TWILIGHT: 2013

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Web Supplement

LtCol. Edward "Crow" Magnan

Games Studio

CREDITS

G-1 (ADMINISTRATION)

Design: Keith Taylor

G-2 (INTELLIGENCE)

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G-3 (OPERATIONS)

Written By: David Ahrens

G-4 (LOGISTICS)

Production Director: Keith Taylor

Editing: Keith Taylor

Layout & Typesetting: Keith Taylor

G-6 (COMMUNICATION)

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NPCs - are character backgrounds which can serve as the basis for NPCs or Player Characters.

EDWARD “CROW” MAGNAN

The inspiration for this character was Lt Col Andrew Tanner from the movie “Red Dawn.” However, this character is NOT a rehash or an attempt to stat out a movie character.

The following is provided to allow GMs to use this character as a Star NPC in a number of scenarios. His history is be standardized up until 2007, when a number of branch histories are available to fill out the details depending on your campaign and needs. Additionally, baseline for equipment and some potential supplemental listings depending on the locations and scenarios in which he may be used have been provided.

SYNOPSIS

An Academy graduate and highly talented aviator, “Crow” followed the typical F-15C EAGLE fighter pilot career path until September 11, 2001 when the USAF enacted a “stop loss” on all of their pilots. Seeing an opportunity, he cross-trained into the new F-22A RAPTOR and quickly and efficiently adapted to the new airframe. As events progressed forward to the Last Year and America became involved in the conflict, Lt Col Magnan saw more than his fair share of combat time, and became a four-time ace with 22.5 kills to his credit.

Now that aerial combat is scarce, and missions are hard to come by, he has adapted to a life of survival on the ground. Despite those challenges, he finds life after the Collapse a bit too slow for his taste and he quickly loses patience (and occasionally his temper) when he feels things aren’t progressing according to his fast-paced sense of timing.

EDWARD “CROW” MAGNAN

Age: 41

Hair/Eye Color/Handedness: Brown/Blue/Right-handed

Height/Weight/Build/Blood Type: 1.81m/66kg/Avergae/O+

Rank: Lt Col (Commissioned rank 5)

MOS *(AFSC for us USAF-types)***:** 11F4J

Languages: English (native)

Attributes: Awareness 10, Cognition 8, Coordination 10, Education 8 (Military History, International Studies), Fitness 8, Muscle 6, Personality 8, Resolve 10; CUF 7, OODA 9

Skills: Agriculture Novice (2), Aviation/Performance Legendary (48), Climb Novice (2), Command Professional (8), Computing Competent (5), Driving Competent (5), Fieldcraft Professional (12), Freefall Competent (4), Gunnery/Guided Expert (20), Hand-to-Hand Competent (5), Instruction Professional (9), Language – Native (English), Longarm Professional (10), Medicine Competent (6), Persuasion Novice (1), Sidearm Professional (12), Tactics Professional (9)

Wound Thresholds (head/torse/limbs): Slight 1/1/1, Moderate 4/8/8, Serious 8/16/12, Critical 12/24/16

Carrying Capacity: CL 16kg, ML 25 kg, EL 51 kg, DL 102 kg

Movement: Sprint 13m, Run 10m, Trot 8m, Walk 4m, Stagger 2m, Crawl 1m, Travel 6kph

Nutritional Requirements: 1,900 calories per day

Starvation Threshold: 3

Rads: 100

Survival Points: 5/5

Advantages: Natural Talent (Aviation), Eagle Eyes

Disadvantages: Impatient

Equipment Dice: 8

Contacts: 1 Information (regular), 2 Reinforcement (1 elite, 1 green) and 1 Trade (experienced)

HISTORY

Edward Magnan was born and raised in Jackson, Wyoming. As a youth, he divided his time between helping on his family farm, hunting and fishing in the nearby mountains and, when money allowed, feeding his urge to fly through the local flight school operating out of the nearby Jackson Hole airport.

Upon graduating from Jackson Hole High School in 1990, he was selected to attend the US Air Force Academy in Colorado Springs, Colorado. Upon graduation in 1994, as a new 2nd Lieutenant with degrees in International Studies and Military History, he was sent to Hondo Airfield, just west of San Antonio, Texas for Initial Flight Screening.

