

**3d Infantry Division (Mechanized) and Fort Stewart
NONCOMMISSIONED OFFICER ACADEMY
Land Navigation Reinforced Training Packet
Primary Leadership Development Course (PLDC)**



"NO ONE IS MORE PROFESSIONAL THAN "

DEPARTMENT OF THE ARMY
3d Infantry Division (Mechanized) and Fort Stewart
Noncommissioned Officer Academy
Fort Stewart, Georgia 31314-6002

AFZP-HCN

11 February 2003

MEMORANDUM FOR RECORD

SUBJECT: Division Land Navigation Training

1. Purpose: Identify specific areas of training for Division Land Navigation.

2. General: These are the specific areas of training units should focus on prior to utilizing the Division Land Navigation course. These areas are not a requirement; however by conducting this training before a soldier gets to the Division Land Navigation Site or attends PLDC it will greatly increase the effectiveness of the training.

- ?? Identify Topographic Symbols on a Military Map 071-329-1000
- ?? Identify Terrain Features on a Map 071-329-1001
- ?? Determine the Grid Coordinates of a Point on a Military Map 071-329-1002
- ?? Determine a Magnetic Azimuth Using a Lensatic Compass 071-329-1003
- ?? Determine a Location on the ground by Terrain Association 071-329-1005
- ?? Measure Distance on a Map 071-329-1008
- ?? Orient a Map using Terrain Association 071-329-1012
- ?? Determine Direction Without a Compass 071-329-1018
- ?? Select a Movement route using a Map 071-329-0515
- ?? Navigate From one Point on the Ground to Another 071-329-1006
- ?? Convert Azimuths 071-329-1009
- ?? Orient a Map using a Lensatic Compass 071-329-1011
- ?? Determine Azimuth using a Protractor 071-510-0001
- ?? Analyze Terrain 071-331-0820
- ?? Convert a Back Azimuth 071-510-0002
- ?? Determine The Elevation of a Point On the Ground Using a Map 071-329-1004

Moving by Dead Reckoning FM 21-26 page 11-9

Bypassing an Obstacle FM 21-26 page 11-10

Presetting Compass to follow azimuth page 9-4

Field-Expedient Methods page 9-6

/original signed/
ALBERT D. NEWTON
CSM, USA
Commandant

CHAPTER 5 SCALE AND DISTANCE

A map is a scaled graphic representation of a portion of the earth's surface. The scale of the map permits the user to convert distance on the map to distance on the ground or vice versa. The ability to determine distance on a map, as well as on the earth's surface, is an important factor in planning and executing military missions.

5-1. REPRESENTATIVE FRACTION

The numerical scale of a map indicates the relationship of distance measured on a map and the corresponding distance on the ground. This scale is usually written as a fraction and is called the representative fraction. The RF is always written with the map distance as 1 and is independent of any unit of measure. (It could be yards, meters, inches, and so forth.) An RF of 1/50,000 or 1:50,000 means that one unit of measure on the map is equal to 50,000 units of the same measure on the ground.

a. The ground distance between two points is determined by measuring between the same two points on the map and then multiplying the map measurement by the denominator of the RF or scale (Figure 5-1, page 5-2).

EXAMPLE:

The map scale is 1:50,000

RF = 1/50,000

The map distance from point A to point B is 5 units

5 x 50,000 = 250,000 units of ground distance

b. Since the distance on most maps is marked in meters and the RF is expressed in this unit of measurement in most cases, a brief description of the metric system is needed. In the metric system, the standard unit of measurement is the meter.

1 meter contains 100 centimeters (cm).

100 meters is a regular football field plus 10 meters.

1,000 meters is 1 kilometer (km).

10 kilometers is 10,000 meters.

Appendix C contains the conversion tables.

c. The situation may arise when a map or sketch has no RF or scale. To be able to determine ground distance on such a map, the RF must be determined. There are two ways to do this:

(1) **Comparison with Ground Distance.**

(a) Measure the distance between two points on the map—map distance (MD).

(b) Determine the horizontal distance between these same two points on the ground—ground distance (GD).

(c) Use the RF formula and remember that RF must be in the general form:

$$\text{RF} = \frac{1}{X} = \frac{\text{MD}}{\text{GD}}$$

5-3. OTHER METHODS

Determining distance is the most common source of error encountered while moving either mounted or dismounted. There may be circumstances where you are unable to determine distance using your map or where you are without a map. It is therefore essential to learn methods by which you can accurately pace, measure, use subtense, or estimate distances on the ground.

a. **Pace Count.** Another way to measure ground distance is the pace count. A pace is equal to one natural step, about 30 inches long. To accurately use the pace count method, you must know how many paces it takes you to walk 100 meters. To determine this, you must walk an accurately measured course and count the number of paces you take. A pace course can be as short as 100 meters or as long as 600 meters. The pace course, regardless of length, must be on similar terrain to that you will be walking over. It does no good to walk a course on flat terrain and then try to use that pace count on hilly terrain. To determine your pace count on a 600-meter course, count the paces it takes you to walk the 600 meters, then divide the total paces by 6. The answer will give you the average paces it takes you to walk 100 meters. It is important that each person who navigates while dismounted knows his pace count.

(1) There are many methods to keep track of the distance traveled when using the pace count. Some of these methods are: put a pebble in your pocket every time you have walked 100 meters according to your pace count; tie knots in a string; or put marks in a notebook. Do not try to remember the count; always use one of these methods or design your own method.

(2) Certain conditions affect your pace count in the field, and you must allow for them by making adjustments.

(a) *Slopes.* Your pace lengthens on a downslope and shortens on an upgrade. Keeping this in mind, if it normally takes you 120 paces to walk 100 meters, your pace count may increase to 130 or more when walking up a slope.

(b) *Winds.* A head wind shortens the pace and a tail wind increases it. (c) *Surfaces.* Sand, gravel, mud, snow, and similar surface materials tend to shorten the pace.

(d) *Elements.* Falling snow, rain, or ice cause the pace to be reduced in length.

(e) *Clothing.* Excess clothing and boots with poor traction affect the pace length.

