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RECONNAISSANCE

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RECONNAISSANCE

BY

Horse Cavalry Regiments and Smaller Units

by

TERRY ALLEN

Lieut. Colonel, 7th Cavalry

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CHAPTER I

RECONNAISSANCE IN GENERAL

1. General. The term "reconnaissance" refers to operations carried out by troops in the field to gain information of the enemy, of the terrain, and of the resources in the theater of operation. It is classified as distant, close, and battle reconnaissance, in accordance with the distance between the opposing forces.

Reconnaissance agencies in the cavalry division include attached observation aviation, units of the armored car squadron, specially detailed reconnaissance patrols, and reconnaissance detachments. Reconnaissance agencies in the cavalry regiment include the scout car platoon, reconnaissance patrols, and reconnaissance detachments.

2. Need for Reconnaissance. When a commander is assigned a combat mission, he usually receives some general information of the enemy. He must supplement this general information by specific information gained by reconnaissance. If his own means of reconnaissance are inadequate, he may request special aerial or mechanized reconnaissance from higher headquarters. He may also request information from adjacent units. Long range weapons and the increased mobility of all arms have so extended the modern battlefield that enemy dispositions can only be ascertained by extensive, rapid, and bold reconnaissance.

3. Distant Reconnaissance. Commanders of large forces need certain general information before formulating their initial decision. This information concerns the movement of the enemy's main columns, his concentration areas, the location of his general reserves,

general characteristics of the terrain, etc. Such information is obtained by distant reconnaissance.

Distant reconnaissance applies to larger forces. It is initiated by the higher command at the first intimation of combat in that area. Its scope is as extensive as possible. It is continued until hostilities have ceased. Observation aviation and mechanized units are normally used for distant reconnaissance. Reconnaissance detachments may be so used, particularly when necessary to obtain negative information (assurance that a certain locality is not occupied by the enemy), when combat is necessary to secure the required information or when conditions restrict the use of aviation or mechanized units.

4. Close Reconnaissance. Commanders need certain specific information before formulating their final tactical decisions and plans. This information concerns the locations of advanced enemy forces, the strength, composition, and movement of hostile columns, the strength and general location of enemy reserves, characteristics of the terrain, etc. Such information is obtained by close reconnaissance.

For larger forces, close reconnaissance is initiated when the opposing forces are within a few days' march of each other; for smaller forces, it may be delayed until they are within less than a day's march of each other. It is continued until battle reconnaissance becomes effective. Observation aviation, mechanized units, reconnaissance detachments, and mounted patrols are all used for close reconnaissance.

5. Battle Reconnaissance. When contact is imminent, *continuous* information is needed to meet the changing situations of the battlefield. (For example: Before launching a coordinated attack, it is necessary

to gain an approximate knowledge of the enemy's final dispositions). This information concerns the exact location of the enemy's advanced elements, the location and movement of his reserves, the approximate location of his flanks, the location and type of his supporting weapons, etc. Such information is obtained by battle reconnaissance.

Battle reconnaissance applies to all forces. It includes observation of all enemy forces in close proximity to the command. It is initiated when contact becomes imminent and is maintained until the enemy is defeated. It is a direct responsibility of the higher command and those subordinate commanders whose units are in contact with the enemy.

The higher commander uses observation aviation and mechanized units for battle reconnaissance. He also depends on subordinate units in contact for continuous information. Subordinate units use their own scout cars, mounted patrols, and dismounted patrols for battle reconnaissance.

During battle reconnaissance, observation aviation reconnoiters the entire field of battle; mechanized units reconnoiter around the enemy's flanks and towards his rear; patrols maintain contact with the enemy's front line, his flanks, and his close supporting units.

6. Influence of Reconnaissance on Tactical Decisions.

A commander considers the following factors in formulating a tactical decision:

Mission.

Terrain.

Capabilities of his own and supporting troops.

Capabilities of the enemy.

The mission is prescribed by higher command. The terrain is not always well known. The capabilities of one's own and supporting troops should be known.

The enemy's capabilities are variable and are *seldom* known with accuracy. Therefore, prompt information of the terrain and of the enemy is essential for the formulation of sound, prompt tactical decisions.

7. Essential Elements of Information. Certain characteristics of the terrain and certain capabilities of the enemy definitely affect the accomplishment of any combat mission. Items of information regarding these vital factors are termed **ESSENTIAL ELEMENTS OF INFORMATION**. Questions concerning these elements of information form the basis for the commander's reconnaissance plan.

8. Essential Elements of Terrain Information. Terrain is important, particularly insofar as it affects the capabilities of the opposing forces. Map information should be supplemented by reconnaissance.

Essential elements of terrain information inform the commander how the terrain may affect the enemy or his own forces. It is necessary to ascertain how the terrain may restrict or assist the enemy, in order to determine his capabilities. Aerial photographic units may assist in securing this information. Orders to reconnaissance agencies frequently contain specific questions relating to essential elements of terrain information, such as:

Are certain bridges intact? What is their capacity?

Are certain roads passable for certain vehicles?

Are certain terrain features capable of defense by hostile or friendly troops?

Are obstacles present which affect the plan of attack or defense?

9. Essential Elements of Enemy Information. Only a mind reader can ascertain the enemy's *intentions*. However, the commander can secure certain informa-

tion of the terrain and of the enemy. By considering the time and space factors involved, he can then approximately determine those *capabilities* of the enemy which may affect the accomplishment of his mission.

As contact becomes imminent, renewed enemy information becomes increasingly important, since the enemy situation changes frequently. The enemy situation should be determined as of the time that the commander expects to execute his decision. Negative information may sometimes be as valuable as positive information. Orders to reconnaissance agencies invariably contain specific questions relating to essential elements of enemy information, such as:

Does the enemy occupy———position? If so, in what strength? What are his approximate dispositions?

Where is the enemy's reserve?

What is the strength and location of the enemy's advanced columns?

What supporting weapons does the enemy have?

10. Economy in Reconnaissance. The command must not be dissipated on reconnaissance at the expense of combat effectiveness. Economy in reconnaissance is effected by:

Seeking only that information which is essential to the accomplishment of the mission.

Restricting the number and strength of reconnaissance agencies to the minimum required by the situation.

Using reconnaissance agencies only on appropriate missions that are within their capabilities.

