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FM 2-10

WAR DEPARTMENT

CAVALRY FIELD MANUAL



MECHANIZED ELEMENTS

April 8, 1941

FM 2-10

CAVALRY FIELD MANUAL



MECHANIZED ELEMENTS

Prepared under direction of the
Chief of Cavalry



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MECHANIZED ELEMENTS

(This manual supersedes Cavalry Field Manual, Volume II,
January 3, 1938.)

CHAPTER 1

INDIVIDUAL INSTRUCTION IN MOTOR VEHICLE
OPERATION

■ 1. GENERAL.—*a.* The primary purpose of individual instruction in motor vehicle operation is to train individual soldiers in the care and operation of their respective vehicles.

b. Each car commander is permanently assigned to the vehicle for which he is responsible. He is responsible for the performance of his vehicle and its crew as a combat unit. He is responsible that the driver performs his duties as prescribed; that cargo and crew are properly loaded and disposed; that his vehicle is properly inspected before, during, and after operation; that arms, ammunition, fuel, oil, water, and rations are carried as ordered; and that his vehicle, crew, and equipment are actually in readiness before he reports "Ready."

c. All members of mechanized cavalry units are trained to drive conventional type vehicles, and to fire caliber .30 and caliber .50 machine guns. Selected men are then trained to drive the particular vehicles and to fire the particular weapons with which their respective organizations are equipped. This training covers concurrently both mounted and dismounted combat, operation and maintenance of vehicles, and the operation and maintenance of weapons.

■ 2. CARE AND DRIVING OF VEHICLES.—Each vehicle has a permanently assigned driver. Under the direct supervision of his car commander or squad leader, the driver is responsible for operating and maintaining his vehicle at maximum efficiency. A good driver is able to handle his vehicle with ease, sureness, and precision; to inspect and lubricate it; and to perform the other essentials of first echelon mainte-

nance. The length of life and the amount of service rendered by a motor vehicle are largely dependent on the driver. He is trained to recognize immediately any abnormal condition or noise in his vehicle (see FM 25-10).

■ 3. DRIVING INSTRUCTION.—Driving instruction is covered in FM 25-10.

■ 4. CROSS-COUNTRY DRIVING.—*a.* After the student driver has demonstrated ability to drive on good roads with skill and precision and has shown good judgment in maneuvering his vehicle in traffic, instruction in cross-country driving is begun. Development of drivers who can maneuver motor vehicles across country and reach a definite objective is the desired goal.

b. The first rule of cross-country driving is that obstacles are to be avoided. It is only when an obstacle cannot be avoided that it is negotiated. The best cross-country driver is not the one who reaches his objective first, but the one who reaches his objective within a reasonable time with an undamaged vehicle ready to continue its march. The student sits beside an experienced cross-country driver and is shown the practical application of the devices provided for cross-country driving. He is shown how to ease his vehicle in and out of ditches, over unavoidable obstacles, and up or down difficult grades by use of high and low gear ranges. The student is then required to practice driving across country under the supervision of the instructor. The training of drivers is not complete until each has demonstrated his ability to operate his vehicle with maximum sureness and precision across country.

■ 5. NIGHT DRIVING.—Thorough instruction in night driving, with and without lights, is given each driver. Since much driving of this type is required in the field, it is important that this part of the driver's training be emphasized. Men differ greatly in their natural ability to see and drive at night without lights. To supplement aptitude tests given earlier, tests in night driving without lights, both individual and in column, are given as soon as student drivers become reasonably proficient, to insure that only men who are physically qualified are given permanent assignment as drivers.

■ 6. CARE AND DRIVING OF MOTORCYCLES.—Instruction for the motorcyclists in care and driving is the same as for the driver of any other vehicle. Except for the frequency of inspection of motorcycles, maintenance and lubrication instruction is similar to that for other vehicles. The student should be impressed with the fact that very serious damage will result if the motorcycle is operated for long periods at slow speeds, or if the motor is left running while the machine is standing still, and that undue acceleration or racing of the motor is highly injurious.

■ 7. CONDUCT OF CREW.—*a. General.*—The occupants of military motor vehicles are considered to be in formation and do not leave the vehicle without proper authority. No passenger may occupy any part of the vehicle so as to obstruct the view of or otherwise interfere with the driver. In passenger cars all doors are kept closed while the vehicle is in motion. Occupants keep wholly inside the vehicles unless specifically directed otherwise. On trucks tail gates are kept closed while the trucks are in motion. In combat vehicles occupants must not expose themselves unduly.

b. Attention.—The position of attention assumed by occupants of motor vehicles is an alert position, with back erect, the chest lifted, shoulders squared, head up, eyes straight in the direction the occupant is facing, arms falling naturally at the side. Silence is maintained.

c. Rests.—The commands are: AT EASE; REST; ROUTE ORDER.

(1) At the command AT EASE, occupants of motor vehicles may assume a relaxed position but do not leave their respective places in the vehicle. Silence is maintained.

(2) At the command REST, places are maintained, comfortable postures may be assumed, and occupants may talk.

(3) ROUTE ORDER is the habitual march order. On long marches and in the zone of combat where every opportunity for sleep or rest must be taken, occupants of motor vehicles not specifically on duty may dispose themselves so as to secure the most comfort and rest.

d. Smoking.—Occupants of motor vehicles smoke only at the route order, and then only when specific permission has been granted for smoking in the type of vehicle they occupy.

CHAPTER 2

DRILL

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SECTION I

GENERAL RULES AND FORMATIONS

■ 8. GENERAL.—*a.* The purpose of drill in mechanized elements of cavalry is to train soldiers to function in groups in definite formations and movements so as to permit rapid and flexible maneuver and facilitate tactical employment mounted or dismounted. Drill is the foundation of that discipline which insures teamwork under adverse conditions and ultimately brings success in battle.

b. Dismounted drills are conducted in conformity with the provisions of FM 22-5. Drills in which vehicles are involved are covered by the provisions of this manual.

c. Usually mounted drills are restricted to units no larger than a squadron.

d. Movements are normally executed with the base element marching at a rate of about 15 miles per hour, depending on the terrain and nature of the movement. The base element maintains a uniform speed while the other elements increase or decrease their speeds in order to complete the movement smoothly and with precision.

e. Drill for motorcycle units is prescribed in section V.

■ 9. FORMATIONS.—*a.* Normally drill is restricted to the use of close order formations. Intervals are fixed at 10 yards and distances (when halted) at 5 yards. When moving, intervals remain at 10 yards and distances in yards are equal to twice the speedometer reading in miles per hour. By special command or signal, intervals or distances may be increased or decreased as desired (see par. 18).

b. Extended order is used for the basic combat formations. Intervals and distances between cars are extended to from 50 to 100 yards depending upon the nature of the terrain or other considerations. They may be further extended or reduced. Upon halting, extended intervals and distances are maintained.

c. Subordinate elements are normally arranged with regard to one another in line, column, echelon, or diamond formations. These formations are applicable to both close and extended order. Any given formation may be gained from any other formation.

d. Platoons and vehicles in all troops are designated by their respective permanent number designations.

e. In column or diamond formations the leading element is the base. In line or echelon formations the center or right center element is the base unless the commander indicates otherwise.

f. The base of each unit marches in the direction and at the speed desired so that when required to turn the pivot vehicles move on the arc of a circle with a radius of at least 15 yards. Drivers regulate their speed to keep their vehicles in the proper relation to the base.

■ 10. METHODS OF ASSUMING FORMATIONS.—*a. To form line.*—In line, all elements are abreast of the base. From column, line is gained by the second element or subdivision moving up on the left of the base, the third element moving up on the right of the base, and so on alternately. (See figs. 1 and 2.) From diamond formation elements move as shown in figures 7, 8, and 9. From echelon the flank elements or subdivisions move straight to the front while the rearward elements move to the right or left front so as to arrive on line abreast of the base. When line is to be formed facing in any direction other than the direction of march, the base is normally turned in the new direction before the deployment is ordered.

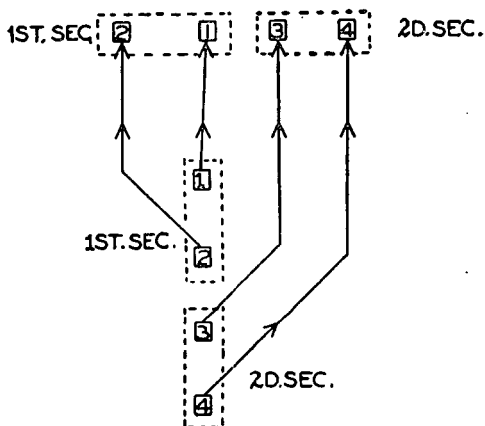


FIGURE 1.—Four-car platoon from column to line.

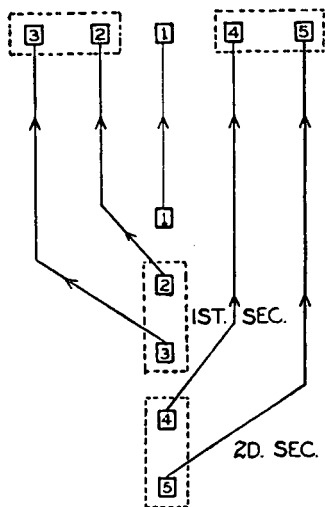


FIGURE 2.—Five-car platoon from column to line.

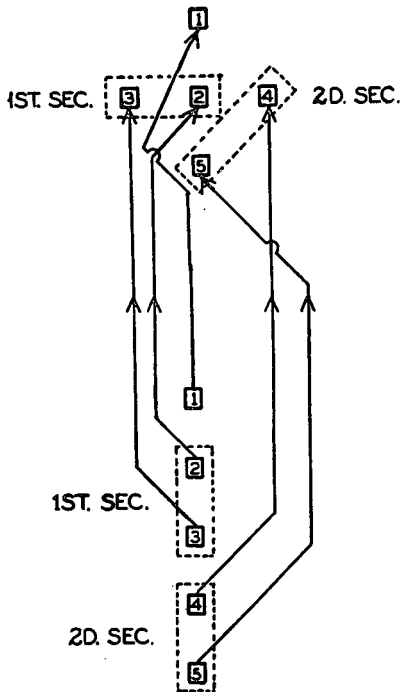


FIGURE 3.—Five-car platoon from column to diamond.

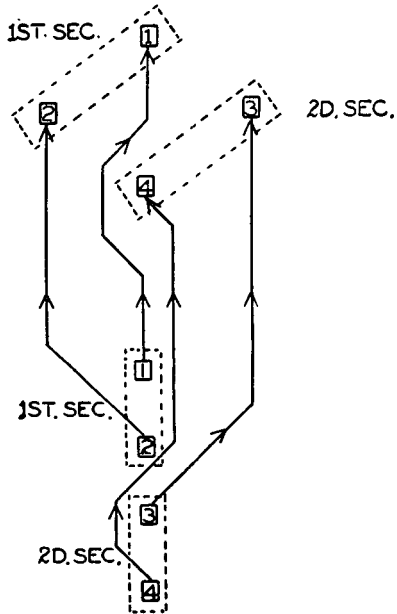


FIGURE 4.—Four-car platoon from column to diamond.

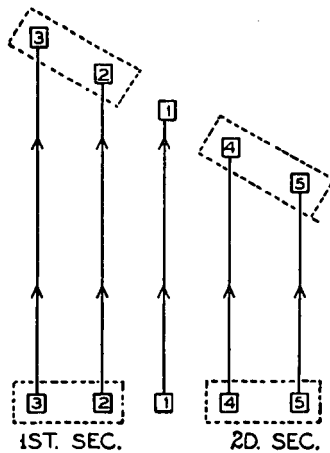


FIGURE 5.—Five-car platoon from line to echelon.

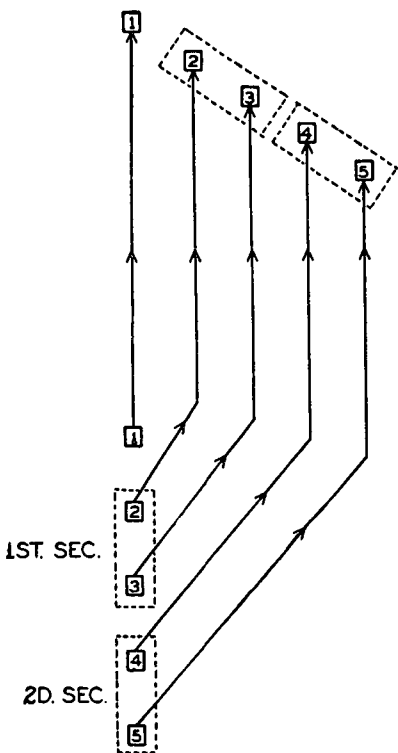


FIGURE 6.—Five-car platoon from column to echelon.

Line formations may also be gained from column by elements executing by the right or left flank.

b. To form column.—From line column is gained by elements or subdivisions on the left and right alternately following the base. From echelon or diamond formation the base is followed successively by the elements or subdivisions in proper sequence.

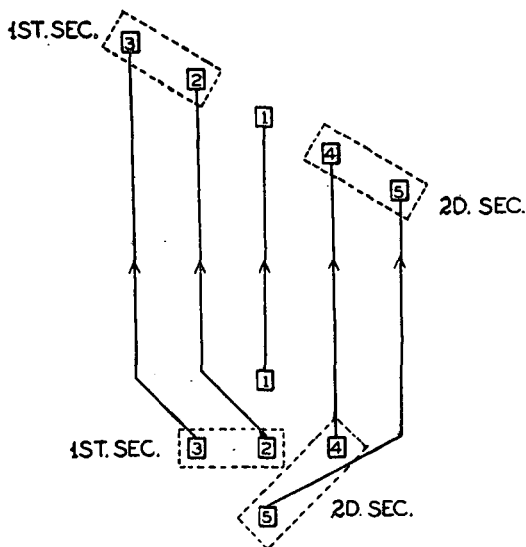


FIGURE 7.—Five-car platoon from diamond to echelon.

c. To form echelon.—From line the base moves straight to the front. Other elements move as shown in figure 5. From column elements move as shown in figure 6. From diamond formations elements move as shown in figure 7.

d. Diamond formation.—When a unit consists of three elements or subdivisions, the formation is an inverted V; four elements or subdivisions, a diamond; and five elements or

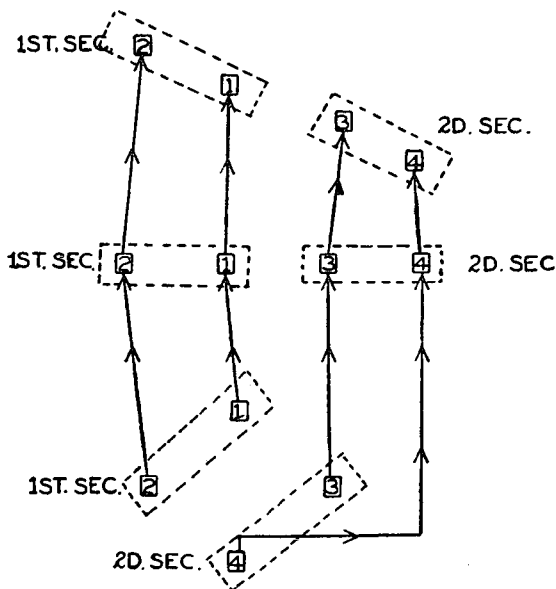


FIGURE 8.—Four-car platoon from diamond to line to echelon.

subdivisions, a diamond with one element or subdivision in the center. In units composed of sections, care is taken to keep sections intact. (See figs. 8, 9, and 10.)

e. Changing formations.—When formations are changed, subordinate units move in any appropriate formation by the most direct route to their new positions with respect to the

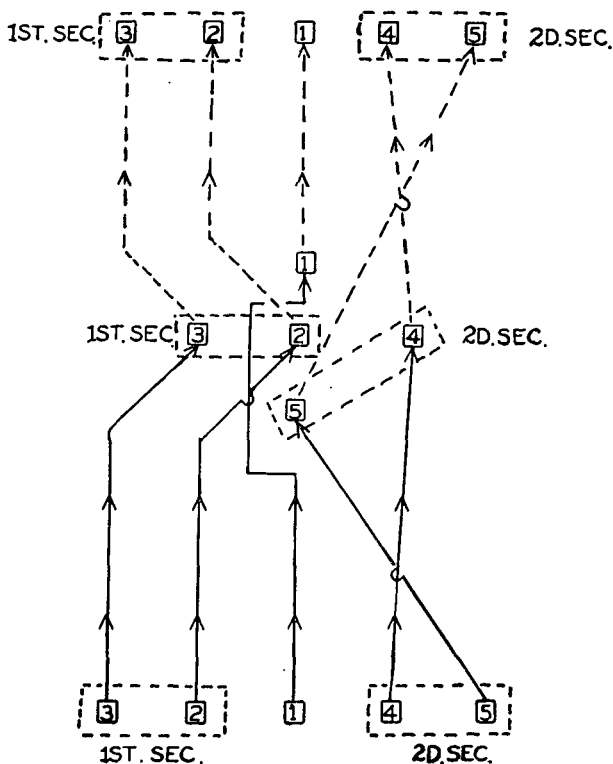


FIGURE 9.—Five-car platoon from line to diamond to line.

base. The unit commander must allow for sufficient forward movement of the base to permit smooth changes of formations and prevent the necessity of countermarching by any elements.

■ 11. MOTORCYCLES WITH SCOUT CAR ELEMENTS.—*a.* Motorcycles pertaining to reconnaissance platoons, troops, and other similar units may or may not participate in close order drill. If they drill with scout car elements, they normally follow the appropriate commander's car. For example, when drilling with the scout car platoon of headquarters and service troop, cavalry regiment, horse, two motorcyclists will

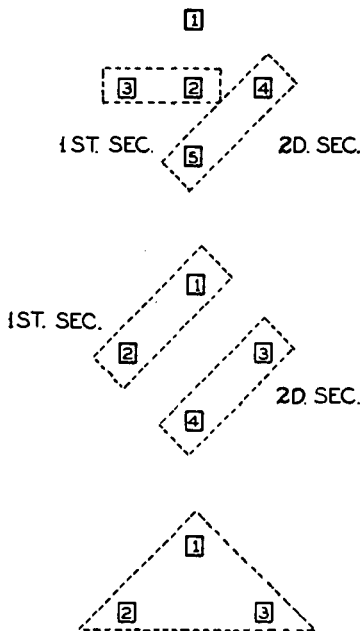


FIGURE 10.—Five-, four-, and three-car platoons in diamond formation.

normally follow the platoon commander's car and two the command car of the second section, though all may follow the platoon commander's car if desired. They may be assembled under the chief motorcycle scout and trained in the duties normally assigned them such as scouting and patrolling, traffic control, message carrying, and other duties. In mounted extended order drill they may operate with their respective units if the terrain is suitable; otherwise, they are assembled and trained as the unit commander may direct.

b. Drill for motorcycle elements is as prescribed in section V.

■ 12. **EXTRA VEHICLES.**—For mounted drill extra vehicles not normally assigned to platoons, when present, are formed into a separate platoon or section.

■ 13. **SUBMACHINE GUNS.**—When the car crews take their dismounted posts in front of the vehicle, the submachine gun is habitually removed from the vehicle and carried by the car commander.

■ 14. **SIZE OF CREWS.**—Normally the strength of the car crew determines the number of vehicular weapons carried at drill. The minimum size of the scout car crew should be four men.

SECTION II

COMMANDS AND SIGNALS

■ 15. **MEANS OF TRANSMISSION OF COMMANDS.**—*a.* Commands may be transmitted by any one of the following methods:

- (1) Voice (seldom practicable mounted).
- (2) Visual signals.
 - (a) Arm and hand.
 - (b) Flags.
 - (c) Lights.
 - (d) Pyrotechnics.
- (3) Touch (between car commander and driver).
- (4) Audible signals.
 - (a) Whistle.
 - (b) Bugle.
 - (c) Horn or siren.
 - (d) Rifle or pistol shots.
- (5) Example of the leader, or base element.
- (6) Radio, voice, or code.
- (7) Staff officers.
- (8) Messengers, mounted or dismounted.
- (9) Any combination of the above methods.

b. Whatever the method used it is considered equivalent to an oral command. The base element, by example, indicates the will of the leader.

