

NOOB'S GUIDE FOR PARATROOPERS

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Noob's Guides are authored by Captain Henry Noob, a fictional veteran of Battleground Europe. His guides are meant for newer players that want to get a handle on the basics of gameplay. Noob's Guides are a product of Battleground Europe squad The Dirty Dozen (DDz). More information on the DDz can be found at www.iamddz.org.

One of the best ways to get to the battlefield for an infantryman is to take a plane. You get to sit back and relax while someone else does the driving. There is no need to huff it from a Field Resupply Unit(FRU) a kilometer or so away from the target, instead you can drop right onto it! Of course there are some risks that the infantry running in don't need to deal with, like anti-aircraft guns and enemy aircraft. Fortunately this isn't your job to worry about, all you can do is hope that your pilot is a skilled operator and sit back and relax.

But there are a few things you do need to know.

FINDING A MISSION

There are two ways to find a mission. By either finding one yourself or by reading the announcement of a mission.

The first approach is to find one yourself. This is the blind luck approach and doesn't usually work, so only do this when you have nothing better to do. You do this on the brigade list for the Army (yes, paratroopers are part of the Army, not the Air Force) select one of the two Fallschirmjäger (paratrooper) divisions, each of which has two Gruppe (groups). And if you see a mission posted you can go into it and see if the plane is still at the airport. Nine times out of ten the plane will already have left, but if you wait a bit it might come back for more passengers.

The second is to see a mission announcement. Many mission leaders will post their mission in chat in order to fill their plane with troopers. If a member of your squad (if you belong to one) is running a mission, they will likely post it on mission chat. If you are already in a mission, you may see an announcement on target chat (the chat channel used by everyone with the same target as the mission you are on), or maybe someone will post the announcement to Side chat (all players of your "side"). But perhaps the best way to find paratrooper missions is to subscribe to the Heer (Army) chat channel.

To add the Heer channel to your chat box, if you don't already have it, is to click on one of the empty channel title and choose "Custom". This will allow you to type in a channel number, Heer is channel 10. In order to click on the

channel title you may need to hold down the left ALT key to get the mouse pointer. Understanding how to use chat is a VERY important aspect of the game, and may be the topic of a separate Noob's Guide.

CHOOSING THE RIGHT WEAPON

Sometimes the choice of weapon is personal, sometimes it is dictated by the mission. If you know the details of the mission before boarding the plane, then choose the weapon based on that, otherwise choose the weapon that you like the most. Now before you go grabbing that light-machine (assuming you are level 4+) gun there are a few things you need to know. The paratrooper pack differs from the regular infantryman, so your favorite paratrooper weapon may be different from your favorite infantry weapon.

The most notable difference is that there is no paratrooper sapper. Instead, many of the paratrooper weapons also comes with a single sapper charge. Also, resupplying other troops is limited to riflemen in the infantry, but in the paratroops sub-machine gunners can resupply as well. Extra ammo is useful for resupplying the light machine gunners in situations where you need to guard a building for a long period of time. Below is a summary of the paratrooper types, be sure to use one that you feel comfortable with and is best suited for the target at hand. The sapper charges and ammo packs have been highlighted because these can be critical components for a mission.

Airborne Rifleman - rifle, 4 HE grenades, 2 smoke grenades, knife, **sapper charge, 2 ammo resupply packs.**

Airborne SMG - sub-machine gun, pistol, 4 HE grenades, 4 smoke grenades, knife, **sapper charge, ammo resupply pack.**

Airborne LMG - light machine gun, pistol, 2 smoke grenades, knife.

Airborne ATR - anti-tank rifle, pistol, 2 HE grenades, 4 smoke grenades, knife.

Airborne Sniper - rifle with telescopic sight, 4 smoke grenades, knife.

Airborne Mortarman - mortar, rifle, knife.

And don't be that guy that comes to a forward base (FB) bust with a light machine gun and no sapper charges, because unless there are enemy infantry at the target you will not be a help to the mission. You will often see a paratrooper mission announcement with the additional text of "rifles". A "rifle" in paratrooper lingo is either a rifleman or a sub-machine gunner. A request to bring "rifles" almost certainly means that the mission is an FB bust, and that bringing a sapper charge is a must. It takes 12 sapper charges to destroy an FB with no existing damage, which means at least 12 paratroopers will be required (or multiple drops).