11. Summary. The rapid development of a cavalry action necessitates gaining early information in order to formulate sound, prompt decisions. Reconnaissance

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agencies must be used boldly to gain early contact and to maintain it until the enemy is defeated.

CHAPTER II

MOUNTED AND DISMOUNTED RECONNAISSANCE PATROLS

SECTION 1

INTRODUCTION

12. General. Mounted and dismounted reconnaissance patrols are reliable agencies for securing detailed information in any weather, during daylight or darkness, and on any terrain; they are the best means for securing negative information (assurance that a certain locality is not occupied by the enemy). Observation aviation and mechanized reconnaissance units have a wider radius of action, but their effectiveness is frequently reduced by adverse conditions. Unfavorable weather or limited visibility restrict the effectiveness of observation aviation. Rough terrain, obstacles, or unfavorable roads restrict the effectiveness of mechanized reconnaissance. Observation aviation and mechanized reconnaissance units are not always reliable agencies for securing negative information.

SECTION 2

TRAINING IN RECONNAISSANCE

13. General. Patrols are more efficient for reconnaissance than individual scouts, since they operate under responsible leaders, are capable of combat if necessary, and can return the information secured while remaining in observation.

Efficient patrol leading is essential. Therefore, troop

training in reconnaissance should be largely devoted to the intensive training of patrol leaders. All troop officers, all noncommissioned officers, and one or two selected privates in each rifle squad should be so trained. All privates in each rifle platoon should be trained as patrol members.

14. Patrol Leaders. Officers frequently lead patrols on important missions. Patrol leaders must be active, intelligent, and well trained. They must be qualified:

In use of the compass, map reading, ground orientation and in simple sketching.

In the use of cover and in patrol methods of advance.

In observation.

In writing field messages.

In patrol leading.

In horsemanship and in care of animals in the field.

The patrol leader's individual equipment should include wire cutters, watch, compass, message blanks, pencil, flashlight, field glasses, and if available a map or sketch of the area to be reconnoitered.

A second-in-command assists the patrol leader. He must know the task at hand and should be equipped the same as the patrol leader.

15. Patrol Members. Patrol members must be qualified:

In patrol formations and combat signals.

In the individual use of cover.

In observation.

As patrol messengers.

In horsemanship.

16. Use of Cover. Cover furnishes protection from enemy observation and fire. The cover afforded by

woods, hills, heavy underbrush, and buildings is easily recognized. But to use the cover and concealment afforded by slight folds in the ground and by short vegetation and shadows requires careful training. The patrol leader must conduct the patrol with the least possible exposure to enemy observation. Patrol members must be skilled in the individual use of cover.

17. Observation. Information gained must be based on definite facts; this necessitates skillful observation.

Enemy movements should be quickly noted and investigated sufficiently to insure an *accurate* report on the approximate strength, composition, dispositions, and movements of the hostile force under observation. Dust clouds, tracks, and former bivouac sites frequently indicate the direction of movement and approximate strength of hostile forces.

Patrol leaders and patrol members must see without being seen and must note all details of the terrain and moving objects. Patrol leaders must be able to estimate the strength and composition of hostile units on the march, in combat, or in bivouac.

18. Observation by Mounted Patrols. To reconnoiter a locality, the leader of a mounted patrol first makes a distant, visual reconnaissance. He then selects closer observation points and moves thereto. Observers operate in small groups so that horseholders may be closely available. They remain mounted until assured that the enemy is not in their immediate vicinity. They dismount to make a *detailed* visual reconnaissance.

19. Observation by Dismounted Patrols. *Detailed observation in daytime* should be conducted from the prone position, preferably from the right side of any available concealment (for right handed men). The

observer only looks over the top of the concealment if its outline is broken. He avoids abrupt movements. In making a detailed reconnaissance of an area, he looks first at the ground to his immediate front. He searches a narrow strip, close in and parallel to his front. He then searches a second strip, farther away but overlapping the first. He continues in this manner until his field of view is covered.

At night information is secured by very close observation and by listening. Observation is conducted from the prone position, so that the field of view is against the skyline. Observers should be able to properly interpret sounds of enemy activities, such as truck and tank movements, mounted and dismounted movements.

20. Messages. Information must be returned in time to be acted upon. The patrol leader is primarily interested in answering the questions contained in his patrol order. He adds any other *definite* information secured, applicable to his reconnaissance mission. **FACTS** only are reported.

Written messages are preferably used. *They must be legible, concise, and clear* and should conform to the requirements of the Field Message Book. An accompanying sketch or overlay will frequently clarify and simplify the message. A written message should be read and explained to the messenger, in case he must destroy it to prevent its capture. Written messages should state:

WHAT the patrol has **SEEN**. For example: An enemy unit of *what* strength and composition was seen, *when* and *where* it was seen, and *what* it was doing.

WHAT the patrol has **HEARD**. Transmit only accurate information from a reliable source and state the source.

WHAT has HAPPENED to the patrol. State only important events of interest to the commander (casualties, loss of animals, etc.)

WHAT the patrol will DO. For example: The patrol will remain in observation, move to—, continue on its mission, etc.

Oral messages are readily distorted and should be used with discretion. They may be used for simple messages, over short distances, when time is vital. Preferably, they should contain but one thought. They should be transmitted by intelligent individuals, competent to explain the message. The messenger should repeat the oral message to the sender before departing.

Commercial telephone, telegraph, or radio are used if available and if their use is practicable.

21. Patrol Messages. Patrol members must be constantly oriented to insure their being able to return with messages. One messenger is used if the distance is short and no enemy is likely to be encountered. Otherwise, two messengers may be sent, *if there are sufficient available*. The two messengers are usually sent by different routes or at different times, to insure one of them getting through. To save time and horse flesh, messengers from mounted patrols may be sent in impressed automobiles or motorcycles.

Messengers receive the following instructions:

Who is sending the message.

Where and to whom to deliver it. Route and rate of travel.

If in danger of capture, the messenger carrying a written message is directed to destroy it. If he gets through, he repeats it from memory to the officer to whom it is sent.

22. Care of Animals. Leaders of mounted patrols

must observe every precaution to maintain the condition of their animals. The strength of the horses must not be needlessly expended. The rate of travel is determined by the urgency of the mission, the proximity of the enemy, and the terrain. Extreme care must be observed in pace and gait setting to avoid undue wear and tear on the animals. Except in emergencies, normal gaits and march procedure are observed. Horses should be watered at every reasonable opportunity and fed at normal intervals.