■ 16. **KINDS OF COMMANDS.**—*a.* There are two kinds of commands, preparatory, such as FORWARD, which indicate the movement or formation that is desired; and commands of

execution, such as **MARCH**, which cause such movements to be executed. At times a single command is used which indicates both the movement and causes its execution, such as **RALLY** or **FOLLOW ME**. In this manual, commands of execution are written in capital letters and preparatory commands in small capital letters.

b. In mounted extended order formations there is no command of execution. Certain commands or signals indicate the movement and also cause its execution, such as **DO AS I DO**, **EXTEND**, **ASSEMBLE**, or **CLOSE**.

■ 17. **PURPOSE AND KINDS OF SIGNALS.**—Drill and combat signals are for the purpose of transmitting commands when the transmission will be more simple and efficient than would be possible by the use of other means. These signals may be given by any of the methods listed above. Such pyrotechnic signals as may be desired are prescribed in orders.

■ 18. **ARM AND HAND SIGNALS.**—The arm and hand signals herein prescribed cover the control of vehicles, mounted drill, and combat signals. For dismounted drill and combat signals the provisions of **FM 22-5** apply.

a. For the control of a vehicle by a dismounted guide, the guide places himself in front of the vehicle and remains in view of the driver. He may face toward or away from the vehicle for certain signals as necessary. The following code is used:

(1) *Move ahead.*—Beckon to driver with hand.

(2) *Come here.*—(When at a distance from car.) Extend hand and arm to full extent toward vehicle, sweeping same over head and forward.

(3) *Move right (left).*—Short outward thrusts of the open hand to the right (left). The driver continues to turn until the thrusts cease.

(4) *Move in reverse.*—Extend hand and arm, palm toward driver, and make motion as if pushing.

(5) *Caution.*—(For gaging distance in confined space.) Extend both arms forward laterally, palms toward each other, and move together until they meet at the instant it is desired to stop the car.

b. The following command signals may be given either mounted or dismounted:

(1) *Start engine.*—Simulate cranking.

(2) *Stop engine.*—Cross arms in front of body at the waist and then move them sharply to the side. Repeat several times.

(3) *Mount.*—Extend the arm horizontally to the side, palm up, and wave the arm upward several times.

(4) *Dismount.*—Extend the arm diagonally upward to the side, palm down, and wave the arm downward several times to the full extent of the arm.

(5) *Increase speed.*—Carry closed fist to the shoulder and rapidly thrust it vertically upward to the full extent of the arm and back to the shoulder several times.

(6) *Decrease speed.*—Extend arm horizontally from shoulder, palm to front, and move arm up and down vertically about 24 inches; continue motion as long as a decrease in speed is desired.

(7) *Halt.*—Extend the arm vertically, palm to the front, and hold stationary until the signal is understood.

c. Mounted drill and combat signals are prescribed as follows:

(1) *Close up (for column of vehicles) or bring up vehicles.*—Extend arms horizontally straight to the front, palms in. Move the hands together and then resume the first position. Repeat several times.

(2) *Prepare for action.*—Simulate loading a machine gun as though working the bolt.

(3) *Out of action.*—Strike the closed fist of the right hand rapidly against the open palm of the left hand several times.

(4) *Are you ready? or, I am ready.*—Extend arm forward and upward with palm, fingers extended and joined, toward the vehicle or unit in question.

(5) *Assemble or close.*—Raise the arm vertically, palm to the front, fingers extended and joined, then describe with the arm large horizontal circles slowly about the head.

(6) *Attention.*—Extend the arm vertically to the full extent, palm to the front, and move the arm and hand slowly back and forth several times, from right to left and from left to right a few inches in a vertical plane.

(7) *By right (left) flank.*—Extend the hand to the full extent of the arm horizontally directly to the right (left).

(8) *Column.*—Raise the arm vertically, then drop the arm to the rear and describe circles on the right in a vertical plane with the arm fully extended. When not followed by a

modifying signal, such as platoons, column of vehicles is understood.

(9) *Disregard*.—Place the hand against the back at the height of the waist, back of the hand toward the body.

(10) *Fight on foot*.—Strike three or four blows straight from the shoulder with the closed fist in the direction in which the action is desired.

(11) *Forward*.—Raise the arm vertically, palm to the front, and lower the hand and arm in the direction of movement until horizontal.

(12) *Line*.—Raise the arm vertically, fingers extended and joined, and wave the arm well down alternately to the right and left several times.

(13) *March* (signal of execution).—Raise the arm vertically, palm to the front, fingers extended and joined; make a very brief pause in this position and drop the arm smartly to the side.

(14) *Platoons*.—Raise the right elbow to the height of the shoulder, fist closed, forearm vertical.

(15) *Vehicles or squads*.—Raise the arm vertically, palm to the inside with fingers extended and joined, and distinctly move the hand to the right and left several times from the wrist, holding the arm steady.

(16) *Sections*.—Raise the arm vertically, fist closed.

(17) *To rear*.—Turn and point to the rear, arm horizontal.

(18) *Troops*.—Place the palm of the hand against the back of the neck, elbow to the side.

(19) *Extend*.—Extend the arms vertically overhead, palms together, and swing them downward to a horizontal position.

NOTE.—Any combination of signals may be used in order to obtain any movement or formation. When combinations are used the signals are given in the order in which commands are worded; for example, the signal column of platoons should be the signal for column followed by the signal for platoon.

■ 19. DRIVERS' ARM SIGNALS.—*a*. The following traffic signals prescribed in FM 25-10 are used by drivers:

(1) *Slow or stop*.—Extend the left arm outward at an angle 45° below the horizontal.

(2) *Turn right*.—Extend the left arm outward at an angle of 45° above the horizontal.

(3) *Turn left*.—Extend the left arm outward horizontally.

(4) *Pass and keep going*.—Extend the left arm horizontally and describe small circles toward the front with the hand.

b. When travelling on roads during marches or convoys, every effort must be made to pass civilian traffic through the column as expeditiously as possible. In doing so the normal rules of safety must be constantly borne in mind and personnel must be enjoined to exercise the utmost care and judgment. No civilian cars should be waved on if it is not apparent that they will have ample time to pass safely.

■ 20. FLAG SIGNALS.—Flag signals are used for control and transmission of commands. Their use is limited to important signals where a positive visual method is desired. They should be supplemented when practicable by other means such as the radio and arm and hand signals.

a. Each combat vehicle is equipped with one yellow flag.

b. Flags are displayed vertically in all vehicles; in the tank through the turret.

c. All signals are executed as soon as they are understood.

d. Subordinate leaders repeat signals.

e. The following code is used:

(1) *Disregard my movements.*—The flag held stationary. (A vehicle becoming disabled or a vehicle moving out of formation for any purpose should display this signal.)

(2) *Do as I do* (such as “forward,” “by the right flank,” “halt,” etc.)—The flag raised and lowered repeatedly.

(3) *Assemble.*—The flag waved in large circles.

(4) *Form extended column.*—The flag waved from front to rear as determined by the direction in which the signaler’s vehicle is facing.

(5) *Form extended line.*—The flag waved from side to side as determined by the direction in which the signaler’s vehicle is facing.

(6) *Form column.*—“The extended column” signal followed immediately by the “assemble” signal.

(7) *Form line.*—The “extended line” signal followed immediately by the “assemble” signal.

■ 21. LIGHT SIGNALS.—In moving at night vehicles should be controlled by means of flashlight signals, the light being subdued or colored to meet the requirements of the situation. The following signals are prescribed:

a. *Start motors.*—A circular movement of the light to simulate cranking.

b. Stop motors.—A horizontal movement of the light from side to side.

c. Forward or move out.—Flash the light intermittently several times.

d. Increase speed.—The same signal as for *forward*.

e. Decrease speed.—Move light up and down vertically.

f. To halt.—Hold a steady light.

■ 22. AUDIBLE SIGNALS.—Audible signals are not employed when due to motor noises or for other reasons their use is obviously impracticable. A short blast of the whistle, horn, or siren is used to attract the attention of subordinate leaders or troops. Whistle signals other than the three given below are prohibited.

a. Attention.—A short blast.

b. Cease firing.—A long blast. This signal is verified at once by an arm and hand signal or by other means.

c. Warning, air or mechanized attack, or other immediate danger.—Three long blasts of a whistle, horn, or siren repeated several times, or three equally spaced shots with the rifle or pistol, or three short bursts of fire from machine gun or submachine gun. In daylight the individual giving the signal points in the direction of the impending danger. At night the alarm is supplemented by voice warning to indicate the direction of danger.

■ 23. TOUCH SIGNALS.—*a.* Touch signals are primarily for communication between the tank commander and his driver and are normally applied with the foot. The following signals are prescribed:

(1) *Move forward.*—Several taps between the shoulder blades.

(2) *Move faster.*—Same as move forward. Continue taps as long as an increase in speed is desired.

(3) *Move slower or halt.*—Steady pressure between the shoulder blades. Pressure is continued as long as a reduction in speed is desired.

(4) *Change direction right (left).*—Apply pressure on the driver's shoulder on the side toward which it is desired to turn.

(5) *Move in reverse.*—Tap repeatedly on back of driver's helmet.

b. Turns and moves in reverse are continued only so long as taps are continued.

c. As signals are usually transmitted by the car commander's foot, care should be taken to avoid inconveniencing and irritating the driver. To this end care should be taken, especially under the exciting influence of action, either real or simulated, to use no more force than necessary.

d. Increases and decreases of speed and changes of direction must be made smoothly and gradually.

SECTION III

SCOUT CAR OR RECONNAISSANCE PLATOON

■ 24. ORGANIZATION.—The scout car or reconnaissance platoon is composed of a platoon headquarters and two sections of two scout cars each. Platoon headquarters consists of a lieutenant (platoon commander), a platoon sergeant who also commands the second scout car section, a corporal (chief motorcycle scout), a motorcycle messenger, and two motorcycle scouts. All personnel except the motorcyclists ride in the four scout cars of the platoon.

■ 25. FORMATIONS AND MOVEMENTS.—Drill and combat formations are described in section I. The movements executed by the reconnaissance platoon are limited to those necessary to conduct and control the platoon efficiently.

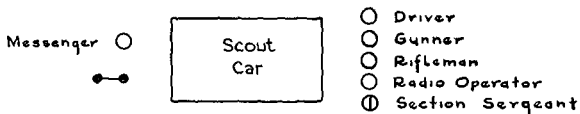
■ 26. TO FORM PLATOON.—The platoon is normally formed in line, but may be formed in column of cars (see sec. I). The commands are: 1. IN LINE, (COLUMN OF CARS), 2. FORM PLATOON. The base car moves to its designated position and halts. Other vehicles conform. Unless otherwise ordered the platoon is formed mounted.

■ 27. TO DISMOUNT.—a. The platoon being halted in line with the crews in the cars, the commands are: 1. FORM IN FRONT OF CAR(S), 2. DISMOUNT. At this command the crew leaves the car and forms dismounted as follows:

(1) Platoon commander, 5 paces in front of the center of the platoon.

(2) Car crews each form in close line 3 paces in front of their respective cars, as indicated in figure 11.

(3) Motorcyclists, when present, are placed behind the center of each car at a distance of 2 yards. Motorcyclists



Ⓢ Platoon Commander

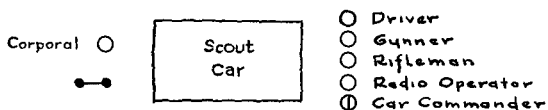
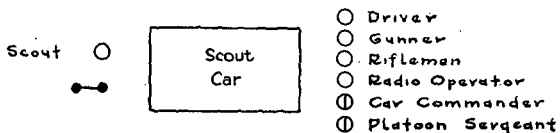


FIGURE 11.—Dismounted positions, scout car platoon, in line.

form from right to left in the order, corporal scout, scout, messenger, each 6 inches to the left of the handle bars of his respective motorcycle.

b. The platoon being in column of cars with the crews in the cars, the commands are: 1. **FORM ON RIGHT (LEFT) FLANK**, 2. **DISMOUNT**. At this command the crews leave the cars and form dismounted on the flank and facing in the direction indicated in the command, as follows:

(1) Platoon commander, 5 paces from the cars and opposite the center of the flank of the column.

(2) Car crews form 3 paces from the cars as prescribed in *a* above, facing toward the flank indicated in the command.

(3) Motorcycle scouts form abreast on the line of car crews opposite their respective motorcycles, and in order from right to left, corporal, scout, scout, messenger.

■ 28. **TO MOUNT**.—Being in any dismounted formation or dispersed, the command is: **MOUNT**. Each individual moves at the double time by the shortest route to the car and enters through the doors or over the sides or rear, and seats himself in his proper place.

■ 29. **MOUNTED POSTS**.—The senior occupant of each car occupies the right front seat. The driver occupies the left front seat. The radio operator occupies the seat most convenient to the radio set. Other members of the crew occupy seats assigned by the car commander.

■ 30. **TO FORM FOR ACTION, DISMOUNTED**.—*a*. To form for action dismounted with a caliber .30 machine gun, the commands are: 1. **WITH ARMS**, 2. **DISMOUNTED POSTS**, 3. **ACTION FRONT (RIGHT) (LEFT) (REAR)**. At this command the gunner secures the ground tripod from its hanger outside the car. He mounts the tripod at the designated place. The car commander removes a machine gun from its car mount and places it in position on the mounted tripod. The rifleman removes a water chest and two boxes of ammunition from the car and places them near the left side of the gun. Details for placing the gun in action dismounted and for dismounted movement are described in FM 23-45.

b. To form for action dismounted with a caliber .50 machine gun, the commands are: 1. **WITH CALIBER .50 MACHINE GUN**, 2. **DISMOUNTED POSTS**, 3. **ACTION FRONT (RIGHT)**

(LEFT) (REAR). At this command the members of the crew proceed as in *a* above, except that no water chest is required and the rifleman removes two boxes of caliber .50 ammunition. Other members of the car crew assist the car commander in removing the gun from the car. Details for mounting the caliber .50 machine gun and for movement dismounted are covered in FM 23-60.

c. The driver remains in the car and after placing it as directed by the platoon sergeant, prepares a caliber .30 machine gun for action mounted. Radio operators usually remain mounted. They may be called upon to man a mounted machine gun. Riflemen are stationed in observation on the flanks or they may be required to carry additional ammunition to the guns.

d. The platoon leader moves to a position from which he can direct, observe, and control the fire of the dismounted guns. The platoon sergeant takes charge of the cars. The motorcycle messenger and scouts accompany the platoon leader.

■ 31. TO GO OUT OF ACTION, DISMOUNTED.—The commands are: 1. OUT OF ACTION, 2. MOUNT. At this command members of the crew reverse the procedure outlined in paragraph 30.

■ 32. TO PREPARE FOR ACTION, MOUNTED.—*a.* When combat is not imminent, the caliber .50 machine gun is usually mounted on the forward section of the vehicle rail. One caliber .30 machine gun is mounted on the right side of the vehicle pointed to the front, and the other is mounted on the left side of the vehicle pointing to the rear. The squad prepares for action at the command ALERT GUNS. Unless otherwise designated, the caliber .30 guns are prepared for action. If the caliber .50 gun is to be used, it must be so indicated by the car commander, in which event it is habitually operated in both mounted and dismounted action by the gunner. When the caliber .50 gun is employed, the radio operator or a rifleman habitually prepares a caliber .30 gun for action.

b. The gunner checks adjustment of the gun sights and mount, sees that the elevating and traversing screws are centered, and half loads. He inserts a box of ammunition in the bracket, placing the end of the steam condenser tube in

the water box and inserts ammunition. The car commander loads and locks the submachine gun. All members of the squad load and lock pistols and remain in position of readiness. Members of the squad observe as directed by the car commander.

c. If combat ensues, the gunner manipulates the gun, fires it, and observes his target and fire effect. If required, the radio operator or rifleman manipulates the second gun. The car commander observes and controls the fire. The gunner repeats all machine gun commands issued by the car commander. When the vehicle is halted the rifleman, remaining close by the vehicle, furnishes local security for the squad.

NOTE.—All the matter contained in this section is equally applicable to the scout car platoons of the brigade headquarters troop, of the reconnaissance troop, cavalry regiment, horse and mechanized, and of the headquarters and service troop, cavalry regiment, horse. For instructions relative to the reconnaissance platoons of the cavalry reconnaissance troop, mechanized, triangular infantry division, see section IX.

SECTION IV

RECONNAISSANCE TROOP, CAVALRY REGIMENT, HORSE AND MECHANIZED

■ 33. ORGANIZATION.—The mechanized reconnaissance troop consists of a troop headquarters and four reconnaissance platoons (scout car). The troop headquarters includes a headquarters section and a motor maintenance section.

■ 34. TROOP HEADQUARTERS.—*a. Troop commander.*—The troop commander normally leads the troop from a position in front of the leader of the base platoon. He may conduct the drill from any convenient position in the area, designating a subordinate to lead the troop when necessary.

b. Remainder of troop headquarters section.—The remaining members of the troop headquarters section are assigned places in the various vehicles pertaining to this section. At drills they may be used to fill vacancies in the platoons or they may be trained in their usual combat duties either separately or with the rest of the troop.

c. Motor maintenance section.—This section ordinarily does not attend drills. When present the personnel may be used to fill vacancies in the platoons or to receive training in the performance of their usual combat functions.

■ 35. FORMATIONS.—Ordinarily the mechanized reconnaissance troop does not drill mounted as a unit. The formations indicated herein are for simplicity in forming the troop

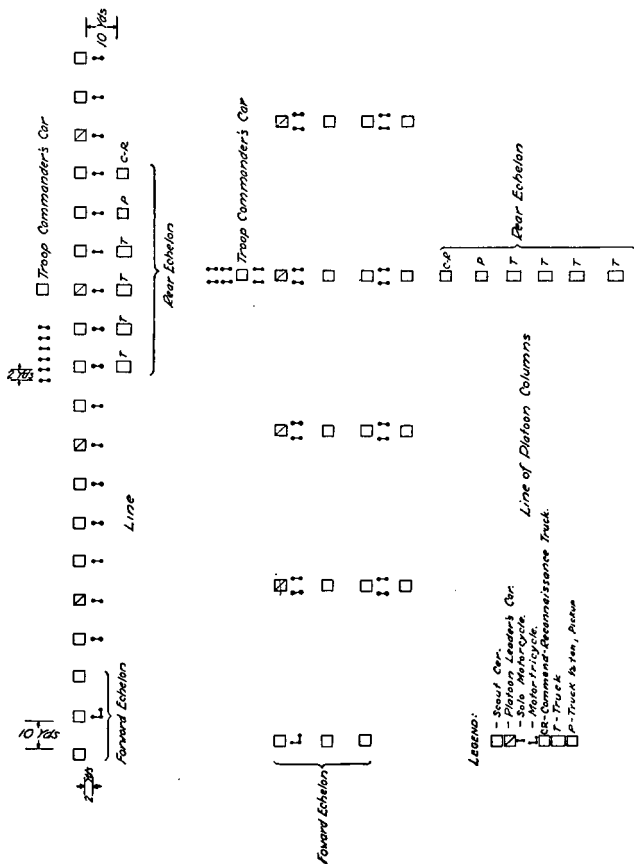


FIGURE 12.—Reconnaissance troop, mechanized, in line and line of platoon columns.

mounted under various conditions. The mounted formations of the troop in close and extended order are—

a. *Line*.—Close order formation in which each platoon is in line, abreast of each other with an interval of 10 yards between platoons.

b. Line of platoon columns.—Close order formation in which the platoons in column are abreast of each other with intervals sufficient for the troop to form *line* in the direction of march.

c. Column of platoons.—Close order formation in which each platoon is in line, one behind the other, with distances equal to platoon fronts.

d. Column.—Close order formation in which each platoon is in column, one behind the other, with distances of 5 yards between platoons.

e. Extensions in frontage and depth.—Extended order formations in which the platoons are arranged with intervals or distances, or both, suitable to the situation. The platoons may be in any prescribed platoon formation, those other than the base normally conforming to the formation of the base platoon.

■ 36. To FORM TROOP.—The troop is formed normally in column but may be formed in any close order formation indicated by the command.

a. Dismounted.—To form the troop dismounted at barracks, see FM 2-5. After the platoons are reported the first sergeant marches the troop to the vicinity of the motor park and, having reached the proper place, commands: FORM PLATOONS. The platoon sergeants cause their men to move to their places in the vehicles and start motors.

b. Mounted.—The first sergeant commands: FORM TROOP. Each platoon is formed separately by its platoon sergeant and is moved to its proper place in the troop formation and halted. As soon as the platoons are in their proper positions in the troop the first sergeant commands: REPORT, if reports are required. Each platoon sergeant reports and the first sergeant reports as described in section IX, chapter 1, FM 2-5.

