

Summary Report for Individual Task  
011-228-2410

Perform Masking and Unmasking  
Status: Approved

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**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD6** - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from foreign countries on a case-by-case basis.

**Condition:** In an OH-58A/C or TH-67 helicopter with OGE PWR AVAIL. Some iterations of this task should be performed in MOPP 4.

- Standard:**
1. Perform a map reconnaissance.
  2. Mask the aircraft from enemy visual and electronic detection.
  3. Ensure that exposure time does not exceed 10 seconds when unmasking the aircraft.
  4. Maintain a sufficient distance behind obstacles to allow for safe maneuvering.
  5. Move to a new location, if AVAIL, before subsequent unmasking.

**Special Condition:** None

**Safety Risk:** Medium

**MOPP 4:** Sometimes

<b>Task Statements</b>
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**Cue:** None

**DANGER**

None

**WARNING**

None

**CAUTION**

None

**Remarks:** None

**Notes:** None

## Performance Steps

### 1. Crew actions.

a. The PC will assign observation sectors to the other crewmember to maximize the areas scanned during the time unmasked. The PC will also ensure observations are reported.

b. The P\* will remain focused outside the aircraft. The P\* is responsible for clearing the aircraft and obstacle avoidance and will announce the type of masking and unmasking before executing the maneuver. The primary concern will be aircraft control while viewing the assigned sector.

c. The P will initially focus attention inside the aircraft. The P will perform a map reconnaissance to identify natural and man-made features before the unmasking (may be accomplished in pre-mission planning or in the aircraft), brief the P\* and announce when ready. Visually the P will primarily view the assigned sector, overlap the P\* sector, and warn the P\* of obstacles or unanticipated drift and altitude changes. The P will announce when focused inside the cockpit.

### 2. Procedures.

a. Masking/unmasking in flight. Fly to the destination with the aid of the navigation system, or a map. Take MAX advantage of terrain and vegetation to prevent exposure of the aircraft to enemy visual observation or electronic detection. Maintain orientation at all times and look far enough ahead on the map for hazards. Keep aircraft exposure time to a minimum to prevent enemy visual observation or electronic detection. Radar can lock onto a target within 2 to 9 seconds.

b. Unmasking at a HVR (vertically). Ensure that sufficient PWR is AVAIL to unmask. Apply collective until sufficient altitude is obtained to see over the mask without exceeding aircraft limitations. Maintain horizontal main rotor blade clearance from the mask in case of a PWR loss or a tactical need to mask the aircraft quickly. Keep aircraft exposure time to a minimum.

Note: There is a common tendency to move forward or rearward while vertically unmasking and remasking.

c. Unmasking at a HVR (laterally). Unmasking may be accomplished by moving laterally from the mask. HVR the aircraft sideward to provide the smallest silhouette possible to enemy observation or fire. Keep aircraft exposure time to a minimum.

Note: When unmasking the helicopter, select a new location that is a significant distance from the previous location and where the target area can still be observed. If the target area is a long distance (2,000 to 3,000 meters) away, moving only 100 meters will still keep the aircraft in the same field of view from the target. However, if the target area is close to the unmasking position, a drift of 100 meters will make a significant difference.

### 3. NIGHT OR NIGHT VISION GOGGLES CONSIDERATIONS:

a. Apply common considerations.

b. Maintaining altitude and position is more difficult when hovering above 25 feet without aircraft lights. The radar altimeter may be used to assist in maintaining altitude. Use references such as lights, tops of trees, or manmade objects above and to the front and sides of the aircraft. By establishing a reference angle to these objects, the P\* can detect altitude changes by changing the viewing perspective. Hovering near ground features, such as roads, provides ideal references for judging lateral movement. However, the P\* may become spatially disoriented when alternating his viewing perspective between high and low references. Therefore, the P\* must rely on the P for assistance if he becomes disoriented. Regardless of the mission the P\* must fly the aircraft first and then observe his sector.

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:** Evaluation will be conducted in the aircraft.

**Evaluation Preparation:** Training will be conducted in the aircraft.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Performed a map reconnaissance.			
2. Mask the aircraft from enemy visual and electronic detection.			
3. Ensured that exposure time does not exceed 10 seconds when unmasking the aircraft.			
4. Maintained a sufficient distance behind obstacles to allow for safe maneuvering.			
5. Moved to a new location, if AVAIL, before subsequent unmasking.			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	TM 1-1520-228-CL	OPERATORS AND CREWMEMBERS CHECKLIST FOR ARMY MODEL OH-58A/C HELICOPTER	No	No
	TM 1-1520-228-MTF	MAINTENANCE TST FLIGHT MANUAL FOR ARMY MODEL OH-58A/C HELICOPTER	No	No
	TM 55-1520-228-10	OPERATORS MANUAL FOR ARMY MODEL OH-58A/C HELICOPTER (REPRINTED W/BASIC INCL C1-9)	No	No

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None