While at Hondo, Edward mastered the T-41 MESCALERO, a militarized variant of the Cessna 172 and pressed on to USAF pilot training at Laughlin AFB in Del Rio, Texas. After completing his training in the T-37 TWEET and T-38 TALON jet aircraft as the distinguished graduate, now 1st Lieutenant Magnan moved to Tyndall AFB, in Panama City, Florida where he transitioned to the F-15C EAGLE with the “Boneheads” of the 95th Fighter Squadron.

Once again, he graduated number one in his class and was assigned to the 493rd Fighter Squadron at RAF Lakenheath in the United Kingdom. It was during this assignment that he pinned on Captain. While flying as a member of the “Grim Reapers” he proved himself to be a highly capable and talented rookie pilot, and was officially bestowed the call sign “Crow.” During this time he managed to accrue several hours in the EAGLE all the while honing his skill in the air superiority arena.

Following his tour in the UK, he was next assigned to the 390th Fighter Squadron, the “Wild Boars”, at Mountain Home AFB in Idaho. His skills, attitude, and personality gained him enough attention that he was selected to attend the highly competitive and prestigious USAF Weapons School at Nellis AFB in Las Vegas, Nevada. Upon graduating from the rigorous 5 1/2 month-long school, he returned to the Wild Boars, just months prior to the events of September 11th. During the following months after the terrorist attack, his commitment in Idaho was extended.

However, September 11th proved to be the catalyst that opened the window that allowed Capt. Magnan to gain access to the new F-22A RAPTOR air supremacy fighter. With the new fighter becoming operational, the USAF was in need of top pilots to fly it. Due to his successes in his assignments and his performance at Weapons School, Crow was a “by name request” by the RAPTOR’s initial cadre.

Once again, Capt. Magnan found himself at Tyndall AFB, this time with the “Yellow Jackets” of the 43rd Fighter Squadron. While undergoing transition training into his new aircraft, Crow found himself in the unexpected position of “celebrity” when he was the subject of a mini-documentary about the life of an F-22 pilot. Shortly after his graduation from training he pinned on the rank of Major.

Out of Tyndall, he was assigned to the 94th Fighter Squadron, the “Hat in the Ring Gang” at Langley AFB near Hampton, Virginia. As a member of the First Fighter Wing, the first combat unit to fly the new fighter, he found himself involved in several exercises, goodwill public affairs stints, airshows, and a couple short, high profile deployments.

It was during one of the exercises, a RED FLAG out of Nellis AFB in Nevada that his situational awareness, quick thinking and commanding presence averted a near aerial

catastrophe on the Nellis range during a nighttime mission. While preparing to press ahead on a fighter sweep in front of an attack group, he noticed a flight of visiting French MIRAGE 2000 aircraft out of their assigned altitude block rapidly approaching a key air refueling control point. At the same time and altitude, a supporting KC-10 EXTENDER aerial refueling aircraft had a flight of F-16s taking on fuel approaching the same point. Though he was the number three aircraft in a flight of four, he jumped on the open frequencies, paused the exercise by making a safety of flight call, and diverted the tanker with less than a mile of separation from the French fighters.

It’s now 2007, the rest of LtCol Magnan’s background and history will depend on which scenario is played out

ASIA (PRC, TAIWAN, JAPAN)

After a few years at Langley, Major Magnan was reassigned to the 90th “Pair-o-dice” Fighter Squadron at Elmendorf AFB outside of Anchorage, Alaska. As things began to heat up around the globe, Korea began to reunify and China began to flex their regional muscle, the 90th FS was forward deployed to Yokota AB just outside of Tokyo, Japan.

The world began to unravel during this deployment. China’s attacks on the US homeland and the subsequent pushes into neighboring countries pushed Crow, his jet and his squadron-mates into the fire. It was during this time, while flying missions attempting to defend Taiwan, Japan and the now unified Korea, that Crow became an ace as well as a Lieutenant Colonel. Most of his kills came against line fighters of the PRC air forces, to include two F-10s and four F-11 FLANKER fighters. He is also credited with downing three Chinese helicopters and three-and-a-half B-6 BADGER bombers. The ½ credit came after he hit the bomber with a single AIM-9X IR-guided missile, crippling the aircraft. With the bomber slowly losing altitude with it’s right engine burning, Crow elected to move closer and finish it off with a gun kill only to have a JASDF F-15’s missile impact the bomber just as his rounds impacted as well. Both pilots were given ½ of a kill. Crow has also been given credit for downing three Russian MiG-31 FOXBAT fighters over the northern portion of the Sea of Japan.

