

- c. He will select the drivers where possible.
- d. On leaving the vehicle for any reason he will delegate his responsibilities to the senior soldier remaining in the vehicle.
- e. He will ensure that the vehicle is not left unattended.
- f. Vehicle Commanders in the case of TCVs must ride in the back of the vehicle and will seat themselves immediately behind the driver.

66. Escort/Lookout Men -

- a. In troop carrying vehicles 4 men will be posted. Two at the front and two at the rear. These men will be armed with their personal weapons and grenades.
- b. They will assist in the control of the convoy, by informing the vehicle commander if the following vehicle halts or drops back.
- c. They will cover the evacuation of the vehicle by firing at the enemy from their vehicle's position should this be necessary. They are to leave their vehicle only after all troops have debussed.

67. Drivers -

- a. The driver of the lead vehicle, who should be the senior driver, is responsible for the maintenance of convoy speeds.
- b. Drivers are responsible for the maintenance of convoy intervals.

68. Speeds -

- a. Maximum speed is 40 mph in unrestricted areas. Strict compliance of all speed limits will be observed.

b. Certain vehicles have specified maximum speeds. Convoy Commanders must take this into consideration when assessing their average and maximum speeds.

69. Densities - Average will be 100 metres between vehicles. When packet system is used 300 metres between packets. Packets will be of 4 to 6 vehicles.

70. Canopies and Tailboards - TCVs will have canopies removed and tailboards down when carrying troops.

71. Protection on the Move.

a. Roads. The following instructions apply to all road movement:

(1) All ranks are to be armed with their personal weapons irrespective of the type of vehicle used or the purpose of the journey.

(2) No movement at night except on operations.

(3) Every vehicle is to carry one man in addition to the driver, armed with a rifle or machine gun.

(4) Troop convoys are responsible for their own protection but use is to be made of escort vehicles when available.

72. APC Escort - When an APC escort is available movement and position is to be included in orders and briefing by the convoy commander.

73. Signals - The convoy commander and his deputy will ensure that they have in their possession a copy of the current SOIs. Radio sets will be evenly distributed amongst vehicles throughout the convoy.

74. The maximum degree of alertness is to be maintained and every man in the convoy must be ready for instant action at all times.

75. Protection at Halts - When a vehicle convoy halts for any reason and it is not moving within five minutes, the following action is to be taken:

- a. All troops are to debus.
- b. An all round defensive position is to be adopted.
- c. Automatic weapons are to be sited to cover the most likely enemy approaches.

76. Action to be Taken in the Case of Breakdown -

- a. A recovery vehicle should always travel at the rear of the soft vehicles in the convoy, and in the event of breakdown which will take longer than 5 minutes to repair, will immediately take the broken down vehicle in tow, to the nearest secure area. Vehicles should carry tow-ropes (or A-frames) chains, and hand digging tools. It is desirable to have vehicle mechanics in each convoy and packet.
- b. Major repairs will not be attempted on the route.
- c. The remainder of the convoy will not stop.

77. Action if Ambushed - The danger zone is the area within effective enemy fire. In order that the enemy may not have the advantage of operating on ground of his own choosing every effort must be made to move vehicles clear of the danger zone. Thus when vehicles are fired at:

- a. Drivers are not to stop but are to attempt to drive out of the danger zone.
- b. Lookout men/escorts are to fire immediately to keep the enemy heads down by firing in the direction of the enemy fire. All vehicles should be equipped with two smoke grenades, both a colour other than white. In contact one grenade smoke is thrown. This alerts the spotter aircraft.

c. When vehicles are clear of the danger zone they are to be stopped to allow their occupants to debus and carry out offensive action as ordered.

d. Following vehicles approaching danger zone are not to attempt to drive through the ambush but are to halt clear of the area to allow their occupants to take offensive action.

78. Vehicles Forced To Halt in the Danger Zone - When vehicles have not been able to drive clear of the danger zone troops are to debus under the covering fire of the lookout/escort men and make for cover off the side of the road.

79. Counter Attack -

a. General. The enemy is always sensitive to threats to his rear and flanks. Offensive action to produce such threats can, however, only be carried out by those troops who are clear of the danger zone. If there are no troops in a position to do this then a frontal attack may have to be made in order to break out.

b. Action when no troops have entered the danger zone. The convoy commander, or his deputy, is to launch an immediate flanking attack on the enemy position.

c. Action when troops are clear of the Danger Zone. In this case it will be difficult to put in an attack quickly because troops will be moving away from the scene of the battle. Nevertheless a circling attack must be mounted as quickly as it can be marshalled and brought back to a start.

d. Action when some troops clear ahead of the danger zone and others are halted short of it. When groups of a convoy are split by an ambush confusion may arise as to which group should mount the

attack against the enemy and valuable time may be wasted in getting the attack under way. It is the responsibility of the party halted short of the danger zone to put in the attack. If in the opinion of the commander present they are NOT capable of mounting the attack, he will advise the commander on the forward side of the ambush accordingly.

**80. Bailing Out Drill** - The method of debussing where a vehicle is forced to stop is detailed below and is to be taught and practised as a drill:

- a. The vehicle commander is to shout 'Debus Right' or 'Debus Left' to indicate the direction in which the troops are to muster.
- b. Lookout/escort men are to throw smoke grenades and open fire immediately on the enemy position.
- c. Troops are to debus on both sides of the vehicle and run in the direction indicated.
- d. As soon as troops are clear of the vehicles sentries are to debus and join the remainder.
- e. At this stage the commander is to collect the fit men as a formed body for offensive action. Wounded troops are to be attended to after this action has been taken.

