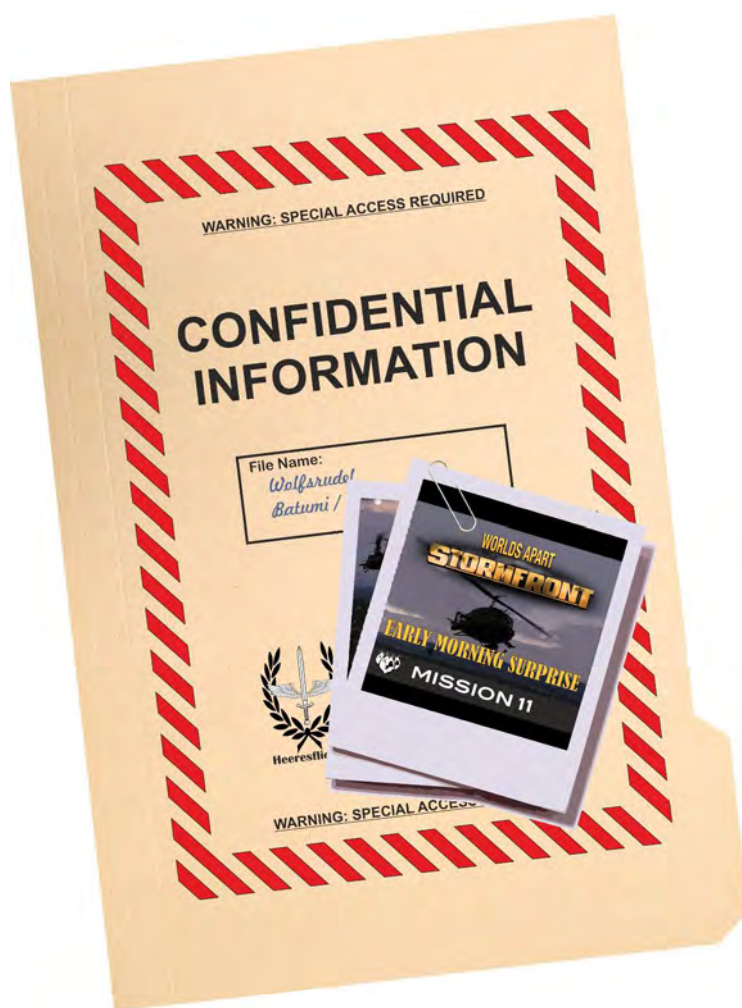
MISSION 10

Aircraft Number : <i>WOLF 2</i>		Dep: <i>IRON HORSE</i>	Dest: <i>X-Field</i>	Date: <i>02. August</i>				
Clearance: <i>VFR / Day Transport</i>								
<i>Squad Frequency : 264 Mhz or Preset 2</i>								
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	GS	Time Off
	Freq.				Leg	Leg	Est.	
<i>Iron Horse</i>	<i>33,50</i>				<i>33 feet</i>			
<i>MOUNTAIN GOALS</i>	<i>42,75</i>							
<i>Berlin Command</i>	<i>118,50</i>							
<i>X-FIELD</i>	<i>142,50</i>							
<i>Minimum fuel load. Fuel available on site.</i>								
FUEL	Climb		Cruise		Apch.		Alt.	Res:
	Cruise		Block In		Block		Log	

MISSION 10



MISSION 11



EARLY MORNING SURPRISE

Some intelligence could be gathered from the clashes of the past few days. Thus, greater mischief is brewing, and the fighting of the past few days was only the beginning.

Disturbing events have also been reported from other parts of the country, contributing to a picture of the situation, albeit still quite hazy.

Thus, north of Orzugeti and our FARP "IRON HORSE" is said to be the actual center of the insurgent groups. Reconnaissance data gives the picture of a village secured by air defenses, which probably serves as the actual local operations center.

In an early morning action, the village is to be captured by airborne units under the cover of dawn and the enemy pinned down.

