<< Zheriz's War Files >> Paratrooper Starter & some finer points

Overview

Paratrooping in WWIIOL is clearly a pretty simple thing, but there are some finer points we can go into that will improve jumps. We'll start with basic topics for new players and move on to more advanced material for vets.

Vocabulary

AGL: Above ground level. The height of the aircraft minus the elevation of the ground beneath it. For example: if the aircraft is at 1000m and the ground beneath it has an elevation of 300m from sea level, then the aircraft is at 700m AGL.

Bail!: emergency jump (plane going down)

DZ: Drop Zone, the location/target where the paratroopers jump into combat

EP: enemy paratrooper/s. See EP vs PT.

JL: Jump Leader, the person who is selected to tell everyone when to jump

JM: Jump Master, the paratrooper jump instructor (personally, I think JM is a misnomer and shouldn't be used in WWIIOL)

Ju: the Ju-52 transport aircraft used to ferry ground troops & drop paratroopers

LZ: Landing Zone, the location/target where the transport plane lands for *glider missions*

Pancake jump: a too low jump where the chute doesn't have time to deploy. Splat!

PT: friendly paratrooper. See EP

RP: Rally Point, the location where the paratroopers should re-group after their jump

Stick: a squad of paratroopers (eg, "stick otw to Dinant DZ")

Key Commands & Weapons

J : board, unboard & jump from aircraft
Q : steer the parachute left
E : steer the parachute right

Left Control+6 : the Jump Emote, which sends a "JUMP JUMP" message to the chat box. Used by the JL to tell the paratroopers when to jump.

1 : primary weapon (SMG)
2 : pistol
3 : grenade
4 : smoke grenade
5 : knife
6 : satchel
7 : ammo kit

Parachute Specifications

The following data is based on jump tests and may be inaccurate by <10%. It is based on live server jump tests and is measured as accurately as possible. If you have better data or CRS data, please email me at ww2ol@adelphia.net This data will be revised as needed.

The WWIIOL parachute is believed to be the WW2 T-4 static-line parachute. Meaning, when the trooper exits the aircraft, a line attached between the aircraft and the chute quickly pulls open the chute at which point the line breaks away so that the trooper can sail (glide) down to earth freely. This is why the maximum jump speed *should* be 200kts, since at high speed the jerk of the line and chute deployment can severely injure the trooper. However, right now in WWIIOL, this is not modeled and you can jump at high speed. I really hope CRS fixes this soon.

Minimum Jump Altitude............. 200m **AGL** (656ft AGL)
Maximum Jump Speed................ 200kts
Descent rate .... 10.5 m/s (34.4 ft/s)
Forward glide .... 6.5 m/s (21.3 ft/s)
Rightward drift............................ 1.6 m/s (5.2 ft/s)
Leftward drift............................... 0 m/s
Rotation rate xxx
Static-line free fall .... 2 sec
Free fall travel** ....≈180m (590ft) @ 300kts, level flight

**is a function of aircraft velocity at jump time (the slower, the smaller the distance)

Jump Table Estimates

These are estimates and they will be revised as data improves.

| jump altitude **AGL**	seconds	minutes	free fall	glide (m)	R drift (m)	total (m)
500m // 1640ft	48	0.8	179	310	76	489
1000m // 3280ft	95	1.6	180	619	152	799
2000m // 6560ft	190	3.2	180	1238	305	1418
3000m // 9840ft	286	4.8	180	1857	457	2037
4000m // 13120ft	381	6.3	180	2476	610	2656

Notes & Tips:

• On jump, the trooper weather-vanes into the flight path of the aircraft. For example: if the plane is flying E, you are seated facing N or S, but when you jump you will be facing E like the aircraft. If the plane was going N, you'll end up facing N. etc. So if you want to jump facing the target, have the pilot fly a path that flies over it.

• The chute has a lot of forward glide. You have to compensate for this by jumping in advance of your target area. You can also use it to your advantage. The 'Sample Jump' below illustrates how much travel even a low altitude jump can give you. Use the jump table for reference.

• The chute has a rightward drift during descent, so ask the pilot to compensate to the left of your target – the amount of left correction depends on your altitude. The higher you are, the more time you have to drift right and the more left correction you need.

