



185th MEMBERSHIP MANUAL – Version 1.6

NOTICE: This publication is available on the 185th WWW site at:
<http://www.185th.co.uk/forum/docs.asp?action=showcat&id=2>

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY
FOR ALL MEMBERS OF THE 185th**

Supersedes: Previous Pilot Officer Manuals

Officer of Primary Responsibility:
Executive Officer

Certified by: CO 185th VFS
Pages: 9
Distribution: A

This manual contains an overview of the squadron, its disciplinary procedures and terms of service.

0.1 TABLE OF CONTENTS

| | |
|---|---|
| <i>185th MEMBERSHIP MANUAL – Version 1.6</i> | 1 |
| 0.1 TABLE OF CONTENTS..... | 2 |
| 1.0 INTRODUCTION..... | 3 |
| 2.0 REQUIREMENTS FOR MEMBERSHIP..... | 4 |
| 3.0 TERMS OF SERVICE..... | 4 |
| 3.1 Our Commitment to You..... | 4 |
| 3.2 Your Commitment to Us..... | 5 |
| 3.3 Disciplinary Procedure..... | 5 |
| 3.3.1 Formal Disciplinary Procedure..... | 5 |
| 3.3.2 Informal Disciplinary Procedure..... | 6 |
| 3.3.3 Sanctions..... | 6 |
| 4.0 185 th RANK STRUCTURE..... | 7 |
| 5.0 WHAT HAPPENS NEXT?..... | 8 |
| 5.1 The Check Ride..... | 8 |
| 5.2 Flight training..... | 8 |
| 5.3 Sunday Flight Nights..... | 8 |
| 5.4 Summary of Official 185th Flying..... | 9 |
| 6.0 FREQUENTLY ASKED QUESTIONS (FAQ)..... | 9 |

1.0 INTRODUCTION



The 185th Virtual Fighter Squadron (VFS) was officially launched on 3rd July 1999, forming part of the 1st European Tactical Fighter Wing under command of Air Marshal Tom "MadDogMcQ" McQuiggan. The ETFW was disbanded in June 2000, but the 185th continues, celebrating 15 years in 2014.

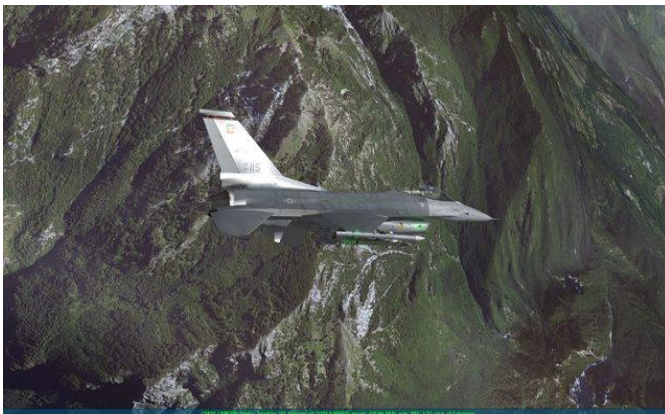
Originally flying with Falcon: 4.0 and then the Superpack patches, the Squadron converted to Falcon: Allied Force (AF) in

September 2005. The squadron enjoyed 6 years flying AF before converting to Falcon BMS in November 2011. In November 2015 we converted to BMS 4.33. The excellent multiplayer stability offered by BMS allows us to regularly fly together with a large number of human pilots.



The 185th draws members from across the world, however the majority are based in Europe. We have pilots from the UK, Netherlands, Belgium, Germany, Israel and the USA to name but a few.

Our ethos is based around the enjoyment of flying BMS with like-minded individuals. While we have a Command structure and nominal ranks, joining the 185th is certainly not like joining the military and the hierarchical structure is primarily used to aid in decision making.



The squadron comprises several senior officers and three active flights: Black, Blue and Green. Each of these has a Flight Leader and Second in Command (2IC). The flights report to the Commanding Officer. There are also a number of other senior officers dealing with specialist areas such as Operations, Training and Web-design. We also have a Grey Flight, which is for cadets under training. Further information about the rank structure of the 185th can be found in Section

4.0.

While realism is important there are limits to how far we take this and the 185th should not be considered an ultra hardcore Squadron. We never forget that the purpose of our Sqn is to allow our members to enjoy flying Falcon together.