On his last mission, Crow was the lead of only two F-22s tasked to escort a package of US Navy F/A-18Cs on a strike mission against Chinese targets. During post-strike egress, one of the HORNETs reported in as damaged and unable to stay with what remained of rest of the strikers. Crow ordered his wingman to stay with the remaining package while he fell back to escort the wounded fighter and its wingman. It wasn’t long before the flight was bounced by six F-8 FINBACK II fighters. In the fight that ensued, the damaged HORNET was shot down along with one of the Chinese planes, while Crow was fired on three times in only a few seconds. Using chaff, flares and maneuver, he was able to avoid the first two missiles, but in doing so his plane didn’t have the energy to evade the third. Striken. Having no choice, he ejected.

****The GM can decide from here where he landed: Taiwan, Korea, Okinawa, southern Japan or even mainland China.****

****If the GM prefers to not have the downing occur, they can have fuel, spare parts and/or weapons shortages force the F-22 to minimal or non-existent role which has all but grounded LtCol Magnan in Japan.****

EUROPE/UK

After Russia’s retaliatory strikes over France, and things began to rapidly deteriorate in Europe, the US sent several squadrons forward to the UK, in an effort to assist in the defense of it’s traditional ally. The 94FS was one of these squadrons, but had the additional mission to provide air cover for the withdrawal of American forces from Europe. It was during this time of turmoil that Crow pinned on Lieutenant Colonel.

As the war began to spread, the US pulled several units and personnel to the UK. The 94FS itself was one of the first units to be pulled back and was relocated to RAF Lakenheath, Crow’s old stomping ground.

It was during these overwatch missions that Crow got his first real taste of combat. Whether by mistake or design, on two separate occasions Russian air forces attacked withdrawing US Army convoys and rail transfer points. On both days, Crow was overhead and engaged the attacking Russians. Both encounters combined, he was credited with downing two Su-24 FENCER strike aircraft, two Mi-24 HIND attack helicopters, one Su-25 FROGFOOT ground attack fighter, and one Mi-8 HIP assault helicopter making him an ace before the U.S. was even officially involved in the war.

After the U.S. and Britain entered the war, Lt Col Magnan was fully engaged in the air war over Europe to include the occasional air strike in support of ground operations. In addition to several MiG and Sukhoi fighters and attack planes, he is also credited with one A-50 MAINSTAY AWACS, one Il-78 MIDAS aerial tanker, two Il-76 CANDID transports involved in an attempted airdrop, three Tu-95 BEAR bombers and one and a half Tu-22M3 BACKFIRE bombers. The ½ credit came after he hit the bomber with a single AIM-9X IR-guided missile, crippling the aircraft. With the bomber slowly losing altitude with it’s right engine burning, Crow elected to move closer and finish it off with a gun kill only to have an RAF TYPHOON fighter’s missile impact the bomber just as his rounds impacted as well. Both pilots were given ½ of a kill.

On his last mission, Crow was the lead of only two F-22s tasked to escort a package of TORNADOs and F-16Cs on a strike mission. During post-strike egress, one of the TORNADOs reported in as damaged and unable to stay with what remained of rest of the strikers. Crow ordered his wingman to stay with the remaining package while he fell back to escort the wounded fighter and its wingman. It wasn’t long before the flight was bounced by six Su-35 FLANKER fighters. In the fight that ensued, the damaged TORNADO was shot down along with one of the Russians, while Crow was fired on three times in only a few seconds. Using chaff, flares and maneuver, he was able to avoid the first two missiles, but in doing so his plane didn’t have the energy to evade the third. Striken. Having no choice, he ejected.

****The GM can decide from here where he landed: Friendly Europe, Occupied Europe, or the UK.****

****If the GM prefers to not have the downing occur, they can have fuel, spare parts and/or weapons shortages force the F-22 to minimal or non-existent role which has all but grounded LtCol Magnan in the UK.****

WESTERN CONUS

After a few years at Langley, Major Magnan was reassigned to the 90th “Pair-o-dice” Fighter Squadron at Elmendorf AFB outside of Anchorage, Alaska. As things began to heat up around the globe, Korea began to reunify and China began to flex their regional muscle, the 90th FS was forward deployed to Yokota AB just outside of Tokyo, Japan.