(f) *Visibility.* Poor visibility, such as in fog, rain, or darkness, will shorten your pace.

b. **Odometer.** Distances can be measured by an odometer, which is standard equipment on most vehicles. Readings are recorded at the start and end of a course and the difference is the length of the course.

(1) To convert kilometers to miles, multiply the number of kilometers by 0.62.

EXAMPLE:

16 kilometers = 16 x 0.62 = 9.92 miles

(2) To convert miles to kilometers, divided the number of miles by 0.62.

EXAMPLE:

10 miles = 10 divided by 0.62 = 16.12 kilometers

PART TWO LAND NAVIGATION

CHAPTER 9 NAVIGATION EQUIPMENT AND METHODS

Compasses are the primary navigation tools to use when moving in an outdoor world where there is no other way to find directions. Soldiers should be thoroughly familiar with the compass and its uses. Part One of this manual discussed the techniques of map reading. To complement these techniques, a mastery of field movement techniques is essential. This chapter describes the lensatic compass and its uses, and some of the field expedient methods used to find directions when compasses are not available.

9-1. TYPES OF COMPASSES

The **lensatic compass** is the most common and simplest instrument for measuring direction. It is discussed in detail in paragraph 9-2. The **artillery M2 compass** is a special-purpose instrument designed for accuracy; it will be discussed in Appendix G. The **wrist/pocket compass** is a small magnetic compass that can be attached to a wristwatch band. It contains a north-seeking arrow and a dial in degrees. A **protractor** can be used to determine azimuths when a compass is not available. However, it should be noted that when using the protractor on a map, only grid azimuths are obtained.

9-2. LENSATIC COMPASS

The **lensatic compass** (Figure 9-1) consists of three major parts: the cover, the base, and the lens.

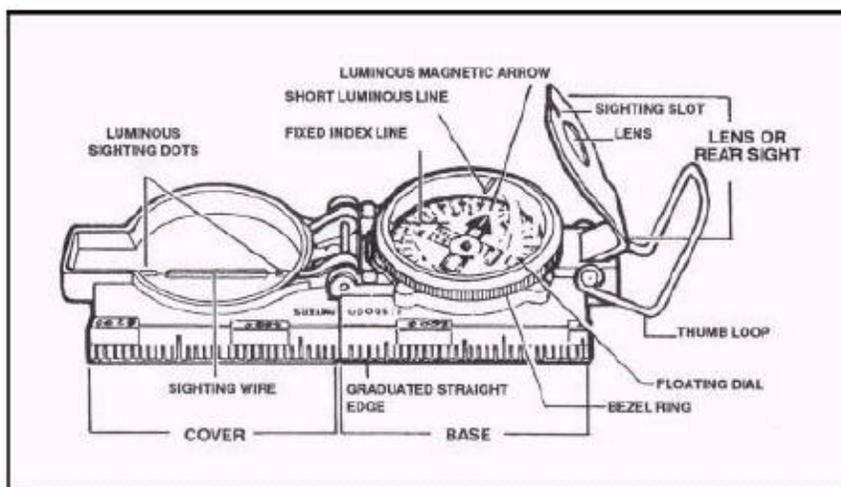


Figure 9-1. Lensatic compass.

a. **Cover.** The compass cover protects the floating dial. It contains the sighting wire (front sight) and two luminous sighting slots or dots used for night navigation.

b. **Base.** The body of the compass contains the following movable parts:

(1) The floating dial is mounted on a pivot so it can rotate freely when the compass is held level. Printed on the dial in luminous figures are an arrow and the letters E and W. The arrow always points to magnetic north and the letters fall at east (E) 90° and west (W) 270° on the dial. There are two scales; the outer scale denotes mils and the inner scale (normally in red) denotes degrees.

(2) Encasing the floating dial is a glass containing a fixed black index line.

(3) The bezel ring is a ratchet device that clicks when turned. It contains 120 clicks when rotated fully; each click is equal to 3°. A short luminous line that is used in conjunction with the north-seeking arrow during navigation is contained in the glass face of the bezel ring.

(4) The thumb loop is attached to the base of the compass.

c. **Lens.** The lens is used to read the dial, and it contains the rear-sight slot used in conjunction with the front for sighting on objects. The rear sight also serves as a lock and clamps the dial when closed for its protection. The rear sight must be opened more than 45° to allow the dial to float freely.

NOTE: When opened, the straightedge on the left side of the compass has a coordinate scale; the scale is 1:50,000 in newer compasses.

WARNING
Some older compasses will have a 1:25,000 scale. This scale can be used with a 1:50,000-scale map, but the values read must be halved. Check the scale.

9-3. COMPASS HANDLING

Compasses are delicate instruments and should be cared for accordingly.

a. **Inspection.** A detailed inspection is required when first obtaining and using a compass. One of the most important parts to check is the floating dial, which contains the magnetic needle. The user must also make sure the sighting wire is straight, the glass and crystal parts are not broken, the numbers on the dial are readable, and most important, that the dial does not stick.

b. **Effects of Metal and Electricity.** Metal objects and electrical sources can affect the performance of a compass. However, nonmagnetic metals and alloys do not affect compass readings. The following separation distances are suggested to ensure proper functioning of a compass:

- High-tension power lines55 meters.
 - Field gun, truck, or tank..... 18 meters.
 - Telegraph or telephone wires and barbed wire.....10 meters.
 - Machine gun..... .2 meters.
 - Steel helmet or rifle.....1/2 meter.
-

c. **Accuracy.** A compass in good working condition is very accurate. However, a compass has to be checked periodically on a known line of direction, such as a surveyed azimuth using a declination station. Compasses with more than 3° variation should not be used.

d. **Protection.** If traveling with the compass unfolded, make sure the rear sight is fully folded down onto the bezel ring. This will lock the floating dial and prevent vibration, as well as protect the crystal and rear sight from damage.