■ 37. To FORM COLUMN.—The commands are: 1. COLUMN, 2. MARCH.

a. If the troop is in line the base (right center) platoon forms column and follows the troop commander's car or moves in the direction indicated. Each other platoon forms column in time to take its place in the troop column in the order left center platoon, right platoon, left platoon.

b. If the troop is in column of platoons each platoon executes column simultaneously.

c. If the troop is in line of platoon columns the base platoon follows the troop commander or moves in the direction indicated, and the other platoons join the troop column in the order indicated in *a* above.

d. Vehicles of troop headquarters form as indicated in figure 13.

■ 38. TO FORM LINE.—The commands are: 1. LINE, 2. MARCH.

a. If the troop is in column the base platoon forms line in the direction of march. The second platoon in the troop column moves to the left at increased speed and when clear of the base platoon forms line abreast of the base platoon. The third and fourth platoons in the troop column move to the right and left, respectively, and form line as described for the second platoon.

b. If the troop is in column of platoons the base platoon continues the march. The second platoon in the troop column moves to the left oblique and when the base platoon is uncovered moves at increased speed until abreast of the base platoon. The third and fourth platoons in the troop column move to the right and left, respectively, to positions abreast of the base platoon.

c. If the troop is in line of platoon columns each platoon forms line simultaneously.

d. Vehicles of troop headquarters form as indicated in figure 12.

■ 39. TO FORM COLUMN OF PLATOONS.—The commands are: 1. COLUMN OF PLATOONS, 2. MARCH.

a. If the troop is in line the base platoon in line follows the troop commander or moves in the indicated direction. The other platoons decrease speed until the proper distance is gained, when they oblique to their places in rear of the base platoon in the order left center platoon, right platoon, left platoon.

b. If the troop is in line of platoon columns the base platoon forms line and follows the troop commander or moves in the direction indicated. Other platoons move to position as in *column* and form *line*.

c. If the troop is in column all platoons form line simultaneously.

d. Vehicles of troop headquarters form as indicated in figure 13.

CAVALRY FIELD MANUAL

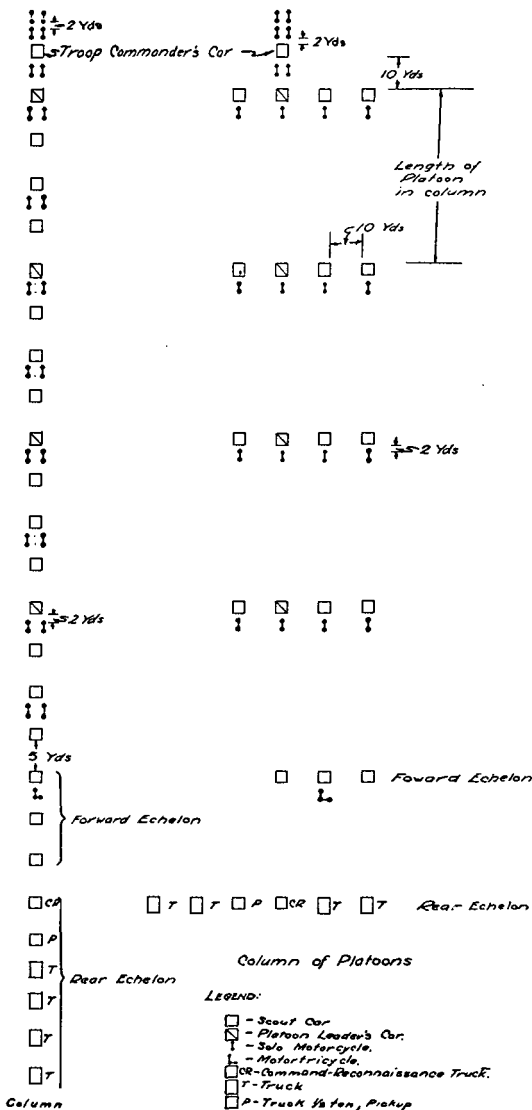


FIGURE 13.—Reconnaissance troop, mechanized, in column and column of platoons.

■ 40. TO FORM LINE OF PLATOON COLUMNS.—The commands are: 1. LINE OF PLATOON COLUMNS, 2. MARCH.

a. If the troop is in column the base platoon follows the troop commander or moves in the direction indicated. Other platoons move at increased speed to positions indicated in figure 12.

b. If the troop is in *line* each platoon forms columns simultaneously.

c. If the troop is in column of platoons each platoons forms column and then proceeds as in *a* above.

d. Vehicles of troop headquarters form as indicated in figure 12.

SECTION V

MOTORCYCLE PLATOON AND TROOP

■ 41. ORGANIZATION.—*a.* The motorcycle troop consists of a troop headquarters and four motorcycle platoons. The troop headquarters is composed of a headquarters section and a maintenance section.

b. The motorcycle platoon of the motorcycle troop is composed of a headquarters and two motorcycle sections. The platoon headquarters consists of a lieutenant (commander), a corporal (car commander), a driver, a radio operator and a rifleman mounted in a scout car; and a platoon sergeant, corporal scout, and three private scouts mounted on solo motorcycles. Each section consists of a section sergeant mounted on a solo motorcycle and two squads. Each squad consists of a corporal and five privates mounted on two tri-cycles or two motorcycles with side car.

■ 42. TROOP HEADQUARTERS.—*a. Troop commander.*—The troop commander normally leads the troop from a position in front of the leader of the base platoon. He may conduct the drill from any convenient position in the area, designating a subordinate to lead the troop when necessary.

b. Remainder of troop headquarters section.—The remaining members of the troop headquarters section are assigned places in the various vehicles pertaining to this section. At drills they may be used to fill vacancies in the platoons or they may be trained in their usual combat duties either separately or with the rest of the troop.

c. Motor maintenance section.—This section does not ordinarily attend drills. When present the personnel may be used to fill vacancies in the platoons or to receive training in the performance of their usual combat functions.

■ 43. FORMATIONS AND MOVEMENTS.—*a. Motorcycle troop.*—The motorcycle troop is formed and is maneuvered by the same commands in a manner similar to the reconnaissance troop, mechanized, with the modifications made necessary by differences in equipment (see sec. IV).

b. Motorcycle platoon.—(1) Dismounted drill is as prescribed in FM 22-5.

(2) Mounted drill formations are shown in figure 14. These formations are intended as a guide and additions may be made. The distances and intervals may be changed as the occasion dictates.

■ 44. TO FORM PLATOON MOUNTED.—The platoon is normally formed in line but may be formed in column or column of sections (see fig. 14). The commands are: 1. IN LINE (COLUMN, COLUMN OF SECTIONS), 2. FORM PLATOON. The scout car moves to its designated position and halts. The motorcycles are pushed to their proper positions, the motorcycle drivers and the crews mount and the platoon is formed. The mounted positions of the motorcycle drivers and crews are as follows:

a. Solo motorcycle.—Motorcycle resting against jiffy stand, driver sitting at attention on seat, both feet on ground and both hands on handle bars.

b. Side car, motorcycle, or motor tricycle.—Driver sitting at attention on seat with both feet on foot rests and both hands on handle bars. The mounted position of the other members of the side car or tricycle crews is on their assigned seats at attention.

■ 45. TO DISMOUNT.—The platoon being halted mounted, the commands are: 1. PREPARE TO DISMOUNT, 2. DISMOUNT. At this command all members of the platoon dismount and form as follows:

a. The scout car crew as prescribed in paragraph 27.

b. The motorcycle drivers, 6 inches to the left of the handle bars of their respective motorcycles.

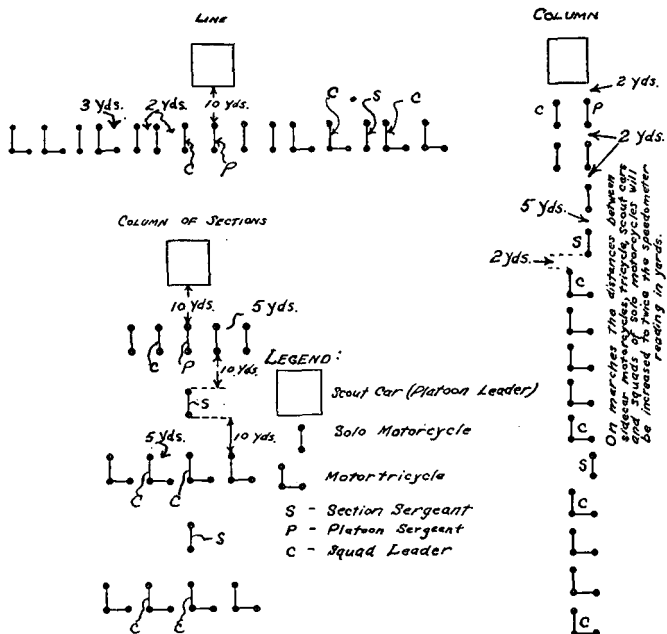


FIGURE 14.—Motorcycle platoon in line, column, and column of sections.

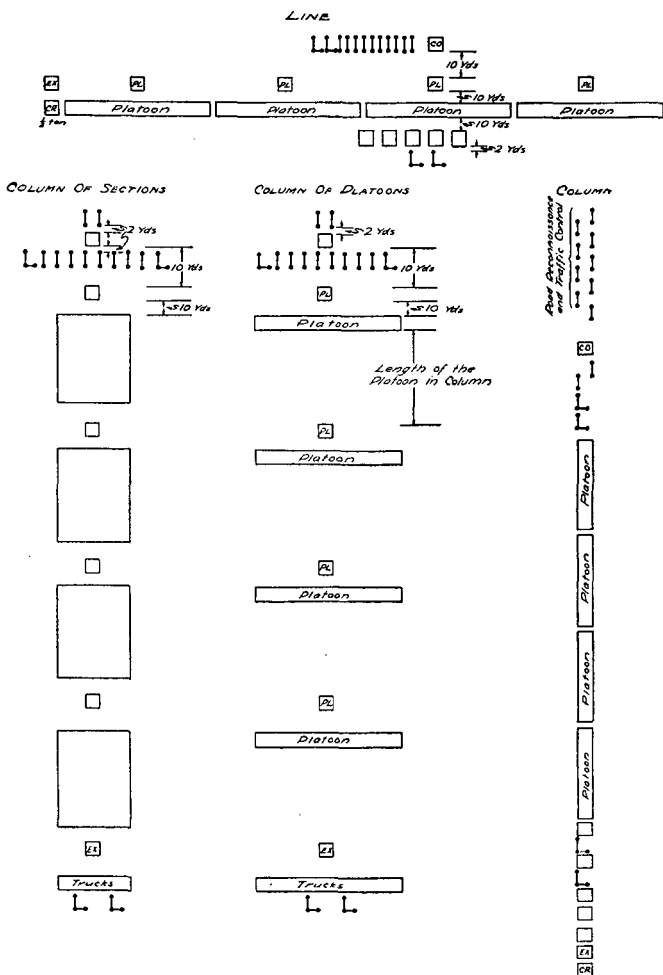


FIGURE 15.—Motorcycle troop in line, column, column of sections, and column of platoons.

c. The side car or tricycle commanders, 6 inches to the right of the handle bars of their respective motorcycles.

d. The third members of the crew of the side car or tricycle, 6 inches to the left of the rear wheel of their respective motorcycles.

■ 46. **TO MOUNT.**—Being in any formation or dispersed, the command is: **MOUNT.** Each individual moves at the double time by the shortest route to his motorcycle and seats himself in his proper place.

■ 47. **MOUNTED POSTS.**—The senior member of the crew of the side car, motorcycle, or motor tricycle occupies the side car or the right seat of the tricycle. The driver occupies the driver's seat. The third member of the crew occupies the tandem seat in rear of the driver of the side car motorcycle or the left seat of the motor tricycle.

■ 48. **TO FIGHT ON FOOT.**—*a.* To fight on foot the commands are: 1. **FIGHT ON FOOT,** 2. **ACTION FRONT (RIGHT) (LEFT) (REAR).** At this command all personnel of the platoon armed with rifles dismount with their rifles and run to their squad leaders who dispose their squads as directed by the platoon leader.

b. The platoon leader dismounts and moves to a position from which he can control and direct the operations of his platoon. The platoon sergeant and section leaders dispose their motorcycles under cover in the immediate vicinity, and report to the platoon leader.

c. The car commander takes charge of the motorcycles and scout car and moves them under cover.

d. When the situation permits, motorcycle drivers and scouts join the platoon in dismounted action, leaving the vehicles in the care of the car commander, gunner, radio operator, and scout car driver.

SECTION VI

ANTITANK PLATOON

■ 49. **ORGANIZATION.**—The antitank platoon is composed of a platoon headquarters and three sections of two 37-mm antitank gun squads each. Platoon headquarters consists of a lieutenant (commander), staff sergeant (platoon sergeant), driver, radio operator, machine gunner, and rifleman, all mounted in a scout car; a reconnaissance sergeant and motor

tricycle driver mounted on a motor tricycle, and four messengers on solo motorcycles. Each section consists of one sergeant (section commander), two corporals (squad leaders), two drivers, two gunners (37-mm), two assistant gunners (37-mm), and four riflemen or ammunition carriers mounted in two scout cars, each of which tows a 37-mm antitank gun.

■ 50. FORMATIONS AND MOVEMENTS.—*a. Section.*—The section forms either in column or in line.

(1) *Line.*—Line is a close order formation in which the cars of the section are abreast of each other with the section commander's car on the right. Interval between cars is 10 yards.

(2) *Column.*—Column is a close order formation in which the cars of the section are arranged one behind the other, with the section commander's car in front. The distance between cars is 5 yards when halted. The distance is measured from the muzzle of the gun in front to the front bumper of the car in rear.

(3) *Extensions in frontage and depth.*—Extended order formations in which the cars are arranged with interval or distance, or both, suitable to the situation. The section may be in either column or line.

(4) *To change formations.*—(a) Being in line to form column, the commands are: 1. COLUMN, 2. MARCH. At this command the section commander's car continues in the desired direction. The other car of the section decreases speed until it gains its proper distance and then follows in rear of the section commander's car.

(b) Being in column to form line, the commands are: 1. LINE, 2. MARCH. At this command the leading car moves in the desired direction and the other moves up on the left of and abreast of the leading car.

b. Platoon.—The antitank platoon ordinarily does not drill mounted as a unit. The following mounted formations are prescribed for facility in forming and marching the platoon.

(1) *Line.*—Line is a close order formation in which the sections in a corresponding formation are abreast of each other with intervals of 10 yards between sections.

(2) *Column.*—Column is a close order formation in which the sections in a corresponding formation are arranged one behind another with distances, when halted, of 5 yards between sections.

(3) *Line of section columns.*—Close order formation in which the sections in column are abreast of each other with intervals between sections sufficient to form column.

(4) *Column of sections.*—This is a close order formation in which the sections in line are arranged one behind another with distances between sections sufficient to form column.

(5) *Platoon commander's car.*—In all formations the platoon commander's car takes position 5 yards (when halted) ahead of the base element of the base section.

(6) *Extensions in frontage and depth.*—Extended order formations in which the sections are arranged with intervals or distances, or both, suitable to the situation. The platoon may be in any prescribed platoon formation, the sections other than the base normally conforming to the formation of the base platoon.

■ 51. TO FORM COLUMN.—The commands are: 1. COLUMN, 2. MARCH.

a. If the platoon is in line the base (center section) forms column and follows the platoon commander's car or moves in the direction indicated. Each other section decreases speed until the base section has cleared and forms column in time to take its place in the platoon column in the order left section, right section.

b. If the platoon is in column of sections the sections form column simultaneously.

c. If the platoon is in line of section columns the base section follows the platoon commander's car or moves in the indicated direction. Sections other than the base decrease speed until the base section has cleared and then join the platoon column in the order left section, right section.

■ 52. TO FORM LINE.—The commands are: 1. LINE, 2. MARCH.

a. If the platoon is in column the base section forms line and follows the platoon commander's car or moves in the indicated direction. The second section in the platoon column executes a column half left until the proper interval is gained and then forms line and moves up abreast of the base platoon. The third section in the platoon column maneuvers in a similar manner, except that it moves up on the right of the base platoon.

b. If the platoon is in line of section columns the sections form line simultaneously.

c. If the platoon is in column of sections the base section follows the platoon commander's car or moves in the indicated direction. The second section in the platoon column executes left oblique and when it has gained its proper interval moves up abreast of the base platoon. The third section in the platoon column maneuvers in a similar manner, except that it moves up on the right of the base section.

■ 53. TO FORM COLUMN OF SECTIONS.—The commands are: 1. COLUMN OF SECTIONS, 2. MARCH.

a. If the platoon is in line the base platoon follows the platoon commander's car or moves in the indicated direction. The sections other than the base decrease speed and, when the proper distance is gained, oblique to positions in rear of the base section in the order left section, right section.

b. If the platoon is in column the sections form line simultaneously.

c. If the platoon is in line of section columns the base section forms line and follows the platoon commander's car or moves in the indicated direction. Sections other than the base decrease speed until the proper distance has been gained, form line, and oblique to positions in rear of the base section in the order left section, right section.

■ 54. TO FORM LINE OF SECTION COLUMNS.—The commands are: 1. LINE OF SECTION COLUMNS, 2. MARCH.

a. If the platoon is in line the sections form column simultaneously.

b. If the platoon is in column the base platoon follows the platoon commander's car or moves in the desired direction without change in formation. The second section in the platoon column obliquates to the left until it gains its proper interval and then moves up abreast of the base section. The third section in the platoon column maneuvers similarly, except that it moves up on the right of the base section.

c. If the platoon is in column of sections the base section forms column and follows the platoon commander's car or moves in the indicated direction. The second section in the platoon column obliquates to the left until it has gained its proper interval, forms column, and moves up abreast of the base section. The third section in the platoon column maneuvers similarly, except that it moves up on the right of the base section.

SECTION VII

HEADQUARTERS TROOP, CAVALRY REGIMENT,
HORSE AND MECHANIZED

■ 55. ORGANIZATION.—Headquarters troop, cavalry regiment, horse and mechanized, consists of a troop headquarters and regimental staff section, communication, antitank, and pioneer and demolition platoons.

■ 56. TRAINING OF PERSONNEL.—Headquarters troop as a unit does not engage in prescribed drills. Being specialists, its personnel receive their principal instruction and training within their own platoons and sections in the practical performance of their respective duties as prescribed in the training publications covering their specialties.

■ 57. FORMATIONS AND MOVEMENTS.—The troop does not form or maneuver as a unit mounted, except for marches and ceremonies when it forms and maneuvers in a manner similar to the reconnaissance troop, with necessary modifications because of differences in organization.

■ 58. PIONEER AND DEMOLITION PLATOON.—*a. Organization.*—The pioneer and demolition platoon of headquarters troop, cavalry regiment, horse and mechanized, is composed of platoon headquarters and three sections. The platoon headquarters consists of a lieutenant (commander), one platoon sergeant, one driver, one gunner, and one radio operator all mounted in a scout car; one chauffeur who drives a ½-ton pick-up truck, a messenger who drives a motor tricycle, and a mechanic who drives and operates a 1½-ton motorized air compressor. Each section consists of one corporal, (squad leader), one demolition man, one driver, and one gunner all mounted in a scout car, and a chauffeur and a mechanic who drive and ride in a ½-ton pick-up truck.

b. Training of personnel.—The pioneer and demolition platoon is trained and equipped to operate as a unit or by sections which can be attached to other elements of the regiment. Personnel are trained in the use of explosives, in demolition, and in the preparation and removal of obstacles. Normally the best results will be accomplished when the platoon is employed as a unit.

c. Formations and movements.—Except for marches and ceremonies the pioneer and demolition platoon seldom en-

gages in formal drills. It forms and maneuvers in a manner similar to the antitank platoon (see sec. VI).

SECTION VIII

SERVICE TROOP, CAVALRY REGIMENT, HORSE AND MECHANIZED

■ 59. ORGANIZATION.—Service troop, cavalry regiment, horse and mechanized, consists of a troop headquarters and a regimental supply section, transportation platoon, porté platoon, and a regimental motor maintenance platoon. It is organized as an administrative unit to furnish transport in the field, to maintain the motor equipment of the regiment, and to supply the regiment in the field.

■ 60. TRAINING OF PERSONNEL.—The service troop as a unit does not engage in prescribed drills. Its personnel receive their training in the practical application of their respective duties generally as outlined in section XXII, chapter 4, FM 2-5, with necessary modifications because of differences in organization.

■ 61. FORMATIONS AND MOVEMENTS.—Service troop does not form or maneuver as a unit mounted, except for marches and ceremonies when it forms and maneuvers in a manner similar to the reconnaissance troop, with necessary modifications because of differences in organization.