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When the MilGov issued the orders to pull forces back to support, defend and stabilize the mainland, the 90FS was able to scavenge together enough parts, weapons and fuel to send eight fully operational RAPTORs back to the U.S. As the squadron’s Director of Operations (DO, the 2nd in command), Crow was selected to lead the flight first back to Elmendorf, then on to Pueblo Memorial Airport in Colorado. Once the group reached Alaska, they were all configured for maximum range and formed up with a single KC-135 tanker for the trek south. Due to weather forcing them to alter their flight path, the flight diverted into Mountain Home AFB for extra fuel. Unknown to all involved, a group of AC’s (Armed Canadians) had found a way to infiltrate the base and successfully contaminated several fuel stores.

While enroute from Idaho to Colorado two of the flight reported engine problems. One of them was unable to maintain controlled flight and had to eject just north of the Great Salt Lake, while the other diverted in an attempt to find a safe landing area in the vicinity of Salt Lake City, Utah. Shortly after, Crow’s jet had one engine seize and the other began to act erratically. Realizing he wasn’t going to make it all the way to Pueblo, he ordered the flight to continue as he broke formation in an effort to find a safe place to land. Unfortunately, his plane had other ideas and the second engine seized up. With no other option, he was forced to eject just outside the town of Vernal, Utah (or a location the GM prefers).

****If the GM prefers to not have the ejection occur, they can have his flight safely reach Pueblo where he now resides. With fuel, spare parts and/or weapons shortages, the F-22s have been forced into a minimal or emergency-only role which has all but grounded LtCol Magnan.****

EASTERN CONUS

After Russia’s retaliatory strikes over France, and things began to rapidly deteriorate in Europe, the US sent several squadrons forward to the UK, in an effort to assist in the defense of it’s traditional ally. The 94FS was one of these squadrons whose additional mission was to provide air cover to the withdrawal of American forces from Europe. It was during this time of turmoil that Crow pinned on Lieutenant Colonel.

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After the U.S. and Britain entered the war, Lt Col Magnan was fully engaged in the air war over Europe to include the occasional air strike in support of ground operations. In addition to several MiG and Sukhoi fighters and attack planes, he is also credited with one A-50 MAINSTAY AWACS, one Il-78 MIDAS aerial tanker, two Il-76 CANDID transports involved in an attempted airdrop, three Tu-95 BEAR bombers and one and a half Tu-22M3 BACKFIRE bomber. The ½ credit came after he hit the bomber with a single AIM-9X IR-guided missile, crippling the aircraft. With the bomber slowly losing altitude with it’s right engine burning, Crow elected to move closer and finish it off with a gun kill only to have an RAF TYPHOON fighter’s missile impact the bomber just as his rounds impacted as well. Both pilots were given ½ of a kill.

When the MilGov issued the orders to pull forces back to support, defend and stabilize the mainland, the 94FS was able to scavenge together enough parts, weapons and fuel to send eight fully operational RAPTORs back to the U.S. As the squadron’s Director of Operations (DO, the 2nd in command), Crow was selected to lead the flight back home. Since Langley AFB was destroyed in the strike on Norfolk, the unit was to relocate to Seymour Johnson AFB outside Goldsboro, NC. The jets were all configured for maximum range and formed up with a single KC-135 tanker for the trip. Bad weather along the route forced the group to divert into Bangor International Airport, Maine to refuel. Unknown to all involved, a group of AC’s (Armed Canadians) had found a way to infiltrate the base and successfully contaminated several fuel stores.

While enroute from Maine to North Carolina two of the flight reported engine problems. One of them was unable to maintain controlled flight and had to eject just north of Hartford, Connecticut, while the other diverted in an attempt to find a safe landing area in the vicinity of the city. Shortly after, Crow’s jet had one engine seize and the other began to act erratically. Realizing he wasn’t going to make it all the way to North Carolina, he ordered the flight to continue as he broke formation in an effort to find a safe place to land. Unfortunately, his plane had other ideas and the second engine seized up. With no other option, he was forced to eject just outside of Richmond, Virginia (or a location of the GMs choice).

****If the GM prefers to not have the ejection occur, they can have his flight safely reach North Carolina shortly before the state secedes. With fuel, spare parts and/or weapons shortages, the F-22s have been forced into a minimal or emergency-only role which has all but grounded LtCol Magnan.****

CENTRAL CONUS

After his tour at Langley and just before things started to get tense along the U.S.-Mexico border in 2010, he was tasked to join the newest unit to receive the RAPTOR, the 8th Fighter Squadron, The Black Sheep, at Holloman AFB, near White Sands, New Mexico. The unit’s initial missions consisted of patrolling along the border as part of the “Thanksgiving Day Deal.” After China’s nuclear strikes and the U.S. elects to move south to secure the new manufacturing plants and functional power grid the 8FS are one of the first units to cross the border and engage the Mexican military.