The main flying experience for the Squadron is based around the Flight Night Mission. This takes place almost every Sunday of the year and starts at 1900 UK time. From this each pilot and flight receives a score based on their performance and this is recorded in the Career Points League (CPL) with awards given on a monthly, quarterly and yearly basis. In addition to Sunday evenings we have regular training sessions, compete in a variety of both inter-Flight and inter-Squadron competitions and our pilots often meet up for extra flying throughout the week.

2.0 REQUIREMENTS FOR MEMBERSHIP

The 185th accepts keen applicants who, as a minimum standard have worked their way through all of the trainings missions in BMS. On joining the 185th you will be designated as a cadet and undergo a period of training that culminates in an assessment check flight. On graduation you will be assigned to a flight and allowed to fly on a Sunday night.

All forms of flying within the 185th are open to cadets, with the exception of those flights designated as official (usually just the Sunday & Inter-Sqn flights). You also need to be within 2 hours of the UK time zone, speak English to a conversational standard and be at least 16 years of age. Your computer system must run BMS smoothly, and you must have a stable DSL/Broadband connection with a minimum of 1.5 Mbps download and 350 Kbps upload.

If you would like to become a member of the 185th you should read this manual then go to the application page http://www.185th.co.uk/squad_info/185apply.asp Note that by applying, you are declaring that you:

- Have read, understood and will abide by the 185th Terms of Service.
- Have or intend to obtain all software mentioned in this document that is required to comply with the 185th Standard Operating Procedures (SOP).

3.0 TERMS OF SERVICE

The 185th Terms of Service (TOS) are a contract between yourself and the Squadron. They are applicable to all members of the 185th and changes can be made at any time by Command. Acceptance of the TOS is a requirement for continued membership of the 185th.

The TOS can be divided into two sections:

- Our commitment to you
- Your commitment to us.

The penalties for non-compliance with these TOS are detailed at the end of this section.

3.1 Our Commitment to You

1. We will endeavour to make the 185th the best VFS we can.
2. We will endeavour to make your online BMS experience the best we can, including through the provision of a dedicated 24/7 TS channel and a server for campaign flights.
3. There will be one official Flight night per week, almost always on a Sunday from 1900UK. The official flight may be cancelled on occasion, from example for the Christmas break.
4. There will be regular training which, while not mandatory you are encouraged to attend.
5. Several Inter-Squadron competitions will be arranged during the year and once you are assigned to a flight, you will have an opportunity to take part in these.

3.2 Your Commitment to Us

1. As a member of one of the most respected Virtual Squadrons on the net, when dealing within anyone outside of the Squadron you are expected to present yourself in a professional manner and be considerate and courteous at all times, no matter what the circumstances or provocation. This includes all form of communication, verbal and written
2. You are expected to treat your fellow squad members in a civilized way. Disagreements are acceptable, personal attacks are not.
3. You will not engage in any activity that could be deemed as cheating in relation to your online activities with the 185th VFS.
4. You will inform your flight lead by email or on the web-site if you are unable to make a flight. We call this a Leave of Absence or LOA.
5. You are not expected to participate in each and every official flight but you must participate in at least 2/3 of Sunday flight nights per quarter. Should your circumstances change and you are no longer able to comply with this requirement, you should request a move to the Reserves. Your attendance will be regularly assessed by your flight lead to ensure compliance.
6. You will reply to all official mails/posting that require a response within a maximum of seven days (allowances will be made for holidays and illness).
7. Free time allowing, you agree to help both Sqn and our members in any way you can, e.g. by passing on your knowledge, taking on a senior officer appointment etc.
8. You will do your best to try and learn as much about our hobby as possible.

Note: Not applying for the reserves and not attending at least 2/3 of flight nights per quarter is grounds for immediate dismissal from the 185th. This can be carried out by your flight lead.

3.3 Disciplinary Procedure

Although there are rarely problems, we have had issues in the past that have required us to produce a disciplinary system that we think is both fair to the individual and able to meet the needs of our Sqn as a whole. Failure to comply with requirements 1 to 3 in red text may result in disciplinary action, which can be formal or informal in nature.

3.3.1 Formal Disciplinary Procedure

If a serious transgression of the TOS occurs, a member submits a formal complaint or a complaint from anyone outside of the Squadron is received then a formal hearing is mandatory. The 185th will endeavour to convene a formal hearing with 7 days of the alleged offence but in certain circumstances this may be delayed, for example while evidence is gathered.