**81 - 90. Reserved**

## **Section 2 - Air Movement**

**91. Unit Emplaning Officers** - All units are to appoint Unit Emplaning Officers. These officers are to be responsible for all unit emplaning and must familiarize themselves with aviation requirements. TF Aviation Officer is available for advice.

**92. Types of Air Movement** - Generally air movement is of two types:

- a. Long Haul (C130, C123, CV2).
- b. Airmobile Assault (HUI B/D, CH47).

93. Long Haul - Units must be prepared to advise HQ TF at two hours notice, the number of transport aircraft required to move them at:

- a. Full scale.
- b. With essential vehicles only.
- c. With no vehicles.

(For planning purposes first line ammunition and three day's rations and water will be included).

94. Airmobile Assault - When airmobile operations are being conducted normally a minimum of one airmobile company light (US) will be used. Usually this will be 68 Aviation Co, stationed at VUNG TAU.

95. As soon as the company is alerted the CO of the company or his representative will make direct liaison with the Airmobile Operation Commander.

96. The following points will assist in Air Mobile planning:

- a. SLICK - Term for a passenger carrying helicopter (HUIB). Carries 6 or 7 combat troops (depending on fuel load and time of day) and normally two door gunners.

- b. GUNSHIPS - Armed helicopters of various types for protection of air convoy. Allocation of these is the responsibility of the CO of the Airmobile Company.

- c. C and C Ships - (Command and Control Ships) helicopters fitted with radio console for communication with ground and air units.

d. LZ Reconnaissance - The CO of the Airmobile Company must be included and is the final authority on suitability of LZ and number of slicks it will take.

e. Assault Force - Where possible LZ should be chosen which will take a minimum of ten slicks.

f. H Hour - Time when the lead helicopter touches down in LZ.

g. Lift - Helicopter trip from emplaning area to LZ.

h. Element - A number of slicks taking off and landing at one time. e.g. if 480 personnel were to be moved with 20 slicks (each carrying 6 passengers) to an LZ which would take 10 slicks. The move would be done as follows:

(1) 4 lifts each of 20 slicks.

(2) Each lift composed of 2 elements with 10 slicks in each element.

97. Plans must include number of slicks in each element and number of elements in each lift. Landing formation and direction must also be included.

98. Infantry commanders should be aware that there may have to be changes at short notice, because of wind or other factors. This is particularly important in an Extract.

99. If an Assault or Extract becomes seriously impeded by enemy ground fire, as a general rule the lift should be delayed until the enemy threat has been dealt with, either from the air or the ground.

100. The decision to delay or cancel a lift will only be made by the Commander of the Airmobile Operation. He should be consulted with the CO of the Airmobile Unit, normally in the C and C Ship, and should be guided by his advice.

101. Emergency Airlift - Commander 1 ATF and the S3 only are

authorised to request the declaration of a tactical emergency for the purpose of obtaining unprogrammed AF airlift. Where a battalion is operating independently, the battalion commander is authorised to make the request.

102. Request should be made to CG II FFORCE V, C of FS DCS HQ II FFORCE V, or in their absence, to the G3 by the most expeditious means.

103. Requests should include number and type of aircraft required, pick-up site and landing site.

104. Coordinating instructions should be forwarded through normal channels.

105 - 110. Reserved.



**PART 4 - ADMINISTRATION AND LOGISTICS**  
(In Operational Order sequence)

**Section 1 - Concept**

**111.** Task Force Maintenance Areas are to be established as follows:

**a. Task Force Maintenance Area (TFMA) -**

- (1) Established in 1 ATF Base Area.
- (2) Stock levels are to be maintained as directed by HQ 1 ATF.
- (3) In function TFMA is equivalent to the Logistic Support Battalion of a US Separate Brigade.

**b. Forward Task Force Maintenance Area (Fwd TFMA) -**

- (1) Established for operations of a limited duration when it is uneconomical or impractical to logistically support units direct from the TFMA.
- (2) Adjacent to a road and/or SRT strip.
- (3) Acts as:
  - (a) Transshipment point between long haul road/air transport and short haul road/air transport.
  - (b) Bulk breaking point.
  - (c) Helicopter base for logistical resupply.
  - (d) Location for the holding of 1 ATF's immediate local reserve of logistic items.
- (4) Will normally be located in a secure area or

protected by neighbouring combat units.

(5) In function the Fwd TFMA is equivalent to a US Logistics Operation Centre (LOC).

(6) A diagrammatic layout of a Fwd TFMA is at Annex J.

112. Command of TFMA, Fwd TFMA - A HQ TFMA (and HQ Fwd TFMA if Fwd TFMA formed) will be appointed by Comd 1 ATF. It may consist of a unit HQ e.g. Coy RAASC or an ad hoc grouping of detachments from units. The responsibilities of a HQ TFMA or HQ Fwd TFMA include:

a. Detail management and execution of 1 ATF logistic support of units.

b. Coordination of the local defence and local administration of the TFMA/Fwd TFMA.

c. Liaison with neighbouring combat units allotted a defence responsibility affecting the TFMA/Fwd TFMA.

113. Process of Replenishment -

a. Unit F echelons raise MAINTDEMS/OPDEMS on their A and/or B echelons located in the TFMA/Fwd TFMA using their own organic communications.

b. Unit A/B Echelons demand for replenishment items as per Annex C.

c. HQ 1 ATF, HQ TFMA or HQ Fwd TFMA as appropriate coordinate:

(1) Issues from provisioning service detachments in the TFMA/Fwd TFMA.

(2) Provision of delivery means when these are beyond the capacity of road/air transport organic to or allotted to units