It’s during these operations that Crow got his first taste of combat. During missions providing air support for the push on the ground Crow racked up an impressive number of kills. He is credited with downing three F-5 TIGER II fighters, six Pilatus PC-7 ground support planes, four Cessna 182 reconnaissance planes, three MD-530 helicopters, five Mi-17 HIP helicopters, and one SUPER PUMA helicopter. He also has ½ of a C-130 HERCULES kill after he hit the transport with a single AIM-9X IR-guided missile, crippling the aircraft. With the HERC slowly losing altitude with it’s right wing burning, Crow elected to move closer and finish it off with a gun kill only to have an army STINGER gunner’s missile impact the plane just as his own rounds impacted. Both shooters were given ½ of a kill. All of this happened during the first three days of combat operations.

After the initial days of the war, the Mexican air force rarely operated anywhere near the front lines due to being completely outclassed. The 8FS patrolled the skies for only 11 more days before receiving orders pulling them out of the fight.

In 2012, after the Chinese nuclear strike, the unit was tasked to relocate all personnel and equipment to McConnell AFB just outside of Wichita, KS. The MilGov leaders felt a central location would be best suited for basing key air assets to better react and defend the homeland, regardless of where the threat originated. As the squadron’s Director of Operations (DO, the 2nd in command), Crow was selected to lead the initial flight to Kansas and establish the unit’s presence. Once the relocation was completed, missions became fewer and shorter until, eventually shortages of fuel and spare parts forced the F-22 into a minimal or emergency-only role, which has all but grounded LtCol Magnan.

BASELINE EQUIPMENT

(TOTAL WEIGHT: 24.3kg)

1 x M-9 (Beretta 92) (1.0kg)
4 x 9mmPB, 15-round magazines, loaded (1.2kg)
1 x working knife (0.5kg)
1 x flight suit (1.4kg)
1 pair of combat boots (2.0kg)
1 x flight helmet (1.2 kg)
5 pairs of ear plugs (--)
1 x tactical vest (LBE, not armor) (1.3kg)
    1 x Holster (0.2kg)
    1 x Sheath (0.1kg)
    1 x Mag carrier, pistol, triple (0.1kg)
    1 x Radio pouch (0.1kg)
    2 x utility pouch (0.4kg)
1 x IFAK med kit (0.6kg)
1 x Multi-tool (0.3kg)
1 x Hand flashlight (0.1kg)
1 x NVG, binocular (0.7kg)
1 pair sunglasses (--)
1 x wristwatch, complex (0.2kg)
1 x signal mirror (0.1kg)
3 x safety razors (--)
5 meters of snare wire (--)
1 x wire saw (--)
4 x flare launcher, handheld (0.4kg)
1 x military strobe (0.1kg)
1 x Hook-112 survival radio [modified/updated PRC-112] (1.2kg)
1 x whistle (--)
1 x emergency blanket (0.3kg)
50 x purification tablets (0.2kg)
1 x pocket fishing kit (0.1kg)
1 x flint and steel (--)
1 x plain, silver, satin-finished zippo lighter (0.1kg)
112 x matches (--)
1 x compass (--)
4 x candles (0.4kg)
3 x Evasion Charts (EVCs) that combine to cover the local area (1:250,000)(--)
1 x Tactical Pilotage Chart (TPC) of the planned flight route (1:500,000)(--)
30 meters of paracord (0.2kg)
1 x camo face paint kit (0.2kg)
1 x parachute, military (9.6kg)
4 x chemlight, standard (--)
4 x chemlight, IR (--)

This baseline equipment list represents the equipment on-hand upon his ejection from his plane. If the GM elects to have the PCs witness LtCol Magnan’s ejection or to have him enter the story shortly after ejecting, this will be his load out.

If the GM elects to have some time between his ejection and introducing him to the PCs, use the following changes to his equipment load, depending on whether he was on his own, with civilians or military members. If LtCol Magnan is introduced to the PCs at, or in the vicinity of, the base where his fighter is grounded, use the appropriate *“with military members”* add-on list. However, remove the 9.6kg parachute and add an A-2 leather flight jacket for 1.0kg.