If you have never been a part of an FB bust, it is easy. Be sure that you know which weapon is your sapper charge before jumping from the plane, because when you get to the ground you may need to switch to it quickly. You can't change weapons while you are in the air, so be sure you have your gun selected prior to jumping. When you land place it on one of the tents where the infantry come out of, it consists of five tents in a square. Be sure to not land inside of the infantry tents as this isn't technically legal (long story). After you place the charge you need to run away from it because you can kill yourself with your own charge. After that, take out your primary weapon and protect the other paratroopers the best you can. And remember, the primary mission of an FB bust is to get your charge on the tents. Everything else, including your life expectancy, is secondary. So if you have a have a

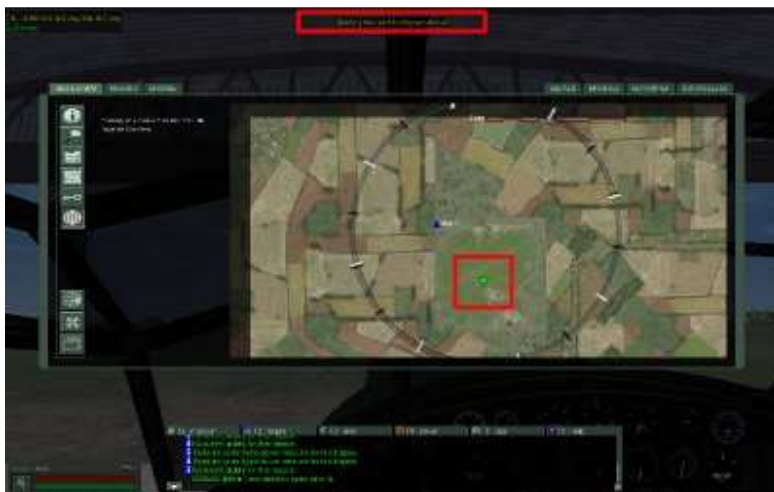
choice of shooting an enemy or placing a charge knowing that you won't survive, then place the charge. Such is the life of a trooper.

BOARDING THE PLANE

If you aren't on the plane, then you can't jump! To board the plane you should essentially walk into the plane, then hit (J). And when I say walk into the plane, I mean that you can walk right into the plane and actually see the inside of the plane without actually being in the plane. So just run into it like it was a long lost lover, then hit (J). And easy way to remember (J) is that it is the first letter of Jump. Of course you aren't jumping quite yet.

THE RIDE

Now all you need to do is sit back and enjoy the ride. Well, almost anyway. It is your job to know the target, and know how long it will be before you get there.



If defined, the mission objective appears at the top of the screen (marked with red rectangle). And with the map open (M), the direction to the target appears as a green arrow (marked with a red square), In this case the target is South of our current position.

The first trick here is to board the right plane!! If you join a different mission at the same airport, then your map won't show the correct targets. That doesn't mean you can't go on that mission, it just makes it harder for you to know what the plan is. In addition to that you will need to deal with paranoid mission leaders that set the target as the airfield itself because they are afraid that Allied spies have logged in as an Axis player and are monitoring the mission targets (or maybe they are too lazy). And if they are super paranoid they will not only not set the target, but will also not even tell you where they are going because they think YOU are a spy. You may see this when you board a plane where all of the paratroopers are from the same squad.

The short of it is that there is nothing in the rules preventing them from being jerks, and there is also nothing to stop you from just getting off and finding a different plane ("J" can be used to get off a plane if it is still on the ground).

Ideally the mission target will be properly marked, and the orders will be specified. If you open your map (M) there will be a green arrow pointing to the target. The orders, if set, will be shown as a message at the top of your display.