SECTION 3

GENERAL PRINCIPLES APPLICABLE TO BOTH MOUNTED AND DISMOUNTED RECONNAISSANCE PATROLS

23. General. The function of mounted and dismounted reconnaissance patrols is to FURNISH INFORMATION; they operate by stealth, avoiding combat unless it is necessary in order to accomplish the mission.

Mounted and dismounted reconnaissance patrols must be limited in number and strength to the minimum required by the situation. Their number depends on the number of localities to be reconnoitered. Their strength depends on the resistance expected, on the number of messages required, and on the strength of the unit which sends them out. Small patrols are frequently more effective than large patrols.

In detailing patrols the integrity of units should be preserved. Half squads, squads, or platoons, with their regularly assigned personnel, are used if possible.

Individuals from the intelligence sections of higher units frequently accompany reconnaissance patrols to get first hand information and to advise the patrol leader as to the information desired. Civilian or native

scouts sometimes accompany patrols as guides or attached scouts.

24. Orders to Leaders of Reconnaissance Patrols.

Reconnaissance patrols may be detailed on orders from higher authority or on the initiative of their unit commander. Orders to patrol leaders usually include warning orders (time permitting), general instructions, and special instructions. Such orders are usually oral, although the special instructions to mounted patrols on extended missions are sometimes issued in written form.

Warning orders include:

Strength and composition of the patrol.

Designation of the leader.

Time and place of starting.

Equipment, rations, forage, etc. (for mounted patrols on extended missions). Estimated time the patrol will be out.

Maps (when necessary and available).

General instructions include:

Such available information of the enemy, our own troops, and friendly patrols as the patrol leader should know.

General purpose of the reconnaissance.

Special instructions include:

WHAT information is required? (Stated in the form of *specific* questions.)

WHERE must the patrol reconnoiter? (Definite, limited objectives are assigned to dismounted patrols. A mounted patrol may be assigned an objective or an area of reconnaissance and the route thereto. Mounted patrols may be required to clear designated control lines by specified times). WHERE must messages be sent? WHERE must the patrol rejoin?

WHEN is the information required? WHEN must the patrol rejoin? (Dismounted patrol missions

are usually of short duration. The duration of mounted patrol missions should not normally exceed 24 hours).

HOW must the patrol operate? (Under what conditions must it engage in combat? Are identifications required?)

25. Patrol Leader's Order. On receipt of orders, the patrol leader plans his reconnaissance, designates a second-in-command, inspects the patrol, and issues the necessary orders. Written data, which might convey information to the enemy, is left behind. Unnecessary, cumbersome, or rattling equipment is removed. The patrol leader's initial order (issued orally to the assembled patrol before its departure) usually includes:

Such available information of the enemy and friendly troops as the patrol should know.

Mission and general plan of the patrol leader.

Initial formation—Security measures—Conduct in case of attack—First assembly point (for dismounted patrols)—First objective and first rallying point (for mounted patrols).

Equipment, rations, and forage (for mounted patrols if not already prescribed).

Control signals—Where the patrol leader will march.

26. Passage of The Outpost Line. In leaving a bivouac area, the patrol leader informs the nearest out-guard commander of his departure, asks for new information of the enemy and of friendly patrols, and informs him when and where he expects to return.

27. Methods of Operation for Mounted and Dismounted Reconnaissance Patrols. The following principles are applicable for the daylight operations of mounted and dismounted reconnaissance patrols:

Crossroads. The patrol halts while flankers reconnoiter the side roads. It then continues on its route.

Streams. To cross a stream, the patrol leader looks for a bridge or ford and watches for signs of the enemy on the other side. One or two men cross to reconnoiter the far side, swimming if necessary. The others remain concealed, ready to protect them by fire. They then cross individually, and the advance is resumed.

Defiles. In the passage of ravines or narrow defiles, flankers are sent to observe from the high ground on either side while the patrol passes through, usually in column at increased distances and close to either side. Mounted patrols pass through at rapid gaits.

Houses or enclosures are avoided unless the mission requires their investigation. Before approaching a house or enclosure, the patrol watches for signs of the enemy from concealed positions. One or two men then reconnoiter dismounted, while the others cover their advance.

Villages and towns. When passing through a village, patrols are deployed in column of troopers (at extended distances) on each side of the same street. Each man watches the opposite side of the street and along cross streets. It may be necessary to advance one man at a time, with the rest of the patrol covering his advance.

Woods. In approaching a woods, the patrol waits under cover until a covering detachment (deployed at wide intervals) enters the woods. If cover is not available, the patrol follows its covering detachment in a formation suitable to the terrain. A mounted patrol follows its covering detachment at rapid gaits in approaching a woods.

Reconnaissance by fire may be used when other means are impracticable. The patrol mission may re-

MOUNTED PATROLS IN DAYLIGHT

quire the reconnaissance of a wood, village, or other covered area, the approaches to which are so exposed that reconnaissance by stealth is not possible. If distant observation convinces the patrol leader that the particular area may be occupied by the enemy and definite information to that effect is required, reconnaissance by fire might then be used to advantage.

To reconnoiter by fire, the "point" or the leader momentarily exposes himself and fires into the area, while the remainder are concealed. This frequently draws the enemy's fire sufficiently to assure the patrol leader that the area is occupied.

Premature or indiscriminate use of this method involves unnecessary exposure and may hamper continued reconnaissance by the patrol.

SECTION 4

CONDUCT OF MOUNTED RECONNAISSANCE PATROLS IN DAYLIGHT

28. General. A mounted reconnaissance patrol is a mounted detachment of *riflemen* of from two men to a platoon, detailed to secure information. Mounted patrols normally reconnoiter beyond the scope of the unit's security detachments and within that of scout car patrols. They are frequently used to amplify the information obtained by other agencies. They have the following capabilities:

They are highly mobile and can operate day or night, in any weather, and on any terrain. They can return information promptly.

They can maintain close contact with the enemy.

They can secure positive or negative information.

They can question inhabitants or secure identifications.

29. Mounted Patrol Formations in Daylight. Patrol formations in daylight must assure control, provide security, and be suitable to the terrain. Daylight formations must be irregular and inconspicuous. Extended formations are used on open terrain. (The squad may be in line of half-squad columns. The platoon may be in line of squad columns, or in column of squads, with each squad in line of half-squad columns. Individuals should be staggered in column and the small columns should be irregularly disposed.) In wooded or broken terrain, compact flexible formations are employed (usually column of troopers or column of twos).