SECTION IX

RECONNAISSANCE TROOP, MECHANIZED, INFANTRY DIVISION (TRIANGULAR)

■ 62. ORGANIZATION.—The reconnaissance troop, mechanized, infantry division (triangular), consists of a troop headquarters and three reconnaissance platoons. Each platoon consists of four scout cars, two motorcycle scouts, and a motorcycle squad of two motor tricycles. The troop headquarters consists of a headquarters section and a motor maintenance section.

■ 63. TROOP HEADQUARTERS.—*a. Troop commander.*—The troop commander normally leads the troop from a position in front of the leader of the base platoon. He may conduct the

drill from any convenient position in the area, designating a subordinate to lead the troop when necessary.

b. Remainder of troop headquarters section.—The remaining members of the troop headquarters section are assigned places in the various vehicles pertaining to this section. At drills they may be used to fill vacancies in the platoons or they may be trained in their usual combat duties, either separately or with the rest of the troop.

c. Motor maintenance section.—This section ordinarily does not attend drills. When present the personnel may be used to fill vacancies in the platoons or to receive training in the performance of their usual combat functions.

■ 64. FORMATIONS.—The formations and movements prescribed for similar elements of the cavalry regiment, horse and mechanized, apply to the reconnaissance troop and platoon, mechanized, infantry division, except for necessary modifications which must be made for a three-platoon troop. In each reconnaissance platoon, the motorcycle squad (two motor tricycles) normally maneuvers with the second section and the two scouts with the first section as described in section III for the motorcycles of the scout car platoon, reconnaissance troop (see secs. III and IV).

SECTION X

RECONNAISSANCE SQUADRON, MECHANIZED, CAVALRY DIVISION

■ 65. ORGANIZATION.—*a.* The reconnaissance squadron, mechanized, cavalry division, consists of a squadron headquarters, two reconnaissance troops, one motorcycle troop, and one armored troop. The squadron headquarters consists of the squadron commander, three staff officers, and a detachment of enlisted men who assist the squadron commander and staff in administration, operations, intelligence, communication, and supply.

b. Each reconnaissance troop and the motorcycle troop are organized the same as similar elements of the cavalry regiment, horse and mechanized (see sec. IV).

c. The organization of the armored troop is indicated in section XI.

■ 66. SQUADRON HEADQUARTERS.—*a. Squadron commander.*—

(1) The squadron commander gives his commands or orders orally to his assembled officers in writing, by signals, or communicates them to subordinates by means of staff officers or messengers.

(2) The squadron commander may regulate the speed and direction of march of the squadron by leading the squadron from a position 10 yards in front of the troop commander of the base troop. The squadron commander may go wherever his presence is necessary or desirable, directing a subordinate to lead the squadron.

b. Staff officers.—The squadron staff officers ride in specified places in the scout cars and command reconnaissance truck of squadron headquarters. At drill these staff officers assist the squadron commander and go wherever directed by him.

c. Remainder of squadron headquarters.—The remainder of squadron headquarters personnel ride in the vehicles pertaining to the squadron headquarters (three scout cars, four solo motorcycles, two motor tricycles, one command reconnaissance truck). They perform such duties as ordered by the squadron commander and staff.

■ 67. FORMATIONS.—The squadron does not ordinarily drill as a unit. The formations listed below are prescribed to facilitate forming and moving the squadron in those rare instances when the squadron operates as a unit.

a. Line.—Line is a formation in which the troops in line are abreast of each other.

b. Mass.—Mass is a formation in which the troops are each in column of platoons and abreast of each other with interval between troops of 10 yards.

c. Column.—Column is a formation in which the troops are in column one behind another with distance of 10 yards.

d. Column of platoons.—Column of platoons is a formation in which the troops are in column of platoons one behind the other with distance equal to the distance between platoons of the troop.

e. Squadron headquarters.—In all squadron formations the solo motorcycles accompany the squadron commander. Other vehicles, except the squadron command car, assume a formation similar to the platoon in rear of the base troop in line formation, and in rear of the rear troop in column formation.

f. Assuming squadron formations.—Squadron formations are assumed by each troop moving individually, on order of the squadron commander, to the assigned position.

■ 68. DRILL.—*a. Reconnaissance troop.*—The drill of the reconnaissance troop and platoon is the same as for similar elements of the cavalry regiment, horse and mechanized (see secs. III and IV).

b. Motorcycle troop.—The drill of the motorcycle troop and platoon is the same as for similar elements of the cavalry regiment, horse and mechanized (see sec. V).

c. Armored troop.—The drill of the armored troop and platoon is outlined in section XI.

■ 69. EMPLOYMENT.—For instructions governing the combat training and the tactical employment of the reconnaissance squadron and its elements see chapter 5 and FM 2-15.

SECTION XI

ARMORED TROOP AND PLATOON

■ 70. ORGANIZATION.—The armored troop is composed of a troop headquarters and four tank platoons.

a. The troop headquarters consists of a headquarters section and a motor maintenance section.

b. The platoon consists of a platoon headquarters, three light tanks and their crews.

■ 71. TROOP HEADQUARTERS.—*a. Troop commander.*—The troop commander normally leads the troop from a position in front of the leader of the base platoon. He may go wherever his presence is necessary.

b. Remainder of troop headquarters section.—The remaining members of the troop headquarters section are assigned places in the various vehicles pertaining to this section. At drills they may be used to fill vacancies in the platoons or they may be trained in their usual combat duties either separately or with the rest of the troop.

c. Motor maintenance section.—This section ordinarily does not attend drills. When present the personnel may be used to fill vacancies in the platoons or to receive training in the performance of their usual combat functions.

■ 72. FORMATIONS AND MOVEMENTS.—*a.* The formations and movements of the platoon are as outlined in section I.

b. The drill formations for the troop in close and extended order are—

(1) *Line*.—Line is a close order formation in which each platoon is in line, abreast of each other with an interval of 10 yards between platoons.

(2) *Line of platoon columns*.—Close order formation in which the platoons in column are abreast of each other with intervals sufficient for the troop to form line in the direction of march.

(3) *Column of platoons*.—Close order formation in which each platoon is in line, one behind the other, with distances equal to platoon fronts.

(4) *Column*.—Close order formation in which each platoon is in the corresponding formation with distances of 5 yards between platoons.

(5) *Extensions in frontage and depth*.—Extended order formations in which the platoons are arranged with intervals or distances, or both, suitable to the situation. The platoons may be in any prescribed platoon formation, those other than the base normally conforming to the formation of the base platoon.

■ 73. To FORM TROOP.—The troop is formed normally in column, but may be formed in any close order formation indicated in the command.

a. *Dismounted*.—To form the troop dismounted at barracks, see FM 2-5. After the platoons are reported, the first sergeant then marches the troop to the vicinity of the motor park and, having reached the proper place, commands: **FORM PLATOONS**. The platoon sergeants cause their men to move to their places in the vehicles and start motors.

b. *Mounted*.—The first sergeant commands: **FORM TROOP**. Each platoon is formed separately by its platoon sergeant and is moved to its proper place in the troop formation and halted. As soon as the platoons are in their proper positions in the troop the first sergeant commands: **REPORT**, if reports are required. Each platoon sergeant reports and the sergeant reports as described in FM 2-5.

■ 74. EXECUTION OF MOVEMENTS.—Formations are changed in the manner prescribed for the reconnaissance troop, cavalry regiment, horse and mechanized (see sec. IV).

■ 75. **DISMOUNTED POSITIONS.**—Positions dismounted at the cars are as follows:

a. Troop and platoon commanders, 5 yards in front of their respective command cars.

b. Car crews in close line 2 yards in front of their respective cars with the car commander on the right, the driver on the left, and other members of the crew between them.

SECTION XII

WEAPONS TROOP, CAVALRY BRIGADE

■ 76. **ORGANIZATION.**—*a.* The weapons troop, cavalry brigade, consists of a headquarters, two antitank platoons, and one mortar platoon.

b. The troop headquarters consists of a headquarters section and a motor maintenance section.

c. The antitank platoon is composed of a platoon headquarters and three sections of two 37-mm antitank guns each (see par. 49).

d. The mortar platoon is composed of a platoon headquarters and two sections of three 81-mm mortar squads each. The organization and equipment of platoon headquarters are identical with that described in paragraph 49 for the antitank platoon, except that there are but three motorcycle messengers. Each section consists of one sergeant (section commander), three corporals (squad leaders), three drivers, three gunners (mortar), three assistant gunners (mortar), and three riflemen or ammunition carriers mounted in three motor mortar carriages, each of which carries an 81-mm mortar.

■ 77. **FORMATIONS AND MOVEMENTS.**—*a.* The troop does not ordinarily drill mounted as a unit. On those occasions when the troop does drill as a unit it forms and is maneuvered by the same commands and in the same manner as the reconnaissance troop, cavalry regiment, horse and mechanized (see sec. IV).

b. The antitank platoon forms and is maneuvered by the same commands and in the same manner as the antitank platoon of headquarters troop, cavalry regiment, horse and mechanized (see sec. VI).

c. The mortar section may be formed in line, column, or diamond formation. The drill formations of the mortar platoon are line, column, line of section columns, and column

of sections. The mortar section and platoon are formed and maneuvered as prescribed in sections I and II.

d. Dismounted drill for the troop and its elements is as prescribed in FM 22-5.

e. Drill for placing the antitank gun in action is as prescribed in FM 23-70.

f. Drill for placing the mortar in action is as prescribed in FM 23-90.

SECTION XIII

ANTITANK TROOP, CAVALRY DIVISION

■ 78. ORGANIZATION.—*a.* The antitank troop, cavalry division, consists of a troop headquarters and two antitank platoons of three sections of two squads each. The troop headquarters consists of a headquarters section and a motor maintenance section.

b. In the platoons personnel are transported in scout cars. The scout cars also serve as prime movers and ammunition carriers for the 37-mm antitank guns with which the platoons are equipped. A supply of ammunition sufficient to initiate combat is carried with each gun.

c. The organization of the antitank platoon is the same as that described for the antitank platoon of the brigade weapons troop (see sec. XII). It is identical with that of the antitank platoon of the cavalry regiment, horse and mechanized.

■ 79. FORMATIONS AND MOVEMENTS.—The cavalry division antitank troop and its elements form and are maneuvered by the same commands and in the same manner as the brigade weapons troop (see sec. XII), with the modifications made necessary by the absence of a mortar platoon.

CHAPTER 3

CEREMONIES AND INSPECTIONS

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SECTION I

GENERAL PROVISIONS AND INITIAL FORMATIONS

■ 80. **GENERAL.**—*a.* The purpose of ceremonies, including inspections, is to promote a high state of morale, preserve tradition, render honors, or exhibit the state of training and efficiency of a command. Other than for necessary practice, ceremonies should be held only when the occasion for them is apparent and appropriate. Cavalry ceremonies should be mounted whenever possible, and the provisions of FM 2-5 are in general applicable. Dismounted ceremonies are conducted as prescribed in FM 22-5, with the modifications necessary because of differences in organization and equipment.

b. At all mounted ceremonies in which the standards are present, they are mounted on a command car of regimental headquarters and take position as appropriate for the ceremony. The standard guard consists of two mounted motorcyclists armed with submachine guns.

c. The following general rules apply to personnel mounted in vehicles other than motorcycles:

(1) Personnel other than officers listed in (2) below and drivers riding seated in open vehicles, when passing the reviewing officer in review, sit erect with arms folded, upper arms horizontal.

(2) Regimental, squadron, and troop commanders, and platoon leaders stand and salute when passing the reviewing officer in review.

(3) All changes from mounted to dismounted posts and the reverse are executed at double time.

d. The following general rules apply to vehicles at mounted ceremonies:

(1) Combat vehicles have guns uncovered and mounted horizontally with line of sight parallel to the long axis of the

vehicle pointed to the front, except anti-aircraft guns which are elevated at an angle of 45° and pointing to the front. Tops are removed and gun ports and shields opened.

(2) Motorcycles have leg shields and windshields removed except in extremely cold weather.

(3) Cargo vehicles have tops up as for inclement weather.

■ 81. TO FORM REGIMENT, HORSE AND MECHANIZED, FOR CEREMONIES.—*a.* The regiment forms in line of squadrons in the order from right to left, horse squadron, mechanized squadron, headquarters troop, service troop.

b. Intervals between vehicles, 5 yards; between troops, 10 yards; between squadrons, 20 yards. These intervals may be reduced. Distances are as prescribed in the drill of the various elements.

c. The horse squadron forms as prescribed in FM 2-5.

d. The mechanized squadron forms in *line of platoon columns* with the motorcycle troop on the right.

e. The headquarters troop forms in *line of platoon columns* in the order from right to left, communications platoon, pioneer and demolition platoon, antitank platoon, troop headquarters vehicles (less the troop commander's car).

f. The service troop forms in *line of platoons* with the transportation platoon on the left. Vehicles of the troop headquarters, the regimental supply section, and the regimental maintenance platoon join the transportation platoon. The platoon is divided into four sections and is formed in *line of section columns*. The porté platoon is divided into sections of four vehicles each and forms in *line of section columns*.

g. Prior to the hour designated for the regiment to form, the troops are conducted by previously designated routes to an initial line in rear of the line upon which the regiment is to form. On this line the troops form *line of squadrons* and wait the proper time to move forward to the final line. The distance between the initial line and the final line is about 60 yards.

h. The adjutant or other designated staff officer, accompanied by a bugler, takes position about half way between the post of the commander of troops and the line upon which the troops are to form. At the proper time the adjutant directs the bugler to sound *Adjutant's call*. At the last note of this call, the squadrons and separate troops move forward

successively to the final line, halt, and cut motors. The bugler joins the noncommissioned staff.

i. Upon signal of the squadron and separate troop commanders, personnel of mechanized and motorized elements assume dismounted posts as described in the drill for each element (see ch. 2). Horse elements remain mounted.

j. During the march from the initial line to the final line the band plays appropriate music, ceasing to play when the last unit arrives on the line.

k. Just prior to sounding *Adjutant's call* the commander of troops with his staff take position.

l. The vehicle bearing the standards forms in rear of the commander's car.

m. When all elements are in position the adjutant faces about, salutes, and reports: "Sir, the regiment is formed." The commander of troops returns the salute and directs: "Take your post, sir." The adjutant, passing to the right of the commander of troops, takes post on the right of the commissioned staff.

■ 82. TO FORM OTHER MECHANIZED ELEMENTS FOR MOUNTED CEREMONIES.—The reconnaissance squadron, mechanized, cavalry division, the reconnaissance troop, mechanized, infantry division, the weapons troop, cavalry brigade, and the antitank troop, cavalry division, assume suitable formations to conform to the units to which they are assigned or attached.

■ 83. TO PRESENT COMMAND AND RENDER HONORS AT MOUNTED CEREMONIES.—At mounted regimental ceremonies (reviews, parades, escorts to the standard) the command is presented and honors rendered in the following manner:

a. The regiment having been formed and reported, the commander of troops, when the reviewing officer moves forward and takes his post, faces the regiment and directs the bugler to sound *Attention*. The commander of troops then commands: 1. PRESENT, 2. ARMS. At this command all officers and dismounted enlisted men execute the appropriate salute; those not armed with the rifle or submachine gun execute the first position of hand salute while those armed with the rifle or submachine gun execute present arms. The commander of troops then faces about and with his staff salutes.

b. (1) At this time, if honors are to be rendered, the drummers sound the *Ruffles* while the buglers sound the *Flourishes*.

The music then plays the *General's March*, a march, or the *National Anthem*, whichever is appropriate. In the absence of the band the field music sounds *To the Standard* in lieu of the *National Anthem*.

(2) If as in the case of a review the honors are again rendered while the standard is passing the post of the reviewing officer, the *National Anthem* or *To the Standard* is not played during the march past. The honors rendered consist only of the *Flourishes* sounded by the field music during the time that the standard is rendering the salute.

c. At the completion of the rendering of honors (this does not refer to honors rendered during the march past) or if no honors are rendered, at the proper time the commander of troops and the staff complete the hand salute. The commander then faces the regiment and commands: 1. ORDER, 2. ARMS.

SECTION II

REVIEWS AND PARADES

■ 84. GENERAL.—A review is a ceremony tendered to a civil or military official or to a foreign dignitary. A review may also be held for the purpose of presenting decorations or making a general inspection of the command. See FM 2-5, which is in general applicable.

■ 85. REVIEW OF CAVALRY REGIMENT, HORSE AND MECHANIZED.—
a. The regiment having been formed and presented to the reviewing officer, if the reviewing officer does not desire to ride around the troops he so informs the commander and the march past follows. If he elects to ride around the troops, he approaches the commander of troops. Both mount in a previously designated vehicle, proceed to the right of the line, and ride around the regiment, keeping the troops on the left. During this phase the reviewing officer makes a general inspection of the troops.

b. The band plays while the reviewing officer is inspecting the troops in his ride around.

c. If so directed by the reviewing officer, each subordinate commander without his staff joins the reviewing officer when the latter approaches his unit and remains with him until he leaves the vicinity of the unit.

d. When the reviewing officer and commander of troops

again arrive at the position of the commander of troops the latter dismounts and salutes. The reviewing officer returns the salute. When the reviewing officer has reached his post the commander of troops faces the troops and commands or signals MOUNT. When all personnel of mechanized and motorized elements are mounted the commander of troops commands: 1. PASS IN REVIEW, 2. ON FIRST SQUADRON, 3. MARCH.

e. At the command MARCH, the procedure of individuals and units is as follows:

(1) *Commander of troops.*—(a) Having given the command MARCH, the commander and staff mount, move to the head of the column, and take post 20 yards in front of the commander of the horse squadron and lead it. The car bearing the standards flanked by the guards follows the commander's car. The staff vehicles in line follow the car bearing the standards.

(b) When approaching the reviewing officer, the commander of troops stands and when at 10 yards from the reviewing officer salutes, turning the head and eyes to the right. The staff remains seated with arms folded. When 10 yards beyond the reviewing officer, the commander, standards, and staff leave the column and the commander and staff dismount and join the staff of the reviewing officer.

(2) *Squadrons.*—(a) Upon the command MARCH by the commander of troops, the horse squadron commander commands: 1. COLUMN OF PLATOONS, 2. ON FIRST TROOP, 3. TROT, 4. MARCH. The squadron commander leads the squadron in review.

(b) When the horse squadron has proceeded sufficiently far that motorized elements will not be slowed, the mechanized squadron commander commands or signals: 1. BY THE RIGHT FLANK, 2. MARCH. This movement is executed successively by the platoons. Succeeding changes in direction are made in a similar manner. The speed of march is dependent upon the nature of the ground, but should be about 15 miles an hour when passing the reviewing officer. After passing well beyond the reviewing officer platoons form columns and leave the field by an appropriate route.

(3) *Headquarters troop.*—The headquarters troop passes in review in the same manner as the mechanized squadron.

(4) *Service troop.*—The service troop passes in review in the same manner as the mechanized squadron, except that changes in direction are made by section.

(5) *Band and field music.*—At the command 1. **PASS IN REVIEW**, 2. **MARCH** given by the commander of troops, the band from its position on the left of the reviewing stand, commences to play appropriate march music and continues to play during the march past. If the grade of the reviewing officer entitles him to the honor, the buglers sound the *Flourishes* while the standard salutes in passing in front of the reviewing stand. At the time that the last element of the column passes the reviewing officer, the band ceases to play.

■ 86. **SQUADRON REVIEW, MOUNTED.**—The formation and movements prescribed for regimental reviews are applicable to the mechanized squadron. The review of the horse squadron is conducted as described in FM 2-5.

■ 87. **ALTERNATE METHODS.**—*a.* The review may be conducted with the horse squadron in its semitrailers, in which case the formations and movements are the same as those described above, except that the porté squadron marches past in a manner similar to the mechanized squadron.

b. When a field of sufficient size is not available to form the regiment in line of squadrons, a road review may be held.

(1) Elements are formed in column along a road. Usually the horse squadron is mounted in its porté vehicles. If it is impracticable to use a single road, elements may be formed on several side roads, facing in the direction they are to move.

(2) All personnel assume dismounted posts at the side of and facing away from their vehicles.

(3) The vehicles of the commander of troops, his staff, and the standards form at the head of the column.

(4) The adjutant reports informally when the regiment is formed.

(5) The post of the reviewing officer is located near a road intersection so that the commander of troops' car may leave the column after passing the reviewing officer without interfering with the elements following.