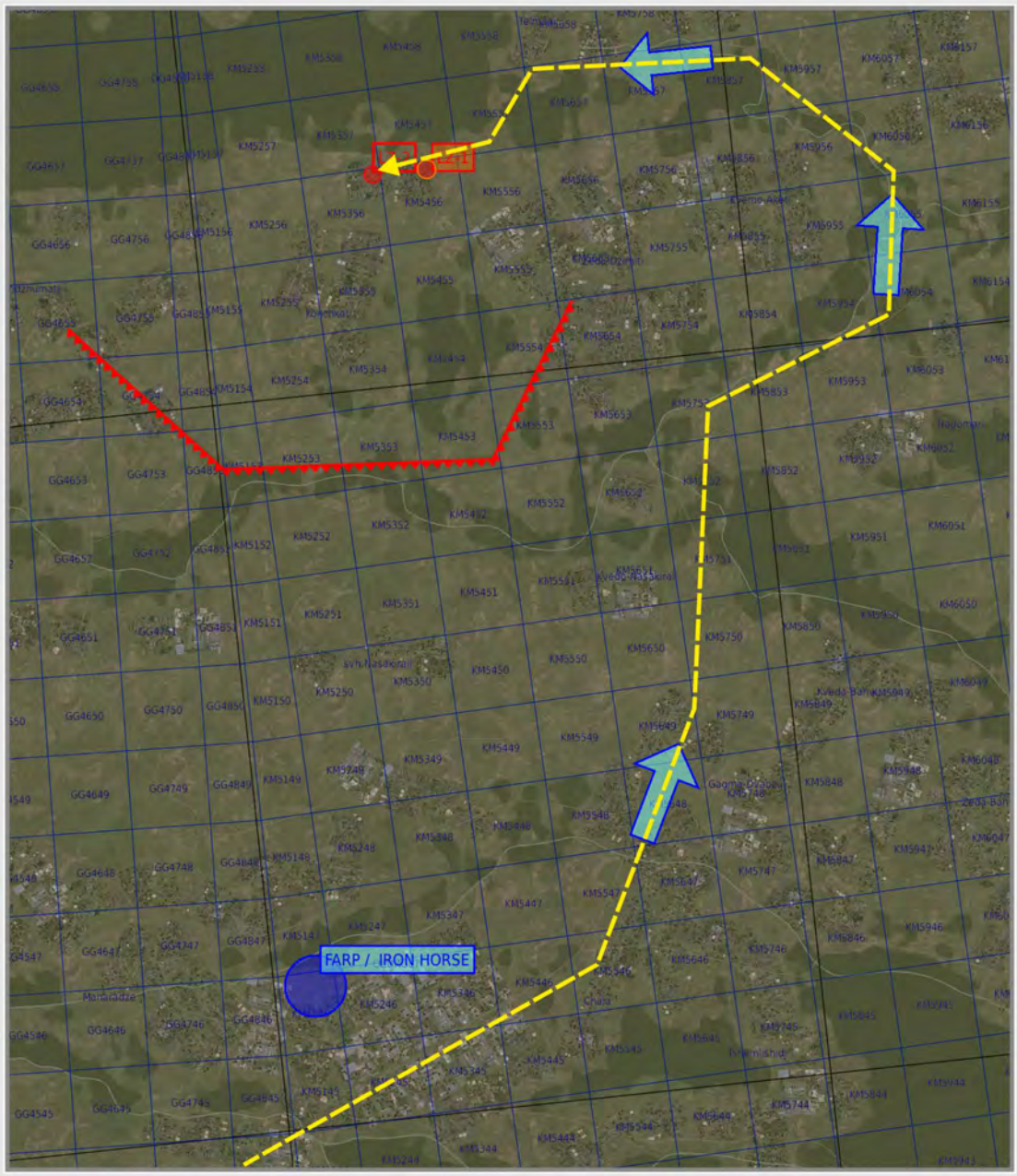
MISSION 11



MISSION 11

Aircraft Number : <i>WOLF 2</i>		Dep: <i>IRON HORSE</i>	Dest: <i>X-Field</i>	Date: <i>04. August</i>											
Clearance: <i>VFR / SUNRISE Trooptransport</i>															
Squad Frequency : <i>264 Mhz or Preset 2</i>															
Check Points (Fixes)	Ident.	Course	Altitude	Mag. Crs	FUEL	Dist.	GS	Time Off							
	Freq.				Leg	Leg	Est.								
					Rem.	Rem.	Act.	ETE							
								ATE							
<i>X-FIELD</i>					<i>33 feet</i>										
	<i>142,50</i>														
<i>Iron Horse</i>															
	<i>33,50</i>														
<i>MAINTAIN RADIO SILENCE</i>															
<i>Berlin Command</i>															
	<i>118,50</i>														
<i>Alternate :</i>															
<i>Kobuleti</i>	<i>UG5X</i>		<i>Runway</i>	<i>07/25</i>	<i>59 feet</i>										
	<i>133,00</i>														
FUNCTION	Climb		Cruise		Apch.		Alt.	Res:							
	Cruise		Block In		Block		Log								

MISSION 11



MISSION 11



MISSION 12



THE DICE FALL

The operation seems to be going well. The enemy air defenses have been eliminated as planned, and the first airborne troops have reached their target.

WOLF 2 sets off with the second group, unaware that the overall situation will soon change completely.

MISSION 12

Bundeswehr Headquarter
(BERLIN COMMAND)

BATUMI



MARCH ORDER

Helicopter UH-1
UNIT: 264 / Call Sign: WOLF PACK (Wolfsrudel)

Call Sign : WOLF 2

Commanding Officer: Oberstleutnant Peter Berger

SLICK

CONFIDENTIAL!

Mission Objectives:

Fly the Second Group into LZ-2 and support the operation afterward by suppressing fire.

Maintain a safe distance and do not take unnecessary risks.

IRON HORSE will continue to provide ammunition and fuel.

AFTERWORD

Congratulations

**FEEDBACK**

Mission accomplished

Everything has an end, and so does this campaign.

Thank you for your attention and time.

I hope you had some pleasant hours, joyful and challenging moments, and, in the end, the good feeling of having achieved something.

Worlds Apart is not over at this point. How it will go on, you can probably already guess. The concept for it already exists.

However, I would be very happy about your feedback and constructive criticism.

You can reach me via the Eagle Dynamics Forum or the Official Low-Level Heaven DISCORD <https://discord.gg/CXCA7rf>.

You are looking for a localized group in Europe, a loose and relaxed group, to fly together with like-minded people and learn basics. You will find that there.