30. Security for Mounted Patrols in Daylight. "All around" security is provided. For patrols the size of a platoon, forward security is provided by a "covering detachment" of one-half squad. For smaller patrols, one or two men constitute a "point" for forward security. Flank protection is provided by having individuals watch to the flanks or by detailing "flankers." The method used depends on terrain facilities for observation, on the size of the patrol, and on the need for flank protection. The last man or the last two men observe to the rear.

31. Movement by Mounted Reconnaissance Patrols in Daylight. Reconnaissance is conducted by advancing to selected observation points. The need for early information requires that mounted reconnaissance patrols operate boldly and rapidly when possible to do so. They operate stealthily when close to hostile forces.

When approaching dangerous areas the patrol moves by bounds as directed by its leader, from one position of observation and concealment to the next. The bounds are longer in open terrain than in wooded or broken terrain and decrease in length as contact with the enemy

becomes imminent. The patrol leader closely follows and directs the point or covering detachment. The second-in-command leads the main body of the patrol. He follows the leader as directed and conducts the patrol according to his signals.

32. Concealment and Cover for Mounted Patrols in Daylight. The need for caution increases as contact with the enemy becomes imminent. But there must not be any unnecessary delay in gaining contact with the enemy force to be reported. The following precautions are observed:

Avoid the skyline. Use the best available covered routes. Use detours to avoid exposed areas or hostile detachments.

Use formations suitable to the terrain.

When forced to halt in the open, individuals seek such cover as the ground affords and then remain motionless.

If hostile aviation is active, avoid unnecessary exposure to aerial observation.

33. Combat by Mounted Reconnaissance Patrols in Daylight. Combat is avoided unless necessary in order to accomplish the reconnaissance mission. When necessary to *attack*, the mounted patrol *invariably* attacks mounted. It loses its mobility and risks losing its led horses by engaging in a dismounted fire fight. The patrol depends on the vigor and surprise of its mounted attack to disperse an equal force or to break through a larger force. Combat may be necessary:

To secure identifications.

To attack enemy detachments which interfere with the accomplishment of the reconnaissance mission.

34. Bivouacs for Mounted Reconnaissance Patrols. A patrol stops for a prolonged daylight or overnight rest

only when absolutely necessary. When exposed to enemy observation in hostile territory, it is advisable to wait for darkness before bivouacking.

In selecting a bivouac, villages, farms, or enclosures are avoided. The bivouac site should afford concealment and facilities for ease of defense and withdrawal. Security is provided by all around observation. The horses should be watered before bivouacking. The horses may be kept saddled, after having been groomed and fed. Arms are kept within reach.

SECTION 5

CONDUCT OF MOUNTED RECONNAISSANCE PATROLS AT NIGHT

35. General. Night reconnaissance is important because of the increased use of hostile night movements. Mounted patrols are frequently used at night to secure and maintain contact with enemy forces.

36. Mounted Patrol Formations at Night. Compact, flexible patrol formations are used at night. (Column of troopers or column of twos.) Distances and intervals must permit control by voice.

37. Security for Mounted Patrols at Night. All around security is provided, but it is closer than in the daytime. A "point" of one or two men is always used for forward security. Flank protection is closer than in the daytime. The last man or last two men watch to the rear and constitute the rear guard.

38. Methods of Operation for Mounted Reconnaissance Patrols at Night. Definite objectives are assigned for night reconnaissance. Close contact must be gained with the enemy force to be reported, since information

at night can only be secured by very close observation, by listening, or by capturing prisoners.

Orientation. Before starting, the patrol leader must definitely locate his objective, his route, and intermediate landmarks (road crossings or prominent objects). He depends on his compass, his knowledge of the stars, and on predetermined land marks for guiding his movements. Members of the patrol must be instructed regarding the route.

Movement. SILENCE, CONTROL, and maintenance of DIRECTION are essential. Night patrols move on a pre-determined route, instead of by bounds, because of limited visibility at night. Difficult or circuitous routes are avoided. Woods or rough terrain make it difficult to move silently and to maintain direction and control.

The patrol leader closely follows and directs the "point." The second-in-command conducts the main body of the patrol, sufficiently close to the leader to assure control. A connecting file may be needed between the main body and the point. Halts are made frequently to check the patrol and the route.

Identification. Special insignia, such as white arm bands or white patches on the back, may be used for identification at night. Passwords may be used to distinguish friends from enemies.

Methods of securing information. When close to his objective, the patrol leader usually conducts a close-in dismounted reconnaissance with part of his patrol, while the second-in-command holds the remainder and the led horses under cover. Combat is avoided if possible.

39. Concealment for Mounted Patrols at Night. At night the patrol depends on darkness for concealment.

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On moonlight nights, the principles for cover and concealment in daylight apply to a limited extent; the skyline is avoided where possible. The patrol leader must maintain control with the least noise and confusion. The following precautions are observed:

Lights, smoking, and unnecessary noise are prohibited.

Commands are passed in a low tone. Prearranged sound signals, such as low whistle signals, may be used.

Hard surface roads are avoided where possible because of the noise of travel thereon. Bridges are crossed cautiously for the same reason.

SECTION 6

CONDUCT OF DISMOUNTED RECONNAISSANCE PATROLS IN DAYLIGHT

40. General. A dismounted reconnaissance patrol is a dismounted detachment of two or more riflemen (rarely more than a squad), sent to obtain detailed information of the enemy or of the terrain. Dismounted reconnaissance patrols have a comparatively limited radius of action. They are frequently used in dismounted combat. They may be detached from mounted patrols, scout car patrols, or reconnaissance detachments where close, detailed reconnaissance is necessary. They must not be confused with platoon scouts (No. 1 in the leading set of fours in each rifle squad), used for close-in *security* in a fire fight.

41. Dismounted Patrol Formations in Daylight. Daylight patrol formations must be irregular and inconspicuous; they must be suitable to the terrain, provide security, and assure control. In open terrain, extended diamond shaped formations are normally used. In wooded or broken terrain or in covered approaches,

flexible, arrow-shaped formations are used, with the main body of the patrol in single file or in column of twos. Distances and intervals depend on visibility and the terrain.