9-4. USING A COMPASS

Magnetic azimuths are determined with the use of magnetic instruments, such as lensatic and M2 compasses. The techniques employed when using the lensatic compass are as follows:

a. **Using the Centerhold Technique.** First, open the compass to its fullest so that the cover forms a straightedge with the base. Move the lens (rear sight) to the rearmost position, allowing the dial to float freely. Next, place your thumb through the thumb loop, form a steady base with your third and fourth fingers, and extend your index finger along the side of the compass. Place the thumb of the other hand between the lens (rear sight) and the bezel ring; extend the index finger along the remaining side of the compass, and the remaining fingers around the fingers of the other hand. Pull your elbows firmly into your sides; this will place the compass between your chin and your belt. To measure an azimuth, simply turn your entire body toward the object, pointing the compass cover directly at the object. Once you are pointing at the object, look down and read the azimuth from beneath the fixed black index line (Figure 9-2). This preferred method offers the following advantages over the sighting technique:

- (1) It is faster and easier to use.
- (2) It can be used under all conditions of visibility.
- (3) It can be used when navigating over any type of terrain.
- (4) It can be used without putting down the rifle; however, the rifle must be slung well back over either shoulder.
- (5) It can be used without removing eyeglasses.

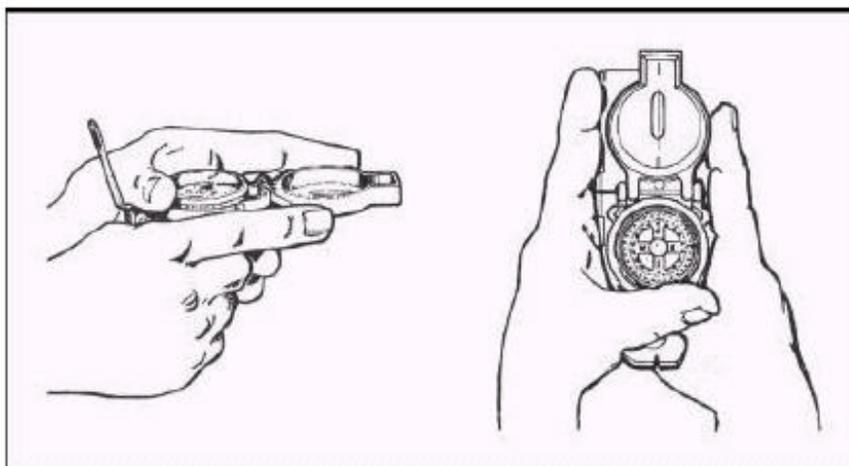


Figure 9-2. Centerhold technique.

b. **Using the Compass-to-Cheek Technique.** Fold the cover of the compass containing the sighting wire to a vertical position; then fold the rear sight slightly forward. Look through the rear-sight slot and align the front-sight hairline with the desired object in the distance. Then glance down at the dial through the eye lens to read the azimuth (Figure 9-3).

NOTE: The compass-to-cheek technique is used almost exclusively for sighting, and it is the best technique for this purpose.

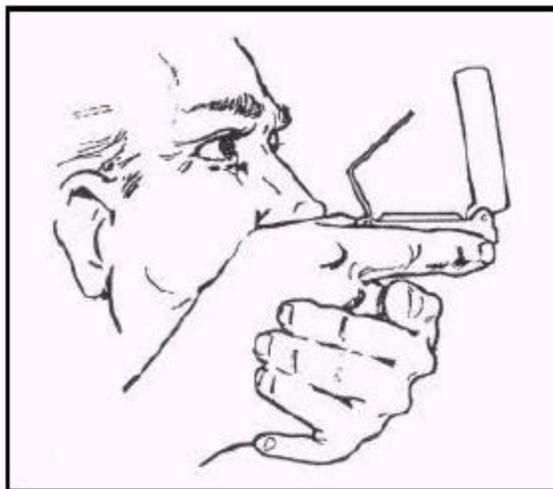


Figure 9-3. Compass-to-cheek technique.

c. **Presetting a Compass and Following an Azimuth.** Although different models of the lensatic compass vary somewhat in the details of their use, the principles are the same.

(1) During daylight hours or with a light source:

(a) Hold the compass level in the palm of the hand.

(b) Rotate it until the desired azimuth falls under the fixed black index line (for example, 320°), maintaining the azimuth as prescribed (Figure 9-4).

(c) Turn the bezel ring until the luminous line is aligned with the north-seeking arrow. Once the alignment is obtained, the compass is preset.

(d) To follow an azimuth, assume the centerhold technique and turn your body until the north-seeking arrow is aligned with the luminous line. Then proceed forward in the direction of the front cover's sighting wire, which is aligned with the fixed black index line that contains the desired azimuth.

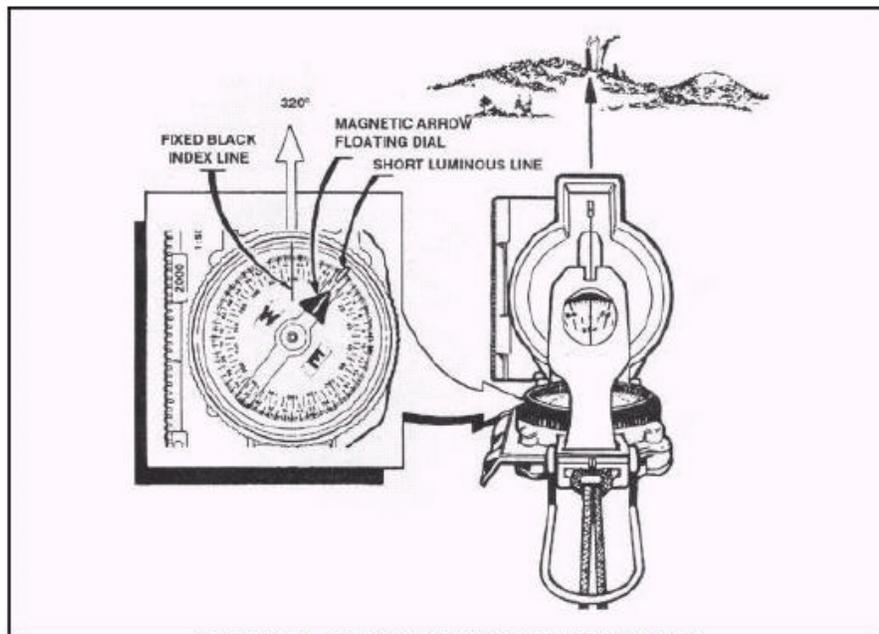


Figure 9-4. Compass preset at 320 degrees

(2) During limited visibility, an azimuth may be set on the compass by the click method. Remember that the bezel ring contains 3° intervals (clicks).