The formal hearing panel will consist of the CO and XO and follows the long standing principal within the Squadron that all parties will be heard. During the formal hearing written and/or verbal testimony from all relevant parties will be taken by the CO and XO, and the pilot's flight lead will also have the opportunity to provide a statement on mitigating circumstances. Once all of the evidence has been heard, Command will convene a private meeting and decide if a breach of the TOS has been committed and if so, the appropriate disciplinary action. All relevant parties will receive written confirmation of Command's decision within 48 hours of the formal hearing, except where Command needs to re-convene the hearing in order to gather further evidence.

Command's decision will be final and all members of the 185th are mandated to abide by their finding. There is no further right of appeal.

3.3.2 Informal Disciplinary Procedure

Where a minor infraction of the TOS occurs or there is an issue between members of the Squadron, then every effort should be made by the parties involved to resolve the issue privately. Where this cannot be achieved then the informal disciplinary procedure should be followed. For example if you feel a particular member is not complying with the Terms of Service then please contact your flight lead about the issue, stating your case and include suggestions as to how the situation can be resolved for you. Your flight lead will then reply and hopefully work out an acceptable solution for all parties. Should your grievance concern your flight lead or you have not received a satisfactory response then please contact the XO who will investigate.

Command must be informed of the outcome of any TOS infringements or informal complaints dealt with by flight leads.

3.3.3 Sanctions

Flight leads and command have the power to apply a range of sanctions and several may be applied for the same offence. In order of severity these sanctions are:

Informal and Formal Proceedings Sanctions:

1. A formal apology may be required to any offended parties.
2. Other sanctions as deemed appropriate to the offence.

Formal Proceedings Only Sanctions:

3. A formal warning may be issued and any further transgressions however minor, may result in dismissal from the 185th.
4. Docking of CPL points.
5. Banned from certain activities the 185th takes part in for a period of time or permanently.
6. Temporary Suspension from all 185th activities for a finite period of time.
7. Dismissal from the 185th.

4.0 185th RANK STRUCTURE

The Chain of Command is used to ensure an organised and effective Squadron that is able to make decisions in a timely manner. The CO and XO are assisted by the Senior Officers (Majors and above). They can be viewed as specialist in the areas of Operations, Training and Web-design. All SO are members of one of the 4 active flights.

It is not our intention to create a military atmosphere and you are not under any obligation to follow orders in a military fashion but you are expected to comply with the TOS and reasonable requests from Command and SOs. The rank system used is based on the USAF and is:



Colonel. Reserved for the Commanding Officer (CO) of the 185th. Providing vision and direction to the 185th is his primary role. He oversees all Sqn activities.



Lieutenant Colonel. The rank of LTC is also restricted to one member of the Squadron, the Executive Officer (XO). He is the 2nd in Command (2IC) of the Squadron, responsible for assisting the CO. He has overall responsibility in the COs absence. His most important duties include running the CPL and providing supervision for the quality of official missions.



Major. The rank of Major is given to Flight Leaders and specialists within the Squadron. There are 3 Flight Leaders and each one runs a Flight on behalf of the CO plus Grey Flight Leader, who is also the Cadet Training Officer.



Captain. The rank of Capt is given to the 2IC of a flight and to several specialist roles. 2ICs are responsible for assisting the flight leader in running the flight and organise flight nights in their absence.

| Appointment | Rank | Role | TeamSpeak Abbreviation |
|--------------------------|----------|--|-----------------------------|
| Commanding Officer | COL | Leads Sqn | CO |
| Executive Officer | LTC | Sqn 2IC | XO |
| Flight Leader (x3) | MAJ | Leaders of Black, Blue & Green Flight | Black/Blue/Green FL |
| Operations Officer | MAJ | Organises mission for official flights | OpsO |
| Sqn Training Officer | MAJ | Leads IPs and is responsible for delivering training for Sqn members | TrgO |
| Cadet Training Officer | MAJ | Flight Leader for Grey Flight and responsibly for progressing all cadets through training until they are ready to join the Sqn proper. | CTrgO |
| Web-Site Officer | MAJ | Responsible for managing Sqn web-site. | WebO |
| Flight 2IC (x3) | CAPT | 2ICs of Black, Blue and Green Flight | Black/Blue/Green Flight 2IC |
| Instructor Pilot | CAPT | Responsible for delivering training to Sqn members on behalf of the TrgO | IP |
| Inter-Sqn Events Officer | CAPT | Responsible for managing Inter-Sqn events on behalf of Command | Inter-SqnO |
| Cadet Mentors | Own Rank | Responsible for proving training to cadets on behalf of the CTrgO | CM |