42. Security for Dismounted Patrols in Daylight. "All-around" protection is provided. The leading man, or the leading two men, constitute a "point" for forward security. Flank protection is provided by having individuals watch to the flanks or by detailing flankers; the method used depends on the terrain facilities for observation. The rear man watches to the rear and constitutes a rear guard. When halted, precautions are taken to insure all-around protection.

43. Movement by Dismounted Reconnaissance Patrols in Daylight. Reconnaissance is conducted by advancing to selected observation points.

In approaching dangerous areas, the patrol advances by bounds from one covered position or point of observation to another. The bounds are longer on open terrain than on wooded or broken terrain and decrease in length as contact with the enemy becomes imminent. Where contact is imminent, the patrol leader sends one man forward to the next position while the others cover his advance; the leading man then covers the advance of the remainder. The return route should vary from the route of departure.

44. Concealment and Cover for Dismounted Patrols in Daylight. Care must be observed in the selection of routes and in the use of cover.

The patrol leader uses the best available covered approaches (ravines, ditches, woods, or hedges) that conform to the direction of his advance. Detours are used to avoid exposed areas or hostile detachments. Over-

head cover is sought if hostile aviation is active. Formations must be suitable to the terrain.

Patrol members observe the following precautions:

Glistening parts of the equipment should be dulled or concealed and rattling or cumbersome articles removed. Clothing should blend with the landscape as far as possible. The head may be covered with grass or leaves to assist concealment.

Individuals must avoid the skyline.

When using standing cover, such as hedges or bushes, individuals keep in the shadow where possible.

When halted, individuals seek the best available cover, assume the prone position, avoid unnecessary movement, and avoid exposing the face to airplane observation.

45. Combat by Dismounted Reconnaissance Patrols in Daylight. Combat is avoided unless necessary in order to accomplish the reconnaissance mission. In case combat is anticipated when returning with information, one man is detailed to return with the information secured. Successive assembly points are designated, in case the patrol becomes scattered during combat.

Prisoners are only sought when identifications are required; they are preferably captured by ambushing isolated individuals or groups.

SECTION 7

CONDUCT OF DISMOUNTED RECONNAISSANCE PATROLS AT NIGHT

46. General. Night reconnaissance is important because of the increased use of hostile night movements. Dismounted patrols may be used at night to maintain contact with a dismounted enemy, with whom contact

has been secured in the daytime. They are frequently detached from mounted patrols or scout car patrols.

47. Dismounted Patrol Formations at Night. Formations for dismounted patrols at night must be compact and flexible and assure control by voice or sound signals. Night formations must be *definitely* prescribed, in order that individuals may know where to find one another. Arrow-shaped formations are normally used, with the main body of the patrol in single file or in column of twos. Distances and intervals vary from a few feet to a few yards, depending on the terrain and the darkness of the night.

48. Security for Dismounted Patrols at Night. "All around" security is provided, but it is closer than in the daytime. A "point" of one or two men is always used for forward security. Flank protection is closer than in the daytime. The last man or the last two men watch to the rear and constitute the rear guard.

49. Methods of Operation for Dismounted Reconnaissance Patrols at Night. Definite, limited objectives are assigned for dismounted night reconnaissance. Close contact must be gained with the enemy force to be reported.

Orientation. Before starting the patrol leader determines the location of his objective, the route thereto, the compass directions of his course, and the location of prominent intermediate landmarks. He depends on his compass, his knowledge of the stars, and on predetermined landmarks for guiding his movements at night. Members of the patrol are instructed regarding the route.

Route. Circuitous or difficult routes are avoided. Woods or rough terrain make it difficult to move silently and to maintain direction and control. The skyline

is avoided where possible. Enemy outposts are preferably approached from the rear. The return route should vary from the route of departure.

Movement. SILENCE, CONTROL, and maintenance of DIRECTION are vitally necessary. Night patrols move on a pre-determined route instead of moving by bounds, because of limited visibility at night. The patrol leader closely follows and directs the point. The second-in-command leads the main body of the patrol, following closely behind the patrol leader. Communications are maintained by voice, by sound signals, and by physical contact. Halts are made frequently to check the patrol and the route.

Identifications. Special insignia, such as white arm bands or white patches on the back, may be used for identification at night. Passwords may be used to distinguish friends from enemies.

50. Concealment for Dismounted Patrols at Night.

The patrol depends on darkness for concealment at night. The direction of the wind may affect the disclosure of dismounted night movements. On moonlight nights, the principles for cover and concealment in daylight apply to a certain extent. The patrol leader must maintain control without noise or confusion. The following precautions are observed:

Rattling, cumbersome, or luminous articles of equipment are removed. Faces and hands may be blackened to assist concealment.

All lights, loud talking, smoking, and unnecessary noise are prohibited.

Individuals must move with the lightest possible movement and the least disturbance of underbrush. They must crouch low when silhouetted against the sky. If exposed to enemy flares, individuals remain

motionless until the flare has burned out. When close to the enemy it may be necessary to creep or crawl.

Enemy wire must be passed through carefully. To step over bands of low wire, the individual must crouch low. When not equipped with wire cutters, he should go under bands of high wire on his back, holding the lower strands up, while he crawls through. If he has wire cutters, he should cut the lower strands and crawl through on his stomach.

51. Combat by Dismounted Reconnaissance Patrols at Night. Combat is avoided unless it is necessary in order to accomplish the reconnaissance mission. However, dismounted night patrols should have a simple pre-arranged plan in case of sudden contact with the enemy. In case of combat when returning with information, one man is detailed to return with the information. Against an equal force, the individuals who first make contact promptly close in and engage the enemy in hand to hand combat. The remainder of the patrol engages the enemy group from the flanks.

CHAPTER III

SCOUT-CAR RECONNAISSANCE

52. Reconnaissance Missions. Regimental scout cars normally reconnoiter beyond the radius of mounted patrols and within that of observation aviation and divisional mechanized reconnaissance units. If observation aviation and divisional mechanized units are not available, scout car reconnaissance may be more distant. It should include the radius of action of hostile forces immediately threatening the command. On whatever reconnaissance missions engaged, scout cars are always charged with observing and reporting hostile mechanized or motorized forces.

Night missions are exceptional, because of the dangers of ambush at night. However, during the night, scout car sections may move to certain localities from which to conduct dismounted reconnaissance or they may move to a distant locality and there await daylight to start their actual reconnaissance.