(a) Rotate the bezel ring until the luminous line is over the fixed black index line.

(b) Find the desired azimuth and divide it by three. The result is the number of clicks that you have to rotate the bezel ring.

(c) Count the desired number of clicks. If the desired azimuth is smaller than 180°, the number of clicks on the bezel ring should be counted in a counterclockwise direction. For example, the desired azimuth is 51°. $51° \div 3 = 17$ clicks counterclockwise. If the desired azimuth is larger than 180°, subtract the number of degrees from 360° and divide by 3 to obtain the number of clicks. Count them in a clockwise direction. For example, the desired azimuth is 330°; $360° - 330° = 30 \div 3 = 10$ clicks clockwise.

(d) With the compass preset as described above, assume a centerhold technique and rotate your body until the north-seeking arrow is aligned with the luminous line on the bezel. Then proceed forward in the direction of the front cover's luminous dots, which are aligned with the fixed black index line containing the azimuth.

(e) When the compass is to be used in darkness, an initial azimuth should be set while light is still available, if possible. With the initial azimuth as a base, any other azimuth that is a multiple of three can be established through the use of the clicking feature of the bezel ring.

NOTE: Sometimes the desired azimuth is not exactly divisible by three, causing an option of rounding up or rounding down. If the azimuth is rounded up, this causes an

increase in the value of the azimuth, and the object is to be found on the left. If the azimuth is rounded down, this causes a decrease in the value of the azimuth, and the object is to be found on the right.

d. **Bypassing an Obstacle.** To bypass enemy positions or obstacles and still stay oriented, detour around the obstacle by moving at right angles for specified distances.

(1) For example, while moving on an azimuth of 90° change your azimuth to 180° and travel for 100 meters. Change your azimuth to 90° and travel for 150 meters. Change your azimuth to 360° and travel for 100 meters. Then, change your azimuth to 90° and you are back on your original azimuth line (Figure 9-5).

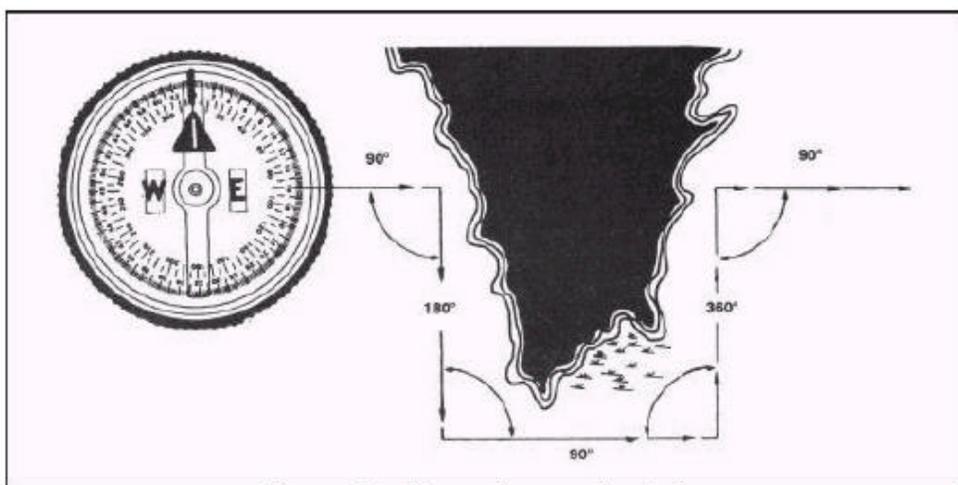


Figure 9-5. Bypassing an obstacle.

(2) Bypassing an unexpected obstacle at night is a fairly simple matter. To make a 90° turn to the right, hold the compass in the centerhold technique; turn until the center of the luminous letter E is under the luminous line (*do not* move the bezel ring). To make a 90° turn to the left, turn until the center of the luminous letter W is under the luminous line. This does not require changing the compass setting (bezel ring), and it ensures accurate 90° turns.

e. **Offset.** A deliberate offset is a planned magnetic deviation to the right or left of an azimuth to an objective. Use it when the objective is located along or in the vicinity of a linear feature such as a road or stream. Because of errors in the compass or in map reading, the linear feature may be reached without knowing whether the objective lies to the right or left. A deliberate offset by a known number of degrees in a known direction compensates for possible errors and ensures that upon reaching the linear feature, the user knows whether to go right or left to reach the objective. Ten degrees is an adequate offset for most tactical uses. Each degree offset moves the course about 18 meters to the right or left for each 1,000 meters traveled. For example, in Figure 9-6, the number of degrees offset is 10. If the distance traveled to "x" is 1,000 meters, then "x" is located about 180 meters to the right of the objective.

CHAPTER 11

TERRAIN ASSOCIATION

Failure to make use of the vast amounts of information presented by the map and available to the eye on the ground reduces the chances for success in land navigation. The soldier who has repeatedly practiced the skills of identifying and discriminating among the many types of terrain and other features knows how these features are mapped. He can begin to visualize the shape of the land by studying the map, estimate distances, and perform quick resection from the many landmarks he sees is the one who will be at the right place to help defeat the enemy on the battlefield. This chapter tells how to orient a map with and without a compass, how to find locations on a map as well as on the ground, how to study the terrain, and how to move on the ground using terrain association and dead reckoning.

11-1. ORIENTING THE MAP

The first step for a navigator in the field is orienting the map. A map is oriented when it is in a horizontal position with its north and south corresponding to the north and south on the ground. Some orienting techniques follow:

a. **Using a Compass.** When orienting a map with a compass, remember that the compass measures magnetic azimuths. Since the magnetic arrow points to magnetic north, pay special attention to the declination diagram. There are two techniques used.