• Similarly, if you are aiming for a specific landing point –like a rooftop– then you should be a little left of the target as you get near since you will end up gliding rightward on to it.

- Remember, your chute can steer left & right. If you're off target, steer to close the gap. If you drop over target, spiral down so you don't drift off target.

Sample Jump, 1000m AGL at 300kts
- 2 sec free fall + 90 sec descent to ground
- ≈180m forward during free fall plus
- ≈ 600 forward glide during descent plus
- 150m right drift during descent
- Total forward drop of ≈780m & 150m right drift
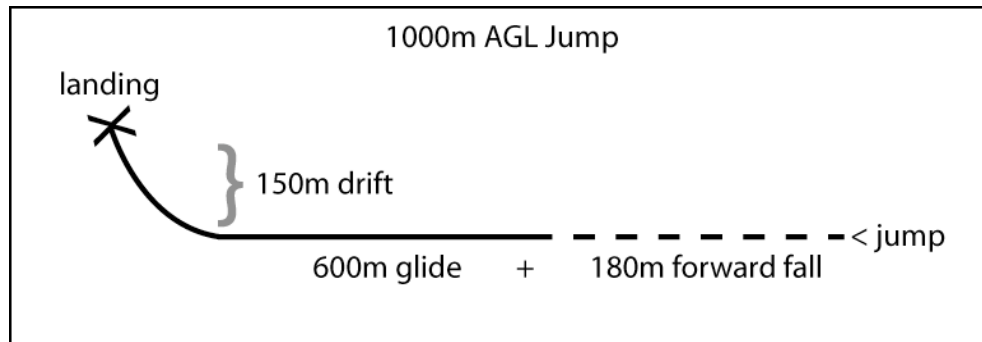
Jump Leader (JL) & Planning

An ad hoc group of paratroopers may be difficult to organize, but organized squads can benefit from following these tips.

1) Choose an experienced JL (jump leader); one that can reliably get everyone on target; one that understands the parachute flight profile well and can adjust jumps accordingly. **Never choose the pilot as the JL.** The practical reasons for this are many: the pilot may be struggling with a damaged aircraft, executing evasive maneuvers, dodging EA, manning the tail gun, or even injured or dead and just too busy navigating and flying to reliably call jumps. For these and many other reasons, the JL & pilot need to be separate.

2) Choose a good pilot who listens well to JL instructions. A pilot who can fly the needed route, speed and alt and can communicate well with the JL is critical to a good drop.

3) Choose a ground infantry leader. The JL doesn't have to be the infantry leader. The JL is the person best skilled at calling jumps, but once on the ground your squad command structure can take over again.

4) As JL, declare the target objective as given to you by your commanders. Paratroopers are specialized troops and they are best used for specialized team oriented missions. So give them a mission objective for best results.

5) As JL, declare a mission radio channel. Para operations can get messy quickly, especially if a drop goes bad and the troops scatter. Pick a radio channel to keep comms & cohesion. This is one place where using the standard mission channel could be useful (the light blue box)

6) As JL, declare a Rally Point (RP). In case of a scattered drop, a pre-declared RP helps everyone re-group quickly. A good RP puts you in good position to pursue your primary objective.

7) As JL, choose on your jump plan (high, low, etc) to use based on the DZ threat situation and mission needs and communicate them to the pilot so he puts you were you need to be and communicate them to the troops so they know what to do for their jump.

<u>Calling the jump</u>

Don't use time measurement to call a jump (eg. "1 min out!"), it's a very bad way of doing it. There's no way a player can reliably estimate time over target. The idea is to get everyone ready, so just say so. I've found the best way is to use this simple three step process:

      a) "Get Ready": declare this about 6-10km out from the DZ
      b) "Fingers on J": declare this about 4-5km out from the DZ
      c) then declare the Jump Emote when needed

<u>Conclusion</u>

That's it for now. I feel this is enough content to really get everyone doing some nice jumps. Use the jump tables and you'll see the pay off. Even I'm not 100% confident in the estimate table yet, so try it out on easy missions and go from there. If you gather better data, please let me know. Also I may update this guide with paratrooper tactics & concepts, but I'll wait a month to see how game experience shapes paratrooper tactics. Good luck and happy landings!