53. Operations. The Scout-Car Platoon has ten radio equipped scout cars and five motorcycles in war; it has six scout cars and three motorcycles in peace. Each car is equipped with one machine gun, caliber .50; two light machine guns, caliber .30; and one sub-machine gun.

The scout-car platoon normally operates in sections of two cars each. This method provides protection for the cars and enables the platoon to execute successive or simultaneous missions.

One section is a command section for the platoon; it usually operates on a central axis when several sections are used. One section is initially held in reserve. One section is usually attached to a squadron acting alone. One section may sometimes be attached to a troop acting alone.

54. Capabilities. Scout cars are capable of distant, rapid reconnaissance on favorable terrain. Their most economical cruising rate is from 30 to 35 miles per hour. Effective reconnaissance is usually conducted at the rate of 12 to 18 miles per hour.

Terrain and visibility. The existence of an adequate road net and the suitability of the terrain for cross county operations determine the rapidity and extent of scout-car reconnaissance. Rough roads, mud or sand delay their movement. Road blocks, barriers, and the destruction of bridges delay them and may stop them completely. At night, they are restricted to roads and are then highly susceptible to ambush. Driving without lights limits their rate of movement at night.

Reconnaissance zones. Extensive areas are normally reconnoitered by assigning separate zones to the various scout car sections. A single section is usually assigned a zone of about four or five miles in width. Assuming that such a zone has a normal road net of two or three axial roads and frequent lateral roads, a single section could normally reconnoiter that zone at the rate of 12 to 18 miles per hour.

Fuel Capacity of the cars and the availability of gasoline and oil must be considered in assigning reconnaissance missions. Cars of the old type (Scout Car M-1) have a gasoline capacity of 35 gallons and an operating radius of about 210 miles without refilling. Cars of the new type (Scout Car M-3) have a capacity of 26½ gallons and an operating radius of about 175 miles without refilling.

Maintenance. Sufficient time must be allowed during operations to inspect and service the cars.

55. Orders to Scout-Car Platoon. Orders for reconnaissance must be clear, concise, and specific. These orders are normally issued to the platoon commander. Orders are only issued to individual sections when the platoon commander is not available, in which case he is informed later. Detached sections receive orders directly from the units to which they are attached. Reconnaissance orders include warning orders, general instructions, and special instructions. Such orders are usually oral; special instructions may be written for extended missions.

Warning orders include:

Maps required.

Reconnaissance missions under consideration.

Time of starting.

Gasoline, oil, ammunition, equipment, and rations.

General instructions include:

Available enemy information, which has a direct bearing on the reconnaissance mission.

Mission of the main body and such available information of supporting troops and other reconnoitering agencies as the platoon should know.

General purpose of the reconnaissance.

Special instructions include:

WHAT information is required? (State in the form of *specific* questions.)

WHERE must the reconnaissance be conducted? (The mission may include certain localities or zones to be reconnoitered, a line to be patrolled, or certain enemy forces to be reported.) WHERE shall messages (not sent by radio) be delivered? WHERE must the sections rejoin?

WHEN is the information required? (Without delay, at designated hours, or on reaching certain localities?) WHEN must the sections rejoin? (Depends on the mission. Normally they rejoin before dark.)

56. Orders to Scout-Car Sections. On receipt of his orders, the platoon commander plans his reconnaissance, decides on the number and composition of sections to execute the mission, and designates the same. He then issues his orders orally to the assembled section and car commanders. His orders include general and special instructions.

General instructions include:

Such available information of the enemy, of friendly troops, and of other reconnoitering agencies as the sections should know.

General purpose of the reconnaissance.

Gasoline, oil, equipment, ammunition, and rations (if not already prescribed).

Assignment of motorcyclists to sections.

Plan for control and communication.

Special instructions apply individually to each section but should be known by all sections. These instructions include:

WHAT information is required? (Stated in the form of specific questions.)

WHERE must *each* section reconnoiter? (*Each* section is assigned a locality or zone to be reconnoitered or a certain enemy force to be reported. It is usually assigned a route.) WHERE must messages (not sent by radio) be delivered? WHERE must *each* section rejoin? (A rendezvous may be designated for the platoon.)

WHEN is the information required? WHEN must *each* section rejoin? (Normally before dark.)

On receipt of his order, *each* section commander plans his reconnaissance, explains his plan to the platoon commander, inspects and checks his cars, and issues the necessary orders.

57. Control. The platoon command section usually operates on a central route. The platoon commander controls through his section commanders. Section commanders control through their car commanders. Platoon motorcyclists assist in maintaining control within the platoon. Control may be *assisted* by prescribing time limits for sections to clear certain control lines and by requiring reports when they have done so.

58. Communication. Means of communication in the scout-car platoon include the radio, motorcycle messengers, visual signals, and the example of the leader.

Radio. Radio communication with the regimental command post is frequently based on a time schedule. The platoon command section maintains radio com-

munication with other sections and with the regimental command post. All sections maintain radio communication with the platoon command section. Distant sections also maintain radio communication with the regimental command post. Scout car radio sets are designed to transmit by voice telephone up to about ten miles and by telegraph up to about forty miles, when conditions are favorable.

Codes are used as directed. Simple, pre-arranged codes facilitate radio communication for special operations. The rapidity of cavalry actions frequently necessitates sending many vital messages in the clear, particularly in transmitting enemy information.

Motorcycle messengers (five in war and three in peace in each Scout-Car Platoon) are used to supplement radio communication with the regiment and between sections. They are used when the radio is ineffective or when its use would be slow or impracticable. They are usually quicker than encoded radio messages for distances up to eight or ten miles. Sketches, overlays, or marked maps frequently convey more information than radio messages.

Visual signals are used for short distances between the cars of each section. Flashlights and other devices are used for night signals. Pyrotechnics may be used to transmit pre-arranged data between sections and to the main body. The personnel must be alert to observe and transmit signals.

Observation aviation should cooperate with scout-car reconnaissance. When scout cars are beyond the range of regimental radio communication or when such communication has become ineffective, airplanes may relay messages to the regiment. Communication with airplanes is normally conducted by radio (usually voice telephone). Drop and pick-up messages and panels

may be used, but this method takes time and may disclose the scout cars to the enemy.