(1) **First Technique.** Determine the direction of the declination and its value from the declination diagram.

(a) With the map in a horizontal position, take the straightedge on the left side of the compass and place it alongside the north-south grid line with the cover of the compass pointing toward the top of the map. This procedure places the fixed black index line of the compass parallel to north-south grid lines of the map.

(b) Keeping the compass aligned as directed above, rotate the map and compass together until the magnetic arrow is below the fixed black index line on the compass. At this time, the map is close to being oriented.

(c) Rotate the map and compass in the direction of the declination diagram.

(d) If the magnetic north arrow on the map is to the left of the grid north, check the compass reading to see if it equals the G-M angle given in the declination diagram. The map is then oriented (Figure 11-1, page 11-2).

that represent elevation changes of at least two contour intervals such as hills, depressions, spurs, and draws. Primary reliance upon cultural features and vegetation is cautioned against because they are most likely to have changed since the map was last revised.

(3) Checkpoints located at places where changes in direction are made mark your **decision points**. Be especially alert to see and recognize these features during movement. During preparation and planning, it is especially important to review the route and anticipate where mistakes are most likely to be made so they can be avoided.

(4) Following a valley floor or proceeding near (not on) the crest of a ridgeline generally offers easy movement, good navigation checkpoints, and sufficient cover and concealment. It is best to follow terrain features whenever you can—not to fight them.

(5) A lost or a late arriving unit, or a tired unit that is tasked with an unnecessarily difficult move, does not contribute to the accomplishment of a mission. On the other hand, the unit that moves too quickly and carelessly into a destructive ambush or leaves itself open to air strikes also have little effect. Careful planning and study are required each time a movement route is to be selected.

c. **Stay on the Route (Step 3).** In order to know that you are still on the correct route, you must be able to compare the evidence you encounter as you move according to the plan you developed on the map when you selected your route. This may include watching your compass reading (dead reckoning) or recognizing various checkpoints or landmarks from the map in their anticipated positions and sequences as you pass them (terrain association). A better way is to use a combination of both.

d. **Recognize the Objective (Step 4).** The destination is rarely a highly recognizable feature such as a dominant hilltop or road junction. Such locations as this are seldom missed by the most inexperienced navigators and are often dangerous places for soldiers to occupy. The relatively small, obscure places are most likely to be the destinations.

(1) Just how does a soldier travel over unfamiliar terrain for moderate to great distances and know when he reaches the destination? One minor error, when many are possible, can cause the target to be missed.

(2) The answer is simple. Select a checkpoint (reasonably close to the destination) that is not so difficult to find or recognize. Then plan a short, fine-tuned last leg from the new *expanded objective* to the final destination. For example, you may be able to plan and execute the move as a series of sequenced movements from one checkpoint or landmark to another using both the terrain and a compass to keep you on the correct course. Finally, after arriving at the last checkpoint, you might follow a specific compass azimuth and pace off the relatively short, known distance to the final, pinpoint destination. This procedure is called *point navigation*. A short movement out from a unit position to an observation post or to a coordination point may also be accomplished in the same manner.

11-6. NAVIGATION METHODS

Staying on the route is accomplished through the use of one or two navigation techniques--dead reckoning and terrain association. These methods are discussed in detail below.

a. **Moving by Dead Reckoning.** Dead reckoning consists of two fundamental steps. The first is the use of a protractor and graphic scales to determine the direction and distance from one point to another on a map. The second step is the use of a compass and some means of measuring distance to apply this information on the ground. In other words, it begins with the determination of a polar coordinate on a map and ends with the act of finding it on the ground.

(1) Dead reckoning along a given route is the application of the same process used by a mapmaker as he establishes a measured line of reference upon which to construct the framework of his map. Therefore, triangulation exercises (either resection or intersection) can be easily undertaken by the navigator at any time to either determine or confirm precise locations along or near his route. Between these position-fixes, establish your location by measuring or estimating the distance traveled along the azimuth being followed from the previous known point. You might use pacing, a vehicle odometer, or the application of elapsed time for this purpose, depending upon the situation.

(2) Most dead reckoned movements do not consist of single straight-line distances because you cannot ignore the tactical and navigational aspects of the terrain, enemy situation, natural and man-made obstacles, time, and safety factors. Another reason most dead reckoning movements are not single straight-line distances is because compasses and pace-counts are imprecise measures. Error from them compounds over distance; therefore you could soon be far afield from your intended route even if you performed the procedures correctly. The only way to counteract this phenomenon is to reconfirm your location by terrain association or resection. Routes planned for dead reckoning generally consist of a series of straight-line distances between several checkpoints with perhaps some travel running on or parallel to roads or trails.

(3) There are two advantages to dead reckoning. First, dead reckoning is easy to teach and to learn. Second, it can be a highly accurate way of moving from one point to another if done carefully over short distances, even where few external cues are present to guide the movements.

(4) During daylight, across open country, along a specified magnetic azimuth, never walk with the compass in the open position and in front of you. Because the compass will not stay steady or level, it does not give an accurate reading when held or used this way. Begin at the start point and face with the compass in the proper direction, then sight in on a landmark that is located on the correct azimuth to be followed. Close the compass and proceed to that landmark. Repeat the process as many times as necessary to complete the straight-line segment of the route.

(5) The landmarks selected for this purpose are called *steering marks*, and their selection is crucial to success in dead reckoning. Steering marks should never be determined from a map study. They are selected as the march progresses and are commonly on or near the highest points that you can see along the azimuth line that you are following when they are selected. They may be uniquely shaped trees, rocks, hilltops, posts, towers, and buildings—anything that can be easily identified. If you do not see a good steering mark to the front, you might use a back azimuth to some feature behind you until a good steering mark appears out in front. Characteristics of a good steering mark are:

(a) It must have some characteristics about it, such as color, shade of color, size, or shape (preferably all four), that will assure you that it will continue to be recognized as you approach it.

(b) If several easily distinguished objects appear along your line of march, the best steering mark is the most distant object. This procedure enables you to travel farther with fewer references to the compass. If you have many options, select the highest object. A higher mark is not as easily lost to sight as is a lower mark that blends into the background as you approach it. A steering mark should be continuously visible as you move toward it.

