

Summary Report for Individual Task
011-228-2125
Perform Pinnacle and Ridgeline Operations (OH-58A/C)
Status: Approved

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

Destruction Notice: None

Foreign Disclosure: FD5 - 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 all requesting foreign countries without restrictions.

Condition: In an OH-58A/C helicopter with before-landing check completed. Some iterations of this task should be performed in MOPP 4.

Standard: 1. High reconnaissance.

- a. Establish entry altitude 100 feet.
 - b. Establish entry airspeed 10 KIAS.
2. Approach.
- a. Without deviation, maintain ground track alignment with the selected approach path.
 - b. Maintain a constant approach angle.
 - c. Maintain an appropriate rate of closure.
 - d. Properly perform a low reconnaissance.
 - e. Execute a smooth and controlled termination in the forward one-third of the landing area.
3. Takeoff.
- a. Without error, perform a hover power check and complete a before-takeoff check.
 - b. Properly clear the aircraft.
 - c. Perform an airspeed-over-altitude takeoff while maintaining heading 10 degrees.
 - d. Maintain appropriate airspeed 10 KIAS.

Special Condition: NIGHT OR NIGHT VISION GOGGLES CONSIDERATIONS: 1. Apply common considerations. 2. Altitude, apparent ground speed, and rate of closure are difficult to estimate at night. The rate of descent during the final 100 feet should be slightly less than during the day to avoid abrupt attitude changes at low altitudes. After establishing the descent, reduce airspeed to approximately 40 to 45 knots until apparent ground speed and rate of closure appear to be increasing. Progressively decrease the rate of descent and forward speed until termination.

Safety Risk: Medium

MOPP 4: Sometimes

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION

None

Remarks: None

Notes: None

Performance Steps

1. Crew actions.

a. The P* will remain focused outside the aircraft to evaluate suitability of the terrain throughout the approach and landing. The P will announce termination of the approach to a hover or to the ground and will announce any deviation from the tentative flight path.

b. The P will assist the P* in performing the high reconnaissance. The P will confirm suitability of the area, assist in clearing the aircraft, and provide adequate warning of obstacles. The P will announce when attention is focused inside the aircraft.

2. Procedures.

a. Approach.

(1) Select a flight path, airspeed, and an altitude that afford best observation of the landing area. When practical, position the aircraft on the windward side of the pinnacle or ridgeline. Remain focused outside the aircraft to evaluate suitability of the area, evaluate the effects of wind, and clear the aircraft throughout the approach and landing.

(2) Select a touchdown point in the forward one-third of the landing area and announce termination of the approach to a hover or to the ground. Announce any deviation from the approach and a tentative flight path for the departure. The approach angle can vary from a shallow to a steep angle, depending on the wind, density altitude, gross weight (GWT), and availability of forced landing areas. Continue the reconnaissance on the final approach to confirm suitability of the area and effects of wind.

(3) Reduce airspeed to slightly above ETL until the rate of closure can be determined and then adjust the rate of closure to no faster than a brisk walk. Execute a go-around before going below ETL if the reconnaissance reveals that a safe landing cannot be accomplished.

Note: To successfully operate into small areas, it may be necessary to place the nose of the aircraft over the edge of the landing area. This may cause a loss of important visual references when on final approach. The P must assist the P* in providing information on aircraft position in the landing area.

b. Touchdown. Perform a ground reconnaissance and clear the aircraft. After touchdown, conduct a stability check before lowering the collective to the full-down position. Accomplish this by slowly moving the cyclic and pedals while lowering the collective. If movement is detected, reposition the aircraft.

c. Takeoff. Perform the before-takeoff check and verify a hover power check if required. Clear the aircraft during takeoff. Announce the intent and the direction of takeoff. Execute an airspeed-over-altitude takeoff and announce the intent to abort or alter the takeoff. If the takeoff requires clearing obstacles, use power as necessary to clear the obstacles while maintaining a constant climb angle and ground track. After clearing the obstacles, adjust attitude to gain forward airspeed.

Note: Note. Hover OGE power is required for pinnacle or ridgeline operation.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Evaluation will be conducted in the aircraft.

Evaluation Preparation: Evaluator will brief the evaluation process.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Without deviation, maintained ground track alignment with the selected approach path.			
2. Maintained a constant approach angle.			
3. Properly perform a low reconnaissance.			
4. Executed a smooth and controlled termination in the forward one-third of the landing area.			
5. Without error, performed a HVR PWR check and complete a before-takeoff check.			
6. Performed an airspeed-over-altitude takeoff while maintaining heading $\pm 10^\circ$.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	LOCAL SOP	LOCAL SOP	No	No
	TM 1-1520-228-CL	OPERATORS AND CREWMEMBERS CHECKLIST 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