Solo or with civilians in Asia or the U.K.
(TOTAL ADDITIONAL WEIGHT: 17kg)

1 x 12-gauge pump shotgun (3.6kg)
2 x shotgun shell loops (--)
40 x 12-gauge shotgun shells, buckshot (2.4kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, civilian (2.7kg)
1 x bedroll (4.0kg)
1 x sleeping bag, temperate (1.0kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-2 (1.0kg)
1 x gun cleaning kit (0.3kg)
subtract 3d20 matches
subtract 2d10 purification tablets

Solo or with civilians in Europe
(TOTAL ADDITIONAL WEIGHT: 16.2kg)

1 x SKS rifle (3.9kg)
2 x rifle cartridge loops (--)
60 x 7.62x39mm (1.3kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, civilian (2.7kg)
1 x bedroll (4.0kg)
1 x sleeping bag, temperate (1.0kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-2 (1.0kg)
1 x gun cleaning kit (0.3kg)
subtract 3d20 matches
subtract 2d10 purification tablets

Solo or with civilians in the CONUS option #1
(TOTAL ADDITIONAL WEIGHT: 17kg)

1 x 12-gauge pump shotgun (3.6kg)
2 x shotgun shell loops (--)
40 x 12-gauge shotgun shells, buckshot (2.4kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, civilian (2.7kg)
1 x bedroll (4.0kg)
1 x sleeping bag, temperate (1.0kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-2 (1.0kg)
1 x gun cleaning kit (0.3kg)
subtract 3d20 matches
subtract 2d10 purification tablets

Solo or with civilians in CONUS option #2
(TOTAL ADDITIONAL WEIGHT: 15.6kg)

1 x .308 Bolt Action Hunting Rifle (3.3kg)
1 x telescopic sight, mag-3 (0.5kg))
2 x rifle cartridge loops (--)
30 x .308 rifle rounds (0.8kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, civilian (2.7kg)
1 x bedroll (4.0kg)
1 x sleeping bag, temperate (1.0kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-2 (1.0kg)
1 x gun cleaning kit (0.3kg)
subtract 3d20 matches
subtract 2d10 purification tablets

With military members in Asia option #1
(TOTAL ADDITIONAL WEIGHT: 20.5kg)

1 x QBZ-95 (3.4kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.8x42mm, loaded (3.5kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)
1 x sleeping bag, 5-season (2.1kg)

1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets

With military members in Asia option #2
(TOTAL ADDITIONAL WEIGHT: 20.0kg)

1 x M-16A4 (3.4kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.56x45mm, loaded (3.0kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)
1 x sleeping bag, 5-season (2.1kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets

With military members in the U.K.
(TOTAL ADDITIONAL WEIGHT: 19.3kg)

1 x M-4A1 (2.5kg)
1 x reflex sight, unpowered, mag-1 (0.2kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.56x45mm, loaded (3.0kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)
1 x sleeping bag, 5-season (2.1kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets

With military members in Occupied Europe
(TOTAL ADDITIONAL WEIGHT: 19.5kg)

1 x AK-74 (2.9kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.45x39mm, loaded (3.0kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)
1 x sleeping bag, 5-season (2.1kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets

With military members in Friendly Europe
(TOTAL ADDITIONAL WEIGHT: 20kg)

1 x M-16A4 (3.4kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.56x45mm, loaded (3.0kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)
1 x sleeping bag, 5-season (2.1kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets

With military members in CONUS option #1
(TOTAL ADDITIONAL WEIGHT: 20kg)

1 x M-16A4 (3.4kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.56x45mm, loaded (3.0kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)

1 x sleeping bag, 5-season (2.1kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets

With military members in CONUS option #2
(TOTAL ADDITIONAL WEIGHT: 19.3kg)

1 x M-4A1 (2.5kg)
1 x reflex sight, unpowered, mag-1 (0.2kg)
1 x magazine carrier, rifle, quad (on vest)(0.2kg)
5 x rifle magazines, 5.56x45mm, loaded (3.0kg)
1 x sling (0.2kg)
1 x ballistic helmet (in place of his flight helmet)(1.5kg)
1 x frame pack, military (3.0kg)
1 x bedroll (4.0kg)
1 x sleeping bag, 5-season (2.1kg)
1 x canteen (1.3kg)
1 x mess kit (0.2kg)
1 x binoculars, mag-4 (1.4kg)
1 x gun cleaning kit (0.3kg)
1 x set of knee and elbow pads (0.6kg)
subtract 2d20 matches
subtract 1d10+4 purification tablets