5.0 WHAT HAPPENS NEXT?

Initial Qualification Training (IQT) is an intensive 8 lesson training package. It is designed to ensure 185th VFS cadets reach the standard required to be a competent Wingman and take part in 185th official mission. The course usually lasts between 8 and 12 weeks and cadets should fly at least once a week. Prior to commencing IQT you will complete a Welcome Flight with the CTrgO or a member of Command to check you are correctly setup to join a 185th Multiplayer session and for us to make a basic assessment of your flying skills.

IQT is delivered by Cadet Mentors (CMs) and a final check ride must be successfully passed with a Senior Officer of the Squadron in order to pass the package and qualify for a seat on official 185th VFS flights. After successful completion of the check ride, you will be allocated to a flight as a full member of the 185th VFS.

5.1 The Check Ride

The check ride is a fairly straight forward flight that tests your abilities to fly and fight as a Wingman to ensure you are at the minimum standard required to fly on an official flight. The assessment is there both to protect you from being thrown in at the deep end and to ensure that the experience of our current members is not spoiled. Your cadet mentor will provide you with further details of the check ride in due course and you will likely fly several practice assessments prior to taking the check ride. Be confident in the knowledge that your CM will only put you forward for the Check Ride if he is sure you are ready for it.

5.2 Flight Training

Being one of the most realistic simulations available, mastering BMS is not easy. The 185th offers regular training but note that, before training starts, you will be expected to complete any pre-training reading material. Our IPs are not there to spoon feed you or read the manual for you but if you come prepared, no effort will be spared to make sure you get the most out of your online experience. Should you require additional training, our Instructor Pilots can provide it, simply leave a post in the training forum and they will get back to you.

5.3 Sunday Flight Nights

Once you have been assigned to a flight you are expected to fly a minimum of 2/3 of Sunday night per quarter. See Section 3 for further details. We fly these missions as a Sqn (up to 15 pilots) but, whenever possible, you will fly with members of your own Flight. There is also an opportunity to take the AWACS seat and provide radar coverage for the airborne flights.

Weekend flights are fun but they have a slightly more serious edge to them because of the competition between flights. Do you have what it takes to end the year at the top of our Career Points League?

Everyone meets in the TeamSpeak channel main lobby by 1900UK, at which time mission planning and briefing begins. **Note: Be on time or let your Flight know you are going to be late, otherwise you cannot be sure to get a seat.**

5.4 Summary of Official 185th Flying

All of our flights, apart from the official Sunday flight, are published on our ATO. Sign up to take part.

Official Flight Nights –

Weekly Flight - Primary slot: Sunday 1900 UK Backup slot: Monday 2000 UK.

Inter-Sqn Flights – Usually a Monday but events are sometimes on other days as well.

Training: When scheduled.

Free Flight All days and times, as long as they do not interfere with Flight Night or Training.

6.0 FREQUENTLY ASKED QUESTIONS (FAQ)

Q: I want to become a Senior Officer with the 185th, what should I do?

A: Obviously, you can only become a Senior Officer when there is a vacant position. Contact the Commanding Officer for details.

Q: I would like to contribute to the 185th, what can I do?

A: Please contact your Flight Leader to discuss what you can do to help the Sqn.

Q: Some of the information in this manual is not correct, what should I do?

A: Contact the XO and include details of the error.

Q: I have got technical problems, what should I do?

A: Post on our Technical Forums, there is usually someone within the Sqn who can help you. If you are a cadet and can't access the Technical Forums then please contact your CM or CTrgO for assistance.

Q: How do I determine the version number of TeamSpeak?

A: After installation, start up TeamSpeak and click 'About' in the Help menu.

Q: I need a push-to-talk-key for TeamSpeak, do you know of any?

A: Often used PTT-keys are Scroll Lock, Left Control and Numlock.

Q: I want to backup my TeamSpeak settings, which files should I save?

A: For the server: server.dbs, server.ini, server.log

For the client: Hidden files at the following location in a standard WINDOWS installation:
.../Users/[Username]/AppData/Roaming/TS3Client

Q: I lost my password to the forums, what should I do?

A: Point your browser to the 185th website. On the front page, in the bottom right hand corner there is a 'missing password' link. Clicking that will send the password to the email address you registered with.