(6) As soon as the reviewing officer takes his position, the commander of troops presents the regiment in a manner similar to that described in paragraph 83.

(7) If the reviewing officer elects to ride around the troops, he is accompanied by the commander of troops in a vehicle previously designated for the purpose.

(8) As soon as the reviewing officer is again at his post, the commander of troops causes the regiment to mount and commands: 1. PASS IN REVIEW, 2. FORWARD, 3. MARCH. The pass in review is conducted as in paragraph 85, except—

(a) The troops pass in *column*.

(b) The commander's car only turns out of the column after passing the reviewing officer.

■ 88. PRESENTATION OF DECORATIONS.—The methods described for presentation of decorations in horse cavalry units apply to the regiment, horse and mechanized (see FM 2-5).

■ 89. PARADES.—*a. Mounted.*—Mounted regimental parades are not held by the cavalry regiment, horse and mechanized. Mounted parades by the horse squadron may be held, in which case the methods applicable to the squadron, horse cavalry regiment, apply (see FM 2-5).

b. Dismounted.—Dismounted parades are conducted as prescribed in FM 22-5.

SECTION III

ESCORTS

■ 90. FUNCTION AND PROCEDURE.—The function and procedure of escorts generally follows that prescribed in FM 2-5, with the following modifications:

a. When space permits, a mounted escort forms in line with closed intervals facing toward the road on which it is to move.

b. Personnel take dismounted posts, facing to the front; field music forms separately on the right.

c. When space does not permit, the escort forms in column, dismounted personnel taking post in line on the flank of their respective vehicles, facing away from the vehicles.

■ 91. CEREMONY.—When the individual to be escorted approaches a position in front of the escort, the escort commander from his post in front of the center of the escort commands: 1. PRESENT, 2. ARMS, and causes the buglers to sound the appropriate honors. Facing the person to be escorted he salutes. Upon completion of the honors the escort commander brings the escort to the order. After such inspection as the individual to be escorted desires to make, the escort is mounted and moves out in column successively from the appropriate flank. The same ceremony is repeated at the destination of the escort.

SECTION IV
INSPECTIONS

■ 92. GENERAL.—The distances and formations prescribed for regimental mounted inspection may be varied to suit the size and shape of the drill field. Inspection of subordinate units with or without field equipment conforms as far as appropriate. Inspection for the squadron and troop are carried out on the same fundamentals.

■ 93. FORMATIONS.—*a.* Column of troops in the following order: Headquarters troop, horse squadron, mechanized squadron, and service troop. If the inspection follows the review, troops form in the order in which they passed the reviewing officer. Troops form in line with 30 yards distance between troops. Picket lines are erected 20 yards to the left of the kitchens.

b. Order of vehicles from the right to left in each troop is combat vehicles, supply vehicles, maintenance vehicles, and kitchens. The latter form at 20-yard intervals from the others.

c. When each element has been alined, personnel are dismounted and each car crew forms 3 yards in front of its vehicle.

d. When all elements are in position as indicated above, the adjutant reports the regiment to the commanding officer.

e. After receiving the adjutant's report, the commanding officer directs the troops to prepare for inspection.

■ 94. PREPARATION FOR INSPECTION OF FULL FIELD EQUIPMENT.—*a.* Shelter tents of mechanized and motorized elements are pitched 5 yards in front of each troop line of vehicles with open end of tent toward the line of vehicles.

b. Individual equipment and dismounted machine guns are displayed in front of shelter tents as prescribed in FM 21-15.

c. Vehicle tools are displayed in front of vehicles, hoods and equipment boxes opened, and supply vehicle canvas in place.

d. Vehicle loads are unloaded and displayed in rear of vehicles, except kitchen equipment which is displayed on the left of the kitchen truck.

e. Troop officers' tents are erected facing their respective troop lines, the center of the right tent on line with the front

of the vehicle line and 20 yards from the right vehicle. Aline-ment is made on the leading troop by the adjutant.

f. Regimental and squadron headquarters officers' tents are pitched in one line 20 yards in rear of the troop officers' line, facing the troops, regimental commander's tent opposite the center of the regimental column.

g. Troop latrine screens are erected 30 yards to the left of each troop line. The officers' latrine screen is erected 30 yards in rear of officers' tents.

h. Standards are placed in front of the commanding officers' tent. Guidons are placed in front of troop officers' tents.

i. As soon as its field equipment has been displayed, the band forms in front of the regimental commander's tent and plays during inspection.

■ 95. INSPECTION PROCEDURE.—After preparations for inspection have been completed, the regimental commander inspects each troop in the following order:

a. All personnel posted at their shelter tents.

b. Vehicles, horses, and equipment.

■ 96. OTHER TYPES OF INSPECTIONS.—Other types of inspection may be ordered as desired. The procedure conforms insofar as practicable to that prescribed herein.

CHAPTER 4

MOUNTED SCOUTING AND PATROLLING

	Paragraphs
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II. Patrolling	103-115

SECTION I

SCOUTING

■ 97. **GENERAL.**—Mounted scouting in mechanized elements of cavalry is performed on motorcycles or other automotive vehicles. Every scout in mechanized cavalry must be thoroughly grounded in the doctrine of dismounted patrolling as set forth in chapter 13, FM 21-100.

■ 98. **PREPARATION.**—*a.* Upon receiving an order to make a reconnaissance, each scout should make sure that he thoroughly understands his mission. His duties are hazardous, and he should know exactly what he is expected to do. He should study his map and the terrain he must traverse, and plan his procedure accordingly. His orders are usually given to him orally, and he is permitted to record only such data as will be of no value to the enemy. Orders to scouts are similar in essential details to the orders given patrol leaders as set forth subsequently in this chapter.

b. In each troop and squadron a chief scout should be designated permanently to direct and coordinate the activities of the scouts of his unit when operating as a group. The chief scout should be an experienced noncommissioned officer who is capable of handling all the scouts of the unit whenever they operate as a group. The chief scout of each unit should have an appropriately marked map.

■ 99. **MOVEMENT BY DAY.**—*a.* In order to see and not be seen, a scout must use cover to conceal his movements. In exposed areas he moves rapidly from cover to cover, and remains motionless, except when it is necessary for him to change position.

b. A mounted scout can move long distances by day or night on roads, and when the terrain is favorable, he can make fair progress across country. The speed with which he can move

under favorable conditions to some extent compensates for the fact that a mechanized cavalry scout is more likely to attract attention than is a horseman or a man on foot. In view of the characteristics of his vehicle, the mechanized cavalry scout resorts more frequently to dismounted work than does a horseman; he is constantly concerned with the necessity for concealing his vehicle during pauses in his advance, and so placing it as to facilitate reversal or change of route if necessary.

■ 100. MOVEMENT BY NIGHT.—Mounted mechanized cavalry scouts operating at night normally drive without lights and insofar as practicable remain on or adjacent to roads or trails. The noise of the motor is usually audible for considerable distances on a still night, and it is impracticable for the scout to see or hear much while in motion. He progresses by bounds from one terrain feature to another, and at the end of each bound he stops and, if necessary, proceeds on foot to look and listen for the information that he seeks.

■ 101. MISSIONS.—The usual missions of a scout are to determine whether the enemy occupies a particular area or is using a specified route, his strength, composition, and disposition, the status of roads, culverts, and bridges or other construction on a specified route, and the extent and nature of defiles; in general, to secure items of both positive and negative information. Observation alone, unless long continued, seldom discloses the presence of the enemy; it is therefore necessary for a scout to use other means. He may approach the suspected locality, either mounted or dismounted, in an effort to cause the enemy, if present, to disclose his presence. Mounted scouts in mechanized cavalry units may operate individually, though normally they work in pairs or groups. Their primary function is to gather information and to get it back in time for maximum use; hence they are normally not expected to capture prisoners nor to engage in combat except in self-defense. When it is impracticable for motorcycle scouts to accompany their respective units in combat, they report to the headquarters of the next higher unit. They rejoin their units as soon as the situation permits.

■ 102. ACTION ON NIGHT MARCH.—Each column is guided by competent scouts who employ their knowledge of distance,

direction, maps, stars, and landmarks to guide their units correctly. If practicable, scouts should go over the route by day and make both mental and written notes. At each critical point, such as a road junction or where the route changes direction, a scout is stationed until the last unit has passed that point. It is essential that whenever a column subdivides or leaves the road to go into assembly areas prior to action, there is an ample number of well-informed scouts to help guide the units.

SECTION II

PATROLLING

■ 103. GENERAL.—*a.* A patrol is a group or detachment sent out from a larger body on an independent or limited mission of reconnaissance or security, or both. Patrols may be sent out on the initiative of the commander of the unit from which provided or on orders from higher authority.

b. Reconnaissance patrols are sent out to obtain information and to get it back to the proper commander. The information may be of the enemy, terrain features, communication facilities, or other matters. Reconnaissance patrols regulate their movements on the enemy and avoid combat, except for self-protection or when accomplishment of the mission requires combat.

c. Security patrols are sent out from security detachments, the main body, or both, to protect the designated unit against surprise or interference by the enemy. They regulate their movements on the body from which sent out and may frequently engage in combat.

■ 104. DETAILING PATROLS.—Prior to sending out patrols, a commander considers the following factors:

- a.* Information to be obtained or security to be provided.
- b.* Number, size, and composition of patrols necessary.
- c.* Route and locality for each patrol.
- d.* Hour of starting.
- e.* Time and place of rejoining.
- f.* Equipment, rations, replenishment of oil and fuel.
- g.* When and where information will be sent, and by what means.

■ 105. MISSIONS.—Patrols are given specific missions with priorities assigned. Reconnaissance missions should be

expressed in the form of questions that require specific answers. Security missions prescribe definitely the sector of responsibility and the methods by which security is to be provided. (See FTM 2-15.)

■ 106. NUMBER, SIZE, AND COMPOSITION.—The number and size of patrols should be the minimum required by the situation. The strength of patrols depends on the resistance that they may have to overcome, the means of communication provided, and the number of messengers that may be required. Engineer, artillery, and intelligence personnel may accompany mechanized cavalry patrols. As far as practicable, the integrity of squads, sections, and platoons should be preserved. Officers should lead patrols on important missions.

■ 107. ROUTES, AREAS, OR LOCALITIES.—Reconnaissance patrols should be assigned definite zones, routes, or areas; security patrols should be assigned definite routes, sectors, or localities. If not prescribed by higher authority, these are selected by the commander who sends out patrols from a map study and other information. When it is desired to regulate the movement of patrols, lines or positions to be reached by certain times may be prescribed.

■ 108. HOUR OF STARTING.—The hour of starting depends upon the time by which the information must be received or the security furnished. For a reconnaissance patrol, the time required for the patrol to obtain and transmit the information must be computed in order to determine the hour of departure of the patrol. It is unwise in making these computations to assume that radio will solve all communication difficulties. For a security patrol it is necessary to compute only the time required for the patrol to reach its position and report its arrival.

■ 109. WHEN AND WHERE MESSAGES ARE TO BE SENT.—The points to which to send messages and the hours messages should reach those points must be given to patrols. Leaders of both reconnaissance and security patrols should know the location of the command or its route, and the location and length of its major halts. Whenever radio equipment is to be used, the time when messages can best be transmitted and received should be stated.

■ 110. TIME AND PLACE TO REJOIN.—The time and place for patrols to rejoin depend on their missions and the movements of the main body.

■ 111. EQUIPMENT, RATIONS, REPLENISHMENT OF OIL AND FUEL.—*a.* Patrol leaders should have wire cutters, watch, compass, message blanks, pencil, flashlight, field glasses, and maps, and if conditions warrant a code for radio communication. If a code is carried, it must be destroyed if capture becomes imminent.

b. Troopers should carry enough rations for the duration of the mission. The patrol starts, whenever practicable, with extra oil and fuel containers which are later discarded or used to secure replenishment from local sources as occasion indicates.

■ 112. WARNING ORDERS.—Whenever time permits, warning orders should be issued covering—

a. Strength, composition, and leaders of patrols.

b. Time and place of starting.

c. Instructions on equipment, rations, oil, and fuel.

d. Instructions regarding maps or terrain.

■ 113. PREPARATION.—Having received his warning order, the patrol leader at once notifies the men concerned, specifies the time and place of assembly, and arranges to secure any special maps or equipment that he will need. He then studies his map and secures information from other sources regarding the areas in which he is to operate. When members of the patrol report for duty, the patrol leader verifies the details and inspects men, vehicles, and equipment to insure that preparations have been carried out as ordered. He particularly checks ammunition, weapons, oil, fuel, water, rations, and communication equipment, and sees that no unnecessary papers, letters, or maps are carried that might be of value to the enemy if captured. He forms the patrol and reports it to the officer sending it out. This officer inspects the patrol and issues his orders to it as outlined below.

■ 114. ORDERS.—The following points should be covered (see FM 2-5):

a. Information of the enemy which may affect the patrols and such information of our own troops as may be necessary to insure teamwork between the patrols and the main body.

b. General purpose of the reconnaissance or security.

c. Specific instructions covering—

(1) Hour of starting.

(2) Route or locality for each patrol.

(3) Specific questions for reconnaissance patrols; specific missions for security patrols.

(4) Under what conditions patrols should engage in combat.

(5) Time and place at which information is desired or reports will be made, and by what means.

d. Instructions on rations, oil, and fuel.

e. When and where to return.

f. Instructions as to authority to arrest civilians, impress guides and motor vehicles, to seize telegrams and mail matter, and to destroy telegraph and telephone lines and instruments.

■ 115. PATROL LEADER'S ORDER.—*a.* Supplementing the orders indicated above, the patrol leader issues his own orders, covering those of the following items which are necessary, in the sequence here given (see FM 2-5):

(1) Essential information relative to the enemy and friendly troops.

(2) Mission of the patrol and plan of the patrol leader for accomplishing the mission, including objective, route, and initial formation of the patrol.

(3) Designation of a second in command; men and vehicles for nearby reconnaissance to the flanks; and special instructions to guides and attached scouts (if present).

(4) Designation of first assembly point, and orders regarding general conduct of the patrol, including combat.

(5) Instructions as to rations, water, oil, and fuel.

(6) Where patrol leader will march.

b. The patrol leader satisfies himself that all members of the patrol understand their orders and their individual assignments before he orders the patrol to move out.

CHAPTER 5

COMBAT TRAINING OF SMALL UNITS

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SECTION I

GENERAL

■ 116. SCOPE.—*a.* This section contains rules applicable to troop leading of all units of mechanized cavalry up to and including the troop. Rules applicable to various types of troops and their elements are set forth in separate sections. Rules governing the employment of units larger than the troop are set forth in FM 2-15.

b. In general, mechanized elements of cavalry employ the tactical doctrine and methods that apply to horse cavalry units, with such modifications as are necessitated by the substitution of automotive vehicles for horses (see FM 2-15).

■ 117. SECURITY.—*a.* Leaders in all combat operations protect their units from surprise by keeping small organized groups called security detachments between their command and the enemy. This security is augmented by constant observation while in the presence of the enemy.

b. Security from hostile aircraft is provided when marching or halted by—

- (1) Timely information of approaching hostile planes.

- (2) Adequate dispersion.
- (3) Taking advantage of overhead cover or use of camouflage.
- (4) Firing on hostile aircraft.

■ 118. MOVEMENT.—In the presence of the enemy, small mechanized cavalry units move habitually by bounds. Individual cars or motorcycles move rapidly from one position of observation and concealment to the next. Small units usually make shorter bounds than larger units. In flat open country bounds are longer than in rolling or close country.

■ 119. DIRECTION AND LOCATION.—*a.* Leaders maintain their direction by marching on successive landmarks, by the compass, or by the use of a map. They maintain their location by landmarks, by orienting themselves on a map, and by estimating their distance from the starting point.

b. Direction and rate of advance may be controlled by assigning a well-marked route to one subordinate unit called the base unit. Other units maintain prescribed distances and intervals from the base by means of liaison groups, messengers, and signal communication agencies.

■ 120. CARE OF VEHICLES.—Mechanized cavalry operations frequently require movements by small detachments on reconnaissance, security, and combat missions. As the mobility of mechanized cavalry is dependent on the condition of its vehicles, the leaders of detachments take advantage of every opportunity to maintain the vehicles in perfect condition.

■ 121. USE OF TERRAIN.—In the selection of, and approach to, positions for observation or firing, mechanized cavalry units avoid serious obstacles and take advantage of terrain favorable to observation and concealment from hostile observation, and the avoidance of, or protection from, hostile fire.

■ 122. DISMOUNTED ACTION.—*a.* The leader in dismounted action makes provisions for disposition and safety of his vehicles.

b. Under conditions where cover is available, car crews are dismounted and vehicles quickly placed under cover by the driver. In case no cover is available, cars are widely separated to avoid casualties from enemy fire and to present a difficult target to low flying aircraft. Improvised camouflage,

such as bushes and branches of trees, when properly used, is effective in making cars less visible. Car crews should be trained in camouflage methods (see FM 5-20).

■ 123. MOUNTED ACTION.—*a.* The mounted action of scout cars is usually restricted to fire of machine guns from concealed or defiladed positions. In emergency, they may employ fire and movement when small-arms fire is encountered or when surprised.

b. Motorcycle elements do not normally engage in mounted combat. However, in emergency, as when ambushed or surprised, a mounted solo motorcyclist can fire fairly effectively with the pistol, and the passengers of a motor tricycle can deliver effective fire at short range with the pistol, rifle, or submachine gun.

c. Tank elements habitually employ mounted combat action (see FM 17-10).

■ 124. COMMAND.—*a.* Command is exercised through the leaders of the successive units who control the movements and disposition of their units by personal example and the use of drill commands and signals, by relaying orders orally through the medium of messengers, by the use of signal communication agencies, and by the assignment of tactical missions.

b. Personal example and the use of drill commands and signals are the most efficient means of exercising command. The use of these means by individuals is limited by visibility, by the size of the area in which the command may be operating, and by the size of the command itself.

c. When small units are widely dispersed in wooded or rough terrain, command by personal example or by drill commands and signals is rarely possible. In such circumstances the leader must employ other means. Messengers represent one type of control agency. Oral or written messages are in a measure a substitute for personal contact of the leader. Radio is used subject to such restrictions as may be imposed by the situation.

■ 125. PERSONAL RECONNAISSANCE.—Prior to combat the leader of each unit should make a personal reconnaissance to verify and complete his information regarding the enemy and the terrain. The reconnaissance may be limited to a hasty glance at the enemy and the terrain, but if time permits it should be

more thorough. In some instances it may be necessary to supplement it by additional reconnaissance of dismounted scouts and patrols. Full advantage should be taken of the available cover.

■ 126. ORDERS.—*a.* Definite orders must be given to insure cooperation in carrying out the plans of the commander (see FM 101-5).

b. To make certain that nothing is omitted in an order to a unit, the following form should be used:

(1) Information of the enemy and own troops.

(2) Decision and general plan.

(3) Detailed order to each subordinate unit.

(4) Instructions if necessary covering supply and equipment.

(5) Location of commander or where to send messages.

c. Only the essentials of the form for an order are used. For small units frequently only paragraph 3 is needed. In hasty action when time is a vital element, the order may be reduced to a mere "Follow me."

SECTION II

SCOUT CAR PLATOON, RECONNAISSANCE TROOP

■ 127. CHARACTERISTICS.—Each scout car is equipped with one or more heavy machine guns, one caliber .50 machine gun, and one submachine gun. All weapons can be fired from the vehicle or may be dismounted and fired from the ground. They are immediately available for antiaircraft fire when mounted on the vehicle. Riflemen are armed with the M1 rifle. All personnel are armed with the pistol. The scout car affords some protection against shell fragments and small-arms fire; however, it is vulnerable to armor-piercing ammunition, even caliber .30.

■ 128. EMPLOYMENT.—The principal function of the scout car platoon is reconnaissance; however, due to the characteristics of the scout car, this platoon cannot be expected to obtain the detailed negative information available to elements with more cross-country ability. Other missions may include security and combat. In general, full advantage is taken of the mobility of scout cars in order to conserve horse flesh.

■ 129. OPERATION.—The scout car platoon operates in accordance with the following:

a. The platoon may operate as a unit, or it may be divided into two sections which operate separately. In the latter case, motorcyclists should be attached to each section. Normally, better results will obtain when the platoon is employed as a unit.

b. Two or more platoons may be grouped for a particular mission, also the scout car platoon may be reinforced by attached motorcycle elements.

c. When the platoon is divided into sections one section is commanded by the platoon leader and the other is commanded by the platoon sergeant. Each section may operate under the direct control of the troop commander.

