

Preface

This manual provides fundamental data for effective and safe recovery of downed aircraft and maintenance evacuation of disabled aircraft. Aircraft recovery is an operation that results from an aircraft having experienced a reliability-induced or combat-damage induced forced landing on the battlefield. It also may have been disabled as the result of an accident or component/system malfunction. The operation includes an assessment, repair, and fly-out, if possible, or recovery by aerial or ground means to an appropriate maintenance facility for repair and eventual return to service. Maintenance evacuation is the physical act of moving aircraft from one maintenance location on the battlefield to another. Movement is either by aerial or ground means. The move is to effect repair, cross-level maintenance workloads, or relieve units of disabled aircraft during tactical moves.

Aircraft recovery and maintenance evacuation are closely related since, in each case, the aircraft must be rigged for lift by helicopter or rigged for lift by a crane device and secured aboard a ground vehicle. Aircraft recovery, however, requires extensive coordination. It is usually time sensitive to the tactical situation. Evacuation, on the other hand, may not have the same urgency. It is usually coordinated between maintenance activities.

This manual is only a guide and is intended for use by commanders at all levels. In actual practice, the procedures outlined might be modified or augmented to account for the size of the force; availability of aerial and ground assets; manpower, time and distance considerations; and above all, the tactical situation.

Recovery or evacuation by aerial means is likely to be accomplished in less time. Recovery or evacuation by ground vehicle, however, remains an option. The purpose of recovery or maintenance evacuation is to preclude the loss of unique assets on the battlefield and retain the persuasive combat power of aviation in all dimensions of the battlespace.

The airspeeds stated in this manual are airspeeds at which particular loads have demonstrated stability in flight. Variables affect stability. For this reason, the aircrew must monitor the stability of each load and adjust airspeed accordingly. The decision for airspeed at any time during a lift operation is reserved for the aviator.

Warnings, cautions, and notes are used throughout this manual for emphasis. A warning is an operating procedure or practice which, if not followed, could result in personal injury or loss of life under certain conditions. A caution is an operating procedure or practice. If not observed, it could result in damage or destruction of equipment under certain conditions. A note is an operating procedure, practice, or condition that warrants special attention.

Numerous terms, acronyms, and abbreviations are found within this manual. Users should refer to the glossary for their meaning or definition.

This manual implements STANAG 3117 (Aircraft Marshalling Signals) (Edition 5).

The procedures outlined in this manual are applicable at all levels of conflict in combat environments.

The proponent of this manual is Headquarters, TRADOC. Users are encouraged to recommend changes and submit comments for improvement. Key comments to the specific page, paragraph, and line of the text in which the change is recommended. Provide a reason for each comment to ensure understanding and complete evaluation. Army units should prepare comments using DA Form 2028 (Recommended Changes to Publications and Blank Forms) and forward to Commander, US Army Aviation Center, ATTN: ATZQ-TDS-DB, Fort Rucker, Alabama 36362-5263.

Unless otherwise stated, whenever the masculine gender is used, both men and women are included.

This publication has been review for operations security consideration.