(c) Steering marks selected at night must have even more unique shapes than those selected during daylight. As darkness approaches, colors disappear and objects appear as black or gray silhouettes. Instead of seeing shapes, you begin to see only the general outlines that may appear to change as you move and see the objects from slightly different angles.

(6) Dead reckoning without natural steering marks is used when the area through which you are traveling is devoid of features, or when visibility is poor. At night, it may be necessary to send a member of the unit out in front of your position to create your own steering mark in order to proceed. His position should be as far out as possible to reduce the number of chances for error as you move. Arm-and-hand signals or a radio may be used in placing him on the correct azimuth. After he has been properly located, move forward to his position and repeat the process until some steering marks can be identified or until you reach your objective.

(7) When handling obstacles/detours on the route, follow these guidelines:

(a) When an obstacle forces you to leave your original line of march and take up a parallel one, always return to the original line as soon as the terrain or situation permits.

(b) To turn clockwise (right) 90 degrees, you must add 90 degrees to your original azimuth. To turn counterclockwise (left) 90 degrees from your current direction, you must subtract 90 degrees from your present azimuth.

(c) When making a detour, be certain that only paces taken toward the final destination are counted as part of your forward progress. They should not be confused with the local pacing that takes place perpendicular to the route in order to avoid the problem area and in returning to the original line of march after the obstacle has been passed.

(8) Sometimes a steering mark on your azimuth of travel can be seen across a swamp or some other obstacle to which you can simply walk out around. Dead reckoning can then begin at that point. If there is no obvious steering mark to be seen across the obstacle, perhaps one can be located to the rear. Compute a back azimuth to this point and later sight back to it once the obstacle has been passed in order to get back on track.

(9) You can use the deliberate offset technique. Highly accurate distance estimates and precision compass work may not be required if the destination or an intermediate checkpoint is located on or near a large linear feature that runs nearly perpendicular to your direction of travel. Examples include roads or highways, railroads, power transmission lines, ridges, or streams. In these cases, you should apply a deliberate error (offset) of about 10 degrees to the azimuth you planned to follow and then move, using the lensatic compass as a guide, in that direction until you encounter the linear feature. You will know exactly which way to turn (left or right) to find your destination or checkpoint, depending upon which way you planned your deliberate offset.

(10) Because no one can move along a given azimuth with absolute precision, it is better to plan a few extra steps than to begin an aimless search for the objective once you reach the linear feature. If you introduce your own mistake, you will certainly know how to correct it. This method will also cope with minor compass errors and the slight variations that always occur in the earth's magnetic field.

(11) There are disadvantages to dead reckoning. The farther you travel by dead reckoning without confirming your position in relation to the terrain and other features, the more errors you will accumulate in your movements. Therefore, you should confirm and correct your estimated position whenever you encounter a known feature on the ground that is also on the map. Periodically, you should accomplish a resection triangulation using two or more known points to pinpoint and correct your position on the map. Pace counts or any type of distance measurement should begin anew each time your position is confirmed on the map.

(a) It is dangerous to select a single steering mark, such as a distant mountaintop, and then move blindly toward it. What will you do if you must suddenly call for fire support or a medical evacuation? You must periodically use resection and terrain association techniques to pinpoint your location along the way.

(b) Steering marks can be farther apart in open country, thereby making navigation more accurate. In areas of dense vegetation, however, where there is little relief, during darkness, or in fog, your steering marks must be close together. This, of course, introduces more chance for error.

(c) Finally, dead reckoning is time-consuming and demands constant attention to the compass. Errors accumulate easily and quickly. Every fold in the ground and detours as small as a single tree or boulder also complicate the measurement of distance.

b. **Moving by Terrain Association.** The technique of moving by terrain association is more forgiving of mistakes and far less time-consuming than dead reckoning. It best suits those situations that call for movement from one area to another. Once an error has been made in dead reckoning, you are off the track. Errors made using terrain association are easily corrected, however, because you are comparing what you expected to see from the map to what you do see on the ground. Errors are anticipated and will not go unchecked. You can easily make adjustments based upon what you encounter. After all, you do not find the neighborhood grocery store by dead reckoning—you adjust your movements according to the familiar landmarks you encounter along the way (Figure 11-8). Periodic position fixing through either plotted or estimated resection will also make it possible to correct your movements, call for fire, or call in the locations of enemy targets or any other information of tactical or logistical importance.

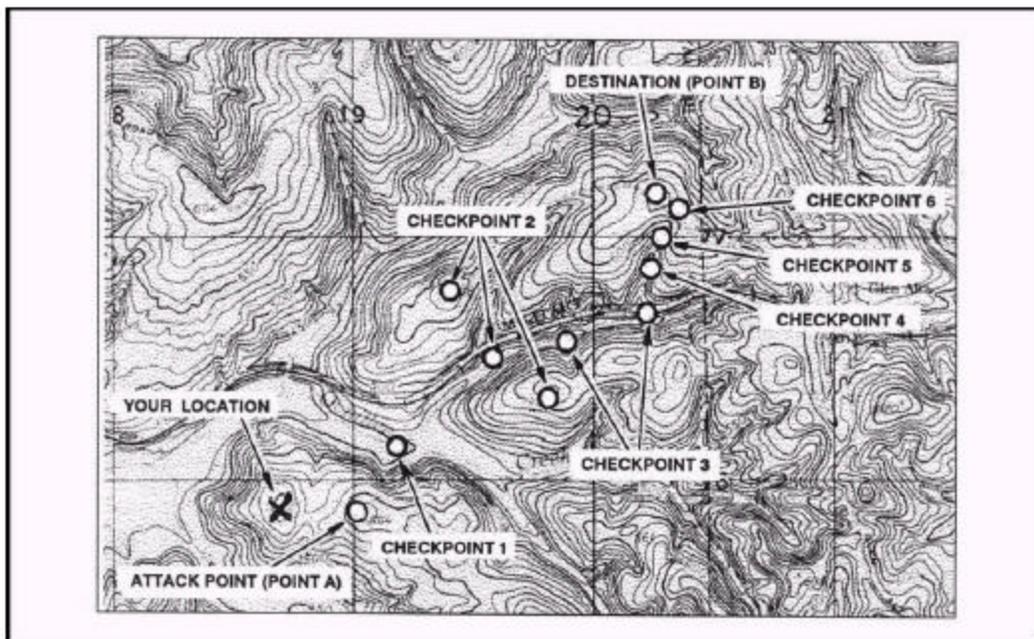


Figure 11-8. Terrain association navigation.