■ 130. ORDERS.—Orders to platoon and platoon and detached section commanders are issued by the troop commander. Usually orders to scout car elements are issued orally; special instructions may be written (see FM 2-5).

a. Warning orders are issued when time permits. These include information as to—

- (1) Mission.
- (2) Time of starting.
- (3) Reinforcements, if any.
- (4) Gasoline, oil, ammunition, equipment, and rations.
- (5) Maps.

b. *Detailed instructions.*—Following the warning order, detailed instructions are issued. They contain general and special instructions.

(1) General instructions include—

(a) Information of the enemy which has a direct bearing on the mission.

(b) Mission of the main body and information of supporting troops and other reconnaissance or security agencies.

(c) General purposes of the mission.

(2) Special instructions include—

(a) Information required (stated in the form of a specific question or assigned as a specific mission).

(b) Where the reconnaissance or other mission must be conducted.

(c) Where messages not sent by radio are to be delivered.

(d) When the information is desired (without delay, on certain lines, or at designated hours).

(e) When and where the platoon section must rejoin.

■ 131. RECONNAISSANCE MISSION.—The determination of reconnaissance missions is the function of the regimental staff, primarily the intelligence (S-2) section. Reconnaissance missions are usually transmitted to squadron and troop commanders who are responsible for the detailed preparation of plans and orders for scout car reconnaissance.

■ 132. PLATOON RECONNAISSANCE.—*a. Preparation.*—Upon receipt of a reconnaissance mission the platoon commander issues warning orders; estimates the situation; plans his reconnaissance; and causes speedometer readings, gasoline, oil, ammunition, and radio equipment to be checked. Prior to starting, the platoon leader inspects his personnel and vehicles and issues necessary orders.

b. Advance by bounds.—(1) The normal advance of the platoon is by bounds. After arriving at the end of a bound, the leading car observes the intervening terrain to the next bound and, if all is clear, advances at maximum speed. The remaining car of the leading section covers the advance of the leading car from the original position, or follows it at a suitable distance prepared to support its movement by fire. The rear section follows at supporting distance. The platoon commander habitually remains with the second car of the leading section. Cars remain within visual signaling distance of each other.

(2) The preliminary reconnaissance of the next bound must be as brief as possible to avoid undue delay in the advance of the section. It is best made by the car commander halting his car in the rear of a crest or other cover in such a position that, standing, he may observe the next bound.

(3) The distance between bounds varies with the situation and the terrain. Moving across country, sections or cars may be echeloned in the advance, terrain dictating the length of the bounds. Bounds are generally shorter when moving across country.

(4) Various modifications of this method are possible and frequently advisable. The leading car may turn and back up to the crest where observation of the next point is feasible.

In this position the car is prepared for a rapid withdrawal.

(5) Dismounted reconnaissance may be necessary before moving to the next bound. In this case the car must be concealed during the reconnaissance and located for a quick departure. Personnel remaining with the car must be on the alert, observing in all directions. This procedure is at times advisable in moving up to a village or town. Full advantage of houses, barns, or shrubbery should be taken to conceal the car.

c. Village.—(1) In reconnoitering a village suspected of containing hostile troops, it is best to approach the area from the rear or flank. A detailed reconnaissance with field glasses is made from a convenient observation point. This is followed by a vehicular reconnaissance around the outside of the village in order to discover hostile forces, if present, and give more freedom of maneuver to the platoon if the enemy is encountered. A more detailed reconnaissance through the streets of the village is then made.

(2) In passing through a village, over a bridge, or through a defile, the passage of the leading element may be covered by the remainder of the platoon from a position on the near side with guns sited on probable hostile positions. If covering of the crossing is unnecessary, the rear elements of the platoon may follow the leading element at supporting distance.

d. Column and camp.—The reconnaissance of a hostile column on the march is best performed by observation from several successive observation positions on the flank of the column. The reconnaissance of a hostile camp is made by successively approaching the area from several directions on the flanks and rear to secure observations. As stealth is essential, it may be necessary to perform the reconnaissance by small dismounted patrols operating within supporting distance of the concealed scout cars.

e. Ambush.—(1) When the time element is paramount, the location of a suspected ambush is hastily reconnoitered by observation. If no road block is visible the leading car rushes the location, prepared to open fire instantly, and the other cars are halted in position to observe and cover the advance by maneuver and supporting fire.

(2) Time permitting, it is best to reconnoiter the suspected location of an ambush on foot, the dismounted personnel

making the reconnaissance under the protection of the guns of one or more cars. If an ambush is located, it is avoided unless the mission or road net requires its reduction.

(3) If an ambush must be reduced, it is attacked by normal dismounted methods, preferably by fire from the front and flanks. Guns may be dismounted from the cars or, if the terrain permits, one car may move by a covered route to a flank or rear position and deliver surprise fire. To extricate a car caught in ambush, the remaining cars maneuver and give it fire support, but do not otherwise close in and risk being ambushed in turn.

(4) Every effort should be made to go around a defended obstacle, mission permitting, rather than to engage in a prolonged fire fight.

f. Reports.—The platoon leader records all information gathered and makes necessary reports to higher and adjacent units.

■ 133. SECTION RECONNAISSANCE.—If the section is employed separately, the procedure is as prescribed for the platoon. It is desirable to attach additional motorcycle scouts to separate scout car sections to assist the section by patrolling to the front and flanks.

■ 134. SECURITY MISSION.—*a. General.*—The performance of reconnaissance missions by scout car elements insures a degree of security. Scout cars, due to their ability to operate and communicate rapidly at distances, coupled with anti-mechanized and anti-aircraft fire power, constitute potentially strong security elements.

b. Security detachments.—When the situation warrants, scout car platoons or sections are employed as mobile security detachments on the front, flank, and rear of a command. These elements may operate directly under regimental control or under the control of the troop commander. Elements may be given a special mission of furnishing protection against hostile, lightly armored mechanized vehicles and combat aviation. Scout car elements habitually give prompt warning to the main body of the approach or location of any hostile mechanized vehicles or hostile aircraft.

■ 135. COMBAT MISSION.—*a. General.*—Combat is at times necessary in the accomplishment of scout car missions. The platoon leader and the leaders of sections and individual cars

must decide when combat is necessary. Scout car elements must never lose their freedom of maneuver by becoming too closely engaged. Leaders must be guided by the rule that the cars are intended primarily for reconnaissance purposes, not combat, and that generally the best reconnaissance is performed by stealth. Scout cars, however, possess characteristics which make them a valuable agency for carrying out missions involving combat; for example, rapid seizure of distant objectives, delaying and harassing action, establishment of temporary bridge heads, and counterreconnaissance.

b. Delaying and harassing action.—In delaying action, the platoon or its sections occupy successive positions between the hostile force and its objective, forcing the hostile column to deploy frequently for attack. One or more cars go into action on a forward position, opening fire at long range and one or more cars occupy a position in rear to cover the withdrawal of cars from the forward position. These measures may be combined with surprise attacks by fire from positions on the hostile flanks. Guns may be set up on the ground with vehicles concealed nearby when good vehicular firing positions are not available. In harassing action the sections annoy and wear down the hostile resistance by frequent surprise attacks on the enemy's front, flank, and rear. In both delaying and harassing action, scout cars are dispersed in width and depth, but within supporting distances. In withdrawing, individual cars withdraw successively and mutually support one another. Where cars are halted, provision must be made for security. Security measures to be taken include the posting of one or more men in observation within supporting distance of the vehicle to prevent surprise and give warning of the approach of hostile forces. The submachine gun in each vehicle may be utilized by dismounted patrols. Under exceptional conditions, scout car elements are used to seize and secure distant objectives. In accomplishing such missions, the action generally takes the form of delaying or harassing action in advance of the assigned objective. If a strong defensive position is available such as a defile, or open, flat terrain, guns may be dismounted and vehicles dispersed under cover.

c. Counterreconnaissance.—Scout car elements on counterreconnaissance missions are concerned chiefly with performing reconnaissance in the normal manner, except that

aggressive action is taken against small hostile patrols or detachments.

■ 136. PIONEER AND DEMOLITION.—Scout car units are trained in pioneer and demolition duties and may be assigned special missions of destruction or of constructing obstacles (see FM 5-15 and FM 5-25).

■ 137. COMMUNICATION.—*a. General.*—The platoon leader is responsible that the most efficient and reliable means of communication is utilized in transmitting information and messages. Communication with higher headquarters is maintained by radio and by motorcycle or scout car messengers. Communication within the platoon is by radio, visual or audible signal, voice, or messenger.

b. Radio.—Signal operation instructions issued by higher headquarters prescribe operating frequencies, nets, call signs, and operating procedure. The platoon generally operates in the troop net although its mission may at times require it to operate in the squadron or regimental net.

c. Visual signals.—Drill and combat signals prescribed for control and communication are used by scout car elements wherever applicable. In addition, various simple signals are developed and used as training and technique improves.

d. Audible signal.—The vehicular horn may be used as a signal under conditions that will not endanger the detachment or disclose its presence and location to the enemy.

e. Messengers.—When radio communication fails or is undesirable, motorcycle messengers are used. In emergencies individual scout cars or impressed civilian motor transportation are employed. The use of messengers is restricted to vitally important messages and information. In general, a messenger sent out from a scout car element is seldom able to rejoin. Full use is made of commercial telephone and telegraph facilities wherever practicable.

f. Codes.—Simple prearranged codes to economize on radio transmission and to secure temporary secrecy may be employed. Such codes may be geographical, word codes, or uniformly coded maps. Training, practice, and ingenuity develop such simple codes and greatly facilitate transmission of messages.

■ 138. MOTORCYCLES.—Motorcycles are used to supplement the reconnaissance of scout car elements by patrolling to the

front and flanks and for messenger service. If available a motorcycle section or squad may be attached to a scout car platoon or separate section to provide a small mobile rifle element.

■ 139. DUTIES OF PERSONNEL.—*a. Platoon leader.*—The platoon leader commands and trains the personnel of the platoon, executes the tactical missions directed, and details sections to report for special missions. He is responsible for first echelon maintenance of motor vehicles of the platoon.

b. Platoon sergeant.—The platoon sergeant assists the platoon leader, commands the second section, and commands the platoon in the absence of the platoon leader.

c. Section sergeant.—The section sergeant commands the first section and acts as car commander for the vehicle in which he rides.

d. Car commanders.—Car commanders are squad leaders for the crews of the vehicles which they command. Normally, they are assigned to the platoon leader's car, the platoon sergeant's car, and to the second car of the platoon sergeant's section. They are responsible for first echelon maintenance and the tactical operation and proper functioning of their car, car crews, and weapons. They must be trained drivers, gunners, and radio operators.

e. Drivers.—Drivers drive cars, perform first echelon maintenance, and must be capable of replacing gunners or radio operators (see FM 25-10).

f. Gunners.—Gunners are responsible for the care, cleaning, functioning, and firing of the guns of their respective cars, and must be capable of replacing drivers and radio operators (see FM 23-60, FM 23-55, and FM 23-40).

g. Scouts.—Scouts drive and perform first echelon maintenance of motorcycles of the scout car platoon. They must be skilled in scouting and patrolling, as messengers, and in the operation and use of machine guns and submachine guns.

h. Radio operators.—Radio operators ride in scout cars equipped with radio sets. They send and receive radio messages and keep required records. They are responsible for the care and operation of the radio equipment of the scout cars and must be capable of replacing drivers and gunners (see FM 24-5).

i. Riflemen.—Riflemen perform such duties as prescribed

by the car commander. They must be skilled in scouting and patrolling dismounted, and they must be capable of replacing drivers and gunners. They assist the driver in first echelon maintenance of the car.

SECTION III

RECONNAISSANCE TROOP, CAVALRY REGIMENT, HORSE AND MECHANIZED

■ 140. GENERAL.—*a.* The reconnaissance troop is the principal mechanized reconnaissance element of cavalry. It has considerable fire power and road mobility, and is capable of offensive and defensive action in situations involving limited objectives on favorable terrain. Although normally employed on roads, its elements move across country when conditions of terrain and weather permit. In addition to its principal mission of reconnaissance, the troop may be used to harass and delay the enemy, to secure critical routes or areas, to participate in counterreconnaissance missions, or to provide security detachments. It has a long radius of action. Its ability to move at high speed and to go into or out of action quickly are important factors in the performance of its duties. A reconnaissance troop may operate as much as 100 miles in advance of its regiment. Factors of major consideration in the operations of the reconnaissance troop are—

- (1) Availability of fuel, lubricants, and other supplies.
- (2) Necessity for maintenance of vehicles and rest periods for personnel.
- (3) Limited cross-country maneuverability.
- (4) Susceptibility to delay by road blocks.
- (5) Vulnerability to fire effect of hostile antitank weapons.
- (6) Difficulty of operating unobserved in the vicinity of the enemy.
- (7) Difficulty of seeing or hearing well while the vehicle is moving rapidly.
- (8) Difficulty of locating small concealed bodies of the enemy.
- (9) Necessity for dismounted scouting and patrolling to secure accurate detailed information, especially at night.

b. The commander who assigns a reconnaissance mission should give the reconnaissance troop commander all available information pertaining to the enemy and friendly troops, and should *keep the troop commander posted as to changes in*

the situation as the operation develops. Orders and plans of the higher commander, all available data on the road net and terrain, and a specific statement of his mission, including information particularly required, should be given the reconnaissance troop commander. He should be instructed before he starts when, where, and by what means to submit his reports. Maximum efficiency in reconnaissance operations where situations change rapidly is possible only when every member of the troop has a thorough knowledge of the situation, orders, and mission.

c. The troop commander in assigning missions to his platoons observes the following fundamentals:

- (1) The platoon is the basic tactical unit.
- (2) Each platoon is assigned a mission.
- (3) Each platoon is assigned a zone or route.
- (4) Normally at least one platoon is held in troop reserve.
- (5) Ample time must be allowed for dismounted scouting and patrolling.

d. The troop commander coordinates the platoon efforts and assures continuity of operation by use of the reserve platoon or platoons. He does not hesitate to send a reserve platoon to assist the action of another platoon if the fulfillment of the troop mission so demands. He evaluates all information received from platoons and other sources, and takes the necessary measures to assure the prompt transmission of information to his commander. He should also transmit this information directly to the commanders of security detachments whose operations may be influenced thereby. Liaison between the reconnaissance troop and the higher commander may be effected by attaching a liaison officer to the reconnaissance troop.

■ 141. CONTROL AND COMMUNICATION.—a. Control of reconnaissance units must be rapid, flexible, and dependable. Control is exercised by direct command as far as practicable and is supplemented by all available means of communication.

b. To facilitate exchange of information and the issuance of orders in bivouac, the command post of the reconnaissance troop should be close to that of the higher unit. On the march, the reconnaissance troop commander should avail himself of favorable opportunities to report to the higher commander in person.

c. The troop command post normally moves along the axis of movement, from one preselected location to another. All elements are kept informed of the location of the command post. These locations should permit satisfactory radio communication and rapid motor liaison to all elements concerned.

d. The platoons are kept under control by assigning them definite missions, prescribing routes or zones and limits beyond which they do not pass until stated times or further orders. In addition, platoons are ordered to check in by radio or other means at stated hours, prescribed localities or phase lines.

e. Radio is the most important means of communication in the reconnaissance troop. Voice radio between commanders concerned, with information of the enemy sent in the clear to save time when combat is imminent, may be the quickest and most satisfactory method. Because it is necessary for the troop to maintain radio communication to the rear with higher headquarters, to the front with three or four separate platoons, and possibly with adjacent units and observation aviation, it is essential that all messages be brief and clear, and that the strictest radio discipline be observed. Motorcycle messengers are employed to substitute for or supplement radio.

f. Cooperation between observation aviation and ground reconnaissance units require that direct communication be maintained between them by means of radio, dropped and pick-up messages, and panels. In some situations and on some terrain it may be possible for the airplanes to land in the vicinity of the command post or near the commander's car on the march.

■ 142. DUTIES OF TROOP HEADQUARTERS PERSONNEL.—*a. Troop commander.*—(1) The troop commander is responsible for the administration, maintenance, supply, and training of the troop.

(2) On the march he leads the troop.

(3) In combat he assigns missions to platoons and separate sections, supervises their operation, and maintains communication with them:

b. Forward echelon.—(1) *Lieutenant.*—The lieutenant in the troop headquarters section is in charge of the communication net. He supervises the training and operation of all

communication personnel in the troop. In the field he accompanies the forward echelon. He is second in command.

(2) *First sergeant*.—The first sergeant assists the troop commander and is in immediate charge of the enlisted personnel and records of the troop. When the troop is in action he assists the lieutenant in establishing the troop command post and supervising the activities of the forward echelon. He maintains a record of all combat orders and messages (see FM 101-5).

(3) *Communication sergeant*.—The communication sergeant assists the communication officer in the training and supervision of the operations of communication personnel. In the field he operates a radio set at the forward echelon, and maintains the message center. He is the car commander of the troop commander's car.

(4) *Demolition sergeant*.—The demolition sergeant supervises the training of personnel in the use of the demolition equipment with which each scout car is provided. He commands one of the scout cars of the troop headquarters section.

(5) *Section sergeant*.—In charge of the training of the motorcycle scouts and messengers. He rides a motor tricycle and accompanies the forward echelon.

(6) *Car commander*.—Commands one of the three scout cars of troop headquarters section. (See par. 140d.)

(7) *Squad leader*.—He is the squad leader of the motorcycle scouts of troop headquarters. He trains and supervises the operations of the scouts.

(8) *Bugler*.—The bugler sounds calls and serves as a dismounted messenger when the forward echelon is halted. He acts as relief driver and as assistant gunner in the car to which he is assigned.

(9) *Clerk*.—The clerk is the first sergeant's assistant and performs clerical duties pertaining to the administration of the troop.

(10) *Chauffeur*.—One chauffeur drives and performs first echelon maintenance for the command reconnaissance truck which accompanies the forward echelon.

(11) *Scout car drivers*.—Machine gunners, scouts, radio operators, and riflemen perform duties as discussed in paragraph 139.

(12) *Electrician*.—Under the communications sergeant the electrician is responsible for the maintenance of troop radios.

Normally he rides in the pick-up truck of the motor maintenance section.

(13) *Motorcycle messenger*.—The motorcycle messenger drives and performs first echelon maintenance on the motor tricycle. He delivers messages and provides a means of rapid transport in the forward echelon.

c. Rear echelon.—(1) *Motor maintenance section*.—(a) *Motor maintenance officer*.—The motor maintenance officer trains and supervises the work of the troop mechanics. He supervises the training of drivers. He makes frequent inspections of the motor vehicles in the troop and advises the troop commander on matters pertaining to motor vehicle maintenance and supply. He prepares requisitions for and controls the disposition of minor spare parts (see FM 25-10).

(b) *Motor sergeant*.—The motor sergeant is the principal assistant of the motor maintenance officer. He is in direct charge of the troop mechanics and normally rides in the scout car of the maintenance section.

(c) *Section sergeant*.—Assists the motor sergeant. When the maintenance section is divided into echelons, he is normally in charge of the rear echelon. He rides in the maintenance truck.

(d) *Motor supply corporal*.—The motor supply corporal assists the motor maintenance officer in matters pertaining to motor supply. He prepares requisitions, draws spare parts, fuel, lubricants, and other motor equipment and issues them as required. Normally he rides on the gas and oil truck with troop headquarters section.

(e) *Mechanics*.—The mechanics supervise the drivers of all vehicles in first echelon maintenance, and assisted by all vehicular drivers, perform second echelon maintenance for all motor transportation in the troop. One drives the scout car assigned to the motor maintenance section, one drives the pick-up truck, and one drives the maintenance truck. All must be capable of replacing drivers and of operating the machine guns pertaining to the section.

(f) *Radio operator*.—The radio operator operates and maintains the radio set installed in the scout car assigned to the motor maintenance section. He provides radio communication for the rear echelon and keeps records of radio traffic. He encodes and decodes radio messages.

(2) *Administrative personnel*.—(a) *Mess sergeant*.—The

mess sergeant is in charge of the troop mess. He rides in the kitchen truck and operates a train defense machine gun.

(b) *Supply sergeant*.—Under the troop commander, obtains and delivers supplies to the troop and is responsible for proper records of and the care of troop property. He rides in the combat truck and operates a train defense machine gun. In combat when trains are released, he moves forward with the troop trucks and supervises the operation of all establishments in the rear echelon.

(c) *Armorers*.—The armorers repair the troop weapons and establish and operate belt-filling stations. They are responsible for knowing at all times the status of ammunition supply. One rides in a scout car of the forward echelon and one in the combat truck.