59. Conduct of Scout-Car Reconnaissance. The purpose of scout-car reconnaissance is to FURNISH INFORMATION. Reconnaissance is preferably conducted by stealth. Combat is avoided unless it is necessary in order to accomplish the mission. Care must be taken:

To move rapidly and to use all available cover and concealment.

To avoid remaining in one locality longer than necessary.

To avoid hostile detachments and unnecessary combat.

To observe every precaution for security, especially when the cars are stationary.

To use dismounted reconnaissance patrols when necessary, keeping the cars concealed.

When contact with hostile detachments is *unavoidable*, to act boldly in engaging such units.

Movement. The sections normally advance by bounds in hostile territory. The cars of each section support each other in advancing from one position of observation and concealment to the next. Bounds are longer on open terrain than on wooded or broken terrain; they may vary in length from several hundred yards to several miles. Their length decreases as contact with the enemy approaches.

The commander of the leading car does not advance from the cover of a bound until he has visually reconnoitered and selected his next objective. If no enemy is seen, the halt for observation is brief; the car commander then halts his car momentarily in rear of the crest or under cover and quickly reconnoiters from a standing position in the car. If resistance is expected,

the car commander may have the leading car back up to the crest for his reconnaissance; the car can then use its maximum fire power and can be withdrawn quickly. If contact with the enemy is imminent and observation is restricted, the car commander may conceal the leading car and reconnoiter dismounted before advancing. After its car commander has reconnoitered, the leading car advances rapidly to its next objective.

The rear cars of a section are temporarily halted in the area vacated by the leading car, prepared to support the leading car by fire. They then follow within supporting distance. In following across country, rear cars may be echeloned or may side-slip and shift their routes.

The section commander may be in either car.

Motorcycle reconnaissance. The platoon motorcyclists may be used for reconnoitering areas inaccessible to the cars.

The reconnaissance of a village is initiated by a distant, visual reconnaissance. A vehicular reconnaissance is sometimes conducted around the village before entering it. In passing through a village, rear cars cover the advance of leading cars. A motorcyclist may precede the section through a town or village.

Passage of a bridge or defile. The advance of the leading car is covered by the rear cars from the best available positions on the near side. Rear cars then follow and the advance is resumed. The same procedure is used in leaving a defile. A motorcyclist may precede the section in its passage of a bridge or defile.

Reconnaissance by fire may be used when other means are impracticable. The mission may require the reconnaissance of a wood, village, or other covered area, the approaches to which are so exposed that neither vehicular or dismounted reconnaissance is possible.

If the section commander encounters such an area,

which he suspects is occupied by the enemy, it may be advisable to first reconnoiter by fire. In that case, a few bursts are fired into the area from concealed positions, from which the cars can be quickly withdrawn. This procedure may draw the enemy's fire sufficiently to indicate the extent to which the area is occupied.

Premature or indiscriminate use of this method involves unnecessary exposure and may hamper the continued reconnaissance of the section.

Reconnaissance of a hostile bivouac is usually conducted from the flanks and rear. Small dismounted patrols or motorcyclists, reconnoitering within supporting distance of the concealed scout cars, are used if necessary.

Reconnaissance of a hostile force is conducted from successive positions on the flank, to ascertain the strength, composition, location, and movement of the *hostile main body*. Small dismounted patrols or motorcyclists may be used within supporting distance of the concealed scout cars.

60. Ambushes. Ambushes are a serious threat to scout cars.

Suspected ambush locations are visually reconnoitered from a favorable observation point before advancing. A motorcyclist may precede the section. It may be necessary to conduct a dismounted reconnaissance, protected by the guns of the leading car. Reconnaissance by fire may be used, if other means fail.

If the road net and the terrain permit "side-slipping," a detour is *always* made around the suspected locality.

If time is pressing and a quick detour is not possible, the suspected ambush may be rushed at speed, provided a road block has not been disclosed. The leading car continues rapidly on its route, prepared to open fire. The rear car is held ready to cover the suspected area by

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fire. If the leading car is ambushed, the rear cars avoid the same trap and give all possible fire support to the leading car.

If a road block is disclosed, the ambush must be reduced or passed as the situation demands. This may involve a flanking movement by the rear cars, supported by the fire of the leading car.

A scout-car section on reconnaissance may detect an enemy mechanized detachment before its own presence has been disclosed. If contact is unavoidable, it should clear the road quickly, gain any available cover, and deliver concentrated, surprise fire on the enemy cars.

61. Summary. Scout cars normally reconnoiter beyond the radius of mounted patrols and within that of observation aviation and divisional mechanized reconnaissance units. The function of scout car reconnaissance is to **FURNISH INFORMATION**. It must be conducted rapidly, with a skilful use of terrain, and as stealthily as the accomplishment of the mission will permit.

CHAPTER IV

RECONNAISSANCE DETACHMENTS

62. General. Reconnaissance detachments are small, self-contained units detailed by larger forces to secure information. They are employed when the need for information necessitates having a small, self-sustained unit well to the front. Such a unit should be able to reach distant objectives, to break through hostile resistance, to furnish reconnaissance patrols, and to transmit information to the main body. Reconnaissance detachments may be used when any of the following conditions exist:

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a. When unfavorable weather or limited visibility restricts the use of observation aviation.

b. When the use of mechanized reconnaissance is restricted by rough terrain, by obstacles, or by an unfavorable road net.

c. When the strength of the enemy's security and counter-reconnaissance elements limits the effectiveness of unsupported mounted patrols and motorized reconnaissance.

d. When the early need for negative or detailed information necessitates using *distant*, active reconnaissance by mounted patrols.

e. When the distance at which mounted reconnaissance patrols must operate necessitates their being closely supported.

Reconnaissance detachments are frequently detailed by the commander of a large cavalry force or by the commander of a large mixed force, to which horse cavalry is attached. They are seldom detailed by units smaller than a brigade. However, a regiment acting alone on a general reconnoitering mission may detach a limited number of reconnaissance detachments to extend the radius of its own reconnaissance.

Reconnaissance missions usually require information concerning the composition, location, and movements of the enemy's *main body*. Reconnaissance detachments must frequently break through the enemy's security and counter-reconnaissance elements to secure this information. Their mission may be one of several days' duration.

63. Strength and Composition. The strength and composition of a reconnaissance detachment depends on the distance at which it must operate, on the resistance expected, on the information desired, on the num-

ber of messages required, and on the strength of the unit from which it is detailed.