(1) **Identifying and Locating Selected Features.** Being able to identify and locate the selected features, both on the map and on the ground, are essential to the success in moving by terrain association. The following rules may prove helpful.

(a) Be certain the map is properly oriented when moving along the route and use the terrain and other features as guides. The orientation of the map must match the terrain or it can cause confusion.

(b) To locate and identify features being used to guide the movement, look for the steepness and shape of the slopes, the relative elevations of the various features, and the directional orientations in relation to your position and to the position of the other features you can see.

(c) Make use of the additional cues provided by hydrography, culture, and vegetation. All the information you can gather will assist you in making the move. The ultimate test and the best practice for this movement technique is to go out in the field and use it. The use of terrain, other natural features, and any man-made objects that appear both on the map and on the ground must be practiced at every opportunity. There is no other way to learn or retain this skill.

(2) **Using Handrails, Catching Features, and Navigational Attack Points.** First, because it is difficult to dead reckon without error over long distances with your compass, the alert navigator can often gain assistance from the terrain.

(a) **Handrails** are linear features like roads or highways, railroads, power transmission lines, ridgelines, or streams that run roughly parallel to your direction of travel. Instead of using precision compass work, you can rough compass without the use of steering marks for as long as the feature travels with you on your right or left. It acts as a handrail to guide the way.

(b) Second, when you reach the point where either your route or the handrail changes direction, you must be aware that it is time to go your separate ways. Some prominent feature located near this point is selected to provide this warning. This is called a *catching feature*; it can also be used to tell you when you have gone too far.

(c) Third, the catching feature may also be your *navigational attack point*; this point is the place where area navigation ends and point navigation begins. From this last easily identified checkpoint, the navigator moves cautiously and precisely along a given azimuth for a specified distance to locate the final objective. The selection of this navigational attack point is important. A distance of 500 meters or less is most desirable.

(3) ***Recognizing the Disadvantages of Terrain Association.*** The major disadvantage to navigation by terrain association is that you must be able to interpret the map and analyze the world around you. Recognition of terrain and other features, the ability to determine and estimate direction and distance, and knowing how to do quick-in-the-head position fixing are skills that are more difficult to teach, learn, and retain than those required for dead reckoning.

c. **Combination of Techniques.** Actually, the most successful navigation is obtained by combining the techniques described above. Constant orientation of the map and continuous observation of the terrain in conjunction with compass-read azimuths, and distance traveled on the ground compared with map distance, used together make reaching a destination more certain. One should not depend entirely on compass navigation or map navigation; either or both could be lost or destroyed.

NOTE: See Appendix F for information on orienteering.