(d) *Chauffeurs*.—Three chauffeurs drive and perform first echelon maintenance of the kitchen, combat, and gas and oil trucks.

(e) *Cooks*.—The cooks prepare and deliver meals under the supervision of the mess sergeant. They must be capable of acting as alternate chauffeurs and aiding in the defense of vehicles and the rear echelon of the troop.

SECTION IV

MOTORCYCLE TROOP, CAVALRY REGIMENT, HORSE AND MECHANIZED

■ 143. **GENERAL**.—*a*. Although equipped with various auxiliary weapons, the motorcycle troop is essentially a troop of riflemen mounted on motorcycles. It has great speed on good roads and is easily concealed, but is badly hampered by poor roads and has limited cross-country ability. It can be employed as a whole or by platoons or sections, either alone or with scout car platoons or sections, on reconnaissance, to reduce road blocks, form dismounted fire units, secure and hold critical points, harass the flank and rear of the enemy, and for security. Its radius of action is limited (75 to 125 miles) and it is noisy. The major factors governing the operation of the motorcycle troop are—

(1) Great speed on good roads.

(2) Slow speed on poor roads and limited cross-country ability.

(3) Difficulty of operating unobserved or unheard in the vicinity of the enemy.

- (4) Vulnerability to rifle, pistol, and machine-gun fire.
- (5) Limited radius of action.
- (6) Great fatigue caused by discomfort of vehicles and consequent necessity for rest for personnel.
- (7) Vehicle maintenance.
- (8) Inability to fight mounted.
- (9) Difficulty of seeing or hearing well while the vehicle is in motion.
- (10) Motor cooling difficulties at slow speeds.

b. In assigning missions these powers and limitations must be carefully considered. If the troop or part of it is operating alone, all available information of the mission, enemy and friendly troops, orders and plans of the higher commander, and available data on the road net and terrain should be given to the commander. Information about the location, dispositions, and mission of any unit to which a part of the troop is to be attached must be given to the commander.

c. The troop commander in assigning missions observes the following fundamentals:

- (1) The platoon is the basic tactical unit.
- (2) Each platoon is assigned a definite mission.
- (3) If the platoon is to be attached to a reconnaissance troop or platoon, supply arrangements must be clear and definite.
- (4) Normally at least one platoon is held in reserve.

d. When the troop is operating as a unit the troop commander coordinates the platoon efforts. Liaison must be established and maintained with the units on the flank. When platoons are attached to other units the troop commander must see that they are supplied with ammunition, food, gas, and oil.

■ 144. CONTROL AND COMMUNICATION.—*a.* The road speed of motorcycle units makes it highly important that their control be flexible, rapid, and dependable. Voice, signals, radio, and messengers, both motorcycle and dismounted, will be used for control and communication. Important messages to distant units should be sent both by radio and motorcycle messenger.

b. The command post of the motorcycle troop is normally with or close to the squadron command post. All subordinate and higher units must know the location of the com-

mand post at all times and must be forewarned of impending changes.

c. Radio and motorcycle messengers are the usual means of communication. Radio if sent in the clear is the faster; motorcycle messenger the more accurate and secret. Orders during operations should be sent in code or by motorcycle messenger.

■ 145. DUTIES OF TROOP HEADQUARTERS PERSONNEL.—The duties of troop headquarters personnel are the same as in the reconnaissance troop (see sec. III).

SECTION V

REGIMENTAL STAFF SECTION, HEADQUARTERS TROOP, REGIMENT, HORSE AND MECHANIZED

■ 146. EMPLOYMENT.—The regimental staff section is employed in the field as a regimental agency for command and staff purposes. The section does not function as a unit. Ordinarily intelligence and operations personnel are employed with the forward echelon of regimental headquarters, and administrative personnel with the rear echelon.

■ 147. OPERATION.—a. Duties of the intelligence and operations personnel include the collection, evaluation, and transmission of military intelligence. Orders and information from other commanders and agencies are received and recorded, and the regimental commander is kept fully informed of the situation. The commander's orders are prepared, made of record, and transmitted by this section. To accomplish the foregoing, the section furnishes the enlisted personnel necessary for intelligence under the regimental intelligence officer (S-2), and for operations under the regimental operations officer (S-3).

b. Administrative personnel perform the administrative functions of the regiment, operating under the adjutant.

■ 148. TRAINING.—a. *General.*—All personnel of the regimental staff section should have a knowledge of the following:

(1) Employment and operation of the staff section in the field as a regimental agency for administrative, command, and staff purposes.

(2) They should be so trained that they can relieve the officers in the preparation of routine matters such as records, forms, and statistical reports, and at the same time aid the officers in connection with orders and instructions pertaining to operations.

(3) All enlisted personnel who ride in command scout cars should be capable of operating the vehicular machine guns and of relieving the driver as required.

b. Individual and specialist.—Individual and specialist training is accomplished by troop, regimental, and post schools, and by study and practice prescribed by the staff officers under whom the personnel function.

c. Section and team.—Section and team training is obtained by the performance of garrison functions and by means of field exercises and maneuvers in which the section operates as part of the regimental team.

■ 149. DUTIES OF PERSONNEL.—*a. Intelligence and operations.*—(1) *Intelligence and operations sergeant.*—The intelligence and operations sergeant is an assistant to the intelligence and operations officers. He keeps the necessary maps, intelligence journal, and data for the diary. He must be skilled in combat order procedure. He trains clerks, messengers, and other personnel in intelligence and operations duties. He rides in one of the troop command cars (see FM 30-5; FM 30-10, and FM 30-15).

(2) *Clerks.*—Two clerks accompany the forward echelon. They record intelligence and operations data, prepare copies of orders and messages for multiple distribution, and perform such other clerical duties as required. One assists the operations sergeant and the other, the intelligence sergeant. They ride in command scout cars.

(3) *Drivers, scout car.*—The scout car drivers perform the duties required of the scout car drivers in the scout car platoon.

(4) *Scouts, intelligence, motorcycle.*—Intelligence scouts accompany the forward echelon of regimental headquarters. They act as messengers, control traffic, establish route markers, and perform special observation and reconnaissance missions for the intelligence officer. They drive solo motorcycles.

(5) *Stenographer.*—The stenographer performs steno-

graphic and clerical work for the commander's group. He rides in the command car with the commander's group. He is trained as an assistant gunner.

b. Administrative.—(1) *Regimental sergeant major.*—The sergeant major is the principal assistant to the adjutant and performs such duties pertaining to the administration of the regiment as are necessary. He normally rides in a command reconnaissance truck with the regimental adjutant in the rear echelon.

(2) *Personnel sergeant major.*—The personnel sergeant major is an assistant to the adjutant. He normally rides with the rear echelon.

(3) *Chauffeur.*—The chauffeur drives the command reconnaissance truck and performs such other duties as prescribed by the adjutant (see FM 25-10).

(4) *Clerk.*—One clerk performs the necessary clerical work pertaining to administration. He assists the sergeant major and administrative sergeant. He rides in the command reconnaissance truck with the rear echelon.

(5) *Messengers, motorcycle.*—The motorcycle messengers perform messenger service for the rear echelon and perform such other duties as prescribed by the adjutant. One drives a solo motorcycle and the other a motor tricycle.

SECTION VI

COMMUNICATION PLATOON

■ 150. ORGANIZATION.—The communication platoon consists of a platoon headquarters, message center personnel, radio personnel, and certain administrative personnel.

a. The platoon headquarters include the communication officer (platoon commander), the communication sergeant, and a scout car driver.

b. Message center personnel include a message center sergeant, a mail corporal, a panel and code corporal, two clerks, and three motorcycle messengers.

c. Radio personnel includes two radio net control sergeants and four radio operators.

d. Administrative personnel includes a chauffeur, a radio electrician, and a motorcycle messenger.

■ 151. EMPLOYMENT.—The communication platoon furnishes the personnel for installing, operating, and maintaining the

various means of signal communication at regimental headquarters.

■ 152. OPERATION.—The personnel of the platoon, except administrative personnel, habitually operate with the forward echelon of the regimental headquarters as indicated below. Administrative personnel usually accompany the rear echelon.

a. *Message center personnel.*—The message center personnel operate the regimental message center. They record and dispatch outgoing messages; direct incoming messengers to the addressee and deliver incoming radio messages; encode and decode cryptograms; and operate panels for air-ground communication. On the march the personnel ride in vehicles of the platoon and those pertaining to regimental headquarters (see FM 101-10).

b. *Radio personnel.*—Radio personnel operate the radio sets installed in the command vehicles at the forward echelon, regimental headquarters, and control the operation of all radio stations in the regimental net. Radio operators are trained to encode and decode cryptographs.

c. *Administrative personnel.*—Administrative personnel are charged with the repair and replacement of damaged radio equipment throughout the regiment. Ordinarily with the rear echelon they go wherever work of this character is required.

■ 153. DUTIES OF PERSONNEL.—a. *Platoon headquarters.*—(1) The communication officer commands and trains the platoon and conducts the technical training of all communication personnel in the troop and all radio operators in the regiment. He coordinates communication procedure throughout the regiment and supervises the training of messengers and buglers of all elements in the technique of messenger service. In the field he makes recommendations as to the location of the command post to insure communication and disposes the means and agencies of communication in the regiment. He operates where he can best supervise communication. He must have early knowledge of the commander's plan in order to provide prompt communication for its execution.

(2) The communication sergeant acts as assistant to the communication officer, performs the duties of the communication officer in his absence, and assists in the training and operation of the sections of his platoon.

b. Message center personnel.—(1) The message center sergeant is chief of the section. He maintains continuous operation of the message center. He records and files copies of all outgoing messages, and sees that the original of the message is delivered to the addressee by the quickest and most appropriate means available and receipt obtained.

(2) The mail corporal collects, sorts, and delivers the mail and assists the message center sergeant. He assists the panel and code corporal in displaying panels, handling message pick-up equipment, and the recovery and disposition of messages dropped by airplane.

(3) The panel and code corporal is the panel and code chief. He is charged with air-ground communication by panels and the encoding and decoding of messages. Other members of the communication platoon assist him at the command post in the display of panels, the operation of message pick-up equipment and the recovery and disposition of messages dropped by airplane (see FM 24-5).

(4) The message center clerks keep the records of the message center and assist in encoding and decoding messages.

(5) The motorcycle messengers deliver messages and obtain receipts for them which they return to the message center chief.

c. Radio personnel.—(1) Each of the two radio sergeants are in charge of regimental radio stations, one supervises the net control station in the regimental net and the other the station in the net of the higher unit. They act as relief operators.

(2) The four radio operators each operate a radio set installed in the four command cars of regimental headquarters. Each is responsible for the condition and adjustment of his set. He services, transmits, and receives messages and keeps the records of the station.

d. Administrative personnel.—(1) The radio electrician is responsible for the repair and adjustment of damaged radio equipment throughout the regiment. He maintains a shop in the radio repair truck. He makes timely requests for minor spare parts and accessories and installs new units when required.

(2) The motorcycle messenger assists the radio electrician. He drives a motor tricycle and provides a rapid means of

transportation to wherever the services of the radio electrician are required.

■ 154. TRAINING.—*a.* All personnel of the communications platoon must have a knowledge of the employment and operation of all communication agencies, a thorough acquaintance with the staff of their own units, and a familiarity with other units with which they transact business.

b. The communication officer receives training in administrative duties in his capacity as commander of the communication platoon. He receives tactical training with the regimental staff in making communication plans. He makes recommendations for and supervises the execution of all orders concerning communication (see FM 24-5).

c. The communication platoon is trained by the communication officer. This training includes—

(1) *Basic signal communication.*—All members of the platoon are trained in basic signal communication. Instruction is by means of troop schools (see TM 11-450 (now published as TM 2260-5)).

(2) *Specialist.*—Signal communication specialists such as radio operators and message center personnel are trained by means of troop schools. Minimum training specifications are found in TM 11-450.

(3) *Section and team.*—The coalescing of individual and specialist training to secure teamwork constitutes section training. Training of the section is covered in TM 11-450.

(4) *Combined.*—Combined training is obtained by establishing and operating communication systems in command post exercises, field exercises, and field maneuvers (see TM 11-450).

SECTION VII

ANTITANK SQUAD, SECTION, AND PLATOON

■ 155. ANTITANK SQUAD.—*a. Equipment.*—The equipment of the squad consists of one 37-mm antitank gun, complete, with accessories necessary to keep it in action and one prime mover (scout car) which is used to pull the gun and to transport the gun crew, accessories, and ammunition.

b. Duties of personnel.—(1) *Corporal.*—(a) Commands the squad and conducts its movements.

(b) As directed by the section leader, selects the exact location of the gun.

(c) Supervises the placing of the gun in firing position.

(d) Acts as squad observer, issues fire orders, and controls and adjusts the fire of the gun.

(e) Keeps the section leader informed as to the status of the ammunition supply.

(2) *No. 1, gunner.*—(a) Replaces the squad leader if the latter becomes a casualty.

(b) Aligns the sights of the gun on the target and fires the gun.

(3) *No. 2, assistant gunner.*—No. 2, assistant gunner, loads the gun and otherwise assists the gunner.

(4) *Nos. 3 and 4, ammunition carriers.*—The ammunition carriers are armed with the rifle. They carry ammunition from the prime mover to the gun, assist when the gun is moved and when it is placed in position, and provide local security.

(5) *No. 5 scout car driver.*—Drives the prime mover.

c. *Command.*—When the squad is acting as part of the section, the squad leader receives orders and instructions from his section leader. If the squad is attached to another unit the squad leader receives orders and instructions from the commander of the unit.

d. *Employment.*—(1) The mission of the 37-mm antitank gun is to furnish antimechanized defense.

(2) The 37-mm antitank gun employs direct fire only.

(3) The 37-mm antitank gun may be employed alone, especially in the interdiction of a road or bridge.

e. *Position.*—(1) *Selection.*—(a) The gun position should provide good fields of fire up to the effective range of the gun, proximity to defilade and concealment for gun and crew, commanding ground with a wide sector of fire, and covered routes for movement to the position.

(b) In addition to the initial position, alternate and supplementary positions should be selected.

1. The initial position is selected as being the most favorable one within the limits of the situation at the time from which the mission can best be accomplished.

2. An alternate position is selected for subsequent occupation to avoid hostile fire while it still favors

the accomplishment of the initial mission of the gun.

3. A supplementary position is selected from which a mission can be executed that cannot be executed from the initial position and should be as close to the initial position as the terrain permits.

(c) Initial, alternate, and supplementary positions for a single gun are selected by the squad leader.

(2) *Occupation.*—The gun and crew are transported by the prime mover to a covered location near the position selected. To avoid undue exposure the gun is usually moved to its firing position by hand. When time permits the section leader goes with each squad to its gun position and designates the exact firing position. Otherwise, the section leader assigns missions, sectors of fire, and general position areas to the squad leaders, and the latter select the exact gun positions.

(3) *Change.*—(a) The gun is moved to the alternate position at the discretion of the leader at the gun position. Usually this is accomplished by hand.

(b) Movements to supplementary or new positions are made by hand or by using the prime mover, depending upon the distance and the availability of covered routes. Such moves are made on orders of the section leader. Instructions directing a movement to a new position include the probable area of the new location, the state of readiness at the new position, the route to be followed, whether the prime mover is to be used, and the time of starting the movement.

f. Emplacements.—Normally the 37-mm antitank gun is not emplaced in the firing position.

g. Readiness for action.—(1) In anticipation of hostile mechanized attack the state of readiness of the gun may be—

(a) *Mobile.* The gun is limbered to the prime mover ready to be moved to any location desired.

(b) In a position of readiness near a prepared position. The gun is prepared for firing, but held in defilade under cover ready to be moved to the prepared position.

(c) In position ready to fire instantly.

(2) (a) Usually the guns are held mobile in a location favoring quick movement to a threatened area. If the

threat is known to be decidedly in favor of one particular direction the guns may be located initially near that area. Maximum use of available time is made to make a thorough reconnaissance of possible gun positions and routes thereto to the front, flanks, and rear. Priority in this preparation is given to that area favoring early attack by the hostile mechanization.

(b) In the defense of more restricted areas and when the enemy situation is more definitely crystallized it may be desirable to have some or all the guns in positions in readiness near prepared positions. This permits guns to be kept under cover and not brought out until needed, as it is important that the antitank guns be hidden from the enemy to the greatest extent possible.

(c) For interdicting certain critical avenues of approach some guns may be placed in position prior to the attack. The number of guns so placed should be kept at a minimum, however, as every gun in position reduces the number that can be shifted quickly to meet the hostile attack from an unexpected direction.

■ 156. ANTITANK SECTION.—*a. Organization.*—The antitank section is composed of two antitank squads commanded by a section sergeant who rides in one of the squad scout cars.

b. Command.—The section is under the direct command of the section leader. He acts upon the orders of his platoon leader. An antitank section attached to a rifle unit is under the command of the officer commanding the unit with which it is operating.

c. In attack.—(1) *Assignment for combat.*—In the attack the antitank section may be employed—

(a) Attached to one of the rifle units.

(b) In general support.

(2) *Approach march.*—In route column, antitank sections may be distributed throughout the regimental column for protection against mechanized attack or the platoon may march as a group in constant state of readiness. Seldom should the gun squads of the antitank section be dispersed beyond mutually supporting distance.

(3) *Reconnaissance.*—The antitank section is under the command of the platoon leader of the antitank platoon. The platoon leader or his second in command usually makes

the necessary reconnaissance. When the section is acting alone, the section leader must make a reconnaissance covering the details listed for the platoon.

(4) *Conduct of attack.*—(a) In the attack the antitank section is usually employed as a part of the antitank platoon. The platoon leader's orders to the section include instructions as to initial position and missions, and the state of readiness for the guns.

(b) Advance to new firing positions is made upon orders of the platoon leader. When the section moves alone the section leader is responsible for the formation and the arrival of the section at the proper location.

d. In defense.—(1) *Position.*—Same as for antitank squad (see par. 155e).

(2) *Assignment for combat.*—(a) In the defense the antitank section may be employed—

1. Attached to one of the rifle units (exceptionally).
2. In general support.

(b) The antitank section is usually employed as a part of the antitank platoon in general support.

■ 157. ANTITANK PLATOON.—*a. Organization.*—The antitank platoon consists of a platoon headquarters and three sections. The headquarters includes a platoon leader (lieutenant), a platoon sergeant, a reconnaissance sergeant (who rides a motor tricycle), four motorcyclists, a scout car driver, a machine gunner, a radio operator, one rifleman, and a motor tricycle driver. The platoon leader, platoon sergeant, scout car driver, gunner, radio operator, and rifleman all ride in a scout car.

b. Command.—The platoon is under the direct command of the platoon leader. He acts upon the orders of the commander of headquarters troop or the regimental commander.

c. In attack.—(1) *Mission.*—The mission of the 37-mm antitank platoon in the attack is to provide antimechanized protection for the attacking rifle units in the area. The task therefore is the mobile defense of an area.

(2) *Assignment for combat.*—(a) In the attack the platoon may be employed—

1. One or more sections attached to rifle units; the remainder of the platoon under regimental control.
2. In general support.

(b) In route column the sections of the platoon may be distributed through the column. One method of distribution is to place one section with the advance guard, one section with the main body, and one section with the trains. Another method of employing the antitank platoon in route column is for all three sections to operate as a unit under the platoon leader. When this method is used, the sections are leap-frogged from one terrain feature to another on order of the platoon leader. The regimental commander is responsible for the coordination of the antitank protection. During the readiness phase, the platoon leader is responsible that preparatory measures for combat are completed, liaison with units being supported and with neighboring antitank elements established, and arrangements made for the replenishment of fuel and ammunition.

(c) In the approach march a section may be attached to the horse squadron. After the troops leave the assembly areas for the line of departure, the antitank platoon is usually under the command of the platoon leader. During this period the platoon is held mobile ready to be moved to any point to meet a mechanized attack.

(3) *Orders.*—The regimental order indicates the assignment for combat, that is, whether or not the platoon is in general support, or a part or all of the platoon is attached to rifle units. If the platoon is in general support the order includes general locations and missions to include—

(a) Protection to be afforded during preparation for the attack.

(b) The method of supplying protection during the advance.

(c) Protection to be furnished when the attack reaches the prescribed objectives. This includes if practicable a statement of the direction or directions from which hostile counterattacks by mechanized elements may be expected.