Strength. Troops or squadrons are normally used for reconnaissance detachments. Exceptionally, a regiment may be so detailed from a larger force.

Composition. Reconnaissance detachments must be self-contained units, equipped for mechanized reconnaissance, with communication facilities for transmitting information, and with sufficient supporting weapons to act offensively when necessary to accomplish their mission. Supplies are carried when they cannot be secured locally.

a. A section of scout cars is usually attached to a squadron, and sometimes to a troop so detailed, to provide the means for mechanized reconnaissance and to augment the means of communication.

b. A radio pack set is normally attached to a squadron and sometimes to a troop so detailed.

c. Motorcyclists may be attached as a supplementary means of communication.

d. Supporting weapons are attached as needed. Mobility must not be impaired. But when the character of the expected enemy resistance warrants the need for supporting weapons, these are attached if *available*. Caliber .50 machine guns, in the proportion of one section or one platoon per squadron and one section per troop, may be attached if enemy mechanization is active. A platoon or section of heavy machine guns, caliber .30, may be attached to a squadron. Its normal complement of light machine guns usually suffices for the automatic fire support of a troop.

e. Intelligence personnel from higher units may be attached to get early information and to evaluate the information secured.

64. Instructions. Reconnaissance detachments receive instructions from and report directly to the main body commander of the force from which they are detailed. Orders to these detachments are usually written, since their mission may be a long continued one. Where several reconnaissance detachments are detailed on a joint mission, a combined order is issued for all detachments. Orders to reconnaissance detachments conform to the following general form:

1. *a. Available* enemy information, applicable to the reconnaissance mission.
- b.* Information of our own troops, applicable to the reconnaissance mission.
2. Summary of the required **ESSENTIAL ELEMENTS OF INFORMATION**, applicable to *all* reconnaissance detachments. (See Pars. 7-9, Chapter I.)
3. Reconnaissance Detachments:
 - a.* Detachment No. 1.
 - Hour of departure.
 - Zone or area to be reconnoitered.
 - Axis or route of advance.
 - Mission (Information required in order of priority and time when reports are desired).
 - b.* Detachment No. 2.
 - (Same as above).
 - x.* General instructions applicable to all reconnaissance detachments.
4. Supplies.
5. Where to send messages and other necessary communication instructions.

65. Method of Operation. A reconnaissance detachment must be capable of furnishing a reservoir of reconnaissance patrols, of supporting these patrols, and of returning information. Its function is to **SECURE**

INFORMATION. Combat is avoided, except where necessary to accomplish the reconnaissance mission.

66. Method of Advance. Reconnaissance detachments may advance in a specified zone (the boundaries of which are prescribed) or they may advance to a prescribed area by a designated route.

Zones of advance are assigned when it is desired to comb an area by detachments operating in parallel strips. This may be necessary when the enemy's location is very indefinite or when negative information is desired in a particular zone. The width of the assigned zone will depend on the resistance expected, on the road net, and on the terrain facilities for observation. The zone assigned a squadron should rarely exceed 10 miles in width; the zone assigned a troop should rarely exceed 5 miles in width.

Routes of advance are assigned when the enemy is known to be in a certain general locality or when his movements are confined to known routes. In such cases, the detailed reconnaissance of an intermediate zone is seldom necessary.

Movement. Preceded by its own scout cars and mounted patrols, the reconnaissance detachment advances by bounds, which may vary in length from several hundred yards to several miles. The bounds are longer on open terrain than in broken or wooded terrain and decrease in length as contact approaches. When contact becomes closely imminent, the detachment is halted at the end of each bound, long enough to permit time for detailed reconnaissance.

Security. Regardless of the activity of its reconnaissance patrols, the detachment always provides its own local security.

a. Forward security may be furnished by an advance guard or by a covering detachment. Advance guards

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are used when following a designated route and when early contact is not expected. Covering detachments are more generally used when advancing by bounds in a zone of advance. Covering detachments are normally used when early contact is expected.

b. Flank security is provided by observation or by small flank patrols.

c. Rear security is provided by observation or by a small rear patrol.

67. Reconnaissance Agencies. The reconnaissance agencies available in a reconnaissance detachment include scout cars and mounted patrols.

Scout Car Sections operate beyond the radius of mounted patrols, well in advance and on the flanks, usually on routes leading towards the objective. When stopped by hostile resistance, they continue their reconnaissance to the flanks and rear of the hostile forces. Their radius of action depends on the road net and the terrain. They have a limited usefulness at night.

Mounted Patrols are the primary reconnoitering agencies for cavalry reconnaissance detachments. They operate well in advance of the detachment, at distances up to 5 miles or more, depending on the terrain and on the proximity of the enemy. Patrols must not be prematurely detached. (See Section 1-5, Chapter II).

a. The commander of a reconnaissance detachment determines the number of patrols necessary, their strength, time of departure, time and place of reporting, and the missions assigned to each. The number of patrols required will depend on the road net, the terrain, and the number and extent of localities to be reconnoitered. Care must be taken to avoid prematurely dissipating the detachment on patrols. Economy in patrolling is effected by:

- (1) Seeking only information essential to mission.

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(2) Using patrols on appropriate missions.

(3) Restricting the number and strength of patrols to the minimum required.

b. The need for reserve combat strength and for relieving the patrols with sufficient frequency necessitates that not more than 1/3 of the detachment be absent on reconnaissance patrols at one time.

c. Resistance encountered by the patrols is overcome by the continued advance of the detachment. It is not overcome by rendering special assistance to individual patrols.

d. Patrol leaders should always return *pertinent, positive information* without delay. When *negative information* is periodically required, the detachment commander usually requires his patrol leaders to report on reaching designated points. However, the strength of the patrols must not be dissipated by requiring *unnecessary* messages.

68. Cooperation with Observation Aviation. Observation aviation may assist reconnaissance detachments by reporting enemy locations and by relaying messages to or from the main body. Detachment commanders should display their identification panels on call and be prepared to communicate (by radio and drop and pick-up messages) with friendly observation airplanes.

69. Communication. All available means of communication are used by the detachment commander to maintain communication with his reconnaissance agencies. Information secured by patrols is transmitted to the detachment commander for evaluation. It is then transmitted to the main body commander by the quickest and most reliable means available. Radio, mounted messengers, motorcyclists, impressed automobiles, or commercial telephone may be used.

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