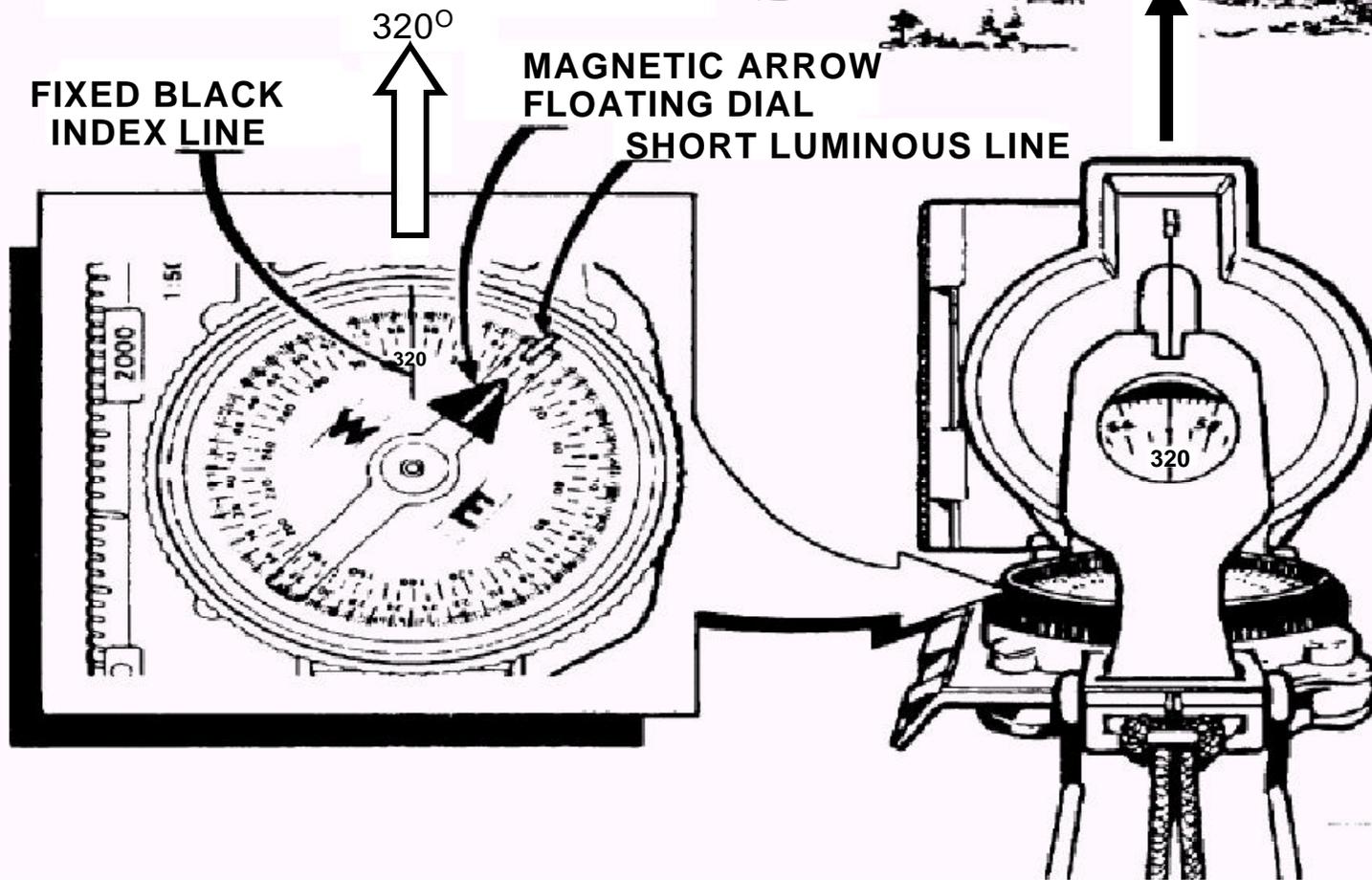
11-7. NIGHT NAVIGATION

Darkness presents its own characteristics for land navigation because of limited or no visibility. However, the techniques and principles are the same as that used for day navigation. The success in nighttime land navigation depends on rehearsals during the planning phase before the movement, such as detailed analysis of the map to determine the type of terrain in which the navigation is going to take place and the predetermination of azimuths and distances. Night vision devices (Appendix H) can greatly enhance night navigation.

a. The basic technique used for nighttime land navigation is dead reckoning with several compasses recommended. The point man is in front of the navigator but just a few steps away for easy control of the azimuth. Smaller steps are taken during night navigation, so remember, the pace count is different. It is recommended that a pace count obtained by using a predetermined 100-meter pace course be used at night.

b. Navigation using the stars is recommended in some areas; however, a thorough knowledge of constellations and location of stars is needed (paragraph 9-5c). The four cardinal directions can also be obtained at night by using the same technique described for the shadow-tip method. Just use the moon instead of the sun. In this case, the moon has to be bright enough to cast a shadow.

Presetting a Compass



W226/OCT 03/VA-1

Limited Visibility, 180° or Less

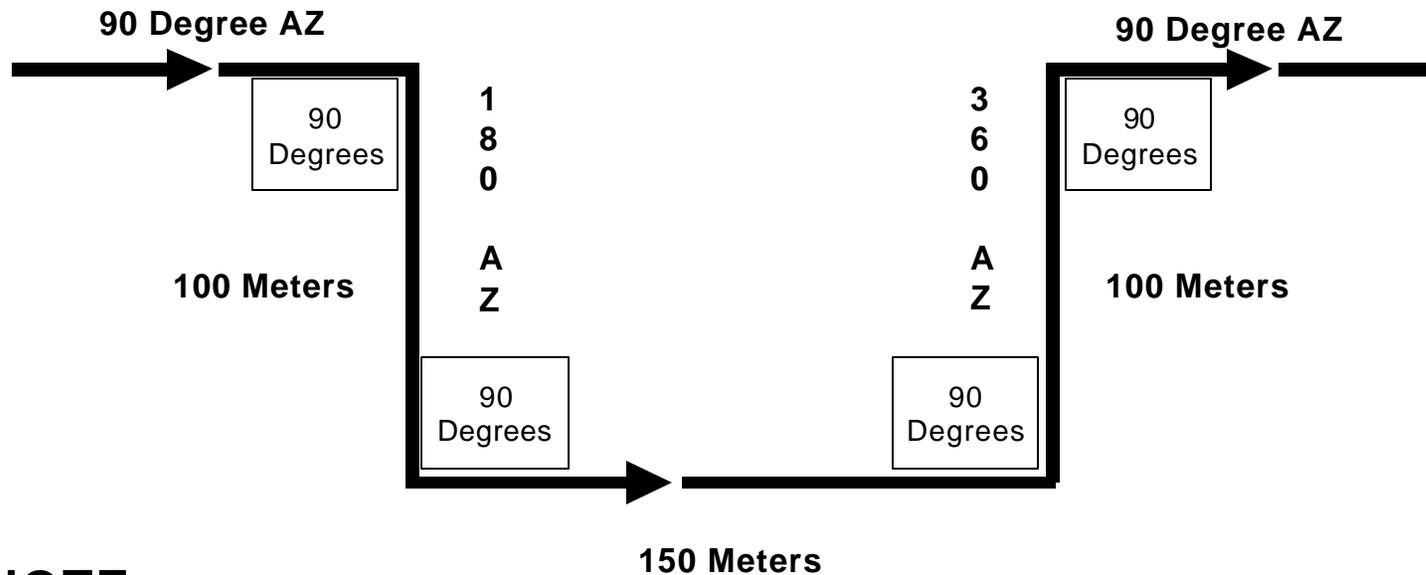
- **180° or Less: Using 60° as Desired Azimuth**
 - Rotate the bezel ring until the luminous line is over the fixed black index line.
 - 60° Divided by 3 equals 20 Clicks.
 - Rotate the Bezel ring counterclockwise (left) twenty clicks.
 - Assume center hold technique and rotate your body until the north-seeking arrow is aligned with the luminous line on the bezel.
 - Proceed forward in direction of the front cover's luminous dots, which align with the fixed black index line showing your desired azimuth, in this example, 60°.

Limited Visibility, 180° or More

- **180° or More: Using 345° as Desired Azimuth**
 - Rotate the bezel ring until the luminous line is over the fixed black index line.
 - Subtract 345° from 360° equals 15°.
 - 15° divided by 3 equals 5 clicks.
 - Rotate the bezel ring clockwise (right) 5 clicks.
 - Assume center hold technique and rotate your body until the north-seeking arrow is aligned with the luminous line on the bezel.
 - Proceed forward in direction of the front cover's luminous dots, which align with the fixed black index line showing your desired azimuth, in this example 345°.

W226/OCT 03/VA-3

Detouring an Obstacle



NOTE:

- When turning Right, ADD 90 Degrees to your AZ.
- When turning Left, SUBTRACT 90 Degrees from your AZ.

W226/OCT 03/VA-4