(4) *Reconnaissance.*—(a) The platoon leader of the antitank platoon attached to a regiment may or may not accompany the regimental commander on his reconnaissance. In any event, prior to the time the platoon leader issues his orders he should make a reconnaissance covering as many of the following points as time permits:

1. Initial firing positions.
2. Best routes of approach.

3. Location of the front line of rifle elements.
4. Location of rear echelon.
5. Location of lead horses.

(b) During the progress of the attack the reconnaissance should include—

1. Subsequent firing positions.
2. Routes of approach to subsequent positions.
3. Location of the front line.

(5) *Conduct of attack.*—(a) The antitank platoon when attached to a regiment should be held mobile, under regimental control, ready to furnish antimechanized defense to the attacking troops at any point where a mechanized attack may develop. Covered routes of approach to firing positions are one of the most important considerations in the selection of positions.

(b) When the attack advances, the antitank platoon advances to furnish antimechanized protection. If the platoon is operating as a unit the sections may be leap-frogged from one firing position to the next. The method of employment, or the width of the zone of action, may require the guns of each section to be leap-frogged.

(c) Firing positions for protection of the front line are usually on the terrain feature next in rear of the position occupied by the front line troops. The guns are usually advanced by the prime mover and held in readiness near a reconnoitered position. If the terrain and enemy fire do not permit the prime movers to be used in the forward areas, the gun is drawn by hand. Movement by hand is slow, difficult, and additional men may be required to assist the gun crew.

d. In defense.—(1) *Assignment for combat.*—(a) In the defense the antitank platoon may be employed—

1. One or more of the sections attached to rifle elements.
2. In general support.

(b) Usually the antitank platoon is in general support. The characteristics of the 37-mm gun necessitate its employment well back from the main line of resistance. Located in this area the guns are better controlled and more easily moved to other threatened areas if under regimental control. Communication and warning signals must be per-

fect. The responsibility of antitank defense remains with the regimental commander.

(2) *Movement to alternate position.*—When suitable targets appear within effective range, fire is rapid and continuous until the hostile mechanized attack has been stopped or has withdrawn. Thereafter immediate movement to cover in the vicinity of an alternate position is advisable because once the 37-mm antitank guns open fire they draw enemy fire.

SECTION VIII

PIONEER AND DEMOLITION PLATOON

■ 158. ORGANIZATION.—The pioneer and demolition platoon is organized as described in paragraph 58a.

■ 159. EQUIPMENT AND CAR CREWS.—The platoon is equipped with four scout cars, one motorized air compressor, one motor tricycle, and four ½-ton command reconnaissance trucks. Each section, consisting of one scout car and one pick-up truck, carries the following equipment: one demolition equipment set including TNT, one pioneer equipment set, one portable saw operated by gasoline engine, and one percussion gasoline hammer with necessary tools and battery. Each scout car has the normal armament of two caliber .30 machine guns, one caliber .50 machine gun, and one caliber .45 submachine gun. The command car (scout car) is radio equipped.

■ 160. EMPLOYMENT.—a. (1) The platoon is normally employed as a regimental agency for the performance of the following missions:

- (a) Repair of roads and bridges.
- (b) Facilitating the passage of road blocks and other obstacles.
- (c) Preparation and execution of demolitions.
- (d) Construction of road blocks and obstacles.
- (e) Laying of antitank mines.
- (f) Preparation of stream crossings.

(2) The entire platoon may be attached to either of the squadrons for execution of special missions for the squadron, or it may be divided into two groups so that a group can be attached to each of the squadrons or to other elements of the regiment.

b. The platoon is armed with vehicular and individual weapons for its own protection while on the march or at work in the performance of its missions. Truck transportation may be attached to the platoon for the purpose of transporting additional working personnel and explosives or materials needed for the performance of special missions. When elements of the platoon are assigned separate missions it may be necessary to attach additional scout cars or other combat elements for the protection of working parties.

■ 161. DUTIES OF PERSONNEL.—*a. Platoon leader.*—Commands the platoon and is responsible to the headquarters troop commander for its administration and training and to the regimental commander for the execution of assigned tactical missions. He also functions as a special staff officer to advise the regimental commander on matters relative to employment of the platoon.

b. Platoon sergeant.—Is second in command to the platoon. He is responsible under the platoon leader for first echelon maintenance of the motor vehicles and care of arms and equipment.

c. Corporal.—Acts as car commander of car to which assigned.

d. Driver.—Drives the car to which assigned and performs first echelon maintenance thereon. In absence of gunner provides machine gun defense of working parties.

e. Gunner.—Fires one of the vehicular guns when necessary and cares for them. Assists the pioneer mechanic in operation of power tools and performance of other tasks connected with working details. Acts as relief for driver when required.

f. Radio operator.—Operates and maintains the radio set in the command car and is also available as relief driver or gunner.

g. Messenger.—Drives a motor tricycle, performs messenger service, and furnishes transportation.

h. Chauffeurs.—Drive the cars to which assigned and perform first echelon maintenance thereon.

i. Demolition men.—Trained in demolition procedure.

j. Mechanics.—One drives the air compressor. All are assistant demolition men.

■ 162. **TECHNIQUE.**—The technical details involved in the employment of the platoon in the execution of its missions are as prescribed in FM 5-15, FM 5-25, and FM 5-30.

SECTION IX

HEADQUARTERS TROOP, CAVALRY REGIMENT, HORSE AND MECHANIZED

■ 163. **EMPLOYMENT.**—Headquarters and headquarters troop is employed in the field as the basic regimental agency of command, staff, and communication. It also has a pioneer and demolition platoon and an antitank platoon (see secs. VII and VIII for their employment). The troop does not function as a unit. The duties of the subdivisions of the troop include establishing a forward and rear echelon for regimental headquarters; transporting, supplying, and messing regimental headquarters; establishing and maintaining communication; furnishing antimechanized defense for the regiment; and furnishing personnel for the repair or destruction of lines of communication, such as stream crossings, roads, wire lines, and the like.

■ 164. **OPERATION.**—To facilitate operations on the march and in combat, the headquarters and headquarters troop is divided into a forward echelon, a rear echelon, an anti-tank platoon, and a pioneer and demolition platoon.

a. The forward echelon consists of the personnel of regimental headquarters and headquarters troop, with the required transportation, who are necessary in keeping the commander informed of the situation and in enabling him to prepare, transmit, and record his orders (see FM 101-5).

b. The rear echelon consists of the administrative group of regimental headquarters and the personnel necessary to perform the administrative, supply, and motor maintenance functions of headquarters troop. The rear echelons of regimental headquarters and headquarters troop and service troop will usually be together and the rear echelons of either or both squadrons may also be with the above.

■ 165. **TACTICAL GROUPING.**—The assignment of personnel and the facilities and means of transportation within the echelons and groups must be flexible. They may be varied

by the regimental commander to suit the terrain, the mission, and the situation. The command post group must be divided into two reliefs for continuous operation.

■ 166. DUTIES OF REGIMENTAL STAFF.—The regimental staff consisting of the regimental executive; adjutant, S-1; intelligence officer, S-2; operations officer, S-3; supply officer, S-4; and motor officer perform duties as prescribed in FM 101-5.

■ 167. DUTIES OF TROOP HEADQUARTERS.—*a. Forward echelon.*—The troop commander is responsible for the administration, supply, and training of the troop. He conducts basic training and disciplinary training of all members of the troop. On the march he commands the troop and rides where his presence is needed. During combat he usually remains at the command post where he acts as headquarters commandant. He is responsible for the administrative details of the troop and for the messing of officers and men and for the maintenance of motor equipment.

b. Rear echelon.—The troop maintenance officer, supervised by the adjutant, commands the rear echelon of the troop. On the march he rides at the rear of the troop and commands the motor maintenance section. During combat he is in direct charge of motor maintenance and of all troop supply, including the forwarding of cooked food, motor maintenance, ammunition, gas, oil, and explosives to the forward echelon, antitank platoon, and pioneer and demolition platoon. He is responsible for the training of the motor maintenance section.

■ 168. TACTICAL AND TECHNICAL TRAINING.—Assisted by his commissioned and noncommissioned officers, the troop commander is responsible for the tactical and technical training of all platoons and sections of headquarters troop. The operation of the regimental staff section is also under the supervision of S-1, S-2, and S-3. Training is carried on in troop and regimental or post schools and in field exercises. Full use is made of technical and field manuals, training films and film strips (see FM 21-6).

SECTION X

SERVICE TROOP, CAVALRY REGIMENT, HORSE AND MECHANIZED

■ 169. **EMPLOYMENT.**—The service troop is employed as a regimental transportation, porté, supply, and motor maintenance agency; portéing the horses, men, and equipment of the horse squadron; transporting regimental equipment, rations, forage, gas, oil, and ammunition; and furnishing second echelon maintenance for the vehicles of the regiment.

■ 170. **OPERATION.**—The service troop may operate as a unit on the march, otherwise it operates by platoons and sections. During combat the platoons and sections, in general, operate as follows:

a. Troop headquarters is normally with the regimental rear echelon. A part of the troop maintenance section usually accompanies the porté platoon.

b. The regimental supply section, under the direction of the regimental supply officer, operates where necessary to draw and issue rations, forage, gas, oil, ammunition, and other essential supplies.

c. The transportation platoon furnishes the necessary transportation used by the regimental supply officer in the drawing and issuing of supplies, provides a motor pool for the regiment, and transports the band.

d. The porté platoon, which is divided into a platoon headquarters and three troop sections, portés the men and animals of the horse squadron and transports all squadron equipment. In emergencies a part of this platoon may be used to assist the transportation platoon.

e. The regimental motor maintenance platoon provides the second echelon maintenance for the regiment. It is usually with the regimental rear echelon.

■ 171. **DUTIES OF PERSONNEL.**—*a.* The troop commander is responsible for the administration, supply, and training of the troop. He conducts the basic and disciplinary training of all members of the troop. He supervises the technical and tactical training of the platoons, which is conducted by the platoon commanders. On the march and during combat he goes wherever he is needed.

b. The troop commander is responsible for the training

and administration of the regimental supply section, the operation of which is under the supervision of the regimental supply officer (S-4).

c. The platoon commander of the transportation platoon is responsible to the troop commander for training of personnel in driving, first echelon maintenance, and march discipline. On the march he goes where he is needed. During combat he accompanies his platoon, or the major portion of it, wherever it goes.

d. The platoon commander of the porté platoon is responsible to the troop commander for the training of his personnel in driving, first echelon maintenance, and march discipline. When the platoon is transporting the men and animals of the horse squadron or a part thereof, the senior line officer present is in command and is responsible for road reconnaissance, conduct of march, concealment, and for the defense of the platoon; at all other times the platoon leader is responsible. The porté platoon, having the slowest rate of march, should be the last serial in the march column on all administrative marches.

e. The platoon commander of the regimental maintenance platoon is the regimental maintenance officer. He is responsible to the troop commander for the training of the personnel of the platoon in driving, first and second echelon maintenance, march discipline, and field expedients. The training and work of the platoon is supervised by the regimental motor officer.

■ 172. TRAINING.—The training of individuals is carried on in troop and regimental or post schools and shops. Full use is made of field and technical manuals, authorized manufacturer's manuals, and training films and film strips (see FM 21-6).

SECTION XI

RECONNAISSANCE UNITS, MECHANIZED, INFANTRY (TRIANGULAR) AND CAVALRY DIVISIONS

■ 173. RECONNAISSANCE TROOP, MECHANIZED, INFANTRY DIVISION (TRIANGULAR).—The combat training of the reconnaissance troop, mechanized, infantry division (triangular), and its elements conforms to the general doctrine for the training of the scout car platoon (see sec. II) and the reconnaissance troop, cavalry regiment, horse and mechanized (see sec. III).

■ 174. RECONNAISSANCE SQUADRON, MECHANIZED, CAVALRY DIVISION.—*a. Reconnaissance troop.*—The combat training of the reconnaissance troop, reconnaissance squadron, mechanized, cavalry division, and its elements conforms to the general doctrine for the training of the reconnaissance platoon and troop, cavalry regiment, horse and mechanized (see secs. II and III).

b. Motorcycle troop.—The combat training of the motorcycle troop, reconnaissance squadron, mechanized, cavalry division, and its elements conforms to the general doctrine for the training of the motorcycle platoon and troop, cavalry regiment, horse and mechanized (see sec. IV).

c. Armored troop.—See section XII.

SECTION XII

ARMORED TROOP AND PLATOON

■ 175. GENERAL.—*a.* The armored troop provides an effective means for the reconnaissance squadron, mechanized, to break through a hostile screen that has stopped the advance of scout car and motorcycle elements. Protected by armor, crews can employ the fire of their guns with maximum effect. The cars are fast, powerful, and rugged; have excellent road and cross-country mobility; have considerable crushing ability and are able to force their way through brush, small trees, and obstacles such as barbed wire entanglements. They endeavor to carry the fight into and through enemy formations, are a powerful factor in demoralizing his resistance, and help to open up avenues of advance for vehicles of less cross-country ability. Armored troop units are normally employed offensively whether the mission of the force as a whole is offensive or defensive. In combat they seek to go where the going is good, and to outflank enemy centers of resistance rather than to attack them directly. This rule applies to both the armored platoon and troop.

b. Although employed primarily as an offensive weapon, the light tank may be used for close or battle reconnaissance, especially in situations when reconnaissance in force is necessary to penetrate a hostile screen or other dispositions. By skillful use of terrain and cover for concealment and with due consideration of wind direction, light tank elements can at times approach surprisingly close to the enemy's position without being discovered, particularly when the noise they

make is neutralized by that of aircraft. However, noise and limited facilities for observation are handicaps and seldom should unsupported light tank elements be called upon to perform reconnaissance missions.

c. The principal use for the light tank elements of the cavalry division is to assist the operations of the scout car and motorcycle elements of the mechanized reconnaissance squadron. The armored troop may be employed to assist the advance of the horse elements in an attack, as a mobile reserve to counter the attack of hostile mechanized vehicles, to assist in delaying action, or to provide a mobile reserve for launching a counterattack in the defensive. Also, in emergencies, the tanks may be employed as mobile "pill boxes" in the defense and in delaying action.

d. To obtain the maximum combat effectiveness, the armored troop is employed as a unit.

■ 176. METHODS OF ATTACK.—a. The attack may be by fire and movement or by fire alone. When tank elements attack by fire alone, especially when attacking mechanized units, the vehicles should utilize all available cover and concealment to the maximum. A sudden heavy burst of surprise fire, with all available guns firing at the same time, is most effective. For attacks that require both fire and movement, as is usually the case, the following formations may be employed:

(1) *Mounted attack by waves.*—Against an enemy in a hastily assumed defensive position whose flanks cannot be turned, an attack by successive waves may be launched to break the hostile line. When the breach is made, it is widened by rearward elements while those in the front proceed to attack the enemy's rear installations. An attack formation in depth permits some latitude of maneuver to succeeding elements and assures support to those elements engaging the enemy's rear installations.

(2) *Mounted attack in line.*—Against a sparsely held position, an extended line of tanks may be used, followed by a reserve of the armored troop or other units. Such an attack develops the enemy's strong points in the minimum time and enables the unengaged cars of the forward line to help eradicate and crush them. The reserve is held ready to attack in whatever direction necessity may dictate.

(3) *Mounted attack in echelon.*—When the approaches to the enemy's position afford cover on one flank, tank units may attack in echelon from that flank so as to strike the position obliquely. Echelon formations are also useful when operating against an equally mobile enemy, or whenever heavy dust clouds are raised by the leading elements.

b. The attack of tank elements is most effective when closely supported by the fire of other elements, such as machine guns, mortars, and artillery. When attacking to break through a hostile screen in order to assist the forward movement of mechanized reconnaissance elements, available scout car and motorcycle units provide a holding attack force and support by fire the attack of the light tanks. When their fire is masked or outranged by the progress of the tanks, these supporting elements displace forward as rapidly as possible and either continue on the reconnaissance mission, support the attack to the next objective, or cover the reorganization of the tanks.

■ 177. CONDUCT OF ATTACK.—a. The most serious threat to light tanks in an attack is the fire of the enemy's antitank weapons. In open country, each car should follow a zigzag course, taking advantage of whatever cover the terrain affords until the enemy's position is reached. Platoon commanders direct and control their platoons principally by personal example. Troop and higher commanders influence the action by skillful and timely use of their reserve units. The commander of a unit that is making exceptionally good progress should, on his own initiative, assist the advance of adjacent units that have been held up. He may do this without deviating materially from his assigned zone by means of fire action, or he may attack by fire and movement against the flank and rear of enemy forces in the zone of the unit that is held up. Upon reaching an intermediate objective, assault units must take advantage of nearby cover, avoiding mass formation.

b. When assault elements reach the final objective, and before arrival thereon of supporting elements, they should mop up by fire from concealed or defiladed positions or by cruising about. Under no circumstances should they halt on the final objective in positions exposed to hostile anti-tank or artillery fire. As soon as supporting elements

occupy the area, tank units should assemble in their assigned areas under cover in formations suitable for their own protection and for further action.

■ 178. DEFENSIVE ACTION.—*a.* Since the light tank is essentially an offensive weapon, its employment in defensive action normally develops into a series of maneuvers and attacks. Attacks by fire to force the enemy to deploy and quick thrusts against his flanks, are the methods normally employed. Assaults may also be made wherever needed to relieve pressure against other friendly forces.

b. In defensive operations, cavalry light tank elements must have assistance from reconnaissance elements, support by fire from machine gun elements, and neutralization of hostile antitank weapons by mortar and artillery fire. The machine guns must support the tank attacks and also furnish protection behind which the elements may withdraw to reform and reorganize.

c. Exceptionally in a defensive situation, the cars may be placed in positions with turret deflade and deliver defensive fires. However, even in such situations, tanks are not stationary pill boxes. Alternate positions with covered approaches should be available and the vehicles' mobility exploited by moving from one position to another.

■ 179. DUTIES OF PERSONNEL.—Except as indicated below, individuals of the armored troop have essentially similar duties to comparable members of the mechanized reconnaissance troop (see secs. II and III).

a. Section sergeant.—The section sergeant rides a solo motorcycle. He is in charge of the training and operation of the motorcyclists, and acts as reconnaissance sergeant.

b. Assistant tank commander.—The assistant tank commander of each platoon rides in the platoon leader's car, and in addition to his duties as assistant tank commander, acts as gunner.

SECTION XIII

WEAPONS TROOP, CAVALRY BRIGADE

■ 180. GENERAL.—The weapons troop, cavalry brigade, being composed of elements of essentially different characteristics, does not operate as a unit in combat. While scout cars provide the motive power for moving the mortars and the anti-

tank guns with which these units are equipped, they are employed primarily as carriers or prime movers. Usually combat missions assigned the vehicles are restricted to search for suitable positions for the weapons and local ground and air defense for the weapons.

■ 181. **EMPLOYMENT.**—*a.* Antitank elements are employed usually under central control although they may be attached to subordinate horse cavalry units. They may be employed as separate platoons or sections (see sec. VII).

b. Mortars are usually employed by platoon for the close support of the horse cavalry elements of the brigade or division. Usually they are attached to the horse cavalry regiments they support, although they may operate under brigade control. Methods of training and employment of the mortar platoon are similar to those of the mortar platoon of the horse cavalry regiment (see sec. XVI, ch. 4, FM 2-5).

■ 182. **DUTIES OF TROOP HEADQUARTERS PERSONNEL.**—*a.* The duties of the members of troop headquarters are similar to corresponding members of the reconnaissance troop, cavalry regiment, horse and mechanized (see sec. III).

b. The troop commander has the additional duty of adviser to the brigade commander in matters pertaining to the anti-mechanized defense of the brigade.

SECTION XIV

ANTITANK TROOP, CAVALRY DIVISION

■ 183. **GENERAL.**—Scout cars provide the motive power for moving the 37-mm antitank guns with which the platoon of the antitank troop are equipped as well as for transporting the gun crews and ammunition. Usually combat missions assigned the vehicles are restricted to search for suitable positions and local ground and air defense for the weapons.

■ 184. **EMPLOYMENT.**—The antitank troop is usually employed under central control to deepen the brigade and regimental defense against mechanized attack, to protect division installations, and to provide a mobile reserve to counter hostile mechanized threats. Its elements are seldom attached to subordinate units.

■ 185. COMBAT TRAINING.—*a.* The combat training of the platoons is the same as that described for the antitank platoon, headquarters troop, cavalry regiment, horse and mechanized (see sec. VII).

b. Combat training and duties of personnel pertaining to troop headquarters are essentially the same as that described for the reconnaissance troop, mechanized, cavalry regiment, horse and mechanized (see sec. III).

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