If the mission leader is really good he or she will provide clear directions in chat, and will mark waypoints and specific objectives on the map. These are the best type of missions. Jumping over a hostile town with a mission leader that has no plan is likely to be a short mission. A good mission is when all of the troopers know exactly where to land and what their role is. The waypoints will be marked with either a red triangle or crosshairs, and will have a name. "R1" and "A1" names (for rally point 1 and attack point 1), but sometimes the mission leader will give them names like "cap me", "land here", etc. These waypoints will appear on both your theater map and mini-map.



On the left is a close-up of the target area. The waypoint appears as a triangle with the label "A1". Waypoints may also be marked with crosshairs, and the mission leader can specify the label text. The image on the right shows the same waypoint on the mini-map.

As you approach the target you can only hope the pilot knows what he is doing. A common procedure is to come in high, avoiding enemy AA guns, but then dive low before getting to the target. Due to the dive the pilot can turn off the engines and the plane gains a lot of speed. This means you fly in fast, quiet, and low as you reach the target, which is ideal for jumping. Jumping low means you hit the ground quickly, so that you don't get shredded as the enemy uses you for target practice as you float down.

But don't be alarmed if this isn't the procedure your pilot is using. If the pilot knows that the area is clear of AA guns he may not bother coming in high followed by a dive. And if the pilot knows that enemy aircraft are at the target he may need to fly just above the ground to avoid detection. Each situation is different and a good pilot will get you there in one piece most of the time.

If all goes well then you will get your chance to jump.

THE JUMP

During the flight you should identify who the Jump Master is, sometimes abbreviated as "jm" in chat. If you don't know, ask on local or mission chat. In some cases there may not be one, or the person calling jump is going to call it in TeamSpeak (a voice chat tool) and you aren't running TeamSpeak. In those cases you need to jump when you think it is the right time. In those cases you will need to use your best judgment when jumping. A good rule of thumb is to jump when you are about 700 meters away from the target.

You will need to close your theater map (M) before the jump, otherwise hitting (J) won't do anything. So for the last few moments before exiting the plane you need to rely on your mini-map. If the target has been marked with the waypoint it will be easy to identify on the mini-map.

STEERING THE PARACHUTE

Once you jump, it is now up to you to get to the target safely. As soon as you exit the plane you will need to determine if you will land right on target or if you are going to overshoot it. If you are going to overshoot the target you will want to turn in a circle. You can steer the chute by using the "Q" (left) and "E" (right) keys on the keyboard. Turning is very slow so you will want to start looking for a good landing spot as soon as you leave the plane and steer accordingly.

If the mission leader marked the target accurately with a waypoint this becomes very easy. Look at your mini-map and head toward the waypoint. If you don't see the waypoint on the mini-map, try zooming the map out (-). Once you are pretty much over the target you can zoom the mini-map all the way in (+) to help you stay on target. Now it is up to you to visually see the target. This can be a little difficult until you know what to look for.

If you are capturing a capture point (CP), all CP's look the same, and shouldn't be too hard to recognize. If it is a forward base (FB) but the armor spawn is a single rectangular tent and the infantry spawn is a set of five tents in a square configuration. Even if you can't recognize these at first, after a few jumps you will be able to spot them quickly.

And if steering and identifying the target weren't already enough to deal with, while you are gliding down keep an eye out for enemy infantry (EI) and enemy tanks (ET) that may be on their way to deny you of your objective.

Once you are on the ground you will land on your belly, with a significant loss of energy. This means that you can't immediately sprint. You need to plan for this and land in an area that will buy you a few seconds of rest time. The energy comes back very quickly, perhaps within five seconds of landing. This is why accuracy in landing is so important.

Once at the target, it is then time to clear, capture, or otherwise obliterate the enemy. But that is a topic for another Noob's Guide.

IN SUMMARY...

1. Tune to the Heer channel (channel 10) to get announcements for para missions.
2. Join the mission, and choose the right weapon for the task at hand.
3. Hit **(J)** to board the plane.
4. Check the map **(M)** during the flight, make sure you know what the target is.
5. Identify the Jump Master, or rely on your self to know when to jump.
6. Hit **(J)** to jump.
7. Use **(Q)** and **(E)** to steer.
8. Land at the target.
9. Obliterate the enemy and capture the target.